Please note: These minutes are yet to be confirmed as a true record of proceedings

CONFIRMED

CITY OF BUSSELTON

MINUTES OF THE COUNCIL MEETING HELD ON 25 MAY 2022

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MINUTES

MINUTES OF A MEETING OF THE BUSSELTON CITY COUNCIL HELD IN COUNCIL CHAMBERS, ADMINISTRATION BUILDING, SOUTHERN DRIVE, BUSSELTON, ON 25 MAY 2022 AT 5.30PM.

1. DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY / ACKNOWLEDGEMENT OF VISITORS / DISCLAIMER / NOTICE OF RECORDING OF PROCEEDINGS

The Presiding Member opened the meeting at 5.30pm.

The Presiding Member noted this meeting is held on the lands of the Wadandi people and acknowledged them as Traditional Owners, paying respect to their Elders, past and present, and Aboriginal Elders of other communities who may be present.

2. ATTENDANCE

Presiding Member:

Cr Grant Henley Mayor

Members:

Cr Sue Riccelli
Cr Ross Paine
Cr Kate Cox
Cr Anne Ryan *(via remote attendance)*
Cr Phill Cronin
Cr Jodie Richards
Cr Mikayla Love

Officers:

Mr Mike Archer, Chief Executive Officer *(via remote attendance)*
Mr Oliver Darby, Director, Engineering and Works Services
Mr Paul Needham, Director, Planning and Development Services
Mrs Naomi Searle, Director, Community and Commercial Services
Mr Tony Nottle, Director, Finance and Corporate Services
Ms Sarah Pierson, Manager Governance and Corporate Services
Ms Jo Barrett-Lennard, Governance Officer

Apologies:

Cr Paul Carter Deputy Mayor

Approved Leave of Absence:

Nil

Media:

“Busselton-Dunsborough Times”

Public:

21

3. PRAYER

The prayer was delivered by Pastor Joe Attwater from Dunsborough Church of Christ.

4. APPLICATION FOR LEAVE OF ABSENCE

Nil

5. DISCLOSURE OF INTERESTS

The Mayor noted that a declaration of impartiality interest had been received from Cr Mikayla Love in relation to Agenda Item 13.1 'Section 31 Reconsideration – Proposed Reception Centre – Lot 21 (No.64) Espinos Road, Sabina River'.

The Mayor advised that, in accordance with regulation 22(2)(b) of the *Local Government (Model Code of Conduct) Regulations 2021*, this declaration would be read out immediately before Item 13.1 was discussed.

6. ANNOUNCEMENTS WITHOUT DISCUSSION

Announcements by the Presiding Member

Mayor Grant Henley acknowledged Reconciliation Week, and encouraged Councillors and members of the public to attend the Reconciliation Walk on Friday 27 May 2022 in the interests of Reconciliation with our Indigenous Community.

7. QUESTION TIME FOR PUBLIC

Prior to the Public Question Time commencing the Mayor advised that the responses to questions taken on notice at the previous meeting were displayed on the screen, and would be tabled in the minutes.

Response to Previous Questions Taken on Notice

The following questions were taken on notice by the Council at the 11 May 2022 Ordinary Council meeting.

7.1 Mr Andrew Macnish

Question
Given my second question put to the last Council meeting and the City's answer provided yesterday, will the Council furnish the public via its response hereto with the applicable instrument of authorisation of power pursuant to Section 5.44 from the CEO to the Manager Legal and Property Services?

Response
The City will make available to you the relevant authorisation of power and organise a suitable time for you to review the documentation.

Question
Were the ARC members (soon to consider a legal brief and subsequent advice) misled by presiding member Cr Carter in his communication of the CEO having made an appropriate delegation but who had in fact chosen not to?

Response
Nobody has been misled. The matter was dealt with by the Manager of Legal and Property Services without the involvement of the CEO. Regardless of the terminology used to issue power, the CEO issued power to the Manager of Legal and Property Services in relation to the matter.

Question Time for Public

7.2 Mr Don Edwards

Question
Is the Council doing anything formally to investigate eco-friendly housing and building alternatives within the City of Busselton?

Response
(Mayor Grant Henley)
The Council is not formally investigating these particular housing designs. The City has land that is zoned for future residential, and the City is amenable to any discussion with any developer or proponent of any potential solution to the housing crisis.

7.3 Mr Peter Kyle

Question
A revised proposal regarding the Dugalup Centre has been put to the City in accordance with some direction from the State Administrative Tribunal. Can the City tell me whether or not the revised proposal involved was of a similar nature to the one previously rejected, but with four and five storeys?

Response
(Mayor Grant Henley)
I will ask Mr Needham to respond noting there are some confidential issues around the preparation of the responsible authority report as part of that reconsideration.

(Mr Paul Needham, Director Planning and Development Services)
The issues at this stage are around publication of plans, not provision of information. We are working with the proponents to enable some of the information associated with the modified proposal to be published. If we cannot resolve that then the publication will be with the RJDAP report.

I can say that the revised plans have not been fully assessed by City Officers at this stage, but that they do involve a building that is not as high or bulky as was previously proposed. This building includes three storey and five storey elements.

Question
Why is the City proceeding with a proposal for a scheme amendment which will allow exactly what the proponents of this development want and exactly contrary to what the community of Dunsborough said it did not want? Is that not an invitation to the applicants for development approval to proceed in light of the fact that once this Precinct Structure Plan and the scheme amendments have been approved it is a seriously entertained planning provision?

Response
(Mr Paul Needham, Director Planning and Development Services)
The time frame in relation to the Dugalup Cente proposal and the time frame associated with the State Administrative Tribunal Orders would mean the planning framework can't change between today and the last date possible for consideration by the RJDAP which is the 7th July 2022. Even if the Council had made the decision two weeks ago, essentially for the amendment to have any effect or to be given any due consideration as part of the forthcoming RJDAP meeting, the amendment would need to be advertised. Before we can advertise the amendment, we have to prepare the amendment documents and then we have to refer the document to the Environmental Planning Authority for a period of 28 days in which they can decide if they want to put the amendment through environmental review.

Question
Tonight when the Council considers the Precinct Structure Plan and the scheme amendments, will it become a seriously entertained planning document?

Response
(Mr Paul Needham, Director Planning and Development Services)
No, that is not the case. In terms of the amendment to the scheme, it becomes something that can be given due consideration once it has been advertised. The advertising process has to have commenced.

With the Precinct Structure Plan, the regulations are now quite clear, so a structure plan of any kind including a precinct structure plan can only be given consideration once it has been approved by the Planning Commission.

Question
Is it more or less likely that the RJDAP will approve the Dugalup Proposal application in its amended form if the officers recommendation for a five storey blanket provision affecting this particular piece of land along with the rest of the town centre is endorsed?

Response
(Mr Paul Needham, Director Planning and Development Services)
The RJDAP will be assessing the application against the planning framework and any decision that the Council makes this evening in relation to the Precinct Structure Plan or the associated amendment will not be part of the planning framework before 7th July 2022. It should have no effect on the decision that the RJDAP makes.

7.4 Mr Jeff Forrest

Question
Will all voting on the Precinct Structure Plan be recorded including who voted in the affirmative and in opposition?

Response
(Mayor Grant Henley)
Recording of votes is done with every motion of every meeting as a matter of course.

8. CONFIRMATION AND RECEIPT OF MINUTES

Previous Council Meetings

8.1 Minutes of the Council Meeting held 11 May 2022

COUNCIL DECISION

C2205/104 Moved Councillor M Love, seconded Councillor P Cronin

That the Minutes of the Council Meeting held 11 May 2022 be confirmed as a true and correct record.

CARRIED 8/0

Committee Meetings

8.2 Minutes of the Finance Committee Meeting held 11 May 2022

COUNCIL DECISION

C2205/105 Moved Councillor M Love, seconded Councillor S Riccelli

That the Unconfirmed Minutes of the Finance Committee Meeting held 11 May 2022 be noted as received.

CARRIED 8/0

9. RECEIVING OF PETITIONS, PRESENTATIONS AND DEPUTATIONS

Petitions

Nil

Presentations

Mr Anthony Rowe spoke with respect to Agenda Item 13.1 'Section 31 Reconsideration – Proposed Reception Centre – Lot 21 (No. 64) Espinos Road, Sabina River'. Mr Roe was opposed to the officer recommendation.

Mr David Wilkins spoke with respect to Agenda Item 13.1 'Section 31 Reconsideration – Proposed Reception Centre – Lot 21 (No. 64) Espinos Road, Sabina River'. Mr Wilkins was opposed to the officer recommendation.

Ms Rebecca Ireland spoke with respect to Agenda Item 13.1 'Section 31 Reconsideration – Proposed Reception Centre – Lot 21 (No. 64) Espinos Road, Sabina River'. Ms Ireland was opposed to the officer recommendation.

Dr Flamina Coiacetto spoke with respect to Agenda Item 13.1 'Section 31 Reconsideration – Proposed Reception Centre – Lot 21 (No. 64) Espinos Road, Sabina River'. Dr Coiacetto was opposed to the officer recommendation.

Mr Neville Haddon spoke with respect to Agenda Item 13.1 'Section 31 Reconsideration – Proposed Reception Centre – Lot 21 (No. 64) Espinos Road, Sabina River'. Mr Haddon was in favour of the officer recommendation.

Dr Peter Rocher spoke with respect to Agenda Item 13.1 'Section 31 Reconsideration – Proposed Reception Centre – Lot 21 (No. 64) Espinos Road, Sabina River'. Dr Rocher was in favour of the officer recommendation.

Mr Lindsay Bergsma spoke with respect to Agenda Item 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'. Mr Bergsma was in opposition to the alternative recommendation.

Deputations

Nil

10. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN (WITHOUT DISCUSSION)

11. ITEMS BROUGHT FORWARD

ADOPTION BY EXCEPTION RESOLUTION

At this juncture the Mayor advised the meeting that, with the exception of the items identified to be withdrawn for discussion, the remaining reports, including the Committee and Officer Recommendations, will be adopted en bloc, i.e. all together.

COUNCIL DECISION

C2205/106 Moved Councillor P Cronin, seconded Councillor S Riccelli

That the Committee Recommendations for items 12.1 and 12.2 and Officer Recommendations for items 14.1 and 17.1 be carried en bloc:

12.1 Finance Committee – 11/05/2022 – LIST OF PAYMENTS MADE

12.2 Finance Committee – 11/02/2022 – FINANCIAL ACTIVITY STATEMENTS – YEAR TO DATE AS AT 31 MARCH 2022

14.1 PROPOSAL TO DEDICATE AS PUBLIC ROAD, PORTION OF LOT 4959 OR CROWN RESERVE 42673, CAPE NATURALIST ROAD, DUNSBOROUGH

17.1 COUNCILLORS INFORMATION BULLETIN

CARRIED 8/0

EN BLOC

12. REPORTS OF COMMITTEE

12.1 Finance Committee - 11/5/2022 - LIST OF PAYMENTS MADE - MARCH 2022

STRATEGIC THEME	LEADERSHIP - A Council that connects with the community and is accountable in its decision making.
STRATEGIC PRIORITY	4.2 Deliver governance systems that facilitate open, ethical and transparent decision making.
SUBJECT INDEX	Financial Operations
BUSINESS UNIT	Financial Services
REPORTING OFFICER	Manager Financial Services - Paul Sheridan
AUTHORISING OFFICER	Director Finance and Corporate Services - Tony Nottle
NATURE OF DECISION	Noting: The item is simply for information purposes and noting
VOTING REQUIREMENT	Simple Majority
ATTACHMENTS	Attachment A List of Payments - March 2022

This item was considered by the Finance Committee at its meeting on 11/5/2022, the recommendations from which have been considered by Council.

COUNCIL DECISION

C2205/107 Moved Councillor P Cronin, seconded Councillor S Riccelli

That the Council notes payment of voucher numbers for the month of March 2022 as follows:

CHEQUE PAYMENTS	**CHEQUE # 119178 - 119219**	**135,717.24**
ELECTRONIC TRANSFER PAYMENTS	**EFT # 85799 - 85836 and 85840 - 86434**	**9,044,895.36**
TRUST ACCOUNT	**CHEQUE # 7585 -7588 and EFT # 85837 - 85839**	**46,082.12**
PAYROLL PAYMENTS	**01.03.22 - 31.03.22**	**1,601,949.92**
INTERNAL PAYMENT VOUCHERS	**DD004793- DD004832**	**167,966.01**
TOTAL PAYMENTS		**10,996,610.65**

CARRIED 8/0

EN BLOC

OFFICER RECOMMENDATION

That the Council notes payment of voucher numbers for the month of March 2022 as follows:

CHEQUE PAYMENTS	CHEQUE # 119178 - 119219	135,717.24
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86434	9,044,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL PAYMENTS	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	DD004793- DD004832	167,966.01
TOTAL PAYMENTS		10,996,610.65

EXECUTIVE SUMMARY

This report provides details of payments made from the City's bank accounts for the month of March 2022, for noting by the Council and recording in the Council Minutes.

BACKGROUND

The *Local Government (Financial Management) Regulations 1996* (the Regulations) requires that, when the Council has delegated authority to the Chief Executive Officer to make payments from the City's bank accounts, a list of payments made is prepared each month for presentation to, and noting by, the Council.

OFFICER COMMENT

In accordance with regular custom, the list of payments made for the month of March 2022 is presented for information.

Statutory Environment

Section 6.10 of the *Local Government Act 1995* and more specifically Regulation 13 of the Regulations refer to the requirement for a listing of payments made each month to be presented to the Council.

Relevant Plans and Policies

There are no relevant plans or policies to consider in relation to this matter.

Financial Implications

There are no financial implications associated with the officer recommendation.

Stakeholder Consultation

No external stakeholder consultation was required or undertaken in relation to this matter.

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

Not applicable.

CONCLUSION

The list of payments made for the month of March 2022 is presented for information.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

Not applicable.

City of Busselton
Geographe Bay

LISTING OF PAYMENTS MADE
UNDER DELEGATED AUTHORITY
FOR THE MONTH OF MARCH 2022

CHEQUE PAYMENTS	CHEQUE # 119178 - 119319	135,717.24
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 86840 - 86404	9,044,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004799 - D0004832	167,966.01
		10,996,610.65

CHEQUE PAYMENTS MARCH 2022

DATE	REF #	NAME	DESCRIPTION	AMOUNT $
9/03/2022	119188	ADRIENNE SCADDAN	REFUND OF ANIMAL TRAP BOND	102.00
9/03/2022	119189	ALFRED & CYNTHIA AVERY	CROSSOVER SUBSIDY PAYMENT	375.40
9/03/2022	119298	ANDUSKA FALCONER	CROSSOVER SUBSIDY PAYMENT	296.30
9/03/2022	119194	ANTHONY & ASHLEY MORTON	CROSSOVER SUBSIDY PAYMENT	371.20
29/03/2022	119094	ANTHONY JOHN GRAHAM FISHER	CANCELLED CHQ	974.47
9/03/2022	119200	BARRY JOHN MCLEAN	REFUND OF RATE OVERPAYMENT	3,813.50
22/03/2022	119299	BLAKE MOORE	STAFF REIMBURSEMENT	193.54
9/03/2022	119184	BOND ADMINISTRATOR	AGED HOUSING BONDS	764.48
9/03/2022	119195	BRADLEY-TROWELL & MAKAHILA WILSON	CROSSOVER SUBSIDY PAYMENT	349.20
22/03/2022	119214	BUSSELTON DUNSBOROUGH JUNIOR NETTERS	CANCELLED CHQ	1,000.00
22/03/2022	119212	BUSSELTON PUBLIC LIBRARY - PETTY CASH	PETTY CASH REIMBURSEMENT	213.60
9/03/2022	119183	CALLOWS CORNER NEWS	NEWSAGENCY / STATIONERY SUPPLIES	6,714.90
22/03/2022	119211	CITY OF BUSSELTON - PETTY CASH	PETTY CASH REIMBURSEMENT	632.75
9/03/2022	119186	CITY OF BUSSELTON DEPOT - PETTY CASH	PETTY CASH RECOUP	95.00
9/03/2022	119181	DEPARTMENT OF TRANSPORT	PLANT REGISTRATION	41.40
29/03/2022	118985	DIANA EVELYN HEMSLEY	CANCELLED CHQ	765.54
9/03/2022	119187	DUNSBOROUGH PUBLIC LIBRARY - PETTY CASH	PETTY CASH REIMBURSEMENT	362.50
9/03/2022	119180	DUNSBOROUGH POST OFFICE	POSTAL SERVICE	514.00
29/03/2022	119017	ERIC R DELAPORTE	CANCELLED CHQ	880.06
9/03/2022	119202	ESTATE OF LINA AGNES CAMPBELL	REFUND OF RATE OVERPAYMENT	807.70
9/03/2022	119185	FRED ROSE EXCAVATOR HIRE	EARTHMOVING - WASTE FACILITY & ROADWORKS	15,869.50
22/03/2022	119018	FRED ROSE EXCAVATOR HIRE	EARTHMOVING - WASTE FACILITY & ROADWORKS	19,404.00
22/03/2022	119216	GEOGRAPHE LEISURE CENTRE - PETTY CASH	PETTY CASH REIMBURSEMENT	225.00
9/03/2022	119206	GJ & GE BRADEN	REFUND OF RATE OVERPAYMENT	750.00
22/03/2022	119218	HENRYKA KUBIAK & MICHAEL R DUFFE	REFUND OF RATE OVERPAYMENT	100.00
29/03/2022	118886	T HANCOCK & E BOWMAN	CANCELLED CHQ	548.10
9/03/2022	119292	JOHN & CLARE WARD	CROSSOVER SUBSIDY PAYMENT	317.00
9/03/2022	119196	JOHN & LESLEY BUCKINGHAM	CROSSOVER SUBSIDY PAYMENT	296.70
29/03/2022	119071	JOHN GRAHAM & BEVERLEY MARGARET GIBSON	CANCELLED CHQ	797.65
9/03/2022	119201	KEVIN W KEALLEY	REFUND OF RATE OVERPAYMENT	306.73
9/03/2022	119293	LEON R SILVIO	CROSSOVER SUBSIDY PAYMENT	227.10
22/03/2022	119217	MARGARET JANICE HANNELL	REFUND OF RATE OVERPAYMENT	100.00
9/03/2022	119191	MICHAEL AND JULIE ALLENBY	CROSSOVER SUBSIDY PAYMENT	213.90
9/03/2022	119203	MICHAEL BERRY	REFUND OF RATE OVERPAYMENT	750.00
9/03/2022	119205	MICHAEL RAYMOND LUMBUS	REFUND OF RATE OVERPAYMENT	750.00
9/03/2022	119207	MICHELE & LINA GIUSEPPINA LA TOSA	REFUND OF RATE OVERPAYMENT	752.39
9/03/2022	119308	MICHELLE MAGNOLIS	APPLICATION REFUND	110.00
22/03/2022	119214	PM CALLEGARI & LD HELLEWELL	REFUND OF RATE OVERPAYMENT	750.00
22/03/2022	119215	RM TAYLOR & LM SINCLAIR	REFUND OF RATE OVERPAYMENT	750.00
22/03/2022	119219	ROGER BISHOP	REFUND OF BUILDING PLAN SEARCH	262.00
9/03/2022	119199	RUSSELL PLATTS	CROSSOVER SUBSIDY PAYMENT	626.60
29/03/2022	119063	SHANELLE JOOSTE	CANCELLED CHQ	368.70
9/03/2022	119182	SHIRE OF DARDANUP	LOCAL GOVT SERVICES	4,125.00
9/03/2022	119290	SIMON & EMILY STONE	CROSSOVER SUBSIDY PAYMENT	261.60
9/03/2022	119204	SVEND HERMANN & MARY JORGENSEN	REFUND OF RATE OVERPAYMENT	749.00
22/03/2022	119216	VIOLET MILLICENT & WILLIAM JAMES LUCY	REFUND OF RATE OVERPAYMENT	750.00
9/03/2022	119178	WATER CORPORATION	WATER SERVICES	38,574.25
9/03/2022	119197	YVONNE MCGUINNESS	CROSSOVER SUBSIDY PAYMENT	323.80
				135,717.24

EFT PAYMENTS MARCH 2022

DATE	REF #	NAME	DESCRIPTION	AMOUNT $
10/03/2022	85999	360 ENVIRONMENTAL	ENVIRONMENTAL CONSULTANCY	8,096.00
3/03/2022	85807	A1 ROBCATS BUSSELTON	EARTHWORK SERVICES - SUGARLOAF RD, RENDEZVOUS RD	54,767.63
10/03/2022	85911	A1 ROBCATS BUSSELTON	EARTHWORK SERVICES	4,157.75
22/03/2022	86191	A1 ROBCATS BUSSELTON	EARTHWORK SERVICES	4,499.00
10/03/2022	85919	ABEC ENVIRONMENTAL CONSULTING PTY LTD	ENVIRONMENTAL CONSULTING	2,200.00
10/03/2022	85903	ACCENDO AUSTRALIA PTY LTD	ENVIRONMENTAL SERVICES	891.00
22/03/2022	86181	ACTION KERBING	KERBING SERVICES	1,650.00
3/03/2022	85883	ACTIV FOUNDATION INC	MAINTENANCE SERVICES	2,945.80
10/03/2022	86057	ACTIV FOUNDATION INC	MAINTENANCE SERVICES	2,979.20
16/03/2022	86137	ACTIV FOUNDATION INC	MAINTENANCE SERVICES - MOWING	38,691.95
22/03/2022	86248	ACTIV FOUNDATION INC	MAINTENANCE SERVICES	17,193.28
10/03/2022	85867	ACURIX NETWORKS	INTERNET WIFI ACCESS	3,689.13
22/03/2022	86282	ADAM & SHANA STAITE	BITP REFUND	60.00
22/03/2022	86276	ADAM AND KELLIE BROWN	BITP REFUND	60.00
10/03/2022	85950	ADAM DAVEY	TURF CONSULTANT	2,582.60
22/03/2022	86228	ADAM DAVEY	TURF CONSULTANT	1,485.00
10/03/2022	85938	ADAM JOHN SOULOS ATF ADAM J SOULOS FAMIL	CONCRETE SUPPLIES	1,485.00
22/03/2022	86275	ADRIAN VAN BEKKEM	BITP REFUND	30.00
10/03/2022	85951	ADWAM PTY LTD	AIRPORT CARPARK CREDIT CARD TRANSACTIONS	415.54
10/03/2022	85933	ADVANCED DRIVEWAY SEALING	MAINTENANCE SERVICES	572.00
22/03/2022	86207	ADVANCED DRIVEWAY SEALING	MAINTENANCE SERVICES	396.00
10/03/2022	85945	AFRODROME MANAGEMENT SERVICES	AIR SERVICES	15,299.39
10/03/2022	85965	AGVIA EQUIPMENT	MACHINERY EQUIPMENT PARTS AND SERVICE	68.84
3/03/2022	85828	ALEXANDER NICOU	GSC REFUNDS	458.21
10/03/2022	85909	ALINTA SALES PTY LTD	ELECTRICITY	70.69
22/03/2022	86252	ALISON BURTON	ART SALES	105.50
22/03/2022	86306	ALISON SKYRIDER	ART SALES	91.00
10/03/2022	85857	ALLMARK & ASSOCIATES PTY LTD	PAIRING REQUIREMENTS	1,991.50
22/03/2022	86217	ALPINE LAUNDRY PTY LTD	COMMERCIAL LAUNDRY	429.33
22/03/2022	86251	ALTUS GROUP CONSULTING PTY LTD	COST MANAGEMENT SERVICES	3,501.50
22/03/2022	86330	AMD CHARTERED ACCOUNTANTS	ACCOUNTANCY SERVICES	825.00
10/03/2022	86064	AMITY SIGNS	SIGNAGE SERVICES	137.50
16/03/2022	86119	ANGELA GRIFFIN	STAFF REIMBURSEMENT	213.20
10/03/2022	86029	ANNA DIXON CONSULTING	CONSULTING SERVICES	1,650.00
22/03/2022	86157	ANNA FOLEY	WELLNESS SERVICES	1,430.00
10/03/2022	86408	ANNA FOLEY	WELLNESS SERVICES	1,219.89
22/03/2022	86277	ANTHONY & KRISTY GRIFFIN	BITP REFUND	60.00
10/03/2022	85859	ARBOR GUY	TREE MAINTENANCE SERVICES - TUTUNUP RD, SMITH BEACH RD	54,973.65
22/03/2022	86142	ARBOR GUY	TREE MAINTENANCE SERVICES - WOODBRIDGE VALE, CHILVERS PLACE	23,902.08
30/03/2022	86406	ARBOR GUY	TREE MAINTENANCE SERVICES	4,408.28
10/03/2022	85852	ARCUS AUSTRALIA PTY LTD	WIRE ROPE	880.45
10/03/2022	86004	ARNO & KATE ALBRECHT	BITP REFUND	60.00
10/03/2022	85844	ATO EFT DEPOSITS TRUST A/C	PAYG TAXATION	233,431.00
24/03/2022	86395	ATO EFT DEPOSITS TRUST A/C	PAYG TAXATION	232,723.00

City of Busselton
Geographe Bay

LISTING OF PAYMENTS MADE
UNDER DELEGATED AUTHORITY
FOR THE MONTH OF MARCH 2022

CHEQUE PAYMENTS	CHEQUE # 119178 - 119219	135,717.24
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86404	9,064,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004799 - D0004832	167,966.01
		10,996,610.65

22/03/2022	86155	AUSQ TRAINING	TRAINING SERVICES	3,300.00
22/03/2022	86338	AUSTRALIA POST	POSTAL SERVICE	7,375.33
22/03/2022	86245	AUSTRALIAN COMMUNITY MEDIA	ADVERTISING SERVICES	2,751.90
30/03/2022	85888	AUSTRALIAN PROGRESSIVE SUPPLIES	CHEMICAL SUPPLY	213.20
30/03/2022	85918	AUTO TOUCH	VEHICLE DETAILING	250.00
22/03/2022	86145	AVIATION PROJECTS PTY LTD	CONSULTANCY SERVICES	701.80
30/03/2022	85881	AZURITY	IT SOFTWARE	388.90
30/03/2022	86062	B&B STREET SWEEPING	STREET SWEEPING SERVICE	4,658.64
22/03/2022	86351	B&B STREET SWEEPING	STREET SWEEPING SERVICE	28,778.07
30/03/2022	85904	BARRY ALLEN ELECTRICAL SERVICES PTY LTD	ELECTRICAL SERVICES	11,044.87
22/03/2022	86183	BARRY ALLEN ELECTRICAL SERVICES PTY LTD	ELECTRICAL SERVICES	6,966.83
30/03/2022	86412	BARRY ALLEN ELECTRICAL SERVICES PTY LTD	ELECTRICAL SERVICES	478.70
22/03/2022	86187	BATTERY WORLD BUNBURY	BATTERIES	1,578.50
22/03/2022	86345	BAY SIGNS	SIGNAGE SERVICES	3,882.44
30/03/2022	86425	BAY TO BAY ACTION GROUP	REIMBURSEMENT	897.50
30/03/2022	86410	BCP CONTRACTORS PTY LTD	EARTHWORKS - PEEL TCE/CAUSEWAY AND FORESHORE EAST UPGRADE	408,431.15
30/03/2022	85887	BCP LIQUID WASTE	LIQUID WASTE SERVICES	265.00
3/03/2022	85818	BE INGRAM	CARPENTRY SERVICES	900.00
30/03/2022	85969	BE INGRAM	CARPENTRY SERVICES	50.00
16/03/2022	86134	BE INGRAM	CARPENTRY SERVICES	2,700.00
30/03/2022	86423	BE INGRAM	CARPENTRY SERVICES	3,875.00
22/03/2022	86390	BEACHLANDS LAWNMOWING SERVICE	LAWN MOWING SERVICE	300.00
30/03/2022	85937	BELLROCK CLEANING SERVICES PTY LTD	CLEANING SERVICES	49,858.98
3/03/2022	85822	BEN CROW	GLC REFUNDS	933.36
22/03/2022	86357	BENARA NURSERIES	NURSERY SUPPLIES	2,786.80
30/03/2022	86096	BG&E PTY LTD	CONSULTANCY SERVICES	23,584.00
22/03/2022	86172	BHDI NUTRITION PTY LTD	ENERGY AND NUTRITION PRODUCTS	510.84
22/03/2022	86144	BLUE TANG (WA) PTY LTD	LANDSCAPE ARCHITECTURAL SERVICES	5,500.00
30/03/2022	85900	BLUESTEEL ENTERPRISES PTY LTD	EMERGENCY RESPONSE EQUIPMENT	2,253.86
22/03/2022	86179	BLUESTEEL ENTERPRISES PTY LTD	EMERGENCY RESPONSE EQUIPMENT	660.00
30/03/2022	86040	BOC LIMITED	GAS SERVICES	1,472.35
30/03/2022	86073	BRAD GOODE & ASSOCIATES PTY LTD	CONSULTANCY SERVICES	6,965.23
30/03/2022	86423	BRADLEY REYNOLDS	STAFF REIMBURSEMENT	148.53
3/03/2022	85828	BRAYCO COMMERCIAL	OUTDOOR FURNITURE FOR DUNSBOROUGH LIBRARY	3,228.00
30/03/2022	85980	BRETT TITTERTON ELECTRICAL AND AIR CONDI	ELECTRICAL SERVICES	85.00
30/03/2022	85949	BRIAN YORKE	WATER CHARGES REIMBURSEMENT	542.05
30/03/2022	85864	BRIDGESTONE	TYRE SERVICES	49.50
22/03/2022	86152	BRIDGESTONE	TYRE SERVICES	3,495.92
24/03/2022	86402	BROAD CONSTRUCTION PTY LTD	CONSTRUCTION SERVICES - BPACC	487,629.97
16/03/2022	86117	BRUCE & MONIKA THOMAS	STAFF REIMBURSEMENT	69.50
30/03/2022	86092	BSA ADVANCED PROPERTY SOLUTIONS	AIR CONDITIONING SERVICES	452.65
22/03/2022	86371	BSA ADVANCED PROPERTY SOLUTIONS	AIR CONDITIONING SERVICES	1,460.80
30/03/2022	86067	BSEWA	ELECTRICAL SERVICES	9,301.58
22/03/2022	86354	BSEWA	ELECTRICAL SERVICES	1,810.27
30/03/2022	86430	BSEWA	ELECTRICAL SERVICES	2,954.87
30/03/2022	86014	BUILDING SUPPLIES AND HIRE	BUILDING SUPPLIES	52.68
30/03/2022	86089	BUNNINGS BUILDING SUPPLIES	HARDWARE SUPPLIES	871.25
22/03/2022	86356	BUNNINGS BUILDING SUPPLIES	HARDWARE SUPPLIES	2,587.47
30/03/2022	85917	BUSSELTON AGRICULTURAL SERVICES (WA) PTY	RURAL SUPPLIES	570.00
22/03/2022	86196	BUSSELTON AGRICULTURAL SERVICES (WA) PTY	RURAL SUPPLIES	2,728.00
16/03/2022	86118	BUSSELTON ALLSPORTS INC T/A BUSSELTON A	JETTY SWIM 2016	17,600.00
22/03/2022	86280	BUSSELTON AMATEUR NAMOTBALL ASSOC.	DONATION	980.00
22/03/2022	86184	BUSSELTON AUTO-ELECTRICS	AUTO-ELECTRICAL SERVICES	1,376.68
30/03/2022	86413	BUSSELTON AUTO-ELECTRICS	AUTO-ELECTRICAL SERVICES	440.80
22/03/2022	86355	BUSSELTON BOWLING CLUB INC	COMMUNITY BID	11,000.00
30/03/2022	86015	BUSSELTON BUILDING PRODUCTS	BUILDING PRODUCT SUPPLIER	334.40
22/03/2022	86300	BUSSELTON BUILDING PRODUCTS	BUILDING PRODUCT SUPPLIER	1,366.35
30/03/2022	86079	BUSSELTON FLORIST	FLOWERS AND GIFTS	146.00
30/03/2022	86081	BUSSELTON HOCKEY STADIUM CLUB INC	COMMUNITY BIDS	165.00
22/03/2022	86288	BUSSELTON HOSPICE GOLF DAY	DONATION	250.00
22/03/2022	86136	BUSSELTON HYDRAULIC SERVICES INC	HYDRAULIC SERVICES	968.97
30/03/2022	85861	BUSSELTON LOCKSMITH	SECURITY SUPPLIES	181.00
22/03/2022	86211	BUSSELTON MEDICAL PRACTICE	MEDICAL SERVICES	825.00
30/03/2022	86053	BUSSELTON MOTORS	VEHICLE PURCHASES / SERVICES / PARTS	363.51
22/03/2022	86335	BUSSELTON MOTORS	VEHICLE PURCHASES / SERVICES / PARTS	1,770.25
30/03/2022	86058	BUSSELTON PEST & WEED CONTROL	PEST CONTROL SERVICES	704.00
22/03/2022	86347	BUSSELTON PEST & WEED CONTROL	PEST CONTROL SERVICES	803.00
30/03/2022	86071	BUSSELTON REFRIGERATION & A/RCON	REFRIGERATION/AIR CONDITIONING SERVICES	2,123.00
22/03/2022	86358	BUSSELTON STATE EMERGENCY SERVICE	PETTY CASH REIMBURSEMENT	1,023.12
22/03/2022	86297	BUSSELTON SUBIE SERVICE	AUTOMOTIVE SERVICE AND REPAIR	293.62
30/03/2022	86038	BUSSELTON TOYOTA	VEHICLE PURCHASES / SERVICES / PARTS	1,337.17
22/03/2022	86321	BUSSELTON TOYOTA	VEHICLE PURCHASES / SERVICES / PARTS	1,079.25
3/03/2022	85829	BUSSELTON WATER	WATER SERVICES	43,913.45
30/03/2022	86039	BUSSELTON WATER	WATER SERVICES	44,307.70
22/03/2022	86322	BUSSELTON WATER	WATER SERVICES	580.11
3/03/2022	85811	C & D NORRIS	INSTALLATION OF SCHEME WATER FOR IRRIGA	351.25
30/03/2022	86008	CANDY COW	BOND REFUND	1,325.00
30/03/2022	86110	CAPE DRYCLEANERS	LINEN CLEANING SERVICES	88.60
22/03/2022	86384	CAPE DRYCLEANERS	LINEN CLEANING SERVICES	458.35
30/03/2022	86434	CAPE DRYCLEANERS	LINEN CLEANING SERVICES	1,484.30
16/03/2022	86133	CAPITAL FINANCE AUSTRALIA LTD	LEASING PAYMENTS	24,412.79
30/03/2022	86079	CARDNO (WA) PTY LTD	CONSULTANCY SERVICES	2,200.00
22/03/2022	86295	CAROL MCGHEARN	ART SALES	167.00
22/03/2022	86273	CAROL WILLIS	BTP REFUND	52.00
30/03/2022	86035	CASSANDRA ARMSTRONG	STAFF REIMBURSEMENT	99.00
30/03/2022	85957	CB TRAFFIC SOLUTIONS	TRAFFIC MANAGEMENT SERVICES	22,965.88
22/03/2022	86236	CB TRAFFIC SOLUTIONS	TRAFFIC MANAGEMENT SERVICES	11,896.83
22/03/2022	86263	CHERRITY ASIA PACIFIC PTY LTD	SOFTWARE SYSTEM AND PROFESSIONAL SERVICES	328.90
22/03/2022	86234	CHOICECHEM	BITUMEN REMOVER	709.46
30/03/2022	85879	CHRIS SHELDY PANEL & PAINT	PANEL REPAIRS & REPLACEMENT	2,489.28
3/03/2022	85823	CHRISTIE BYLES	GLC REFUNDS	461.75
22/03/2022	86279	CHRISTINE WILKINS	BTP REFUND	60.00
3/03/2022	85833	CHUBB FIRE SAFETY	FIRE EQUIPMENT SERVICES	5,899.68
30/03/2022	86077	CHUBB FIRE SAFETY	FIRE EQUIPMENT SERVICES	5,418.95
22/03/2022	86361	CHUBB FIRE SAFETY	FIRE EQUIPMENT SERVICES	2,365.00
30/03/2022	86099	CITY AND REGIONAL FUELS	FUEL SERVICES	5,514.08
30/03/2022	85846	CITY OF BUSSELTON	PAYROLL DEDUCTIONS REALLOCATION	4,595.15
24/03/2022	86397	CITY OF BUSSELTON	PAYROLL DEDUCTIONS REALLOCATION	4,684.15

City of Busselton
Geographe Bay

LISTING OF PAYMENTS MADE
UNDER DELEGATED AUTHORITY
FOR THE MONTH OF MARCH 2022

CHEQUE PAYMENTS	CHEQUE # 119178 - 119219	135,717.24
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86404	9,044,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004799 - D0004832	167,966.01
		10,996,610.65

10/03/2022	85842	CITY OF BUSSELTON-CHRISTMAS CLUB	PAYROLL DEDUCTIONS	2,752.18
24/03/2022	86395	CITY OF BUSSELTON-CHRISTMAS CLUB	PAYROLL DEDUCTIONS	2,782.18
10/03/2022	85843	CITY OF BUSSELTON-STAFF LOTTO	STAFF LOTTO	180.00
24/03/2022	86394	CITY OF BUSSELTON-STAFF LOTTO	STAFF LOTTO	174.00
10/03/2022	85848	CITY OF BUSSELTON-SOCIAL CLUB	SOCIAL CLUB REIMBURSEMENT	208.00
24/03/2022	86399	CITY OF BUSSELTON-SOCIAL CLUB	SOCIAL CLUB REIMBURSEMENT	206.00
10/03/2022	85911	CIVETEST PTY LTD SCOTTISH PACIFIC	SOIL COMPACTION TEST	3,342.63
22/03/2022	86142	CIVETEST PTY LTD SCOTTISH PACIFIC	SOIL COMPACTION TEST	2,117.50
3/03/2022	85830	CJD EQUIPMENT PTY LTD	PLANT PURCHASES / SERVICES / PARTS	3,884.83
10/03/2022	86041	CJD EQUIPMENT PTY LTD	PLANT PURCHASES / SERVICES / PARTS	263.63
22/03/2022	86323	CJD EQUIPMENT PTY LTD	PLANT PURCHASES / SERVICES / PARTS	671.19
10/03/2022	86085	CLEANAWAY	WASTE MANAGEMENT SERVICES	120.64
22/03/2022	86370	CLEANAWAY	WASTE MANAGEMENT SERVICES - KERBSIDE RECYCLING	98,203.59
22/03/2022	86329	CLEANAWAY OPERATIONS PTY LTD	MAINTENANCE PARTS WASHER	807.71
10/03/2022	85903	CLEANAWAY SOLID WASTE PTY LTD	WASTE DISPOSAL SERVICES	58.61
22/03/2022	86197	CLEANAWAY SOLID WASTE PTY LTD	WASTE DISPOSAL SERVICES	58.61
10/03/2022	85891	CLOUTZ EVENT HIRE	ENTERTAINMENT - YOUTH SERVICES	965.50
10/03/2022	85901	COATES CIVIL CONSULTING P/L	CIVIL ENGINEERING CONSULTING SERVICES	7,722.00
10/03/2022	86074	COATES HIRE	HIRE EQUIPMENT SERVICES	5,698.00
10/03/2022	86094	COCA-COLA AMATIL	GLC KIOSK PURCHASES	1,611.63
3/03/2022	85804	COLES.COM.AU	COUNCIL & STAFF REFRESHMENTS	115.90
10/03/2022	85893	COLES.COM.AU	COUNCIL & STAFF REFRESHMENTS	106.05
22/03/2022	86171	COLES.COM.AU	COUNCIL & STAFF REFRESHMENTS	187.00
10/03/2022	85940	COMPUTER WEST	INFORMATION TECHNOLOGY SUPPLIER	2,128.17
10/03/2022	85895	CONNALLY	PUBLIC ART & CONSULTING SERVICES	2,243.12
10/03/2022	85994	CONSTRUCTION SCIENCES PRY LTD	MATERIALS TESTING	1,127.28
22/03/2022	86267	CONSTRUCTION SCIENCES PRY LTD	MATERIALS TESTING	2,254.56
10/03/2022	85982	CONSULT DIRECT	CLEANING EQUIPMENT AND SERVICES	369.38
22/03/2022	86257	CONSULT DIRECT	CLEANING EQUIPMENT AND SERVICES	1,173.37
10/03/2022	85921	CORSIGN WA PTY LTD	SINGAGE AND TRAFFIC ACCESSORIES	253.00
10/03/2022	85874	COUNTRYS JUNIOR FOOTBALL CLUB	BOND REFUND	100.00
10/03/2022	85983	COUNTRYWIDE COMMERCIAL CEILINGS	CEILING SERVICES	935.00
22/03/2022	86146	CR KENNEDY & COMPANY PTY LTD	SURVEY EQUIPMENT	48,598.91
10/03/2022	85903	CR. P CARTER	COUNCILLOR PAYMENT	4,419.85
10/03/2022	85968	CR. SUSAN RICELLI	COUNCILLOR PAYMENT	2,998.58
3/03/2022	85813	CRAIG & LISA BASELL	WATER CHARGES REIMBURSEMENT	3,110.45
16/03/2022	86122	CRAIG BARTER	STAFF REIMBURSEMENT	2,640.64
10/03/2022	85879	CRANEFORD PLUMBING PTY LTD	PLUMBING SERVICES	14,568.80
22/03/2022	86159	CRANEFORD PLUMBING PTY LTD	PLUMBING SERVICES	15,800.74
22/03/2022	86282	CREATIVE HEART COUNSELLING	ARTIST WORKSHOP	4,500.00
30/03/2022	86414	CRISTAL MINING AUSTRALIA LTD	TOWN PLANNING BOND REFUND	167,072.62
10/03/2022	86017	CROWD BARRICKS WA	PEDESTRIAN FLOORING	910.80
10/03/2022	85958	CS LEGAL - CLOISTERS SQUARE	LEGAL RECOVERY ON RATING DEBTS	84.90
10/03/2022	85847	CSA OFFICIAL RECEIPTS ACCOUNT	SALARY DEDUCTIONS	737.16
24/03/2022	86398	CSA OFFICIAL RECEIPTS ACCOUNT	SALARY DEDUCTIONS	737.16
10/03/2022	85934	CTI SECURITY SYSTEMS PTY LTD	SECURITY SYSTEMS SUPPLY AND MONITERING	388.10
22/03/2022	86148	CTI SECURITY SYSTEMS PTY LTD	SECURITY SYSTEMS SUPPLY AND MONITERING	841.50
22/03/2022	86219	CURLY'S REMOVALS	FURNITURE TRANSPORT - POOL TABLE RELOCATION YOUTH BUILDING	575.00
22/03/2022	86153	CURTIN UNIVERSITY	TRAINING SERVICES	921.55
3/03/2022	85803	D MCKENZIE T/A UTOPIA ECOSERVICES	CONSULTANCY SERVICES	8,778.00
10/03/2022	85889	DANIEL FRITCHLEY	DRAFTING SERVICES	616.00
16/03/2022	86115	DANIELL ABRAHAMSE	STAFF REIMBURSEMENT	135.25
22/03/2022	86230	DARRYL AND LEONIE STEAD	WATER CHARGES REIMBURSEMENT	2,078.95
22/03/2022	86209	DAT ACOM SYSTEMS (AU) PTY LTD	COMPUTER EQUIPMENT AND SERVICES	3,305.68
10/03/2022	86027	DAVID HOLDEN BUILDING INSPECTIONS	BUILDING INSPECTIONS	1,980.00
22/03/2022	86314	DAVID HOLDEN BUILDING INSPECTIONS	BUILDING INSPECTIONS	935.00
10/03/2022	86075	DAVID MILDWATERS ELECTRICAL	MAINTENANCE SERVICES	984.50
22/03/2022	86360	DAVID MILDWATERS ELECTRICAL	MAINTENANCE SERVICES	4,167.60
10/03/2022	86108	DELL AUSTRALIA PTY LIMITED	COMPUTER EQUIPMENT SUPPLIER	560.80
10/03/2022	86085	DEPARTMENT OF FIRE AND EMERGENCY SERVICE	FIRE AND EMERGENCY SERVICES - ESL ANNUAL	811,240.23
16/03/2022	86128	DEPARTMENT OF FIRE AND EMERGENCY SERVICE	FIRE AND EMERGENCY SERVICES - RECOUP UNSPENT FUNDS 2020/21	27,145.00
22/03/2022	86148	DEPARTMENT OF TRANSPORT	VEHICLE OWNERSHIP SEARCHES	65.60
22/03/2022	86173	DEPARTMENT OF TRANSPORT	WATERWAYS MANAGEMENT - PORT GEOGRAPHE	381,935.40
30/03/2022	86424	DEVLYN CONSTRUCTIONS PTY LTD	CONSTRUCTION SERVICES - BSN SENIOR CITIZENS	10,462.96
30/03/2022	85972	DIESEL AND HYDRAULIC SERVICES SOUTH WEST	PLANT REPAIR AND MAINTENANCE	290.18
22/03/2022	86287	DOM MARZANO	BOND REFUND	200.00
22/03/2022	86266	DONALD CANT WATTS CORKE (WA) PTY LTD	CONSULTANCY SERVICES	7,150.00
10/03/2022	85988	DOOR HARDWARE SOLUTIONS	HARDWARE SUPPLIES	164.23
22/03/2022	86265	DOOR HARDWARE SOLUTIONS	HARDWARE SUPPLIES	104.15
10/03/2022	85936	DORSOGNA LIVITTO	ICE CREAM AND SMALL GOODS	1,693.37
22/03/2022	86193	DOUTH CONTRACTING	PROPERTY & GARDEN MAINTENANCE	3,414.38
22/03/2022	86209	DUNS & DIST. WATER CARTAGE	WATER CARTAGE SERVICES	360.00
10/03/2022	85882	DUNSBOROUGH HARDWARE & HOME CENTRE	HARDWARE SERVICES	13.20
22/03/2022	86166	DUNSBOROUGH HARDWARE & HOME CENTRE	HARDWARE SERVICES	124.60
10/03/2022	85885	DYMOCKS BUSSELTON	LIBRARY RESOURCES	545.40
10/03/2022	85971	E & P O'BRIEN	COUNCILLOR PAYMENTS	2,698.58
22/03/2022	86220	EAGLE VALLEY & CO PTY LTD	TYRE SALES AND SERVICE	40.00
3/03/2022	85818	EARTH AND STONE WA	FOOTPATHS MAINTENANCE - RENDEZVOUS RD	27,454.00
22/03/2022	86240	EARTH AND STONE WA	FOOTPATHS MAINTENANCE - BOALLIA RD	23,934.00
22/03/2022	86258	EARTHWISE ECO BUMS	CLOTH NAPPIES WORKSHOP	154.00
30/03/2022	85965	ECHO-FIELD PTY LTD	BUSH FIRE INSPECTION WORKS/WEED CONTROL	946.00
22/03/2022	86185	ECHO-FIELD PTY LTD	BUSH FIRE INSPECTION WORKS/WEED CONTROL	7,984.80
22/03/2022	86178	EVERETT'S HOME AND YARD MAINTENANCE	MAINTENANCE SERVICES	3,990.00
16/03/2022	85990	EWIS K STIFFLE	SINGER/PERFORMER	400.00
10/03/2022	85984	EIS CONTROL PTY LTD	ELECTRICAL SERVICES	187.00
22/03/2022	86222	EIS CONTROL PTY LTD	ELECTRICAL SERVICES	668.55
10/03/2022	85979	G & KM COX	COUNCILLOR PAYMENTS	2,698.58
22/03/2022	86200	GLAMOORE NATURAL SOAPS & COSMETICS PTY L	ART SALES	18.20
22/03/2022	86224	GLIZABETH BENT	ART SALES	35.00
22/03/2022	86147	GLIZABETH ROYCE	ART SALES	35.00
10/03/2022	85890	GLLYOTTS FILTRATION	IRRIGATION & FILTRATION SERVICES	2,485.35
10/03/2022	85992	GLOISE COLLINS	PERFORMANCE SERVICES	330.00
22/03/2022	86292	GLZA FOUCHS, ARTIST	ART SALES	9.80
30/03/2022	86088	EMERGE OFFICE	OFFICE EQUIPMENT SERVICES - PHOTOCOPYING	214.35
10/03/2022	85871	ENVIRONEX INTERNATIONAL PTY LTD	POOL CHEMICALS FOR GLC	1,442.96
22/03/2022	86156	ENVIRONEX INTERNATIONAL PTY LTD	POOL CHEMICALS FOR GLC	1,166.17
29/03/2022	85996	ERNIE BATT	BTP REFUND	60.00
10/03/2022	85947	ESPLANADE HOTEL	ACCOMMODATION	250.00

City of Busselton
Geographe Bay

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INTERNAL PAYMENT VOUCHERS	D0004793 - D0004832	167,966.01
		10,996,610.65

10/03/2022	86098	EUREKA 4WD TRAINING	TRAINING SERVICES	3,400.00
10/03/2022	85866	EVENTS WEST PTY LTD	EVENT PRODUCTION & LOGISTICS	450.00
10/03/2022	85979	FAIRTEL PTY LTD	TELECOMMUNICATION SERVICES	358.09
10/03/2022	85948	FASSOM PTY LTD	STATIONERY AND OFFICE SUPPLIES	7.90
22/03/2022	86223	FASSOM PTY LTD	STATIONERY AND OFFICE SUPPLIES	157.60
10/03/2022	86011	FIONA HORNE	PERFORMER	800.00
10/03/2022	85854	FIRE AND SAFETY WA	FIRE EQUIPMENT SUPPLIER	18,095.90
10/03/2022	85873	FIRE RESCUE SAFETY AUSTRALIA	FIRE SAFETY EQUIPMENT	3,080.01
22/03/2022	86249	FITNESS SOLUTIONS WA	FITNESS EQUIPMENT SERVICE AND REPAIR	495.00
10/03/2022	85975	FOODLOGISTIKY	CATERING AND COOKING CLASSES	2,534.00
22/03/2022	86229	FRANK SUTTON	WATER CHARGES REIMBURSEMENT	270.70
22/03/2022	86165	FREMANTLE ESPLANADE HOTEL LTD	ACCOMMODATION	855.00
10/03/2022	85985	FRED STONE	PAVING SUPPLIES	3,701.62
10/03/2022	85982	FRESH AS	REFRESHMENTS	111.60
22/03/2022	86206	FRESH AS	REFRESHMENTS	160.10
10/03/2022	85907	FYFE PTY LTD	CONTAMINATED LAND AUDITOR SERVICES	5,038.50
10/03/2022	86418	GARRY HUTTON	WATER CHARGES REIMBURSEMENT	441.50
10/03/2022	85929	GEOBOX PTY LTD	VEHICLE CAMERAS	1,749.00
22/03/2022	86327	GEOGRAPHE PETROLEUM	FUEL SERVICES	18,694.90
1/03/2022	85801	GEOGRAPHE TIMBER & HARDWARE	HARDWARE SUPPLIES	431.50
22/03/2022	86194	GEOGRAPHE UNDERGROUND SERVICES	UNDERGROUND SERVICES	825.00
10/03/2022	86032	GLOBAL RETAIL BRANDS AUSTRALIA PTY LTD	KITCHEN HOMEWARES	79.98
1/03/2022	85806	GRAHAM BAILEY	WATER CHARGES REIMBURSEMENT	448.05
10/03/2022	85853	GRANT HENLEY	COUNCILLOR PAYMENT	10,796.71
22/03/2022	86472	GRASSIAS TURF MANAGEMENT	CRICKET PITCH MANAGEMENT SERVICES	8,800.00
10/03/2022	85915	GRAVITY ETC	VACATION CARE EXCURSION	825.00
22/03/2022	86169	GREAT SOUTHERN BIO LOGIC	CONSULTANCY SERVICES	3,454.00
10/03/2022	86024	GREEN BRAIN PTY LTD	SOIL MOISTURE & WEATHER MONITORING SERV	11,308.00
10/03/2022	85869	GREY GOLD CONSTRUCTIONS	CONCRETE SERVICES	3,520.00
22/03/2022	86143	HALIFAX CRANE HIRE PTY LTD	CRANE HIRE	1,562.00
22/03/2022	86231	HARBECKS TRANSPORT	SAND AND GRAVEL SUPPLIES - SUGARLOAF RD	115,189.47
1/03/2022	85810	HEATH AND GAIL PERRY	WATER CHARGES REIMBURSEMENT	2,488.60
22/03/2022	86212	HELEN READING	ART SALES	7.80
22/03/2022	86168	HERBERT SMITH FREEHILLS TRUST ACCOUNT	LAND PURCHASE AND EXCHANGE	580.80
10/03/2022	86111	HIP POCKET WORKWEAR	UNIFORMS & PROTECTIVE CLOTHING	554.34
22/03/2022	86385	HIP POCKET WORKWEAR	UNIFORMS & PROTECTIVE CLOTHING	588.90
30/03/2022	86411	HOCKING HERITAGE AND ARCHITECTURE	HERITAGE ADVISORY SERVICE	16,142.50
10/03/2022	86048	HOLCIM	CONCRETE SERVICES	5,628.50
22/03/2022	86324	HOLCIM	CONCRETE SERVICES	5,002.34
10/03/2022	85862	HOLCIM (AUSTRALIA) PTY LTD	CONCRETE SERVICES	9,587.71
22/03/2022	86150	HOLCIM (AUSTRALIA) PTY LTD	CONCRETE SERVICES	3,483.02
22/03/2022	86296	HOST CORPORATION PTY LTD	CATERING EQUIPMENT	122.10
1/03/2022	85820	HOWSON MANAGEMENT	ENGINEERING PROJECT MANAGEMENT	2,090.00
10/03/2022	85987	HOWSON MANAGEMENT	ENGINEERING PROJECT MANAGEMENT	730.50
10/03/2022	85952	ILLION AUSTRALIA PTY LTD	TENDER ADVERTISING AND MANAGEMENT	215.43
10/03/2022	85942	INDI BLUE PTY LTD	BEACH ACCESS PERMIT REFUND	96.00
10/03/2022	85976	INSTANT PRODUCTS HIRE	PUBLIC ABLUTIONS HIRE AND SALES	2,402.68
10/03/2022	85941	INTERFIRE AGENCIES PTY LTD	FIRE, SAFETY, EMERGENCY EQUIPMENT	3,337.75
10/03/2022	85884	INVASIVE SPECIES PTY LTD	FOX BAITING	11,176.00
10/03/2022	86019	IPEC PTY LTD	COURIER SERVICES	282.02
22/03/2022	86404	IPEC PTY LTD	COURIER SERVICES	265.50
10/03/2022	86070	IPWEA	MEMBERSHIP	1,210.00
10/03/2022	86076	IPWEA-WA	TRAINING SERVICES	1,950.00
10/03/2022	86433	IPWEA-WA	TRAINING SERVICES	3,280.00
22/03/2022	86246	ISH PROJECTS PTY LTD	WASTE MANAGEMENT CONSULTANTS	2,307.80
10/03/2022	86009	J BUTSON & T GIBBS	CROSSOVER CONTRIBUTION REFUND	224.30
22/03/2022	86274	JADE GAFFNEY	BJTP REFUND	119.00
10/03/2022	85964	JAMES BERNERTY	SPECIALIST LIBRARY RESOURCES	994.64
1/03/2022	85824	JAN LUMSDAINE	GLC REFUNDS	360.88
30/03/2022	86414	JANEEN WESLEY	STAFF REIMBURSEMENT	51.65
10/03/2022	86084	JANINE ERIKSSON	TOWN PLANNING SERVICES	1,754.10
10/03/2022	86010	JASON EY	REIMBURSEMENT OF WATER EXPENSES	989.90
10/03/2022	86043	JASON SIGNMAKERS	SIGNAGE SUPPLIES	462.60
22/03/2022	86214	JDM EARTHWORKS	EARTHWORKS - PLANT CELL 2 DUNSBOROUGH TIP	22,126.50
24/03/2022	86401	JDM EARTHWORKS	EARTHWORKS - PLANT CELL 2 DUNSBOROUGH TIP	20,817.50
30/03/2022	86415	JDM EARTHWORKS	EARTHWORKS - PLANT CELL 2 DUNSBOROUGH TIP	62,452.50
22/03/2022	86199	JENNIFER BROWN	ART SALES	36.00
10/03/2022	86002	JESSE CASEY	BJTP REFUND	60.00
10/03/2022	85963	JIGSAW SIGNS & PRINT	SIGNAGE SERVICES	590.00
22/03/2022	86244	JIGSAW SIGNS & PRINT	SIGNAGE SERVICES	682.00
30/03/2022	85889	JILLIAN JANE LETHLEAN T/A CONSILIUM WAST	AUDIT OF COMPLIANCE REPORT	3,432.00
10/03/2022	85886	JIMS FIRST	HARDWARE SUPPLIES	178.41
10/03/2022	86021	JODIE RICHARDS	COUNCILLOR PAYMENT	2,698.58
10/03/2022	85998	JOHN & HELEN LAMPERD	BJTP REFUND	60.00
10/03/2022	86000	JOHN HANCOCK	BJTP REFUND	131.00
10/03/2022	85875	JOHN STRICKLAND	LIGHTING AND SOUND SERVICES	1,491.61
22/03/2022	86158	JOHN STRICKLAND	LIGHTING AND SOUND SERVICES	1,999.33
1/03/2022	85825	JONATHAN EVANS	GLC REFUNDS	120.27
22/03/2022	86295	JONI AND ANNA POLEY	CARPENTRY AND BUILDING MAINTENANCE	660.85
10/03/2022	86087	JR & A HERSEY PTY LTD	SAFETY EQUIPMENT	5,742.02
30/03/2022	86003	JUDITH PRIEST	BJTP REFUND	138.00
22/03/2022	86241	JULIE GUTHRIDGE	ART SALES	39.90
1/03/2022	85819	KAREN TAYLOR-VOGAN	WATER CHARGES REIMBURSEMENT	1,678.90
30/03/2022	85916	KATHERINE M GARNETT	WELLNESS PROGRAM	1,008.00
1/03/2022	85815	KELLY MCGORLICK	WATER CHARGES REIMBURSEMENT	1,112.25
17/03/2022	86132	KERRY HILL ARCHITECTS	ARCHITECTURAL SERVICES - BPACC	182,041.58
22/03/2022	86228	KEVIN NEWELL	WATER CHARGES REIMBURSEMENT	2,222.05
22/03/2022	86411	KI TRAINING AND ASSESSING	TRAINING AND ASSESSING	2,800.00
10/03/2022	85901	KIT PRENDERGAST	ECOLOGICAL CONSULTANCY	460.00
1/03/2022	85808	KITCHEN TAKEOVERS	CATERING	146.00
16/03/2022	86123	KITCHEN TAKEOVERS	CATERING	216.60
22/03/2022	86205	KITCHEN TAKEOVERS	CATERING	150.00
10/03/2022	85948	KMART BUSSELTON	RETAIL HOME WARES	295.75
22/03/2022	86299	KOCHIE EUCALYPTUS OIL PTY LTD	ESSENTIAL OILS	815.00
10/03/2022	86050	LANDGATE (VALUER GENERAL'S OFFICE)	LAND VALUATIONS	5,356.78
22/03/2022	86331	LANDGATE (VALUER GENERAL'S OFFICE)	LAND VALUATIONS	71.74
10/03/2022	86046	LANDGATE CUSTOMER ACCOUNT	LAND INFORMATION AND TITLE SEARCHES	5,533.25
10/03/2022	85860	LANDSAVE ORGANICS	LANDSCAPING SERVICE	1,320.00

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LISTING OF PAYMENTS MADE
UNDER DELEGATED AUTHORITY
FOR THE MONTH OF MARCH 2022

CHEQUE PAYMENTS	CHEQUE # 119178 - 119219	135,717.24
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86404	9,044,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004793 - D0004832	167,966.01
		10,996,610.65

22/03/2022	86148	LANDSAVE ORGANICS	LANDSCAPING SERVICE	2,640.00
30/03/2022	86013	LAWRENCE & HANSON	ELECTRICAL/PROTECTIVE CLOTHING SUPPLIES	2,098.14
1/03/2022	85805	LD TOTAL	PLAYGROUND UPGRADES	456,790.72
30/03/2022	86100	LD TOTAL	LANDSCAPING SERVICES	19,977.77
22/03/2022	86375	LD TOTAL	LANDSCAPING SERVICES	5,033.41
22/03/2022	86378	LE & OG PIKE	ART SALES	78.40
30/03/2022	85930	LITDA SECURITY PRODUCTS PTY LTD	SECURITY PRODUCTS	451.83
30/03/2022	85855	LEIGHMIN CIVIL PTY LTD	ROAD WORKS - WILDWOOD AND BALDORUP RDS	585,257.72
22/03/2022	86138	LEIGHMIN CIVIL PTY LTD	ROAD WORKS - MUTTAMAN RD	39,259.63
22/03/2022	86272	LESLIE AUSTIN	BJTP REFUND	60.00
30/03/2022	86093	LGA WA	MAINTENANCE SERVICES	374.00
30/03/2022	86016	LIAM JACKSON	EQUIPMENT HIRE	8,845.00
16/03/2022	86126	LIAM JACKSON	EQUIPMENT HIRE	4,680.00
22/03/2022	86805	LIAM JACKSON	EQUIPMENT HIRE	4,950.00
30/03/2022	86427	LIAM JACKSON	EQUIPMENT HIRE	9,480.00
30/03/2022	86012	LISA STEVENS	ART CLASSES	200.00
30/03/2022	86007	LLOYD HAM	RATE REFUND	999.61
30/03/2022	86114	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA	TRAINING SERVICES	110.00
22/03/2022	86389	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA	TRAINING SERVICES	3,142.50
30/03/2022	85973	LOCK AROUND THE CLOCK	SECURITY SERVICES	378.50
22/03/2022	86177	LOTEX FILTER CLEANING SERVICE	PLANT FILTER CLEANING SERVICE	359.85
1/03/2022	85836	LYNNE BOLADERAS	ART SALES	561.00
30/03/2022	85914	MACHINERY WEST PTY LTD	MACHINERY SERVICE AND PARTS	244.02
22/03/2022	86289	MADISON FENWICK	DONATION	500.00
30/03/2022	86055	MAJOR MOTORS PTY LTD	PLANT PURCHASES / SERVICES / PARTS	1,867.61
30/03/2022	86044	MALATESTA ROAD PAVING	ROAD HOTMIX / PAVING SERVICES - RENDEZVOUS & BOALLIA RDS	91,151.66
30/03/2022	86105	MARAGLAD HOLDINGS PTY LTD	FIRE CONTROL SERVICES	550.00
30/03/2022	85894	MARGARET RIVER BUSSELTON TOURISM ASSOCIA	ADVERTISING	2,407.60
16/03/2022	85120	MARGARET RIVER BUSSELTON TOURISM ASSOCIA	LOAN FACILITY	1,250,000.00
30/03/2022	85878	MARGARET RIVER FENCING	MAINTENANCE SERVICES	770.00
22/03/2022	86161	MARGARET RIVER FENCING	MAINTENANCE SERVICES	132.00
30/03/2022	86417	MARGARET UNSWORTH	SCHEME WATER REIMBURSEMENT	432.23
22/03/2022	86271	MARK LONGLEY	BJTP REFUND	162.00
30/03/2022	85897	MARKETFORCE PTY LTD	ADVERTISING SERVICES	398.67
22/03/2022	86281	MATT & ERICA FOLEY	BJTP REFUND	60.00
30/03/2022	85986	MATT RILEY STUDIO	VIDEO EDITING AND CREATIONS	180.00
22/03/2022	86263	MATT RILEY STUDIO	VIDEO EDITING AND CREATIONS	675.00
22/03/2022	86163	MATTHEW SHARP & SUSAN SMITH	ART SALES	45.50
30/03/2022	86106	MCGREGOR WJ & J	MANAGEMENT BUSSELTON JETTY TOURIST PARK	44,331.55
30/03/2022	85984	MDM ENTERTAINMENT PTY LTD	DVD AND CD SUPPLY TO LIBRARY	431.49
22/03/2022	86247	MDM ENTERTAINMENT PTY LTD	DVD AND CD SUPPLY TO LIBRARY	170.68
22/03/2022	86320	ME BANNEY T/AS PK COURIERS	COURIER SERVICES	372.90
30/03/2022	85962	MECHANICAL PROJECT SERVICES	AIRCONDITIONING & REFRIGERATION SERVICES	3,794.38
22/03/2022	86243	MECHANICAL PROJECT SERVICES	AIRCONDITIONING & REFRIGERATION SERVICES	329.90
30/03/2022	86031	MENS SHED BUSSELTON INC	POSSUM BOXES	70.00
30/03/2022	85920	MERCHANDISING LIBRARIES	LIBRARY RESOURCES	464.68
1/03/2022	85812	MICHAEL & KATE WILSON	WATER CHARGES REIMBURSEMENT	998.60
30/03/2022	85995	MICHELLE BELL	REFUND DOG REGISTRATION	30.00
1/03/2022	85799	MICHELLE SHERWOOD	STAFF REIMBURSEMENT	87.00
30/03/2022	86029	MIKAYLA LOW	COUNCILLOR PAYMENT	2,698.58
22/03/2022	86237	MIKE MORGAN	WATER CHARGES REIMBURSEMENT	790.45
22/03/2022	86283	MIKE O'SHAUGHNESSY	BJTP REFUND	144.00
22/03/2022	86363	MINTER ELLISON	LEGAL SERVICES	2,89.36
30/03/2022	86107	MJB INDUSTRIES	DRAINAGE SUPPLIES - CAREY ST	38,453.05
22/03/2022	86385	MJB INDUSTRIES	DRAINAGE SUPPLIES - CAREY ST	21,064.38
30/03/2022	85908	MOORE STEPHENS WA PTY LTD	RATE COMPARISON REPORT	1,045.00
22/03/2022	86135	MR & MRS D HADDON	ART SALES	28.00
30/03/2022	85978	MURRS	VEHICLE MAINTENANCE	250.15
22/03/2022	86254	MURRS	VEHICLE MAINTENANCE	1,040.25
22/03/2022	86309	MUSIC BY ORNELLA	ENTERTAINMENT	350.00
22/03/2022	86164	NALDA HOSKINS DESIGN	ART SALES	70.40
22/03/2022	86269	NATHAN GRACE	REFUND DOG REGISTRATION	150.00
22/03/2022	86250	NATURAL EDGE FRAMING & PHOTOGRAPHY	ART SALES	26.95
30/03/2022	85890	NATURALITE GLASS BUSINESS TRANS ACC	GLASS REPAIRS AND MANUFACTURE	1,442.94
22/03/2022	86278	NEIL & VICKY HAWKINS	BJTP REFUND	60.00
22/03/2022	86380	NETTLEY KING	ART SALES	528.00
22/03/2022	86386	NEVERFAIL SPRINGWATER LTD	WATER REFILL SERVICE - DUNS WASTE FACILI	248.25
30/03/2022	85953	NEW IMAGE LANDSCAPING AND MAINTENANCE	LANDSCAPE MAINTENANCE - BUNSBOROUGH LAKES	12,853.50
22/03/2022	86232	NEW IMAGE LANDSCAPING AND MAINTENANCE	LANDSCAPE MAINTENANCE	6,374.50
22/03/2022	86317	NEWLINE OFFICE FURNITURE PTY LTD	OFFICE FURNITURE	1,470.00
30/03/2022	86045	NICHOLLS MACHINERY	PLANT PURCHASES / SERVICES / PARTS	225.50
22/03/2022	86324	NICHOLLS MACHINERY	PLANT PURCHASES / SERVICES / PARTS	87.12
22/03/2022	86225	NIGHTCAP MUSIC PTY LTD	MUSIC AND VIDEO SUBSCRIPTION SERVICES	413.95
22/03/2022	86298	NINTEX PTY LTD	CLOUD SOFTWARE	24,048.20
30/03/2022	86407	NL & KE SUMMERS	STAFF REIMBURSEMENT	90.00
30/03/2022	85977	NOBLE CONSULTING SURVEYORS PTY LTD	SURVEYING SERVICES	4,235.00
30/03/2022	85883	NOCO CONSULTING	CONSULTANCY AND TRAINING	5,050.50
22/03/2022	86369	NUMERO PTY LTD	VEHICLE RENTAL SERVICES	1,968.07
30/03/2022	86091	NVMS (NOISE & VIBRATION SYSTEMS) P/L	NOISE LEVEL ANALYSER SUPPLIER	2,427.10
30/03/2022	85899	OCEAN AIR CARPET CARE	CLEANING SERVICES	330.00
22/03/2022	86178	OCEAN AIR CARPET CARE	CLEANING SERVICES	49,725.50
22/03/2022	86248	ODR HOLDINGS PTY LTD	LIQUID WASTE REMOVAL	3,314.08
22/03/2022	86269	ODRS TA RF BELL	ART SALES	27.80
30/03/2022	85935	OFFICEWORKS	OFFICE EQUIPMENT SERVICES	566.95
22/03/2022	86208	OFFICEWORKS	OFFICE EQUIPMENT SERVICES	84.16
30/03/2022	85896	OLDENBURN FAMILY TRUST	CATERING	2,994.00
22/03/2022	86210	OPRA AUSTRALIA PTY LTD	PSYCHOMETRIC ASSESSMENT SERVICES	2,178.00
16/03/2022	86118	OPTUS BILLING SERVICES PTY LTD	FIXED INTERNET ACCESS	3,067.20
22/03/2022	86340	OTIS ELEVATOR COMPANY PTY LTD	ELEVATOR SERVICES	6,234.71
30/03/2022	86006	PA & CP RILEY	RATE REFUND	122.00
30/03/2022	86028	PATRICIA SHERWOOD	MENTORING SERVICES	52.00
30/03/2022	86421	PAUL BRISMAN	STAFF REIMBURSEMENT	150.83
30/03/2022	86005	PAUL LEWIS	BJTP REFUND	60.00
22/03/2022	86195	PAUL ROBERT COLLINS	ANTENNA REPAIRER	415.00
30/03/2022	85998	PAUL WELDON	BJTP REFUND	60.00
22/03/2022	86332	PENDRIY AGENCIES P/L	CHEMICAL/RURAL SUPPLIES	594.68
22/03/2022	86269	POP CAFE	CATERING	424.00
1/03/2022	85800	PERTH ENERGY PTY LTD	ELECTRICITY SUPPLIER	50,331.92

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LISTING OF PAYMENTS MADE
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FOR THE MONTH OF MARCH 2022

CHEQUE PAYMENTS	CHEQUE # 119178 - 119219	135,717.24
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86404	9,064,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004793 - D0004832	167,966.01
		10,996,610.65

30/03/2022	86405	PERTH ENERGY PTY LTD	ELECTRICITY SUPPLIER	42,676.24
22/03/2022	86373	PETTITT NOMINEES PTY LTD	MAINTENANCE SERVICES	401.50
30/03/2022	86112	PFD FOOD SERVICES PTY LTD	GLC KIOSK PURCHASES	273.70
22/03/2022	86387	PFD FOOD SERVICES PTY LTD	GLC KIOSK PURCHASES	319.65
22/03/2022	86137	PHIL HOLLETT PHOTOGRAPHY	ART SALES	30.45
22/03/2022	86284	PHILIP STRUTT	BOND REFUND	100.00
30/03/2022	85987	PHILLIP & LYDIA REED	BTP REFUND	60.00
1/04/2022	85817	PHOEBE TUCKER	STAFF REIMBURSEMENT	143.34
30/03/2022	85858	PHOENIX FOUNDRY PTY LTD	MEMORIAL PLAQUES SUPPLIER	2,882.60
22/03/2022	86141	PHOENIX FOUNDRY PTY LTD	MEMORIAL PLAQUES SUPPLIER	787.65
22/03/2022	86303	PINDAN OCEAN PTY LTD	FRUIT AND VEGETABLE SUPPLIER	375.00
30/03/2022	86034	PIP GUREVER	STAFF REIMBURSEMENT	57.60
22/03/2022	86258	PLANTATION PAPER	INK CARTRIDGES	1,738.50
22/03/2022	86310	PLAY CHECK	PLAYGROUND AUDITING SERVICES	14,674.00
30/03/2022	85955	POLYFUSE PTY LTD	HOSE SUPPLY AND INSTALLATION	10,175.00
30/03/2022	85954	POWER MEDICAL CENTRE	PRE EMPLOYMENT MEDICAL	884.45
22/03/2022	86233	POWER MEDICAL CENTRE	PRE EMPLOYMENT MEDICAL	319.00
30/03/2022	86054	PRESTIGE PRODUCTS	HOSPITALITY EQUIPMENT SUPPLIER	13,881.94
22/03/2022	86342	PRESTIGE PRODUCTS	HOSPITALITY EQUIPMENT SUPPLIER	858.89
1/04/2022	85805	PRIME VIRWAN WA PTY LTD	RATE REFUND	12,751.00
22/03/2022	86174	PRIME VIRWAN WA PTY LTD	RATE REFUND	19,991.00
30/03/2022	85939	PRO-CRACK SEAL	CRACK SEALING SERVICES - CAPE NATURALISTE RD	11,000.00
22/03/2022	86215	PRO-CRACK SEAL	CRACK SEALING SERVICES - SUGAN DR	2,750.00
30/03/2022	86053	PRO-LINE KERBING	KERBING SERVICES	1,507.15
22/03/2022	86337	PRO-LINE KERBING	KERBING SERVICES	2,089.65
22/03/2022	86315	PROSPEC FABRICATION PTY LTD	FABRICATION AND WLEDING	1,770.40
16/03/2022	86125	PUBLIK	DESIGN SERVICES	8,944.65
22/03/2022	86285	QUINDALUP ARTISTS INC.	BOND REFUND	500.00
22/03/2022	86294	RSI TECHNOLOGY	COMPUTER PRODUCTS	4,272.98
30/03/2022	86033	RACHAEL ANNE HANCOCK	ROAD MAINTENANCE BOND	5,535.00
1/04/2022	85807	RAYMOND & JILLIAN MORGAN	BTP REFUND	60.00
22/03/2022	86279	RAYMOND DIXON	BTP REFUND	90.00
22/03/2022	86308	RENTFIND TECHNOLOGIES PTY LTD	PROPERTY INSPECTION SOFTWARE	110.00
22/03/2022	86344	REPCO AUTO PARTS	PLANT PURCHASES / SERVICES / PARTS	139.95
30/03/2022	86109	REWARD SUPPLY CO PTY LTD	RANGER EQUIPMENT	243.94
22/03/2022	86383	REWARD SUPPLY CO PTY LTD	RANGER EQUIPMENT	1,261.07
30/03/2022	86104	RMS (AUST)P/L	SOFTWARE SERVICES	134.92
30/03/2022	86001	ROBERT & SLARA FONG	BTP REFUND	90.00
30/03/2022	85912	ROBERTS TILT TRAY & HIAB SERVICE	FREIGHT	1,100.00
1/04/2022	85801	ROCHELLE FREDERICKS	STAFF REIMBURSEMENT	177.43
22/03/2022	86339	RODS AUTO ELECTRICS	AUTO ELECTRICAL SERVICES	353.88
30/03/2022	85901	ROSS PAINE	COUNCILLOR PAYMENT	2,898.58
22/03/2022	86325	ROYAL LIFE SAVING SOCIETY - AUSTRALIA	TRAINING SERVICES	266.50
22/03/2022	86286	S W REGIONAL FOOTBALL DEV COMMISSION	BOND REFUND	300.00
22/03/2022	86374	SAFE & SURE SECURITY PTY LTD	SECURITY SERVICES - ALARM OCCURANCE	1,001.00
22/03/2022	86190	SAFETY BARRIERS WA PTY LTD	BRIDGE MAINTENANCE	6,471.74
30/03/2022	86408	SANDRA HILL	CULTURAL CORDIALTANCY AND ARTWORKS	2,700.00
30/03/2022	86404	SARAH PERSON	STAFF REIMBURSEMENT	130.00
22/03/2022	86218	SARAH'S PLACE	HOMEWARE RETAILER	285.00
22/03/2022	86213	SCANIA AUSTRALIA PTY LTD	NEW VEHICLES, PARTS AND LABOUR	1,234.90
30/03/2022	85872	SCOPE BUSINESS IMAGING	ELECTRONIC EQUIPMENT	191.70
22/03/2022	86291	SCOTT PEARCE	DIDJERIDOO WORKSHOP - YOUTH	900.00
30/03/2022	85995	SE & SJ REYNOLDS	CATERING	648.00
30/03/2022	86004	SEEK LIMITED	ADVERTISING SERVICES	291.50
22/03/2022	86312	SEEK LIMITED	ADVERTISING SERVICES	940.50
22/03/2022	86167	SERVICES AUSTRALIA OFFICIAL DEPARTMENT R	CHARGES FOR CENTREPAY FACILITY	126.72
30/03/2022	86419	SHANE & ALEXIS JENNINGS	INSTALLATION OF SCHEME WATER	222.80
22/03/2022	86280	SHARON RICHARDS	BTP REFUND	212.00
22/03/2022	86382	SHORE COASTAL	COASTAL CONSULTANCY SERVICES	17,517.50
22/03/2022	86383	SIGMA CHEMICALS	CHEMICAL SUPPLIER	543.75
1/04/2022	85802	SIMON SPARKES	STAFF REIMBURSEMENT	60.00
16/03/2022	86133	SIMONE NEWMAN	WATER CHARGES REIMBURSEMENT	3,189.28
22/03/2022	86237	SUNLINE WAREHOUSE	DISPLAY MATERIALS	1,234.72
30/03/2022	85861	SMARTSALARY PTY LTD	SALARY PACKAGING SERVICE	15,053.53
24/03/2022	86392	SMARTSALARY PTY LTD	SALARY PACKAGING SERVICE	16,448.22
22/03/2022	86180	SOGGYBOOTS	EVENT COORDINATION	800.00
30/03/2022	86082	SOILS AINT SOILS	NURSERY SUPPLIES	354.44
22/03/2022	86367	SOILS AINT SOILS	NURSERY SUPPLIES	619.15
22/03/2022	86162	SOMIC HEALTH PLUS PTY LTD	OCCUPATIONAL HEALTH SERVICES	148.50
22/03/2022	86258	SOS OFFICE EQUIPMENT	OFFICE EQUIPMENT SERVICES	824.38
22/03/2022	86379	SOUTH WEST COUNSELLING	COUNSELLING SERVICES	1,705.00
30/03/2022	86084	SOUTH WEST CYCLES	CYCLE SUPPLIER	30.00
22/03/2022	86239	SOUTH WEST GAS	GAS SUPPLY	78.00
30/03/2022	86035	SOUTH WEST IRRIGATION MANAGEMENT SOLUTIO	IRRIGATION AND PROJECT MANAGEMENT	1,496.00
30/03/2022	85996	SOUTH WEST OFFICE NATIONAL	STATIONERY	387.17
22/03/2022	86235	SOUTH WEST OFFICE NATIONAL	STATIONERY	1,256.73
30/03/2022	86047	SOUTH WEST STEEL PRODUCTS	STEEL PRODUCTS SUPPLIER	3,300.30
22/03/2022	86204	SOUTHERN ATU SERVICES PTY LTD	WASTE MANAGEMENT SERVICES	385.00
22/03/2022	86318	SOUTHERN EARTHMOVING PTY LTD	EARTHMOVING SERVICES	1,794.00
30/03/2022	86042	SOUTHERN LOCK AND SECURITY	SECURITY SERVICES	472.14
22/03/2022	86366	SOUTHERN MACHINING & MAINTENANCE	PLANT MAINTENANCE SERVICES	941.48
30/03/2022	85982	SOUTHWEST GUTTER POWER	PLANT PURCHASES / SERVICES / PARTS	195.40
30/03/2022	86072	SOUTHWEST TYRE SERVICE	PLANT TYRE SUPPLIER / REPAIRER	32,758.65
22/03/2022	86059	SOUTHWEST TYRE SERVICE	PLANT TYRE SUPPLIER / REPAIRER	9,007.90
1/04/2022	85809	SPICY ODYSSEY	CATERING	448.00
30/03/2022	86090	SPORTSWORLD OF WA	SPORT EQUIPMENT SUPPLIER	1,136.60
30/03/2022	86037	SPOTLIGHT PTY LTD	VACATION CARE SUPPLIES	210.00
22/03/2022	86170	SPYKER TECHNOLOGIES PTY LTD	CCTV PRODUCTS AND SERVICES	4,860.13
30/03/2022	85863	ST JOHN AMBULANCE	TRAINING SERVICES	160.00
22/03/2022	86155	ST JOHN AMBULANCE	TRAINING SERVICES	160.00
22/03/2022	86253	STANTEC AUSTRALIA PTY LTD	ENGINEERING SURVICES	3,514.50
30/03/2022	86018	STATEWIDE DOORS	MAINTENANCE SERVICES	880.00
30/03/2022	86036	STEWART & HEATON CLOTHING	PROTECTIVE CLOTHING SUPPLIER	2,886.33
22/03/2022	86319	STEWART & HEATON CLOTHING	PROTECTIVE CLOTHING SUPPLIER	1,360.57
30/03/2022	85849	STOCKER PRESTON RESIDENTIAL	8256 -RENT - A NOTTLE	1,100.00
24/03/2022	86391	STOCKER PRESTON RESIDENTIAL	8256 -RENT - A NOTTLE	1,100.00
30/03/2022	86023	STUART ST CLAIR & ANNE RYAN	COUNCILLOR PAYMENT	2,898.58
22/03/2022	86201	STUDIO MILTON	BESPOKE FURNITURE AND CABINETRY	1,362.50

City of Busselton
Geographe Bay

LISTING OF PAYMENTS MADE
UNDER DELEGATED AUTHORITY
FOR THE MONTH OF MARCH 2022

CHEQUE PAYMENTS	CHEQUE # 119178 - 119219	135,717.24
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86404	9,044,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004793- D0004832	167,966.01
		10,996,610.65

10/03/2022	86089	SUEZ ENVIRONMENTAL	WASTE MANAGEMENT SERVICES	2,602.36
10/03/2022	85849	SUPERCHOICE	SUPERANNUATION	174,097.53
24/03/2022	86400	SUPERCHOICE	SUPERANNUATION	177,932.47
30/03/2022	86433	SVT MODELINGS PTY LTD	CONSULTANCY SERVICES	1,947.60
22/03/2022	86307	SW JUNIOR WINDSURF SCHOOL	COMMUNITY ASSISTANCE PROGRAM	5,000.00
22/03/2022	86347	SW PRECISION PRINT	PRINTING SERVICES	3,861.00
30/03/2022	85963	SWEET & UNIQUE (WA) PTY LTD T/AS LUV A L	CONFECTIONERY	272.75
22/03/2022	86227	SWEET & UNIQUE (WA) PTY LTD T/AS LUV A L	CONFECTIONERY	77.00
3/03/2022	85814	SYNERGY	ELECTRICITY SUPPLIES	9,930.52
10/03/2022	85959	SYNERGY	ELECTRICITY SUPPLIES	17,513.73
30/03/2022	86420	SYNERGY	ELECTRICITY SUPPLIES	95,330.98
22/03/2022	86139	T.R.ROBERTS (BUSSELTON CONTRACTING)	HIRE CONTROL SERVICES	176.00
22/03/2022	86160	TAI IS CONSULTANTS PTY LTD ATF TAIS UNIT	CONCEPTUAL DESIGNS	264.00
3/03/2022	85821	TAYLA SPADACCINI	SLC REFUNDS	575.60
10/03/2022	86080	TECHNOLOGY ONE	SOFTWARE SERVICES	2,197.80
22/03/2022	86268	TECHVISION AUSTRALIA PTY LTD	INFORMATION AND COMMUNICATION TECHNOLOGY	11,880.00
30/03/2022	86426	TECHVISION AUSTRALIA PTY LTD	INFORMATION AND COMMUNICATION TECHNOLOGY	3,960.00
10/03/2022	86049	TELSTRA CORPORATION	COMMUNICATION SERVICES	18,232.88
22/03/2022	86108	TELSTRA CORPORATION	COMMUNICATION SERVICES	5,455.92
10/03/2022	85856	THAT GUY'S RECYCLING PTY LTD T/A ;TOTAL	RECYCLING E-WASTE SERVICES	1,636.04
10/03/2022	86039	THE DISTRIBUTORS PERTH	SLC KIOSK SUPPLIES	404.15
22/03/2022	86305	THE DISTRIBUTORS PERTH	SLC KIOSK SUPPLIES	326.95
22/03/2022	86134	THE GOOD GUYS BUSSELTON	ELECTRICAL SUPPLIES	595.00
10/03/2022	85907	THE PLANT SUPPLY CO	NURSERY SERVICES	465.52
10/03/2022	85934	THE SEBEL BUSSELTON	ACCOMMODATION	244.70
22/03/2022	86175	THE URBAN COFFEE HOUSE	CATERING	1,405.00
10/03/2022	85967	THINK WATER DUNSBOROUGH	RETICULATION SERVICES	3,993.50
22/03/2022	86264	THOMPSON SURVEYING CONSULTANTS	SURVEYING SERVICES	2,420.00
22/03/2022	86313	TILTFORCE	TILT TRAY SERVICES	231.00
22/03/2022	86140	TINT A CAR BUSSELTON	MAINTENANCE SERVICES	660.00
10/03/2022	85961	TOPSTAR PTY LTD	INDUSTRIAL MAINTENANCE	8,415.00
10/03/2022	86084	TOTAL EDEN PTY LTD	RETICULATION SUPPLIES	3,265.21
22/03/2022	86353	TOTAL EDEN PTY LTD	RETICULATION SUPPLIES	4,150.17
10/03/2022	86101	TOTAL HORTICULTURAL SERVICES	LANDSCAPING SERVICES	8,395.80
22/03/2022	86376	TOTAL HORTICULTURAL SERVICES	LANDSCAPING SERVICES	3,874.75
10/03/2022	86102	TOTALLY SOUND	EQUIPMENT HIRE	3,266.93
10/03/2022	86113	T-QUIP	MOWER PARTS & SERVICE	958.55
22/03/2022	86388	T-QUIP	MOWER PARTS & SERVICE	2,029.70
10/03/2022	86103	TRADE HIRE	PLANT HIRE & EQUIPMENT SERVICES	3,076.70
22/03/2022	86377	TRADE HIRE	PLANT HIRE & EQUIPMENT SERVICES	2,839.48
10/03/2022	85868	TRANEN PTY LTD	VEGETATION REPORT	4,631.00
22/03/2022	86154	TRANEN PTY LTD	VEGETATION REPORT - FRANKLAND WAY	11,677.80
10/03/2022	85906	TRUCK CENTRE (WA) PTY LTD	NEW VEHICLE PARTS & SERVICE	1,781.55
22/03/2022	86202	TRUCK CENTRE (WA) PTY LTD	NEW VEHICLE PARTS & SERVICE	2,758.38
10/03/2022	85974	TRUCKLINE	PLANT PURCHASES / SERVICES / PARTS	684.07
10/03/2022	85910	TRUE TRACK TRUCK ALIGNING	WHEEL ALIGNMENT SERVICES	242.00
22/03/2022	86189	TRUE TRACK TRUCK ALIGNING	WHEEL ALIGNMENT SERVICES	180.00
10/03/2022	86035	TUSNO PTY LTD	CIVIL & TRAFFIC ENGINEERING CONSULTANCY	550.00
10/03/2022	86097	UDIA (WA DIVISION)	URBAN DEVELOPMENT	150.00
10/03/2022	85898	UNDERCOVERWEAR	LASER TAG - YOUTH SERVICES	500.00
10/03/2022	85918	URBAQUA	ENVIRONMENTAL CONSULTING SERVICES	7,720.90
22/03/2022	86188	VALSPAR PAINT	PAINTING SUPPLIES	599.67
22/03/2022	86165	VASSE CIVIL	DRAINAGE SUPPLIES	5,875.00
10/03/2022	86083	VIVIS CONTRACTORS	MAINTENANCE SERVICES	2,187.90
22/03/2022	86368	VIVIS CONTRACTORS	MAINTENANCE SERVICES	1,871.10
10/03/2022	85870	VORGIN PTY LTD	GYM GOODS	1,673.10
10/03/2022	86061	W.A. HINO SALES & SERVICE	PLANT PURCHASES / SERVICES / PARTS	487.67
22/03/2022	86169	W.A. HINO SALES & SERVICE	PLANT PURCHASES / SERVICES / PARTS	608.14
10/03/2022	85880	WA COUNTRY HEALTH SERVICE	REFUND FACILITY HIRE BOND	525.00
10/03/2022	85865	WA EXTERNAL SOLUTIONS	GUTTER MAINTENANCE	4,749.08
10/03/2022	85877	WA NEWSPAPERS LIMITED	ADVERTISING SERVICES	148.80
10/03/2022	85845	WA SHIRE COUNCILS	UNION FEES	367.00
24/03/2022	86396	WA SHIRE COUNCILS	UNION FEES	305.00
22/03/2022	86216	WA STRATA MANAGEMENT	STRATA LEVY FEES & WATER CONSUMPTION	4,358.08
16/03/2022	86129	WA TREASURY CORPORATION	LOAN REPAYMENTS	920,466.65
10/03/2022	85851	WALGA	WALGA TRAINING SERVICES	2,651.50
22/03/2022	86133	WALGA	WALGA TRAINING SERVICES	4,455.00
30/03/2022	86409	WAVES ENVIRONMENTAL PTY LTD	BUSSELTON GROUNDWATER INVESTIGATION	12,785.55
10/03/2022	85925	WELL DONE INTERNATIONAL PTY LTD	AFTERHOURS CALL CENTRE SERVICE	1,832.29
10/03/2022	86058	WESFARMERS - BLACKWOODS	FLEET CONSUMABLES & MAINTENANCE PARTS	4,243.01
22/03/2022	86343	WESFARMERS - BLACKWOODS	FLEET CONSUMABLES & MAINTENANCE PARTS	734.84
10/03/2022	86068	WESFARMERS KNG	GAS SERVICES	1,240.84
22/03/2022	86302	WEST COAST WASTE	SKIP BIN HIRE	4,620.00
10/03/2022	86059	WEST OZ LINEMARKING	LINE MARKING SERVICES	4,111.80
10/03/2022	85901	WESTBOOKS	LIBRARY RESOURCES	792.71
10/03/2022	85984	WESTERN GROWERS FRESH	CATERING	55.00
22/03/2022	86180	WESTERN IRRIGATION PTY LTD	BORE AND IRRIGATION SERVICES	2,564.45
10/03/2022	86060	WESTRAC PTY	PLANT PURCHASES / SERVICES / PARTS	4,864.98
22/03/2022	86348	WESTRAC PTY	PLANT PURCHASES / SERVICES / PARTS	2,986.42
22/03/2022	86316	WILLIAM ATKEN	ENTERTAINMENT	400.00
10/03/2022	86071	WINC AUSTRALIA PTY LTD	STATIONERY SUPPLIER	94.51
22/03/2022	86334	WINC AUSTRALIA PTY LTD	STATIONERY SUPPLIER	606.32
22/03/2022	86238	WIZARD TRAINING SOLUTIONS	TRAINING SERVICES	4,840.00
10/03/2022	86095	WML CONSULTANTS PTY LTD	CONSULTANCY SERVICES	3,217.50
24/03/2022	86403	WOMEN AND LEADERSHIP AUSTRALIA	TRAINING SERVICES - PETA TUCK	5,489.00
10/03/2022	86063	WORK CLOBBER	PROTECTIVE CLOTHING SUPPLIER	1,890.00
22/03/2022	86352	WORK CLOBBER	PROTECTIVE CLOTHING SUPPLIER	2,051.00
10/03/2022	85892	WORK METRICS	HEALTH AND SAFETY SOFTWARE	187.00
3/03/2022	85834	WRIGHT EXPRESS AUSTRALIA PTY LTD (COLES)	COUNCIL & STAFF REFRESHMENTS	605.68
10/03/2022	86078	WRIGHT EXPRESS AUSTRALIA PTY LTD (COLES)	COUNCIL & STAFF REFRESHMENTS	231.46
16/03/2022	86130	WRIGHT EXPRESS AUSTRALIA PTY LTD (COLES)	COUNCIL & STAFF REFRESHMENTS	359.72
22/03/2022	86364	WRIGHT EXPRESS AUSTRALIA PTY LTD (COLES)	COUNCIL & STAFF REFRESHMENTS	446.96
30/03/2022	86432	WRIGHT EXPRESS AUSTRALIA PTY LTD (COLES)	COUNCIL & STAFF REFRESHMENTS	872.61
10/03/2022	85906	YAHAVA KOFFEE WORKS WHOLESALE	CATERING	378.00
22/03/2022	86186	YAHAVA KOFFEE WORKS WHOLESALE	CATERING	400.00
22/03/2022	86242	YALLINGUP BOARDRIDERS INC	GRANT - BOARDRIDERS SURFING EVENTS	7,000.00
22/03/2022	86153	YALLINGUP COFFEE ROASTING COMPANY	CATERING SERVICES	109.00
22/03/2022	86350	YALLINGUP RURAL BUSHFIRE BRIGADE	PETTY CASH REIMBURSEMENT	677.00

City of Busselton
Geographe Bay

LISTING OF PAYMENTS MADE
UNDER DELEGATED AUTHORITY
FOR THE MONTH OF MARCH 2022

CHEQUE PAYMENTS	CHEQUE # 119178 - 119219	135,717.34
ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86404	9,064,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004795 - D0004832	167,966.01
		10,996,610.63

22/03/2022	86336	ZIPFORM PTY LTD	PRINTING SERVICES	2,468.61
				9,064,895.36

TRUST ACCOUNT PAYMENTS MARCH 2022

DATE	REF #	NAME	DESCRIPTION	AMOUNT $
24/03/2022	7588	MMP JANOWICZ	CHQ - CANDIDATE ELECTION REFUND	80.00
8/03/2022	85838	CITY OF BUSSELTON - EFT	EFT - INTERNAL PAYMENTS / COMMISSIONS	680.75
8/03/2022	85839	CONSTRUCTION TRAINING FUND	EFT - CTF LEVY	4,700.87
8/03/2022	85837	DEPARTMENT OF MINES, INDUSTRY REGULATION	EFT - BUILDING SERVICES LEVY	40,998.85
24/03/2022	7587	ERLAND FRANCIS HARP	CHQ - CANDIDATE ELECTION REFUND	80.00
24/03/2022	7586	JULIA AVERY	CHQ - CANDIDATE ELECTION REFUND	80.00
9/03/2022	7585	MICHELLE HALWOLD	CHQ - APPLICATION REFUND - BSL	61.65
				46,082.12

INTERNAL PAYMENT VOUCHERS (DIRECT DEBIT PAYMENTS) MARCH 2022

DATE	REF #	NAME	DESCRIPTION	AMOUNT $
22/03/2022	4822	A KING	REFUND OF RATE OVERPAYMENT	1,949.94
30/03/2022	4828	A PADMAN	REFUND OF ANIMAL TRAP BOND	100.00
9/03/2022	4824	A.N.Z. BANK - VISA CORPORATE CARDS	CREDIT CARD PAYMENTS (individual transactions in italics below)	8,217.61
		AMAZON 3RD PARTY SELLER	*11 X PHONES CASES*	*254.15*
		APPLE	*IPAD PRO 11 AND KEYBOARD*	*1,768.00*
		CASA	*ANNUAL DRONE REGISTRATION*	*40.00*
		ZOOM	*MONTHLY LICENSE*	*475.70*
		SKIPUTY SOFTWARE	*ROSTERING SOLUTION SOFTWARE*	*537.24*
		GO DADDY	*DOMAIN REGISTRATION*	*41.10*
		APPLE	*ICLOUD STORAGE - M ARCHER*	*4.49*
		GO DADDY	*DOMAIN REGISTRATION - LIBRARIES*	*45.23*
		TELSTRA	*INTERNET - M ARCHER*	*90.00*
		REECE	*PLUMBING PRODUCTS*	*87.54*
		MAIN ROADS	*OVERSIZE VEHICLE PERMIT*	*75.00*
		MAIN ROADS	*OVERSIZE VEHICLE PERMIT*	*30.00*
		APPLE	*ICLOUD STORAGE - G DARBY*	*4.49*
		FACEBOOK	*LIBRARY BOOK SALE*	*7.56*
		FACEBOOK	*ARTGO SUMMER BREEZE*	*106.83*
		WA PLANNING COMMISSION	*BMRA CLASS LEASE*	*938.00*
		SKIPUTY SOFTWARE	*ARTGO VOLUNTEER SYSTEM*	*122.76*
		SENDGRID	*MARKETING - GLC*	*21.85*
		DOMINOS	*YOUTH EVENT*	*83.85*
		MAILCHIMP	*MARKETING - LIBRARY*	*94.26*
		DOMINOS	*YOUTH EVENT*	*89.95*
		MEGAGEMEDIA	*GLC*	*2,044.56*
		SPOTIFY	*MONTHLY LICENSE - YOUTH*	*18.99*
		EQUINOX CAFÉ	*COUNCIL DINNER 16/2/22*	*332.50*
		DOMINOS	*YOUTH EVENT*	*302.95*
		AMPOL AUSTRALIA PETROLEUM PTY LTD	*Fuel FOR HIRE CAR*	*204.10*
		MAILCHIMP	*MARKETING - ARTGO*	*85.03*
		PUMA FUEL	*YALLINGUP RURAL SKIS*	*74.17*
		BENTLEY BUNBURY	*FIRE BRIGADE CATERING*	*32.00*
		WATTLESEED BARN	*FIRE BRIGADE CATERING*	*36.80*
		THE LOCKUP COFFEE	*BRACE SOD TURNING*	*71.00*
		THE LOCKUP COFFEE	*BRACE SOD TURNING*	*21.00*
		THE GOOD EGG	*MAYOR LUNCH WITH SHIRE OF CAPEL*	*117.00*
		AUSTRALIAN INSTITUTE OF COMPANY DIRECTORS	*MEMBERSHIP RENEWAL*	*605.00*
		AUSTRALIAN LIBRARY AND INFORMATION ASSOCIATION	*ADVERTISING OF LIBRARY COORDINATOR ROLE*	*485.00*
		AIRPORT APARTMENTS BY VERTROBLU	*ACCOMMODATION - S SPARKES*	*157.58*
		LOGIC HEALTH	*PRE EMPLOYMENT MEDICAL - JOSH FRIS*	*223.85*
		RMPA	*ONLINE TRAINING - JUNE CLARKE*	*20.39*
		PAN PACIFIC PERTH	*ACCOMMODATION - PHOEBE TUCKER*	*182.25*
		PAN PACIFIC PERTH	*ACCOMMODATION - CREDIT*	*-507.26*
		MAILCHIMP	*ELECTRONIC NEWSLETTER - PR*	*417.14*
		WEST AUSTRALIAN NEWSPAPER	*SUBSCRIPTION*	*28.00*
		COLES	*LOWER VASSE RIVER MAG MEETING*	*14.80*
		BAKED	*LOWER VASSE RIVER MAG MEETING*	*27.00*
		WOTIF	*HYATT ACCOMMODATION*	*166.50*
		WOTIF	*HYATT ACCOMMODATION*	*166.50*
9/03/2022	4800	AIRPORT PARKING CARD REFUNDS	AIRPORT PARKING CARD REFUND	20.00
7/03/2022	4820	AMPOL AUSTRALIA PETROLEUM PTY LTD	FUEL SERVICES	96,742.38
1/03/2022	4795	ANZ BANK	BANK FEES	15.50
1/03/2022	4811	ANZ BANK	BANK FEES	5,826.98
7/03/2022	4812	ANZ BANK	BANK FEES	389.79
7/03/2022	4813	ANZ BANK	BANK FEES	738.02
7/03/2022	4814	ANZ BANK	BANK FEES	2,523.68
7/03/2022	4815	ANZ BANK	BANK FEES	284.10
11/03/2022	4802	ANZ BANK	BANK FEES	90.00
11/03/2022	4802	BUNBURY TRIATHALON CLUB	REFUND OF APPLICATION	78.50
15/03/2022	4809	BUTTERWORTH	REFUND OF RATE OVERPAYMENT	725.91
17/03/2022	4818	S RYAN	REFUND OF RATE OVERPAYMENT	1,692.74
7/03/2022	4797	CANDY COW	BOND REFUND	765.00
2/03/2022	4795	CHURCHILL COURT PTY LTD	REFUND OF RATE OVERPAYMENT	541.00
3/03/2022	4807	COMMONWEALTH BANK	BANK FEES	515.86
25/03/2022	4820	COMMONWEALTH BANK	BANK FEES	86.57
3/03/2022	4801	D BURMAS	REFUND OF RATE OVERPAYMENT	2,345.51
29/03/2022	4819	D CAMPBELL	REFUND OF RATE OVERPAYMENT	102.00
7/03/2022	4797	D CRIDDLE	REFUND OF RATE OVERPAYMENT	200.03
2/03/2022	4795	DAWS & SON	REFUND OF RATE OVERPAYMENT	1,675.04
2/03/2022	4795	DOUTH PTY LTD	REFUND OF RATE OVERPAYMENT	2,330.87
18/03/2022	4819	E CLARK	REFUND OF RATE OVERPAYMENT	1,671.34
3/03/2022	4801	E GROBE	REFUND OF RATE OVERPAYMENT	297.39
2/03/2022	4795	G & D LEE	REFUND OF RATE OVERPAYMENT	1,558.00
24/03/2022	4826	G HUTTON	REFUND OF ANIMAL TRAP BOND	102.00
24/03/2022	4827	HAMWOOD WINE CO	APPLICATION REFUND	209.00
15/03/2022	4809	HENRICK	REFUND OF RATE OVERPAYMENT	553.00
23/03/2022	4826	HOOVER	REFUND OF RATE OVERPAYMENT	860.00
2/03/2022	4795	HOPKINS PROPERTY	REFUND OF RATE OVERPAYMENT	726.87
24/03/2022	4808	K NIGG	REFUND OF RATE OVERPAYMENT	831.36
2/03/2022	4795	L & L MCGOWN	REFUND OF RATE OVERPAYMENT	1,000.00
11/03/2022	4806	L HEARDMAN	REFUND OF RATE OVERPAYMENT	707.00
17/03/2022	4816	L MCGREGOR	REFUND OF RATE OVERPAYMENT	484.00

City of Busselton
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ELECTRONIC TRANSFER PAYMENTS	EFT # 85799 - 85836 and 85840 - 86434	9,044,895.36
TRUST ACCOUNT	CHEQUE # 7585 -7588 and EFT # 85837 - 85839	46,082.12
PAYROLL	01.03.22 - 31.03.22	1,601,949.92
INTERNAL PAYMENT VOUCHERS	D0004799 - D0004832	167,966.01
		10,996,610.65

1/03/2022	4798	LES MILLS ASIA PACIFIC	CONTRACT FEES	605.03
1/03/2022	4794	LES MILLS ASIA PACIFIC	CONTRACT FEES	504.19
15/03/2022	4809	LUCEV	REFUND OF RATE OVERPAYMENT	574.00
15/03/2022	4798	M LEAMY	REFUND OF RATE OVERPAYMENT	1,502.00
29/03/2022	4831	M MILLICHAMP	REFUND OF RATE OVERPAYMENT	2,098.65
16/03/2022	4823	M OLIVER	REFUND OF ANIMAL TRAP BOND	102.00
16/03/2022	4817	M SALIBA	REFUND OF RATE OVERPAYMENT	41.14
2/03/2022	4795	MACSEA NOMINEES	REFUND OF RATE OVERPAYMENT	1,637.17
2/03/2022	4795	MARGARET RIVER ELOPMENTS	BOND REFUND	85.00
4/03/2022	4796	MARGARET RIVER ELOPMENTS	BOND REFUND	85.00
25/03/2022	4825	NICHOLAS COOPER	STAFF REIMBURSEMENT	1,853.23
11/03/2022	4802	NUBLOOM PTY LTD	REFUND OF APPLICATION	832.60
21/03/2022	4821	OCEANIA EXPERIENCES	APPLICATION REFUND	3,570.08
29/03/2022	4831	P ANDERSON	REFUND OF RATE OVERPAYMENT	549.69
3/03/2022	4808	P EDWARDS	REFUND OF RATE OVERPAYMENT	750.00
22/03/2022	4822	PERRON DEVELOPMENT	REFUND OF RATE OVERPAYMENT	1,558.00
15/03/2022	4809	PIGGOTT	REFUND OF RATE OVERPAYMENT	462.68
22/03/2022	4822	R LINWOOD	REFUND OF RATE OVERPAYMENT	89.81
3/03/2022	4805	RESOLVE GORUP	REFUND OF APPLICATION	110.00
23/03/2022	4828	ROGERS	REFUND OF RATE OVERPAYMENT	2,831.50
7/03/2022	4797	ROWLAND PROPERTIES	REFUND OF RATE OVERPAYMENT	687.61
23/03/2022	4828	ROXN	REFUND OF RATE OVERPAYMENT	499.00
11/03/2022	4802	S SENDUR	REFUND OF RATE OVERPAYMENT	1,767.00
1/03/2022	4804	S RILEY	REFUND OF RATE OVERPAYMENT	2,434.40
2/03/2022	4805	SOUTH METRO YOUTH LINK	REFUND OF HALL & KEY DEPOSITS	300.00
29/03/2022	4829	T KERR	REFUND OF ANIMAL TRAP BOND	102.00
23/03/2022	4828	TANGENT NOMINEES	REFUND OF RATE OVERPAYMENT	785.23
29/03/2022	4831	TANGENT NOMINEES	REFUND OF RATE OVERPAYMENT	2,934.16
22/03/2022	4827	W KENDALL	REFUND OF RATE OVERPAYMENT	1,127.00
3/03/2022	4805	Y MUIR	REFUND OF RATE OVERPAYMENT	500.00

12.2 Finance Committee - 11/5/2022 - FINANCIAL ACTIVITY STATEMENTS - YEAR TO DATE AS AT 31 MARCH 2022

STRATEGIC THEME	LEADERSHIP - A Council that connects with the community and is accountable in its decision making.
STRATEGIC PRIORITY	4.2 Deliver governance systems that facilitate open, ethical and transparent decision making.
SUBJECT INDEX	Financial Services
BUSINESS UNIT	Financial Services
REPORTING OFFICER	Manager Financial Services - Paul Sheridan
AUTHORISING OFFICER	Director Finance and Corporate Services - Tony Nottle
NATURE OF DECISION	Executive: Substantial direction setting, including adopting budgets, strategies, plans and policies (excluding local planning policies); funding, donations and sponsorships; reviewing committee recommendations
VOTING REQUIREMENT	Simple Majority
ATTACHMENTS	Attachment A Loan Schedule - March 2022 Attachment B Investment Report - March 2022 Attachment C Financial Activity Statement - March 2022

This item was considered by the Finance Committee at its meeting on 11/5/2022, the recommendations from which have been considered by Council.

COUNCIL DECISION

C2205/108 Moved Councillor P Cronin, seconded Councillor S Riccelli

That the Council receives the statutory financial activity statement reports for the period ending 31 March 2022, pursuant to Regulation 34(4) of the Local Government (Financial Management) Regulations 1996.

CARRIED 8/0

EN BLOC

OFFICER RECOMMENDATION

That the Council receives the statutory financial activity statement reports for the period ending 31 March 2022, pursuant to Regulation 34(4) of the Local Government (Financial Management) Regulations 1996.

EXECUTIVE SUMMARY

Pursuant to Section 6.4 of *the Local Government Act 1995* (the Act) and Regulation 34(4) of the *Local Government (Financial Management) Regulations 1996* (the Regulations), a local government is to prepare, on a monthly basis, a statement of financial activity that reports on the City's financial performance in relation to its adopted / amended budget.

This report has been compiled to fulfil the statutory reporting requirements of the Act and associated Regulations, whilst also providing the Council with an overview of the City's financial performance on a year to date basis, for the period ending 31 March 2022.

BACKGROUND

The Regulations detail the form and manner in which financial activity statements are to be presented to the Council on a monthly basis, and are to include the following:

- Annual budget estimates
- Budget estimates to the end of the month in which the statement relates
- Actual amounts of revenue and expenditure to the end of the month in which the statement relates
- Material variances between budget estimates and actual revenue/expenditure (including an explanation of any material variances)
- The net current assets at the end of the month to which the statement relates (including an explanation of the composition of the net current position)

Additionally, and pursuant to Regulation 34(5) of the Regulations, a local government is required to adopt a material variance reporting threshold in each financial year. At its meeting on 26 July 2021, the Council adopted (C2107/140) the following material variance reporting threshold for the 2021/22 financial year:

> *That pursuant to Regulation 34(5) of the Local Government (Financial Management) Regulations, the Council adopts a material variance reporting threshold with respect to financial activity statement reporting for the 2020/21 financial year as follows:*
>
> - *Variances equal to or greater than 10% of the year to date budget amount as detailed in the Income Statement by Nature and Type/Statement of Financial Activity report, however variances due to timing differences and/or seasonal adjustments are to be reported only if not to do so would present an incomplete picture of the financial performance for a particular period; and*
> - *Reporting of variances only applies for amounts greater than $25,000.*

OFFICER COMMENT

In order to fulfil statutory reporting requirements and to provide the Council with a synopsis of the City's overall financial performance on a year to date basis, the following financial reports are attached hereto:

Statement of Financial Activity

This report provides details of the City's operating revenues and expenditures on a year to date basis, by nature and type (i.e. description). The report has been further extrapolated to include details of non-cash adjustments and capital revenues and expenditures, to identify the City's net current position; which reconciles with that reflected in the associated Net Current Position report.

Net Current Position

This report provides details of the composition of the net current asset position on a full year basis, and reconciles with the net current position as per the Statement of Financial Activity.

Capital Acquisition Report

This report provides full year budget performance (by line item) in respect of the following capital expenditure activities:

- Land and Buildings
- Plant and Equipment
- Furniture and Equipment
- Infrastructure

Reserve Movements Report

This report provides summary details of transfers to and from reserve funds, and associated interest earnings on reserve funds, on a full year basis.

Additional reports and/or charts can be provided as required to further supplement the information comprised within the statutory financial reports.

Comments on Financial Activity to 31 March 2022

The Statement of Financial Activity (FAS) for the year to date (YTD) shows an overall Net Current Position of $10.5M as opposed to the budget of ($6M). This represents a positive variance of $16.5M YTD.

The following table summarises the major YTD variances that appear on the face of the FAS, which, in accordance with Council's adopted material variance reporting threshold, collectively make up the above difference. Each numbered item in this lead table is explained further in the report.

Description	2021/22 Actual YTD $	2021/22 Amended Budget YTD $	2021/22 Amended Budget $	2021/22 YTD Bud Variance %	2021/22 YTD Bud Variance $	Change in Variance Current Month $
Revenue from Ordinary Activities				***1.56%***	***1,157,703***	***225,812***
1. Other Revenue	573,789	244,465	414,950	134.71%	329,324	49,926
2. Interest Earnings	588,789	533,897	609,250	10.28%	54,892	17,997
Expenses from Ordinary Activities				***10.98%***	***7,306,488***	***3,211,218***
3. Other Expenditure	(2,283,600)	(7,561,269)	(9,685,100)	69.80%	5,277,669	3,323,969
4. Non-Operating Grants, Subsidies and Contributions	3,545,044	12,036,912	34,850,687	(70.55%)	(8,491,868)	(684,823)
Capital Revenue & (Expenditure)				***28.08%***	***12,952,884***	***1,921,070***
5. Land & Buildings	(2,527,103)	(16,577,224)	(22,802,632)	84.76%	14,050,121	1,360,178
Plant & Equipment	(848,413)	(2,230,000)	(2,890,000)	61.95%	1,381,587	192,103
Furniture & Equipment	(327,684)	(562,541)	(828,800)	41.75%	234,857	(133,567)
Infrastructure	(14,106,305)	(26,585,758)	(38,537,750)	46.94%	12,479,453	2,370,410
6. Proceeds from Sale of Assets	28,839	674,078	776,071	(95.72%)	(645,239)	(39,800)
7. Proceeds from New Loans	11,325,000	15,450,000	25,450,000	(26.70%)	(4,125,000)	1,250,000
8. Self Supporting Loans - Repayment of Principal	44,938	146,069	267,033	(69.24%)	(101,131)	(101,132)
9. Total Loan Repayments – Principal	(2,285,208)	(2,625,919)	(3,839,418)	12.97%	340,711	107,638
10. Advances to Community Groups	(1,325,000)	(5,450,000)	(5,450,000)	75.69%	4,125,000	(1,250,000)

11. Transfer to Restricted Assets	(21,580,611)	(11,600)	(10,021,740)	(185939.75%)	(21,569,011)	(1,896,506)
12. Transfer from Restricted Assets	6,856,622	0	1,735,682	100.00%	6,856,622	1,658,942

Revenue from Ordinary Activities

In total, revenue from Ordinary Activities is very close to budget at only 1.56% ahead YTD. There are however material variance items contained within this category, on the face of the Financial Activity Statement, that require comment.

1. Other Revenue

Ahead of YTD budget by $329K, or 134.7%, mainly due to the items listed in the table below:

Revenue Code	Revenue Code Description	Actual YTD $	Amended Budget YTD $	Variance YTD $	Variance YTD %	Change in Variance Current Month $
Finance & Corporate Services		***53,945***	***47,927***	***6,018***	***12.56%***	***(109)***
10360	Customer Services – Sale of Number Plates	9,818	3,150	6,668	211.69%	(630)
This financial year there has been a spike in people wishing to acquire personalised plates.						
Planning and Development Services		***121,100***	***94,478***	***26,622***	***28.18%***	***38,710***
10942	Bushfire Risk Management Planning – DFES – Sundry Income	37,861	-	37,861	(100.00%)	37,861
This is the DFES contribution to the shared bushfire risk mitigation coordinator position - as per bushfire risk management planning program grant agreement May 2021.						
10950, 10960, 10970	Animal, Litter & Parking Control – Fines & Prosecutions	40,774	58,530	(17,756)	(30.34%)	(5,076)
Result impacted by improved public compliance coupled with a shift in focus away from prosecution toward education.						
Engineering and Works Services		***396,866***	***98,158***	***298,708***	***304.31%***	***12,252***
11107	Engineering Services Design – LSL Contribution from Other LGA	10,897	-	10,897	(100.00%)	10,897
At the time of Budget development a staff member had not planned to take LSL, which has since changed. We have now received the contribution of the previous employer.						
12642	NCC Standpipe – Sale of Water	25,396	9,073	16,323	179.90%	-
Sales are based on meter readings for water taken from the standpipe. Over summer there was considerably more volume taken than was originally budgeted.						
G0030 & G0031	Busselton & Dunsborough Transfer Station – Sale of Scrap Materials	358,942	89,085	269,857	302.92%	1,355
Prices received for scrap metal have been favourable affecting the positive result. Due to the more favourable prices, a higher volume of scrap metal was sold from stockpiles.						

2. Interest Earnings

Ahead of YTD budget by $54.9K, or 10.28%, due to a slight increase in interest rates being offered on investments over the last few months.

Expenses from Ordinary Activities

Expenditure from ordinary activities is $7.3M, or 10.98%, less than expected when compared to the budget YTD as at March. The expense line items on the face of the financial statement that have a YTD variance that meet the material reporting threshold are outlined below.

3. Other Expenditure

$5.3M, or 69.8%, under the budget YTD. The main contributing items are listed below:

Cost Code	Cost Code Description	Actual YTD $	Amended Budget YTD $	Variance YTD $	Variance YTD %	Change in Variance Current Month $
Executive Services		***89,813***	***62,253***	***(27,560)***	***(44.3%)***	***(7,904)***
10001	Office of the CEO	41,995	62,253	20,258	32.5%	(1,395)
The underspend relates to the inter-council initiatives budget line item, which has not been spent to date.						
10011	Emergency Contingency Costs (Other)	47,818	-	(47,818)	(100.0%)	(6,509)
There is no budget for this particular area, as it is used purely to capture specific unforeseen emergency related costs. YTD actuals represent the costs associated with the forgone rental opportunities at the YCAB, whilst it is being used as a COVID vaccination clinic i.e. effectively tracking this part of the City's contribution to the vaccination effort. This a non-cash "book entry", with an offsetting revenue amount shown in Venue Hire income for the YCAB facility.						
Finance and Corporate Services		***874,464***	***839,127***	***(35,337)***	***(4.2%)***	***8,758***
10000	Members of Council	479,495	544,310	64,815	11.9%	3,411
Timing related variances with underspends in primarily member allowances and sitting fees ($35k), plus underspends in reimbursements and training expenses due to change of council members.						
10151	Rates Administration	31,296	45,819	14,523	31.7%	2,465
The budget is for rating valuations in relation to the interim rating of new properties. It was set as an even monthly spread, as historically these activities are random (e.g. dependant on building completions), and can't be predicted. As such, there will always be timing variances.						
10200	Financial Services	45,029	-	(45,029)	(100.0%)	-
The budget for the 5 yearly valuation of the City's Land & Buildings was removed, as at the time of developing the budget it was believed that a qualified in-house valuer would be able to conduct this service.						
10221, 10227, 10228, 10229 & 10230	Finance & Borrowing Programs 4, 11, 12, 13 & 14	197,054	103,082	(93,972)	(91.2%)	-
The Government Guarantee levy on the City's loans as collected by the WA Treasury Corp payable for the period 1 January to 30 June 2021 was levied in July 2021. This invoice should have been posted to June via an accrual, however it was not completed and instead included in July's expenses. Accordingly there will be three payments included in 2021/2022's reports.						
10511	Community Assistance Program (Governance)	-	16,666	16,666	100.0%	-
Funds for the You Choose Program yet to be allocated. The full year budget of $100K will be allocated in May / June.						

Community and Commercial Services		***1,042,318***	***6,419,239***	***5,376,921***	***83.8%***	***3,344,968***
10532	BPACC Operations	2,860	37,500	34,640	92.4%	12,500
BPACC operational activity will not commence until 2023.						
10536	School Chaplaincy	-	41,400	41,400	100.0%	-
This is the annual grant to Youthcare which is paid on invoice. An invoice for the full amount is expected before the end of financial year.						
10543	Community Development	97,634	176,318	78,684	44.6%	34,435
This relates to the first three rounds of Community Assistance Program. Round 1 and 2 approvals were combined due to Council elections and round 3 closed on 30 November. From the first 3 rounds $133,873 is committed with actual expenditure to be seen in first quarter of 2022. Round 4 has now closed and applications are being assessed. Timing is largely dependent on CAP Applications received from community groups.						
10558	Events	557,155	969,448	412,293	42.5%	25,729
The YTD underspend to budget can be explained as follows: • To date there have been 8 budgeted events cancelled due to COVID, totaling approximately $71K; • There have been 5 events that have occurred for which the City has yet to be invoiced for their contribution, totaling $57.5K; • 6 events have had partial payments, however a total of $91.5K remains due to milestones not yet met; • A further $192K was forecast to have been incurred by YTD March ($110K for Winter Wonderland, and approximately $72K in general unallocated funds).						
10630	Economic and Business Development Administration	126,600	140,637	14,037	10.0%	44,917
This is due to a number of underspends including allocations towards cruise ship visitor servicing, advertising and valuation expenses.						
10634	Business Support Program	-	23,850	23,850	100.0%	-
Final acquittals of the support program yet to be received. This budget was carried over from the 20/21 financial year, funded from the MERG Reserve, however it has now been ascertained that only approximately $10,000 will be required. This will more than likely be the positive variance by the end of the year, offset by a lower transfer from the reserve.						
11151	Airport Operations	1,978	1,729,584	1,727,606	99.9%	195,690
Marketing activities continue to be delayed due to the postponement of Jetstar RPT services as a result of COVID restrictions etc.						
11160	Busselton Jetty	-	3,000,000	3,000,000	100.0%	3,000,000
The budget YTD represents the City's contribution to the AUDC project, which has been deferred. This was to funded from the Jetty Reserve, so it will remain in the reserve at year end.						
11156	Airport Development Operations	115,139	148,550	33,411	22.5%	-
At the time of setting the budget the timing for the final carried over payments related to a noise mitigation project were not known. $148K was estimated to be remaining in total, split over three payments, however we have not received practical completion on the works, and there are still some outstanding works in progress.						

Planning and Development Services		***100,371***	***85,463***	***(14,908)***	***(17.4%)***	***(29,473)***
10805	Planning Administration	-	15,000	15,000	100.0%	-
This budget item relates to the Façade Refurbishment Program which the City normally runs on an annual basis. Due to staff shortages and other priorities this year, it's not likely that the full year budget of $30K will get spent at all.						
10942	Bushfire Risk Management Planning – DFES	27,145	-	(27,145)	(100.0%)	(27,145)
This unbudgeted spend represents the return of unspent grant funds to DFES for the 20/21 BRP program.						
Engineering and Works Services		***176,634***	***155,187***	***(21,447)***	***(13.8%)***	***7,620***
10830	Environmental Management Administration	16,037	937	(15,100)	(1611.5%)	143
Biodiversity Incentive Rate Rebate costs per allocated and paid in January, however the budget of $17,650 is allocated to June. Variance will rectify at year end.						
B1223	Micro Brewery - Public Ablution	-	60,000	60,000	100.0%	-
The full contribution of $120K to the ablutions, in two instalments, was made in the 20/21 financial year, however due to the lateness of the second $60K instalment, it was inadvertently included again in the 21/22 year budget unnecessarily.						
G0042	BTS External Restoration Works	118,176	50,000	(68,176)	(136.4%)	8,636
Rendezvous Road Refuse site remedial works.						

4. Non-Operating Grants, Subsidies & Contributions

The negative variance of $8.5M is mainly due to the items in the table below. It should be noted that any negative variance in this area will approximately correlate to an offsetting positive underspend variance in a capital project tied to these funding sources. This can be seen in the section below that outlines the capital expenditure variances. Where this is not the case, the reconciliation of the projects and the required funding to be recognised in revenue is not completed until closer to year end.

Revenue Code	Revenue Code Description	Actual YTD $	Amended Budget YTD $	Variance YTD $	Variance YTD %	Change in Variance Current Month $
Community and Commercial Services		***-***	***164,351***	***(164,351)***	***(100.0%)***	***(48,975)***
10540	Recreation Administration	-	76,875	(76,875)	(100.0%)	(25,625)
10590	Naturaliste Community Centre	-	70,050	(70,050)	(100.0%)	(23,350)
C6010	Airport Fencing Works	-	17,426	(17,426)	(100.0%)	-
Engineering and Works Services		***3,066,082***	***11,807,561***	***(8,741,479)***	***(74.0%)***	***(635,848)***
A0014	Bussell Highway Bridge – 0241 – Federal Capital Grant	-	744,000	(744,000)	(100.0%)	-
A0022	Yallingup Beach Road Bridge - 3347 – Federal Capital Grant	-	700,000	(700,000)	(100.0%)	-
A0023	Kaloorup Road Bridge – 3381 – Federal Capital Grant	-	234,000	(234,000)	(100.0%)	(234,000)
A0024	Boallia Road Bridge – 4854 – Federal Capital Grant	-	143,750	(143,750)	(100.0%)	(143,750)

A0025	Tuart Drive Bridge 0238 – Developer Cont. Utilised	-	667,583	(667,583)	(100.0%)	(667,583)
B9407	Busselton Senior Citizens – Developer Cont. Utilised	-	111,750	(111,750)	(100.0%)	-
B9591	Performing Arts Convention Centre – Federal Capital Grant	-	4,554,000	(4,554,000)	(100.0%)	-
B9612	Churchill Park Renew Sports Lights – State Capital Grant	-	72,850	(72,850)	(100.0%)	-
C3116	Dawson Park (Mcintyre St Pos) – Developer Cont. Utilised	71,116	-	71,116	100.0%	-
C3211	Tulloh St (Geographe Bay Road) - POS Upgrade – Developer Cont. Utilised	25,043	-	25,043	100.0%	-
C3214	Kingsford Road - POS Upgrade – Developer Cont. Utilised	71,437	-	71,437	100.0%	-
C3215	Monash Way - POS Upgrade – Developer Cont. Utilised	71,939	-	71,939	100.0%	-
C3216	Wagon Road - POS Upgrade – Developer Cont. Utilised	81,341	-	81,341	100.0%	-
C3217	Limestone Quarry - POS Upgrade – Developer Cont. Utilised	119,687	-	119,687	100.0%	-
C3218	Dolphin Road - POS Upgrade – Developer Cont. Utilised	90,634	-	90,634	100.0%	-
C3219	Kingfish/ Costello - POS Upgrade – Developer Cont. Utilised	33,551	-	33,551	100.0%	-
C3220	Quindalup Old Tennis Courts Site - POS Upgrade – Developer Cont. Utilised	34,480	-	34,480	100.0%	-
C3225	Dunsborough Lakes Sporting Precinct (Stage 1) – Developer Cont. Utilised	944,234	-	944,234	100.0%	944,234
C3243	Vasse River - Ongoing Restoration of River Habitat – State Capital Grant	-	90,000	(90,000)	(100.0%)	-
F0084	Thompson Way - New Path - Contributions	36,818	-	36,818	100.0%	-
F0112	Causeway Road Shared Path – State Capital Grant	-	80,000	(80,000)	(100.0%)	-
S0048	Bussell Highway – Developer Cont. Utilised	-	200,000	(200,000)	(100.0%)	-
S0076	Kaloorup Road (Stage 1) – Main Roads Direct Grant	-	224,400	(224,400)	(100.0%)	-

S0077	Ludlow-Hithergreen Stage 2 Reconstruct & Widen – MR Capital Grant	-	96,000	(96,000)	(100.0%)	-
S0078	Sugarloaf Road – State Capital Grant	-	643,198	(643,198)	(100.0%)	(321,599)
S0321	Yoongarillup Road - Second Coat Seal – MR Capital Grant	-	100,000	(100,000)	(100.0%)	-
S0331	Barracks Drive Spray Seal – MR Capital Grant	-	130,980	(130,980)	(100.0%)	-
S0332	Inlet Drive Spray Seal – MR Capital Grant	-	47,000	(47,000)	(100.0%)	-
S0333	Chapman Crescent Spray Seal – MR Capital Grant	-	78,000	(78,000)	(100.0%)	-
S0334	Chapman Hill Road – MR Capital Grant	-	1,122,000	(1,122,000)	(100.0%)	(374,000)
S0335	Kaloorup Road – MR Capital Grant	-	361,425	(361,425)	(100.0%)	(120,475)
S0336	Wildwood Road – MR Capital Grant	750,200	1,406,625	(656,425)	(46.7%)	281,325

5. Capital Expenditure

As at YTD March, there is an underspend variance of 61.2%, or $28.1M, in total capital expenditure, with YTD actual at $17.8M against the YTD budget of $46M. A large portion of this positive underspend variance is offset by the negative variance in Non-Operating Grants, Contributions & Subsidies discussed above, with the remainder offset by the negative variances in Transfers From Reserves and Restricted Assets related to funds held aside for these projects. The attachments to this report include detailed listings of all capital expenditure (project) items, however the main areas of YTD variance are summarised as follows:

Cost Code	Cost Code Description	Actual YTD $	Amended Budget YTD $	Variance YTD $	Variance YTD %	Change in Variance Current Month $
Land		***2,599***	***37,503***	***34,904***	***93.1%***	***4,167***
10610	Property Services Administration	2,599	37,503	34,904	93.1%	4,167
This is a contingency fund for costs associated with land acquisition or disposal under the LTFP, such as advertising costs in relation to the proposed disposition of freehold land holdings at Ambergate.						
Buildings		***2,524,505***	***16,539,721***	***14,015,216***	***84.7%***	***1,356,011***
B9614	Dunsborough Lakes Sporting Precinct-Pavilion /Changeroom Facilities	12,272	687,501	675,229	98.2%	203,267
There has been minimal expenditure to date as works have not yet commenced. The design is currently under review to achieve budget alignment in consultation with user groups.						
B9012	Civic and Administration Building Replacement of Cladding	121,889	100,000	(21,889)	(21.9%)	7,482
Cladding replacement commenced in January and was completed toward the end of February. Associated billing from the supplier is expected to be completed by the end of April, totalling approximately $430K, which will be less than the forecast of $500K.						

Various	Busselton Performing Arts Convention Centre	1,747,955	13,892,593	12,144,638	87.4%	978,599
The contract for construction was awarded to Broad Constructions in late January. Broad took full site possession at the end of January and have commenced investigative works. Unspent budget at June 30 will be carried over into the following financial year.						
B9300/1/2	Aged Housing Capital Improvements	38,148	182,250	144,102	79.1%	35,652
Budgeted works were proposed to separate the power and drainage that service Winderlup Court and Winderlup Villas. Western Power have now confirmed that separation of power is not required. As there are other works required to these units the proposal is a capex spend of circa $28,000 for bathroom upgrades and reflux valves and a possible further $70,000 for replacement carports.						
B9596	GLC Building Improvements	87,464	213,852	126,388	59.1%	61,936
Proposed project for stadium ventilation has been put on hold, pending a review of capital projects. Storage upgrade has commenced.						
B9605	Energy Efficiency Initiatives (Various Buildings)	116,897	164,240	47,343	28.8%	225
Works planned for commencement have encountered delays pending Western Power applications and approvals. Works programmed to be completed by the end of the financial year.						
B9610	Old Butter Factory	17,991	6,000	(11,991)	(199.8%)	-
The YTD overspend is due the retention monies owing to the contractor on final completion of project. These were not factored in at the time of developing the budget.						
B9611	Smiths Beach New Public Toilet	-	250,000	250,000	100.0%	-
Notification has been received by the entity that currently supplies the water that they are no longer able to supply water for City toilets. As such an MOU is being reviewed by the property team to establish viability of infrastructure works and costs for water supply. A clearing permit application is also underway, however all other activity on the project has been put on hold until these issues are resolved.						
B9612	Churchill Park Renew Sports Lights	75,617	212,850	137,233	64.5%	(2,056)
RFQ for installation of lights was awarded with works commenced in March 2022. Supplier billing will follow completion of the works.						
B9615	Naturaliste Community Centre AMP	641	72,000	71,359	99.1%	14,400
Delays due to contractor availability, these works will be re listed into next financial year.						
B9616	Buildings Asset Management Plan High Use Allocation	92,319	120,000	27,681	23.1%	18,094
This budget will be fully expended come June 30. The budget is used for various maintenance activities on numerous buildings across the City.						
B9617	Buildings AMP Renewal Allocation - Meelup Ablution	7,389	160,000	152,611	95.4%	40,000
During Budget planning these works were anticipated to be spread evenly over 5 months. Due to unforeseen design complexities the works were not able to start on time. These issues have been resolved and this project will be delivered in this financial year.						
B9622	Dunsborough Youth Centre Building Construction	15,740	-	(15,740)	(100.0%)	-
The timing for works and initial procurement of a transportable building was not accurately known at the time of setting the original total budget of $80K.						

B9717	Airport Construction - Existing Terminal Upgrade	-	46,485	46,485	100.0%	-
Invoicing in relation to the retention monies owing to Pindan (in receivership), for works completed has not yet been received. There is also a budget amount for unforeseen works required to enable RPT services, however this has not as yet been utilised.						
B9720	BMRA Hangars	-	210,000	210,000	100.0%	-
This is a timing issue - the RFT process closed in January, however negotiations with tenderers are still ongoing. It is hoped that the tender will be awarded in April.						
B9808	Busselton Jetty Tourist Park Upgrade	4,314	25,000	20,686	82.7%	-
Timing Issue - capital works upgrades that cannot be done until after Easter (the tourist season).						
Plant & Equipment		***848,413***	***2,230,000***	***1,381,587***	***62.0%***	***192,103***
10250	Information & Communication Technology Services	-	40,000	40,000	100.0%	-
Vehicle due to be delivered April.						
10372	Dunsborough Cemetery	-	20,000	20,000	100.0%	-
The budget is for maintenance trailers for the cemetery, both for grave shoring equipment and watering equipment. The delay in procurement of these items is due to current material and supply related issues.						
10540	Recreation Administration	-	40,000	40,000	100.0%	-
The budget relates to a vehicle for the recently created Manager position. Vehicle has been ordered, delivery due in April.						
10610	Property Services Administration	-	35,000	35,000	100.0%	-
Vehicle has been ordered, delivery due in April.						
10630	Economic and Business Development Administration	-	75,000	75,000	100.0%	-
The budget relates to the replacement of two vehicles. One vehicle due to be delivered in June. Second vehicle yet to be ordered.						
10810	Statutory Planning	-	35,000	35,000	100.0%	-
Vehicle has been ordered, delivery due in April.						
10920	Environmental Health Services Administration	-	40,000	40,000	100.0%	-
Vehicle will be ordered when new officer appointed.						
10950	Animal Control	-	50,000	50,000	100.0%	-
Ute for rangers to be ordered in April.						
11001	Engineering Services Administration	-	35,000	35,000	100.0%	-
Vehicle due in November.						
11107	Engineering Services Design	69,015	140,000	70,986	50.7%	-
Survey equipment incorrectly budgeted here, but actual cost has been allocated under Furniture & Office Equipment. 2 x cars delivered. Survey ute to be ordered in April.						
11151	Airport Operations	-	15,000	15,000	100.0%	-
Slasher (tractor mounted) not yet ordered.						

11202	Building Facilities - Weather Station Installations	10,280	-	(10,280)	(100.0%)	-
The actual weather stations were procured earlier than expected, and will be installed in April.						
11401	Depot Workshop	-	10,000	10,000	100.0%	-
The budget is for a replacement hydraulic press. Specification requirements are being reviewed in light of supply chain issues.						
11402	Plant Purchases (P10)	420,639	446,000	25,361	5.7%	-
Waste truck P166019 to be sent to auction end of April. Bin cleaning trailer expected to be built November. DWF site ute to be held and not replaced at this time.						
11403	Plant Purchases (P11)	130,486	544,000	413,514	76.0%	180,000
An RFQ for 3 x light trucks is in progress. Irrigation ute and Parks maintenance ute not yet ordered, waiting feedback on requirements from P&Gs team.						
11404	Plant Purchases (P12)	88,453	515,000	426,547	82.8%	-
Specification development is in progress for 2 x light trucks and RFQ is in progress for a new grader.						
11407	P&E - P&G Smart Technologies	-	25,000	25,000	100.0%	25,000
This budget was to be used for investment in smart technologies to manage / address drying climate, however plans have not yet been developed for its use. Funds will remain in reserve if not spent for this purpose by year end.						
11500	Operations Services Administration	-	40,000	40,000	100.0%	-
Vehicle ordered, delivery expected in April.						
G0013	Domestic Organics Collections (FOGO)	12,897	-	(12,897)	(100.0%)	-
At the time of setting the budget of $75K for investigative works and FOGO trials, it was unknown what sort of activities would be undertaken. As such, the full year budget of $75K has been allocated to an operational contractors line, where in fact we needed to purchase some monitoring equipment to affix to the trucks. There should be an underspend against budget in the contractor line that will offset this spend against a nil budget.						
Furniture & Office Equipment		***327,684***	***562,541***	***234,857***	***41.7%***	***(133,567)***
10250	Information & Communication Technology Services	163,250	220,891	57,641	26.1%	(65,467)
Underspend is due to not yet ordering ICT asset replacement items. This is due to be ordered in the coming months though actual delivery may not occur for some time due to global supply chain issues.						
10558	Events	-	200,000	200,000	100.0%	-
The budget YTD represents the carry-over from the 20/21 year for the electronic billboard. The tender closed with three responses over the forecast budget. The tender was not awarded and it was agreed at the November MERG meeting to restructure the tender with options. A new tender has been issued which closes on 14 April 2022.						
10590	Naturaliste Community Centre	16,326	51,650	35,324	68.4%	8,350
The budget represents a carry-over from 20/21 for the purchase of replacement fitness equipment. Order for fitness equipment was placed in February, however delivery is not expected until April/May due to supply issues. Fencing purchase of $8k was moved out to infrastructure, increasing the variance further.						
11107	Engineering Services Design	73,211	-	(73,211)	(100.0%)	(73,211)
Survey equipment that was incorrectly budgeted for under Plant & Equipment.						

B1350	Churchill Park- Other Buildings	-	26,450	26,450	100.0%	-
The budget relates to the storage facility project. Discussions are still progressing with the Stakeholders, delaying construction until a later date.						
B1450	Depot Building-Busselton	17,776	-	(17,776)	(100.0%)	-
Expenditure was for 8 sit-to-stand workstations at the depot administration building. There is no budget in this particular line, however it is offset by considerable savings in other areas.						
Infrastructure		***14,106,305***	***26,585,758***	***12,479,453***	***46.9%***	***2,370,410***
Various	Roads	5,592,539	8,506,528	2,913,989	34.3%	711,200
Many road construction projects are now well underway. Impacting this increasing variance through to June will be the outcome from discussions with Council in September/October 2021 where it was decided that the current capital works program would be spread over 18 months extending into the 2022/23 financial year. To this end, some projects that were to be budgeted this financial year have been put on hold given the state of the economy, availability of contractors and increased costs. • 46% of the YTD variance valued at $1.351m is associated with the two remaining Regional Road Safety Program projects that are both currently in progress. The $1.465m in committed works will be receipted against invoices prior to June 30. • 15% of the YTD variance valued at $442k is associated with the Peel Terrace/ Queen street roundabout renewal works recently completed in April. This variance will swing into a deficit positon upon receipt of all invoices associated with the project. The project will exceed the budget due to increases in the work scope and unforeseen unfavourable ground conditions identified. City officers have secured a transfer of unspent Regional Road Group grant monies that will be applied against this project together with an additional draw down of funds from the City's Major traffic Improvement Reserve. A report will go to Council on this matter. There will be a significant under expended variance to budget associated with road projects come June 30.						
Various	Bridges	630	2,682,997	2,682,367	100.0%	1,238,367
Major bridge works are completed by Main Roads, with financial recognition of works often not occurring until late in the financial year. To date, works have been completed on the Bussell Highway bridge #241, Yallingup Beach Road bridge #3347 and the Tuart Drive bridge #0238 that should be open to the public soon. The City has limited control over Main Roads scheduling and it is often the case that some Bridge projects are carried over into the following year. The City was recently been notified that bridge works on Layman Road, Kaloorup Road, Boallia Road & Gale Road values at $2.308m will now not commence until the 2022/23 financial year. This variance will continue to increase until invoices for works are provided by Main Roads, which is typically at the end of the financial year.						
Various	Car Parks	828,088	1,805,750	977,662	54.1%	(153,887)
52% of the YTD variance valued at $511k is associated with the new car parking for the Dunsborough Lakes Sporting Precinct. Works are well under way with the first progress payment of $281k made in March. The following two projects will not be completed this year and thus will represent under expenditures come June 30: • Dunsborough Chieftain Crescent Carpark Extension $129k YTD, annual budget $240k. • Hotel Site 2 Carpark $230k YTD. There will be a significant under expended variance to budget associated with Car Parks projects come June 30.						

Various	Footpaths & Cycleways	625,185	1,458,620	833,435	57.1%	137,180
29% of the year to date variance totalling $241k is associated with the $500k Busselton CBD Footpath Renewal project where the majority of this project has temporarily been put on-hold pending further review and potential re list. 12% of the YTD variance valued at $105K is associated with the Buayanup Drain Shared path project. Not all of this the budget will be expended as the value of the project was reduced towards the end of last financial year, however the amount carried over was not adjusted based on the reduced estimate. 14% of the YTD variance valued at $116K is associated with the Causeway Road Shared Path project. Tender prices for these works have come in higher than anticipated and it is thus unclear if this project will proceed this financial year. There will be a significant under expended variance to budget associated with Footpaths & Cycleway projects come June 30.						
Parks, Gardens & Reserves		6,784,883	11,669,123	4,884,240	41.9%	501,173
Various	Busselton Jetty - Capital Expenditure	236,223	545,048	308,825	56.7%	(33,317)
At the time this budget was being prepared the 50 year Jetty plan was being revised and structural assessments were being carried out. To this end, some of the scheduled works were able to be moved forward and as such were not required to be completed this financial year. There will be a variance to budget in the order of $200k come June 30; where these monies will remain in the Jetty Reserve to fund the rescheduled works going forward.						
Various	Coastal & Boating	60,148	1,136,800	1,076,652	94.7%	127,522
72% of the variance valued at $775k is attributable to both the stage 2 West Busselton & Forth Street seawall works. A report to Council in late January resulted in a decision to only proceed with the West Busselton works at this time with some of these costs to be offset by the Forth Street Seawall project that has been put on hold. This project has now commenced with committed costs totalling $691k. The expectation is that it will be completed prior by June 30 weather permitting. 18% of the variance values at $200k is associated with a Coastal Adaptation project re the Mitigation of Coastal Flooding. This project is in the design phase with a major portion of the funding anticipated to be outlaid before the end of the FY; subject to the availability of resources and material.						
Various	Waste Services	912,321	1,512,500	600,179	39.7%	207,349
Works associated with the Busselton Landfill Post-Closure Capping, Rehab & Remediation budget set at $1m are $657k under budget YTD with the focus this year having shifted to the development of stage two phase 1 of the Dunsborough landfill budgeted at $500k taking priority. There will be a significant under expended variance to budget associated with Waste Services projects come June 30.						
Various	Townscape & Vasse River	53,576	1,023,264	969,688	94.8%	243,569
No townscape works of any significance associated with projects in this category have yet to commence, however planning is well advanced. Some of the townscape works in Dunsborough valued at $1.057m will be staged, between the 21/22 and 22/23 financial years. Major Vasse River works valued at $640,000 will commence in April.						
Various	Other P&G Infrastructure	5,522,615	7,451,511	1,928,896	25.9%	(43,950)
There are 45 individual Parks & Gardens capital projects budgeted this financial year ranging in value from between a mere $1.8k to $2.118m. • 74% of the YTD variance valued at $ 1.468m is associated with the Dunsborough Lakes Sporting Precinct project and the new Non-Potable Water Network both under construction. • The Barnard Park East Foreshore Landscaping project is reported at $237k over expended to the annual budget. This variance is anticipated to increase to an est. $550k over expenditure to budget, this has been highlighted in Councillor briefings.						

Various	Regional Airport & Industrial Park Infrastructure	93,288	286,740	193,452	67.5%	66,254
YTD actual is made up of four separate account strings all part of the Airport development project. Some are completed (underspent) and others may not be spent until the end of the FY depending on timing of the works. A nominal amount was budgeted for unforeseen noise mitigation requirements, resulting from the commencement of RPT services. Some of these works have only just commenced.						

6. Proceeds From Sale of Assets

YTD there have been minimal proceeds from sale of assets recorded against the YTD budget of $674K. This is due to the continuing delays in delivery of acquisitions, and the associated transfer to auction of the vehicles being replaced. Some vehicles that were planned to be traded/auctioned have also been retained and redeployed instead.

7. Proceeds from New Loans

By YTD March it was forecast that a self-supporting loan of $4M would have been drawn, which has not happened at this time. A further $125K of self-supporting loans to community groups was also forecasted to have been drawn and on-lent by this stage of the financial year. The combination of these things accounts for the $4.125M negative variance YTD
This is offset by a corresponding positive timing variance of $4.125M in Advances to Community Groups.

8. Self Supporting Loans – Repayments of Principal

This line is $101K under budget due to the AUDC loan not proceeding.

9. Total Loan Repayments - Principal

Repayments of the principal on loans is $340K under budget YTD, due to the loan for the BPACC not proceeding in the timeframe as budgeted, as well as the deferment of the AUDC and hence the non-draw down of the associated loan (offset per #8 above).

10. Advances to Community Groups

Although it is not possible to predict when these loans will be applied for, the negative variance is 100% offset by the positive variance in Proceeds from New Loans outlined above. YTD the variance is $4.125M mainly due to the AUDC being put on hold.

11. Transfer to Restricted Assets

There is a YTD variance in transfers to Restricted Assets of $21.6M because there is no budget for this item during the year. The transfers are usually not possible to predict, and are fully reconciled only at year end.

At the time of budgeting it is not possible to predict what grants will be received, and in what timeframe, nor when they will be spent and hence potentially transferred to Restricted Assets (or unspent portions thereof).

YTD, loans of $10M were received for BPACC that were transferred to restricted assets until utilized, as well as $7.9M in various government grants, plus $1.6M in Roadwork Bonds, and $3.7M in developer contributions, deposits and bonds.

12. Transfer from Restricted Assets

YTD, there has been $6.9M transferred from Restricted Assets into the Municipal Account. This was attributable to $2.19M of grant money for works completed and reconciled, $687K of Roadwork Bonds, $462K of caravan park deposit refunds, utilization of $1.7M of restricted loan money (BPACC), and $1.9M of various other bonds and deposits.

Investment Report

Pursuant to the Council's Investment Policy, a report is to be provided to the Council on a monthly basis, detailing the investment portfolio in terms of performance and counterparty percentage exposure of total portfolio. The report is also to provide details of investment income earned against budget, whilst confirming compliance of the portfolio with legislative and policy limits.

As at 31st March 2022 the value of the City's invested funds remained at $97M from 28th February 2022.

As at 31st March 2022 the 11AM account balance is $13.0M, up from $11M as at 28th February 2022 due to the closure of MEBank Term Deposit of $2M.
During the month of March seven term deposits totalling the amount of $20M matured, including the closure of the MEBank Term Deposit as transferred to 11am account above. These were renewed for a further 93 days at 0.54% on average.

The official cash rate remains steady for the month of March at 0.10%. This will continue to have an impact on the City's interest earnings for the foreseeable future.

Borrowings Update

During the month a self-supporting loan of $1.25M was drawn down and on-lent to the MRBTA for their Ancient Lands Discovery Park. Also, $670K of principal and $250K of interest was repaid on existing loans. The attached Loan Schedule outlines the status of all existing loans as at March YTD.

Chief Executive Officer – Corporate Credit Card

Details of transactions made on the Chief Executive Officer's corporate credit card during March 2022 are provided below to ensure there is appropriate oversight and awareness.

Date	Payee	Description	$ Amount
10/03/22	City of Busselton	Geographe Leisure Centre Café – CEO Morning tea with GLC Team	$73.20
29/03/22	Event Brite Ticket - Tonic By The Bay	Budget Breakfast 2022 - 1 April 2022 M. Archer	$32.74
		TOTAL	**$105.94**

Donations & Contributions Received

During the month no donations or contributions were received.

Statutory Environment

Section 6.4 of the Act and Regulation 34 of the Regulations detail the form and manner in which a local government is to prepare financial activity statements.

Relevant Plans and Policies

There are no relevant plans or policies to consider in relation to this matter.

Financial Implications

Any financial implications are detailed within the context of this report.

Stakeholder Consultation

No external stakeholder consultation was required or undertaken in relation to this matter.

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

The Statements of Financial Activity are presented in accordance with Section 6.4 of the Act and Regulation 34 of the Regulations and are to be received by Council. Council may wish to make additional resolutions as a result of having received these reports.

CONCLUSION

As at 31st March 2022, the City's net current position stands at $10.5M. The City's financial performance is considered satisfactory, and cash reserves remain strong.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

Not applicable.

City of Busselton
Loan Schedule - as at 31st March 2022

Purpose	Loan Number	Institut-ion	Budgeted Interest Rate	Term (Years)	Expiry	Actual Interest Rate	2021/22 Actual New Loans	2021/22 Actual Principal Repayments	2021/22 Balance of Principal Owing	2021/22 Actual Interest Repayments	Budget Principal 1 July 2021	2021/22 Budget New Loans	2021/22 Budget Principal Repayments	Budget Principal Outstanding 30 June 2022	2021/22 Budget Interest Repayments
			%			%	$	$	$	$	$	$	$	$	$
Council Loans															
Administration															
Civic and Administration Centre	207	WATC	4.51	20	Jun-34	4.51		577,878	12,792,029	445,770	13,369,907	-	(774,864)	12,595,043	(580,000)
Other Property and Services															
Lot 40 Vasse Highway	210	WATC	3.61	10	Dec-25	3.61		-	850,000	23,014	850,000	-	-	850,000	(30,685)
Recreation and Culture															
Geothermal Heating GLC	202	WATC	3.98	10	Jun-23	3.98		45,491	78,887	3,263	124,379	-	(60,958)	63,421	(4,048)
Busselton Foreshore	204	WATC	4.36	15	Jun-29	4.36		53,969	623,046	21,554	677,015	-	(72,352)	604,663	(28,346)
GLC Extensions	205	WATC	3.92	10	Jun-24	3.92		98,473	313,309	11,148	411,782	-	(131,942)	279,840	(14,218)
Busselton Foreshore	209	WATC	3.45	12	Jun-27	3.45		410,512	3,200,480	92,782	3,610,993	-	(549,793)	3,061,200	(121,266)
Busselton Foreshore	211	WATC	2.55	8	Oct-24	2.55		287,085	1,100,735	24,720	1,387,820	-	(384,003)	1,003,817	(31,737)
Busselton Foreshore Jetty Precinct	215	WATC	3.25	10	Apr-28	3.25		117,634	1,715,025	29,781	1,832,659	-	(237,180)	1,595,480	(57,650)
Tennis Club Facility	216	WATC	3.25	10	Apr-28	3.25		129,398	1,886,528	32,759	2,015,925	-	(260,898)	1,755,027	(63,415)
Lot 10 Commonage Road	217	WATC	3.25	10	Apr-28	3.25		75,286	1,097,616	19,060	1,172,902	-	(151,795)	1,021,107	(36,896)
Busselton Tennis Club	218	WATC	2.21	10	Jun-29	2.21		88,580	936,168	16,498	1,024,747	-	(118,433)	906,314	(21,670)
Performing Arts / Convention Centre	225	WATC	1.46	10	Dec-31	2.10	5,000,000	112,668	4,887,334	18,949	-	5,000,000	(467,852)	4,532,148	(70,446)
Performing Arts / Convention Centre	226	WATC	2.02	15	Dec-36	2.39	5,000,000	69,557	4,930,443	21,536	-	5,000,000	(143,468)	4,856,532	(50,139)
Transport															
Land Acquisition for Parking	203	WATC	4.19	8	Sep-21	4.19		40,142	-	420	40,142	-	(40,142)	-	(420)
Airport Jet A1 Installation	206	WATC	3.92	10	Jun-24	3.92		28,721	91,382	3,251	120,103	-	(38,483)	81,620	(4,147)
Airport Freight Hub Stage 1	219	WATC	2.21	10	Jun-29	2.21		104,878	1,108,422	19,533	1,213,301	-	(140,225)	1,073,076	(25,657)
							10,000,000	**2,240,270**	**35,611,405**	**784,037**	**27,851,675**	**10,000,000**	**(3,572,388)**	**34,279,287**	**(1,150,740)**
Self-Supporting Loans															
Recreation and Culture															
Busselton Football and Sportsman's Club	208	WATC	2.93	10.25	Apr-25	2.93		2,280	10,476	264	12,756	-	(3,051)	9,705	(340)
Dunsborough and Districts Country Club	212	WATC	3.04	10	May-27	3.04		5,551	66,927	1,102	72,479	-	(11,187)	61,291	(2,119)
Geographe Bay Yacht Club	213	WATC	3.04	10	May-27	3.04		4,870	58,708	966	63,578	-	(9,813)	53,764	(1,859)
Dunsborough and Districts Country Club	214	WATC	3.19	10	Sep-27	3.19		10,613	64,777	2,321	75,390	-	(10,613)	64,777	(2,321)
Busselton Tennis Club	220	WATC	1.37	7	Sep-26	1.37		5,249	32,651	371	37,900	-	(7,011)	30,889	(483)
Busselton Hockey Club Stadium	221	WATC	1.31	10	Jun-30	1.31		3,221	37,598	391	40,819	-	(4,302)	36,517	(514)
Busselton Golf Club	222	WATC	1.45	10	Jun-31	1.45		7,709	102,291	1,259	110,000	-	(10,297)	99,703	(1,666)
Dunsborough Bay Yacht Club (part of Community Group 21/22 budget)	223	WATC	2.77	5	Dec-26	1.57	25,000	1,204	23,796	146	-	25,000	(2,413)	22,587	(239)
Geographe Bay Yacht Club (part of Community Group 21/22 budget)	224	WATC	2.77	10	Dec-31	2.42	50,000	1,141	48,859	144	-	50,000	(2,224)	47,776	(440)
Community Groups 21/22 $200K (remaining portion of budget)	New	WATC	2.77								-	125,000	(4,578)	120,422	(1,002)
Economic Services															
Geographe Bay Tourism Association	201	WATC	4.76	10	Sep-21	4.76		3,100	-	37	3,100	-	(3,100)	-	(37)
MRBTA - Ancient Lands Discovery Park	227	WATC	2.77	10	Mar-32	2.77			-		-	1,250,000	(23,576)	1,226,424	(17,231)
Jetty AUDC	New	WATC	2.77								-	4,000,000	(174,868)	3,825,132	(54,797)
							75,000	**44,938**	**446,083**	**7,001**	**416,021**	**5,450,000**	**(267,033)**	**5,598,988**	**(83,048)**
Total - Council and Self-supporting Loans							**10,075,000**	**2,285,208**	**36,057,487**	**791,038**	**28,267,696**	**15,450,000**	**(3,839,421)**	**39,878,275**	**(1,233,787)**

CITY OF BUSSELTON - INVESTMENT PERFORMANCE REPORT
For the month of March 2022

11am Bank Account — As at 31 March 2022

INSTITUTION	RATE	AMOUNT
ANZ 11am At Call Deposit	0.00%	$ 13,000,000

Term Deposits - Miscellaneous Funds — As at 31 March 2022

INSTITUTION	RATING	DAYS	MATURITY	RATE	AMOUNT
ANZ	AA	304	14-May-22	0.40%	$ 3,500,000
Westpac	AA	243	22-Jun-22	0.20%	$ 1,501,572
Westpac	AA	89	17-May-22	0.33%	$ 1,500,000
Bendigo	BBB	184	23-Sep-22	0.90%	$ 3,000,000
Westpac	AA	121	06-Apr-22	0.32%	$ 5,000,000
NAB	AA	120	22-Jun-22	0.43%	$ 4,000,000
NAB	AA	120	30-Jun-22	0.44%	$ 2,000,000
Westpac	AA	153	24-Aug-22	0.58%	$ 3,000,000
Westpac	AA	150	24-Jul-22	0.41%	$ 2,000,000
Westpac	AA	151	29-Jun-22	0.41%	$ 4,000,000
NAB	AA	151	19-Apr-22	0.38%	$ 4,000,000
ANZ	AA	122	24-Jul-22	0.49%	$ 3,000,000
ANZ	AA	151	25-Apr-22	0.28%	$ 2,000,000
ANZ	AA	120	26-May-22	0.32%	$ 4,000,000
WBC	AA	122	10-Jul-22	0.42%	$ 4,000,000
NAB	AA	120	05-Apr-22	0.43%	$ 3,000,000
NAB	AA	210	02-Jun-22	0.36%	$ 3,000,000
NAB	AA	90	03-May-22	0.38%	$ 4,000,000
ANZ	AA	120	10-Jun-22	0.31%	$ 2,000,000
ANZ	AA	122	10-Jul-22	0.41%	$ 3,000,000
CBA	AA	365	29-Sep-22	0.41%	$ 5,000,000
MeBank	BBB	210	27-Apr-22	0.40%	$ 2,000,000
BoQ	BBB	212	29-Apr-22	0.40%	$ 2,000,000
BoQ	BBB	243	30-May-22	0.40%	$ 2,000,000
ANZ	AA	273	29-Jun-22	0.39%	$ 4,000,000
ANZ	AA	242	29-May-22	0.37%	$ 2,000,000
CBA	AA	150	28-Jul-22	0.45%	$ 3,000,000

Total of Term Deposits $ 81,501,571.92

Weighted Average Annual Rate of Return 0.41%

Airport Redevelopment Funds — As at 31 March 2022

WA Treasury Corp. - Overnight Cash Deposit Facility				0.05%	$ 1,639,595
Total of Airport Redevelopment Funds - WATC					$ 1,639,595
					Nil
Total of Airport Redevelopment Funds - Bank Term Deposits					$0
ANZ Cash Account	AA	NA	NA	0.00%	$ 784,422
Total of Airport Redevelopment Funds - Other					$ 784,422
Total of Airport Redevelopment Funds					$ 2,424,017
Interest Received 2015/16					$ 609,666
Interest Received 2016/17					$ 1,158,623
Interest Received 2017/18					$ 631,835
Interest Received 2018/19					$ 121,836
Interest Received 2019/20					$ 43,093
Interest Received 2020/21					$ 2,267
Interest Received 2021/22					$ 546
Interest Accrued but not yet Received					$ 70
Total Interest Airport Funds (Non-Reserve) at month's end					$ 2,567,936
Interest Transferred out and held in City Reserve Account 136					$ 1,085,630
Interest Transferred out to Municipal Funds					$ 24,235
Interest Earnt (incl. Accrued) on Funds Held in City Reserve A/c 136					$ 79,312

(Note: Funds held with the WATC are in accordance with the Airport Redevelopment Funding Contract and the Foreshore Development Contract and are not held within the requirements of the City's Investment Policy 218)

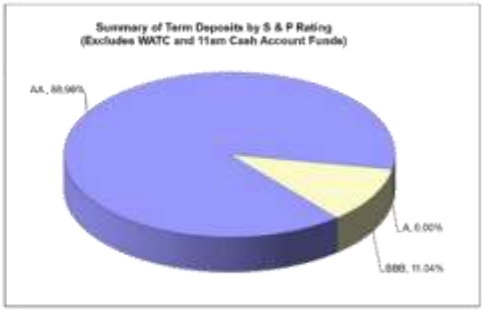
SUMMARY OF ALL INVESTMENTS HELD	As at 1 year ago	As at 30 June 2021	As at 31 March 2022
11am Bank Account	$ 7,000,000	$ 9,500,000	$ 13,000,000
Term Deposits - Misc. Funds	$ 72,500,000	$ 65,500,000	$ 81,501,572
Foreshore Development Funds - WATC	$ -	$ -	$ -
Airport Redevelopment - WATC Deposits	$ 1,638,775	$ 1,639,048	$ 1,639,595
Airport Redevelopment - Bank Term Deposit	$ -	$ -	$ -
Airport Redevelopment - ANZ Cash A/c	$ 1,158,221	$ 784,422	$ 784,422
Total of all Investments Held	$ 82,296,996	$ 77,423,471	$ 96,925,589.16
TOTAL INTEREST RECEIVED AND ACCRUED	**$ 343,676**	**$ 480,095**	**$ 174,863**
INTEREST BUDGET	**$ 488,338**	**$ 652,934**	**$ 145,264**

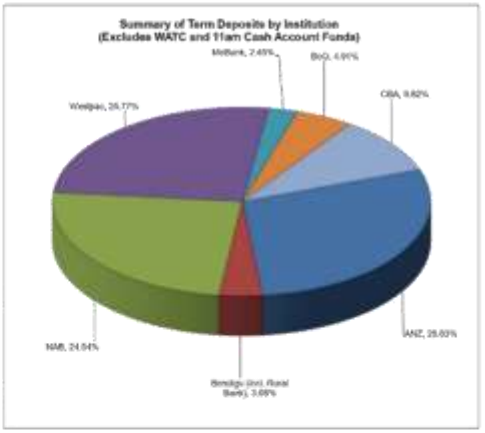
(Note: Interest figures relate to City general funds only and does not include interest allocated to specific areas such as the Airport Redevelopment)

Statement of Compliance with Council's Investment Policy 218

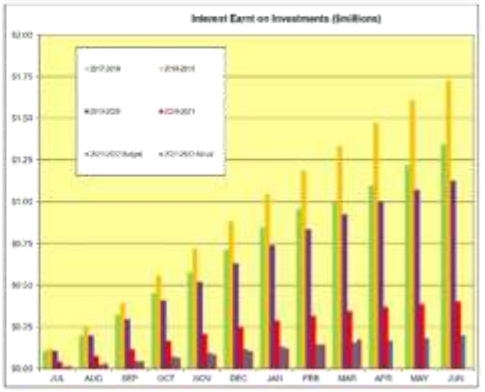
1. All funds are to be invested within legislative limits.	**Fully Compliant**
2. All individual funds held within the portfolio are not to exceed a set percentage of the total portfolio value.	**Fully Compliant**
3. The amount invested based upon the Fund's Rating is not to exceed the set percentages of the total portfolio.	**Fully Compliant**
4. The amount invested based upon the Investment Horizon is not to exceed the set percentages of the total portfolio.	**Fully Compliant**

Investment Graphs









City of Busselton

Statement of Financial Activity

Year to Date As At 31st March 2021

	2021/2022 Actual YTD	2021/2022 Amended Budget YTD	2021/2022 Original Budget YTD	2021/2022 Amended Budget	2021/2022 Original Budget	2021/22 YTD Bud (A) Variance
	$	$	$	$	$	%
Revenue from Ordinary Activities						
Rates	54,791,316	54,752,777	54,752,777	54,933,780	54,933,780	0.07%
Operating Grants, Subsidies and Contributions	3,015,903	2,984,301	2,984,301	4,830,088	4,730,088	1.06%
Fees & Charges	16,175,458	15,472,112	15,349,539	18,102,218	18,102,218	4.55%
Other Revenue	573,789	244,465	244,465	414,950	414,950	134.71%
Interest Earnings	588,789	533,897	533,897	609,250	609,250	10.28%
	75,145,255	**73,987,552**	**73,864,979**	**78,890,286**	**78,790,286**	**1.56%**
Expenses from Ordinary Activities						
Employee Costs	(24,610,202)	(25,383,906)	(25,376,621)	(34,562,209)	(34,562,209)	3.05%
Materials & Contracts	(12,545,185)	(13,736,418)	(13,911,211)	(20,345,296)	(20,245,296)	8.67%
Utilities (Gas, Electricity, Water etc)	(1,960,139)	(2,012,582)	(2,012,582)	(2,774,773)	(2,774,773)	2.61%
Depreciation on non current assets	(17,935,770)	(18,520,322)	(18,520,322)	(24,957,238)	(24,957,238)	3.16%
Insurance Expenses	(783,825)	(777,633)	(777,633)	(777,707)	(777,707)	-0.80%
Other Expenditure	(2,283,600)	(7,561,269)	(7,619,600)	(9,685,100)	(9,685,100)	69.80%
Allocations	881,433	1,448,353	1,448,353	2,167,220	2,167,220	39.14%
	(59,237,288)	**(66,543,777)**	**(66,769,616)**	**(90,935,103)**	**(90,835,103)**	**10.98%**
	(18,754,808)					
Borrowings Cost Expense						
Interest Expenses	(819,038)	(894,686)	(894,686)	(1,262,247)	(1,262,247)	8.46%
	(819,038)	**(894,686)**	**(894,686)**	**(1,262,247)**	**(1,262,247)**	**8.46%**
Non-Operating Grants, Subsidies and Contributions	3,545,044	12,036,912	12,079,712	34,850,687	34,846,780	-70.55%
Profit on Asset Disposals	5,601	40,998	40,998	46,714	46,714	-86.34%
Loss on Asset Disposals	(18,383)	(65,149)	(65,149)	(65,149)	(65,149)	71.78%
	3,532,262	**12,012,761**	**12,055,561**	**34,832,252**	**34,828,345**	**-70.60%**
Net Result	**18,621,192**	**18,561,850**	**18,256,238**	**21,525,188**	**21,521,281**	**0.32%**
Adjustments for Non-cash Revenue & Expenditure						
Depreciation	17,935,770	18,520,322	18,520,322	24,957,238	24,957,238	
Donated Assets	(1,153,562)	0	0	(5,600,000)	(5,600,000)	
(Profit)/Loss on Sale of Assets	12,782	24,151	24,151	18,435	18,435	
Allocations & Other Adjustments	(298,964)	0	0	0	0	
Deferred Pensioner Movements (Non-current)	16,694	0	0	0	0	
Recording of Employee Benefit Provisions (NC)	0	0	0	0	0	
Deposit & Bonds Movements (cash backed NC)	932,919	0	0	0	0	
Future Obligations Net Movements (NC)	5,192,993	545,796	545,796	(3,055,520)	(3,008,812)	
Capital Revenue & (Expenditure)						
Land & Buildings	(2,527,103)	(16,577,224)	(16,613,189)	(22,802,632)	(22,838,597)	84.76%
Plant & Equipment	(848,413)	(2,230,000)	(2,230,000)	(2,890,000)	(2,870,000)	61.95%
Furniture & Equipment	(327,684)	(562,541)	(562,541)	(828,800)	(828,800)	41.75%
Infrastructure	(14,106,305)	(26,585,758)	(27,051,353)	(38,537,750)	(38,334,501)	46.94%
Proceeds from Sale of Assets	28,839	674,078	674,078	776,071	776,071	-95.72%
Proceeds from New Loans	11,325,000	15,450,000	15,450,000	25,450,000	15,450,000	-26.70%
Self Supporting Loans - Repayment of Principal	44,938	146,069	146,069	267,033	267,033	-69.24%
Total Loan Repayments - Principal	(2,285,208)	(2,625,919)	(2,625,919)	(3,839,418)	(3,839,418)	12.97%
Repayment Capital Lease	(465,684)	(489,199)	(489,199)	(489,199)	(489,199)	4.81%
Advances to Community Groups	(1,325,000)	(5,450,000)	(5,450,000)	(5,450,000)	(5,450,000)	75.69%
Transfer to Restricted Assets	(21,580,611)	(11,600)	(11,600)	(10,021,740)	(21,740)	-185939.75%
Transfer from Restricted Assets	6,856,622	0	0	1,735,682	1,688,974	100.00%
Transfer to Reserves	(15,829,992)	(15,967,513)	(15,967,513)	(22,109,232)	(22,109,232)	0.86%
Transfer from Reserves	7,863,124	8,099,246	8,099,246	39,544,446	39,381,069	-2.92%
Opening Funds Surplus/ (Deficit)	2,448,380	2,448,380	2,448,380	2,448,380	2,448,380	
Net Current Position - Surplus / (Deficit)	**10,530,725**	**(6,029,861)**	**(6,837,033)**	**1,098,182**	**1,118,182**	

City of Busselton

Net Current Position

Year to Date As At 31st March 2021

	2021/22 Actual	2021/22 Amended Budget	2021/22 Original Budget	2020/21 Actual
	$	$	$	$
NET CURRENT ASSETS				
CURRENT ASSETS				
Cash - Unrestricted	6,948,361	4,147,819	4,167,819	5,498,018
Cash - Restricted	96,384,573	54,510,283	54,720,367	73,659,438
Sundry Debtors	2,671,854	2,263,362	2,263,362	2,229,605
Rates Outstanding - General	2,565,770	586,388	586,388	586,388
Stock on Hand	916,357	900,000	900,000	936,902
	109,486,915	**62,407,852**	**62,637,936**	**82,910,351**
LESS: CURRENT LIABILITIES				
Bank Overdraft	0	0	0	0
Sundry Creditors	2,571,617	6,799,387	6,799,387	6,802,533
Obligations Liability (C)	0	4,000,000	4,000,000	3,736,544
Performance Bonds	4,357,401	3,424,482	3,424,482	3,424,482
	6,929,017	**14,223,869**	**14,223,869**	**13,963,559**
Current Position (inclusive of Restricted Funds)	102,557,898	48,183,983	48,414,067	68,946,792
Add: Cash Backed Obligations Liability (C)	0	4,000,000	4,000,000	3,736,544
Add: Cash Backed Liabilities (Deposits & Bonds)	4,357,401	3,424,482	3,424,482	3,424,482
Less: Cash - Restricted Funds	(96,384,573)	(54,510,283)	(54,720,367)	(73,659,438)
NET CURRENT ASSET POSITION	**10,530,725**	**1,098,182**	**1,118,182**	**2,448,380**

City of Busselton
Capital Construction & Acquisition Report
Property, Plant & Equipment, Infrastructure
Year to date as at 31st March 2022

	Description	2020/21 Actual	2020/21 Amended Budget YTD	2020/21 Original Budget YTD	2020/21 Amended Budget	2020/21 Original Budget	2020/21 Budget YTD Variance
		$	$	$	$	$	%
	Property, Plant & Equipment						
	Land						
10610	Property Services Administration	2,599	37,503	37,503	50,000	50,000	-93.07%
		2,599	**37,503**	**37,503**	**50,000**	**50,000**	**-93.07%**
	Buildings						
	Major Projects						
	Major Project - Dunsborough Lakes						
B9614	Dunsborough Lakes Sporting Precinct-Pavilion/Changeroom Fac.	12,272	687,501	687,501	1,300,000	1,300,000	-98.21%
		12,272	687,501	687,501	1,300,000	1,300,000	-98.21%
	Major Project - Administration Building						
B9010	Civic and Administration Centre Minor Upgrades	760					
B9012	Civic and Administration Building Replacement of Cladding	121,889	100,000	100,000	500,000	500,000	21.89%
		121,889	100,000	100,000	500,000	500,000	21.89%
	Major Project - BPACC						
B9538	Weld Theatre	0	78,000	78,000	130,000	130,000	-100.00%
B9591	Performing Arts Convention Centre	9,685	13,814,593	13,814,593	18,420,297	18,420,297	-99.93%
B9623	BPACC - Construction	1,557,415	0	0	0	0	0.00%
B9626	BPACC - Design of Structure / Professional Fees	180,854	0	0	0	0	0.00%
		1,747,955	13,892,593	13,892,593	18,550,297	18,550,297	-87.42%
	Buildings (Other)						
B9200	Mosquito Control Storage Shed	1,210	0	0	95,000	95,000	0.00%
B9300	Aged Housing Capital Improvements - Winderlup	35,486	60,900	60,900	81,200	81,200	-41.73%
B9301	Aged Housing Capital Improvements - Harris Road	2,662	54,750	54,750	73,000	73,000	-95.14%
B9302	Aged Housing Capital Improvements - Winderlup Court (City)	0	66,600	66,600	81,600	81,600	-100.00%
B9407	Busselton Senior Citizens	114,966	111,750	111,750	111,750	111,750	2.88%
B9596	GLC Building Improvements	87,464	213,852	213,852	285,150	285,150	-59.10%
B9605	Energy Efficiency Initiatives (Various Buildings	116,897	164,240	164,240	187,100	187,100	-28.83%
B9608	Demolition Allocation (Various Buildings)	0	10,000	10,000	25,000	25,000	-100.00%
B9610	Old Butter Factory	17,991	6,000	6,000	6,000	6,000	199.85%
B9611	Smiths Beach New Public Toilet	0	250,000	250,000	250,000	250,000	-100.00%
B9612	Churchill Park Renew Sports Lights	75,617	212,850	212,850	212,850	212,850	-64.47%
B9613	CCTV Installation	29,921	30,000	30,000	50,000	50,000	-0.26%
B9615	Naturaliste Community Centre AMP	641	72,000	72,000	72,000	72,000	-99.11%
B9616	Buildings Asset Management Plan High Use Allocation	92,319	120,000	120,000	150,000	150,000	-23.07%
B9617	Buildings AMP Renewal Allocation - Meelup Ablution	7,389	160,000	160,000	200,000	200,000	-95.38%
B9619	Railway House Public Ablution Improvements	15,822	14,000	14,000	14,000	14,000	13.01%
B9620	YCAB/ SLSC Improvements	17,562	19,000	19,000	19,000	19,000	-7.57%
B9621	Bovell Construction of Changerooms	0	0	0	90,000	90,000	0.00%
B9622	Dunsborough Youth Centre Building Construction	15,740	0	0	80,000	80,000	0.00%
B9711	Busselton Airport - Building	5,629	12,200	12,200	12,200	12,200	-53.86%
B9717	Airport Construction, Existing Terminal Upgrade	0	46,485	82,450	46,485	82,450	-100.00%
B9720	BMRA Hangars	0	210,000	210,000	210,000	210,000	-100.00%
B9808	Busselton Jetty Tourist Park Upgrade	4,314	25,000	25,000	50,000	50,000	-82.75%
		641,629	1,859,627	1,895,592	2,402,335	2,438,300	-65.50%
	Total Buildings	**2,524,505**	**16,539,721**	**16,575,686**	**22,752,632**	**22,788,597**	**-84.74%**
	Plant & Equipment						
10250	Information & Communication Technology Services	0	40,000	40,000	40,000	40,000	-100.00%
10372	Dunsborough Cemetery	0	20,000	20,000	20,000	20,000	-100.00%
10380	Busselton Library	31,805	40,000	40,000	40,000	40,000	-20.49%
10540	Recreation Administration	0	40,000	40,000	40,000	40,000	-100.00%
10610	Property Services Administration	0	35,000	35,000	35,000	35,000	-100.00%
10630	Economic and Business Development Administration	0	75,000	75,000	75,000	75,000	-100.00%
10810	Statutory Planning	0	35,000	35,000	35,000	35,000	-100.00%
10830	Environmental Management Administration	34,507	35,000	35,000	35,000	35,000	-1.41%
10920	Environmental Health Services Administration	0	40,000	40,000	40,000	40,000	-100.00%
10950	Animal Control	0	50,000	50,000	50,000	50,000	-100.00%
11000	Engineering & Works Services Support	50,332	50,000	50,000	50,000	50,000	0.66%
11101	Engineering Services Administration	0	35,000	35,000	35,000	35,000	-100.00%
11107	Engineering Services Design	69,015	140,000	140,000	185,000	185,000	-50.70%
11151	Airport Operations	0	15,000	15,000	15,000	15,000	-100.00%
11202	Building Facilities - Weather Station Installations	10,280	0	0	20,000	0	0.00%
11401	Depot Workshop	0	10,000	10,000	10,000	10,000	-100.00%
11402	Plant Purchases (P10)	420,639	446,000	446,000	896,000	896,000	-5.69%
11403	Plant Purchases (P11)	130,486	544,000	544,000	579,000	579,000	-76.01%
11404	Plant Purchases (P12)	88,453	515,000	515,000	515,000	515,000	-82.82%
11407	P&E - P&G Smart Technologies	0	25,000	25,000	100,000	100,000	-100.00%
11500	Operations Services Administration	0	40,000	40,000	75,000	75,000	-100.00%
B1024	Wilyabrup Bushfire Brigade	0	0	0	0	0	0.00%
B1029	Busselton Branch SES	0	0	0	0	0	0.00%

City of Busselton
Capital Construction & Acquisition Report
Property, Plant & Equipment, Infrastructure
Year to date as at 31st March 2022

	Description	2020/21 Actual	2020/21 Amended Budget YTD	2020/21 Original Budget YTD	2020/21 Amended Budget	2020/21 Original Budget	2020/21 Budget YTD Variance
G0013	Domestic Organics Collections (FOGO)	12,897	0	0	0	0	0.00%
		848,413	2,230,000	2,230,000	2,890,000	2,870,000	-61.95%
	Furniture & Office Equipment						
10250	Information & Communication Technology Services	163,250	220,891	220,891	441,800	441,800	-26.09%
10380	Busselton Library	25,987	21,150	21,150	21,150	21,150	22.87%
10558	Events	0	200,000	200,000	200,000	200,000	-100.00%
10590	Naturaliste Community Centre	16,326	51,650	51,650	60,000	60,000	-68.39%
10591	Geographe Leisure Centre	0	0	0	30,000	30,000	0.00%
10625	Art Geo Administration	10,000	10,000	10,000	10,000	10,000	0.00%
10900	Cultural Planning	12,960	18,400	18,400	25,400	25,400	-29.56%
11107	Engineering Services Design	73,211	0	0	0	0	0.00%
B1000	Administration Building- 2-16 Southern Drive	6,104	14,000	14,000	14,000	14,000	-56.40%
B1350	Churchill Park- Other Buildings	0	26,450	26,450	26,450	26,450	-100.00%
B1450	Depot Building-Busselton	17,776	0	0	0	0	0.00%
G0031	Dunsborough Waste Facility	2,068	0	0	0	0	0.00%
		327,684	562,541	562,541	828,800	828,800	-41.75%
	Sub-Total Property, Plant & Equipment	3,703,200	19,369,765	19,405,730	26,521,432	26,537,597	-80.88%
	>> Infrastructure						
	Roads						
S0005	Ludlow Hithergreen Road - Stage 1 Recon & Widen	334	0	0	0	0	0.00%
S0008	Yelverton North Road - Second Coat Seal	201	0	0	0	0	0.00%
S0025	O'Byrne Road	118	0	0	0	0	0.00%
S0026	Payne Road	2,250	22,500	22,500	30,000	30,000	-90.00%
S0048	Bussell Highway	404,645	915,850	915,850	1,197,100	1,197,100	-55.82%
S0050	Barlee Street	381	0	0	0	0	0.00%
S0070	Peel & Queen Street Roundabout Service Relocation	168,521	610,500	610,500	610,500	610,500	-72.40%
S0072	Kaloorup Road - Reconstruct and Seal Shoulders	104,491	130,300	130,300	130,300	130,300	-19.81%
S0075	Local Road and Community Infrastructure Program	57	0	0	0	0	0.00%
S0076	Kaloorup Road (Stage 1)	272,398	663,990	663,990	979,550	979,550	-58.98%
S0077	Ludlow-Hithergreen Stage 2 Reconstruct & Widen	203,364	225,005	225,005	360,000	360,000	-9.62%
S0078	Sugarloaf Road	329,490	301,500	904,500	1,206,000	1,206,000	9.28%
S0321	Yoongarillup Road - Second Coat Seal	37,522	62,500	62,500	100,000	100,000	-39.96%
S0328	Wonnerup South Road Second Coat Seal	153	0	0	0	0	0.00%
S0329	Georgette Street Reconstruction	(3,641)	0	0	0	0	0.00%
S0330	Hakea Way Asphalt Overlay	(1,479)	0	0	0	0	0.00%
S0331	Barracks Drive Spray Seal	15,006	81,861	81,861	130,980	130,980	-81.67%
S0332	Inlet Drive Spray Seal	14,653	29,373	29,373	47,000	47,000	-50.12%
S0333	Chapman Crescent Spray Seal	2,514	48,750	48,750	78,000	78,000	-94.84%
S0334	Chapman Hill Road	1,826	1,122,000	1,122,000	1,496,000	1,496,000	-99.84%
S0335	Kaloorup Road	130,221	361,425	361,425	481,900	481,900	-63.97%
S0336	Wildwood Road	1,801,617	1,406,625	1,406,625	1,875,500	1,875,500	28.08%
T0020	Capel Tuturup Road	16,205	0	0	0	0	0.00%
V0007	Causeway Road - Molloy Street Intersection	2,400	234,375	234,375	375,000	375,000	-98.98%
W0006	Nuttman Road	17,450	0	0	0	0	0.00%
W0048	Falkingham Road	306	0	0	0	0	0.00%
W0067	Ford Road Reconstruct and Asphalt Overlay	36,911	0	0	0	0	0.00%
W0075	Ludlow Hithergreen Road	7,458	35,620	35,620	57,000	57,000	-79.06%
W0078	North Jindong Road	79	0	0	0	0	0.00%
W0114	Wonnerup South Road	49	43,745	43,745	70,000	70,000	-99.89%
W0121	Geographe Bay Road Quindalup	(10,086)	0	0	0	0	0.00%
W0231	Carey Street - Asphalt Overlay & Kerb	4,063	0	0	0	0	0.00%
W0246	Barnard Park East Foreshore Stage 2 Capital Works	376,196	301,499	301,499	403,000	403,000	24.78%
W0247	Harvest Road Asphalt Overlay Kerb & Footpath	2,445	0	0	0	0	0.00%
W0254	Bird Crescent Asphalt Overlay	(9,402)	0	0	0	0	0.00%
W0258	Jingarle Place Reconstruction	(22,661)	0	0	0	0	0.00%
W0264	Caves Road - Median Crossing	2,276	20,350	20,350	20,350	20,350	-88.82%
W0265	Seascape Rise - Road Safety Upgrade	95,731	227,850	227,850	236,000	236,000	-57.99%
W0266	Layman Road Pull Over Bay	(6,318)	0	0	0	0	0.00%
W0267	Road Safety Signage Infrastructure	700	30,250	30,250	30,250	30,250	-97.69%
W0268	Boallia Road Reconstruct and Widen	385,871	502,500	502,500	804,000	804,000	-23.21%
W0269	Dunsborough Lakes Drive Asphalt Overlay	138,484	81,250	81,250	130,000	130,000	70.44%
W0270	Geographe Bay Road (Mann Street End) Asphalt Overlay	211,702	161,875	161,875	259,000	259,000	30.78%
W0271	Gifford Road Reconstruction	6,768	208,750	208,750	334,000	334,000	-96.76%
W0273	Monaghans Way Asphalt Overlay	123,506	77,815	77,815	124,500	124,500	58.72%
W0274	Rendezvous Road Spray Seals	346,830	353,125	353,125	565,000	565,000	-1.78%
W0275	Sayers Street Asphalt Overlay	20,876	27,185	27,185	43,500	43,500	-23.21%
W0276	Cape Naturaliste Road - School Warden Crossing Upgrade	52,230	37,500	37,500	60,000	60,000	39.28%
W0277	Commonage & Hayes Road intersection Safety works	1,584	25,630	25,630	41,000	41,000	-93.82%
W0278	Florence Road Resheet	6,892	6,250	6,250	10,000	10,000	10.28%
W0279	Hanaby Road Resheet	42,560	16,375	16,375	26,200	26,200	159.91%
W0280	Jacka Road Resheet	21,264	12,505	12,505	20,000	20,000	70.04%

City of Busselton
Capital Construction & Acquisition Report
Property, Plant & Equipment, Infrastructure
Year to date as at 31st March 2022

	Description	2020/21 Actual	2020/21 Amended Budget YTD	2020/21 Original Budget YTD	2020/21 Amended Budget	2020/21 Original Budget	2020/21 Budget YTD Variance
W0281	Williamson Road Resheet	34,640	20,640	20,640	33,000	33,000	67.83%
W0282	Wilyabrup Road Resheet	99,139	49,380	49,380	79,000	79,000	100.77%
W0284	Haag Road Resheet	74,725	49,880	49,880	79,800	79,800	49.81%
W0285	Peel Terrace Butter Factory Pedestrian Refuge Construction	27,026	0	0	0	0	0.00%
		5,592,539	8,506,528	9,109,528	12,523,430	12,523,430	-34.26%
	Bridges						
A0006	Roy Road - Bridge Construction - Bridge 3373A	0	0	0	87,000	87,000	0.00%
A0008	Layman Road Bridge - 3438	0	0	0	234,000	234,000	0.00%
A0014	Bussell Highway - 0241	0	744,000	744,000	744,000	744,000	-100.00%
A0022	Yallingup Beach Road Bridge - 3347	450	700,000	700,000	700,000	700,000	-99.94%
A0023	Kaloorup Road Bridge - 3381	0	234,000	234,000	975,000	975,000	-100.00%
A0024	Boallia Road Bridge - 4854	0	252,250	252,250	1,009,000	1,009,000	-100.00%
A0025	Tuart Drive Bridge 0238	180	752,747	752,747	3,010,989	3,010,989	-99.98%
A0026	Gale Road Bridge 3408A	0	0	0	90,000	90,000	0.00%
A0200	Donated Bridges	0	0	0	0	0	0.00%
		630	2,682,997	2,682,997	6,849,989	6,849,989	-99.98%
	Car Parks						
C0043	Administration Building Carpark	50,737	33,000	33,000	33,000	33,000	53.75%
C0044	Meelup Coastal Nodes - Carpark upgrade	(2,752)	0	0	0	0	0.00%
C0047	Dunsborough Town Centre Carparking	20,319	150,000	150,000	240,000	240,000	-86.45%
C0050	Forth Street Groyne Carpark - Formalise and Seal	0	53,450	53,450	53,450	53,450	-100.00%
C0053	Car Parking - Rear of Hotel Site 1	16,536	33,850	33,850	33,850	33,850	-51.15%
C0054	Barnard East Car Parking	97,747	104,950	104,950	104,950	104,950	-6.86%
C0055	Barnard Park East Foreshore Car Parking	287,191	292,350	292,350	292,350	292,350	-1.76%
C0056	Hotel Site 2 Carpark	720	230,000	230,000	230,000	230,000	-99.69%
C0064	Dunsborough Lakes Sporting Precinct (Stage 1) - Carparking,	289,183	800,000	800,000	800,000	800,000	-63.85%
C0065	Meelup Coastal Parking & Landscaping	68,406	108,150	108,150	173,000	173,000	-36.75%
		828,088	1,805,750	1,805,750	1,960,600	1,960,600	-54.14%
	Footpath and Cycleways						
F0066	Bussell Highway Footpath Sections	229	0	0	0	0	0.00%
F0067	Beach Road Dunsborough Footpath	9,041	0	0	0	0	0.00%
F0089	Barnard East Footpaths	0	89,050	89,050	89,050	89,050	-100.00%
F0090	DAIP - Disability Access	0	10,625	10,625	17,000	17,000	-100.00%
F0094	Georgette Street	(7,792)	12,950	12,950	12,950	12,950	-160.17%
F0096	Stanley Place	(23,238)	0	0	0	0	0.00%
F0098	Dunsborough Centennial Park Project	0	62,500	62,500	100,000	100,000	-100.00%
F0100	Busselton Foreshore Improvements	38,851	39,650	39,650	39,650	39,650	-2.02%
F0102	Busselton CBD Footpath Renewal	71,176	312,500	312,500	500,000	500,000	-77.22%
F0103	Carey Street Footpath Construction	4,054	137,500	137,500	220,000	220,000	-97.05%
F0105	End of Trip Footpath Construction	10,000	6,250	6,250	10,000	10,000	60.00%
F0106	Wayfinding Signage - Footpath & Cycleways	0	7,500	7,500	12,000	12,000	-100.00%
F0107	Arnup Drive Footpath Construction	328	43,750	43,750	70,000	70,000	-99.25%
F0108	Backhouse / Falkingham Footpath Construction	10,303	5,000	5,000	8,000	8,000	106.06%
F0109	Joseph Drive Footpath Construction	15,000	12,500	12,500	20,000	20,000	20.00%
F0110	Sloan Drive Footpath	79,364	59,065	59,065	94,500	94,500	34.37%
F0111	Cook Street Footpath	113	20,780	20,780	33,250	33,250	-99.45%
F0112	Causeway Road Shared Path	2,545	118,200	118,200	197,000	197,000	-97.85%
F1022	Buayanyup Drain Shared Path	415,210	520,800	520,800	520,800	520,800	-20.27%
		625,185	1,458,620	1,458,620	1,944,200	1,944,200	-57.14%
	Parks, Gardens and Reserves						
	Busselton Jetty						
C3497	Busselton Jetty - Capital Expenditure	236,223	545,048	545,048	817,550	817,550	-56.66%
		236,223	545,048	545,048	817,550	817,550	-56.66%
	Coastal & Boating						
C0311	Stinger Control	12,616	45,000	45,000	45,000	45,000	-71.96%
C2512	Sand Re-Nourishment	0	40,000	40,000	100,000	100,000	-100.00%
C1511	RBFS Various Grant Applications	2,500	31,800	31,800	31,800	31,800	-92.14%
C2530	Coastal Structures (West Busselton Seawall - Stage 2)	38,271	390,000	390,000	410,000	410,000	-90.19%
C2532	Coastal Adaptation: Mitigation of Coastal Flooding (Drain M)	0	200,000	200,000	200,000	200,000	-100.00%
C2533	Coastal Adaptation: Forth St (Stage 2)	6,761	430,000	430,000	430,000	430,000	-98.43%
		60,148	1,136,800	1,136,800	1,216,800	1,216,800	-94.71%
	Waste Services						
C2006	Depot Washdown Facility Upgrades	3,900	82,500	82,500	82,500	82,500	-95.27%
C3474	Regional Waste Hub Development	0	25,000	25,000	50,000	50,000	-100.00%
C3479	Vidler Road Waste Site Capital Improvements	32,301	50,000	50,000	50,000	50,000	-35.40%
C3481	Transfer Station Development	52,052	150,000	150,000	200,000	200,000	-65.30%
C3489	Liquid Waste Pond Renewal Works	361,628	330,000	330,000	410,000	410,000	9.58%
C3491	Busselton Landfill Post-closure Capping, Rehab & Remediation	93,143	750,000	750,000	1,000,000	1,000,000	-87.58%
C3492	City Lined Landfill Stage 2 - Preliminary Works	369,297	125,000	125,000	500,000	500,000	195.44%
		912,321	1,512,500	1,512,500	2,292,500	2,292,500	-39.68%
	Townscape & Vasse River						
C1006	Townscape Street Furniture Replacement - Dunsborough	0	15,000	15,000	15,000	15,000	-100.00%
C1012	Townscape Street Furniture Replacement - Busselton	0	5,000	5,000	10,000	10,000	-100.00%
C1026	Townscape Works Dunsborough	48,111	671,895	671,895	1,057,567	1,057,567	-92.84%
C3130	Vasse Birchfields Bore	3,025	0	0	0	0	0.00%

City of Busselton
Capital Construction & Acquisition Report
Property, Plant & Equipment, Infrastructure
Year to date as at 31st March 2022

	Description	2020/21 Actual	2020/21 Amended Budget YTD	2020/21 Original Budget YTD	2020/21 Amended Budget	2020/21 Original Budget	2020/21 Budget YTD Variance
C3166	Vasse River Foreshore - Bridge to Bridge	2,440	0	0	28,000	28,000	0.00%
C3238	Vasse River - General Upgrade	0	21,369	21,369	28,500	28,500	-100.00%
C3243	Vasse River - Ongoing Restoration of River Habitat	0	310,000	310,000	640,000	640,000	-100.00%
		53,576	1,023,264	1,023,264	1,779,067	1,779,067	-94.76%
	Other P&G Infrastructure						
C1605	Busselton Cemetery Infrastructure Upgrades	4,935	28,935	28,935	40,000	40,000	-82.94%
C1609	Pioneer Cemetery - Implement Conservation Plan	3,964	13,230	13,230	20,000	20,000	-70.04%
C1610	Dunsborough Cemetery	0	5,075	5,075	20,300	20,300	-100.00%
C1752	Beach Access Improvements	0	40,000	40,000	40,000	40,000	-100.00%
C1753	Eagle Bay Viewing Platform	82,743	95,450	95,450	95,450	95,450	-13.31%
C3006	Playgrounds General - Replacement of playground equipment	15,416	12,501	12,501	25,000	25,000	23.32%
C3007	Park Furniture Replacement - Replace aged & unsafe Equip	353	18,750	18,750	25,000	25,000	-98.12%
C3046	Dunsborough - BMX / Skatebowl	4,999	10,000	10,000	10,000	10,000	-50.01%
C3048	BBQ Placement and Replacement	9,586	7,500	7,500	10,000	10,000	27.82%
C3116	Dawson Park (Mcintyre St Pos)	154,876	182,200	182,200	182,200	182,200	-15.00%
C3122	Rails to Trails - Continuation of Implementation Plan	314	75,000	75,000	100,000	100,000	-99.58%
C3143	NCC Infrastructure	8,000	0	0	0	0	0.00%
C3177	Shade Sail Program	2,648	62,500	62,500	100,000	100,000	-95.76%
C3189	Barnard East Conservation Area	321	22,500	22,500	30,000	30,000	-98.58%
C3193	Cricket Wicket Renewal	7,364	15,000	15,000	15,000	15,000	-50.91%
C3198	Vasse SAR Area General Improvements to the Area	38,501	32,157	32,157	65,000	65,000	19.73%
C3200	Provence SAR Area General Improvements to the Area	25,287	20,000	20,000	80,000	80,000	26.44%
C3202	Port Geographe Street Light Replacement	22,013	21,550	21,550	21,550	21,550	2.15%
C3203	Port Geographe General Improvements/ Foreshore	1,272	38,157	38,157	50,875	50,875	-96.67%
C3206	Landscaping - Old Busselton Tennis Club Site	(3,392)	0	0	0	0	0.00%
C3207	Barnard East Underground Power	136,779	158,300	158,300	158,300	158,300	-13.60%
C3208	Barnard East Landscaping	3,083	150	150	150	150	1955.61%
C3210	McBride Park - POS Upgrade	0	1,850	1,850	1,850	1,850	-100.00%
C3211	Tulloh St (Geographe Bay Road) - POS Upgrade	82,466	88,250	88,250	88,250	88,250	-6.55%
C3213	Cabarita Road - POS Upgrade	810	28,141	28,141	28,150	28,150	-97.12%
C3214	Kingsford Road - POS Upgrade	139,453	181,400	181,400	181,450	181,450	-23.12%
C3215	Monash Way - POS Upgrade	72,745	161,650	161,650	161,850	161,850	-55.00%
C3216	Wagon Road - POS Upgrade	190,660	161,650	161,650	161,650	161,650	17.95%
C3217	Limestone Quarry - POS Upgrade	140,457	161,650	161,650	161,650	161,650	-13.11%
C3218	Dolphin Road - POS Upgrade	160,790	86,100	86,100	86,100	86,100	86.75%
C3219	Kingfish/ Costello - POS Upgrade	38,628	86,300	86,300	86,300	86,300	-55.24%
C3220	Quindalup Old Tennis Courts Site - POS Upgrade	56,880	48,700	48,700	48,700	48,700	16.80%
C3223	Dunsborough Non-Potable Water Network	971,809	1,486,900	1,486,900	1,486,900	1,486,900	-34.64%
C3224	Dunsborough Nature Based Playground	0	40,000	40,000	40,000	40,000	-100.00%
C3225	Dunsborough Lakes Sporting Precinct (Stage 1)	1,195,541	1,587,665	1,587,665	2,117,950	2,117,950	-24.70%
C3226	Mitchell Park Upgrade	753,558	836,300	836,300	836,300	836,300	-9.89%
C3227	Barnard Park East Foreshore Landscaping	869,504	351,100	351,100	351,100	351,100	147.65%
C3229	Hotel Site 2 Landscaping	0	150,000	150,000	150,000	150,000	-100.00%
C3232	Irrigation Renewal	8,211	15,000	15,000	20,000	20,000	-45.26%
C3233	Allan Street Cycleway Lighting	7,099	10,000	10,000	10,000	10,000	-29.01%
C3235	Eastern Link Landscaping	218,902	224,750	224,750	224,750	224,750	-2.60%
C3236	Dunsborough Foreshore Lighting	14,565	20,750	20,750	20,750	20,750	-29.81%
C3237	King Street Landscaping Stage 2	6,900	6,900	6,900	6,900	6,900	0.00%
C3239	Foreshore Busselton - High Street to Carey Street	0	20,000	20,000	20,000	20,000	-100.00%
C3240	Foreshore Yallingup Capital	0	10,000	10,000	10,000	10,000	-100.00%
C3241	Outdoor Spaces (Gen cap alloc for courts, flood lights etc.)	259	150,000	150,000	200,000	200,000	-99.83%
C3244	Dunsborough Lakes Sporting Precinct - Outdoor Courts	50,852	650,000	650,000	650,000	650,000	-92.18%
C3246	Bovell - Connection of Services	16,727	0	0	210,000	210,000	0.00%
C3247	King Street POS Shower (inc Dog Shower)	0	5,000	5,000	5,000	5,000	-100.00%
C3248	Beach Shower Morgan Street, Geographe	4,066	7,500	7,500	7,500	7,500	-45.78%
C3451	Aged Housing Infrastructure (Upgrade)	2,672	15,000	15,000	15,000	15,000	-82.19%
	Unidentified donated assets under investigation						
		5,522,615	7,451,511	7,451,511	8,476,925	8,476,925	-25.89%
	Sub-Total Parks, Gardens & Reserves	**6,784,883**	**11,669,123**	**11,669,123**	**14,582,842**	**14,582,842**	**-41.86%**
	Drainage						
D0009	Busselton LIA - Geocatch Drain Partnership WSUD Improvements	8,530	0	0	30,000	30,000	0.00%
D0025	Carey Street Drainage Upgrade	173,162	176,000	176,000	281,605	281,605	-1.61%
		181,693	**176,000**	**176,000**	**311,605**	**311,605**	**3.23%**
	Airport Industrial Parks						
C6010	Airport Fencing Works	26,115	23,235	23,235	23,235	23,235	12.40%
C6087	Airport Construction Stage 2, Landside Civils & Services Inf	26,857	27,372	88,600	27,372	88,600	-1.88%
C6091	Airport Construction Stage 2, Noise Management Plan	0	160,033	37,500	213,377	50,000	-100.00%
C6099	Airport Development - Project Expenses	40,315	76,100	0	101,100	0	-47.02%
		93,288	**286,740**	**149,335**	**365,084**	**161,835**	**-67.47%**
	Sub-Total Infrastructure	**14,106,305**	**26,585,758**	**27,051,353**	**38,537,750**	**38,334,501**	**-46.94%**
	Grand Total - Capital Acquisitions	**17,809,505**	**45,955,523**	**46,457,083**	**65,059,182**	**64,871,898**	**-61.25%**

City of Busselton

Reserves Movement Report

For The Period Ending 31 March 2022

		2021/2022 Actual	2021/2022 Amended Budget YTD	2021/2022 Original Budget YTD	2021/2022 Amended Budget	2021/2022 Original Budget	2020/2021 Actual
		$	$	$	$	$	$
100	**Airport Infrastructure Renewal and Replacement Reserve**						
	Accumulated Reserves at Start of Year	1,471,766.45	1,471,766.45	1,471,766.45	1,471,766.45	1,471,766.45	1,712,272.40
	Interest transfer to Reserves	3,100.98	2,265.00	2,265.00	2,928.00	2,928.00	10,393.54
	Transfer from Muni	0.00	0.00	0.00	0.00	0.00	1,377.68
	Transfer to Muni	0.00	0.00	0.00	(435,150.00)	(435,150.00)	(252,277.17)
		1,474,867.43	1,474,031.45	1,474,031.45	1,039,544.45	1,039,544.45	1,471,766.45
136	**Airport Marketing and Incentive Reserve**						
	Accumulated Reserves at Start of Year	5,287,407.24	5,287,407.24	5,287,407.24	5,287,407.24	5,287,407.24	4,073,790.64
	Interest transfer to Reserves	13,677.81	8,137.00	8,137.00	10,519.00	10,519.00	26,202.80
	Transfer from Muni	720,486.00	720,486.00	720,486.00	960,649.00	960,649.00	1,187,413.80
	Transfer to Muni	0.00	0.00	0.00	(2,350,000.00)	(2,350,000.00)	0.00
		6,021,571.05	6,016,030.24	6,016,030.24	3,908,575.24	3,908,575.24	5,287,407.24
143	**Airport Noise Mitigation Reserve**						
	Accumulated Reserves at Start of Year	796,147.75	796,147.75	796,147.75	796,147.75	796,147.75	904,896.43
	Interest transfer to Reserves	1,694.69	1,226.00	1,226.00	1,585.00	1,585.00	5,553.88
	Transfer to Muni	0.00	0.00	0.00	(361,927.00)	(198,550.00)	(114,302.56)
		797,842.44	797,373.75	797,373.75	435,805.75	599,182.75	796,147.75
147	**Airport Development Reserve**						
	Accumulated Reserves at Start of Year	0.00	0.00	0.00	0.00	0.00	1,576.71
	Interest transfer to Reserves	0.00	0.00	0.00	0.00	0.00	(199.03)
	Transfer to Muni	0.00	0.00	0.00	0.00	0.00	(1,377.68)
		0.00	0.00	0.00	0.00	0.00	0.00
148	**Airport Existing Terminal Building Reserve**						
	Accumulated Reserves at Start of Year	206,250.11	206,250.11	206,250.11	206,250.11	206,250.11	122,795.41
	Interest transfer to Reserves	601.03	317.00	317.00	411.00	411.00	1,176.70
	Transfer from Muni	91,089.00	91,089.00	91,089.00	121,456.00	121,456.00	82,278.00
	Transfer to Muni	0.00	0.00	0.00	(12,200.00)	(12,200.00)	0.00
		297,940.14	297,656.11	297,656.11	315,917.11	315,917.11	206,250.11
106	**Building Asset Renewal Reserve - General Buildings**						
	Accumulated Reserves at Start of Year	2,093,333.64	2,093,333.64	2,093,333.64	2,093,333.64	2,093,333.64	1,483,242.45
	Interest transfer to Reserves	5,808.07	3,220.00	3,220.00	4,163.00	4,163.00	9,568.91
	Transfer from Muni	602,235.00	602,235.00	602,235.00	802,982.00	802,982.00	1,037,148.00
	Transfer to Muni	(17,990.75)	0.00	0.00	(871,000.00)	(871,000.00)	(436,625.72)
		2,683,385.96	2,698,788.64	2,698,788.64	2,029,478.64	2,029,478.64	2,093,333.64
404	**Barnard Park Sports Pavilion Building Reserve**						
	Accumulated Reserves at Start of Year	71,950.91	71,950.91	71,950.91	71,950.91	71,950.91	41,352.43
	Interest transfer to Reserves	200.23	110.00	110.00	142.00	142.00	372.48
	Transfer from Muni	25,272.00	25,272.00	25,272.00	33,693.00	33,693.00	30,226.00
	Transfer to Muni	0.00	0.00	0.00	(12,500.00)	(12,500.00)	0.00
		97,423.14	97,332.91	97,332.91	93,285.91	93,285.91	71,950.91
405	**Railway House Building Reserve**						
	Accumulated Reserves at Start of Year	56,792.82	56,792.82	56,792.82	56,792.82	56,792.82	36,854.54
	Interest transfer to Reserves	134.13	88.00	88.00	114.00	114.00	303.28
	Transfer from Muni	16,416.00	16,416.00	16,416.00	21,887.00	21,887.00	19,635.00
	Transfer to Muni	(15,821.54)	0.00	0.00	(18,600.00)	(18,600.00)	0.00
		57,521.41	73,296.82	73,296.82	60,193.82	60,193.82	56,792.82
406	**Youth and Community Activities Building Reserve**						
	Accumulated Reserves at Start of Year	123,843.84	123,843.84	123,843.84	123,843.84	123,843.84	80,356.10
	Interest transfer to Reserves	332.78	190.00	190.00	247.00	247.00	647.74
	Transfer from Muni	35,820.00	35,820.00	35,820.00	47,754.00	47,754.00	42,840.00
	Transfer to Muni	(15,000.00)	0.00	0.00	(30,000.00)	(30,000.00)	0.00
		144,996.62	159,853.84	159,853.84	141,844.84	141,844.84	123,843.84
407	**Busselton Library Building Reserve**						
	Accumulated Reserves at Start of Year	57,065.29	57,065.29	57,065.29	57,065.29	57,065.29	111,021.85
	Interest transfer to Reserves	193.59	88.00	88.00	114.00	114.00	347.44
	Transfer from Muni	42,795.00	42,795.00	42,795.00	57,063.00	57,063.00	45,696.00
	Transfer to Muni	(25,987.16)	0.00	0.00	(33,900.00)	(33,900.00)	(100,000.00)
		74,066.72	99,948.29	99,948.29	80,342.29	80,342.29	57,065.29
131	**Busselton Community Resource Centre Reserve**						
	Accumulated Reserves at Start of Year	324,998.61	324,998.61	324,998.61	324,998.61	324,998.61	272,693.17
	Interest transfer to Reserves	811.56	500.00	500.00	646.00	646.00	2,011.12
	Transfer from Muni	72,225.00	72,225.00	72,225.00	96,305.00	96,305.00	86,394.00
	Transfer to Muni	0.00	0.00	0.00	(37,550.00)	(37,550.00)	(36,099.68)
		398,035.17	397,723.61	397,723.61	384,399.61	384,399.61	324,998.61
408	**Busselton Jetty Tourist Park Reserve**						
	Accumulated Reserves at Start of Year	636,808.00	636,808.00	636,808.00	636,808.00	636,808.00	222,752.80
	Interest transfer to Reserves	1,916.27	981.00	981.00	1,268.00	1,268.00	1,737.99
	Transfer from Muni	268,731.00	268,731.00	268,731.00	358,311.00	358,311.00	583,338.21
	Transfer to Muni	(124,540.50)	(124,542.00)	(124,542.00)	(216,050.00)	(216,050.00)	(171,021.00)
		782,914.77	781,978.00	781,978.00	780,337.00	780,337.00	636,808.00
409	**Geographe Leisure Centre Building (GLC) Reserve**						
	Accumulated Reserves at Start of Year	119,033.99	119,033.99	119,033.99	119,033.99	119,033.99	615,084.29
	Interest transfer to Reserves	97.85	182.00	182.00	236.00	236.00	4,603.24
	Transfer from Muni	217,809.00	217,809.00	217,809.00	290,406.00	290,406.00	260,521.00
	Transfer to Muni	(70,000.00)	0.00	0.00	(285,150.00)	(285,150.00)	(761,174.54)
		266,940.84	337,024.99	337,024.99	124,525.99	124,525.99	119,033.99
331	**Joint Venture Aged Housing Reserve (Harris/ Winderlup)**						
	Accumulated Reserves at Start of Year	1,363,306.16	1,363,306.16	1,363,306.16	1,363,306.16	1,363,306.16	1,237,306.78
	Interest transfer to Reserves	3,188.57	2,099.00	2,099.00	2,713.00	2,713.00	8,097.32
	Transfer from Muni	90,423.00	90,423.00	90,423.00	120,560.00	120,560.00	191,227.10
	Transfer to Muni	(30,000.00)	0.00	0.00	(169,200.00)	(169,200.00)	(73,325.04)
		1,426,917.73	1,455,828.16	1,455,828.16	1,317,379.16	1,317,379.16	1,363,306.16

City of Busselton
Reserves Movement Report
For The Period Ending 31 March 2022

		2021/2022 Actual	2021/2022 Amended Budget YTD	2021/2022 Original Budget YTD	2021/2022 Amended Budget	2021/2022 Original Budget	2020/2021 Actual
		$	$	$	$	$	$
403	**Winderlup Aged Housing Reserve (City Controlled)**						
	Accumulated Reserves at Start of Year	292,717.53	292,717.53	292,717.53	292,717.53	292,717.53	212,935.38
	Interest transfer to Reserves	738.93	450.00	450.00	581.00	581.00	1,481.30
	Transfer from Muni	38,736.00	38,736.00	38,736.00	51,650.00	51,650.00	78,300.85
	Transfer to Muni	0.00	0.00	0.00	(81,600.00)	(81,600.00)	0.00
		332,192.46	331,903.53	331,903.53	263,348.53	263,348.53	292,717.53
410	**Naturaliste Community Centre Building (NCC) Reserve**						
	Accumulated Reserves at Start of Year	129,592.17	129,592.17	129,592.17	129,592.17	129,592.17	125,076.60
	Interest transfer to Reserves	323.70	200.00	200.00	258.00	258.00	1,002.08
	Transfer from Muni	49,923.00	49,923.00	49,923.00	66,558.00	66,558.00	59,708.00
	Transfer to Muni	0.00	0.00	0.00	(98,600.00)	(98,600.00)	(56,194.51)
		179,838.87	179,715.17	179,715.17	97,808.17	97,808.17	129,592.17
411	**Civic and Administration Building Reserve**						
	Accumulated Reserves at Start of Year	670,358.97	670,358.97	670,358.97	670,358.97	670,358.97	429,689.17
	Interest transfer to Reserves	1,742.86	1,031.00	1,031.00	1,333.00	1,333.00	3,732.82
	Transfer from Muni	255,285.00	255,285.00	255,285.00	340,379.00	340,379.00	282,000.00
	Transfer to Muni	(120,000.00)	0.00	0.00	(615,000.00)	(615,000.00)	(45,063.02)
		807,386.83	926,674.97	926,674.97	397,070.97	397,070.97	670,358.97
412	**Vasse Sports Pavilion Building Reserve**						
	Accumulated Reserves at Start of Year	1,082.56	1,082.56	1,082.56	1,082.56	1,082.56	541.14
	Interest transfer to Reserves	3.12	0.00	0.00	0.00	0.00	5.42
	Transfer from Muni	450.00	450.00	450.00	597.00	597.00	536.00
		1,535.68	1,532.56	1,532.56	1,679.56	1,679.56	1,082.56
110	**Jetty Maintenance Reserve**						
	Accumulated Reserves at Start of Year	5,682,363.59	5,682,363.59	5,682,363.59	5,682,363.59	5,682,363.59	5,239,342.58
	Interest transfer to Reserves	13,725.40	8,745.00	8,745.00	11,305.00	11,305.00	34,254.04
	Transfer from Muni	522,383.00	597,090.00	597,090.00	1,348,301.00	1,348,301.00	1,325,111.00
	Transfer to Muni	0.00	(3,000,000.00)	(3,000,000.00)	(4,221,890.00)	(4,221,890.00)	(916,344.03)
		6,218,471.99	3,288,198.59	3,288,198.59	2,820,079.59	2,820,079.59	5,682,363.59
150	**Jetty Self Insurance Reserve**						
	Accumulated Reserves at Start of Year	495,086.35	495,086.35	495,086.35	495,086.35	495,086.35	432,198.16
	Interest transfer to Reserves	1,197.01	761.00	761.00	983.00	983.00	2,888.19
	Transfer from Muni	57,231.00	57,231.00	57,231.00	76,313.00	76,313.00	60,000.00
		553,514.36	553,078.35	553,078.35	572,382.35	572,382.35	495,086.35
223	**Road Asset Renewal Reserve**						
	Accumulated Reserves at Start of Year	1,317,210.02	1,317,210.02	1,317,210.02	1,317,210.02	1,317,210.02	1,597,128.65
	Interest transfer to Reserves	4,685.66	2,026.00	2,026.00	2,620.00	2,620.00	12,920.05
	Transfer from Muni	2,739,798.00	2,739,798.00	2,739,798.00	3,653,058.00	3,653,058.00	3,501,790.00
	Transfer to Muni	(1,835,810.90)	0.00	0.00	(4,553,734.00)	(4,553,734.00)	(3,794,628.68)
		2,225,882.78	4,059,034.02	4,059,034.02	419,154.02	419,154.02	1,317,210.02
224	**Footpath/ Cycle Ways Reserve**						
	Accumulated Reserves at Start of Year	838,834.13	838,834.13	838,834.13	838,834.13	838,834.13	408,437.28
	Interest transfer to Reserves	2,678.69	1,289.00	1,289.00	1,668.00	1,668.00	6,367.67
	Transfer from Muni	930,537.00	930,537.00	930,537.00	1,240,717.00	1,240,717.00	1,216,038.00
	Transfer to Muni	(87,402.10)	0.00	0.00	(1,849,206.00)	(1,849,206.00)	(792,008.82)
		1,684,647.72	1,770,660.13	1,770,660.13	232,013.13	232,013.13	838,834.13
226	**Other Infrastructure Reserve**						
	Accumulated Reserves at Start of Year	538,846.85	538,846.85	538,846.85	538,846.85	538,846.85	264,388.99
	Interest transfer to Reserves	1,597.71	830.00	830.00	1,072.00	1,072.00	2,835.34
	Transfer from Muni	271,764.00	271,764.00	271,764.00	362,355.00	362,355.00	357,000.00
	Transfer to Muni	(200,000.00)	0.00	0.00	(501,705.00)	(501,705.00)	(85,377.48)
		612,208.56	811,440.85	811,440.85	400,568.85	400,568.85	538,846.85
225	**Parks, Gardens and Reserves Reserve**						
	Accumulated Reserves at Start of Year	749,657.07	749,657.07	749,657.07	749,657.07	749,657.07	833,946.23
	Interest transfer to Reserves	2,224.02	1,154.00	1,154.00	1,492.00	1,492.00	8,775.04
	Transfer from Muni	1,104,489.00	1,104,489.00	1,104,489.00	1,472,656.00	1,472,656.00	1,285,166.00
	Transfer to Muni	(720,698.05)	0.00	0.00	(1,956,750.00)	(1,956,750.00)	(1,378,230.20)
		1,135,672.04	1,855,300.07	1,855,300.07	267,055.07	267,055.07	749,657.07
151	**Furniture and Equipment Reserve**						
	Accumulated Reserves at Start of Year	332,482.96	332,482.96	332,482.96	332,482.96	332,482.96	257,784.19
	Interest transfer to Reserves	1,101.22	512.00	512.00	663.00	663.00	3,305.12
	Transfer from Muni	331,200.00	331,200.00	331,200.00	441,595.00	441,595.00	434,000.00
	Transfer to Muni	0.00	0.00	0.00	(485,800.00)	(485,800.00)	(362,606.35)
		664,784.18	664,194.96	664,194.96	288,940.96	288,940.96	332,482.96
115	**Plant Replacement Reserve**						
	Accumulated Reserves at Start of Year	2,114,189.13	2,114,189.13	2,114,189.13	2,114,189.13	2,114,189.13	1,098,441.92
	Interest transfer to Reserves	5,926.88	3,254.00	3,254.00	4,207.00	4,207.00	9,266.71
	Transfer from Muni	763,128.00	763,128.00	763,128.00	1,076,500.00	1,076,500.00	1,215,217.44
	Transfer to Muni	0.00	0.00	0.00	(1,287,969.00)	(1,287,969.00)	(208,736.94)
		2,883,244.01	2,880,571.13	2,880,571.13	1,906,927.13	1,906,927.13	2,114,189.13
137	**Major Traffic Improvements Reserve**						
	Accumulated Reserves at Start of Year	237,210.32	237,210.32	237,210.32	237,210.32	237,210.32	638,845.53
	Interest transfer to Reserves	1,740.13	365.00	365.00	472.00	472.00	1,207.39
	Transfer from Muni	851,094.00	851,094.00	851,094.00	1,134,788.25	1,134,788.25	1,088,988.00
	Transfer to Muni	0.00	0.00	0.00	(375,000.00)	(375,000.00)	(1,491,830.60)
		1,090,044.45	1,088,669.32	1,088,669.32	997,470.57	997,470.57	237,210.32
132	**CBD Enhancement Reserve**						
	Accumulated Reserves at Start of Year	1,269,967.02	1,269,967.02	1,269,967.02	1,269,967.02	1,269,967.02	613,762.47
	Interest transfer to Reserves	3,349.71	1,955.00	1,955.00	2,527.00	2,527.00	5,813.79
	Transfer from Muni	421,182.00	421,182.00	421,182.00	561,568.00	561,568.00	772,783.80
	Transfer to Muni	(396,425.00)	(600,000.00)	(600,000.00)	(1,516,517.00)	(1,516,517.00)	(122,393.04)
		1,298,073.73	1,093,104.02	1,093,104.02	317,545.02	317,545.02	1,269,967.02
127	**New Infrastructure Development Reserve**						
	Accumulated Reserves at Start of Year	884,967.24	884,967.24	884,967.24	884,967.24	884,967.24	1,506,175.05
	Interest transfer to Reserves	1,690.86	1,361.00	1,361.00	1,760.00	1,760.00	6,661.97
	Transfer from Muni	6,397.80	6,397.00	6,397.00	8,530.00	8,530.00	194,761.40
	Transfer to Muni	0.00	0.00	0.00	(637,350.00)	(637,350.00)	(822,631.18)
		893,055.90	892,725.24	892,725.24	257,907.24	257,907.24	884,967.24

City of Busselton
Reserves Movement Report
For The Period Ending 31 March 2022

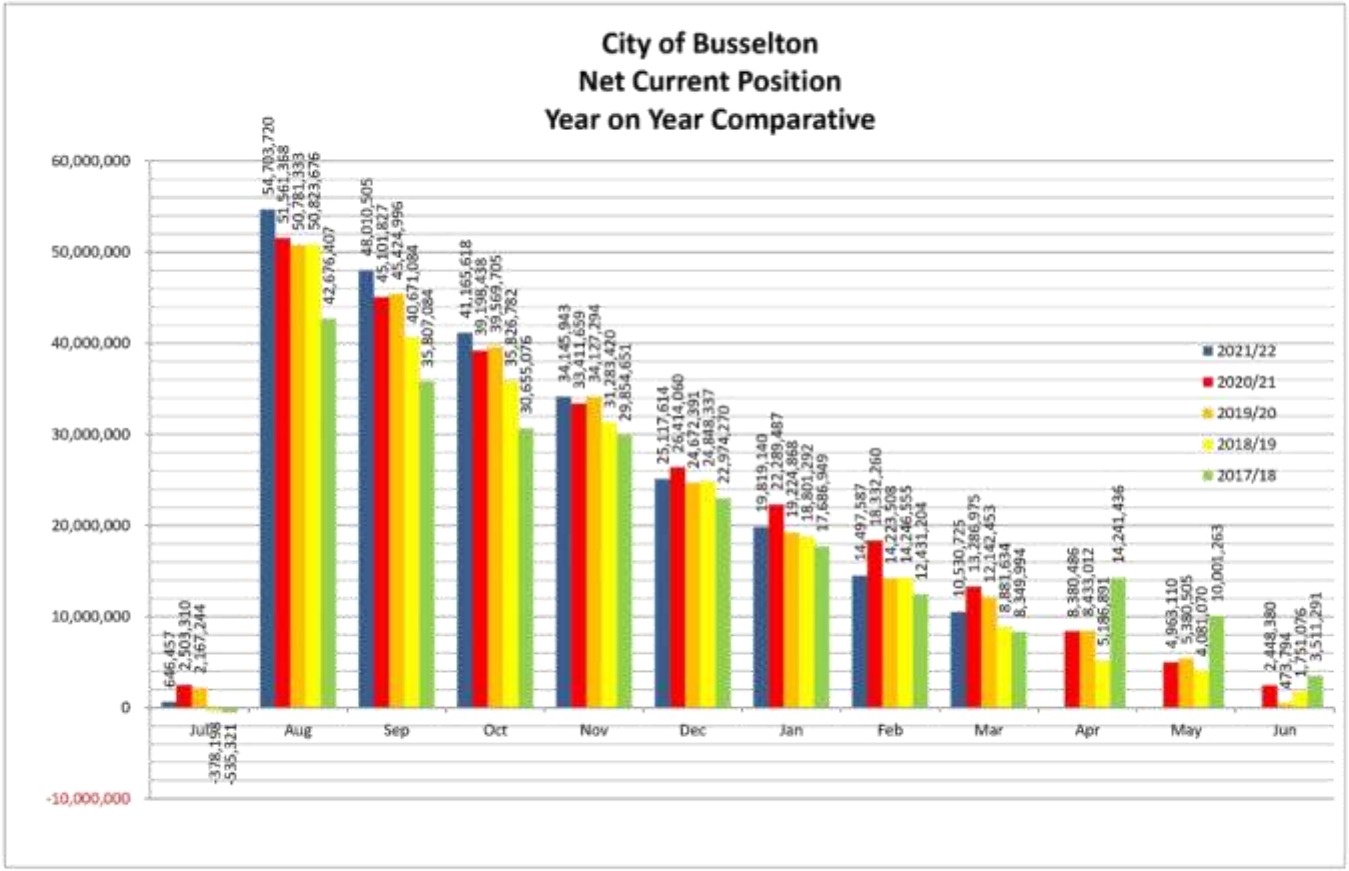
		2021/2022 Actual	2021/2022 Amended Budget YTD	2021/2022 Original Budget YTD	2021/2022 Amended Budget	2021/2022 Original Budget	2020/2021 Actual
		$	$	$	$	$	$
141	**Commonage Precinct Infrastructure Road Reserve**						
	Accumulated Reserves at Start of Year	236,348.40	236,348.40	236,348.40	236,348.40	236,348.40	234,906.64
	Interest transfer to Reserves	0.00	365.00	365.00	471.00	471.00	(340.58)
	Transfer from Muni	529.50	0.00	0.00	0.00	0.00	1,782.34
	Transfer to Muni	0.00	0.00	0.00	(236,000.00)	(236,000.00)	0.00
		236,877.90	236,713.40	236,713.40	819.40	819.40	236,348.40
114	**City Car Parking and Access Reserve**						
	Accumulated Reserves at Start of Year	792,733.25	792,733.25	792,733.25	792,733.25	792,733.25	1,555,124.38
	Interest transfer to Reserves	2,555.88	1,220.00	1,220.00	1,577.00	1,577.00	7,540.95
	Transfer from Muni	800,518.00	800,518.00	800,518.00	934,018.00	934,018.00	52,465.00
	Transfer to Muni	(350,737.03)	0.00	0.00	(1,016,812.00)	(1,016,812.00)	(822,397.08)
		1,245,070.10	1,594,471.25	1,594,471.25	711,516.25	711,516.25	792,733.25
154	**Debt Default Reserve**						
	Accumulated Reserves at Start of Year	501,841.13	501,841.13	501,841.13	501,841.13	501,841.13	0.00
	Interest transfer to Reserves	381.09	772.00	772.00	997.00	997.00	1,841.13
	Transfer from Muni	0.00	0.00	0.00	0.00	0.00	500,000.00
	Transfer to Muni	(400,000.00)	(400,000.00)	(400,000.00)	(400,000.00)	(400,000.00)	0.00
		102,222.22	102,613.13	102,613.13	102,838.13	102,838.13	501,841.13
107	**Corporate IT Systems Reserve**						
	Accumulated Reserves at Start of Year	328,721.63	328,721.63	328,721.63	328,721.63	328,721.63	226,750.02
	Interest transfer to Reserves	1,032.33	507.00	507.00	655.00	655.00	1,971.61
	Transfer from Muni	197,253.00	197,253.00	197,253.00	263,000.00	263,000.00	100,000.00
	Transfer to Muni	(140,000.00)	0.00	0.00	(250,050.00)	(250,050.00)	0.00
		387,006.96	526,481.63	526,481.63	342,326.63	342,326.63	328,721.63
133	**Election, Valuation and Other Corporate Expenses Reserve**						
	Accumulated Reserves at Start of Year	715,026.19	715,026.19	715,026.19	715,026.19	715,026.19	560,994.18
	Interest transfer to Reserves	1,585.03	1,101.00	1,101.00	1,423.00	1,423.00	4,032.01
	Transfer from Muni	105,003.00	105,003.00	105,003.00	140,000.00	140,000.00	150,000.00
	Transfer to Muni	(124,742.35)	(128,000.00)	(128,000.00)	(638,000.00)	(638,000.00)	0.00
		696,871.87	693,130.19	693,130.19	218,449.19	218,449.19	715,026.19
111	**Legal Expenses Reserve**						
	Accumulated Reserves at Start of Year	671,629.28	588,129.28	588,129.28	588,129.28	588,129.28	636,940.12
	Interest transfer to Reserves	1,397.50	905.00	905.00	1,170.00	1,170.00	3,983.24
	Transfer from Muni	0.00	0.00	0.00	0.00	0.00	110,705.92
	Transfer to Muni	0.00	0.00	0.00	(50,000.00)	(50,000.00)	(80,000.00)
		673,026.78	589,034.28	589,034.28	539,299.28	539,299.28	671,629.28
152	**Marketing & Area Promotion Reserve**						
	Accumulated Reserves at Start of Year	522,265.79	522,265.79	522,265.79	522,265.79	522,265.79	166,392.00
	Interest transfer to Reserves	2,054.88	804.00	804.00	1,040.00	1,040.00	6,020.14
	Transfer from Muni	1,045,665.00	1,045,665.00	1,045,665.00	1,394,224.00	1,394,224.00	1,296,295.65
	Transfer to Muni	0.00	0.00	0.00	(1,697,678.00)	(1,697,678.00)	(946,442.00)
		1,569,985.67	1,568,734.79	1,568,734.79	219,851.79	219,851.79	522,265.79
135	**Performing Arts and Convention Centre Reserve**						
	Accumulated Reserves at Start of Year	1,332,268.44	1,332,268.44	1,332,268.44	1,332,268.44	1,332,268.44	2,625,599.20
	Interest transfer to Reserves	2,020.77	2,051.00	2,051.00	2,652.00	2,652.00	16,129.55
	Transfer from Muni	37,503.00	37,503.00	37,503.00	319,149.00	319,149.00	50,000.00
	Transfer to Muni	0.00	0.00	0.00	(1,188,446.00)	(1,188,446.00)	(1,359,460.31)
		1,371,792.21	1,371,822.44	1,371,822.44	465,623.44	465,623.44	1,332,268.44
202	**Long Service Leave Reserve**						
	Accumulated Reserves at Start of Year	3,653,494.00	3,653,494.00	3,653,494.00	3,653,494.00	3,653,494.00	3,482,110.00
	Interest transfer to Reserves	8,645.02	5,621.00	5,621.00	7,267.00	7,267.00	22,298.88
	Transfer from Muni	337,500.00	337,500.00	337,500.00	450,000.00	450,000.00	550,353.57
	Transfer to Muni	0.00	0.00	0.00	(544,808.00)	(544,808.00)	(401,268.45)
		3,999,639.02	3,996,615.00	3,996,615.00	3,565,953.00	3,565,953.00	3,653,494.00
203	**Professional Development Reserve**						
	Accumulated Reserves at Start of Year	185,931.13	185,931.13	185,931.13	185,931.13	185,931.13	145,028.93
	Interest transfer to Reserves	397.61	287.00	287.00	370.00	370.00	1,091.73
	Transfer from Muni	0.00	0.00	0.00	0.00	0.00	91,278.18
	Transfer to Muni	0.00	0.00	0.00	(50,000.00)	(50,000.00)	(51,467.71)
		186,328.74	186,218.13	186,218.13	136,301.13	136,301.13	185,931.13
204	**Sick Pay Incentive Reserve**						
	Accumulated Reserves at Start of Year	106,241.30	106,241.30	106,241.30	106,241.30	106,241.30	144,632.39
	Interest transfer to Reserves	207.46	162.00	162.00	210.00	210.00	867.30
	Transfer from Muni	0.00	0.00	0.00	0.00	0.00	(7,242.10)
	Transfer to Muni	0.00	0.00	0.00	(74,850.00)	(74,850.00)	(32,016.29)
		106,448.76	106,403.30	106,403.30	31,601.30	31,601.30	106,241.30
124	**Workers Compensation, Extended SL & AL Contingency Reserve**						
	Accumulated Reserves at Start of Year	218,483.49	218,483.49	218,483.49	218,483.49	218,483.49	309,751.42
	Interest transfer to Reserves	417.02	336.00	336.00	435.00	435.00	1,901.13
	Transfer to Muni	0.00	0.00	0.00	(25,000.00)	(25,000.00)	(93,169.06)
		218,900.51	218,819.49	218,819.49	193,918.49	193,918.49	218,483.49
302	**Community Facilities - City District**						
	Accumulated Reserves at Start of Year	1,295,065.82	1,295,065.82	1,295,065.82	1,295,065.82	1,295,065.82	1,120,869.85
	Interest transfer to Reserves	0.00	1,991.00	1,991.00	2,575.00	2,575.00	(3,294.20)
	Transfer from Muni	257,374.91	256,347.00	256,347.00	341,796.00	341,796.00	600,145.17
	Transfer to Muni	0.00	0.00	0.00	(960,650.00)	(960,650.00)	(422,655.00)
		1,552,440.73	1,553,403.82	1,553,403.82	678,786.82	678,786.82	1,295,065.82
304	**Community Facilities - Broadwater**						
	Accumulated Reserves at Start of Year	185,046.25	185,046.25	185,046.25	185,046.25	185,046.25	166,413.55
	Interest transfer to Reserves	0.00	287.00	287.00	370.00	370.00	(240.76)
	Transfer from Muni	8,185.79	11,664.00	11,664.00	15,555.00	15,555.00	18,873.46
		193,232.04	196,997.25	196,997.25	200,971.25	200,971.25	185,046.25
303	**Community Facilities - Busselton**						
	Accumulated Reserves at Start of Year	39,788.52	39,788.52	39,788.52	39,788.52	39,788.52	9,177.47
	Interest transfer to Reserves	0.00	61.00	61.00	78.00	78.00	(11.03)
	Transfer from Muni	34,274.49	15,849.00	15,849.00	21,135.00	21,135.00	30,622.08
		74,063.01	55,698.52	55,698.52	61,001.52	61,001.52	39,788.52

City of Busselton
Reserves Movement Report
For The Period Ending 31 March 2022

		2021/2022 Actual	2021/2022 Amended Budget YTD	2021/2022 Original Budget YTD	2021/2022 Amended Budget	2021/2022 Original Budget	2020/2021 Actual
		$	$	$	$	$	$
305	**Community Facilities - Dunsborough**						
	Accumulated Reserves at Start of Year	334,281.16	334,281.16	334,281.16	334,281.16	334,281.16	255,152.46
	Interest transfer to Reserves	0.00	515.00	515.00	666.00	666.00	(311.90)
	Transfer from Muni	127,240.72	25,110.00	25,110.00	33,485.00	33,485.00	79,440.60
	Transfer to Muni	0.00	0.00	0.00	(110,000.00)	(110,000.00)	0.00
		461,521.88	359,906.16	359,906.16	258,432.16	258,432.16	334,281.16
311	**Community Facilities - Dunsborough Lakes Estate**						
	Accumulated Reserves at Start of Year	943,223.84	943,223.84	943,223.84	943,223.84	943,223.84	937,470.05
	Interest transfer to Reserves	0.00	1,451.00	1,451.00	1,876.00	1,876.00	(1,359.20)
	Transfer from Muni	1,010.45	0.00	0.00	0.00	0.00	7,112.99
	Transfer to Muni	(944,234.25)	0.00	0.00	(938,000.00)	(938,000.00)	0.00
		0.04	944,674.84	944,674.84	7,099.84	7,099.84	943,223.84
306	**Community Facilities - Geographe**						
	Accumulated Reserves at Start of Year	114,006.34	114,006.34	114,006.34	114,006.34	114,006.34	101,978.74
	Interest transfer to Reserves	0.00	176.00	176.00	227.00	227.00	(147.60)
	Transfer from Muni	5,166.13	7,821.00	7,821.00	10,428.00	10,428.00	12,175.20
		119,172.47	122,003.34	122,003.34	124,661.34	124,661.34	114,006.34
310	**Community Facilities - Port Geographe**						
	Accumulated Reserves at Start of Year	351,122.31	351,122.31	351,122.31	351,122.31	351,122.31	348,980.41
	Interest transfer to Reserves	0.00	540.00	540.00	698.00	698.00	(505.97)
	Transfer from Muni	786.63	0.00	0.00	0.00	0.00	2,647.87
		351,908.94	351,662.31	351,662.31	351,820.31	351,820.31	351,122.31
309	**Community Facilities - Vasse**						
	Accumulated Reserves at Start of Year	174,754.97	174,754.97	174,754.97	174,754.97	174,754.97	489,904.76
	Interest transfer to Reserves	0.00	269.00	269.00	348.00	348.00	(821.04)
	Transfer from Muni	144.00	143,847.00	143,847.00	191,794.00	191,794.00	3,716.40
	Transfer to Muni	0.00	0.00	0.00	0.00	0.00	(318,045.15)
		174,898.97	318,870.97	318,870.97	366,896.97	366,896.97	174,754.97
308	**Community Facilities - Airport North**						
	Accumulated Reserves at Start of Year	3,164,951.91	3,164,951.91	3,164,951.91	3,164,951.91	3,164,951.91	3,017,487.28
	Interest transfer to Reserves	0.00	4,870.00	4,870.00	6,296.00	6,296.00	(4,374.94)
	Transfer from Muni	7,090.58	85,158.00	85,158.00	113,538.00	113,538.00	151,839.57
		3,172,042.49	3,254,979.91	3,254,979.91	3,284,785.91	3,284,785.91	3,164,951.91
130	**Locke Estate Reserve**						
	Accumulated Reserves at Start of Year	6,458.30	6,458.30	6,458.30	6,458.30	6,458.30	6,269.61
	Interest transfer to Reserves	43.22	9.00	9.00	12.00	12.00	188.69
	Transfer from Muni	48,753.00	48,753.00	48,753.00	65,000.00	65,000.00	60,000.00
	Transfer to Muni	0.00	0.00	0.00	(65,000.00)	(65,000.00)	(60,000.00)
		55,254.52	55,220.30	55,220.30	6,470.30	6,470.30	6,458.30
122	**Port Geographe Development Reserve (Council)**						
	Accumulated Reserves at Start of Year	117,834.82	117,834.82	117,834.82	117,834.82	117,834.82	224,952.38
	Interest transfer to Reserves	218.46	181.00	181.00	235.00	235.00	1,335.60
	Transfer from Muni	41,751.00	41,751.00	41,751.00	55,672.00	55,672.00	51,975.00
	Transfer to Muni	0.00	0.00	0.00	(147,175.00)	(147,175.00)	(160,428.16)
		159,804.28	159,766.82	159,766.82	26,566.82	26,566.82	117,834.82
123	**Port Geographe Waterways Managment (SAR) Reserve**						
	Accumulated Reserves at Start of Year	3,168,295.89	3,168,295.89	3,168,295.89	3,168,295.89	3,168,295.89	3,275,191.63
	Interest transfer to Reserves	7,093.90	4,876.00	4,876.00	6,304.00	6,304.00	20,463.13
	Transfer from Muni	171,765.00	171,765.00	171,765.00	229,019.00	229,019.00	222,867.58
	Transfer to Muni	(347,214.00)	0.00	0.00	(380,650.00)	(380,650.00)	(350,226.45)
		2,999,940.79	3,344,936.89	3,344,936.89	3,022,968.89	3,022,968.89	3,168,295.89
126	**Provence Landscape Maintenance (SAR) Reserve**						
	Accumulated Reserves at Start of Year	1,254,361.98	1,254,361.98	1,254,361.98	1,254,361.98	1,254,361.98	1,308,476.49
	Interest transfer to Reserves	2,913.81	1,930.00	1,930.00	2,495.00	2,495.00	8,602.03
	Transfer from Muni	141,939.00	141,939.00	141,939.00	189,252.00	189,252.00	182,612.58
	Transfer to Muni	0.00	0.00	0.00	(208,900.00)	(208,900.00)	(245,329.12)
		1,399,214.79	1,398,230.98	1,398,230.98	1,237,208.98	1,237,208.98	1,254,361.98
128	**Vasse Newtown Landscape Maintenance (SAR) Reserve**						
	Accumulated Reserves at Start of Year	667,371.46	667,371.46	667,371.46	667,371.46	667,371.46	636,364.43
	Interest transfer to Reserves	1,619.48	1,028.00	1,028.00	1,329.00	1,329.00	4,533.05
	Transfer from Muni	139,590.00	139,590.00	139,590.00	186,122.00	186,122.00	182,064.96
	Transfer to Muni	0.00	0.00	0.00	(206,975.00)	(206,975.00)	(155,590.98)
		808,580.94	807,989.46	807,989.46	647,847.46	647,847.46	667,371.46
138	**Commonage Precinct Bushfire Facilities Reserve**						
	Accumulated Reserves at Start of Year	58,529.58	58,529.58	58,529.58	58,529.58	58,529.58	58,172.53
	Interest transfer to Reserves	0.00	90.00	90.00	116.00	116.00	(84.34)
	Transfer from Muni	131.14	0.00	0.00	0.00	0.00	441.39
		58,660.72	58,619.58	58,619.58	58,645.58	58,645.58	58,529.58
139	**Commonage Community Facilities Dunsborough Lakes South Res**						
	Accumulated Reserves at Start of Year	74,231.91	74,231.91	74,231.91	74,231.91	74,231.91	73,779.08
	Interest transfer to Reserves	0.00	113.00	113.00	147.00	147.00	(106.97)
	Transfer from Muni	166.31	0.00	0.00	0.00	0.00	559.80
		74,398.22	74,344.91	74,344.91	74,378.91	74,378.91	74,231.91
140	**Commonage Community Facilities South Biddle Precinct Reserve**						
	Accumulated Reserves at Start of Year	905,216.73	905,216.73	905,216.73	905,216.73	905,216.73	899,694.77
	Interest transfer to Reserves	0.00	1,392.00	1,392.00	1,799.00	1,799.00	(1,304.43)
	Transfer from Muni	2,028.01	0.00	0.00	0.00	0.00	6,826.39
		907,244.74	906,608.73	906,608.73	907,015.73	907,015.73	905,216.73
321	**Busselton Area Drainage and Waterways Improvement Reserve**						
	Accumulated Reserves at Start of Year	448,845.20	448,845.20	448,845.20	448,845.20	448,845.20	475,582.52
	Interest transfer to Reserves	0.00	691.00	691.00	893.00	893.00	(754.01)
	Transfer from Muni	982.54	0.00	0.00	0.00	0.00	3,608.04
	Transfer to Muni	0.00	0.00	0.00	(391,500.00)	(391,500.00)	(29,591.35)
		449,827.74	449,536.20	449,536.20	58,238.20	58,238.20	448,845.20

City of Busselton
Reserves Movement Report
For The Period Ending 31 March 2022

		2021/2022 Actual	2021/2022 Amended Budget YTD	2021/2022 Original Budget YTD	2021/2022 Amended Budget	2021/2022 Original Budget	2020/2021 Actual
		$	$	$	$	$	$
102	**Coastal and Climate Adaptation Reserve**						
	Accumulated Reserves at Start of Year	1,503,540.38	1,503,540.38	1,503,540.38	1,503,540.38	1,503,540.38	2,157,591.81
	Interest transfer to Reserves	3,555.98	2,312.00	2,312.00	2,990.00	2,990.00	13,850.94
	Transfer from Muni	594,531.00	594,531.00	594,531.00	857,701.00	857,701.00	572,465.00
	Transfer to Muni	0.00	(1,810,900.00)	(1,810,900.00)	(2,240,900.00)	(2,240,900.00)	(1,240,367.37)
		2,101,627.36	289,483.38	289,483.38	123,331.38	123,331.38	1,503,540.38
144	**Emergency Disaster Recovery Reserve**						
	Accumulated Reserves at Start of Year	114,793.40	114,793.40	114,793.40	114,793.40	114,793.40	94,137.10
	Interest transfer to Reserves	280.87	176.00	176.00	227.00	227.00	656.30
	Transfer from Muni	15,264.00	15,264.00	15,264.00	20,350.00	20,350.00	20,000.00
		130,338.27	130,233.40	130,233.40	135,370.40	135,370.40	114,793.40
145	**Energy Sustainability Reserve**						
	Accumulated Reserves at Start of Year	224,270.68	224,270.68	224,270.68	224,270.68	224,270.68	137,955.03
	Interest transfer to Reserves	630.90	347.00	347.00	448.00	448.00	1,292.25
	Transfer from Muni	78,795.00	78,795.00	78,795.00	105,062.00	105,062.00	102,750.00
	Transfer to Muni	0.00	0.00	0.00	(187,100.00)	(187,100.00)	(17,726.60)
		303,676.58	303,412.68	303,412.68	142,680.68	142,680.68	224,270.68
148	**Cemetery Reserve**						
	Accumulated Reserves at Start of Year	99,547.84	99,547.84	99,547.84	99,547.84	99,547.84	35,871.90
	Interest transfer to Reserves	244.38	152.00	152.00	197.00	197.00	675.67
	Transfer from Muni	53,127.00	53,127.00	53,127.00	78,000.00	78,000.00	107,530.07
	Transfer to Muni	0.00	0.00	0.00	(100,300.00)	(100,300.00)	(44,529.80)
		152,919.22	152,826.84	152,826.84	77,444.84	77,444.84	99,547.84
341	**Public Art Reserve**						
	Accumulated Reserves at Start of Year	46,525.68	46,525.68	46,525.68	46,525.68	46,525.68	87,051.39
	Interest transfer to Reserves	0.00	70.00	70.00	90.00	90.00	(126.21)
	Transfer from Muni	72.28	0.00	0.00	0.00	0.00	660.50
	Transfer to Muni	0.00	0.00	0.00	0.00	0.00	(41,060.00)
		46,597.96	46,595.68	46,595.68	46,615.68	46,615.68	46,525.68
121	**Waste Management Facility and Plant Reserve**						
	Accumulated Reserves at Start of Year	8,486,936.30	8,486,936.30	8,486,936.30	8,486,936.30	8,486,936.30	7,629,358.39
	Interest transfer to Reserves	18,455.86	13,059.00	13,059.00	16,873.00	16,873.00	43,419.70
	Transfer from Muni	830,241.00	830,241.00	830,241.00	1,106,990.00	1,106,990.00	1,334,825.13
	Transfer to Muni	(535,000.00)	(750,000.00)	(750,000.00)	(3,085,500.00)	(3,085,500.00)	(520,666.97)
		8,800,633.16	8,580,236.30	8,580,236.30	6,525,299.30	6,525,299.30	8,486,936.30
120	**Strategic Projects Reserve**						
	Accumulated Reserves at Start of Year	350,906.60	350,906.60	350,906.60	350,906.60	350,906.60	295,560.51
	Interest transfer to Reserves	848.50	539.00	539.00	697.00	697.00	2,031.09
	Transfer from Muni	40,311.00	40,311.00	40,311.00	53,751.00	53,751.00	53,315.00
		392,066.10	391,756.60	391,756.60	405,354.60	405,354.60	350,906.60
129	**Prepaid Grants and Deferred Works & Services Reserve**						
	Accumulated Reserves at Start of Year	1,361,165.55	1,361,165.55	1,361,165.55	1,361,165.55	1,361,165.55	1,391,422.00
	Interest transfer to Reserves	355.63	2,094.00	2,094.00	2,708.00	2,708.00	937.64
	Transfer from Muni	0.00	0.00	0.00	0.00	0.00	1,285,804.00
	Transfer to Muni	(1,361,521.18)	(1,285,804.00)	(1,285,804.00)	(1,285,804.00)	(1,285,804.00)	(1,316,998.09)
		0.00	77,455.55	77,455.55	78,069.55	78,069.55	1,361,165.55
153	**Busselton Foreshore Reserve**						
	Accumulated Reserves at Start of Year	110.76	110.76	110.76	110.76	110.76	100.00
	Interest transfer to Reserves	14.08	0.00	0.00	0.00	0.00	0.76
	Transfer from Muni	9,414.00	9,414.00	9,414.00	12,550.00	12,550.00	10.00
		9,538.84	9,524.76	9,524.76	12,660.76	12,660.76	110.76
155	**LED Street Light Replacement Program Reserve**						
	Accumulated Reserves at Start of Year	121.22	121.22	121.22	121.22	121.22	0.00
	Interest transfer to Reserves	50.75	0.00	0.00	0.00	0.00	121.22
	Transfer from Muni	37,503.00	37,503.00	37,503.00	50,000.00	50,000.00	50,000.00
	Transfer to Muni	0.00	0.00	0.00	(50,000.00)	(50,000.00)	(50,000.00)
		37,674.97	37,624.22	37,624.22	121.22	121.22	121.22
156	**Waterways Restoration Reserve**						
	Interest transfer to Reserves	0.00	1.00	1.00	12.00	12.00	0.00
	Transfer from Muni	0.00	(1.00)	(1.00)	10.00	10.00	0.00
		0.00	0.00	0.00	22.00	22.00	0.00
	Total Cash Back Reserves	**70,886,427.49**	**70,707,327.15**	**70,707,327.15**	**45,400,846.40**	**45,564,223.40**	**62,919,560.15**
	Summary Reserves						
	Accumulated Reserves at Start of Year	62,919,560.15	62,836,060.15	62,836,060.15	62,836,060.15	62,836,060.15	59,897,884.76
	Interest transfer to Reserves	131,483.87	96,687.00	96,687.00	125,000.00	125,000.00	323,336.90
	Transfer from Muni	15,698,508.28	15,873,826.00	15,873,826.00	21,984,232.25	21,984,232.25	23,480,022.62
	Transfer to Muni	(7,863,124.81)	(8,099,246.00)	(8,099,246.00)	(39,544,446.00)	(39,381,069.00)	(20,781,684.13)
	Closing Balance	**70,886,427.49**	**70,707,327.15**	**70,707,327.15**	**45,400,846.40**	**45,564,223.40**	**62,919,560.15**


City of Busselton
Net Current Position
Year on Year Comparative
60,000,000
50,000,000
40,000,000
30,000,000
20,000,000
10,000,000
0
-10,000,000
2021/22
2020/21
2019/20
2018/19
2017/18
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
646,457
2,503,310
2,167,244
-378,158
-535,321
54,703,720
51,561,368
50,781,333
50,823,676
42,676,407
48,010,505
45,101,827
45,424,996
40,671,084
35,807,084
41,165,618
39,198,438
39,569,705
35,826,782
30,655,076
34,145,943
33,411,659
34,127,294
31,283,420
29,854,651
25,117,614
26,414,060
24,672,391
24,848,337
22,974,270
19,819,140
22,289,487
19,224,868
18,801,292
17,686,949
14,497,587
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14,241,436
4,963,110
5,380,505
4,081,070
10,001,263
2,448,380
473,794
1,751,076
3,511,291

14.1 PROPOSAL TO DEDICATE AS PUBLIC ROAD, PORTION OF LOT 4959 OF CROWN RESERVE 42673, CAPE NATURALISTE ROAD, DUNSBOROUGH

STRATEGIC THEME	LIFESTYLE - A place that is relaxed, safe and friendly with services and facilities that support healthy lifestyles and wellbeing
STRATEGIC PRIORITY	2.10 Provide local road networks that allow for the safe movement of people through the District.
SUBJECT INDEX	Crown Land
BUSINESS UNIT	Engineering and Facilities Services
REPORTING OFFICER	Land and Infrastructure Officer - Andrew Scott
AUTHORISING OFFICER	Director, Engineering and Works Services - Oliver Darby
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 imagery Attachment B Plan 13907 Attachment C Plans from development application for Lots 1 and 2 Dunn Bay Road Attachment D Dunsborough 1986

COUNCIL DECISION

C2205/109 Moved Councillor P Cronin, seconded Councillor S Riccelli

That the Council supports a request being made to the Minister for Lands to dedicate as road an approximate 200 square metre portion of Lot 4959 of Crown Reserve 42673, where Lot 4959 lies between Cape Naturaliste Road and Lot 1 of Diagram 85620, 61 Dunn Bay Road, Dunsborough.

CARRIED 8/0

EN BLOC

OFFICER RECOMMENDATION

That the Council supports a request being made to the Minister for Lands to dedicate as road an approximate 200 square metre portion of Lot 4959 of Crown Reserve 42673, where Lot 4959 lies between Cape Naturaliste Road and Lot 1 of Diagram 85620, 61 Dunn Bay Road, Dunsborough.

EXECUTIVE SUMMARY

In Council decision C2105/098, the City approved with conditions, development application DA20/0916 on Lots 1 and 2, 59-61 Dunn Bay Road, Dunsborough, for a mixed use development.

The approved development plans proposes access to car parking bays on Lot 1 from Cape Naturaliste Road. However Lot 4959 of Crown Reserve 42673 lies between Lot 1 and Cape Naturaliste Road, restricting vehicular access from Lot 1 to the road.

To provide legal vehicular access from Lot 1 to Cape Naturaliste Road and to satisfy a condition of development application approval, this report recommends that a portion of Lot 4959 is dedicated as road.

BACKGROUND

Lot 4959 on Plan 13907 is a 1.0m wide strip of land that adjoins the eastern boundary of Cape Naturaliste Road, Dunsborough; extending from Dunn Bay Road for approximately 200m (refer to Attachment A). The land forms part of Crown Reserve 42673, vested with the City for the purpose of "public recreation".

Plan 13906 (the survey from which Lot 4959 was created) was approved during 1982 (refer to Attachment B). Research of the City's archived records did not find any documents that explain why Lot 4959 was created, other than for recreational purposes.

However the intention at the time of the subdivision was likely to have been to restrict vehicular access from adjoining lots east of Lot 4959 directly to a future road west of Lot 4959 (noting that Cape Naturaliste Road was not constructed at the time). Where narrow strips of land lie adjacent a road, they were generally created to restrict vehicular access to the road (and are often referred to as 'spite strips').

During 2021, the City assessed and approved with conditions an application for a new mixed use development on Lot 1, 61 Dunn Bay Road, Dunsborough (DA20/0916, Council decision C2105/098). The development application includes a brewery, tavern, restaurant/cafe, shops and tourist accommodation (refer to Attachment C).

The development plans propose that access to one of two parking areas for the development is from Cape Naturaliste Road. Given this access would be over Lot 4959 of Crown Reserve 42673, a condition of development application approval requires (Condition 4.1):

> *Arrangements to the satisfaction of the City being entered into to provide for legal access from Cape Naturaliste Road to the development site across the 1.0m wide portion of adjoining recreation reserve (Lot 4959, R42673).*

Dedication of portion of Lot 4959 as road would satisfy Condition 4.1 as dedication would provide direct access from Lot 1 to Cape Naturaliste Road. It is for this reason that this report proposes the Council resolves to make a request to the Minister for Lands to dedicate portion of Lot 4549 (where it adjoins Lot 1) to form part of Cape Naturaliste Road, a road under the management responsibility of the City.

Provisions within the *Land Administration Act 1997* allows local government to make requests to the Minister for Lands to dedicate land as a road.

OFFICER COMMENT

Should Lot 4959 of Crown Reserve 42673 be dedicated as road as proposed by this report, adjoining Lot 1 would have legal vehicular access to Cape Naturaliste Road, satisfying a condition of development application approval for DA20/0916. However dedicating Lot 4959 as road is contrary to the reason why Lot 4959 was likely created during 1982, which was to restrict vehicular access from Lot 1 (and other lots) to Cape Naturaliste Road.

At the time that Lot 4959 was created during 1982, the Dunsborough town centre was significantly different to what it is today (refer to Attachment D). Four decades later, the planning objectives for the town centre have adapted to the changing town centre.

Today, the Local Planning Scheme No. 21 aims to limit vehicular access to Dunn Bay Road from adjoining lots. Clause 4.21.1(k) of the Scheme states:

No vehicular access to sites shall be taken from Queen Street, Prince Street or Kent Street (between Queen Street and Brown Street), Busselton or Dunn Bay Road or Naturaliste Terrace, Dunsborough, unless no alternative is available, in which case a single crossover width shall be no greater than 5 metres with a cumulative maximum width of 7 metres

The development plan for Lots 1 and 2 Dunn Bay Road (as approved by the City with conditions) provides 80 car bays for parking split over two parking areas. Access to one parking area is from Dunn Bay Road, and access to the other parking area is from Cape Naturaliste Road. By providing a parking area off Cape Naturaliste Road, the development plan goes some way towards contemporary planning objectives, and for limiting the number of vehicles crossing over pedestrian paths along Dunn Bay Road to access the development.

From a planning and development perspective, the development application for Lots 1 and 2 Dunn Bay Road (as approved with conditions) meets the requirements of the Local Planning Scheme No. 21. To resolve the issue of providing legal vehicular access from the Lot 1 to Cape Naturaliste Road, the 1.0m wide strip of Lot 4959 adjoining Lot 1 should be dedicated a road to form part of Cape Naturaliste Road. As part of Cape Naturaliste Road, the strip of land would remain as Crown land and the City would retain management responsibility for the land.

Statutory Environment

The officer recommendation supports the general function of a local government under the *Local Government Act 1995* to provide for the good government of persons in its district.

There are provisions within the *Land Administration Act 1997* for local government to make a request to the Minister for Lands to dedicate land as road, where the request meets the requirements of the Act and its regulations.

The City of Busselton Local Planning Scheme No. 21 clause 4.21.1(k) is applicable to this report (referring to the Officer Comment section of this report).

Relevant Plans and Policies

The officer recommendation aligns to the following adopted plan or policy:

- Development application DA20/0916 as approved by the Council in decision C2105/098, 12 May 2021, for the development of a brewery, tavern, restaurant/cafe, shop and tourist accommodation on Lots 1 and 2 on Diagram 85620, 59-61 Dunn Bay Road, Dunsborough.

Financial Implications

There are no financial implications associated with the officer recommendation.

Stakeholder Consultation

The proposal to dedicate portion of Lot 4959 as road was advertised in the “City Connect” pages of the Busselton-Dunsborough Mail, 6 April 2022. The City received one submission. The submission supported the proposal, commenting that the “spite strip” was in place prior to the construction of the two roundabouts linking Cape Naturaliste Road to Caves Road.

The City did not receive any objections to a notice of the proposal sent to service providers.

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 recommend the developer makes a request to the Minister for Lands for a licence over portion of Lot 4959 of Crown Reserve. An issue with this recommendation is that a licence would generally be subject to terms requiring periodic renewal.

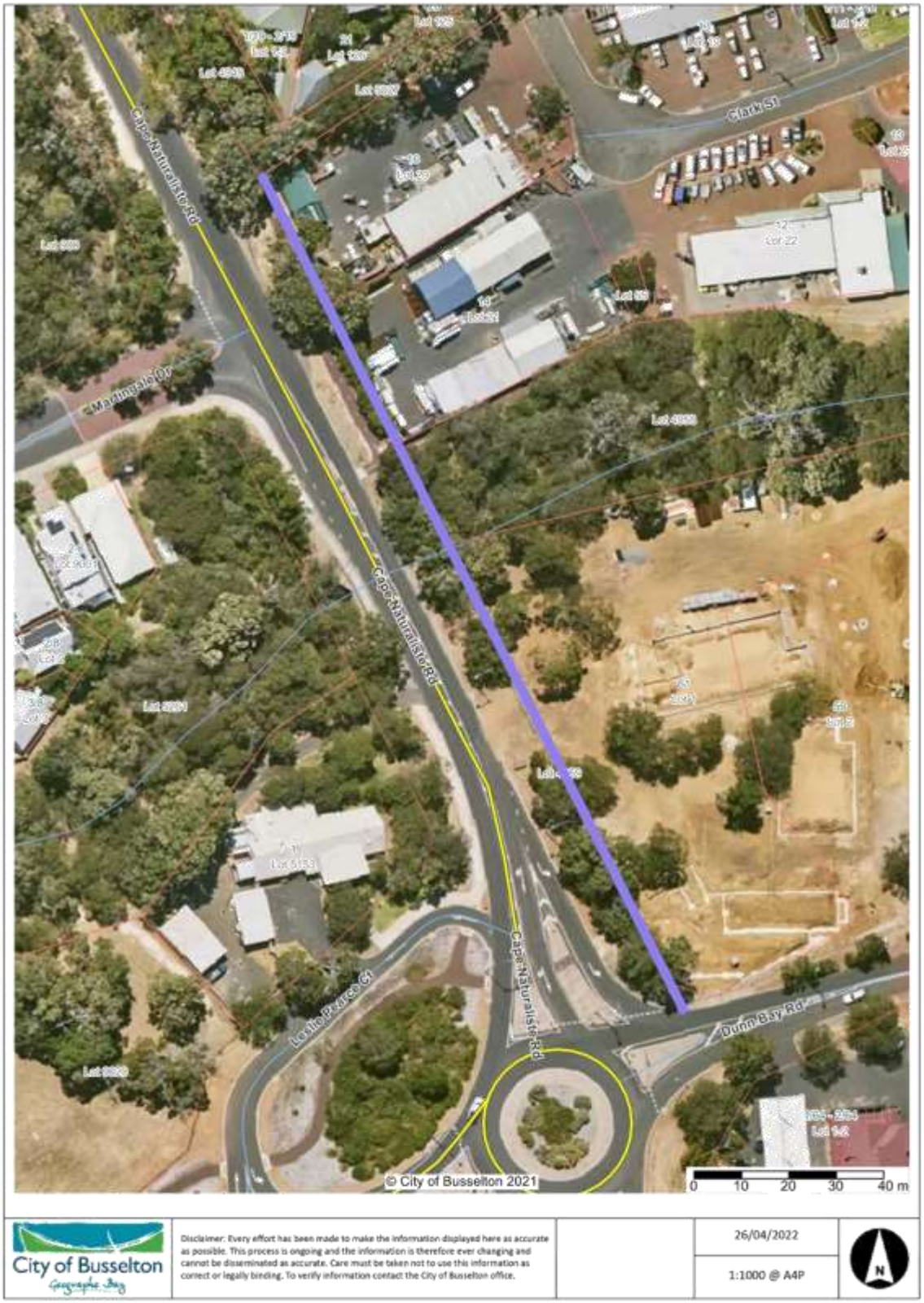
CONCLUSION

The City should make a request to the Minister for Lands to dedicate as road a portion of Lot 4959 of Crown Reserve 42673, Cape Naturaliste Road, Dunsborough, where Lot 4959 adjoins Lot 1 of Diagram 85620 (61 Dunn Bay Road, Dunsborough).

Should the Minister support the request, the land would form part of Cape Naturaliste Road and would allow legal vehicular access from Lot 1 to Cape Naturaliste Road. The land would remain as Crown land and the City would retain management responsibility for the land.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

A request may be packaged and forwarded to the Department of Planning, Land and Heritage (for the Minister for Lands) within two weeks of the publication of the Council meeting minutes.


Clark St
Cape Naturaliste Rd
Marine Ter
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Locke Place Ct
Cape Naturaliste Rd
Dunn Bay Rd
© City of Busselton 2021
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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.
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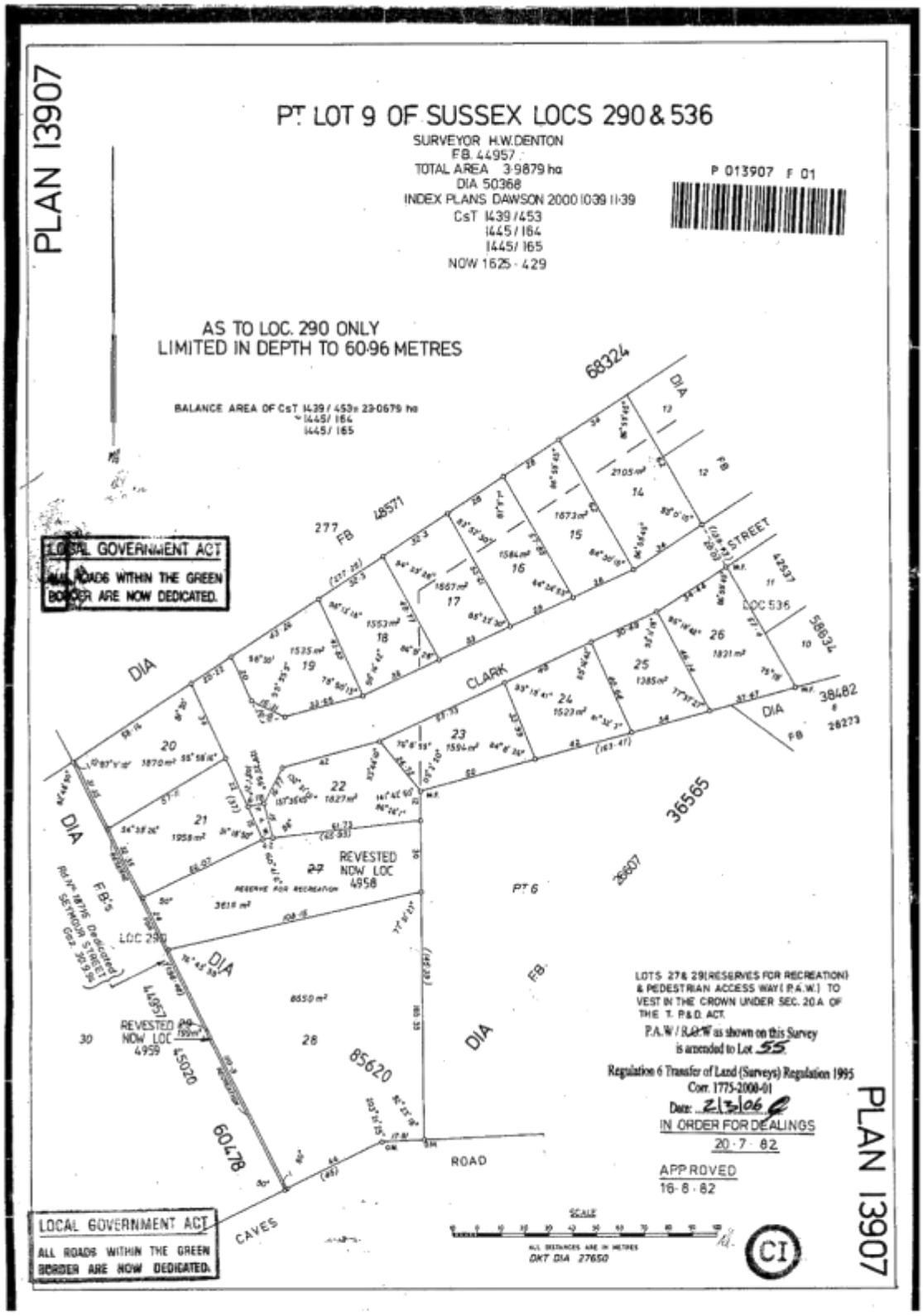

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Landgate
www.landgate.wa.gov.au

Sketches from development application – Lot 1, 61 Dunn Bay Road, Dunsborough

(with red arrows showing points of driveway access off Cape Naturaliste Road)






Subject Lot 4959
Cape Naturaliste Rd
Caves Rd
Dunsborough 1986
(overlayed with 2022 cadastre)

17.1 COUNCILLORS' INFORMATION BULLETIN

STRATEGIC THEME	LEADERSHIP - A Council that connects with the community and is accountable in its decision making.
STRATEGIC PRIORITY	4.2 Deliver governance systems that facilitate open, ethical and transparent decision making.
SUBJECT INDEX	Councillors' Information Bulletin
BUSINESS UNIT	Executive Services
REPORTING OFFICER	Reporting Officers - Various
AUTHORISING OFFICER	Chief Executive Officer - Mike Archer
NATURE OF DECISION	Noting: This item is simply for information purposes and noting
VOTING REQUIREMENT	Simple Majority
ATTACHMENTS	Attachment A Letter from Hon. John Carey MLA Attachment B Letter from Busselton RSL Subbranch

COUNCIL DECISION

C2205/110 Moved Councillor P Cronin, seconded Councillor S Riccelli

That the items from the Councillors' Information Bulletin be noted:

17.1.1 Minor Donation Program – April 2022

17.1.2 Current Active Tenders

17.1.3 Letter from Hon. John Carey MLA – Easing of Public Health Measures

17.1.4 Letter from Busselton RSL Subbranch – Thank You for Assistance with ANZAC Day Activities

CARRIED 8/0

EN BLOC

OFFICER RECOMMENDATION

That the items from the Councillors' Information Bulletin be noted:

17.1.1 Minor Donation Program – April 2022

17.1.2 Current Active Tenders

17.1.3 Letter from Hon. John Carey MLA – Easing of Public Health Measures

17.1.4 Letter from Busselton RSL Subbranch – Thank You for Assistance with ANZAC Day Activities

EXECUTIVE SUMMARY

This report provides an overview of a range of information that is considered appropriate to be formally presented to the Council for its receipt and noting. The information is provided in order to ensure that each Councillor, and the Council, is being kept fully informed, while also acknowledging that these are matters that will also be of interest to the community.

Any matter that is raised in this report as a result of incoming correspondence is to be dealt with as normal business correspondence, but is presented in this bulletin for the information of the Council and the community.

INFORMATION BULLETIN

17.1.1 Minor Donations Program – April 2022

The Council allocates an annual budget allowance to the Minor Donations Program. This is provided such that the eligible groups and individuals can apply for and receive sponsorship to assist them in the pursuit of endeavors that bring direct benefit to the broader community.

Allocation of funds is delegated to the Chief Executive Officer, in accordance with the published guidelines and funding availability.

Three applications were approved in April 2022, totaling $1,510, as outlines below:

Recipient	Purpose	Amount
Busselton Mother's Day Classic Committee	Assistance to cover the cost of community activities such as face painting to support the Mother's Day Classic walk/run community fundraising event on 8 May 2022.	$330
Mia Anderson	Assistance with travel related expenses for Mia to represent WA at the U18 Australian National Basketball Championships in Ballarat, Victoria in April 2022.	$500
Zonta Club of Dunsborough	Assistance to cover the cost of the hire of the Naturaliste Community Centre for the Zonta Club of Dunsborough to hold their annual bridge tournament in Dunsborough in June 2022.	$680
April Total		**$1,510**

17.1.2 Current Active Tenders

Note: Information in *italics* has previously been provided to Council, and is provided again for completeness.

EOI 01/21 SOUTH WEST REGIONAL WASTE MANAGEMENT SERVICES

- *Requirements – a waste management expert to provide solutions to participating local governments in the South West of WA for sustainable, long term management of municipal solid waste.*
- *An expression of interest on behalf of a number of South West regional local governments was advertised on 30 September 2021 and closed on 25 November 2021.*
- *12 submissions were received.*
- *An evaluation panel has reviewed the submissions and is finalising a report to the CEOs of the South West Regional local governments.*

RFT 24/21 BUSSELTON MARGARET RIVER AIRPORT – GENERAL AVIATION HANGARS

- *Requirements – a suitable Contractor to design and construct four general aviation hangar sheds at the Busselton Margaret River Airport.*
- *A request for tender was advertised on 22 December 2021 and closed on 25 January 2022.*
- *3 submissions were received and an evaluation panel has reviewed the submissions.*
- *The value of the contract falls within the CEO's delegated power for accepting tenders.*
- Officers are negotiating with the preferred supplier and a recommendation will be made to the CEO.

RFT 01/22 CONCRETE CRUSHING SERVICES

- *Requirements – a suitable Contractor to crush the brick and concrete waste pile at Dunsborough Waste Facility to produce drainage aggregate.*
- *A request for tender was advertised on 12 March 2022,* closing on 20 April 2022.
- One submission was received and is currently being assessed.
- The value of the contract falls within the CEO's delegated power for accepting tenders.

RFT 02/22 EXTERNAL CLEANING CONTRACT

- *Requirements – regular cleaning services to the City's ablution blocks and BBQs.*
- *A request for tender was advertised on 23 March 2022, closing on 21 April 2022.*
- *The value of the contract is likely to exceed the CEO's delegated power for accepting tenders.*
- Four submissions were received and are currently being assessed.

RFT 03/22 WATER MAIN RELOCATION – DUNSBOROUGH

- *Requirements – a suitable Contractor to relocate a water main (a Water Corporation asset) between Dunn Bay Road and Cyrillean Way, Dunsborough.*
- *A request for tender was advertised on 26 March 2022, closing on 21 April 2022.*
- Only one non-compliant submission was received, which was rejected by the CEO pursuant to Delegation DA1-07.
- Pursuant to regulation 11(2)(b)(i) the City proceeded with inviting a local contractor to submit a quotation.
- The value of the contract is expected to fall within the CEO's delegated power for accepting tenders.

RFT 04/22 DIGITAL BILLBOARD

- *Requirements – a suitable supplier to design and construct a digital billboard on Bussell Hwy.*
- *A request for tender was advertised on 23 March 2022,* closing on 27 April 2022.
- *The value of the contract falls within the CEO's delegated power for accepting tenders.*
- Nine competitive submissions were received giving options on how to achieve the $200k allocated for the screen and supporting structure and a cost to achieve a to size and scale replacement of the existing structure. Officers will review options and make recommendation to the CEO

17.1.3 Letter from Hon. John Carey MLA – Easing of Public Health Measures

This letter addresses the easing of public health measures in relation to Covid-19, and the effects of this on Local Government.

See Attachment A.

17.1.4 Letter from Busselton RSL Subbranch – Thank You for Assistance with ANZAC Day Activities

This letter thanks the City Council and staff for the recent assistance provided for the ANZAC Day activities.

See Attachment B.

Hon John Carey MLA
Minister for Housing; Lands; Homelessness; Local Government

Our Ref: 78-06335

Dear Local Government CEOs

As you would likely be aware, the State Government has announced the easing of public health measures from Friday 29 April 2022 to baseline measures.

These changes are based on the latest health advice and will see the removal of mask requirements in most settings, and the removal of density and capacity limits for venues. For more information about the changes to public health and social measures, please visit www.wa.gov.au.

Throughout the pandemic, local governments have worked tirelessly to ensure continued delivery of services, and to provide alternative methods for public engagement in council decision-making. I know that local governments across the State have worked hard to manage public meetings during a challenging period of the pandemic, and I commend everyone involved in local government for their contribution to this effort.

Many of these responses, such as the adoption of livestreaming of Council meetings, have demonstrated the benefits of providing for different forms of public access and participation in the business of local government.

As the Minister for Local Government, I will be working to ensure the provisions which provide the option for elected members to participate electronically in council meetings in specific circumstances are continued as a permanent change. As you know, local government reform will also include tiered requirements for video or audio recordings of council meetings to be published online.

Following the easing of health restrictions, it is critically important that local government meetings now return to normal, including allowing for any interested member of the public to attend in-person to engage in the regular business of council meetings.

As you would appreciate, there is always the possibility that any significant new developments in the course of the pandemic, or further health advice, may require government agencies at all levels to continue to adapt to ensure the safety of our communities.

Thank you again for your work to support your community through the COVID pandemic.

Yours sincerely

HON JOHN CAREY MLA
MINISTER FOR LOCAL GOVERNMENT

4 May 2022

Level 7, Dumas House, 2 Havelock Street, West Perth, WA, 6005
Telephone: +61 8 6552 5300 Facsimile: +61 8 6552 5301 Email: minister.carey@dpc.wa.gov.au

Busselton RSL Sub Branch

City of Busselton
Application No | Receipt No
CIO ID
03 MAY 2022
Property ID | Doc ID
City of Busselton

RSLWA

CEO
City of Busselton

27 April 2022

ANZAC Day 2022

Dear Mike

The President, Committee and Members of the Busselton RSL Subbranch would like to thank you and your staff for your recent assistance in the ANZAC Day activities

Your staff assisted in providing all the paperwork required for compliancy at this event, our Secretary advised that all other requirements requested were provided by your very professional staff and is much appreciated.

The gardens and lawns were in excellent condition for the events. Please pass on our thanks for all the effort.

We look forward to your ongoing support.

Regards

Glenn Woodward
President
Busselton RSL Subbranch

Postal Address PO Box 294 Busselton W.A. Ph (08) 9752 2488. Email: email@busseltonrsl.org.au

ITEMS FOR DEBATE

13.1 SECTION 31 RECONSIDERATION - PROPOSED RECEPTION CENTRE - LOT 21 (NO.64) ESPINOS ROAD, SABINA RIVER

STRATEGIC THEME	ENVIRONMENT - An environment that is valued, conserved and able to be enjoyed by current and future generations.
STRATEGIC PRIORITY	1.1 Ensure protection and enhancement of environmental values is a central consideration in land use planning
SUBJECT INDEX	Development / Planning Applications
BUSINESS UNIT	Development Services
REPORTING OFFICER	Statutory Planning Coordinator - Joanna Wilson
AUTHORISING OFFICER	Director, Planning and Development Services - Paul Needham
NATURE OF DECISION	Regulatory: To determine an application/matter that directly affects a person's right and interests e.g. development applications, applications for other permits/licences, and other decisions that may be reviewable by the State Administrative Tribunal
VOTING REQUIREMENT	Simple Majority
ATTACHMENTS	Attachment A Location Plan Attachment B Development Plans Attachment C Cover Letter and Social Impact Report Attachment D Waste Management Plan Attachment E Risk Management Plan Attachment F Traffic Impact Assessment Attachment G Noise Impact Assessment Attachment H Bushfire Management Plan Attachment I Summary of Submissions Attachment J Schedule of Referral Responses from Statutory Public Authorities Attachment K Bushfire Management Plan Peer Review

DISCLOSURE OF INTEREST	
Date	25 May 2022
Meeting	Ordinary Council
Name/ Position	Cr Mikayla Love, Councillor
Item No./ Subject	Item No. 13.1 'SECTION 31 RECONSIDERATION - PROPOSED RECEPTION CENTRE - LOT 21 (NO.64) ESPINOS ROAD, SABINA RIVER'
Type of Interest	Impartiality Interest
Nature of Interest	I live reasonably close to the location of the proposed reception centre.

Prior to the meeting, officers foreshadowed an amended recommendation. The amended recommendation was considered first and carried.

COUNCIL DECISION

C2205/111 Moved Councillor A Ryan, seconded Councillor S Riccelli

That the Council:

1. **Notes that the development application for a 'Reception Centre' at Lot 21 (64), Espinos Road, Sabina River (DA21/0742), was deemed to be refused by the City pursuant to section 253 of the Planning and Development Act 2005 on 13 December 2021 ("the decision").**
2. **Notes that, pursuant to review proceedings under the State Administrative Tribunal Act 2004, the Tribunal invited the City to reconsider the decision.**
3. **Pursuant to section 31(2)(a) of the State Administrative Tribunal Act 2004, affirms the decision to refuse the development ~~t~~ as it is inconsistent with Local Planning Scheme No. 21 and the objectives of the zone within which it is located.**
4. **That the application is refused for the following reasons –**

REASONS FOR REFUSAL

1. **The proposed development is inconsistent with the City of Busselton Local Planning Scheme No.21, objectives of the Rural zone and the Local Rural Planning Strategy in that the proposal:**
   - **(a) would result in the introduction of a significant non-Rural use which would undermine the objectives of the Rural zone which include preserving the operation and development of established rural uses and would be inconsistent with the character and amenity of the area, contrary to objective (d) and (e) of the Rural Zone;**
   - **(b) is contrary to the objective that non-agricultural uses will be secondary uses and compatible with the primary established agricultural uses and preserve the ongoing use and development of that land for productive agricultural purposes;**
   - **(c) the proposal for 12,000 guests is considered to generate an unreasonable and excessive volume of traffic for the area beyond the anticipated traffic volumes considered acceptable in a rural locality;**
   - **(d) in the absence of a traffic management plan, the proposal has not adequately demonstrated that the existing road network is capable of accommodating the proposed number of vehicles;**
   - **(e) the noise levels generated by the proposal from music, vehicles, patrons, car parking areas and site infrastructure would result in an unacceptable detrimental impact on the amenity of the neighbouring properties and the wider locality;**
   - **(f) in the absence of a dust management plan, the proposal has not adequately demonstrated how the amount of dust generated from the use of the access road and internal access road would not result in an unreasonable impact on the amenity of surrounding properties.**
2. **The City is not satisfied that the bushfire management issues can be satisfactorily addressed by the proposed development in accordance with the objectives and intent of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the Guidelines to Planning in Bushfire Prone Areas:**
   - **a) the proposal is located in an area of high bushfire risk and the risk assessment has not demonstrated that the risk can be managed, to ensure the protection of people, property and infrastructure;**

b) both access roads to the site traverse an Extreme Bushfire Hazard Level in excess of the length requirements specified in the Guidelines;

c) the proposal has not adequately demonstrated the safe and efficient evacuation of patrons, whilst simultaneously providing a safe operational environment for emergency services, can be achieved resulting in placing life at an unacceptable level of risk; and

d) inadequate provision of a suitable location for sheltering on site especially for the number of patrons proposed..

CARRIED 8/0

Reasons: The amendment to the wording of the Officer Recommendation is to clarify that the recommendation is not to substitute or vary the decision. It is to affirm a refusal, which was a decision that was deemed to have been made by the City at the expiry of the statutory timeframe to determine a development application, pursuant to s253 of the *Planning and Development Act 2005.*

OFFICER RECOMMENDATION

That the Council determines:

A. That the Section 31 Reconsideration for development application DA21/0742 submitted for 'Reception Centre' at Lot 21 (64), Espinos Road, Sabina River is considered by the Council to be inconsistent with Local Planning Scheme No. 21 and the objectives of the zone within which it is located.

B. That the Section 31 Reconsideration is refused for the proposal referred to in (A) above subject to the following reasons –

REASONS FOR REFUSAL

1. The proposed development is inconsistent with the City of Busselton *Local Planning Scheme No.21*, objectives of the Rural zone and the Local Rural Planning Strategy in that the proposal:

   (a) would result in the introduction of a significant non-Rural use which would undermine the objectives of the Rural zone which include preserving the operation and development of established rural uses and would be inconsistent with the character and amenity of the area, contrary to objective (d) and (e) of the Rural Zone;

   (b) is contrary to the objective that non-agricultural uses will be secondary uses and compatible with the primary established agricultural uses and preserve the ongoing use and development of that land for productive agricultural purposes;

   (c) the proposal for 12,000 guests is considered to generate an unreasonable and excessive volume of traffic for the area beyond the anticipated traffic volumes considered acceptable in a rural locality;

   (d) in the absence of a traffic management plan, the proposal has not adequately demonstrated that the existing road network is capable of accommodating the proposed number of vehicles;

   (e) the noise levels generated by the proposal from music, vehicles, patrons, car parking areas and site infrastructure would result in an unacceptable detrimental impact on the amenity of the neighbouring properties and the wider locality;

   (f) in the absence of a dust management plan, the proposal has not adequately demonstrated how the amount of dust generated from the use of the access road and internal access road would not result in an unreasonable impact on the amenity of surrounding properties.

2. The City is not satisfied that the bushfire management issues can be satisfactorily addressed by the proposed development in accordance with the objectives and intent of *State Planning Policy 3.7 - Planning in Bushfire Prone Areas* and the *Guidelines to Planning in Bushfire Prone Areas*:

   a) the proposal is located in an area of high bushfire risk and the risk assessment has not demonstrated that the risk can be managed, to ensure the protection of people, property and infrastructure;

   b) both access roads to the site traverse an Extreme Bushfire Hazard Level in excess of the length requirements specified in the Guidelines;

   c) the proposal has not adequately demonstrated the safe and efficient evacuation of patrons, whilst simultaneously providing a safe operational environment for emergency services, can be achieved resulting in placing life at an unacceptable level of risk; and

   d) inadequate provision of a suitable location for sheltering on site especially for the number of patrons proposed.

EXECUTIVE SUMMARY

The City has received a development application for a Reception Centre to host music events including camping facilities at Lot 21 (No.64) Espinos Road, Sabina River.

The application was advertised (as a complex application) for public comment for a period of 28 days. During the consultation period, the main concerns raised related to traffic, noise from the events and vehicles, amenity impacts on surrounding properties and the impact on the productivity of surrounding farming properties.

The applicant lodged an application for review with the State Administrative Tribunal as the application was not determined within 90 days from receipt of the application (referred to as a 'deemed refusal'). Pursuant to S.31 of the *State Administrative Tribunal Act 2004* the Tribunal has invited the City to reconsider its decision.

Having considered the application, including submissions received in relation to the application, City officers consider that the application is inconsistent with the *City of Busselton Local Planning Scheme No. 21* and the broader, relevant planning framework.

It is therefore recommended that the Reconsideration be refused, for the reasons set out in the officer recommendation.

BACKGROUND

The Council is asked to consider an application for a Reception Centre to host music events including camping facilities at Lot 21 (No.64) Espinos Road, Sabina River.

Key information regarding the application is set out below:

1. **Landowner**: Mayfly Property Group Pty Ltd

2. **Applicant**: Element Advisory Pty Ltd

3. **Site area**: 20 Hectares

4. **General description of the site**: Lot 21 (No.64) Espinos Road is located on the southern side of Espinos Road, close to the junction with Piggott Road and Goulden Road. The site has access to both Espinos Road and Piggott Road. There is currently a Single House and a Rural Workers Dwelling on the Site.

The Site was historically farmed and used for grazing of cattle and keeping of horses. The Site is predominantly flat and presently has various trees of species endemic to the area dispersed across the site with rows of trees on the southern and eastern boundaries.

The three lots that abut the site and the lot to the north are all developed with Single Houses and the lot to the east has an olive grove. In the wider context State Forest, horse stud farm and an Extractive Industry site are located to the south along Piggott Road; vineyards and an avocado farm located to the north and a dairy farm uses the majority of surrounding paddocks to the west for grazing.

5. **Current development/use:** Lot 21 (No. 64) has a Single House and Rural Workers Dwelling. The site was historically used for the grazing of cattle and keeping of horses.

6. **Brief description of proposed development:** The development application seeks approval for a Reception Centre and includes the following:
   - Host music and arts events for an audience of 12,000 patrons, comprising two three-day camping and music events and three single day/overnight events per year. Events would take place only between the months of April to November inclusive.
   - Provide camping facilities for up to 6,000 patrons which consists of:
     i. 2,000 car camping sites;
     ii. 12, six stall shower blocks and 6, sixteen pan toilet blocks with drinking facilities.
     iii. The camping area would have an emergency muster point and sufficient space for food vans and first aid tents.
   - The music area would comprise of three stages; main, big top and local stage and a further 13 ablution blocks, numerous drinking water facilities and food trucks.
   - Noise from sounds checks would commence at 10am, events would finish on Fridays at 11pm, Saturdays at 12am and Sundays at 10pm.
   - Entry to the site would be from Espinos Road, with a one way traffic system proposed through the site with the exit point onto Piggott Road. In addition to the 2,000 car camping sites there would be an additional 650 day car parking sites and 225m of bus parking to allow for 15 buses at any one time.
   - For a three day concert for up to 12,000 patrons, it is proposed that the arrival of campers (2,000 cars) be managed by a ticketing system that specifies arrival times and numbers. 1,000 cars would be scheduled to arrive between 9 AM and 6 PM on the Friday with the remaining 1,000 cars arriving between 8 AM and 12 noon on the Saturday. The remainder of patrons are expected to arrive as follows:
     i. 4,000 via event shuttle buses from Margaret River, Dunsborough, Yallingup, Broadwater, and Busselton;
     ii. 1,500 via 300 cars parking in day parking, and
     iii. 500 via taxi/ drop-off.

7. **Applicable Zoning and Special Control Area designations:** The site is located within the Rural zone.

8. **Land-use permissibility:** In the Rural zone Reception Centre is an “A” use which means that the use is not permitted unless the local government has exercised its discretion by granting development approval only after giving special notice in accordance with Clause 64 in Schedule 2 of the Deemed Provisions.

OFFICER COMMENT

During consultation on the application, a number of concerns were raised that are not considered to be relevant planning matters. The exercise of discretion when determining a development application should only take into account relevant considerations as identified within Clause 67 Consideration of application by local government, Schedule 2, Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations). The decision-maker has an obligation to exercise their statutory responsibilities appropriately and a decision is required to be based upon sound planning principles.

The matters to be given consideration which are relevant to this development application are outlined in the Statutory Environment section of this report, below. If an item or issue is not listed it is not deemed to be a valid planning consideration and therefore is not to be given regard in the determination of a development application. For example, while the improvement of the region, including 'economic development' is one of the broader aims of the Scheme, economic considerations, including the economic competition as well as demand for a development, are not listed under Clause 67 of the Regulations. Therefore, economic considerations per se should only be considered when setting the planning framework and not when making a determination on an individual development application.

It is considered that the main planning issues relevant for detailed discussion in this report are as follows:

- Zoning and land use permissibility;
- Vehicle access and traffic;
- Bushfire;
- Noise and Amenity; and
- Noise impact on livestock.

Zoning and land use permissibility

The lot is located within the Rural zone. The character of the area can be described as rural and overwhelmingly agricultural, with one of the largest dairy farms and avocado farms in the south-west in proximity and most of the surrounding properties being grazed or undertaking intensive agricultural activities.

As described above, the proposal comprises of two three-day camping and music events and three single day/overnight events per year. Set up / pack away for larger events however could take up to 5-7 days either side of the event. This could result in the local community being disrupted for up to 10 weeks a year from patrons and setting/packing up of infrastructure.

As a result of advertising the proposal, a number of concerns have been raised that the proposal would have a detrimental impact on the productivity of surrounding farming properties. Officers are of the opinion that the proposed development would be akin to approving a stand-alone, significant tourism use on rural land which would have the potential to seriously undermine the objective of providing for the operation of existing and development of new rural uses and is inconsistent with the rural character and amenity of the land within the area.

The Scheme and the Local Rural Planning Strategy both note the importance of limiting land uses that would be incompatible with the primary use of the area. The Strategy states that this particular precinct has strategic importance as a dairy production area and all proposed development should be sensitively planned and managed to ensure that they do not conflict with dominant rural qualities.

It is considered that a proposal of this scale is inappropriate in its setting and would be contrary to the objectives of the Scheme and the Strategy.

Vehicle access and traffic

It is proposed to gain access to the Site from Yoongarillup Road onto Espinos Road, with a one way traffic system through the site with the exit point out to Piggott Road. The existing formation of Espinos Road is made up of a gravel surface that ranges from 4.5m to 5.5m in width (e.g. single width). Espinos Road is approximately 820m in length and ends at the road frontage for Lot 300 Espinos Road. There is no cul-de-sac head which means there is no space in the road reserve for vehicles to turn around without multi-point turns.

Other than the site, Espinos Road only services three other properties; it is estimated that currently on any normal day vehicle movements would not exceed 30 vehicles/day. This volume of traffic would not warrant an upgrade under normal circumstances.

Yoongarillup Road and Piggott Road are also proposed to be utilised by the proposal. Both roads are sealed and the existing formation is over 6m in width (e.g. double width). The exit onto Piggott Road is by a shared crossover with the adjoining property, Lot 30. The crossover is sealed but would require widening with culvert improvements.

A Traffic Impact Assessment (TIA), prepared by i3 consultants WA, was provided as part of the application package. The TIA was peer reviewed by Cardno on behalf of the City and a number of revisions, including additional modelling of all intersections in the vicinity of the Site and Bussell Highway/Sues Road, were requested. A revised TIA was subsequently provided and again reviewed by City officers and Cardno.

The TIA does not recommend any road upgrades but proposes to reduce the impact from the event on the road network through the use of a number of measures, including staggering arrival/departure times, patrons arriving by a mix of transport including buses and taxis/drop off. It concludes that provided a traffic management plan is in place, the existing road network has the capacity to manage the proposed use. A traffic management plan has not been prepared and officers are not satisfied that the road network is capable of accommodating the amount of vehicles without a detailed traffic management plan being provided.

Whilst staggering of arrival/departure times is required to ensure the road network is capable of accommodating the number of vehicles, this would significantly inconvenience the residents within the area. Traffic management would be required between Friday to Monday (excluding set up/pack away) and it would be difficult for them to easily access their properties.

A number of concerns were raised by neighbours about the width of Espinos Road, with recommendations that it be widened. Espinos Road has intact road side vegetation, with the surrounding road reserves all containing priority and threatened flora species, it is unknown if Espinos Road contains the same vegetation complex.

In the absence of a flora and fauna survey, the City is unable to advise if Espinos Road is even capable of being upgraded.

Bushfire

The Site is located within a bushfire prone area and in accordance with State Planning Policy 3.7 (SPP3.7) a Bushfire Management Plan (BMP) has been submitted. Given the complexities of the issues, the BMP has been referred to Department of Fire and Emergency Services (DFES), Department of Planning, Lands and Heritage (DPLH) and a peer review has been undertaken by Ecosystems Solutions (Attachment K).

The BMP concludes that it will be possible for the bushfire protection criteria outlined in Version 1.4 of the Guidelines for Planning in Bushfire Prone Areas (Guidelines) to be satisfied. It is proposed that the site is accessed from Espinos Road by a one-way system through the site onto Piggott Road. The width of Espinos Road (which does not comply with the minimum required by the Guidelines) is not proposed to be resolved as part of the proposal, so an alternative risk treatment by performance principle for vehicle access is required by the Guidelines.

The risk assessment provides risk treatments and contingency measures such as shelter on-site, early evacuation and seasonal closure.

For departures after an event the Traffic Impact Assessment (TIA) proposes a staggered departure between the hours of 6am-2pm in order for the intersections to perform in a safe manner. It is acknowledged in the BMP that early evacuation will always be the preference, however it is not clear how this can be achieved in a short time frame noting that a staggered departure is recommended in the TIA under normal circumstances.

Main Roads have advised that it is not their role to provide comments on the function of the road network in an emergency situation. According to Main Roads it is the role of DFES to be satisfied that the network can accommodate the number of patrons.

The Guidelines provide flexibility for consideration of shelter on-site through a performance principle. The Guidelines reference a maximum number of 100 patrons, however, if a development proposes to exceed 100 patrons, a risk assessment can be undertaken. Officers however are generally unsupportive of shelter on-site as a means to justify an application that cannot achieve the minimum access requirements, particularly in the more remote locations of the local government area and for a development of the scale proposed.

It should be noted that an incident on this site would likely be the City's responsibility to manage, rather than DFES. The proposed use of shelter on-site would likely necessitate sending volunteer firefighters onto a site that it may not ordinarily seek to enter (because of the access arrangements) to protect guests and property in the event of a bushfire. Furthermore, by virtue of the constrained nature of the site, there is limited area to shelter on site away from cars/buses and tents, which are all flammable material.

In the worst case scenario, the remaining area may have to contain 12,000 people sheltering and a brigade with a limited number of both volunteers and fire appliances managing the situation. Having to deal with such potentially complex issues on this site would significantly strain resources in the event of a fire.

With regard to seasonal closure, it is proposed that events would take place during April to November only to mitigate bushfire risk. Whilst officers agree that an event outside of this period would have a greater risk of bushfire, some significant fire events in the south-west have taken place during this time. A major bushfire at Prevelly, Margaret River occurred in November 2011, a significant fire at Jarrahwood occurred in June 2019 and recently in South Bunbury in May 2022.

Due to the location of this proposed development, insufficient sheltering on site provisions and the inadequate access arrangements, City officers do not support seasonal closure as a means to justify the proposed use.

DPLH

In light of the recent revision to the Guidelines, clarification has been sought on a number of issues from DPLH, in particular the maximum number of people that can be accommodated through shelter on site, what constitutes a 'suitable destination', guidance on risk assessments and standards of roads. The response is provided within the Schedule of Referral Responses at Attachment J.

In summary, DPLH have advised *that when the maximum number of patrons that can be accommodated through shelter on site is proposed to be exceeded and the acceptable solution cannot be satisfied, then a performance based solution should be developed through a risk assessment. The risk assessment may be peer reviewed by a suitably qualified level 3 bushfire consultant.*

DFES

DFES has assessed the proposal against the previous and current Guidelines and raised a number of concerns, in addition to those raised by officers above. It is considered by DFES that the site does not comply with the requirement for access in two directions until the intersection of Espinos and Piggott Road, which is as a result of both Espinos and Piggott Road being unable to comply with the maximum distance of a no through road traversing vegetation. Furthermore, the proposal does not address how safe and efficient evacuation of patrons, whilst simultaneously providing a safe operational environment for emergency services, can be achieved.

In order to address this, the BMP proposes a performance based solution of avoidance through seasonal closure, early evacuation and shelter on site. DFES are of the opinion that sheltering on site, cannot be considered as an option, as the Guidelines states that "*where A5.8.2a, A5.8.2b and A5.8.2c (vehicular access) cannot be achieved, and the proposal has a capacity of up to a maximum of 100 guests and staff at any one time, then an on-site shelter is to be provided".*

The proposal shelter on site would exceed 100 patrons and furthermore insufficient evidence has been provided to show that the number of patrons proposed could be accommodated on site.

The proposed BMP does not satisfy a number of acceptable solutions in the Guidelines contained within Element 1 – Location, Element 2 – Siting and Design, Element 3 - Vehicular Access and Element 5 - Vulnerable Tourism Land Use. A risk assessment has been submitted to demonstrate compliance, however in the opinion of officers the risk assessment has not demonstrated that the risk can be adequately managed, to ensure the protection of people, property and infrastructure and would not comply with the intent of SPP3.7 which is to preserve life.

Peer Review

A peer review of the BMP and risk assessment has been undertaken by a Level 3 Accredited Bushfire Practitioner from Ecosystems Solutions (Attachment K). In summary -

> *The reviewer does not agree that the proposal complies with SPP3.7 due to the extreme Bushfire Hazard Level that exists at the entrance and exit of the site or the access requirements of the Guidelines. Also, has concerns that that the performance solution prescribed, regarding a managed and staged arrival and departure one way road flow, can adequately cope with the volume of people and vehicles proposed. Those concerns are increased when considering an emergency evacuation scenario.*
>
> *The reviewer acknowledges that radiant heat exposure is an unlikely dominant risk in a bushfire event on the Site, however the surrounding landscape vegetation readily produce embers and will also produce smoke. Elements of the site that would normally be excluded i.e windrows, should be considered as ember traps or potential fire sources for spot fires given the vulnerable and extended nature of the patrons on the site.*
>
> *The management of people on site should evacuation be unable to occur is problematic given the number of people involved and the available resources. It is likely that should a bushfire event occur, a large component of community resources with Bushfire Brigades and Fire and Rescue and SES crews will be needed.*

The occupancy characteristics of the patrons do not appear to have been considered in sufficient detail in an emergency as many are likely to not be able to drive a vehicle and evacuate in a bushfire event and may more likely be prone to panic increasing the difficulty for emergency services.

Overall, the reviewer believes the risks proposed in the BMP understate the overall potential risk of the site and ultimate consequences of a bushfire event on people attending the event.

Noise and amenity

As already noted, the character of the area can be described as rural and overwhelmingly agricultural, with most properties undertaking extensive / intensive agricultural activities around the site. This area of the City does not contain a mix of development or tourism uses and night time rural background noise in this location is low.

It is understood from the Noise Impact Assessment (NIA) that the noise levels associated with the use are unable to comply with the *Environmental Protection (Noise) Regulations 1997 (*Noise Regulations) and will be audible for a number of kilometres. It has been argued that the noise levels are consistent with previous local music events – 'Southbound' and 'Three Oceans' and due to 'Three Oceans' also being located in the Rural zone this proposal should also be considered acceptable.

By virtue of the nature of the use, music events are usually unable to comply with the as of right levels established by the Noise Regulations. It is noted that the applicant is applying for approvals under regulation 18 of the Noise Regulations for two events a year.

Regulation 18 allows the 'as of right' maximum noise levels in the Noise Regulations to be exceeded for up to two events per year. In the future the applicant intends to apply for a venue approval under regulation 19 for up to five events a year, which would provide certainty on the number of events that can be held.

Whilst granting of approvals under Regulation 18 and/or 19 would mean the activity could be compliant with the Regulations, noise in a planning context is broader than simply considering the Noise Regulations. In many cases, including the subject application, it is not sufficient criterion to simply consider the Noise Regulations. That is, even where a land use complies with the Noise Regulations, it does not automatically mean that the noise associated with the development and/or land use will not have an unacceptable adverse impact on the amenity of surrounding properties or broader locality.

The impact on the two nearest sensitive premises on the adjoining lots need to be carefully considered as they are sited close to the boundary with the Site. The dwelling on Lot 1 Espinos Road is situated 20m from the northern boundary and 50m from the eastern boundary, immediately adjacent to the access and 'day' car parking area. The dwelling on Lot 30 Piggott Road is situated 70m from the boundary and the camping area.

In addition to noise from music, the NIA has considered noise associated with the car parking area, patrons talking, 200 patrons talking at any one time within the camping area, lighting towers etc and the modelling indicates this noise associated with these aspects may comply with the Noise Regulations. It is difficult however to accurately model this type of noise due to its nature.

Also of note is that the Noise Regulations do not consider traffic noise from public roads and this has not been taken into account in the NIA.

Not only would there be a detrimental impact on the adjoining properties, there would also be a wider impact on the amenity of the properties in the locality from noise associated with music, traffic noise, patrons and congestion.

The planning framework does not prohibit uses such as a Reception Centre being approved in this locality.

Furthermore, there is nothing inherently objectionable about a Reception Centre being located in a rural context, providing the impacts of such a development can be appropriately managed. It is also considered that large-scale events can and will have an impact on amenity, and could not take place at all if there was not an acceptance of that fact.

It is considered though, that the noise from music, vehicular traffic, traffic management, patrons, use of the car parking area as proposed and in the location proposed would result in an unacceptable impact on the amenity currently enjoyed by the occupiers of the neighbouring properties and wider area.

Noise Impact on livestock

A number of concerns have been raised about the impact on the dairy, beef/sheep and horse stud activities occuring within the vicinity. The dairy farm utilises most of the surrounding paddocks within the vicinity to graze animals. The farm has 3,500 head of cattle (both dairy and beef) and is currently the largest milk producer in the South-West, producing 12.5 million litres of milk per annum.

The concerns that have been raised include:

- the impact on dairy cows from noise as cows are sensitive to an increase in the normal ambient noise level, which can lead to the decrease in the amount of milk produced;
- noise including vibrations which can cause animals to stampede and injure themselves and also result in the increase in cortisol levels in the beef;
- disease associated with any bio-security breaches; and
- cattle digesting litter.

Nether the City nor the Department of Primary Industry and Regional Development (DPIRD) have the expertise to comment on the concerns raised. DPIRD recommended seeking advice from Western Dairy in respect of this matter, Western Dairy are a not for profit organisation, funded by dairy farmer levies, Australian Government and DPIRD. Western Dairy have advised that this type of event would not be supported by the dairy industry in light of the stress on the animals and the adverse impacts on milk production, reproduction and adverse behaviour (kicking/stomping).

Officers have not recommended a reason for refusal that specifically relates to the impact on livestock from noise, but are of the opinion that a development of this scale is inappropriate in its setting and would be contrary to a number of the objectives of the Rural zone.

Statutory Environment

The key statutory environment is set out in the City of Busselton *Local Planning Scheme 21* (Scheme), the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations), Schedule 2 of which is the 'deemed provisions', which also functionally form part of the Scheme. The key aspects of the Scheme and Regulations relevant to consideration of the application are set out below.

Zoning

The site is zoned 'Rural' under the Scheme. The objectives of the Rural zone area as follows:

a. To provide for the maintenance or enhancement of specific local rural character.

b. To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as viticulture and horticulture as primary uses, with other rural activities as secondary uses in circumstances where they demonstrate compatibility with the primary use.

c. To maintain and enhance the environmental qualities of the landscape, vegetation, soils and waterways, to protect sensitive areas especially the natural valley and watercourse systems from damage.

d. To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses.

e. To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses.

f. To provide for development and expansion of the viticultural, winemaking and associated tourism activities and other industries related to agricultural activities, in addition to general rural pursuits, in a manner that does not cause adverse environmental impact.

g. To provide for the extraction of basic raw materials, where appropriate.

Land-use and permissibility

The proposed land use is an 'A's use in the Zone, and is defined as follows:

> ***"Reception Centre"*** *means premises used for hosted functions on formal or ceremonial occasions.*

Clause 67 Consideration of application by local government

Clause 67 of the deemed provisions within the Regulations sets out matters to be given consideration by a local government in considering an application for development approval. The following matters are considered to be relevant to consideration of this application:

(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;

(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;

(c) any approved State planning policy;

(d) any environmental protection policy approved under the Environmental Protections Act 1986 Section 31 (d);

(e) any policy of the commission;

(f) any policy of the State;

(g) any local planning policy for the Scheme area;

(m) the compatibility of the development with its setting including –

(i) compatibility of the development with the desired future character of its setting; and

(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;

(n) the amenity of the locality including the following —

(i) environmental impacts of the development;

(ii) the character of the locality;

(iii) social impacts of the development;

(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;

(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;

(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;

(r) the suitability of the land for the development taking into account the possible risk to human health or safety;

(s) the adequacy of —

(i) the proposed means of access to and egress from the site; and

(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;

(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

(u) the availability and adequacy for the development of the following —

(i) public transport services;

(ii) public utility services;

(iii) storage, management and collection of waste;

(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);

(v) access by older people and people with disability;

(w) the history of the site where the development is to be located;

(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;

(y) any submissions received on the application;

(za) the comments or submissions received from any authority consulted under clause 66;

(zb) any other planning consideration the local government considers appropriate.

Relevant Plans and Policies

Relevant plans and policies must be given due regard in assessing the application, but cannot and do not bind the local government in determining an application for development approval. Plans and policies considered in the assessment of the application are as follows:

State Planning Policy 3.7 – Planning in bushfire Prone Areas

The intent of SPP3.7 is to 'implement effective, risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.' SPP 3.7 directs how land use should address bushfire risk management, and applies to all land which has been designated as bushfire prone by the Office of Bushfire Risk Management. The proposal is considered to be contrary to the objectives of the Policy.

State Planning Policy 2.5 – Rural Planning

Seeks to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values. Ensuring broad compatibility between land uses is essential to delivering this outcome.

The Policy provides guidance on how rural planning issues should be considered through Strategic planning processes and refers to the Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for matters to be considered in determining a development application. The proposal is considered to be contrary to the relevant objectives of the Policy. It is considered that the proposal would conflict with the objectives of the strategy.

Local Rural Planning Strategy

Provides guidance on the introduction of uses within the rural zone and seeks to minimise the potential for conflict between agricultural and non-agricultural uses. The site is located within Precinct 1 – Primary Rural and states that grazing uses need to be protected as the precinct has strategic importance as a dairy production area, rural enterprises/tourist accommodation should be low key and sensitively planned and managed to ensure that they do not conflict with dominant rural qualities.

Financial Implications

The application is currently within the State Administrative Tribunal (SAT); if Councillors decided to refuse the application, it is likely the matter would be determined by SAT in Formal Hearings. Costs including external costs for engagement of expert witnesses etc, would be incurred.

Stakeholder Consultation

Consultation on the proposed development was undertaken in the following manner:

- Letters sent directly to surrounding landowners within 3km of the site (extent of the Noise Impact Assessment Area); and
- Two signs erected on the lot; and
- Notification placed in the local paper on 29 October, 5, 12 and 19 November 2021; and
- Development plans and information provided by the applicant were made available for public viewing on the City's website via 'Your Say'.

Consultation on the proposal concluded on 25 November 2021 with 130public submissions received, 76 submissions were in support of the proposal and 54 of which raised concerns with the development. A schedule of submissions is provided at Attachment I. The key concerns raised in the submissions are provided below:

- Noise;
- Bushfire;
- Impact on livestock and native wildlife;
- Inadequate road network to accommodate the number of patrons;
- Unsuitable location.

The proposed development was referred to the following agencies:

- DWER;
- DPLH (Bushfire Team);
- DPIRD / Western Dairy;
- Department of Health;
- Main Roads WA;
- DFES;

- DBCA; and
- WAPOL.

Submissions were received from the majority of agencies with the key concerns raised by DWER in relation to potential conflict of the noise generated by the proposal on surrounding properties and DFES in relation to the proposal not being able to comply with the Bushfire framework. A schedule of Agency responses is provided at Attachment J and further discussions regarding the comments from DPLH and DFES is provided within the officer comment section of this report above.

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. Approve the proposal, applying appropriate conditions; or
2. Apply additional or different reasons for refusal.

In considering options, it should be noted that a planning authority is required to consider the application has been lodged, and to determine whether the application is acceptable. It is not for a planning authority to determine whether the application is desirable, or the most desirable outcome. In addition a planning authority cannot apply conditions of approval that substantially modify an application. If such conditions are necessary, an application should be refused, although in some cases the applicant may be asked to consider modifying the application before it is determined.

Because of the nature of this application, though, and the clear need to accommodate large-scale outdoor events in the City, it is worth setting out context in which such events could be supported.

There are two key kinds of context. The first is within urban areas, although it will often be difficult to accommodate on-site camping/accommodation. In urban areas issues association with traffic and fire safety and more easily managed, and existing night-time noise levels are higher.

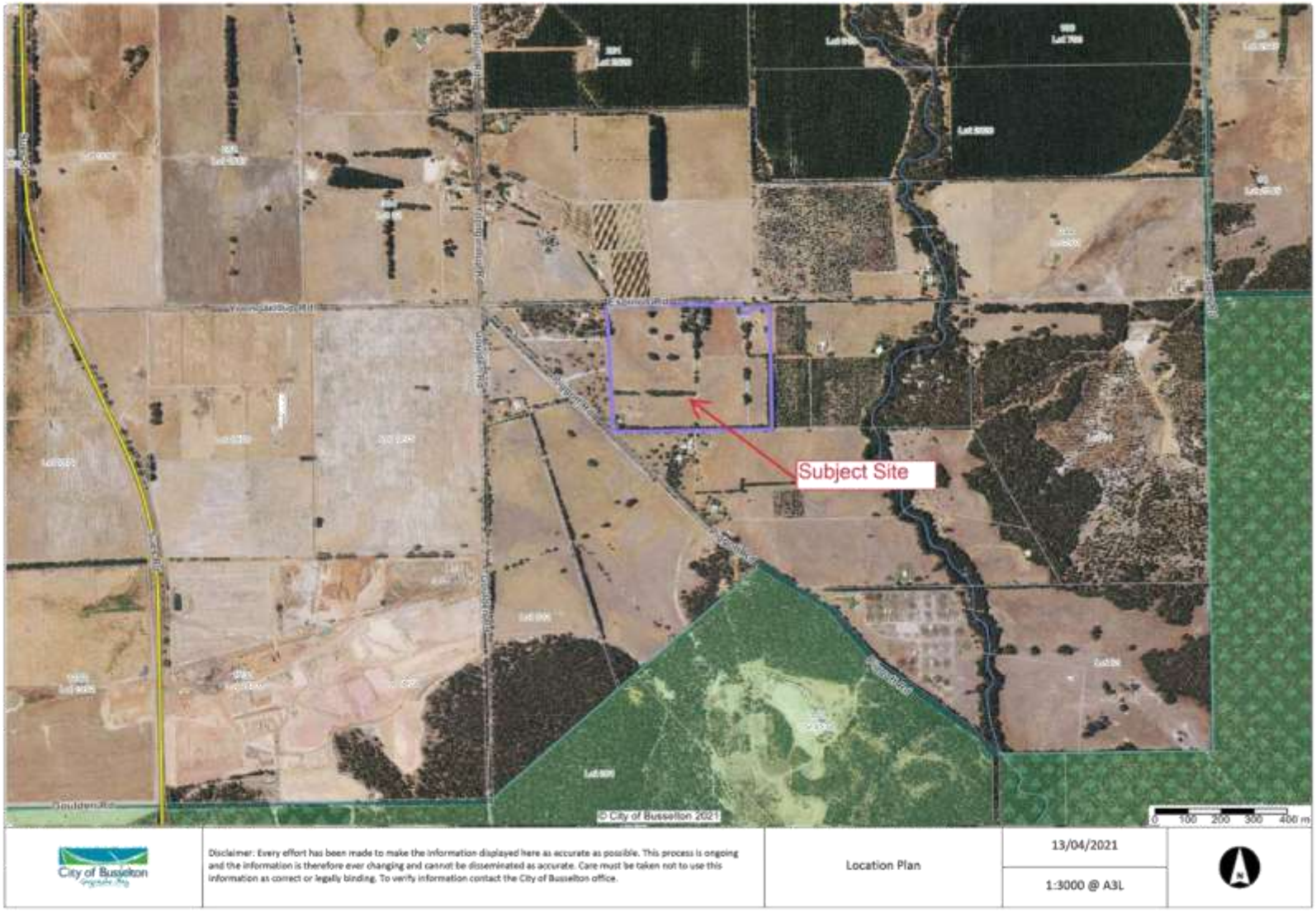
The second context would be on a substantially larger site in a rural context better able to contain amenity impacts within the site, and with better and more options in terms of road access. A location with a less exclusively agricultural character would also likely be more suitable.

CONCLUSION

Subject to the reasons for refusal, the proposal is considered inappropriate and contrary to the objectives of the zone in which it is located and accordingly recommended for refusal.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

The applicant will be notified within of the Council's decision within one week and prior to the scheduled SAT directions hearing, scheduled for 1 June 2022

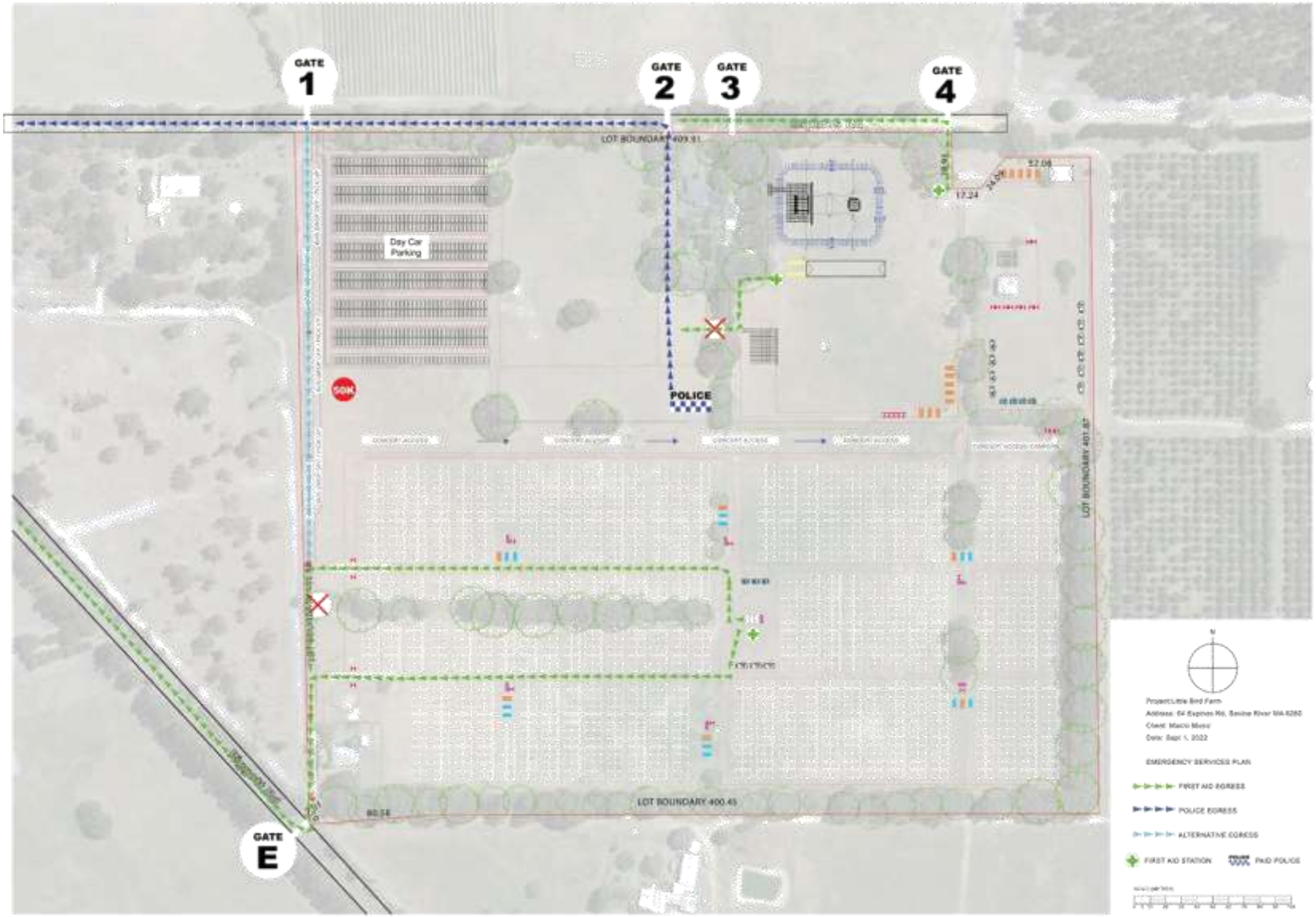

Subject Site
© City of Busselton 2021
0 100 200 300 400 m
City of Busselton
Disclaimer: Every effort has been made to make the information displayed here as accurate as possible. This process is ongoing and the information is therefore ever changing and cannot be disseminated as accurate. Care must be taken not to use this information as correct or legally binding. To verify information contact the City of Busselton office.
Location Plan
13/04/2021
1:3000 @ A3L


Proposed Entry
Existing Entry
Existing Entry
Existing Entry
EXIT
EXIT
EXIT
EXIT
Legend
Day Car Parking
EMERGENCY MUSTER POINT
EMERGENCY MUSTER POINT
Existing Entry/Exit


Proposed Entry
Existing Entry
Existing Entry
Existing Entry
Day Car Parking
Existing Entry/Exit
Stage detail


Proposed Entry
Existing Entry
Existing Entry
Existing Entry
Day Car Parking
Existing Entry/Exit


Proposed Road & path widths
6000 wide
4000 wide
3000 wide
2000 wide
misc >6m
LOT BOUNDARY 409.91
LOT BOUNDARY 401.87
LOT BOUNDARY 400.45
Project Little Bird Farm
Address: 64 Espinos Rd, Savina River WA 6280
Client: Wayfly Property Group
Date: June 28 2021
NOTES
Gravel roads / footpaths outlined in pink.
All camping roads are 3m wide
All concert paths are 2m wide
Bore water point
Mains power


GATE 1
GATE 2
GATE 3
GATE 4
GATE E
LOT BOUNDARY 403.91
Day Car Parking
POLICE
50K
LOT BOUNDARY 401.87
LOT BOUNDARY 400.45
EMERGENCY SERVICES PLAN
FIRST AID EGRESS
POLICE EGRESS
ALTERNATIVE EGRESS
FIRST AID STATION
PAID POLICE


Proposed Entry
Existing Entry
Existing Entry
Existing Entry
LOT BOUNDARY 400.45
Day Car Parking
POLICE
LOT BOUNDARY 401.87
LOT BOUNDARY 400.45
Existing Entry/Exit
Project:Little Bird Farm
Address: 64 Espinoe Rd, Swans River WA 6050
Client: Macro Music
Date: Sept 1, 2022
LIGHTING PLAN
Portable Lighting Tower
Festoon Lighting
Security lighting (LED Revels)

MayFly Property Group Pty Ltd

Unit 1/ 18 Parry Street
Fremantle, 6160 WA
ACN: 648481672
Ross Macpherson
1300 909 995

To whom it may concern.

In the pages following please find the Development Application (DA) for a change of use for 'Little Bird Farm' 64 Espinos Road, Sabina River, 6280 from a rural residential dwelling to reception venue/ special use.

I, Ross Macpherson, on behalf of MayFly Property Group; owner of property, am seeking to modify the existing DA approval for Lot 21, 64 Espinos Road, Sabina River, 6280, allowing us to host Music Events on the property for up to 12,000 patrons.

MayFly Property Group intends to utilise the property to host multi-genre music & art events for an audience of up to 12,000 with camping facilities for up to 6000 patrons. MayFly Property Group is applying to host two three-day camping music events, & three single day/overnight events per year.

We will provide shuttle services throughout the Busselton area to encourage patrons to utilise some of the 13,000 beds in the Busselton area, the bars, restaurants and shops. By encouraging the audience to visit and stay in the Busselton area, events of this nature will generate more than $2.8M per event in external economic benefits to the Busselton region.

MayFly Property Group hopes to provide the Busselton area with large-scale music events that will provide economic benefits to the local Busselton area without imposing the noise and environmental impact of hosting events of this scale inside the township.

MayFly Property Group would like to encourage community participation in our events by providing free stalls for local retail shops, community grants programs and hiring local staff. We endeavour to always work with local contractors and suppliers first before seeking services outside the region. We strive to ensure that our events provide economic and social benefits to the Busselton area, building on the fabric of the local community.

Events of this nature will bring over $2m in event and production costs to the local community; hiring over 1000 local staff to help run the events, whilst supporting the local tourism initiatives.

The capital works required for the transition are as simple as;

- Gravel roads & paths as outlined in Appendix 1.2
  - By implementing a dual lane, one way thoroughfare from Espinos Rd to Piggott Rd, we plan to develop a very safe traffic management plan that will also aid in avoiding congestion of traffic whilst providing a safe & efficient egress incase of emergency.
  - The use of internal roads for infrastructure vehicles and access at critical areas of the site will help retain vegetation and appearance of the grounds.
- The removal of minimal existing fences.
- The removal of minimal trees is required (marked on map in Appendix 1.3).

We aim to design and erect temporary traffic signage specifically for the events, which can easily be removed after the event has concluded to maintain a clean and natural aesthetic outside of event times.

All other works & infrastructure will be temporary.

All events on the property will be managed by Macro Music who have been producing and promoting events in the South West for over 7 years, namely holding the venue rights to 3 Oceans Wine Company.

We strive to have open communication with all key stakeholders & neighbouring properties, ensuring viability and success of our events throughout the South West region.

Our aim is to have completed all works by March 1st, 2022 and continue to plant trees and evolve the floral nature of the site post April 2022.

Sincerely,



Ross Macpherson

Mayfly Social Impact Statement

Introduction

Mayfly acknowledges that the request for change of use of 'Little Bird Farm' 64 Espinos Road, Sabina River, 6280 from a rural residential dwelling to reception venue, will present both significant positive and negative social impacts on the community.

Mayfly intends to use the below categories to help identify likely social impacts:

- Way of life & Community
- Culture, Health & Wellbeing

In this statement we aim to address both the positive and negative impacts, how we intended to ensure continuation of positive impacts and mitigate negative impacts.

This statement is prepared by Melissa Verdouw on behalf of Mayfly Property Group and is an INITIAL statement that is open to revision post consultation periods.

Likely Social Impacts

Way of Life & Community

Negative social impacts may include:

- *Decreased ability to conduct one's life in a standard way by increased traffic & noise to surrounding neighbours.*
    - Decreased ability to access a person's property along Espinos Road
    - Decreased ability to conduct regular sleep patterns due to substantial increase in noise.
    - Decreased ability to conduct regular farming work pertaining to spraying of pesticides and other public health issues.
- *Impact on how the community functions due to increase in persons on township*
    - Increase in strain on the towns services and public facilities due to 6000 patrons short term stay in the town.

- Increase in traffic in town due a further 12000 patrons arriving and moving throughout the township.
- Potential noise pollution due to event

Positive social impacts may include:

- *Increase in economic benefit of 12000 visiting persons to the township.*
  - Increase in retail benefits for local businesses
  - Increase in persons visiting Busselton township and positively impacting Busselton Tourism initiatives
  - Increase in short-term accommodation bookings
- *Potential to provide sustained economic growth to the township*
  - To have a predictable and constant injection of tourists to the township of Busselton will help with the projected growth of the township by encouraging outside investors to see the economic potential of Busselton.

Culture, Health & Wellbeing

Negative social impacts may include:

- *Increased pressure on existing residents with increased noise levels and increased traffic*
  - Psychological stress may occur for some residents who find the noise levels to be intruding on their way of life.
- *Increased pressure on neighbouring properties with intoxicated patrons so close to their homes*
  - Patrons attempting to gain illegal entrance to the festival through their properties
  - Intoxicated patrons being forced to leave the event
- *Potential pressure on public health systems*

Positive social impacts may include:

- Increase in access to cultural experiences for the local community
  - Increased awareness of local, artist musicians and community members
  - Delivery world renowned artist of all music genres from Country to RnB to the Busselton area
- An opportunity for the Undalup foundation and the local elder to share Wadandi traditions, language and connecting to country
- Improved mental well being for local business who receive economic benefit from an event of this scale

- Improved well being for local residents who are able to partake as a stall holder, vendor or employee of the event by increased income

RESPONSE

Mayfly has identified a property that's rural location minimises the negative impacts on Busselton residences. Mayfly does acknowledge that there are 6 neighbouring properties that will be directly affected by the events and hopes to resolve all issues in the upcoming consultation period.

Regarding public well being & safety Mayfly has engaged a company to conduct a Bushfire and Emergency assessment of the property and deem events of this scale to be acceptable and safe.

A noise assessment has been conducted and will help Mayfly conduct events of this nature with a reduction in noise related negative impacts.

A traffic impact assessment has been conducted and has deemed the event to be safe to go ahead with minimal impact on existing road conditions. Three neighbouring properties have been identified has been directly impacted by the changed traffic conditions and Mayfly hopes to resolve all issues in the upcoming consultation period.

Mayfly wishes to engage with the local community encouraging participation in the events to promote social cohesion. Mayfly intends to engage local business owners first prior to contacting any other companies for a service. We intend to encourage major economic development and benefits to the Busselton region whilst supporting local artists, musicians and employees.

Mayfly intends to revise this statement post consultation period.

Sincerely,

M J Verdouw

Melissa Verdouw.

LITTLE BIRD FARM

ECONOMIC IMPACT TO THE SOUTH WEST REGION - AT A GLANCE

Assumptions based on 8000 ticket sales

After 11 years of building shows and events in the South West, our data reveals that only 20% of our tickets are sold to people in the South West region from Bunbury to Augusta.

A whopping 80% of tickets are sold from outside the region.

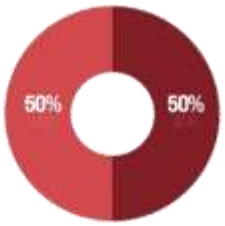
Of the 80% of visitors to ther region, up to 50% will stay on site with the balance booking in nearby regional centres. By offering a free Busselton shuttle bus service, we will also encourage the 3200 campers to also visit Busselton township regularly for food, shopping & sightseeing.



Ticket purchases

20% from the South West Region

80% from outside the South West



of the 80% visitors to the region

50% camp at the festival

50% book accommodation in Busselton, Dunsborough & Margaret River

Our goal is to deliver the financial benefit of a major event to the south west region, without the social or noise impact of a major event to the south west region.

According to the **TWA Western Australian 2019 fact sheet** the average visitor to the South West spends $146 per day. Therefore we can extrapolate that for an average of 3 nights at $146 per day the **external benefits of *Out Of The Woods festival* can equate to $2.8m** to the region (TWA,2019).

This is in line with the $431 average spend estimated by the University of Woolloongong and the Australian research council detailed above (Art Pharmacy, 2019).

WA Tourism relies heavily on intrastate travellers with an average of 88% of all South West visitors originating from within the state (Figure 5).

With repeat visitors outnumbering first-time visitors, music events are often a great trigger to bring people back to the area (TRA,2017). In 2014 WA live music attendees spent around $105 million with around 5 million visits to a live performance gig (LMO, 2014).

It is clear that a festival of this scale brings unequivocal economic benefits to the Busselton and South West region. Yet the real economic benefits of this festival goes beyond the single event. It is about the long term economic benefits of Busselton being the event capital of Western Australia and how an event of this scale will garner national attention for the region, whilst being a leading example for economic recovery and social gatherings.

EVENT WASTE MANAGEMENT PLAN

LITTLE BIRD FARM – 64 ESPINOS ROAD – SABINA RIVER

Prepared by Melissa Verdouw

03/09/2021

EVENT WASTE MANAGEMENT PLAN

VENUE DETAILS		
Name of Venue	Little Bird Farm Event Site	
Venue/location	64 Espinos Road, Sabina River 6280	
Event Time Frames(s)	3 Day Camping	Duration of event (Hours) 10h each day
Type/style of event	Music Event	
Maximum size of crowd expected	12000	
Food and other stalls	30 Food Vans (1:400)	
Alcohol available	☐ No	☒ Yes

WASTE PROFILE	
Materials expected at the 3 stages of an Event: (a) During Bump-in (b) At Event (c) During Bump-out	a) General waste, comingled recycling - Cable ties, cardboard, soft plastic b) General waste, comingled recycling, paper/cardboard, organics, container deposit, toilet waste, shower water waste. - Food waste, compostable packaging (cups, plates, cutlery) - Butt litter - cigarette butts - Cans (all alcohol served in cans except Vodka Redbull served in Redbull cups *Recycling*) c) General waste, comingled recycling - Signage - corflute signs (Get stored away for reuse)

BIN INFRASTRUCTURE	
What waste streams are to be collected?	☒ Waste ☒ Recycling ☒ Compost ☒ Cardboard ☒ Container deposit ☒ **WASTE WATER TANKS/ TOILET WASTE TANKS**
How **many bin stations** are required?	8 x 3m general waste skip 8 x 3m recycling skip 80 x 240L waste bins 80 x 240L Can Collection bins 4 x Can Collection Cages 80 x 240L organics bin
Where will the **bin stations be located** across the site?	Site map (to create once site design is complete)
WASTE STRATEGY	

What actions will be taken to **reduce contamination** of recycling bins and food & organics bins?	Containers for change to supply volunteers to help ensure correct waste is going into correct bin. Waste marshals to patrol the site collecting waste and dispensing into correct bin. Clear signage around what is able to go in each different bin.
What actions to **avoid single-use plastic waste**?	There is a no single use plastic policy at the event for all food vendors and for the bar service area. All food and drink items to be served in compostable packaging. Single-use plastic will be in the campsites and general waste and recycling bins will be available to all campers. Bins to be placed at festival site entrance for any punters wishing to dispose of waste products prior to entering site. This includes from camping entrance. Campers will be provided with three types of bin bags on entrance to camp site. A general waste bin bag, a green waste bin bag & a recyclable bin bag. This will aid in the clean-up post event.
How frequently will the **bins be serviced/emptied** during the event?	We aim to provide enough bins for the duration of the event that waste marshals will only be required to empty the bins once or twice a day. Skip bins provided by Cleanaway will be emptied at the end of the event but can be emptied earlier if required. Toilet & Shower waste collection will occur every morning and is available to be collected more frequently should it be required.
Who is the waste contractor for the different waste streams? When will bins be taken away?	Macro Music/ MayFly Property will engage Cleanaway, Containers for Change and Geographe Liquid Waste & Rooforce cleaning services to provide waste management services.
How will **potential waste on neighbouring properties** be managed?	We do not foresee this being a massive issue however we will have security in constant patrol of external site, waste marshals monitoring and sweeping the external site, and a full site clean post event that will include neighbouring properties.
What litter management actions to be taken so it doesn't leave the site but also keeps the site clean? *Also include management of butt litter*	Double fencing will be erected around the site to help contain any litter. Waste marshals & containers for change will be constantly sweeping the site for any loose litter. A designated smoking area will be set up

	on the site to contain butt litter. Waste marshals will sweep the site at the end of the event. The cleaning team will return once all infrastructure is down and taken away (especially toilet & food areas) and remove any remaining waste.
How will the waste management be communicated to stakeholders/volunteers/attendees?	We have a Waste & Hygiene Officer who is in charge of communication all details to staff. Rooforce cleaning company will be employed and discuss all waste management requirements with the Waste Marshal Team. Clear signage on the site will communicate recycling and composting requirements. Information on the website to display our sustainability policy.
EVALUATION	To complete post event
Calculate how much waste was created for the event	
Complete a waste management report including: - Waste date - What worked - Identify areas for improvements	

RISK MANAGEMENT PLAN

MACRO MUSIC
GENERAL EVENTS

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1.0 RESPONSIBLE ORGANISATION – Contact Details

	Role	Contact	Company	Number
EM	Event Manager/Director	Ross Macpherson	Macro Music	0423 004 518
EC	Event Contact	Naandi Skinner	Mable & Grace	0439 922 426
SM	Site Manager	Brad Tanis	Macro Music	0402 035 510
VM	Venue Manager	Ross Macpherson	Macro Music	0423 004 518
TM/ERM	Traffic Manager/Emergency Response Manager	Lee Walker	Walk Tall	0418 181 805
ER	Emergency Responders	Lee Walker Scott Nichols Simon Pearce	Walk Tall	0418 181 805 0408820112 0421975699
WAPOL	WA Police Service	Frank Bancilhon Darren Cramer	ADA SWLEU (South West Liquor Enforcement Unit) SWLEU	0427089305 0468947217
WAPOL	WA Police Service	Snr Sgt Jane Gillham	Dunsborough Police Station	97813030 - First point of call for non-emergency
WAPOL	WA Police	Non-Emergency Call Out	All Regions	131444
WAPOL	WA Police Service	Snr Sgt Manus Walsh and Snr Sgt Jenny Sara	Busselton Police	97549555
WAPOL	WA Police Service	Snr Sgt Luke Fowler	Margaret River Police Station	
WAPOL	Sgt Officer in Charge Major Events Coordination Unit	Snr Sgt Glenn Dowding	Mylands Police Complex	(08) 93707344 0447572762
SJA	St John Ambulance	Bunbury Office	St John Ambulance	08 9791 4999
DFES	Fire Brigade District Officer	Regional Duty Coordinator	DFES	General on call 9771 6820 for event advice or support. 1800 512 111
SES	State Emergency Services	As Above	SES	As Above
SEC	Security	Andrew Rattigan	B.E.S.T. SECURITY	0437 875 676
LGA	Local Govt Authority	Peta Tuck	City of Busselton	97810444

2.0 ASSESSING POTENTIAL RISKS

2.1 Likelihood

A	Almost Certain	The event is expected to occur in most circumstance
B	Likely	The event will probably occur in most circumstances
C	Possible	The event should occur at some time
D	Unlikely	The event could occur at some time
E	Rare	The event may occur only in exceptional circumstance

2.2 Consequences

1	Insignificant	• No injuries • Low financial loss • No reputational damage • No environmental damage
2	Minor	• First aid treatment • Minor environmental damage • Medium financial loss • Minor isolated concerns raised by stakeholders or customers.
3	Moderate	• Medical treatment required • High financial loss • Local media and community concern • Disruption to event • Significant environmental damage
4	Major	• Extensive injuries • Loss of production capability • Major financial loss • Reputation damage and national media coverage • Sever environmental damage
5	Catastrophic	• Death • Catastrophic financial loss • Event cancelation • Long term reputational damage and national or international media coverage. • Catastrophic environmental damage

3.0 RISK PLAN CONSEQUENCE MATRIX

CONSEQUENCES

LIKELIHOOD	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Almost Certain (A)	HIGH	HIGH	EXTREME	EXTREME	EXTREME
Likely (B)	MEDIUM	MEDIUM	HIGH	EXTREME	EXTREME
Possible (C)	LOW	MEDIUM	HIGH	EXTREME	EXTREME
Unlikely (D)	LOW	LOW	MEDIUM	HIGH	EXTREME
Rare (E)	LOW	LOW	MEDIUM	HIGH	HIGH

E = EXTREME Risk: Task cannot commence, immediate action required, Event Manager and Police Involvement
H = HIGH Risk: Senior Staff involvement/constant supervision required and employee awareness.
M = MEDIUM Risk: Acceptable risk managed by specific monitoring and response procedures.
L = LOW Risk: Acceptable risk managed by routine procedures.

4.0 RISK ACTION PLAN 1 – Human Behavior

RISK		AREA OF IMPACT									
Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
HUMAN BEHAVIOUR	VENUES										
	Asset damage			■	■	■	■	B	2	HIGH	EM/LGA/Sec
	Litter			■	■	■	■	A	2	HIGH	EM/LGA
	Animals/native fauna	■		■	■	■	■	C	4	EXTREME	LGA
	Broken glass	■	■		■	■	■	D	3	MEDIUM	EM, SM & SEC
	Sharps	■	■			■	■	D	2	LOW	EM/SEC
	Food contamination	■	■			■	■	E	3	MEDIUM	EM/LGA
	Threatening Calls	■	■				■	E	2	LOW	WAPOL/EM
	Lost participants		■				■	B	1	MEDIUM	WAPOL/EM
	Ambush marketing		■			■	■	C	2	MEDIUM	EM/LGA
	Excessive noise	■	■	■		■	■	C	3	HIGH	EM/LGA
	Intoxicated patrons	■	■	■		■	■	A	3	EXTREME	EM/SEC/SJA/WA POL

4.1 RISK ACTION PLAN – Asset Damage

ITEM:	• **Human Behaviours – Venues** • **Asset Damage (High)**

Preventative Actions

Training:	• Conduct orientation introduction for event staff and security prior to the event both past and present.
Administrative:	• Provide instructions for all event staff to ensure attendants are aware of their behavioural obligations as per entry into the event. • Have conditions of entry displayed at the entrance that outlines what unacceptable behaviour will not be tolerate.
Structural:	• Arrange for barriers to contain participants to venues and to keep from accessing restricted or stage area.

Response Actions

Training:	• N/A
Administrative:	• Reinforce to participants that they should be aware of the obligations during the event. • Have staff and security noting any asset damage so that additional barriers or staff can be deployed to that area to prevent further damage.
Structural:	• Have additional barriers to be deployed during event.

Resource Requirements:	• Event staff and security. • Crowd control barriers, fencing and bunting.

Responsibilities:	• EM, LGA & SEC

Timing:	• At event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event and modify if necessary.

4.2 RISK ACTION PLAN – Litter

ITEM:	• **Human Behaviours – Venues** • **Litter (High)**

Preventative Actions

Training:	• Conduct orientation nights for event staff prior to the event.
Administrative:	• Inform vendors and event staff that they are to ensure event area is cleaned up.
Structural:	• Provide bins and bin liners at each vendor marquee.

Response Actions

Training:	• Communicate in staff briefings.
Administrative:	• Reinforce to attendees with signage around the event location area. • Employ cleaning staff to keep the area clean.
Structural:	• Provide adequate waste management facilities at event site and venue.

Resource Requirements:	• Adequate bins and cleaning staff.

Responsibilities:	• EM, LGA, SM • Bin management crew • Contractor to supply skip bins at venues sites.

Timing:	• Bins to be in place by day of event at venue.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event and empty if necessary.

4.3 RISK ACTION PLAN – Animal/Native Fauna

ITEM:	• **Human Behaviours – Venues** • **Animals/Native Fauna (Extreme)**

Preventative Actions

Training:	• Provide instructions for all event staff that native fauna may be affected by the event and to monitor and communicate any incidents to EM.
Administrative:	• Conduct orientation nights for event staff prior to the event. • Monitor any animals or native fauna concerns around the event venue.
Structural:	• Fencing around the event site to contain attendees and keep animals out.

Response Actions

Training:	• N/A
Administrative:	• Monitor any animals or native fauna concerns around the event venue through out the day. • Contact ranger services if problem arises.
Structural:	• N/A

Resource Requirements:	• Event staff • Signage

Responsibilities:	• VM • LGA: Ranger Services upon information provided

Timing:	• Throughout the event

Reporting:	• Event Manager to LGA ranger

Monitoring:	• Monitor during event

4.4 RISK ACTION PLAN – Broken Glass

ITEM:	• **Human Behaviours – Venues** • **Broken Glass (Medium)**

Preventative Actions

Training:	• Provide instructions for all event staff to report any of these hazards.
Administrative:	• No glass containers for food or beverages to be sold at the event. • No glass containers allowed to be brought into the venue by attendees. • Provide rubber surgical gloves for event crew as PPE.
Structural:	• Bins, rakes, gloves, dustpans.

Response Actions

Training:	• Event crew informed of their responsibilities in respect of cleaning these hazards.
Administrative:	• N/A
Structural:	• Provide sharps container and adequate cleaning equipment.

Resource Requirements:	• Sharps container, protective equipment and security checks at the gate.

Responsibilities:	• EM, VM & SEC.

Timing:	• Monitor at event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event.

4.5 RISK ACTION PLAN – Sharps

ITEM:	• **Human Behaviours – Venues** • **Sharps (Low)**

Preventative Actions

Training:	• Provide instructions for all event staff to report any of these hazards.
Administrative:	• Conduct orientation nights for event staff prior to the event. • Conduct bag searches by security upon entry. • Provide rubber surgical gloves for event crew as PPE.
Structural:	• Sharps containers.

Response Actions

Training:	• Event crew informed of their responsibilities in respect of cleaning and confiscating these hazards.
Administrative:	• N/A
Structural:	• Provide sharps container.

Resource Requirements:	• Sharps container, protective equipment and security checks at the gate

Responsibilities:	• EM, VM & SEC

Timing:	• Monitor at event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event.

4.6 RISK ACTION PLAN – Food Contamination

ITEM:	• **Human Behaviours – Venues** • **Food Contamination (Medium)**

Preventative Actions

Training:	• Provide information to all food vendors to contact LGA representative at least 30 days before the event for certification.
Administrative:	• Send information to food vendors 6 weeks prior to event or as soon as possible in instances of last minute stand ins or additions. • Obtain PLI COC and Food Act Certificate of Registration from all food vendors prior to event.
Structural:	• Bins and liners for food vendor areas.

Response Actions

Training:	• N/A
Administrative:	• LGA inspectors to follow up with vendors.
Structural:	• LGA inspectors to examine vendors on event day to ensure compliance with regulations.

Resource Requirements:	• Bins and liners located at Food Vendor area on venues sites.

Responsibilities:	• EM, VM & LGA

Timing:	• Throughout event day.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event.

4.7 RISK ACTION PLAN – Threatening Calls

ITEM:	• **Human Behaviours – Venues** • **Threatening Calls (Low)**

Preventative Actions

Training:	• Instruct all event staff and event crew to report any such calls to police or event manager.
Administrative:	• Included in orientation notes to events staff.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Contact Police Operations Centre (Duns, Bsn, Mgr)
Structural:	• N/A

Resource Requirements:	• Contact details of police contacts.

Responsibilities:	• WAPOL, EM & VM

Timing:	• Throughout event day.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event.

4.8 RISK ACTION PLAN – Lost Participant

ITEM:	• **Human Behaviours – Venues** • **Lost Participants (Medium)**

Preventative Actions

Training:	• Instruct all event staff and crew of the procedures for lost participants.
Administrative:	• Set up info point where all lost participants are brought to and anyone looking for a lost participant is directed to.
Structural:	• Info point tent.

Response Actions

Training:	• Instruct all event staff and crew of the procedures for lost participants.
Administrative:	• Radio call out with a description of the lost participant. • Anyone looking for a lost participant is directed to the info point to wait. • Security and staff keep an eye out for the lost participant and bring them to the info point if found.
Structural:	• Info point tent.

Resource Requirements:	• Info point tent.

Responsibilities:	• WAPOL & EM

Timing:	• Throughout event day.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event.

4.9 RISK ACTION PLAN – Ambush Marketing

ITEM:	• **Human Behaviours – Venues** • **Ambush Marketing (Medium)**

Preventative Actions

Training:	• Brief event staff to report suspicious behaviour to event manager.
Administrative:	• Ensure all staff are aware of who the sponsors are and what material is acceptable to be brought in.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Report to security arrange escort from event venue. • Bag check upon entry.
Structural:	• N/A

Resource Requirements:	• Event staff. • LGA ranger.

Responsibilities:	• EM, VM & LGA

Timing:	• Throughout event day.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event and assist when possible.

4.10 RISK ACTION PLAN – Excessive Noise

ITEM:	• **Human Behaviours – Venues** • **Excessive Noise (High)**

Preventative Actions

Training:	• N/A
Administrative:	• Eco Acoustics to manage installation and levels. • On site sound engineers monitoring sound levels. • Notification of event sent out to surrounding areas.
Structural:	• Site setup to minimise excessive noise directed at residential areas

Response Actions

Training:	• Trained and accredited sound engineers on site
Administrative:	• Sound technician to manage and monitor for noise pollution. • Noise complaints hotline set up for residents to contact.
Structural:	

Resource Requirements:	• Sound Engineer and monitoring equipment.

Responsibilities:	• EM, VM & LGA • Sound contractor.

Timing:	• Throughout event day.

Reporting:	• Post event analysis.

Monitoring:	• Eco Acoustics (Francis Pendergast)

4.11 RISK ACTION PLAN – Intoxicated Patrons

ITEM:	• **Human Behaviours – Venues** • **Intoxicated Patron (Extreme)**

Preventative Actions

Training:	• On site ambulance and first aid and security staff trained • All bar staff to have a current RSA
Administrative:	• Event manager and ambulance staff to be briefed prior • Maximum of four drinks per person served at the bar. • RSA marshals roaming the crowd and checking on any patron that needs assistance.
Structural:	• First Aid tent and Ambulance on site

Response Actions

Training:	• First Aid accreditation
Administrative:	• Event manager to ensure they are up to date and staff are up to date with training and procedures
Structural:	• First Aid tent and ambulance if necessary

Resource Requirements:	• St Johns Ambulance on site and personnel

Responsibilities:	• EM, SEC, SJA & WAPOL

Timing:	• Throughout event and after.

Reporting:	• Post event analysis.

Monitoring:	• Monitor during event.

4.12 RE-ASSESED RISK ACTION PLAN 1 – Human Behaviour

RISK		AREA OF IMPACT									
Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
HUMAN BEHAVIOUR	VENUES										
	Asset damage							B	2	HIGH	EM/LGA/Sec
	Litter							C	2	MEDIUM	EM/LGA
	Animals/native fauna							D	3	MEDIUM	LGA
	Broken glass							D	3	MEDIUM	LGA
	Sharps							D	2	LOW	EM/SEC
	Food contamination							E	3	LOW	EM/LGA
	Threatening Calls							E	1	LOW	WAPOL/EM
	Lost participants							D	1	LOW	
	Ambush marketing							D	2	LOW	EM/LGA
	Excessive noise							D	2	LOW	EM/LGA
	Drug/Alcohol induced patrons							A	3	EXTREME	EM/SEC/SJA/WAPOL

5.0 RISK ACTION PLAN 2 – Physical Hazards & Vehicular Traffic

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
PHYSICAL HAZARDS	VENUES										
	Crush injuries							C	4	EXTREME	WAPS/EM/SMA/SJA
	Fire							C	5	EXTREME	EM/WAPOLS/LGA/SMA/DFES/VM
VEHICULAR TRAFFIC	VENUES										
	Lack of Parking							C	2	MEDIUM	EM/LGA/TM/VM
	Illegal Parking /Obstructing							B	3	EXTREME	EM/LGA, TM
	Traffic congestion							B	2	HIGH	WAPOL/EM/TM
	Traffic crash							C	3	HIGH	EM/LGA/WAPOL/SJA
	Emergency service access							D	2	LOW	MRWA/EM/VM/SJA
	Wet parking area							D	2	LOW	TM, EM, LGA, VM
	Car becoming stuck							D	2	LOW	TM, EM, LGA, VM

5.1 RISK ACTION PLAN – Crush Injuries

ITEM:	• **Physical Hazards – Venues** • **Crush Injuries (Extreme)**

Preventative Actions

Training:	• All staff trained in crowding response procedures.
Administrative:	• No moshing or crowding allowed in any areas. • Communicate that this is a seated event
Structural:	• Crowd control barriers, signage rope and tape, signs.

Response Actions

Training:	• First Aid trained event crew
Administrative:	• Security and event staff to monitor crowds.
Structural:	• Crowd control barriers not joined.

Resource Requirements:	• Security and event staff.

Responsibilities:	• WAPOL, EM, VM, SEC & SJA

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

5.2 RISK ACTION PLAN – Fire

ITEM:	• **Physical Hazards – Venues** • **Fire (Extreme)**

Preventative Actions

Training:	• Educate all staff on emergency procedures and assembly points.
Administrative:	• Lee Walker on site fire management and specific fire management plan in place. • Smoking restricted to one area of the festival. • No aerosols or highly flammable products allowed into the site. • Emergency evacuation procedures and assembly points created prior to event. • Fire station aware and on standby through event
Structural:	• Assembly point area.

Response Actions

Training:	• Fire management crew on site
Administrative:	• At the time of the fire, event manager notified and respective support groups to be advised, manage and contain fire with venue manager. • Clear area around structure using barriers, cones. • Notify DFES, 000 and Police. • Standard emergency services operating procedures. • Lee Walker on site fire manager • Emergency evacuation of site if required.
Structural:	• Assembly point area.

Resource Requirements:	• Police and emergency services.

Responsibilities:	• EM, VM, WAPOL, DFES, LGA

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

5.3 RISK ACTION PLAN – Lack of Parking

ITEM:	• **Vehicle Traffic – Venues** • **Lack of Parking (Medium)**

Preventative Actions

Training:	• Onsite traffic management crew
Administrative:	• Arrange marshal support for car parking area. • Increase of parking information and notification. • Alternative overflow car park available
Structural:	• Signage for parking areas.

Response Actions

Training:	• Onsite traffic management team coordinating parking
Administrative:	• Promotional information on parking.
Structural:	• Signage, cones, pickets and bunting.

Resource Requirements:	• Event staff. • Parking signage.

Responsibilities:	• EM, VM • LGA • TM

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor throughout event.

5.4 RISK ACTION PLAN – Illegal Parking/Obstructing

ITEM:	• **Vehicle Traffic – Venues** • **Illegal parking/obstructing (Extreme)**

Preventative Actions

Training:	• Traffic management crew on site
Administrative:	• Arrange for the use of extra parking in certain EXTREME use areas. • Arrange marshal support for car parking area.
Structural:	• Signage for parking areas.

Response Actions

Training:	• Traffic management crew coordinating parking etc
Administrative:	• LGA to manage no parking areas.
Structural:	• Two vehicles where necessary.

Resource Requirements:	• Events staff. • No parking signage.

Responsibilities:	• EM, VM • LGA • TM

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

5.5 RISK ACTION PLAN – Traffic Congestion

ITEM:	• **Vehicle Traffic – Venues** • **Traffic Congestion (High)**

Preventative Actions

Training:	• Instruct event staff, LGA and police on traffic management plan.
Administrative:	• Pre event notification in specific areas. • Traffic management plan.
Structural:	• Traffic control signage for TMP. • Use of barriers, cones and plastics barriers. • Use event staff and police presence to control roads.

Response Actions

Training:	• On site traffic management crew coordinating
Administrative:	• All stakeholders follow the traffic plan formulated for the event.
Structural:	• N/A

Resource Requirements:	• Traffic management plan.

Responsibilities:	• EM, VM • WAPOL • TM • LGA

Timing:	• From start of event to finish of event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

5.6 RISK ACTION PLAN – Traffic Crash

ITEM:	• **Vehicle Traffic – Venues** • **Traffic Crash (High)**

Preventative Actions

Training:	• First Aid crew, traffic management crew
Administrative:	• Pre event notification to emergency services. • Lee Walker (traffic manager)
Structural:	• Barriers, signs and road cones.

Response Actions

Training:	• First Aid team members, ambulance and fire truck on call or on site
Administrative:	• Standard emergency services operating procedures.
Structural:	• N/A

Resource Requirements:	• Emergency services to manage as required.

Responsibilities:	• EM, VM • LGA • TM, DFES, SJA, SEC

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

5.7 RISK ACTION PLAN – Emergency Service Access

ITEM:	• **Vehicle Traffic – Venues** • **Emergency Services Access (Low)**

Preventative Actions

Training:	• N/A
Administrative:	• Informative documentation provided to all emergency services. • Copy of traffic management plan available to all emergency services.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• On an "as needs" basis the road closures and event are scaled to suit DFES requirements. • Standard emergency services operating procedures. • Lee Walker
Structural:	• N/A

Resource Requirements:	• Traffic management plan to be supplied to FESA pre event.

Responsibilities:	• EM, VM • MRWA, LGA • SJA, TM

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

5.8 RISK ACTION PLAN – Risk of Wet Parking Area

ITEM:	• **Vehicle Traffic – Venues** • **Risk of Wet Parking Area (Low)**

Preventative Actions

Training:	• Parking and traffic management crew coordinating
Administrative:	• Mitigation to specify alternative location for parking • More volunteer and staff stationed at parking location to ensure traffic and cars are parking in correct area and safely.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Event manager and head of volunteer staff need to monitor how many cars are coming in and state of car park prior to event. • Closing parking area if required and have staff directing cars to alternative parking area.
Structural:	• N/A

Resource Requirements:	• Traffic management plan to be supplied to DFES pre event.

Responsibilities:	• EM, VM • LGA, TM

Timing:	• Pre event and throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor before and on the day.

5.9 RISK ACTION PLAN – Cars Becoming Stuck in Muddy Ground

ITEM:	• **Vehicle Traffic – Venues** • **Cars becoming stuck in muddy ground (Low)**

Preventative Actions

Training:	• N/A
Administrative:	• Volunteer personnel made aware of the issue and must alert event staff. • On site 4 wheel drive to assist
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Event Manager and venue manager arrange for tractor to be on standby. • Lee Walker (Traffic manager)
Structural:	• N/A

Resource Requirements:	• Traffic management plan to be supplied to FESA pre event.

Responsibilities:	• EM, VM • LGA • TM

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

5.10 RE-ASSESED RISK ACTION PLAN 2 – Physical Hazards & Vehicular Traffic

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
PHYSICAL HAZARDS	VENUES										
	Crush injuries		■				■	D	3	MEDIUM	WAPS/EM/SMA/SJA
	Fire	■	■	■	■	■	■	D	3	MEDIUM	EM/WAPOLS/LGA/SMA/DFES/VM
VEHICULAR TRAFFIC	VENUES										
	Lack of Parking		■			■	■	D	1	LOW	EM/LGA
	Illegal Parking /Obstructing	■	■	■		■	■	D	2	LOW	EM/LGA
	Traffic congestion	■	■	■	■		■	C	1	LOW	WAPS
	Traffic crash	■		■		■	■	D	2	LOW	EM/LGA
	Emergency service access					■		E	2	LOW	MRWA
	Wet parking area				■	■	■	D	1	LOW	TM, EM, LGA, VM
	Car becoming stuck	■	■		■	■	■	D	1	LOW	TM, EM, LGA, VM

6.0 RISK ACTION PLAN 3 – Technical/Logistics/Equipment & Public Utilities

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
TECHNICAL/ LOGISTICS/ EQUIPMENT	VENUES										
	Communications failure							D	2	LOW	EM
	Power failure							E	2	LOW	EM, SM
	Sound equipment failure							E	2	LOW	EM
	Structural collapse							E	4	HIGH	EM/WAPOL/LGA
	Electric Shock							E	4	HIGH	EM/SJA
	Rain on P.A Gear							D	2	LOW	EM/SM/LGA
	Tripping over cables							C	2	MEDIUM	EM
	Lack of toilet facilities							D	2	LOW	EM/LGA
	Venue water contamination							E	4	HIGH	EM/LGA
PUBLIC UTILITY	Toilet failure							E	2	LOW	EM
	Reticulation							E	2	LOW	EM/LGA

6.1 RISK ACTION PLAN – Communication Failure

ITEM:	• **Technical Logistics – Venues** • **Communication Failure (Low)**

Preventative Actions

Training:	• N/A
Administrative:	• Arrange for key staff communication network VHF radios. • Arrange mobile phone contact list of all involved.
Structural:	• N/A

Response Actions

Training:	• Checkpoint staff event orientation.
Administrative:	• Site operations communication network VHF radios • Mobile phone contact list of all involved. • Naandi Skinner & Ross Macpherson
Structural:	• N/A

Resource Requirements:	• Radio network. • Mobile phones.

Responsibilities:	• EM

Timing:	• Beginning to end of event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

6.2 RISK ACTION PLAN – Power Failure

ITEM:	• **Technical Logistics – Venues** • **Power Failure (Low)**

Preventative Actions

Training:	• Site manager aware of how to use generators
Administrative:	• Arrange for generator at venue plus mains power.
Structural:	• Generator backup

Response Actions

Training:	• Onsite electrical engineer
Administrative:	• Use back – up generator located at venues area.
Structural:	• Generator

Resource Requirements:	• Generator suppliers. • Technician and electrician onsite through concert

Responsibilities:	• EM & Electrician • SM

Timing:	• Throughout event day/night

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day.

6.3 RISK ACTION PLAN – Sound Equipment Failure

ITEM:	• **Technical Logistics – Venues** • **Sound Equipment Failure (Low)**

Preventative Actions

Training:	• Onsite technician and specialists
Administrative:	• Arrange P.A system.
Structural:	• N/A

Response Actions

Training:	• Onsite technician and specialists
Administrative:	• Onsite technician and specialist to assess and fix any problem.
Structural:	• N/A

Resource Requirements:	• Contracted P.A system.

Responsibilities:	• EM, VM, SM • Electrician and contractors

Timing:	• Throughout event

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by sound contractor, event manager and venue manager.

6.4 RISK ACTION PLAN – Structural Collapse

ITEM:	• **Technical Logistics – Venues** • **Structural Collapse (High)**

Preventative Actions

Training:	• Stage techs, sounds techs, event crew and ambulance staff
Administrative:	• Engineers certificate for all structures. • Engineer advise of wind speed limit and event cancelled or delayed if winds reach that point
Structural:	• Sufficient ground anchorage points on all structures. • Anchorage points selected and installed to meet requirements for the ground/soil conditions.

Response Actions

Training:	• N/A
Administrative:	• Medical personnel at event area. • Emergency services notified.
Structural:	• N/A

Resource Requirements:	• Marquee contractor. • Medical Personnel (if required).

Responsibilities:	• EM, VM, SM • WAPOL, SJA, LGA • Contractors

Timing:	• Beginning to end of event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by event staff.

6.5 RISK ACTION PLAN – Electrical Shock

ITEM:	• **Technical Logistics – Venues** • **Electrical Shock (High)**

Preventative Actions

Training:	• Event staff instructed on orientation that they must not allow any persons to handle the electrical generators or distribution boards. The venue manager will be the ONLY authorized person to use this equipment or electricians.
Administrative:	• Electrical certification required for all major electrical appliances.
Structural:	• Isolate generator/fence –in.

Response Actions

Training:	• N/A
Administrative:	• Medical personnel present. • Electrician on site to fix electrical faults. • Partial or full evacuation of site if required.
Structural:	• N/A

Resource Requirements:	• Electrician on site.

Responsibilities:	• EM • SJA • Electrician

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by event manager and event staff.

6.6 RISK ACTION PLAN – Rain on PA Gear

ITEM:	• **Technical Logistics – Venues** • **Rain on P.A Gear (Low)**

Preventative Actions

Training:	• N/A
Administrative:	• Mitigate by having marquee on standby to cover equipment • Backstage crew made aware of the issue and alert Event manager of the issue.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Stage/sound technician to manage and monitor rain as well as backstage crew
Structural:	• Marquee tent

Resource Requirements:	• Contracted P.A systems. • Marquee tent

Responsibilities:	• EM, SM • LGA • Contractors

Timing:	• Throughout event. • Prior to event

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by sound contractor and event manager as well as day of set up of P.A system

6.7 RISK ACTION PLAN – Tripping Over Cables

ITEM:	• **Technical Logistics – Venues** • **Tripping over cables (Medium)**

Preventative Actions

Training:	• N/A
Administrative:	• Arrange to elevate all cables off ground where appropriate around event area, or place cable trays over ground running cables.
Structural:	• Arrange equipment and take to lower leads.

Response Actions

Training:	• N/A
Administrative:	• Sound technicians to manage their own leads. • All cables to be safely secured or covered by cable trays and vendors to be managed effectively. • Medical service on site if required.
Structural:	• N/A

Resource Requirements:	• Tape. • Law edger. • Fly posts/poles. • Cable shelters.

Responsibilities:	• EM, SM • Contractors

Timing:	• At least 24 hours prior to event kick off.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by all event crew.

6.8 RISK ACTION PLAN – Lack of Toilet Facilities

ITEM:	• **Technical Logistics – Venues** • **Lack of toilet facilities (Low)**

Preventative Actions

Training:	• N/A
Administrative:	• Contract hire company to provide toilets. • LGAs specify regulatory requirements.
Structural:	• Toilet blocks with appropriate materials and equipment

Response Actions

Training:	• Toilet suppliers and techs to be present
Administrative:	• Direct public to alternative facilities.
Structural:	• Provide location/directional signage.

Resource Requirements:	• Contractor to provide and implement toilets.

Responsibilities:	• EM, LGA • SM & contractors

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by toilet contractor and event staff.

6.9 RISK ACTION PLAN – Venue Water Contamination

ITEM:	• **Technical Logistics – Venues** • **Venue water contamination (High)**

Preventative Actions

Training:	• Venue to be approved by state laws
Administrative:	• Arrange for water tank to be brought in to event site.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Supply bottled or canned water to patrons instead.
Structural:	• N/A

Resource Requirements:	• Water supplier. • Technician on call.

Responsibilities:	• EM, VM, LGA

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by venue manager, water supplier.

6.10 RISK ACTION PLAN – Toilet Failure

ITEM:	• **Technical Logistics – Venues** • **Toilet Failure (Low)**

Preventative Actions

Training:	• On site toilet personnel
Administrative:	• Identify possible alternative facilities (venues). • Liaise with LGA.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Contact suppliers of to toilets to fix the issue. • Direct public to alternative facilities.
Structural:	• N/A

Resource Requirements:	• Back up with portables.

Responsibilities:	• EM, SM, VM • Contractors

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Monitor on the day by toilet supplier, venue manager and event manager.

6.11 RISK ACTION PLAN – Reticulation

ITEM:	• **Technical Logistics – Venues** • **Reticulation (Low)**

Preventative Actions

Training:	• N/A
Administrative:	• Reticulation/watering plan discussed with venue manager prior to event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Monitor on day and overnight before event. • Access reticulation controls if required.
Structural:	• N/A

Resource Requirements:	• Site plans with reticulation marked.

Responsibilities:	• EM, VM

Timing:	• 48 hours around event date.

Reporting:	• Post event analysis.

Monitoring:	• Pre and post event by venue manager.

6.12 RE-ASSESED RISK ACTION PLAN 3 – Technical/Logistics/Equipment & Public Utilities

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
TECHNICAL/ LOGISTICS/ EQUIPMENT	VENUES										
	Communications failure							D	1	LOW	EM
	Power failure							E	2	LOW	EM
	Sound equipment failure							E	2	LOW	EM
	Structural collapse							E	4	HIGH	EM/WAPOL/LGA
	Electric Shock							E	4	HIGH	EM/SJA
	Rain on P.A Gear							D	2	LOW	EM/SM/LGA
	Tripping over cables							D	2	LOW	EM
	Lack of toilet facilities							E	2	LOW	EM/LGA
	Venue water contamination							E	4	HIGH	EM/LGA
PUBLIC UTILITY	Toilet failure							E	1	LOW	EM
	Reticulation							E	2	LOW	EM/LGA

7.0 RISK ACTION PLAN 4 – ENVIRONMENT – Weather & Fire

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
ENVIRONMENT	VENUES										
WEATHER	Inclement weather							C	2	MEDIUM	EM/DFES/LGA
	Electrical storm							D	3	MEDIUM	EM/VM/SM
	Hail Storm							D	3	MEDIUM	EMVM/SM
FIRE	VENUES										
	Bush Fire/Smoke							E	2	LOW	EM/DFES/SM/TM /SJA

7.1 RISK ACTION PLAN – Inclement Weather

ITEM:	• **Environmental – Venues** • **Weather – Inclement Weather (Medium)**

Preventative Actions

Training:	• At orientation night all personnel advised of the long ranging weather report and to take appropriate precautions.
Administrative:	• Event manager advised of the cancellation of event if weather possesses the possibility of endangering any persons involved with the event. • Monitor Emergency WA Website www.emergency.wa.gov.au prior and during the event for any warnings and alerts that may impact on the event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Event director, police, stakeholders make decision cancellation at any time. • Public notification through media sponsors. • Initiate cancellation plan.
Structural:	• N/A

Resource Requirements:	• Radio announcements. • Event cancellation response plan.

Responsibilities:	• EM, VM, SM • DFES • LGA

Timing:	• Event day.

Reporting:	• Post event analysis.

Monitoring:	• Pre and post event by event director and event manager.

7.2 RISK ACTION PLAN – Electrical Storm

ITEM:	• **Environmental – Venues** • **Weather – Electrical Storm (Medium)**

Preventative Actions

Training:	• At orientation nights all personnel advised of the long-range weather report and to take appropriate precautions.
Administrative:	• Appropriate personnel advised of cancellation of event if weather poses the possibility of endangering any person involved with event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Event director, police and stakeholders make decision of cancellation at any time. • Public notification through media sponsors. • Initiate cancellation plan.
Structural:	• N/A

Resource Requirements:	• Constant update weather forecasts. • Cancellation response plan. • Radio announcements.

Responsibilities:	• EM, VM, SM

Timing:	• Prior to and throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Pre and post event by event manager and event director.

7.3 RISK ACTION PLAN – Hail Storm

ITEM:	• **Environmental – Venues** • **Weather – Hail Storm (Medium)**

Preventative Actions

Training:	• At orientation nights all personnel advised of the long- range weather report and to take appropriate precautions.
Administrative:	• Appropriate personnel advised of cancellation of event if weather poses the possibility of endangering any persons involved with the event. • Monitor Emergency WA Website www.emergency.wa.gov.au prior and during the event for any warnings and alerts that may impact on the event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Event manager, event director, police and stakeholders make decision to cancel at any time. • Public notification through media sponsors. • Initiate cancellation plan.
Structural:	• N/A

Resource Requirements:	• Update of weather forecasts. • Radio announcements. • Event cancellation response plan.

Responsibilities:	• EM, VM, SM

Timing:	• Prior to and throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Pre and post event by event manager and event director.

7.4 RISK ACTION PLAN – Bushfire/Smoke

ITEM:	• **Environmental – Venues** • **Fire – bushfire/smoke (Low)**

Preventative Actions

Training:	• At orientation nights, event staff informed to report any such fire or smoke.
Administrative:	• Ranger staff on duty throughout event. • Monitor Emergency WA Website www.emergency.wa.gov.au prior and during the event for any warnings and alerts that may impact on the event.
Structural:	• N/A

Response Actions

Training:	• Lee Walker on site to carry out fire crew necessary action
Administrative:	• Standard emergency services operating procedures.
Structural:	• N/A

Resource Requirements:	• Risk management and action plan.

Responsibilities:	• EM, VM, TM • DFES • SJA

Timing:	• Beginning to completion of event.

Reporting:	• Post event analysis.

Monitoring:	• Post event by venue manager, DFES, LGA rangers.

7.5 RE-ASSESSED RISK ACTION PLAN 4 – ENVIRONMENT – Weather & Fire

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
ENVIRONMENT	VENUES										
WEATHER	Inclement weather							C	2	MEDIUM	EM
	Electrical storm							D	3	MEDIUM	EM
	Hail Storm							D	3	MEDIUM	EM
FIRE	VENUES										
	Bush Fire/Smoke							E	2	LOW	EM/DFES

8.0 RISK ACTION PLAN 5 – ADMIN – Commercial/Legal, Approvals, Medical Incident

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
ADMINISTRATIVE											
COMMERCIAL/ LEGAL	Litigation – LGA's							D	3	MEDIUM	LGA/EM
	Litigation – Event Manager							D	3	MEDIUM	EM/LGA
APPROVALS	Event Venue/s							E	4	HIGH	EM/LGA
	Road Traffic							E	4	HIGH	EM/LGA
	Health & Catering							E	4	HIGH	EM/LGA
	Event not approved							E	3	MEDIUM	EM
	Funds not approved							E	3	MEDIUM	EM
	Event Cancelled							E	3	MEDIUM	EM/LGA/WAPOL
	Need to Reschedule							E	2	LOW	EM/LGA/WAPOL
MEDICAL INCIDENTS	VENUES										
	Drug Overdose							C	4	EXTREME	EM/SJA/SEC
	Alcohol Poisoning							C	4	EXTREME	EM/SJA/SEC
	Dehydration							D	2	LOW	EM/SJA/SEC
	Casualties							E	5	HIGH	EM/SJA/WAPOL/ LGA
	Covid-19 Outbreak							C	4	EXTREME	ALL

8.1 RISK ACTION PLAN – Litigation Against LGA's

ITEM:	• **Administrative – Commercial and Legal** • **Litigation against LGA's (Medium)**

Preventative Actions

Training:	• N/A
Administrative:	• Traffic management plan provided for event. • Risk management plan provided for event. • All LGA applications processes followed correctly. • Venue public liability in place.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• See preventative action re public liability
Structural:	• N/A

Resource Requirements:	• Legal representation.

Responsibilities:	• LGA • EM

Timing:	• Throughout the event.

Reporting:	• Post event analysis.

Monitoring:	• Post event by LGA / event director.

8.2 RISK ACTION PLAN – Litigation Against Event Manager

ITEM:	• **Administrative – Commercial and Legal** • **Litigation against Event Manager (Medium)**

Preventative Actions

Training:	• N/A
Administrative:	• Public liability in place.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• See preventative actions.
Structural:	• N/A

Resource Requirements:	• Legal representation.

Responsibilities:	• ED • EM

Timing:	• Throughout the event.

Reporting:	• Post event analysis.

Monitoring:	• Post event by event manager.

8.3 RISK ACTION PLAN – Lack of Approval – Event Venue

ITEM:	• **Administrative – Commercial and Legal** • **Lack of Approvals – Event Venues (High)**

Preventative Actions

Training:	• Compliance event manager
Administrative:	• Ensure approvals submitted 4 weeks before event. • Ensure approvals in place 2 weeks before event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Liaise with all stakeholders and authorities. • Amend event operation plan required.
Structural:	• N/A

Resource Requirements:	• Legal representative if required. • Response plan.

Responsibilities:	• TM, EM, VM SM • LGA

Timing:	• Applications and planning meeting 3 months before event. • Approval minimum of 2 weeks before event.

Reporting:	• Event manager to LGA's.

Monitoring:	• Pre event by event director.

8.4 RISK ACTION PLAN – Lack of Approvals – Road Traffic

ITEM:	• **Administrative – Approvals** • **Lack of Approvals – Road Traffic (High)**

Preventative Actions

Training:	• N/A
Administrative:	• Ensure approvals submitted 1 month before event. • Ensure approvals in place 2 weeks before event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Negotiate with LGA's where necessary. • Amend event operations plan if required.
Structural:	• N/A

Resource Requirements:	• Legal representative if required.

Responsibilities:	• EM • LGA

Timing:	• Applications and planning meeting 3 months before event. • Approval minimum of 2 weeks before event.

Reporting:	• Event manager to LGA's.

Monitoring:	• Pre event by event directors, event managers and LGA.

8.5 RISK ACTION PLAN – Lack of Approvals – Health and Catering

ITEM:	• **Administrative – Approvals** • **Lack of Approvals – Health and Catering (High)**

Preventative Actions

Training:	• N/A
Administrative:	• Ensure approvals submitted 1 month before event. • Ensure approvals in place 2 weeks before event. • Ensure all food and drink vendors have filled out and been approved for necessary trade
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Negotiate with LGA's where necessary. • Amend event operations plan if required.
Structural:	• N/A

Resource Requirements:	• Legal representative if required.

Responsibilities:	• EM • LGA

Timing:	• Applications and planning meeting 3 months before event. • Approval minimum of 2 weeks before event.

Reporting:	• Event manager to LGA's.

Monitoring:	• Pre event by event directors, event managers and LGA.

8.6 RISK ACTION PLAN – Event Not Approved

ITEM:	• **Administrative – Approvals** • **Event not approved (Medium)**

Preventative Actions

Training:	• N/A
Administrative:	• Promote best practice guidelines by providing: - Traffic management plan - Risk management plan - All processes are followed in accordance with requirements to conduct a major public event. • Ensure approvals submitted 1 month before event. • Ensure approvals in place 2 weeks before event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• In the event of approval being denied – pursue reason and negotiate with authority. • Worst case – cancel event and refund. • Implement necessary changes.
Structural:	• N/A

Resource Requirements:	• PR and legal response plan.

Responsibilities:	• EM • LGA

Timing:	• One month before event.

Reporting:	• Event manager to stakeholder.

Monitoring:	• Pre event by event director.

8.7 RISK ACTION PLAN – Funds Not Approved

ITEM:	• **Administrative – Approvals** • **Administrative – Funds not approved (Medium)**

Preventative Actions

Training:	• Compliance/event management training
Administrative:	• Compliance Officer to oversee and ensure approval is granted.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Promote best practice guidelines by providing: – Promotional and marketing opportunities – All processes are followed in accordance with requirements to conduct a major public event. – Implement changes in accordance with budget.
Structural:	• N/A

Resource Requirements:	• PR and legal response plan.

Responsibilities:	• EM, EM

Timing:	• Pre event.

Reporting:	• Event manager to stakeholder.

Monitoring:	• Pre event by event director.

8.8 RISK ACTION PLAN – Event Cancelled

ITEM:	• **Administrative – Approvals** • **Event Cancelled (Medium)**

Preventative Actions

Training:	• N/A
Administrative:	• Ensure all approvals are sought and gained. • Conduct planning meetings with authorities. • Ensure all appropriate plans are provided for the event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• PR response to inform public as to reasons for cancellation.
Structural:	• N/A

Resource Requirements:	• PR and legal response plan.

Responsibilities:	• EM, DM • WAPOL/LGA/DFES/SJA

Timing:	• Pre event.

Reporting:	• Event manager to stakeholders and media.

Monitoring:	• Pre event by event director.

8.9 RISK ACTION PLAN – Need to Reschedule

ITEM:	• **Administrative – Approvals** • **Need to Reschedule (Low)**

Preventative Actions

Training:	• N/A
Administrative:	• Ensure date of the next event is confirmed (as soon as possible) following the previous event, so that planning can commence. • Ensure all approvals are sought and gained. • Conduct planning meetings with authorities. • Ensure all marshaling requirements are met. • Ensure all appropriate plans are provided for the event.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• PR response as to reasons for necessity to reschedule.
Structural:	• N/A

Resource Requirements:	• PR response plan.

Responsibilities:	• EM, VM, SM, LGA, SJA, WAPOL, TM

Timing:	• 1 month after event.

Reporting:	• Event manager to stakeholders and event managers.

Monitoring:	• Cancellation of event by event directors.

8.10 RISK ACTION PLAN – Drug Overdose

ITEM:	• **Medical – Venues** • **Drug Overdose (Extreme)**

Preventative Actions

Training:	• Event staff instructed at induction that they should report any medical problems to event crew or other suitably qualified personnel for immediate action.
Administrative:	• Medical cover at event site via SJA.
Structural:	• Medical tent and ambulance present

Response Actions

Training:	• First aid training
Administrative:	• All key event crew senior first aid qualified. • Medical tent at event site.
Structural:	• Ambulance and medical tent

Resource Requirements:	• Medical personnel.

Responsibilities:	• EM, VM, SM, TM • SEC, WAPOL, SJA

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Post event by medical service team.

8.11 RISK ACTION PLAN – Alcohol Poisoning

ITEM:	• **Medical – Venues** • **Alcohol Poisoning (Extreme)**

Preventative Actions

Training:	• Event staff instructed at induction nights that they should report any medical problems to event crew or suitably qualified personnel for immediate action.
Administrative:	• All medical covers via SJA. • All bar staff have their RSA. • Maximum of 4 drinks per person served at the bar.
Structural:	• First aid post

Response Actions

Training:	• First aid training
Administrative:	• All key event crew senior first aid qualified. • Medical tent at event site.
Structural:	• Ambulance exits and first aid station

Resource Requirements:	• Medical personnel.

Responsibilities:	• BM, SM, TM, VM, EM • WAPOL, LGA, ADA • SJA

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Throughout event by medical service providers.

8.12 RISK ACTION PLAN – Dehydration

ITEM:	• **Medical – Venues** • **Dehydration (Low)**

Preventative Actions

Training:	• Event staff and all event staff instructed at induction that they should report any medical problems to event crew or other suitably qualified personnel for immediate action.
Administrative:	• Provide free water stations at event site.
Structural:	• Water station.

Response Actions

Training:	• First aid (basic)
Administrative:	• Medical staff and Ambulance.
Structural:	• Water stations and medical tent

Resource Requirements:	• Medical personnel and event staff.

Responsibilities:	• EM, SJA

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Event staff and medical service providers.

8.13 RISK ACTION PLAN – Casualties

ITEM:	• **Medical – Venues** • **Casualties (High)**

Preventative Actions

Training:	• Event staff instructed at induction that they should report any medical problems to event crew or other suitably qualified personnel for immediate action.
Administrative:	• Medical cover at event site via SJA.
Structural:	• Medical tent

Response Actions

Training:	• First aid
Administrative:	• Communicate throughout the event and at the information tent. • All key event crew senior first aid qualified. • Medical tent at event site.
Structural:	• Medical tent and ambulance

Resource Requirements:	• Medical personnel.

Responsibilities:	• EM, TM, VM, SM, BM • WAPOL, LGA, DFES

Timing:	• Throughout event.

Reporting:	• Post event analysis.

Monitoring:	• Post event by medical service team.

8.14 RISK ACTION PLAN – Covid19 Outbreak

ITEM:	• **Medical – Venues** • **COVID19 Outbreak (Extreme)**

Preventative Actions

Training:	• Event staff instructed at induction that they should report any medical problems to event crew or other suitably qualified personnel for immediate action.
Administrative:	• Medical cover at event site via SJA. • ALL staff must treat a fever or other symptoms of illness as an emergency • Covid specific procedures in place for dealing with a suspected case. • Physical distancing and good hand hygiene encouraged through staff and signage.
Structural:	• Medical tent

Response Actions

Training:	• First aid
Administrative:	• Communicate throughout the event and at the information tent. • All key event crew senior first aid qualified. • Medical tent at event site. • ALL event staff to evacuate patrons from event • Inform the Covid Hotline and WAPOL.
Structural:	• Medical tent and ambulance

Resource Requirements:	• Medical personnel. • Key event stakeholder, police, security

Responsibilities:	• EM, TM, VM, SM, BM, WAPOL, LGA, DFES

Timing:	• Throughout event and after event

Reporting:	• Post event analysis.

Monitoring:	• Post event by medical service team.

8.15 RE ASSESSED RISK ACTION PLAN 5 – ADMIN – Commercial/Legal, Approvals, Medical Incidents

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
ADMINISTRATIVE											
COMMERCIAL/ LEGAL	Litigation – LGA's							D	3	MEDIUM	LGA
APPROVALS	Litigation – Event Manager							D	3	MEDIUM	EM
	Event Venue/s							E	4	HIGH	EM
	Road Traffic							E	4	HIGH	EM
	Health & Catering							E	4	HIGH	EM/LGA
	Event not approved							E	3	MEDIUM	EM
	Funds not approved							E	3	MEDIUM	EM
	Event Cancelled							E	3	MEDIUM	EM/LGA/WAPOL
	Need to Reschedule							E	2	LOW	EM/LGA/WAPOL
MEDICAL INCIDENTS	VENUES										
	Drug Overdose							C	4	EXTREME	EM/SJA/SEC
	Alcohol Poisoning							C	4	EXTREME	EM/SJA/SEC
	Dehydration							D	2	LOW	EM/SJA/SEC
	Casualties							E	5	HIGH	EM/SJA/WAPOL/ LGA
	Covid-19 Outbreak							C	4	EXTREME	ALL

9.0 RISK ACTION PLAN 6 – Personnel

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
PERSONNEL	VENUES										
	Key personnel No-Show							E	4	HIGH	EM
	Contractor No-Show							E	3	MEDIUM	EM/LGA
	Volunteers No- Show							D	1	LOW	EM
	Forced redeployment of Emergency Service							E	4	HIGH	EM/DFES/SJA/WAPOL

9.1 RISK ACTION PLAN – Key Personnel No Show

ITEM:	• **Personnel – Venue** • **Key Personnel no show (high)**

Preventative Actions

Training:	• N/A
Administrative:	• Develop and use a set command structure. • Provide a copy of this structure to all stakeholders before event day. • Hold succession plan. • Have contact information of all staff.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Attempt to contact no show staff member. • Use reserve back up. • Initiate succession plan. • Cancel event in extreme cases.
Structural:	• N/A

Resource Requirements:	• Staff succession plan.
Responsibilities:	• EM, DM
Timing:	• As required on the day.
Reporting:	• Post event analysis.
Monitoring:	• Event director.

9.2 RISK ACTION PLAN – Contractors No Show

ITEM:	• **Personnel – Venue** • **Contractors – No Show (High)**

Preventative Actions

Training:	• N/A
Administrative:	• Obtain emergency contract phone numbers for key personnel. • Check arrangements on in the week leading up to the event. • Arrange for delivery of all resources and equipment material on week prior to event. • Establish resource requirements
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Contact LGA emergency contact. • Back up services. • Provide all contractors with bump in requirements.
Structural:	• N/A

Resource Requirements:	• Contractors contact list.

Responsibilities:	• EM, LGA

Timing:	• Over event period.

Reporting:	• Post event analysis.

Monitoring:	• Event manager and venue manager.

9.3 RISK ACTION PLAN – Volunteers No Show

ITEM:	• **Personnel – Venue** • **Volunteers No Show (Low)**

Preventative Actions

Training:	• Brief event staff.
Administrative:	• Ensure backup pool of volunteers to replace key event staff. • Identify minimum requirements for event staff.
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Redeploy to essential areas.
Structural:	• N/A

Resource Requirements:	• Additional volunteers.

Responsibilities:	• EM

Timing:	• Over event period.

Reporting:	• Post event analysis.

Monitoring:	• Event manager and venue manager.

9.4 RISK ACTION PLAN – Forced Deployment of Emergency Services

ITEM:	• **Personnel – Venue** • **Forced Deployment of Emergency Services (High)**

Preventative Actions

Training:	• N/A
Administrative:	• Obtain emergency contact phone numbers for key personnel. • Check arrangements on in the week leading up to the event. • Arrange for delivery of all resources and equipment material on week prior to event. • Establish resource requirements
Structural:	• N/A

Response Actions

Training:	• N/A
Administrative:	• Contact LGA emergency contact. • Back up services. • Provide all contractors with bump in requirements.
Structural:	• N/A

Resource Requirements:	• Contractors contact list.

Responsibilities:	• EM, DFES, SJA, WAPOL

Timing:	• Over event period.

Reporting:	• Post event analysis.

Monitoring:	• Event manager and venue manager.

9.5 RE ASSESSED RISK ACTION PLAN 6 – Personnel

Source	Description	Public	Participants	Local Community	Environment	LGA	Event Manager	Likelihood	Consequence	Priority	Responsible Org
PERSONNEL	VENUES										
	Key personnel No-Show							E	3	MEDIUM	EM
	Contractor No-Show							E	2	LOW	EM/LGA
	Volunteers No- Show							D	1	LOW	EM
	Forced redeployment of Emergency Service							E	4	HIGH	EM/DFES/SJA/WAPOL



THREE-DAY MUSIC FESTIVAL

SABINA RIVER FESTIVAL SITE, LOT 21 (64) ESPINOS ROAD, SABINA RIVER

EVENT TRANSPORT IMPACT ASSESSMENT

Final 2

Prepared by i3 consultants WA for

Macro Music

Three-day Music Festival | Sabina River Festival Site, Lot 21 (64) Espinos Road, Sabina River | Event Transport Impact Assessment

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Description

A Transport Impact Assessment for a 3-day music festival event for up to 12,000 patrons with 2,000 campsites, on-site parking with shuttle bus transport between Busselton, Dunsborough, Yallingup and Margaret River on Lot 21 (64) Espinos Road in the Sabina River locality within the City of Busselton local government area prepared in accordance with the WAPC Transport Impact Assessment Guidelines.

Client

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This is not an approved document unless certified below.

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1 SUMMARY

The key components of a *TIA* for a development proposal are to:

- assess the proposed internal transport networks with respect to accessibility, circulation, and safety for all modes, that is, vehicles, public transport, pedestrians, and cyclists (cyclists not relevant for this *TIA*),
- assess the level of transport integration between the development proposal and the surrounding land uses,
- determine the impacts of the traffic generated by the development proposal on the surrounding land uses, and
- determine the impacts of the traffic generated by the development proposal on the surrounding transport networks.

The *TIA* process has been used to reduce the impact of a three-day event attracting up to 12,000 patrons on the surrounding road network and major intersections on the Bussell Highway. Extensive use of event shuttle bus services and the staggering of arrivals and departures of campers through a ticketed permit system ensures that peak arrival and departure times are spread out over several hours.

This *TIA* has identified that all assessed intersections currently perform at a very good level with plenty of spare capacity and are able to accommodate the forecast increased volumes without changing this performance, with the exception of the right turn out of Sues Rd into Bussell Hwy during the Monday morning campers' departure peak hours prior to the construction of a roundabout at this intersection in 2023, as indicated in Figure 31 on page 48. It is therefore recommended that consideration is given to physically staggering car departures on the Monday to 200 per hour between 6 AM and 2 PM to reduce the potential for queuing and associated risk-taking occurring at the Bussell Hwy/ Sues Rd intersection on this day.

It is also recommended that an Event Traffic Management Plan is prepared and implemented that incorporates closures of Espinos Rd beyond the right turn into the event site for buses, cars, and taxis, and Goulden Rd just south of Piggott Rd with Local Access Only exceptions and that the intersection is monitored and, if necessary, controlled by traffic controllers with STOP/ SLOW bats should excessive queueing occur.

2 INTRODUCTION

This Transport Impact Assessment (*TIA*) report has been prepared in accordance with the WAPC publication *Transport Impact Assessment Guidelines* [2]. These guidelines indicate that a *TIA* is required for an entertainment venue with more than 1,000 persons, as shown in Table 1 below.

LAND USE	MODERATE IMPACT	HIGH IMPACT
	Transport Impact Statement required	Transport Impact Assessment required
	10 – 100 vehicle trips in the peak hour	> 100 vehicle trips in the peak hour
Residential	10–100 dwellings	>100 dwellings
Schools	10–100 students	>100 students
Entertainment venues, restaurants, etc.	100–1000 persons (seats) OR 200–2000 m² gross floor area	>1000 persons (seats) OR >2000 m² gross floor area
Fast food restaurants	50–500 m² gross floor area	>500 m² gross floor area
Food retail/Shopping centres with a significant food retail content	100–1000 m² gross floor area	>1000 m² gross floor area
Non-food retail	250–2500 m² gross floor area	>2500 m² gross floor area
Offices	500–5000 m² gross floor area	>5000 m² gross floor area
Service Station	1–7 refuelling positions	>7 refuelling positions
Industrial/Warehouse	1000–10,000 m² gross floor area	>10,000 m² gross floor area
Other Uses	Discuss with approving authority	Discuss with approving authority

Table 1 – Level of assessment required (Source Table 1: *WAPC Guidelines Vol 4*)

The proposal is an entertainment venue for a three-day music festival, including on-site camping, for up to 12,000 patrons.

The key components of a *TIA* for a development proposal are to:

- assess the proposed internal transport networks with respect to accessibility, circulation, and safety for all modes, that is, vehicles, public transport, pedestrians, and cyclists,
- assess the level of transport integration between the development and the surrounding land uses,
- determine the impacts of the traffic generated by the development on the surrounding land uses, and
- determine the impacts of the traffic generated by the development proposal on the surrounding transport networks.

The preparation of a *TIA* in accordance with the WAPC Guidelines is consistent with, and ensures compliance with, Clause 67(t) of the *Planning and Development (Local Planning Schemes) Regulations 2015* [3] which state *"due regard should be given to the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety"*.

The following sections have been prepared in a format that clearly identifies the items that are required to be assessed in a *TIA* and the responses and/ or assessments relative to these items. An additional item of 'Safety' has been included to ensure that safety issues are assessed and addressed at the planning, design, and approval stage.

Name of applicant and consultant.	Macro Music (**applicant**) and i3 consultants WA (**consultant**).
Development location and context.	Lot 21 Street Number 64 Espinos Road, Sabina River. Approximately 17 kms (15 min drive) southeast of Busselton and 230 kms (2.5 hr drive) south of Perth. The event site is located in a rural location, as shown in Figure 1 on page 8.
Brief description of development proposal.	It is proposed to configure the event site to host a three-day concert for up to 12,000 patrons. The **applicant** has indicated that the proposed event is expected to attract 6,000 campers across 2,000 sites. The campers are expected to arrive in 2,000 cars with a ticketing system that manages arrival times and numbers. It is anticipated that 1,000 cars would arrive between 9 AM and 6 PM on the Friday with the remaining 1,000 cars arriving between 8 AM and 12 noon on the Saturday. The remainder of patrons are expected to arrive as follows: • 4,000 via event shuttle buses from Margaret River, Dunsborough, Yallingup, Broadwater, and Busselton • 1,500 via 300 cars parking in day parking, and • 500 via taxi/ drop-off. The proposed layout of the site is shown in the development plan provided as Figure 2 on page 9.
Key issues	The identified transport issues are: • assess the proposed arrival and departure transport routes and networks with respect to accessibility, circulation, and safety for patrons arriving by car and camping on site, patrons arriving by car and parking on-site, patrons arriving by the event shuttle buses and patrons dropped off outside the site by taxis or private vehicles. • assess the level of transport integration between the event and the surrounding land uses, • determine the impacts of the traffic generated by the event on the surrounding land uses, and • determine the impacts of the traffic generated by the event on the surrounding transport networks, particularly the five key intersections of: Espinos Rd/ Goulden Rd/ Piggott Rd/ Yoongarillup Rd, Espinos Rd/ Sues Rd, Sues Rd/ Vasse Hwy, Bussell Hwy/ Sues Rd (including the proposed roundabout in 2023), and Bussell Hwy/ Vasse Hwy.

Key issues (cont...)

Lot 21 is zoned 'Rural' in the *City of Busselton Local Planning Scheme 21* (*LPS21*) [4].

There are no known previous planning reports for the event site or land in the vicinity of the event site and no known planning proposals for the site. A Tree Farm at 81 Espinos Rd was approved by the City of Busselton in 2019 (DA19/0690). It is unlikely that this required a Transport Impact Statement.

An extract from the *LPS21* Zone Map showing the event location is provided as Figure 3 on page 10.

Background information

The **applicant** is very experienced with hosting these events, having hosted the 'Good Day Sunshine Music Festival' in Busselton that featured the world's first rotating stage to provide a COVID-safe event for 5,000 patrons in October 2020.

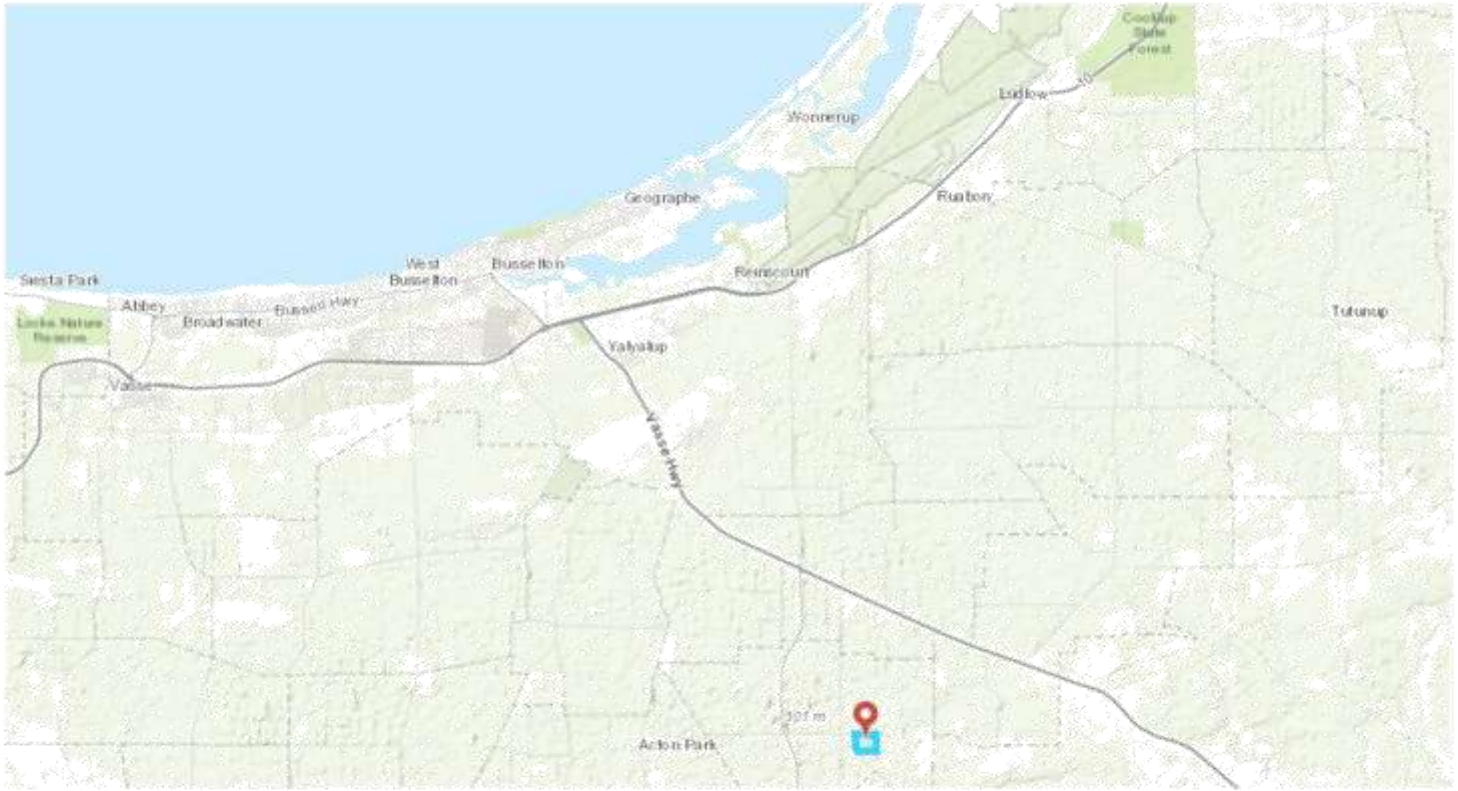


Figure 1 – Development location and context



Figure 2 – Development plan

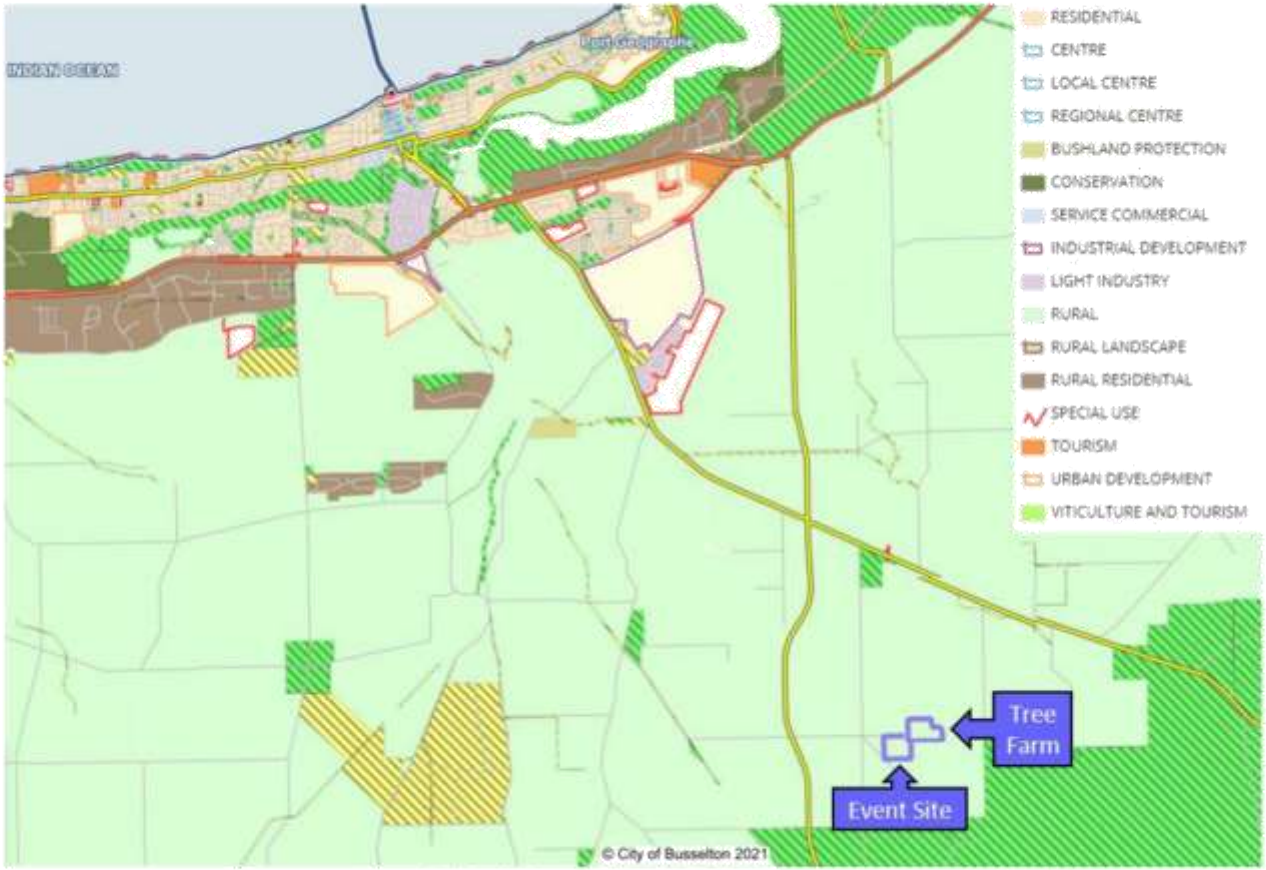


Figure 3 – Event site and zoning under City of Busselton LPS3

3 EXISTING SITUATION

Existing site uses.	The event site is a 20-ha rural site with a 410 m frontage to Espinos Rd and a 10 m frontage to Piggott Rd. The site contains 2 residential dwellings (1 x 4 bed/ 1 bath and 1 x 3 bed/ 1 bath), with the Main House off Espinos Rd and the second dwelling off Piggott Rd. There are five large paddocks and several smaller paddocks with water points and outbuildings, including a horse arena, storage/ machinery shed, hay shed, stable and cattle runs. Both residences are currently vacant.
Existing parking and demand.	There are covered parking areas/ sheds for up to four cars and plenty of on-site space for additional vehicles.
Existing access arrangements	The Main House is accessed off Espinos Rd via an 8 m unsealed crossover and 4.5 m wide unsealed access driveway, 285 m east of the Espinos Rd/ Goulden Rd/ Yoongarillup Rd intersection. The second dwelling is accessed off Piggott Rd via an 8 m wide sealed crossover and 6 m wide unsealed access driveway.
Existing site traffic.	The existing residences on site are vacant. They would be expected to generate up to 8 trips per day per dwelling when occupied.
Surrounding land uses.	Surrounding land use is predominantly farm land, including tree farms. There is an extractive industry (quarry) business operating approximately 1 km southwest of the event site.
Surrounding road network.	The closest roads to the event site are Espinos Rd, Yoongarillup Rd, Goulden Rd and Piggott Rd. Espinos Rd is a no through road that ends 680 m east of the access to the Main House at the access to a tree farm. The nearest distributor roads are Sues Rd and Vasse Hwy, both of which provide a link to Bussell Hwy. These roads are shown in the road hierarchy plan provided as Figure 4 on page 13.
Traffic management on frontage roads.	Espinos Rd is a 5 m wide unsealed road with no traffic management other than guideposts. Piggott Rd is a 7 m wide sealed road with no traffic management other than guideposts.
Traffic flows on surrounding roads.	The latest available Average Monday to Sunday Daily Traffic volumes and percentage of heavy vehicles is shown in Figure 4 on page 13. More data from these sites is used and shown in the analysis of transport networks in **Section 6** of this report.
Traffic flows at major and/ or impacted intersections.	Traffic flows at major and impacted intersections are shown in the analysis of transport networks in **Section 6** of this report.

Operation of surrounding intersections.	The operation of the existing surrounding intersections is shown in the analysis of transport networks in **Section 6** of this report as this allows for a comparison between existing and forecast volumes and intersection performance to be seen side by side.
Existing pedestrian/ cycle networks.	There is no existing pedestrian or cycle network between Busselton and the event site due to its rural location. The existing pedestrian and cycle network is shown in Figure 5 on page 14.
Crash data.	There have been 1,300 road crashes in the City of Busselton local government area in the five-year period ending 31st December 2020. This includes 18 fatal crashes and 252 injury crashes. The remaining 1,030 crashes resulted in property damage only. A plot of the fatal and injury crash locations in the vicinity of the event site, Busselton town and the routes to and from the event site is shown in Figure 6 on page 15. A plot of the fatal and injury crash locations in the vicinity of the event site and the routes to and from Bussell Highway is provided as Figure 7 on page 16. This show that there have been six reported injury crashes on these roads. A more detailed assessment of the crash record and the impact of this on the safety performance of the road and intersections during the event is included in **Section 7** of this report.

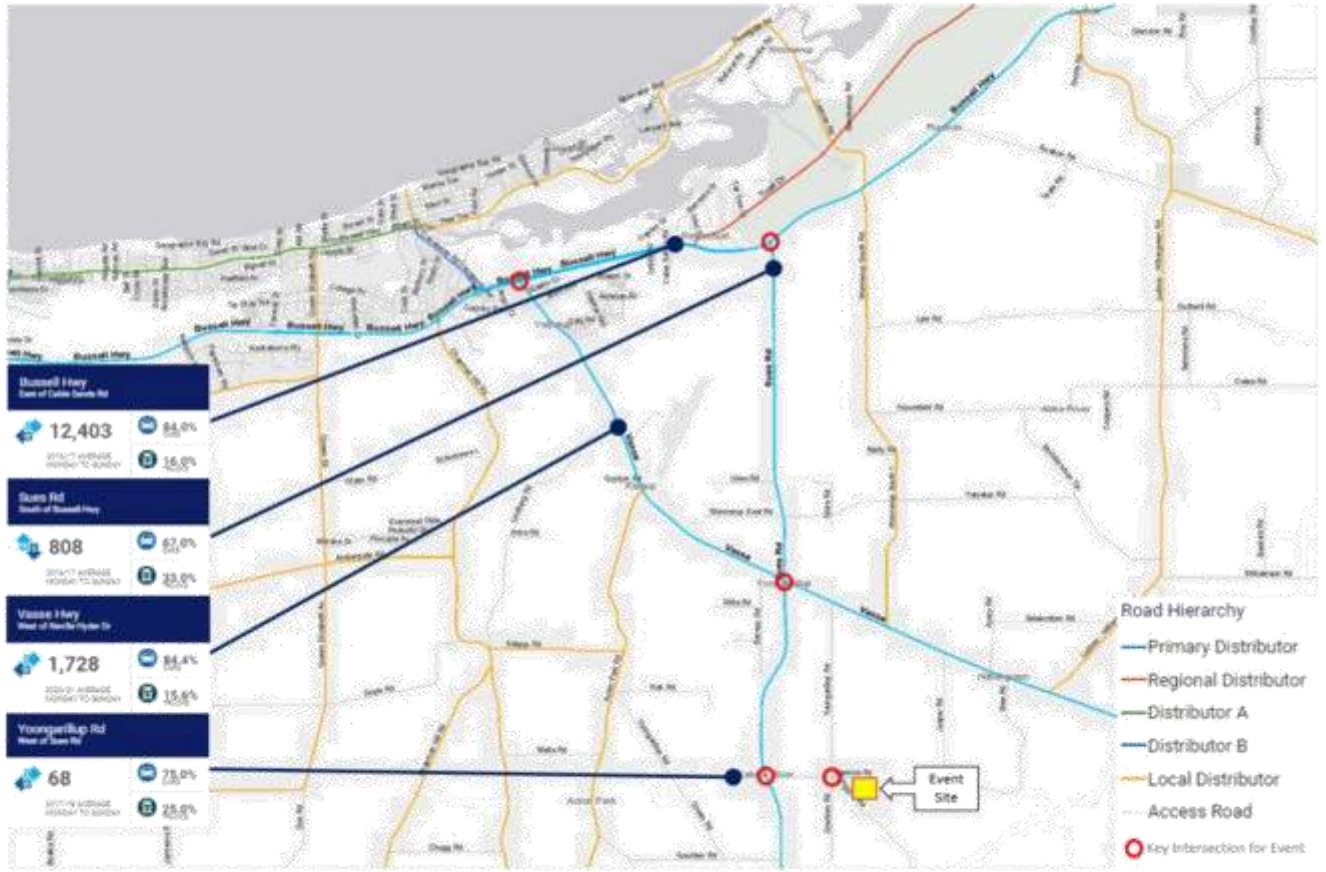


Figure 4 – Surrounding road network, hierarchy, key intersections, and nearest available traffic data (Average Monday to Sunday Daily Volumes and % Heavy Vehicles)

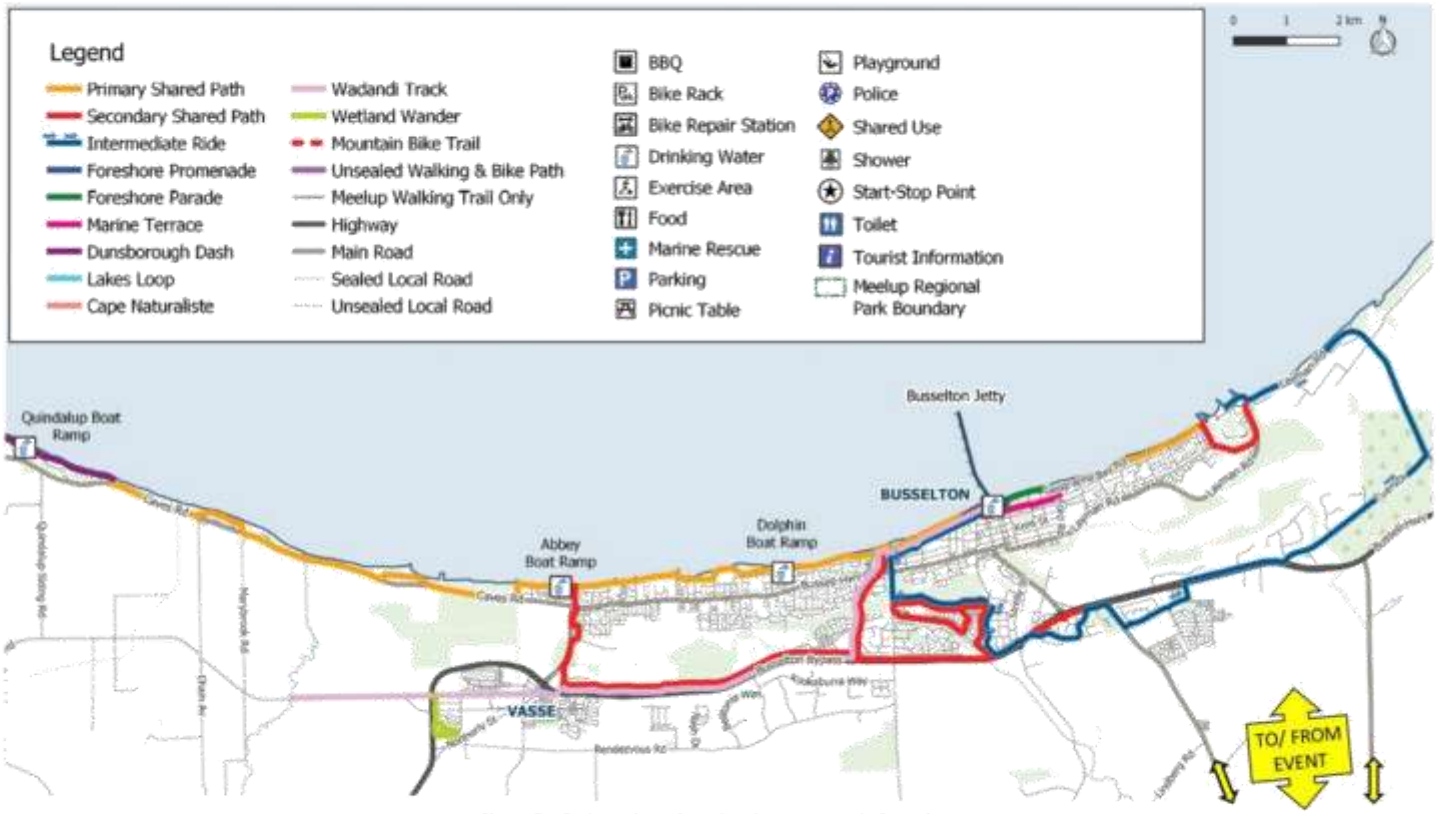


Figure 5 – Path, cycle path and cycle route map in Busselton

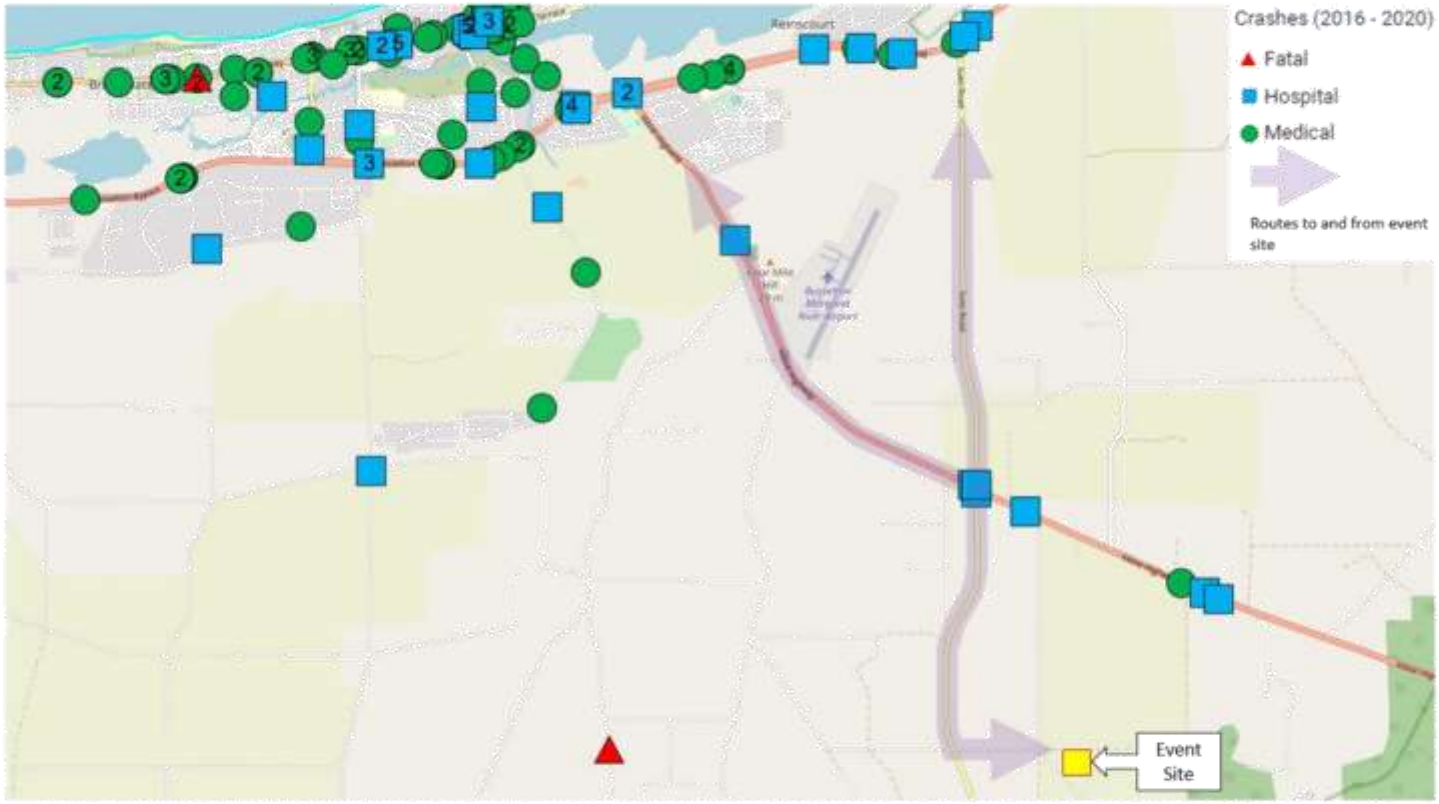


Figure 6 – Fatal and Injury Crashes in vicinity of event site and Busselton in the five-year period ending 31 December 2020 showing the routes to and from the event site

Event Transport Impact Assessment
Three-day Music Festival, Sabina River Festival Site, Lot 21 (64) Espinos Road, Sabina River
Prepared for Macro Music

Crash Reports

Road Details	M081 (Sues Rd) (0.06 to 10.67); 2050027 (Yoongurlup Rd) (3.88 to 5.14); 2050083 (Espinos Rd) (0 to 0.82); 2050084 (Piggott Rd) (0 to 0.59); M008 (Vasse) (0 to 8.2)
Date Range	02/01/16 to 31/12/20

Severity	Date	Time	Nature	RUM Code	Crash Number
M008 - VASSE					
Hospital	2016-03-28	12:27	Hit Object	72	2016108706
Hospital	2018-03-23	23:15	Hit Object	82	2018037533
Hospital	2018-03-22	23:15	Hit Object	77	2018014923
Hospital	2020-09-25	12:05	Right Angle	14	2020821292
H043 - BUSSELL HWY					
Hospital	2017-10-19	16:10	Right Angle	14	2017391850
Medical	2019-06-14	10:00	Rear End	32	2019161714

Total:6

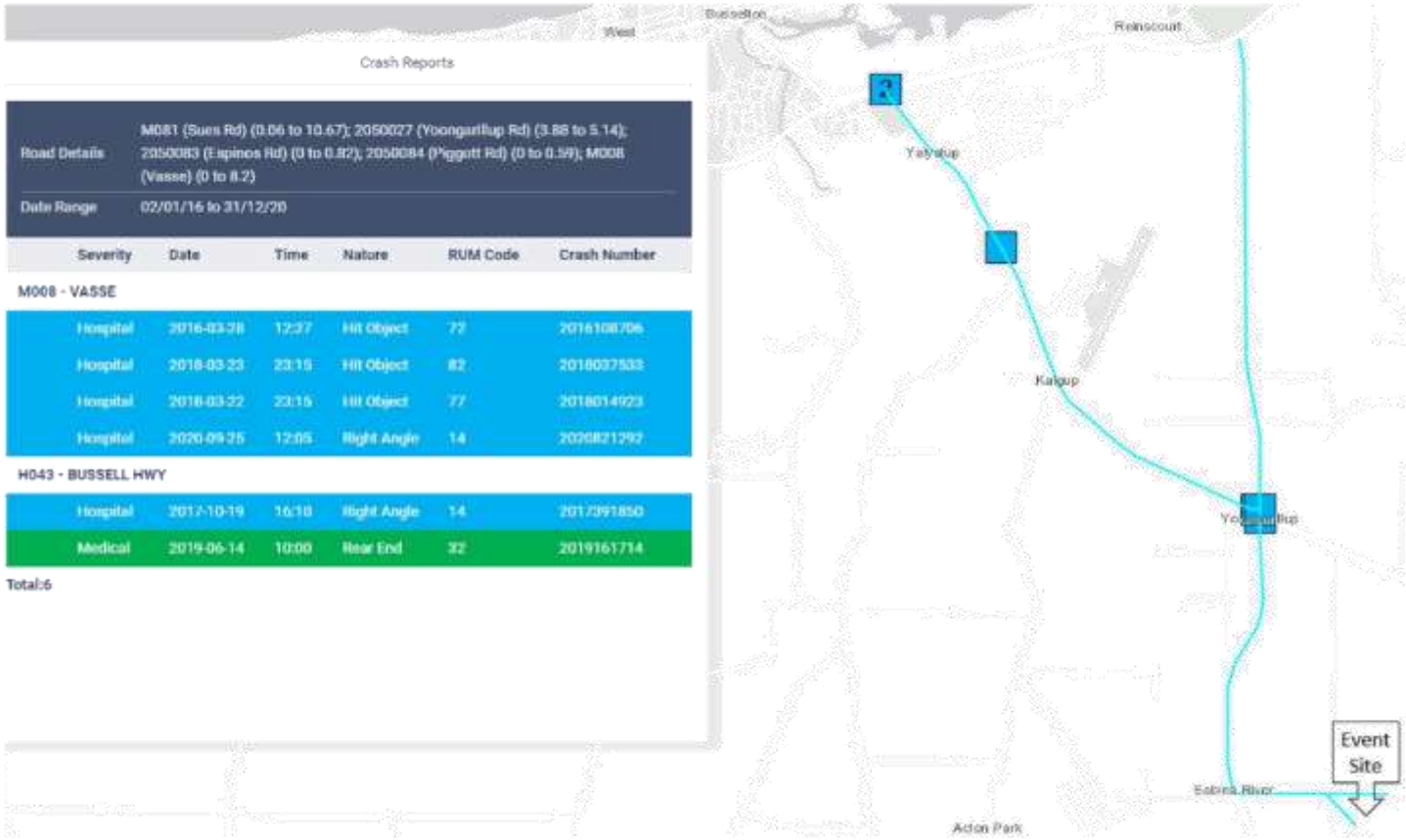


Figure 7 – Fatal (none) and Injury Crashes in vicinity of event site and on routes to and from the event site in the five-year period ending 31 Dec 2020

4 DEVELOPMENT PROPOSAL

Regional context.

Sabina River is a suburb in the Busselton Region of Western Australia and has a population of 75 people. It is mostly rural farmland with tree farms, an extractive operation, and some equine properties. Its located approximately 10 kms southeast of Busselton.

Busselton is a City in the south west region of WA and is located on the coast approximately 220 kms southwest of Perth. The city is bordered by Geographe Bay to the north, with urban development traditionally being concentrated on the bay, extending from Abbey in the west to Geographe in the east. Urban development south of this area has traditionally been obstructed by wetlands and estuaries; however, since the 1980s, development has taken place to the south of these waterway systems.

The Vasse River flows through the city to the Vasse-Wonnerup Estuary. Reserves adjoining this estuary to the north from Busselton's eastern border. The city's western border is formed by the corner of Caves Road and Bussell Highway. Caves Road leads to the nearby town of Dunsborough, which is separated from Busselton by a green belt, notably including the Locke Nature Reserve, known locally as the "Holy Mile". Busselton's nearest city is Bunbury, the administrative centre of the South West Region, which is approximately 50 kilometres to the north.

Proposed land uses.

It is proposed to retain the two dwellings on the site and develop a music festival event and campsite, with on-site parking, as shown in the development plan included as Figure 2 on page 9.

Table of land uses and quantities.

Land Use	Unit	
Dwellings	2	houses
Car Park 1 (Early Campers)	847	bays
Car Park 2 (Next Campers)	1,111	bays
Car Park 3 (Day Use)	647	bays
Total Parking	**2,605**	**bays**
Campsites	2,147	sites
Regular	*2,100*	*sites*
Glamping	*47*	*sites*
Main Festival area	35,430	m^2

Access arrangements.	A one-way access and egress circulation route will be provided for all arrivals other than some event staff and artists. All patrons will arrive by car or bus and will be directed down Espinos Road and then right into the site at its eastern boundary to a Taxi/ Drop-off area, shuttle bus set-down/ pick up-area and then on-site parking areas. Vehicles not parking will continue south and leave the site via Pigott Road, as shown in the vehicle arrival and departure diagram provided as Figure 8 on page 20.
Parking provision.	The event site will provide parking for up to 2,605 cars, as shown in the Development Plan provided as Figure 2 on page 9.
End of trip facilities.	The campsite and festival area includes the provision of portable toilets and showers, as shown in the Development Plan provided as Figure 2 on page 9.
Any specific issues.	There is a need for an Event Traffic Management Plan that includes traffic controllers to control traffic through the Espinos Rd/ Yoongarillup Rd intersection and at the site access off Espinos Rd, as shown in the vehicle arrival and departure diagram provided as Figure 8 on page 20. The Event Traffic Management Plan is required to be prepared in accordance with the Main Roads WA *Traffic Management for Events Code of Practice (Dec 2021)* (5) and Austroads *Guides to Temporary Traffic Management* (6) and approved for implementation by the City of Busselton.
Road network.	The road network, including classifications (hierarchy) and daily traffic volumes, is shown in Figure 4 on page 13. Main Roads WA has indicated that preliminary clearing works for a roundabout at the Bussell Hwy/ Sues Rd intersection (Ki2) have commenced and that the roundabout is likely to be completed in 2023 as part of the dual carriageway project on Bussell Hwy. Main Roads WA has not undertaken any traffic modelling for this roundabout, indicating it is intended to address safety concerns, not capacity concerns. This roundabout was not included or assessed in an earlier version of this *TIA* (F1) as the information had not been provided at that time. This version of the *TIA* (F2) includes an assessment of the likely performance of the roundabout as well as the existing layout. The layout of the proposed roundabout, along with arrival and departure routes, is provided as Figure 12 on page 24.
Intersection layout and controls.	The layout and control at each of the five key intersections for the event, along with the arrival and departure routes, are shown in Figure 9 on page 21, Figure 10 on page 22 and Figure 11 on page 23. These figures demonstrate the adopted 'Safety in Design' principle of minimising conflict points between arriving and departing traffic as well as existing traffic, i.e., left turns at intersections are preferred to right turns at intersections. Refer **Section 7** for more details regarding safety.
Pedestrian/ cycle networks and crossing facilities.	There are no proposals or warrants to improve the existing pedestrian/ cycle networks or crossing facilities. The event site includes pedestrian paths with links to the vehicular drop-off and pick-up locations and car parks, as shown in Figure 8 on page 20.

Public transport services.

An event shuttle bus service will be provided to bring and return up to 4,000 people per day to and from the event.

The forecast breakdown of bus passengers per day is:

• 1,000 arriving from Margaret River (arriving from the south on Sues Rd),

- 500 arriving on 10 buses at Noon each day

- 500 arriving on 10 buses at 2 PM each day

Departing: the buses start taking people back from 9 PM and return every hour until midnight. This results in 10 buses in circulation from 9 PM.

• 1,000 arriving from Dunsborough/ Yallingup /Broadwater each day (arriving from Vasse Hwy to Sues Rd),

- 500 arriving on 10 buses at 12:30 PM each day

- 500 arriving on 10 buses at 2:30 PM each day

Departing: the buses start taking people back from 9:15 PM and returning every hour until midnight. This results in 10 buses in circulation from 9 PM.

• 2,000 arriving on the Busselton shuttle service per day:

250 arriving on 5 buses at 11:45 AM, 250 arriving at 12:15 PM, 250 arriving at 12:45 PM, 250 arriving at 1:15 PM,

250 arriving at 1:45 PM, 250 arriving at 2:15 PM, 250 arriving at 2:45 PM and 250 arriving at 3:15 PM

Departing: these buses will continue to run until midnight returning people to Busselton.

The buses will utilise bus stops in the areas they are servicing. The applicant has advised that they have used these collection locations for countless shows over the years, and that they work well for up to 40 buses in any 60-minute period, which is in excess of the forecast numbers.

Details regarding the proposed times, number of bus trips per hour, and hourly volumes of car trips associated with this are included in the Trip Generation and Trip Assignment diagrams in **Section 6** of this report.

Diagrams of each service area and stops are provided as Figure 13 on page 25.

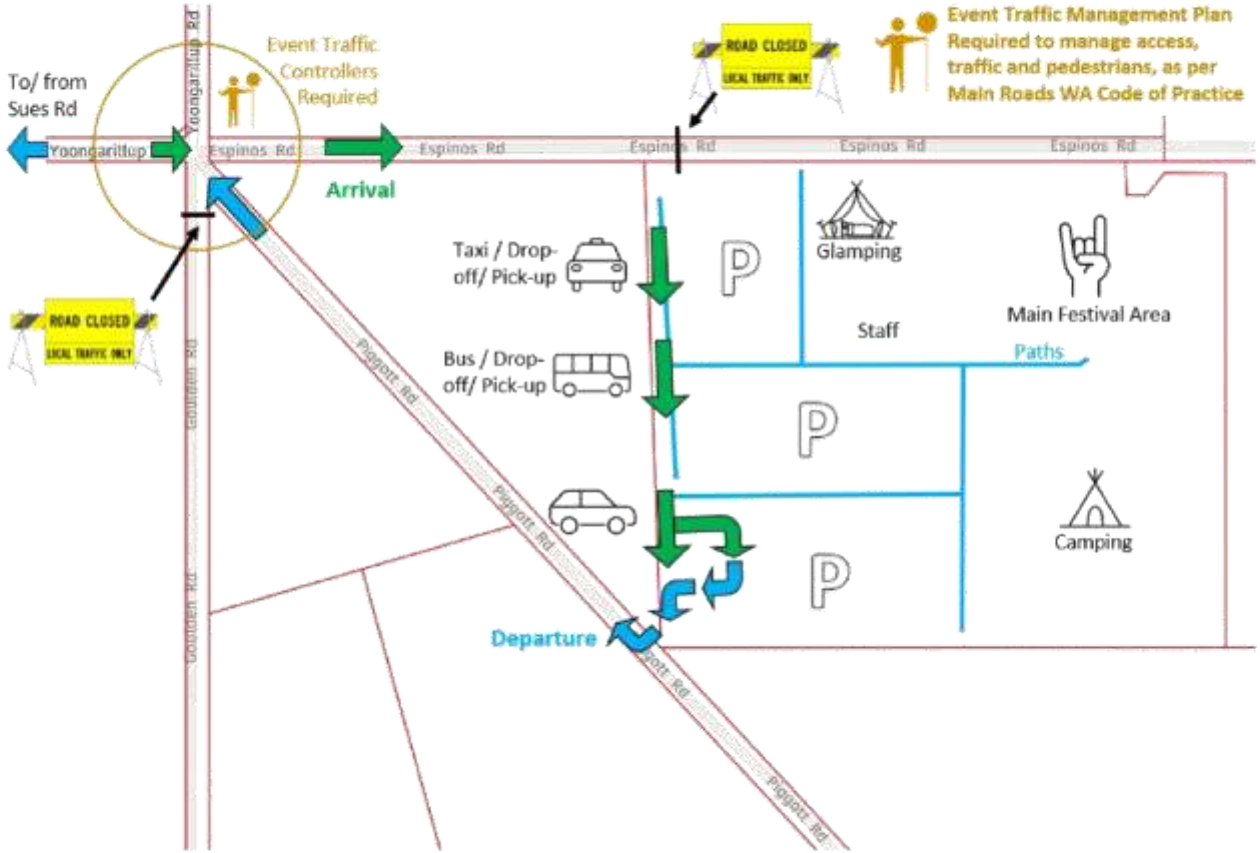


Figure 8 – Vehicle arrival and departure diagram



Figure 9 – Key Intersection 1 (Ki1): Bussell Hwy/ Vasse Hwy intersection layout, controls, and event arrival/ departure routes



Figure 10 – Key Intersections 2 & 3 (Ki2 & Ki3): Bussell Hwy/ Sues Rd & Sues Rd/ Vasse Hwy intersection layouts, controls, and event arrival/ departure routes



Figure 11 – Key Intersections 4 & 5 (Ki4 & Ki5): Sues Rd/ Yoongarillup Rd & Espinos Rd/ Goulden Rd/ Yoongarillup Rd intersection layouts, controls, and event arrival/ departure routes

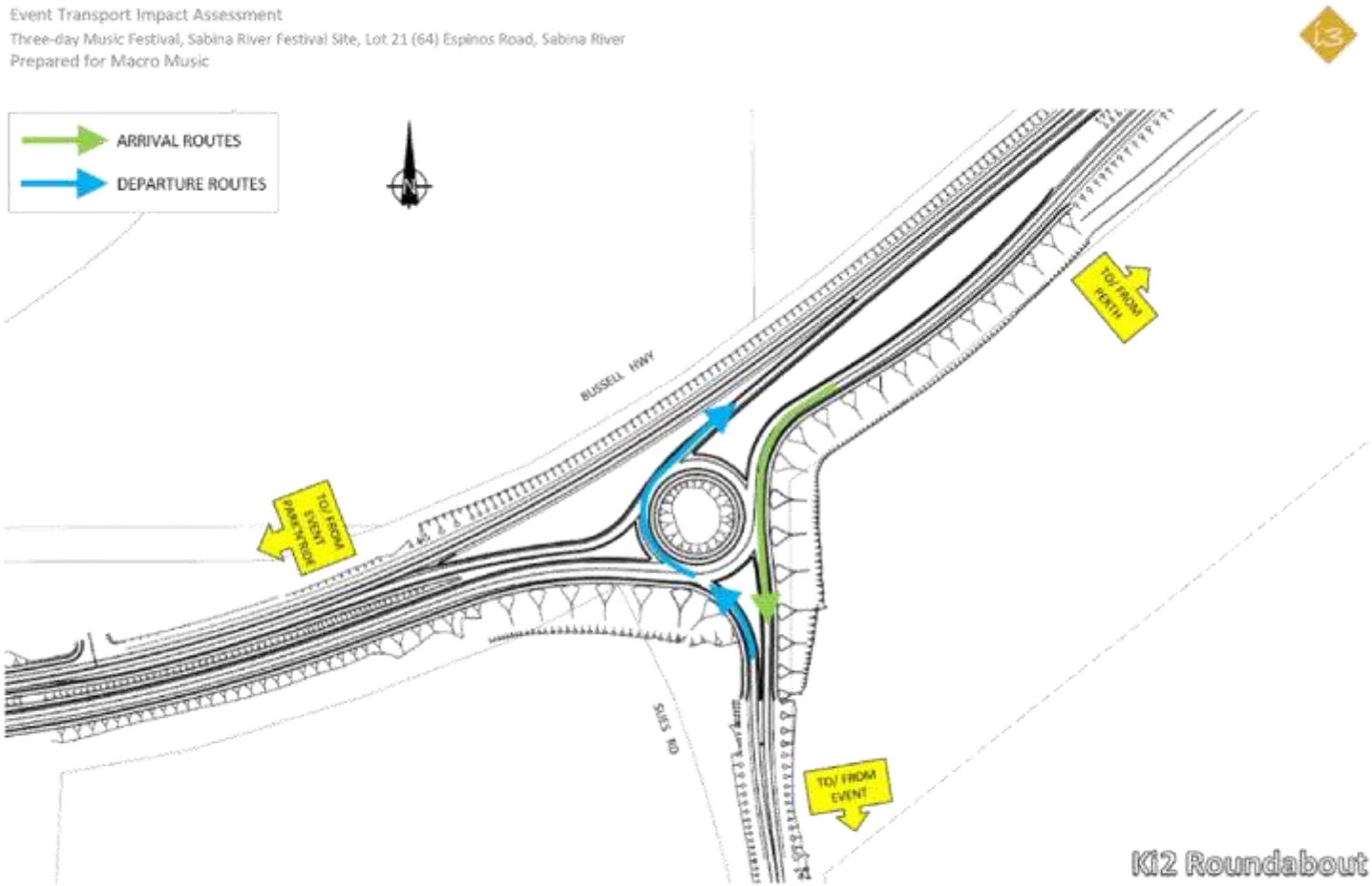


Figure 12 – Key Intersection 2 (Ki2) with proposed roundabout: Bussell Hwy/ Sues Rd and event arrival/ departure routes



Figure 13 – Event shuttle bus stops:

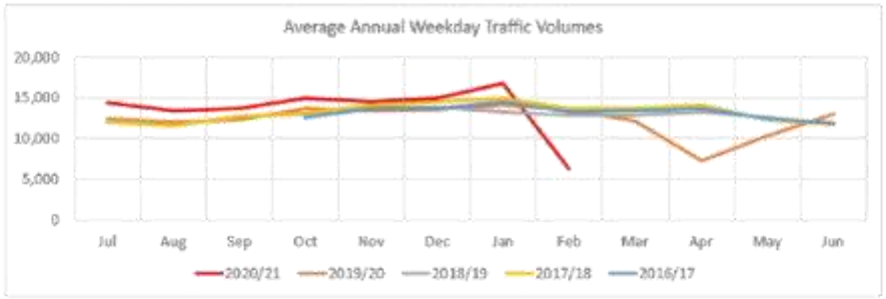
5 INTEGRATION WITH SURROUNDING AREA

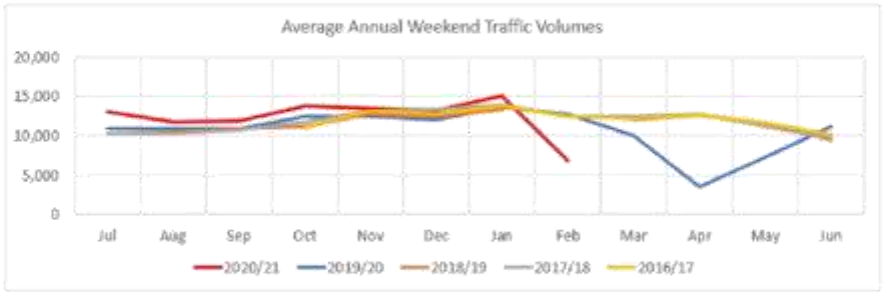
Surrounding major attractors/ generators.

There are no major attractors or generators within a 10 km radius of the event site.

Busselton is a major tourist destination and attracts high volumes of tourists during public holiday weekends and school holidays, particularly during 'leavers'.

An assessment of the permanent count site on Bussell Hwy north of Vasse Hwy (SLK 38.11) indicates that Daily Traffic Volumes reduced significantly during COVID-19 lockdown or restriction months in 2019/2020 and 202/2021, as shown below. Ignoring the COVID-19 events, average daily traffic volumes are fairly steady throughout the year.





Committed developments and transport proposals.	There are no known committed developments that are likely to impact the event or assessed background and forecast traffic volumes. The current 'Busselton Local Road Network Upgrade' projects close to the Busselton Town Centre and west of Vasse Hwy and Causeway Rd are unlikely to have an impact on the event assessment. The Ford Road Project will have an impact on the assessment in the future as it includes a new link and a roundabout at the Bussell Hwy/ Vasse Hwy intersection. This proposal is shown as Figure 14 on the following page. The impact of this has not been included in this *TIA* due to unknown timeframes. A new roundabout at Bussell Hwy/ Sues Rd is programmed for completion in 2023 as part of the dual carriageway project by Main Roads WA. The forecast performance of this intersection has been assessed in this updated version of the *TIA* with the existing layout and proposed roundabout. The proposed roundabout is shown in Figure 12 on page 24.
Proposed changes to land uses within 1.2 kms.	There are no known changes to land uses within 1.2 kms of the event site.
Travel desire lines from development to these attractors/ generators.	The travel desire lines are the assessed routes between the event site, Busselton and Perth and are shown in Figure 7 on page 16, Figure 9 on page 21, Figure 10 on page 22 and Figure 11 on page 23.
Adequacy of existing transport networks.	The existing transport network operates at a very good level with plenty of spare capacity, based on SIDRA 9 Intersection modelling of existing intersections - refer **Section 6**.
Deficiencies in existing transport networks.	There are no identified deficiencies with the existing transport network. Main Roads WA has indicated that the proposed roundabout at Bussell Hwy/ Sues Rd is to address safety concerns, not capacity concerns and it is for this reason that it has not undertaken any traffic modelling for this roundabout.
Remedial measures to address deficiencies.	Not applicable.

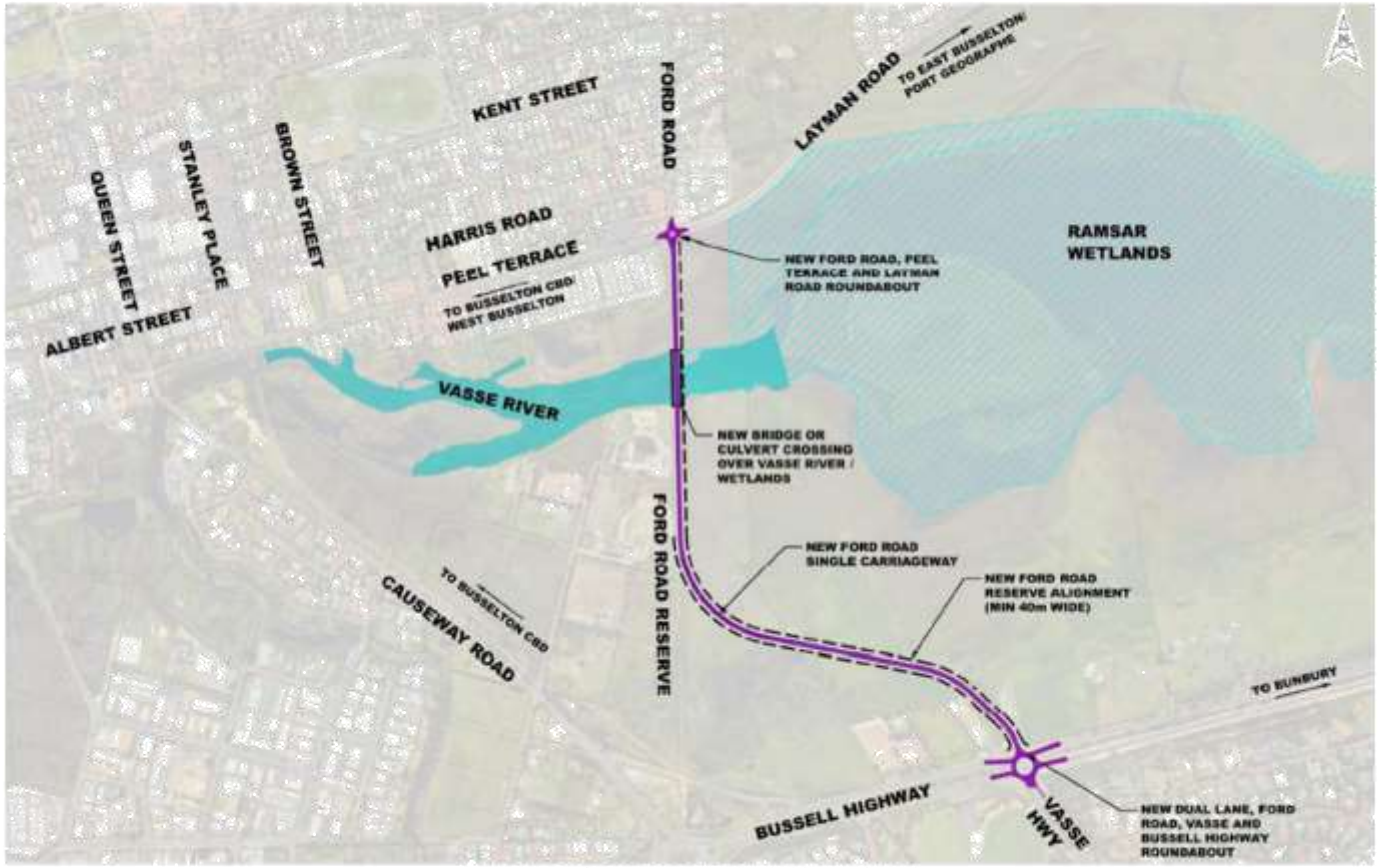


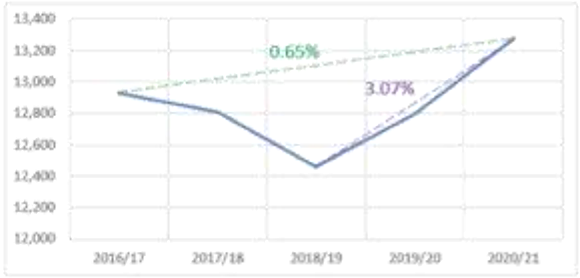
Figure 14 – Ford Road Concept Design (subject to change)

6 ANALYSIS OF TRANSPORT NETWORKS

Assessment years.

It is not known how many years the event will run for as this is subject to market conditions.

An assessment of annual traffic volume growth since 2016/17 indicates that annual growth on Bussell Hwy north of Vasse Hwy is between 0.65% and 3.07%, as shown below. Based on this, it is considered appropriate to adopt a 3% per annum growth rate for background traffic in the SIDRA Intersection 9 traffic model which will then enable sensitivity testing to be undertaken to determine when the road network will no longer be able to accommodate the forecast peak hour volumes within acceptable performance criteria.



Sensitivity analysis of the most sensitive intersection at the most sensitive time, i.e., Bussell Hwy/ Vasse Hy at 10 AM on Monday indicates that this will continue to perform within acceptable parameters for more than 20 years with 3% per annum background growth on Bussell Hwy – as shown in the Degree of Saturation and Delay graph provided in **Appendix B.**

Time periods.

Traffic is expected to start arriving at 9 am on the Friday of a Monday long-weekend in March. A detailed estimate of traffic volumes by mode, day and time of day is included in Figure 15 on page 31 and Figure 16 on page 32.

Development generated traffic.

An estimate of the hourly volumes of traffic by mode, day and time of day has been undertaken using first principles based on advice provided by the applicant and is shown in Figure 15 on page 31 and Figure 16 on page 32.

Distribution & assignment of generated traffic.

The distribution (Arrival/ Departure volumes) and assignment of traffic to the road network has been undertaken by directing traffic to the nearest distributor roads with 80% of traffic to and from Perth via Sues Rd and 20% to and from Busselton and is shown in Figure 17 on page 33, Figure 18 on page 34 and Figure 19 on page 35.

Parking supply and demand.	The event site includes 2,605 parking bays and it is estimated that maximum demand at any one time will be up to 2,000 bays. This indicates that there are sufficient bays to ensure that a parking bay is available for an arriving car prior to cars departing, i.e., overlap of parking demands.
Base and 'with development' traffic flows.	The assessed Base (2022) volumes and forecast 'Base+Event' volumes through each key intersection are shown in **Appendix A**.
Analysis of development accesses.	A circulating access and egress, and lack of competing through traffic at each access and egress points, negates a need for analysis of the accesses. Each access will also be monitored, and possibly managed, as part of the Event Traffic Management Plan.
Impact on surrounding roads.	Traffic volumes on the surrounding roads are negligible and have sufficient capacity to easily accommodate the forecast event traffic volumes.
Impact on intersections.	The assessed impact of the forecast event traffic on each key intersection for each assessed Event Peak Hour with and without Event Traffic is shown in Figure 20 to Figure 34 on pages 37 to 51. A description of the performance criteria used in provided as Table 2 on page 36.
Impact on neighbouring areas.	There are no residential properties or accesses in the vicinity of the assessed intersections. Road closures in the immediate vicinity of the festival site will allow for access by local traffic in order to maintain access to properties and businesses in the area. The Event Traffic Management Plan will include a requirement for consultation and notification for all local residents, businesses, and emergency services.
Road Safety.	Refer **Section 7**.
Public transport access.	Refer **Section 4**.
Pedestrian access/ amenity.	There will be no pedestrian traffic to or from the event site. All patrons will arrive either by private car, bus or taxi/ on-demand. The site access has been designed so that vehicle passengers will be dropped off on the event side to eliminate pedestrian crossing movements on any of the roads. Paths have been provided from the drop-off/ pick-up areas and parking areas to the event area.
Traffic Management Plan.	An Event Traffic Management Plan will be prepared in accordance with the *Main Roads WA Traffic Management for Events on Roads Code of Practice* (5).

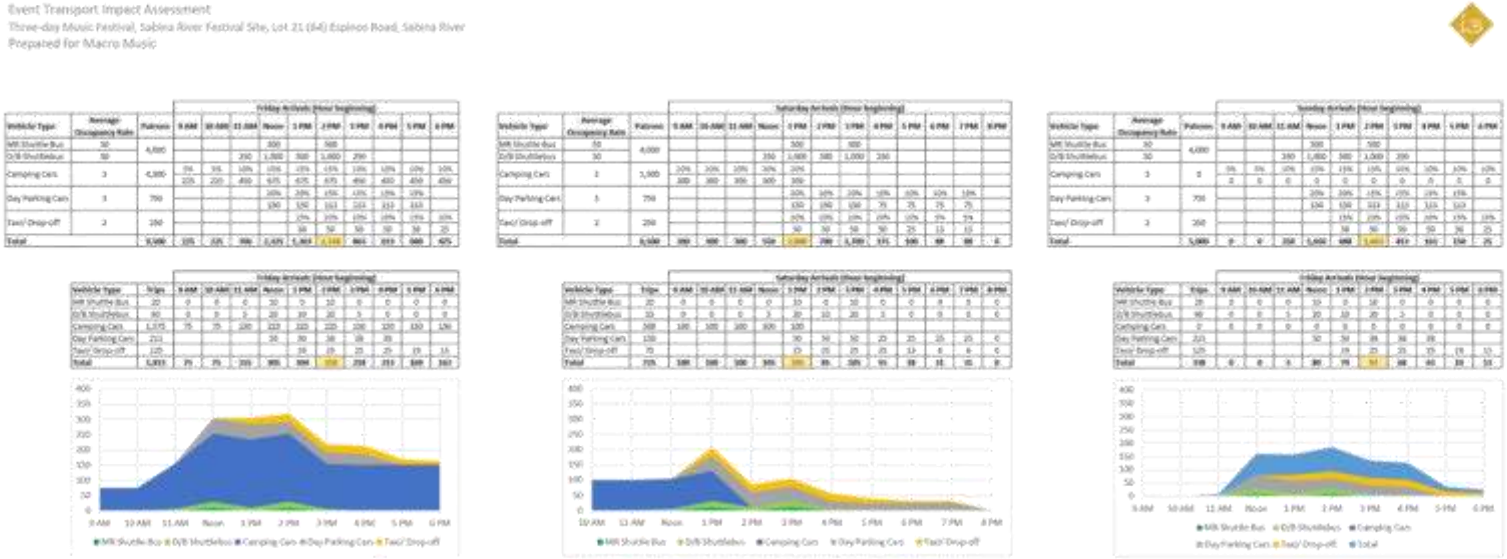


Figure 15 – Assessed trip generation by mode, day, and hour for arriving patrons

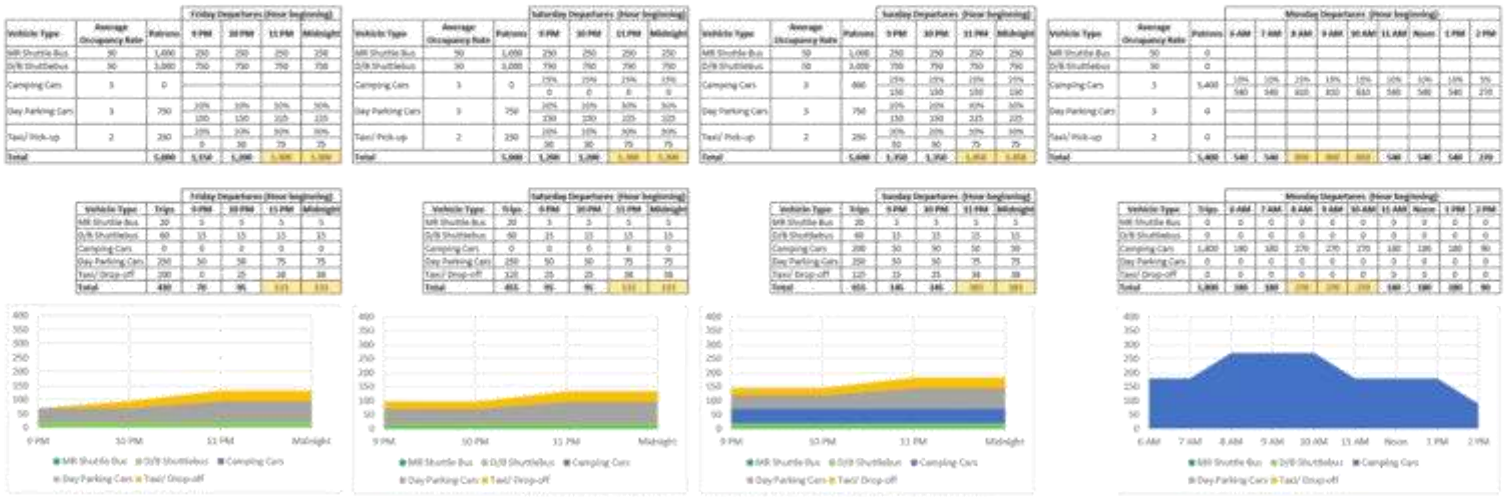


Figure 16 – Assessed trip generation by mode, day, and hour for departing patrons

The preceding data indicates that there are three distinct peak hours that warrant assessment. These peak hours are:

- Friday arrival at 2 PM,
- Sunday departure at 11 PM, and
- Monday departure at 10 AM.

The trip assignment models for the three event peak hours are shown in the three Figures on the following pages.

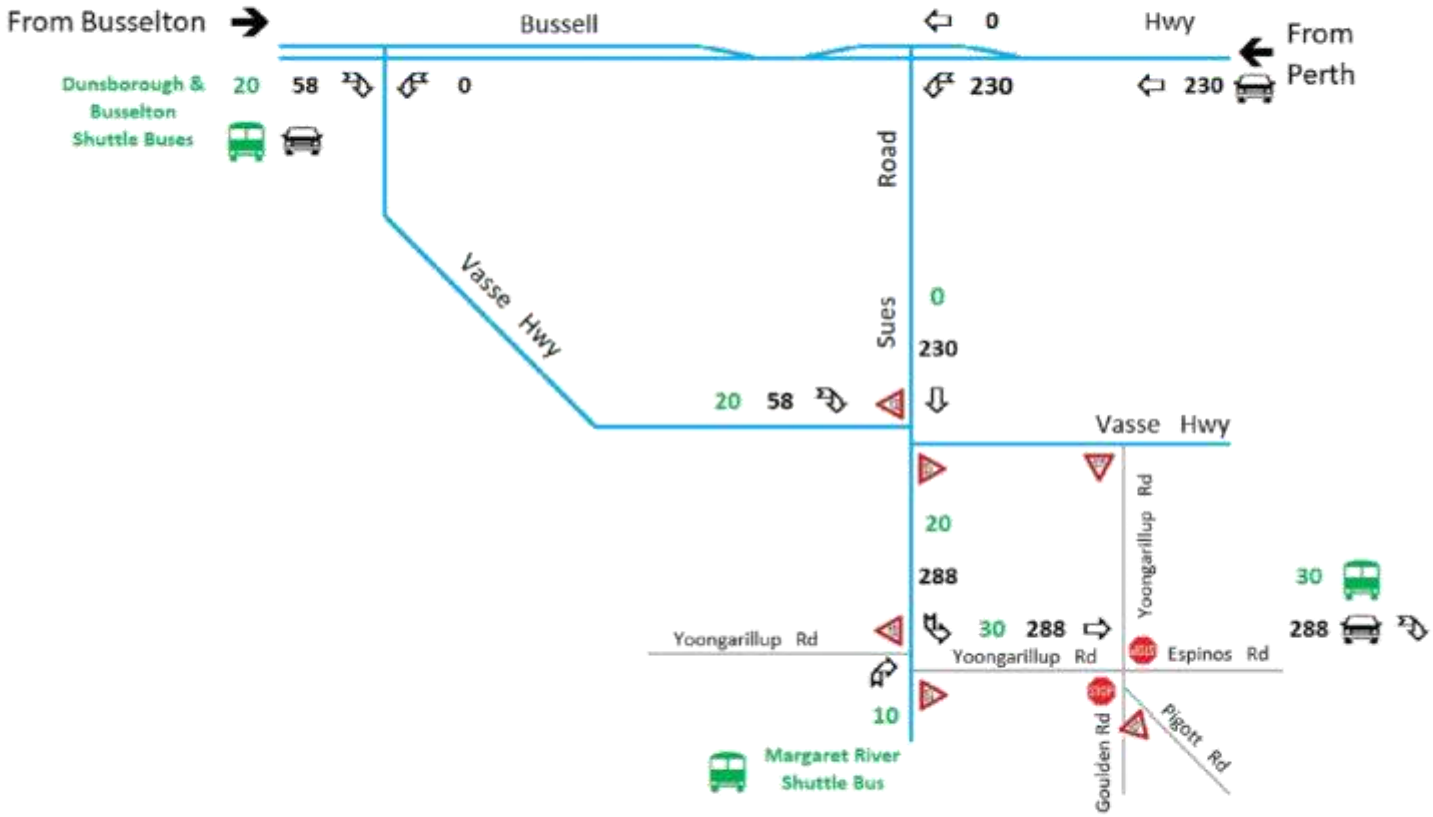


Figure 17 – Trip Assignment Friday Arrival Peak Hour (2PM) – Arrival Trips only

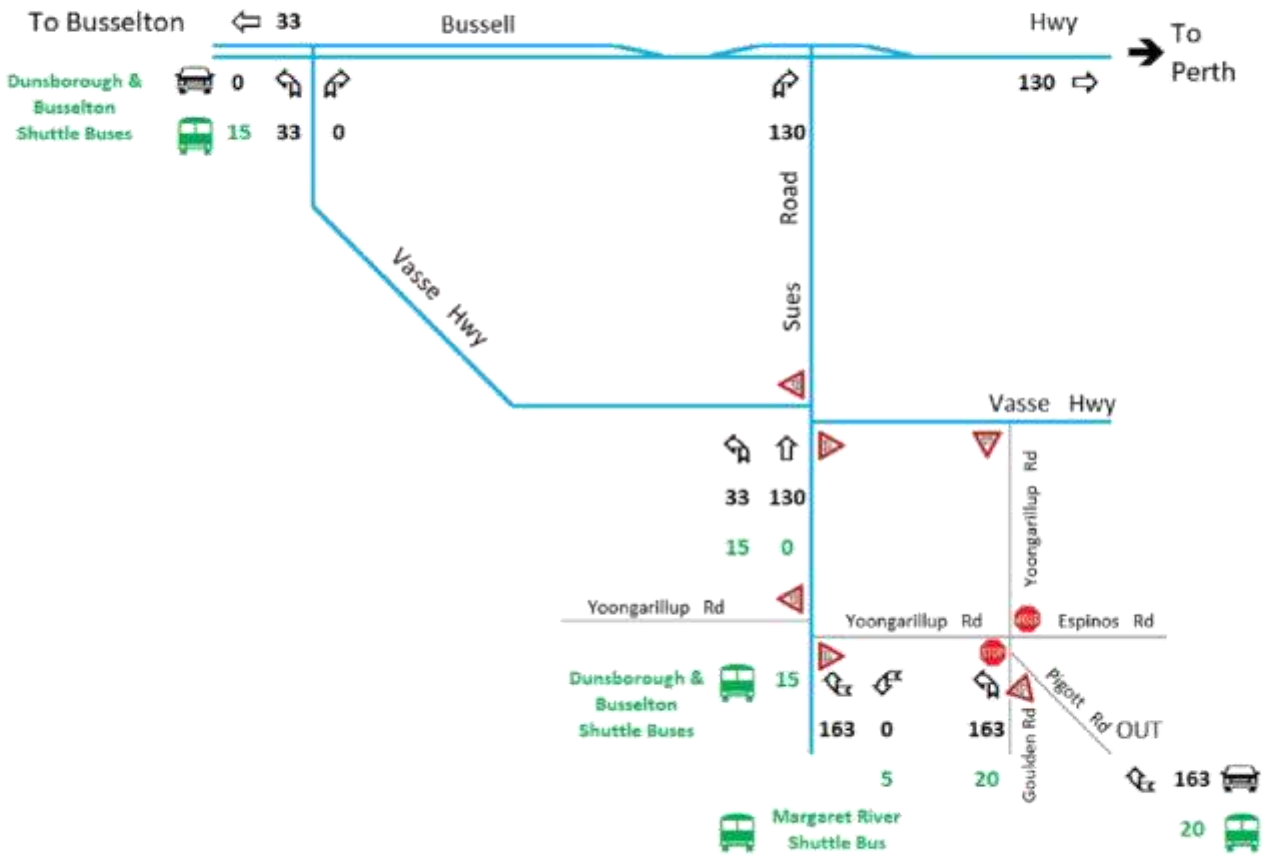


Figure 18 – Trip Assignment Sunday Departure Peak Hour (11 PM) – Departure Trips only

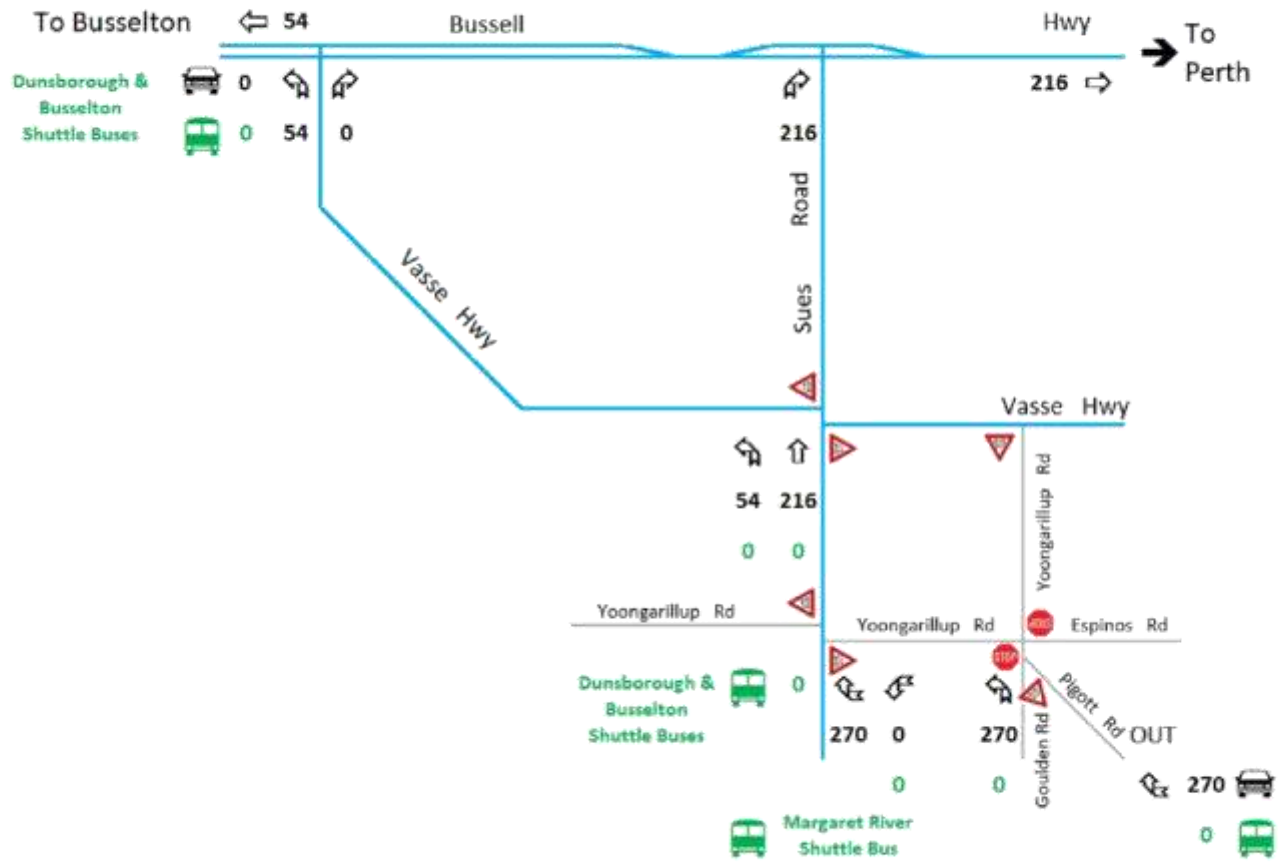


Figure 19 – Trip Assignment Monday Departure Peak Hour (10 AM) – Departure Trips only

The best indicator of intersection performance for all the sign-controlled intersections is the Degree of Saturation. A description of the different performance indicators measured in the SIDRA Intersection 9.0 model is provided in Table 2 below.

Degree of Saturation (DoS) Volume/ Capacity Ration (v/c)		LoS	Average Delay per vehicle (d) in seconds				v/c Range	Performance Comments
			Unsignalised intersections	Roundabouts	Signalised intersections	All (RTA)		
<0.6	⇨	A	d ≤ 10	d ≤ 10	d ≤ 10	d ≤ 14.5	≤ 0.44	**Good operation and plenty of spare capacity** *Stable free flow conditions where drivers are able to select desired speeds and to easily manoeuvre within the traffic stream.*
		B	10 < d ≤ 15	10 < d ≤ 20	10 < d ≤ 20	14.5 < d ≤ 28.5		
		C	15 < d ≤ 25	20 < d ≤ 35	20 < d ≤ 35	28.5 < d ≤ 42.5	0.45 - 0.64	**Acceptable delays and spare capacity** *Stable flow but most drivers are restricted to some extent in their ability to select their desired speed and to manoeuvre within the traffic stream.*
0.6 - 0.7	⇨							
0.7 - 0.8	⇨	D	25 < d ≤ 35	35 < d ≤ 50	35 < d ≤ 55	42.5 < d ≤ 56.5	0.65 - 0.84	**Acceptable delays** (Expected typical peak hour conditions) *Close to the limit of stable flow. All drivers are restricted in their ability to select their desired speed and to manoeuvre within the traffic stream. Small increases in traffic flow may cause operational problems.*
0.8 - 0.9	⇨							
0.9 - 1.0	⇨	E	35 < d ≤ 50	50 < d ≤ 70	55 < d ≤ 80	56.5 < d ≤ 70.5	0.85 - 1.04	**Near capacity and sensitive to disturbances in flows** *Traffic volumes are close to capacity and there is virtually no freedom to select desired speeds. Flow is unstable and minor disturbances within the traffic stream will cause breakdown leading to long queues and delays.*
>1.0	⇨	F	50 < d	70 < d	80 < d	70.5 < d	>1.25	**At Capacity** - Requires other control mode and/ or additional lanes *In the zone of forced flow where the amount of traffic approaching the point under consideration exceeds that which can pass. Flow breakdown occurs and extensive queues and delays result.*

Table 2 – SIDRA Intersection performance criteria and descriptions

A comparison between the existing Degree of Saturation and the forecast Degree of Saturation for each intersection during the three assessed Event Peak hours is provided in the Figures on the following pages.

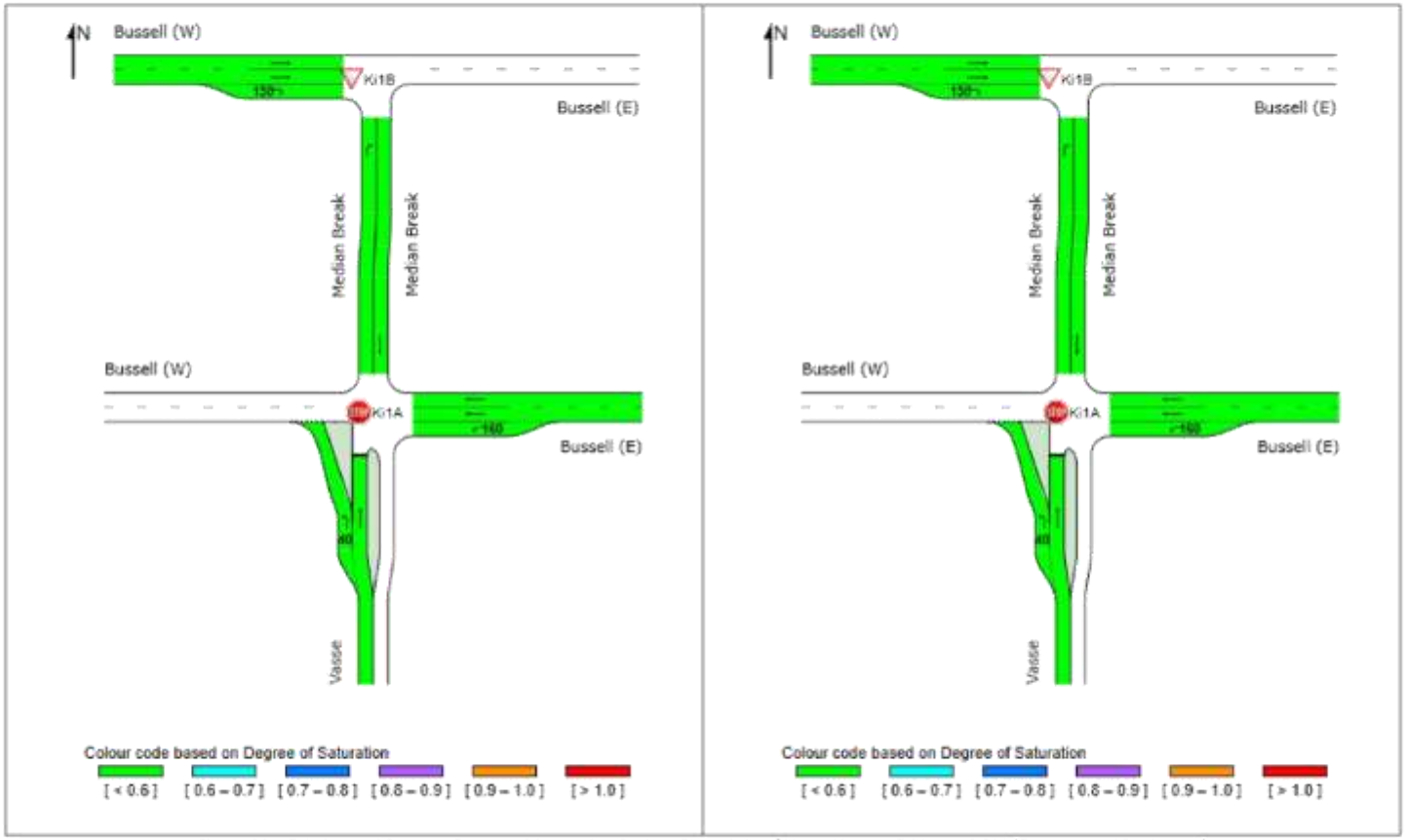


Figure 20 – Existing and forecast Degree of Saturation for Ki1: Bussell Hwy/ Vasse Hwy on Friday at 2 PM (Event Arrival Peak Hour)

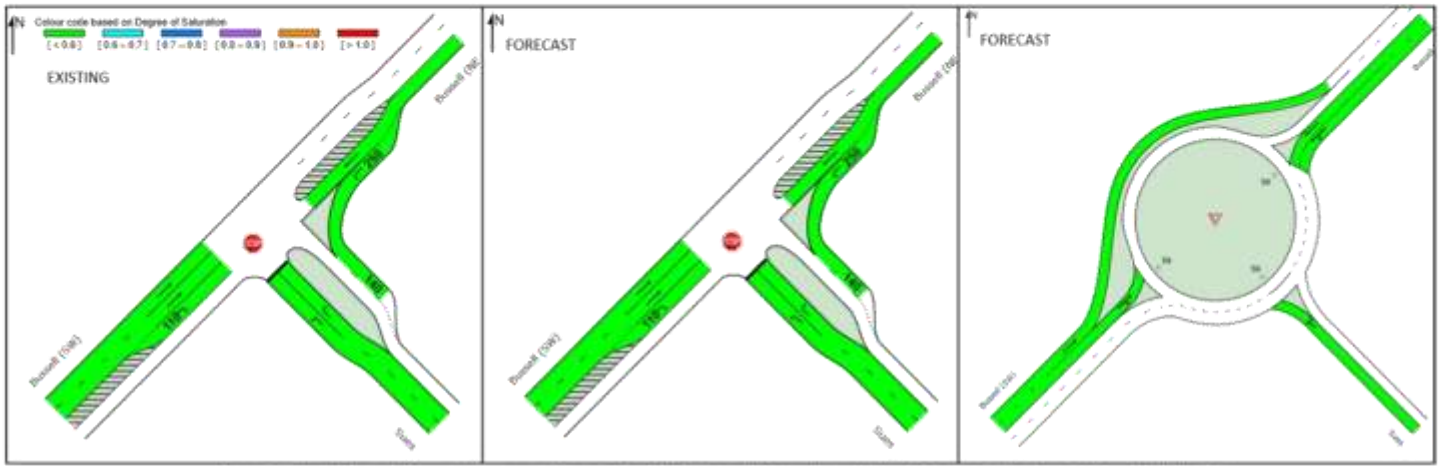


Figure 21 – Existing and forecast Degree of Saturation for Ki2: Bussell Hwy/ Sues Rd on Friday at 2 PM (Event Arrival Peak Hour)

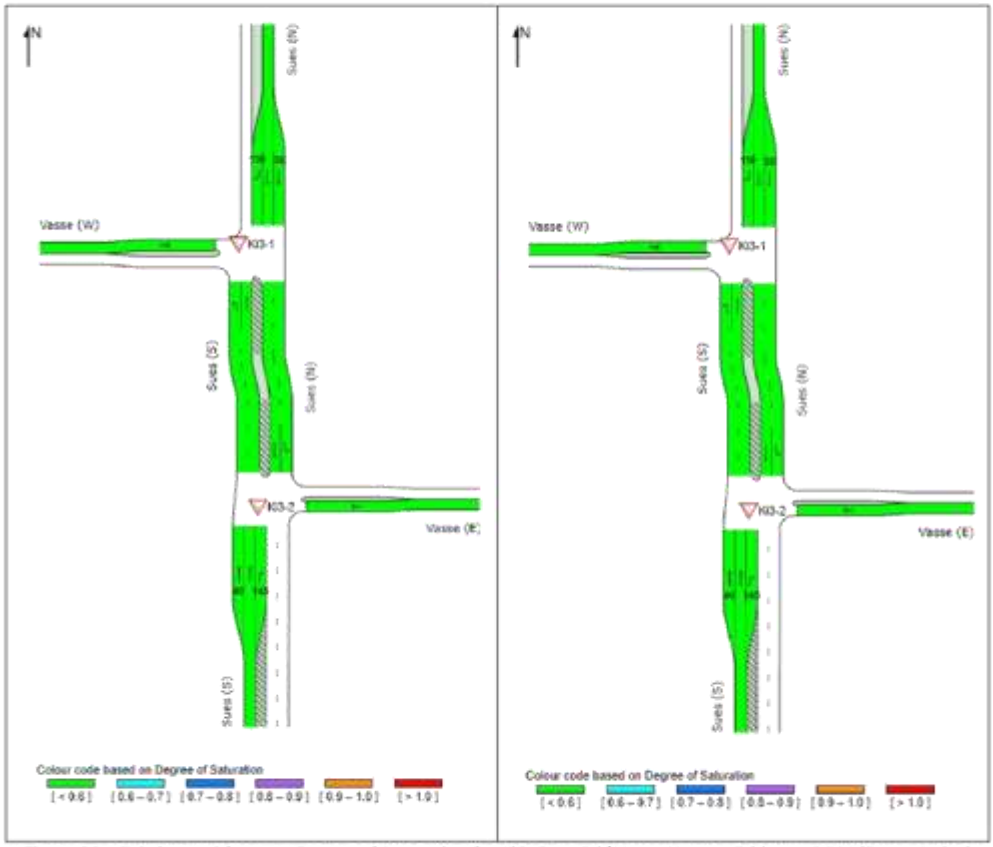


Figure 22 – Existing and forecast Degree of Saturation for Ki3: Sues Rd/ Vasse Hwy on Friday at 2 PM (Event Arrival Peak Hour)

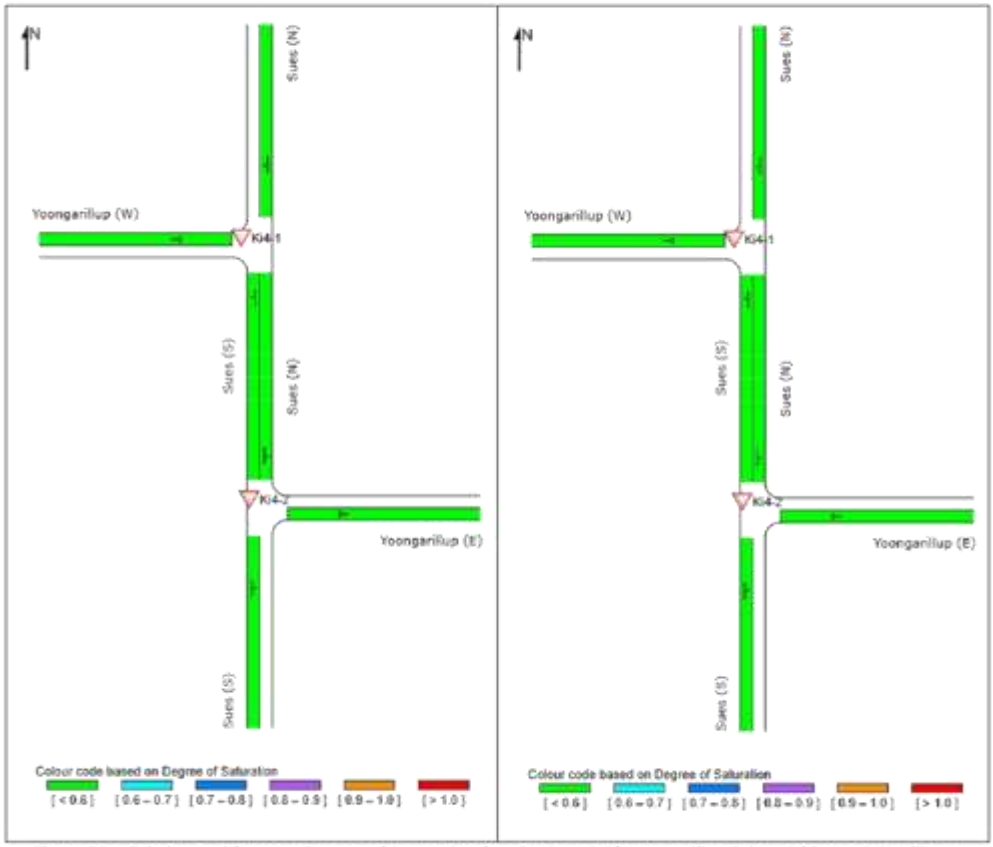


Figure 23 – Existing and forecast Degree of Saturation for Ki4: Sues Rd/ Yoongarillup Rd on Friday at 2 PM (Event Arrival Peak Hour)

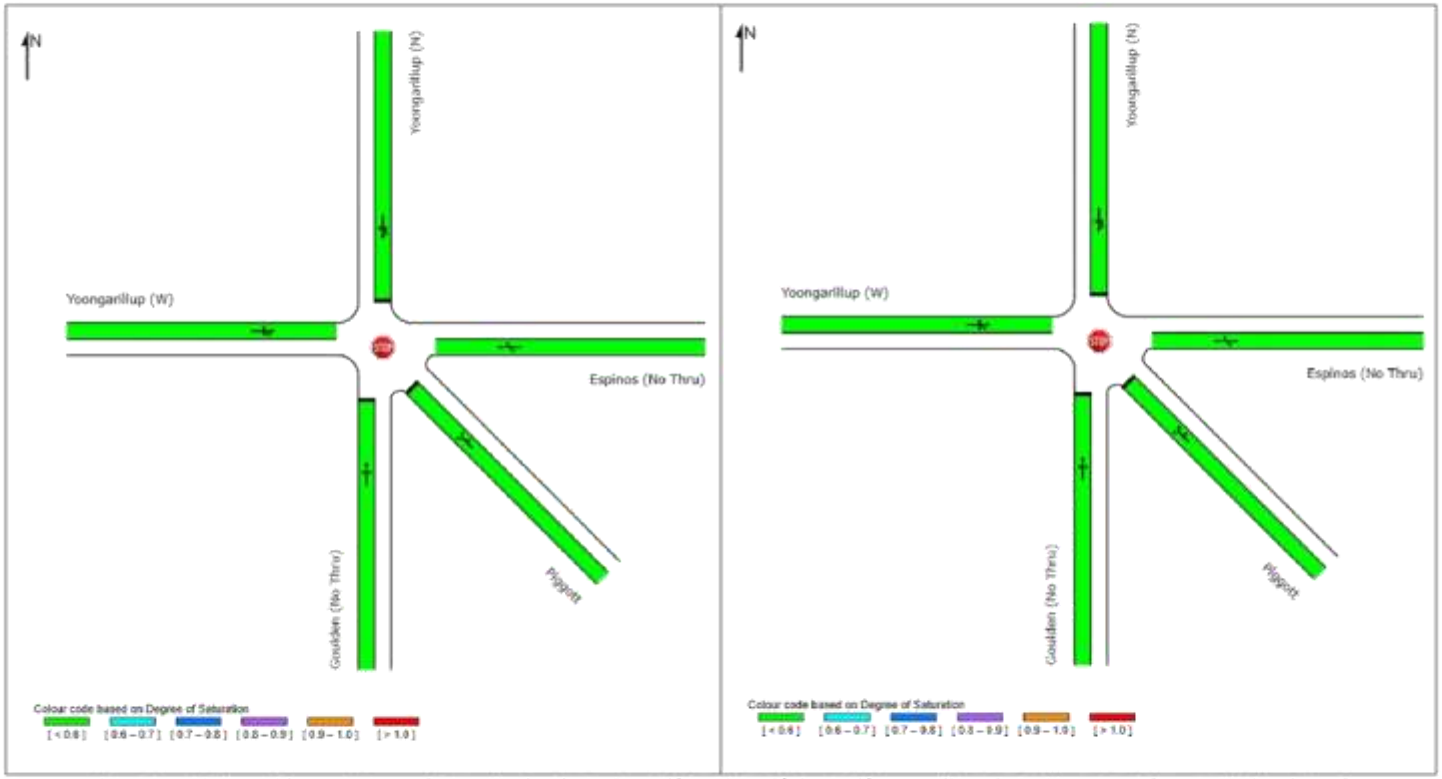


Figure 24 – Existing and forecast Degree of Saturation for Ki5: Espinos Rd/ Goulden Rd/ Pigott Rd/ Yoongarillup Rd on Friday at 2 PM (Event Arrival Peak Hour)

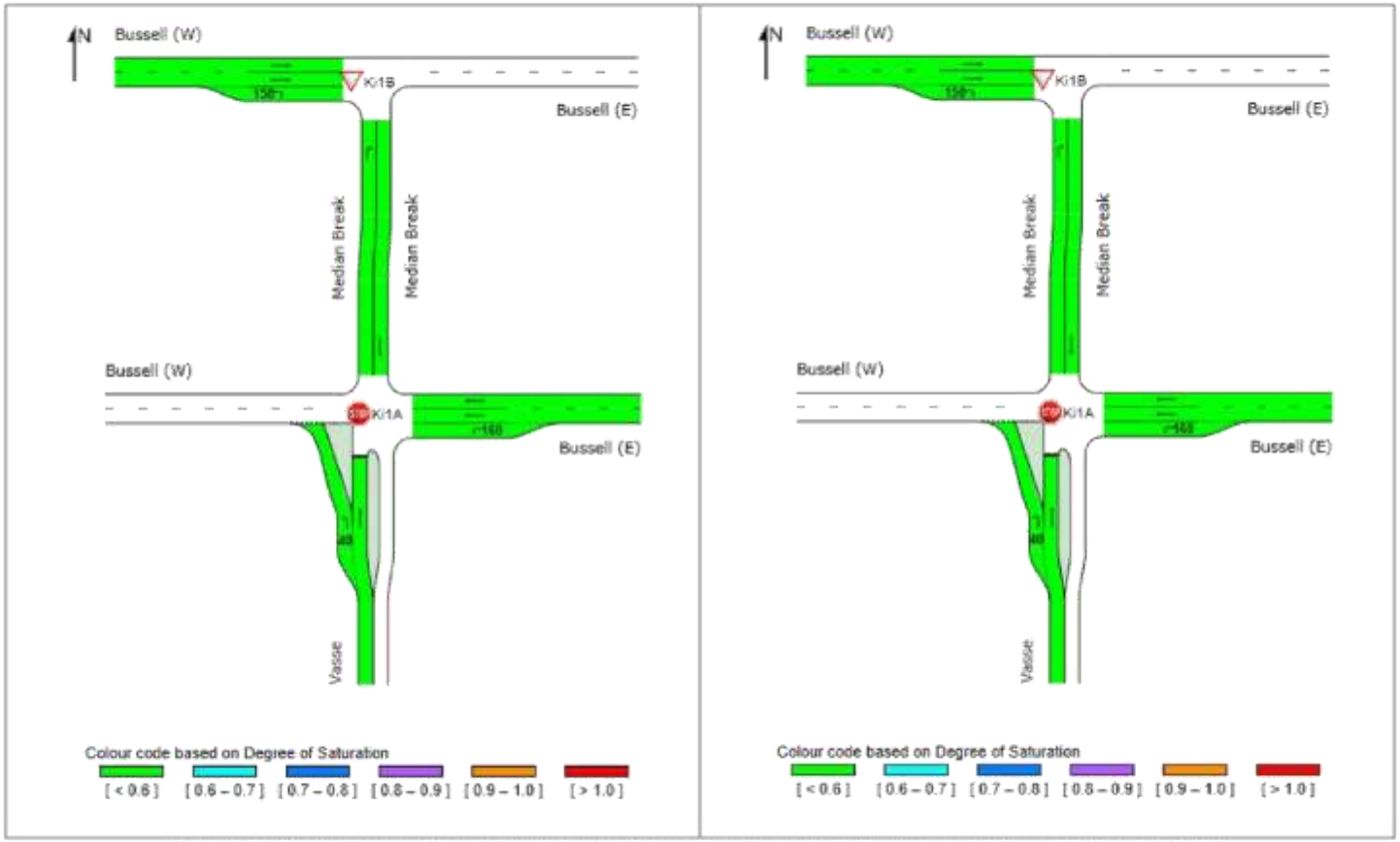


Figure 25 – Existing and forecast Degree of Saturation for Ki1: Bussell Hwy/ Vasse Hwy on Sunday at 11 PM (Event Departure Peak Hour)

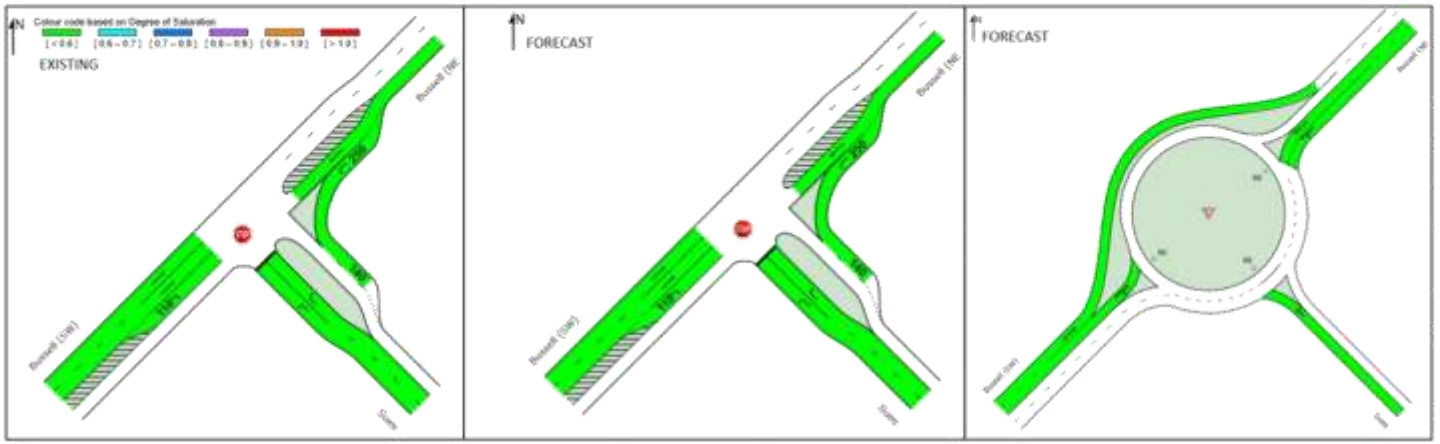


Figure 26 – Existing and forecast Degree of Saturation for Ki2: Bussell Hwy/ Sues Rd on Sunday at 11 PM (Event Departure Peak Hour)

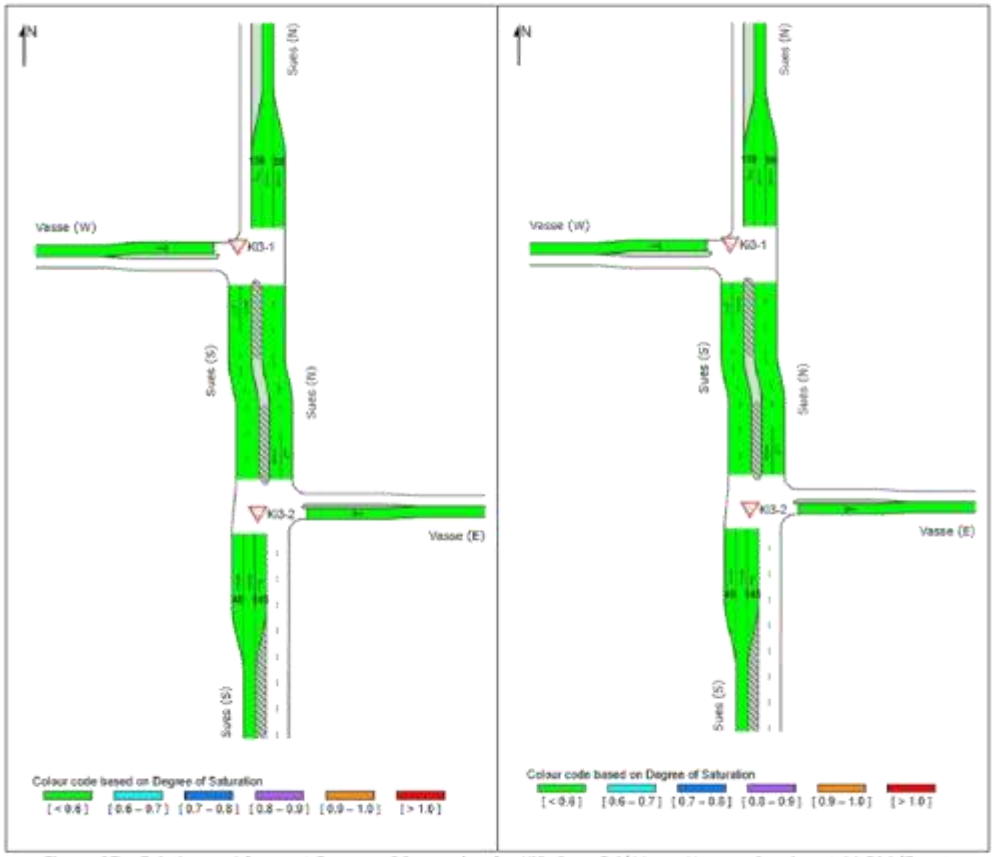


Figure 27 – Existing and forecast Degree of Saturation for Ki3: Sues Rd/ Vasse Hwy on Sunday at 11 PM (Event Departure Peak Hour)

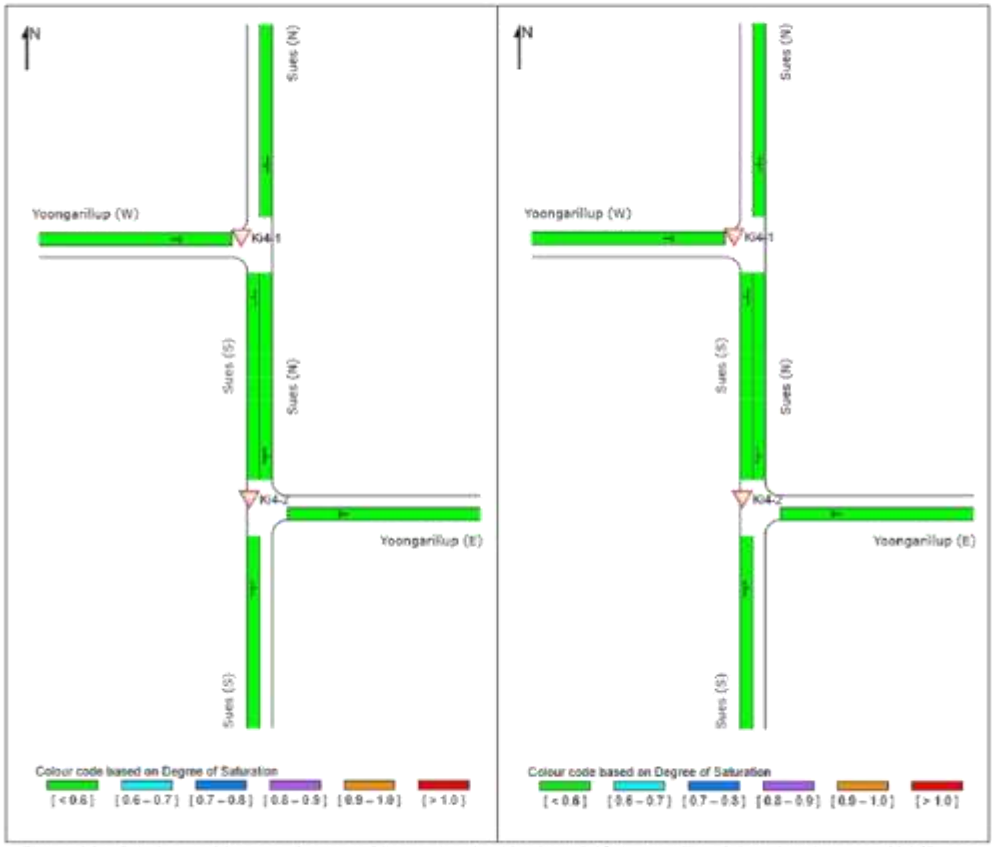


Figure 28 – Existing and forecast Degree of Saturation for Ki4: Sues Rd/ Yoongarillup Rd on Sunday at 11 PM (Event Departure Peak Hour)

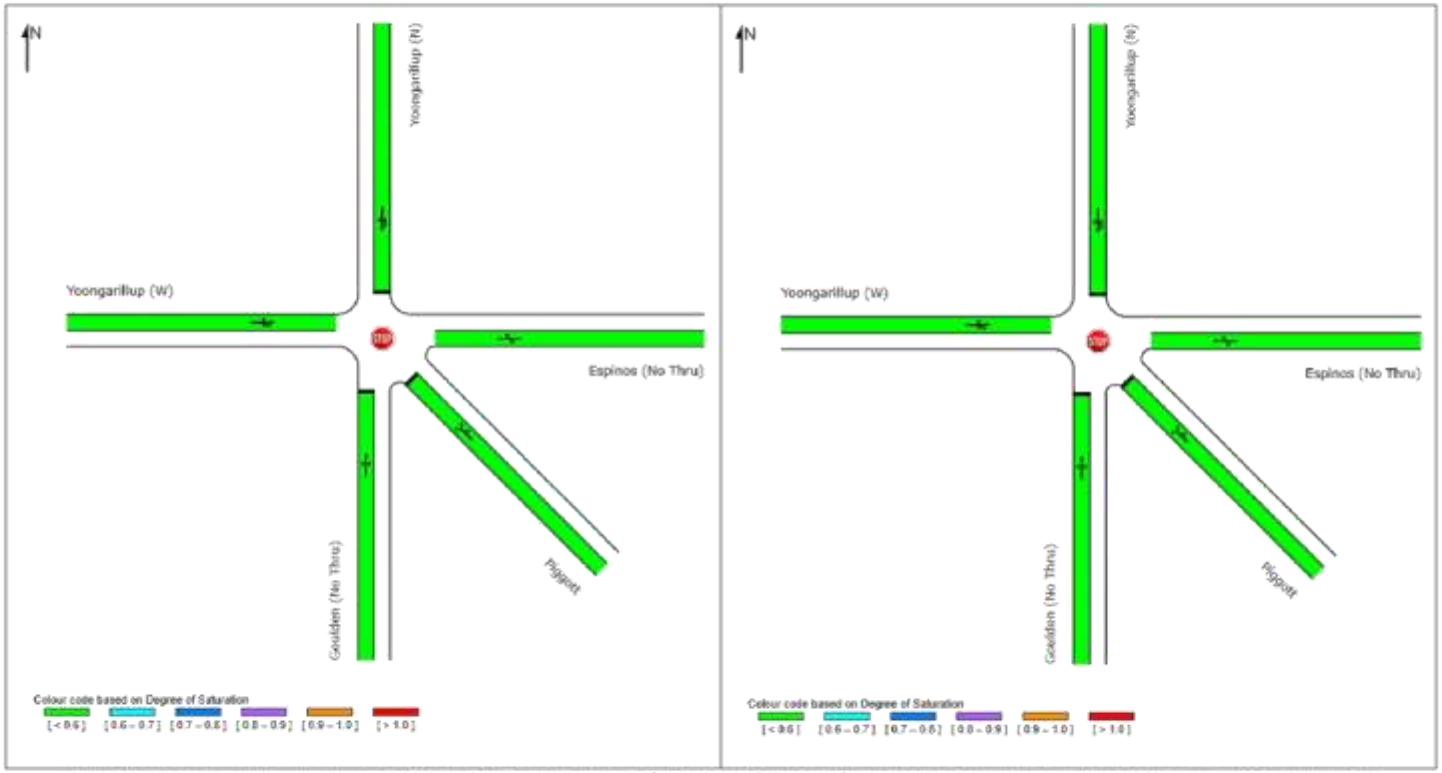


Figure 29 – Existing and forecast Degree of Saturation for Ki5: Espinos Rd/ Goulden Rd/ Pigott Rd/ Yoongarillup Rd on Sunday at 11 PM (Event Departure Peak Hour)

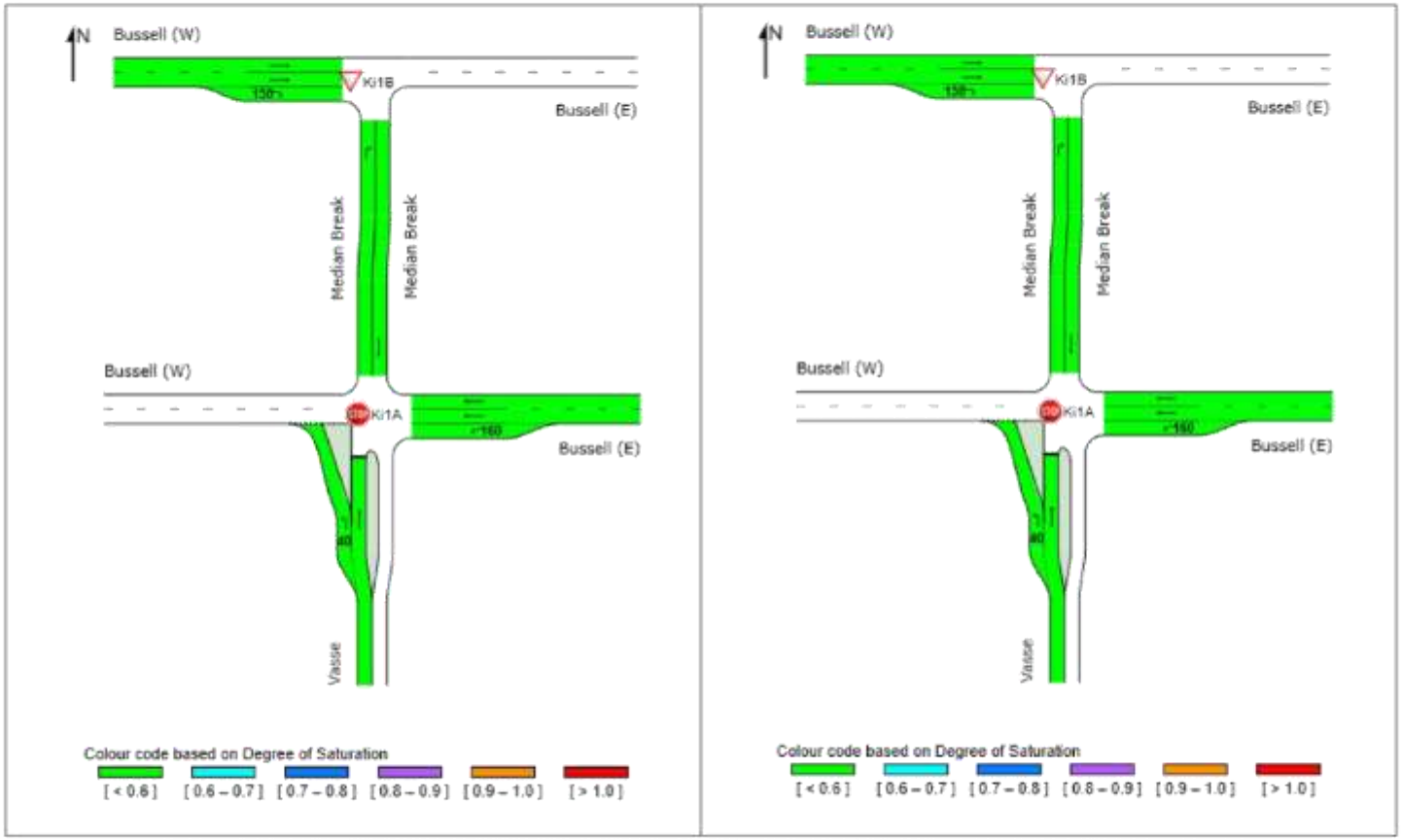


Figure 30 – Existing and forecast Degree of Saturation for Ki1: Bussell Hwy/ Vasse Hwy on Monday at 10 AM (Campers Departure Peak Hour)

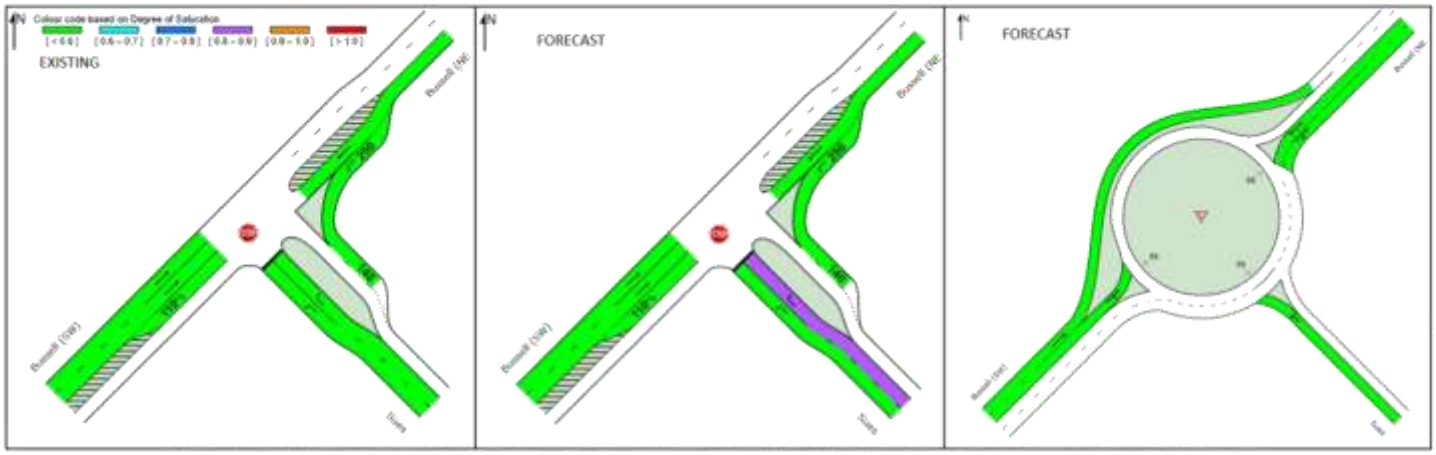


Figure 31 – Existing and forecast Degree of Saturation for Ki2: Bussell Hwy/ Sues Rd on Monday at 10 AM (Campers Departure Peak Hour)

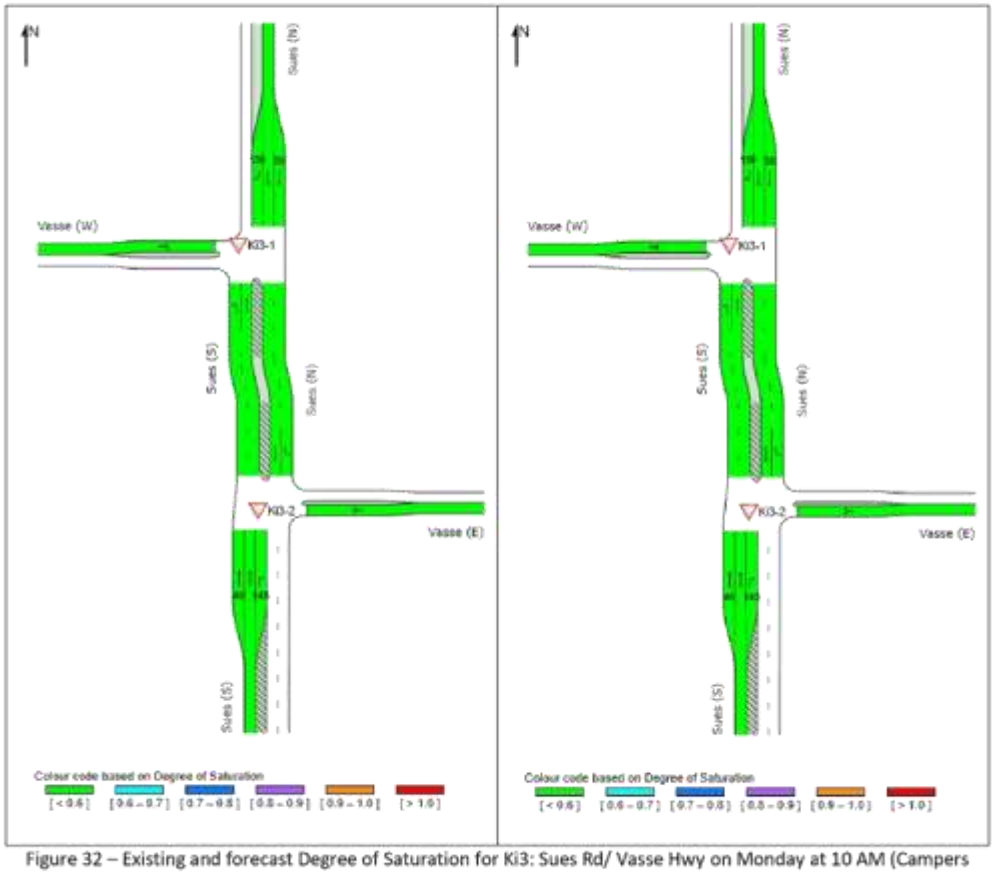


Figure 32 – Existing and forecast Degree of Saturation for Ki3: Sues Rd/ Vasse Hwy on Monday at 10 AM (Campers Departure Peak Hour)

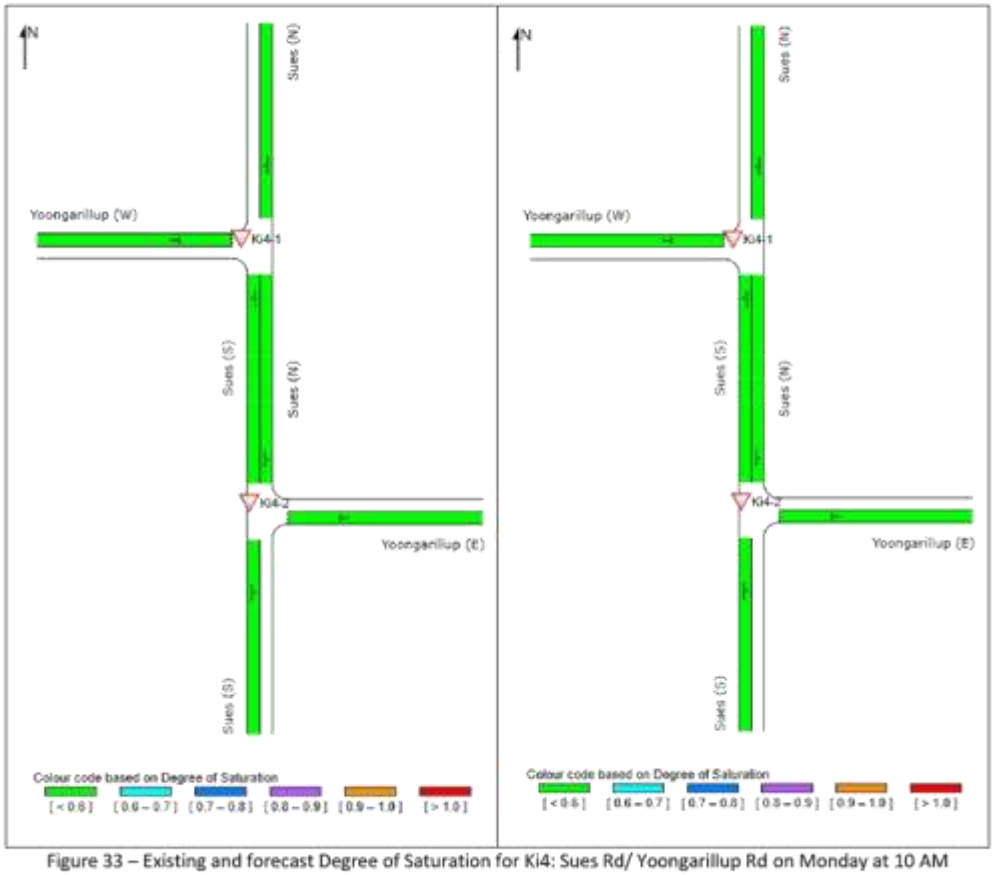


Figure 33 – Existing and forecast Degree of Saturation for Ki4: Sues Rd/ Yoongarillup Rd on Monday at 10 AM (Campers Departure Peak Hour)

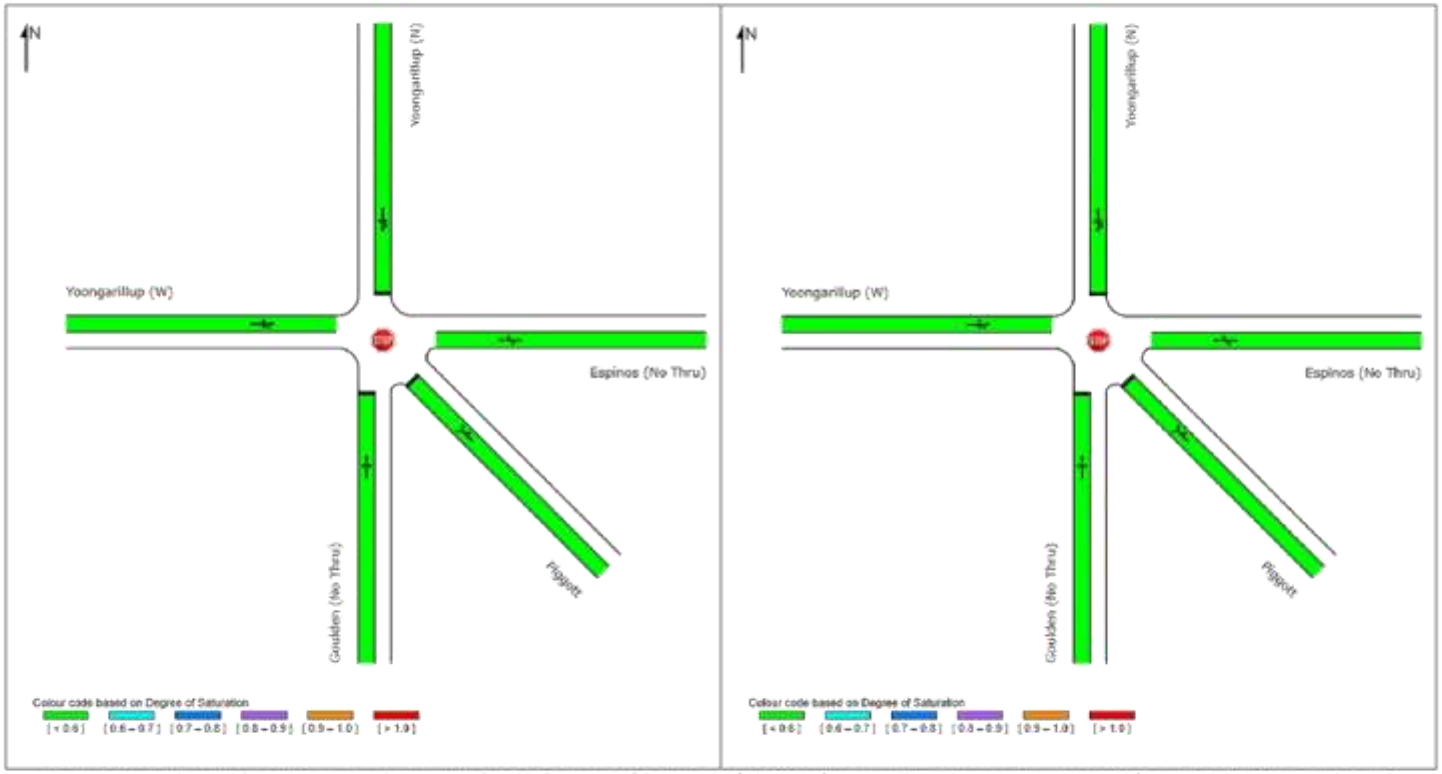


Figure 34 – Existing and forecast Degree of Saturation for Ki5: Espinos Rd/ Goulden Rd/ Pigott Rd/ Yoongarillup Rd on Monday at 10 AM (Campers' Departure Peak Hour)

7 SAFETY

This *TIA* has identified that all assessed intersections currently perform at a very good level with plenty of spare capacity and are able to accommodate the forecast increased volumes without changing this performance with the exception of the right turn out of Sues Rd into Bussell Hwy prior to the construction of the roundabout during the Monday morning campers' departure peak hours, as indicated in Figure 31 on page 48.

Whilst the forecast performance is within acceptable criteria, i.e., Degree of Saturation less than 0.9, the delays associated with turning right may result in some drivers taking smaller gaps in traffic along Bussell Hwy than they normally would, increasing the likelihood of conflict with 110 km/h through traffic.

The crash record for the Bussell Hwy/ Sues Rd intersection indicates that there has been one reported crash at this intersection in the five-year period ending 31 Dec 2020. This crash occurred on a Sunday at 3.36 PM on 13th September 2020 and involved a car turning right out of Sues Rd colliding with a car travelling towards Busselton on Bussell Hwy, i.e., from the right in dry conditions and resulted in injuries requiring medical attention but not admittance to hospital.

The above suggests that the intersection will continue to perform in a safe manner provided that traffic volumes from the Event on the Monday morning do not exceed the assessed 270 per hour. Prior to the construction of the roundabout at Bussell Hwy/ Sues Rd, consideration should be given to physically staggering car departures on the Monday to 200 per hour between 6 AM and 2 PM to reduce the potential for queuing and associated risk-taking occurring at the Bussell Hwy/ Sues Rd intersection on this day.

The Event has been designed on the principle of eliminating conflict between vehicles and pedestrians by providing a clockwise circular drop-off and pick-up arrangement with all bus boarding and alighting on the same side as the event grounds and access points. A low-speed environment in the boarding and alighting area will ensure that any conflict with passengers from private cars or taxis that are being dropped off or picked up is minimised for those passengers that do so from the driver's side of the vehicle. It is recommended that event marshals and/ or traffic controllers are used to monitor this and provide warnings to drivers when pedestrians are in the drive-through areas.

Whilst the Espinos Rd/ Goulden Rd/ Piggott Rd/ Yoongarillup Rd 5 leg intersection is expected to perform satisfactorily with the increased even traffic, it is recommended that an Event Traffic Management Plan is prepared and implemented that incorporates closures of Espinos Rd beyond the right turn into the event site for buses, cars and taxis and Goulden Rd just south of Piggott Rd with Local Access Only exceptions and that the intersection is monitored and, if necessary, controlled by traffic controllers with STOP/ SLOW bats should excessive queueing occur.

8 CONCLUSIONS

The *TIA* process has been used to reduce the impact of a three-day event attracting up to 12,000 patrons on the surrounding road network and major intersections on the Bussell Highway, including a proposed roundabout at Bussell Hwy/ Sues Rd. Extensive use of event shuttle bus services and the staggering of arrivals and departures of campers through a ticketed permit system ensures that peak arrival and departure times are spread out over several hours.

This TIA has identified that all assessed intersections currently perform at a very good level with plenty of spare capacity and are able to accommodate the forecast increased volumes without changing this performance, with the exception of the right turn out of Sues Rd into Bussell Hwy prior to the construction of the roundabout during the Monday morning campers' departure peak hours, as indicated in Figure 31 on page 48. It is therefore recommended that consideration is given to physically staggering car departures on the Monday to 200 per hour between 6 AM and 2 PM to reduce the potential for queuing and associated risk-taking occurring at the Bussell Hwy/ Sues Rd intersection on this day.

It is also recommended that an Event Traffic Management Plan is prepared and implemented that incorporates closures of Espinos Rd beyond the right turn into the event site for buses, cars, and taxis, and Goulden Rd just south of Piggott Rd with Local Access Only exceptions and that the intersection is monitored and, if necessary, controlled by traffic controllers with STOP/ SLOW bats should excessive queueing occur.

References

1. **Austroads.** *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments.* Austroads. Sydney, NSW : Austroads Ltd, April 2020. p. 113, Guide to Traffic Management. ISBN 978-1-925854-86-2.

2. **Western Australian Planning Commission.** *Transport Impact Assessment Guidelines.* Department of Planning, Government of Western Australia. Perth, Western Australia : Western Australian Planning Commission, August 2016. p. 182, Revised August 2016. The current version of the TIA guidelines (August 2016) has been endorsed by the WAPC.

3. **Government of Western Australia.** *Planning and Development (Local Planning Schemes) Regulations 2015.* Perth : Government of Western Australia, As at 01 Jul 2016. p. 205. Version 00-d0-02.

4. **City of Busselton.** *City of Busselton Local Planning Scheme No 21.* Busselton : City of Busselton, 15 Oct 2014. p. 141.

5. **Government of Western Australia.** *Traffic Management for Events Code of Practice.* Feb 2021. Perth : Main Roads Western Australia, Feb 2021. p. 47.

6. **Austroads.** *Guides to Temporary Traffic Management Parts 1 to 10.* [ed.] Dan Sullivan. Sydney : Austroads Ltd, 2019. Vols. 1-10.

APPENDIX A BASE (EXISTING) AND FORECAST BASE+ EVENT VOLUMES

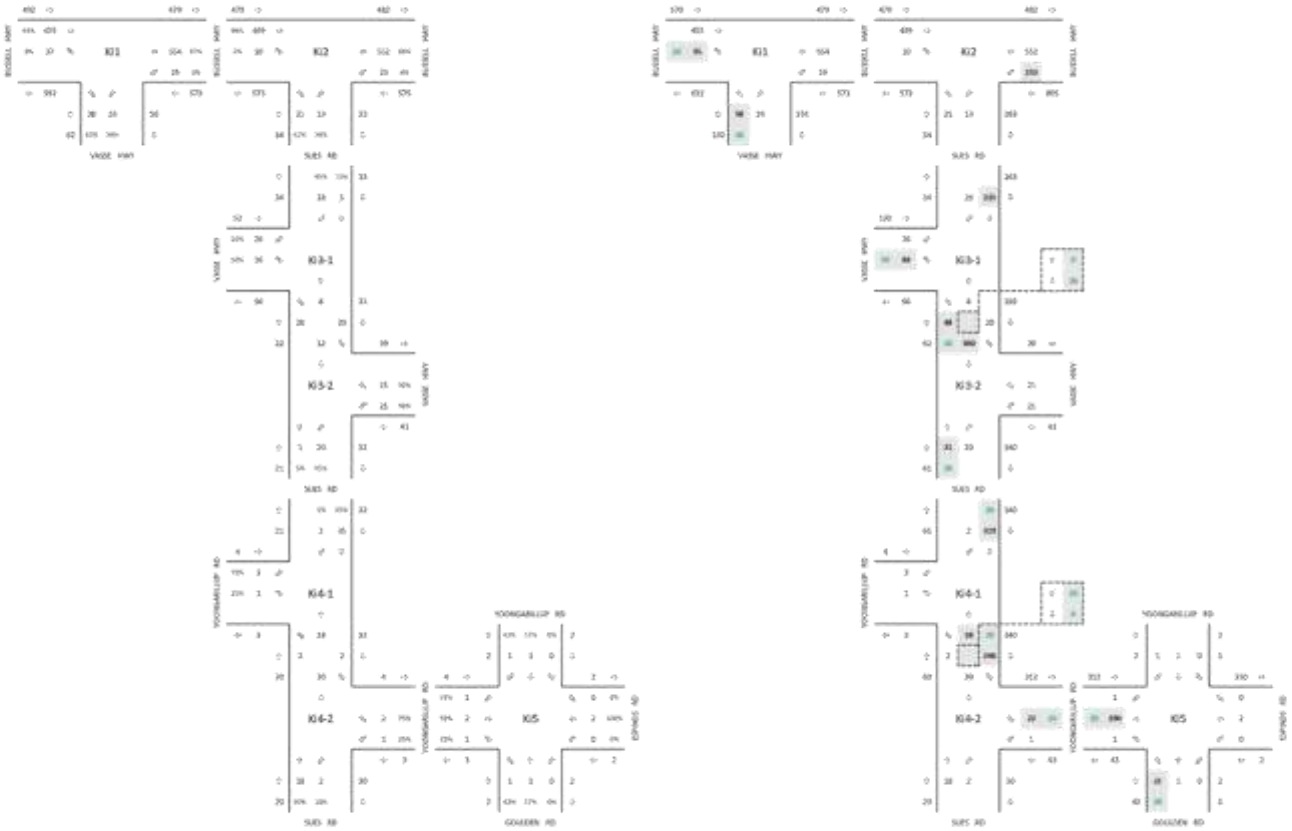


Figure 35 – Friday 2 PM Existing (Base) Volumes and Forecast Base+Event Volumes – increased volumes highlighted – bus volumes in green

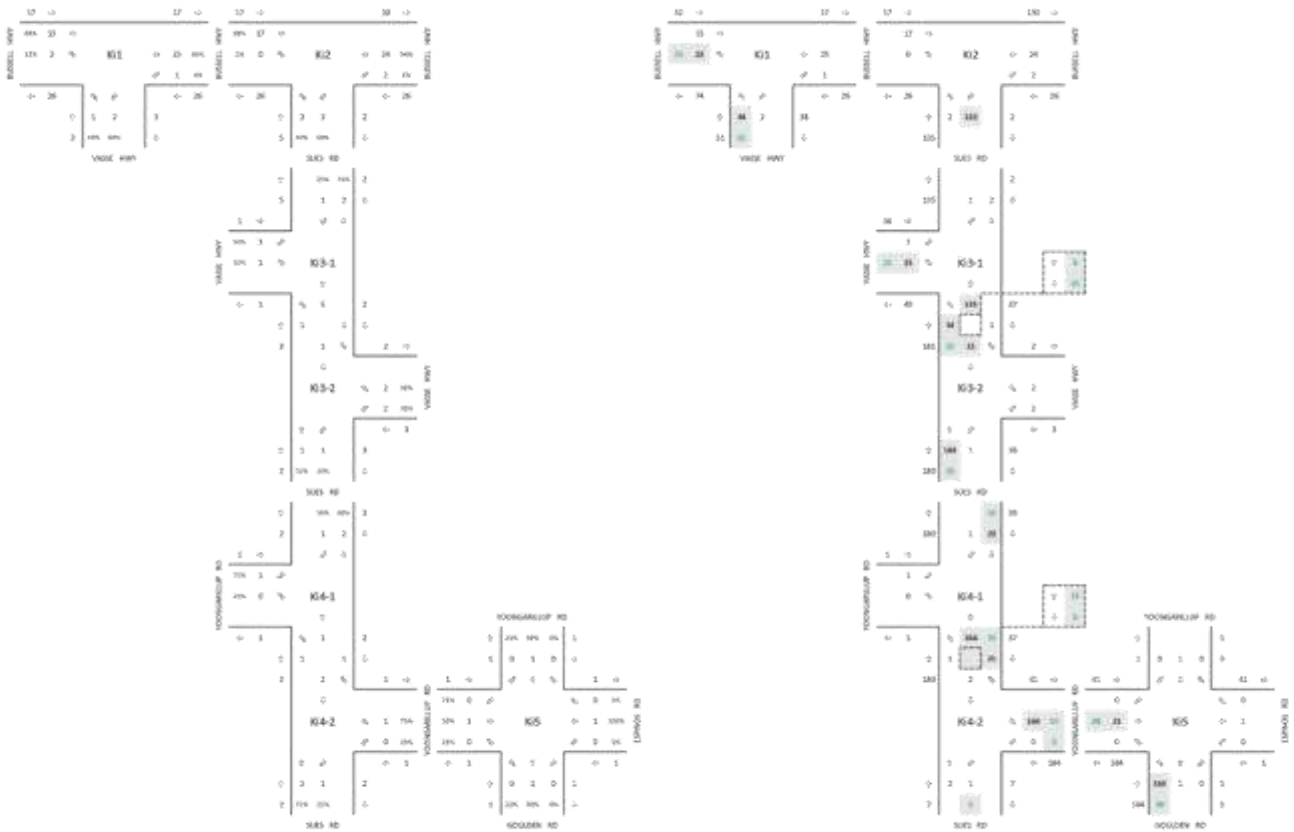


Figure 36 – Sunday 11 PM Existing (Base) Volumes and Forecast Base+Event Volumes – increased volumes highlighted – bus volumes in green

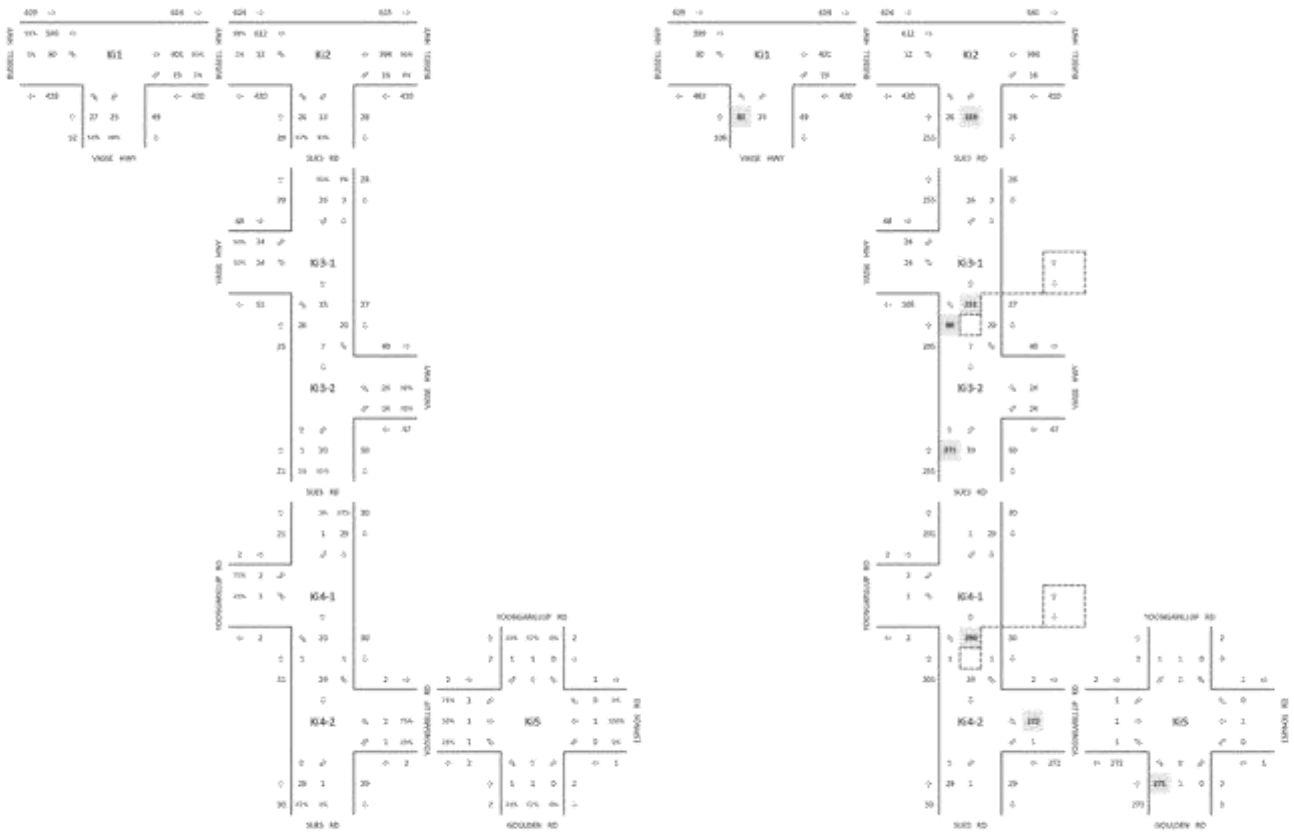


Figure 37 – Monday 10 AM Existing (Base) Volumes and Forecast Base+Event Volumes – increased volumes highlighted

APPENDIX B SIDRA INTERSECTION 9 DATA

EXISTING FRIDAY 2 PM

MOVEMENT SUMMARY

Site: Ki1A [Ki1A: Bussell Hwy/ Vasse Hwy Stage 1 (Site Folder: Existing Weekday 2PM)] Network: Ki1 [Ki1: Bussell Hwy/ Vasse Hwy (Network Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Vasse														
1	L2	40	10.4	40	10.4	0.030	5.9	LOS A	0.1	0.5	0.30	0.62	0.30	76.6
2	T1	25	20.8	25	20.8	0.057	16.3	LOS C	0.1	0.7	0.62	0.97	0.62	77.1
Approach		65	19.4	65	19.4	0.057	11.8	LOS B	0.1	0.7	0.47	0.78	0.47	76.8
East: Bussell (E)														
3	L2	20	19.0	20	19.0	0.016	6.8	LOS A	0.0	0.2	0.13	0.57	0.13	76.1
4	T1	583	16.0	583	16.0	0.278	0.4	LOS A	0.7	5.2	0.21	0.08	0.21	99.3
Approach		603	16.1	603	16.1	0.278	0.6	NA	0.7	5.2	0.20	0.10	0.20	70.2
North: Median Break														
5	T1	39	18.9	39	18.9	0.022	3.0	LOS A	0.0	0.0	0.00	0.53	0.00	68.7
Approach		39	18.9	39	18.9	0.022	3.0	NA	0.0	0.0	0.00	0.53	0.00	68.7
All Vehicles		707	16.6	707	16.6	0.278	1.0	NA	0.7	5.2	0.22	0.18	0.22	71.5

MOVEMENT SUMMARY

Site: Ki1B [Ki1B: Bussell Hwy/ Vasse Hwy Stage 2 (Site Folder: Existing Weekday 2PM)] Network: Ki1 [Ki1: Bussell Hwy/ Vasse Hwy (Network Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Median Break														
6	R2	25	20.8	25	20.8	0.015	3.0	LOS A	0.0	0.0	0.00	0.57	0.00	63.1
Approach		25	20.8	25	20.8	0.015	3.0	NA	0.0	0.0	0.00	0.57	0.00	63.1
West: Bussell (W)														
7	T1	479	16.0	479	16.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
8	R2	39	18.9	39	18.9	0.024	6.7	LOS A	0.0	0.4	0.10	0.61	0.10	52.3
Approach		518	16.3	518	16.3	0.134	0.5	NA	0.0	0.4	0.01	0.05	0.01	69.5
All Vehicles		543	16.5	543	16.5	0.134	0.8	NA	0.0	0.4	0.01	0.07	0.01	69.3

MOVEMENT SUMMARY

Site: Ki2 [Ki2: Bussell Hwy/ Sues Rd (Site Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
1	L2	21	7	22	33.3	0.057	18.9	LOS C	0.2	1.7	0.64	1.01	0.64	92.9
2	R2	13	4	14	30.8	0.164	55.6	LOS F	0.5	4.4	0.92	1.01	0.93	87.0
Approach		34	11	36	32.4	0.164	32.9	LOS D	0.5	4.4	0.74	1.01	0.75	90.4
NorthEast: Bussell (NE														
3	L2	23	4	24	17.4	0.015	9.6	LOS A	0.0	0.0	0.00	0.64	0.00	102.1
4	T1	552	88	581	15.9	0.325	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
Approach		575	92	605	16.0	0.325	0.5	NA	0.0	0.0	0.00	0.03	0.00	109.2
SouthWest: Bussell (SW)														
5	T1	469	75	494	16.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
6	R2	19	2	11	29.0	0.014	11.9	LOS B	0.1	0.4	0.57	0.72	0.57	100.0
Approach		479	77	504	16.1	0.138	0.3	NA	0.1	0.4	0.01	0.01	0.01	109.5
All Vehicles		1088	180	1145	16.5	0.325	1.4	NA	0.5	4.4	0.03	0.05	0.03	108.8

MOVEMENT SUMMARY

Site: Ki3-1 [Ki3-1: Sues Rd/ Vasse Hwy (W) (Site Folder: Existing Weekday 2PM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	29	17.9	29	17.9	0.018	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	104.3
2	T1	8	37.5	8	37.5	0.005	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		36	22.2	36	22.2	0.018	3.2	NA	0.0	0.0	0.00	0.46	0.00	105.2
North: Sues (N)														
3	T1	5	40.0	5	40.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
4	R2	29	17.9	29	17.9	0.023	8.5	LOS A	0.0	0.3	0.12	0.64	0.12	105.4
Approach		35	21.2	35	21.2	0.023	7.2	NA	0.0	0.3	0.10	0.54	0.11	105.7
West: Vasse (W)														
5	L2	27	19.2	27	19.2	0.057	8.8	LOS A	0.1	0.7	0.09	0.65	0.09	105.4
6	R2	27	19.2	27	19.2	0.057	9.2	LOS A	0.1	0.7	0.09	0.65	0.09	106.7
Approach		55	19.2	55	19.2	0.057	9.0	LOS A	0.1	0.7	0.09	0.65	0.09	105.9
All Vehicles		127	20.7	127	20.7	0.057	6.8	NA	0.1	0.7	0.05	0.56	0.05	105.7

MOVEMENT SUMMARY

Site: Ki3-2 [Ki3-2: Sues Rd/ Vasse Hwy (E) (Site Folder: Existing Weekday 2PM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	2	50.0	2	50.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
8	R2	21	35.0	21	35.0	0.018	9.3	LOS A	0.0	0.3	0.13	0.63	0.13	98.7
Approach		23	36.4	23	36.4	0.018	9.4	NA	0.0	0.3	0.11	0.57	0.11	99.3
East: Vasse (E)														
9	L2	22	19.0	22	19.0	0.046	8.8	LOS A	0.1	0.5	0.08	0.64	0.08	100.2
10	R2	22	19.0	22	19.0	0.046	9.0	LOS A	0.1	0.5	0.08	0.64	0.08	98.4
Approach		44	19.0	44	19.0	0.046	8.9	LOS A	0.1	0.5	0.08	0.64	0.08	99.7
North: Sues (N)														
11	L2	21	35.0	21	35.0	0.014	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	88.3
12	T1	13	33.3	13	33.3	0.008	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		34	34.4	34	34.4	0.014	2.6	NA	0.0	0.0	0.00	0.37	0.00	98.3
All Vehicles		101	28.1	101	28.1	0.046	6.7	NA	0.1	0.5	0.06	0.54	0.06	99.2

MOVEMENT SUMMARY

Site: Ki4-1 [Ki4-1: Sues Rd/ Yoongarillup Rd (W) (Site Folder: Existing Weekday 2PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	2	50.0	2	50.0	0.013	2.9	LOS A	0.0	0.0	0.00	0.66	0.00	62.9
2	T1	19	33.3	19	33.3	0.013	0.0	LOS A	0.0	0.0	0.00	0.66	0.00	169.6
Approach		21	35.0	21	35.0	0.013	0.3	NA	0.0	0.0	0.00	0.66	0.00	167.1
North: Sues (N)														
3	T1	33	32.3	33	32.3	0.022	0.0	LOS A	0.0	0.1	0.01	0.64	0.01	169.6
4	R2	2	50.0	2	50.0	0.022	9.4	LOS A	0.0	0.1	0.01	0.64	0.01	92.3
Approach		35	33.3	35	33.3	0.022	0.6	NA	0.0	0.1	0.01	0.64	0.01	166.6
West: Yoongarillup (W)														
5	L2	3	33.3	3	33.3	0.003	9.2	LOS A	0.0	0.0	0.00	0.64	0.00	97.2
6	R2	1	0.0	1	0.0	0.003	7.9	LOS A	0.0	0.0	0.00	0.64	0.00	91.3
Approach		4	25.0	4	25.0	0.003	8.9	LOS A	0.0	0.0	0.00	0.64	0.00	96.7
All Vehicles		60	33.3	60	33.3	0.022	1.1	NA	0.0	0.1	0.01	0.69	0.01	166.8

MOVEMENT SUMMARY

Site: Ki4-2 [Ki4-1: Sues Rd/ Yoongarillup Rd (E) (Site Folder: Existing Weekday 2PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	19	33.3	19	33.3	0.013	9.0	LOS A	0.0	0.0	0.02	0.07	0.02	107.6
8	R2	2	0.0	2	0.0	0.013	7.9	LOS A	0.0	0.0	0.02	0.07	0.02	100.9
Approach		21	30.0	21	30.0	0.013	8.8	NA	0.0	0.0	0.02	0.07	0.02	106.4
East: Yoongarillup (E)														
9	L2	1	0.0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.11	0.63	0.11	97.9
10	R2	2	0.0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.11	0.63	0.11	91.6
Approach		3	0.0	3	0.0	0.002	8.0	LOS A	0.0	0.0	0.11	0.63	0.11	94.4
North: Sues (N)														
11	L2	2	0.0	2	0.0	0.021	2.8	LOS A	0.0	0.0	0.00	0.04	0.00	93.3
12	T1	32	33.3	32	33.3	0.021	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	109.5
Approach		34	31.3	34	31.3	0.021	0.2	NA	0.0	0.0	0.00	0.04	0.00	108.6
All Vehicles		58	29.1	58	29.1	0.021	3.0	NA	0.0	0.0	0.01	0.05	0.01	106.0

MOVEMENT SUMMARY

Site: Ki5 [Ki5: Espinos Rd/ Goulden Rd/ Piggor Rd/ Yoongarillup Rd (Site Folder: Existing Weekday 2PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Goulden (No Thru)														
1	L2	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.03	0.97	0.03	54.5
2	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.03	0.97	0.03	54.5
3	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.03	0.97	0.03	56.0
Approach		3	0	3	0.0	0.003	7.8	LOS A	0.0	0.1	0.03	0.97	0.03	55.1
SouthEast: Piggott														
4	L1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.04	1.09	0.04	52.1
5	R1	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.04	1.09	0.04	52.3
6	R3	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.04	1.09	0.04	54.9
Approach		3	0	3	0.0	0.003	8.0	LOS A	0.0	0.1	0.04	1.09	0.04	53.4
East: Espinos (No Thru)														
7	L3	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.0	0.02	0.31	0.02	57.8
8	T1	2	0	2	0.0	0.002	6.0	LOS A	0.0	0.0	0.02	0.31	0.02	58.4
9	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.31	0.02	57.2
Approach		4	0	4	0.0	0.002	3.0	NA	0.0	0.0	0.02	0.31	0.02	57.9
North: Yoongarillup (N)														
10	L2	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.03	1.63	0.03	55.2
11	L1	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.03	1.63	0.03	52.4
12	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.03	1.63	0.03	54.4
13	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.03	1.63	0.03	51.4
Approach		4	0	4	0.0	0.003	7.9	LOS A	0.0	0.1	0.03	1.63	0.03	53.6
West: Yoongarillup (W)														
15	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.02	0.34	0.02	55.6
15	T1	2	0	2	0.0	0.003	6.0	LOS A	0.0	0.1	0.02	0.34	0.02	58.3
16	R1	1	0	1	0.0	0.003	4.4	LOS A	0.0	0.1	0.02	0.34	0.02	56.3
17	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.02	0.34	0.02	56.7
Approach		5	0	5	0.0	0.003	3.1	NA	0.0	0.1	0.02	0.34	0.02	57.3
All Vehicles		19	0	20	0.0	0.003	5.6	NA	0.0	0.1	0.03	0.70	0.03	55.0

EXISTING SUNDAY 11 PM

MOVEMENT SUMMARY

Site: Ki1A [Ki1A: Bussell Hwy/ Vasse Hwy Stage 1 (Site Folder: Existing Weekend 11PM)]

Network: N101 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Vasse														
1	L2	1	0.0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.06	0.59	0.06	77.6
2	T1	2	0.0	2	0.0	0.002	8.7	LOS A	0.0	0.0	0.11	0.61	0.11	78.2
Approach		3	0.0	3	0.0	0.002	8.3	LOS A	0.0	0.0	0.09	0.60	0.09	78.0
East: Bussell (E)														
3	L2	1	0.0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.02	0.60	0.02	76.6
4	T1	26	16.0	26	16.0	0.012	0.0	LOS A	0.0	0.2	0.03	0.00	0.03	69.9
Approach		27	15.4	27	15.4	0.012	0.3	NA	0.0	0.2	0.03	0.03	0.03	71.0
North: Median Break														
5	T1	2	0.0	2	0.0	0.001	3.0	LOS A	0.0	0.0	0.00	0.53	0.00	69.1
Approach		2	0.0	2	0.0	0.001	3.0	NA	0.0	0.0	0.00	0.53	0.00	69.1
All Vehicles		33	12.9	33	12.9	0.012	1.2	NA	0.0	0.2	0.03	0.13	0.03	72.3

MOVEMENT SUMMARY

Site: Ki1B [Ki1B: Bussell Hwy/ Vasse Hwy Stage 2 (Site Folder: Existing Weekend 11PM)]

Network: N101 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Median Break														
6	R2	2	0.0	2	0.0	0.001	3.0	LOS A	0.0	0.0	0.00	0.57	0.00	64.9
Approach		2	0.0	2	0.0	0.001	3.0	NA	0.0	0.0	0.00	0.57	0.00	64.9
West: Bussell (W)														
7	T1	18	13.3	18	13.3	0.004	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	70.0
8	R2	4	50.0	4	50.0	0.003	7.1	LOS A	0.0	0.1	0.02	0.64	0.02	52.8
Approach		20	21.1	20	21.1	0.004	1.5	NA	0.0	0.1	0.00	0.13	0.00	68.9
All Vehicles		22	19.0	22	19.0	0.004	1.8	NA	0.0	0.1	0.00	0.18	0.00	68.5

MOVEMENT SUMMARY

Site: Ki2 [Ki2: Bussell Hwy/ Sues Rd (Site Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
1	L2	2	0	2	0.0	0.002	10.0	LOS B	0.0	0.0	0.09	0.93	0.09	103.4
2	R2	3	1	3	33.3	0.004	12.4	LOS B	0.0	0.1	0.17	0.92	0.17	100.3
Approach		5	1	5	20.0	0.004	11.4	LOS B	0.0	0.1	0.14	0.92	0.14	101.5
NorthEast: Bussell (NE														
3	L2	2	0	2	0.0	0.001	9.2	LOS A	0.0	0.0	0.00	0.65	0.00	104.5
4	T1	24	4	25	16.7	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		26	4	27	15.4	0.014	0.7	NA	0.0	0.0	0.00	0.05	0.00	109.2
SouthWest: Bussell (SW)														
5	T1	17	3	18	17.6	0.005	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
6	R2	1	0	1	0.0	0.001	8.1	LOS A	0.0	0.0	0.09	0.62	0.09	104.0
Approach		18	3	19	16.7	0.005	0.5	NA	0.0	0.0	0.01	0.03	0.01	109.4
All Vehicles		49	8	52	16.3	0.014	1.7	NA	0.0	0.1	0.02	0.13	0.02	107.8

MOVEMENT SUMMARY

Site: KiS-1 [KiS-1: Sues Rd/ Vasse Hwy (W) (Site Folder: Existing Weekend 11PM)]

Network: KiS [KiS: Sues Rd/ Vasse Hwy (Network Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS [HV] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS [HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh veh]	AVERAGE BACK OF QUEUE [Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	1	0.0	1	0.0	0.001	4.0	LOS A	0.0	0.0	0.00	0.60	0.00	106.7
2	T1	5	40.0	5	40.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		6	33.3	6	33.3	0.003	0.7	NA	0.0	0.0	0.00	0.10	0.00	109.2
North: Sues (N)														
3	T1	2	50.0	2	50.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
4	R2	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.04	0.65	0.04	107.0
Approach		3	33.3	3	33.3	0.001	2.6	NA	0.0	0.0	0.01	0.22	0.01	108.3
West: Vasse (W)														
5	L2	1	0.0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.04	0.65	0.04	106.9
6	R2	1	0.0	1	0.0	0.002	8.1	LOS A	0.0	0.0	0.04	0.65	0.04	106.7
Approach		2	0.0	2	0.0	0.002	8.1	LOS A	0.0	0.0	0.04	0.65	0.04	106.9
All Vehicles		12	27.3	12	27.3	0.003	2.6	NA	0.0	0.0	0.01	0.23	0.01	108.3

MOVEMENT SUMMARY

Site: KiS-2 [KiS-2: Sues Rd/ Vasse Hwy (E) (Site Folder: Existing Weekend 11PM)]

Network: KiS [KiS: Sues Rd/ Vasse Hwy (Network Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS [HV] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS [HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh veh]	AVERAGE BACK OF QUEUE [Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	1	0.0	1	0.0	0.000	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
8	R2	1	0.0	1	0.0	0.001	8.0	LOS A	0.0	0.0	0.03	0.65	0.03	103.4
Approach		2	0.0	2	0.0	0.001	4.0	NA	0.0	0.0	0.01	0.33	0.01	105.9
East: Vasse (E)														
9	L2	2	0.0	2	0.0	0.004	8.2	LOS A	0.0	0.0	0.03	0.65	0.03	103.4
10	R2	2	0.0	2	0.0	0.004	8.0	LOS A	0.0	0.0	0.03	0.65	0.03	98.6
Approach		4	0.0	4	0.0	0.004	8.1	LOS A	0.0	0.0	0.03	0.65	0.03	102.1
North: Sues (N)														
11	L2	1	0.0	1	0.0	0.001	4.0	LOS A	0.0	0.0	0.00	0.60	0.00	98.7
12	T1	2	50.0	2	50.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		3	33.3	3	33.3	0.001	1.3	NA	0.0	0.0	0.00	0.20	0.00	107.3
All Vehicles		9	11.1	9	11.1	0.004	4.9	NA	0.0	0.0	0.01	0.43	0.01	104.5

MOVEMENT SUMMARY

Site: Ki4-1 [Ki4-1: Sues Rd/ Yoongarillup Rd (W) (Site Folder: Existing Weekend 11PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	1	0.0	1	0.0	0.001	2.6	LOS A	0.0	0.0	0.00	0.50	0.00	96.3
2	T1	1	0.0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	106.8
Approach		2	0.0	2	0.0	0.001	1.4	NA	0.0	0.0	0.00	0.50	0.00	105.5
North: Sues (N)														
3	T1	2	50.0	2	50.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.23	0.01	106.7
4	R2	1	0.0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.23	0.01	103.1
Approach		3	33.3	3	33.3	0.002	2.6	NA	0.0	0.0	0.01	0.23	0.01	105.3
West: Yoongarillup (W)														
5	L2	1	0.0	1	0.0	0.001	8.2	LOS A	0.0	0.0	0.01	0.67	0.01	102.4
6	R2	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.67	0.01	91.9
Approach		2	0.0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.01	0.67	0.01	100.2
All Vehicles		7	14.3	7	14.3	0.002	3.8	NA	0.0	0.0	0.01	0.37	0.01	103.9

MOVEMENT SUMMARY

Site: Ki4-2 [Ki4-2: Sues Rd/ Yoongarillup Rd (E) (Site Folder: Existing Weekend 11PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	2	50.0	2	50.0	0.002	0.0	LOS A	0.0	0.0	0.02	0.23	0.02	102.6
8	R2	1	0.0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.02	0.23	0.02	98.4
Approach		3	33.3	3	33.3	0.002	2.6	NA	0.0	0.0	0.02	0.23	0.02	100.8
East: Yoongarillup (E)														
9	L2	1	0.0	1	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.66	0.02	97.3
10	R2	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.66	0.02	92.1
Approach		2	0.0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	95.6
North: Sues (N)														
11	L2	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.00	0.20	0.00	91.2
12	T1	2	50.0	2	50.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	107.3
Approach		3	33.3	3	33.3	0.002	0.9	NA	0.0	0.0	0.00	0.20	0.00	102.3
All Vehicles		8	25.0	8	25.0	0.002	3.3	NA	0.0	0.0	0.01	0.33	0.01	99.7

MOVEMENT SUMMARY

Site: Ki5 [Ki5: Espinos Rd/ Goulden Rd/ Piggor Rd/ Yoongarillup Rd (Site Folder: Existing Weekend 11PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que.	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Goulden (No Thru)														
1	L2	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.02	0.98	0.02	54.5
2	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.02	0.98	0.02	54.5
3	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.02	0.98	0.02	56.0
Approach		3	0	3	0.0	0.003	7.8	LOS A	0.0	0.1	0.02	0.98	0.02	55.1
SouthEast: Piggott														
4	L1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.04	1.09	0.04	52.1
5	R1	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.04	1.09	0.04	52.3
6	R3	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.04	1.09	0.04	54.9
Approach		3	0	3	0.0	0.003	8.0	LOS A	0.0	0.1	0.04	1.09	0.04	53.4
East: Espinos (No Thru)														
7	L3	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.0	0.01	0.41	0.01	57.3
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.41	0.01	57.9
9	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.01	0.41	0.01	56.7
Approach		3	0	3	0.0	0.002	4.0	NA	0.0	0.0	0.01	0.41	0.01	57.3
North: Yoongarillup (N)														
10	L2	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.02	1.03	0.02	55.2
11	L1	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.02	1.03	0.02	52.3
12	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.02	1.03	0.02	54.4
13	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.02	1.03	0.02	51.3
Approach		4	0	4	0.0	0.003	7.9	LOS A	0.0	0.1	0.02	1.03	0.02	53.6
West: Yoongarillup (W)														
15	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.01	0.42	0.01	54.9
15	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.01	0.42	0.01	57.9
16	R1	1	0	1	0.0	0.002	4.4	LOS A	0.0	0.1	0.01	0.42	0.01	55.7
17	R2	1	0	1	0.0	0.002	5.4	LOS A	0.0	0.1	0.01	0.42	0.01	56.3
Approach		4	0	4	0.0	0.002	3.9	NA	0.0	0.1	0.01	0.42	0.01	56.4
All Vehicles		17	0	18	0.0	0.003	6.2	NA	0.0	0.1	0.02	0.78	0.02	55.2

EXISTING MONDAY 10 AM

MOVEMENT SUMMARY

Site: Ki1A [Ki1A: Bussell Hwy/ Vasse Hwy Stage 1 (Site Folder: Existing Weekday 10AM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Existing Weekday 2PM Peak)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Vasse														
1	L2	28	18.5	28	18.5	0.024	8.4	LOS A	0.0	0.3	0.32	0.58	0.32	76.6
2	T1	26	20.0	26	20.0	0.044	13.7	LOS B	0.1	0.6	0.54	0.92	0.54	77.6
Approach		55	19.2	55	19.2	0.044	11.0	LOS B	0.1	0.6	0.43	0.74	0.43	77.1
East: Bussell (E)														
3	L2	29	15.8	29	15.8	0.016	6.7	LOS A	0.0	0.2	0.11	0.57	0.11	79.2
4	T1	422	16.0	422	16.0	0.199	0.3	LOS A	0.4	3.4	0.17	0.06	0.17	69.4
Approach		442	16.0	442	16.0	0.199	0.6	NA	0.4	3.4	0.17	0.08	0.17	70.6
North: Median Break														
5	T1	32	20.0	32	20.0	0.018	3.0	LOS A	0.0	0.0	0.00	0.53	0.00	68.7
Approach		32	20.0	32	20.0	0.018	3.0	NA	0.0	0.0	0.00	0.53	0.00	68.7
All Vehicles		529	16.5	529	16.5	0.199	1.0	NA	0.4	3.4	0.18	0.18	0.18	72.8

MOVEMENT SUMMARY

Site: Ki1B [Ki1B: Bussell Hwy/ Vasse Hwy Stage 2 (Site Folder: Existing Weekday 10AM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Existing Weekday 2PM Peak)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Median Break														
6	R2	26	20.0	26	20.0	0.016	3.0	LOS A	0.0	0.0	0.00	0.57	0.00	63.2
Approach		26	20.0	26	20.0	0.016	3.0	NA	0.0	0.0	0.00	0.57	0.00	63.2
West: Bussell (W)														
7	T1	631	16.0	631	16.0	0.177	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
8	R2	32	20.0	32	20.0	0.029	6.7	LOS A	0.0	0.3	0.10	0.61	0.10	52.3
Approach		662	16.2	662	16.2	0.177	0.3	NA	0.0	0.3	0.00	0.03	0.00	68.7
All Vehicles		688	16.4	688	16.4	0.177	0.4	NA	0.0	0.3	0.00	0.05	0.00	68.4

MOVEMENT SUMMARY

Site: Ki2 [Ki2: Bussell Hwy/ Sues Rd (Site Folder: Existing Weekday 10AM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h]	HV] veh/h	DEMAND FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
1	L2	28	9	27	34.6	0.050	15.9	LOS C	0.2	1.6	0.51	0.95	0.51	93.6
2	R2	13	4	14	30.8	0.139	46.1	LOS E	0.4	3.7	0.90	1.00	0.90	89.1
Approach		39	13	41	33.3	0.139	26.7	LOS D	0.4	3.7	0.64	0.97	0.64	92.0
NorthEast: Bussell (NE)														
3	L2	16	3	17	18.8	0.010	9.7	LOS A	0.0	0.0	0.00	0.64	0.00	102.0
4	T1	394	63	415	16.0	0.232	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
Approach		410	66	432	16.1	0.232	0.4	NA	0.0	0.0	0.00	0.03	0.00	109.3
SouthWest: Bussell (SW)														
5	T1	612	98	644	16.0	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
6	R2	12	2	13	16.7	0.012	10.4	LOS B	0.1	0.4	0.48	0.66	0.48	100.8
Approach		624	100	657	16.0	0.180	0.2	NA	0.1	0.4	0.01	0.01	0.01	109.6
All Vehicles		1073	179	1129	16.7	0.232	1.3	NA	0.4	3.7	0.03	0.05	0.03	108.1

MOVEMENT SUMMARY

Site: Ki3-1 [Ki3-1: Sues Rd/ Vasse Hwy (W) (Site Folder: Existing Weekday 10AM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Existing Weekday 2PM Peak)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	27	15.4	27	15.4	0.016	4.0	LOS A	0.0	0.0	0.00	0.60	0.00	104.5
2	T1	16	13.3	16	13.3	0.009	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		43	14.6	43	14.6	0.016	2.6	NA	0.0	0.0	0.00	0.38	0.00	106.0
North: Sues (N)														
3	T1	3	0.0	3	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
4	R2	27	15.4	27	15.4	0.021	8.4	LOS A	0.0	0.3	0.12	0.63	0.13	105.6
Approach		31	13.8	31	13.8	0.021	7.5	NA	0.0	0.3	0.12	0.57	0.12	105.7
West: Vasse (W)														
5	L2	25	20.8	25	20.8	0.053	8.9	LOS A	0.1	0.6	0.09	0.64	0.09	105.3
6	R2	25	20.8	25	20.8	0.053	9.2	LOS A	0.1	0.6	0.09	0.64	0.09	106.6
Approach		51	20.8	51	20.8	0.053	9.0	LOS A	0.1	0.6	0.09	0.64	0.09	105.8
All Vehicles		124	16.9	124	16.9	0.053	6.4	NA	0.1	0.6	0.06	0.53	0.06	105.8

MOVEMENT SUMMARY

Site: Ki3-2 [Ki3-2: Sues Rd/ Vasse Hwy (E) (Site Folder: Existing Weekday 10AM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Existing Weekday 2PM Peak)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	1	0.0	1	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
8	R2	21	35.0	21	35.0	0.018	9.2	LOS A	0.0	0.3	0.11	0.63	0.11	98.7
Approach		22	33.3	22	33.3	0.018	8.8	NA	0.0	0.3	0.11	0.60	0.11	99.0
East: Vasse (E)														
9	L2	25	20.8	25	20.8	0.052	8.8	LOS A	0.1	0.6	0.05	0.65	0.05	100.1
10	R2	25	20.8	25	20.8	0.052	9.0	LOS A	0.1	0.6	0.05	0.65	0.05	98.5
Approach		51	20.8	51	20.8	0.052	8.9	LOS A	0.1	0.6	0.05	0.65	0.05	99.7
North: Sues (N)														
11	L2	21	35.0	21	35.0	0.014	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	88.3
12	T1	7	28.6	7	28.6	0.004	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		28	33.3	28	33.3	0.014	3.0	NA	0.0	0.0	0.00	0.44	0.00	95.5
All Vehicles		101	27.1	101	27.1	0.052	7.2	NA	0.1	0.6	0.05	0.56	0.05	98.7

MOVEMENT SUMMARY

Site: Ki4-1 [Ki4-1: Sues Rd/ Yoongarillup Rd (W) (Site Folder: Existing Weekday 10AM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Existing Weekday 2PM Peak)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	1	0.0	1	0.0	0.014	2.8	LOS A	0.0	0.0	0.00	0.03	0.00	93.2
2	T1	21	35.0	21	35.0	0.014	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	109.5
Approach		22	33.3	22	33.3	0.014	0.1	NA	0.0	0.0	0.00	0.03	0.00	109.5
North: Sues (N)														
3	T1	26	24.0	26	24.0	0.016	0.0	LOS A	0.0	0.0	0.01	0.03	0.01	109.6
4	R2	1	0.0	1	0.0	0.016	7.8	LOS A	0.0	0.0	0.01	0.03	0.01	105.1
Approach		27	23.1	27	23.1	0.016	0.3	NA	0.0	0.0	0.01	0.03	0.01	109.4
West: Yoongarillup (W)														
5	L2	2	0.0	2	0.0	0.002	8.2	LOS A	0.0	0.0	0.06	0.63	0.06	102.2
6	R2	1	0.0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.06	0.63	0.06	91.3
Approach		3	0.0	3	0.0	0.002	8.1	LOS A	0.0	0.0	0.06	0.63	0.06	100.9
All Vehicles		53	26.9	53	26.9	0.016	0.7	NA	0.0	0.0	0.01	0.06	0.01	108.9

MOVEMENT SUMMARY

Site: Ki4-2 [Ki4-1: Sues Rd/ Yoongarillup Rd (E) (Site Folder: Existing Weekday 10AM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Existing Weekday 2PM Peak)]

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Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	31	34.5	31	34.5	0.019	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	109.1
8	R2	1	0.0	1	0.0	0.019	7.8	LOS A	0.0	0.0	0.01	0.02	0.01	101.7
Approach		32	33.3	32	33.3	0.019	0.3	NA	0.0	0.0	0.01	0.02	0.01	108.7
East: Yoongarillup (E)														
9	L2	1	0.0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.11	0.63	0.11	97.0
10	R2	2	0.0	2	0.0	0.002	8.0	LOS A	0.0	0.0	0.11	0.63	0.11	91.6
Approach		3	0.0	3	0.0	0.002	8.1	LOS A	0.0	0.0	0.11	0.63	0.11	94.4
North: Sues (N)														
11	L2	1	0.0	1	0.0	0.020	2.8	LOS A	0.0	0.0	0.00	0.02	0.00	93.5
12	T1	31	34.5	31	34.5	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	109.7
Approach		32	33.3	32	33.3	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	109.2
All Vehicles		66	31.7	66	31.7	0.020	0.6	NA	0.0	0.0	0.01	0.05	0.01	108.1

MOVEMENT SUMMARY

Site: Ki6 [Ki6: Espinos Rd/ Goulden Rd/ Piggor Rd/ Yoongarillup Rd (Site Folder: Existing Weekday 10AM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Goulden (No Thru)														
1	L2	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.02	0.98	0.02	54.5
2	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.02	0.98	0.02	54.5
3	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.02	0.98	0.02	56.0
Approach		3	0	3	0.0	0.003	7.8	LOS A	0.0	0.1	0.02	0.98	0.02	55.1
SouthEast: Piggott														
4	L1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.04	1.09	0.04	52.1
5	R1	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.04	1.09	0.04	52.3
6	R3	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.04	1.09	0.04	54.9
Approach		3	0	3	0.0	0.003	8.0	LOS A	0.0	0.1	0.04	1.09	0.04	53.4
East: Espinos (No Thru)														
7	L3	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.0	0.01	0.41	0.01	57.3
8	T1	1	0	1	0.0	0.002	6.0	LOS A	0.0	0.0	0.01	0.41	0.01	57.9
9	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.01	0.41	0.01	56.7
Approach		3	0	3	0.0	0.002	4.0	NA	0.0	0.0	0.01	0.41	0.01	57.3
North: Yoongarillup (N)														
10	L2	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.02	1.03	0.02	55.2
11	L1	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.02	1.03	0.02	52.3
12	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.02	1.03	0.02	54.4
13	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.02	1.03	0.02	51.3
Approach		4	0	4	0.0	0.003	7.9	LOS A	0.0	0.1	0.02	1.03	0.02	53.6
West: Yoongarillup (W)														
15	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.01	0.42	0.01	54.9
15	T1	1	0	1	0.0	0.002	6.0	LOS A	0.0	0.1	0.01	0.42	0.01	57.9
16	R1	1	0	1	0.0	0.002	4.4	LOS A	0.0	0.1	0.01	0.42	0.01	55.7
17	R2	1	0	1	0.0	0.002	5.4	LOS A	0.0	0.1	0.01	0.42	0.01	56.3
Approach		4	0	4	0.0	0.002	3.9	NA	0.0	0.1	0.01	0.42	0.01	56.4
All Vehicles		17	0	18	0.0	0.003	6.2	NA	0.0	0.1	0.02	0.78	0.02	55.2

EVENT FRIDAY 2 PM

MOVEMENT SUMMARY

Site: Ki1A [Ki1A: Bussell Hwy/ Vasse Hwy Stage 1 (Site Folder: Event Friday 2PM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS [HV] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS [HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE [Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Vasse														
1	L2	89	31.8	89	31.8	0.080	9.3	LOS A	0.1	1.3	0.41	0.65	0.41	77.1
2	T1	25	20.8	25	20.8	0.057	16.3	LOS C	0.1	0.7	0.62	0.57	0.62	77.1
Approach		115	29.4	115	29.4	0.080	10.8	LOS B	0.1	1.3	0.46	0.72	0.46	77.1
East: Bussell (E)														
3	L2	20	19.0	20	19.0	0.018	7.2	LOS A	0.0	0.2	0.26	0.57	0.26	76.0
4	T1	583	16.0	583	16.0	0.322	1.6	LOS A	0.7	5.9	0.42	0.27	0.42	68.6
Approach		603	16.1	603	16.1	0.322	1.8	NA	0.7	5.9	0.41	0.28	0.41	69.6
North: Median Break														
5	T1	128	22.1	128	22.1	0.075	3.0	LOS A	0.0	0.0	0.90	0.53	0.90	67.1
Approach		128	22.1	128	22.1	0.075	3.0	NA	0.0	0.0	0.90	0.53	0.90	67.1
All Vehicles		846	18.8	846	18.8	0.322	3.2	NA	0.7	5.9	0.35	0.38	0.35	70.8

MOVEMENT SUMMARY

Site: Ki1B [Ki1B: Bussell Hwy/ Vasse Hwy Stage 2 (Site Folder: Event Friday 2PM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS [HV] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS [HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE [Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Median Break														
6	R2	25	20.8	25	20.8	0.615	3.0	LOS A	0.0	0.0	0.00	0.57	0.00	63.1
Approach		25	20.8	25	20.8	0.615	3.0	NA	0.0	0.0	0.00	0.57	0.00	63.1
West: Bussell (W)														
7	T1	479	16.0	479	16.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
8	R2	39	18.9	39	18.9	0.624	6.7	LOS A	0.0	0.4	0.10	0.61	0.10	52.3
Approach		518	16.3	518	16.3	0.134	0.5	NA	0.0	0.4	0.01	0.05	0.01	69.5
All Vehicles		543	16.5	543	16.5	0.134	0.6	NA	0.0	0.4	0.01	0.07	0.01	69.3

MOVEMENT SUMMARY

Site: Ki2 [Ki2: Bussell Hwy/ Sues Rd (Site Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
1	L2	21	7	22	33.3	0.057	18.9	LOS C	0.2	1.7	0.64	1.01	0.64	92.9
2	R2	13	4	14	30.8	0.229	76.9	LOS F	0.7	6.0	0.95	1.01	1.01	81.4
Approach		34	11	36	32.4	0.229	41.1	LOS E	0.7	6.0	0.75	1.01	0.78	87.9
NorthEast: Bussell (NE														
3	L2	257	4	271	1.6	0.148	9.2	LOS A	0.0	0.0	0.00	0.65	0.00	103.1
4	T1	552	88	581	15.9	0.325	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
Approach		809	92	852	11.4	0.325	3.0	NA	0.0	0.0	0.00	0.21	0.00	106.4
SouthWest: Bussell (SW)														
5	T1	469	75	494	16.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
6	R2	10	2	11	20.0	0.014	11.9	LOS B	0.1	0.4	0.57	0.72	0.57	100.0
Approach		479	77	504	16.1	0.138	0.3	NA	0.1	0.4	0.01	0.01	0.01	109.5
All Vehicles		1322	100	1392	13.6	0.325	3.0	NA	0.7	6.0	0.02	0.16	0.02	106.4

MOVEMENT SUMMARY

Site: Ki3-1 [Ki3-1: Sues Rd/ Vasse Hwy (W) (Site Folder: Event Friday 2PM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	77	34.2	77	34.2	0.051	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	104.0
2	T1	8	37.5	8	37.5	0.005	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		85	34.6	85	34.6	0.051	3.7	NA	0.0	0.0	0.00	0.53	0.00	104.4
North: Sues (N)														
3	T1	249	0.8	249	0.8	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
4	R2	29	17.9	29	17.9	0.025	8.7	LOS A	0.0	0.3	0.21	0.63	0.21	105.4
Approach		279	2.6	279	2.6	0.064	0.9	NA	0.0	0.3	0.02	0.67	0.02	108.9
West: Vasse (W)														
5	L2	27	19.2	27	19.2	0.246	8.5	LOS A	0.4	3.3	0.12	0.69	0.12	104.9
6	R2	115	22.9	115	22.9	0.246	13.1	LOS B	0.4	3.3	0.12	0.69	0.12	105.4
Approach		142	22.2	142	22.2	0.246	12.3	LOS B	0.4	3.3	0.12	0.69	0.12	105.3
All Vehicles		506	13.5	506	13.5	0.246	4.6	NA	0.4	3.3	0.05	0.32	0.05	106.8

MOVEMENT SUMMARY

Site: Ki3-2 [Ki3-2: Sues Rd/ Vasse Hwy (E) (Site Folder: Event Friday 2PM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS [HV] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS [HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE [Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	44	50.0	44	50.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
8	R2	21	35.0	21	35.0	0.027	11.4	LOS B	0.0	0.4	0.46	0.69	0.46	97.5
Approach		65	45.2	65	45.2	0.027	3.7	NA	0.0	0.4	0.15	0.22	0.15	104.5
East: Vasse (E)														
9	L2	22	19.0	22	19.0	0.079	10.7	LOS B	0.1	0.9	0.49	0.76	0.49	98.6
10	R2	22	19.0	22	19.0	0.079	14.2	LOS B	0.1	0.9	0.49	0.76	0.49	94.3
Approach		44	19.0	44	19.0	0.079	12.5	LOS B	0.1	0.9	0.49	0.76	0.49	97.4
North: Sues (N)														
11	L2	21	35.0	21	35.0	0.014	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	88.3
12	T1	341	7.4	341	7.4	0.181	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
Approach		362	9.0	362	9.0	0.181	0.2	NA	0.0	0.0	0.00	0.03	0.00	109.0
All Vehicles		472	15.8	472	15.8	0.181	1.9	NA	0.1	0.9	0.07	0.13	0.07	107.1

MOVEMENT SUMMARY

Site: Ki4-1 [Ki4-1: Sues Rd/ Yoongarillup Rd (W) (Site Folder: Event Friday 2PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS [HV] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS [HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE [Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	2	50.0	2	50.0	0.045	2.9	LOS A	0.0	0.0	0.00	0.02	0.00	82.3
2	T1	67	40.6	67	40.6	0.045	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	109.9
Approach		69	40.9	69	40.9	0.045	0.1	NA	0.0	0.0	0.00	0.02	0.00	109.6
North: Sues (N)														
3	T1	367	8.6	367	8.6	0.199	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	110.0
4	R2	2	50.0	2	50.0	0.199	9.7	LOS A	0.0	0.1	0.00	0.00	0.00	94.1
Approach		369	8.8	369	8.8	0.199	0.1	NA	0.0	0.1	0.00	0.00	0.00	109.8
West: Yoongarillup (W)														
5	L2	3	33.3	3	33.3	0.004	9.4	LOS A	0.0	0.0	0.17	0.63	0.17	97.0
6	R2	1	0.0	1	0.0	0.004	9.6	LOS A	0.0	0.0	0.17	0.63	0.17	90.6
Approach		4	25.0	4	25.0	0.004	9.5	LOS A	0.0	0.0	0.17	0.63	0.17	96.5
All Vehicles		443	14.0	443	14.0	0.199	0.2	NA	0.0	0.1	0.00	0.01	0.00	109.6

MOVEMENT SUMMARY

Site: Ki4-2 [Ki4-1: Sues Rd/ Yoongarillup Rd (E) (Site Folder: Event Friday 2PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	19	33.3	19	33.3	0.013	0.2	LOS A	0.0	0.1	0.10	0.07	0.10	106.8
8	R2	2	0.0	2	0.0	0.013	9.0	LOS A	0.0	0.1	0.10	0.07	0.10	100.6
Approach		21	30.0	21	30.0	0.013	1.1	NA	0.0	0.1	0.10	0.07	0.10	105.7
East: Yoongarillup (E)														
9	L2	1	0.0	1	0.0	0.055	8.3	LOS A	0.1	0.7	0.30	0.68	0.30	93.9
10	R2	44	47.6	44	47.6	0.055	10.4	LOS B	0.1	0.7	0.30	0.68	0.30	90.2
Approach		45	46.5	45	46.5	0.055	10.4	LOS B	0.1	0.7	0.30	0.68	0.30	90.4
North: Sues (N)														
11	L2	326	6.5	326	6.5	0.201	2.6	LOS A	0.0	0.0	0.00	0.52	0.00	97.6
12	T1	32	33.3	32	33.3	0.201	0.0	LOS A	0.0	0.0	0.00	0.52	0.00	104.9
Approach		358	8.8	358	8.8	0.201	2.6	NA	0.0	0.0	0.00	0.52	0.00	89.2
All Vehicles		424	13.9	424	13.9	0.201	3.3	NA	0.1	0.7	0.04	0.51	0.04	90.3

MOVEMENT SUMMARY

Site: Ki5 [Ki5: Espinos Rd/ Goulden Rd/ Piggor Rd/ Yoongarillup Rd (Site Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Goulden (No Thru)														
1	L2	1	0	1	0.0	0.004	8.2	LOS A	0.0	0.1	0.28	0.90	0.28	54.0
2	T1	1	0	1	0.0	0.004	9.6	LOS A	0.0	0.1	0.28	0.90	0.28	53.9
3	R2	1	0	1	0.0	0.004	10.0	LOS B	0.0	0.1	0.28	0.90	0.28	55.6
Approach		3	0	3	0.0	0.004	9.3	LOS A	0.0	0.1	0.28	0.90	0.28	54.6
SouthEast: Piggott														
4	L1	41	20	43	48.8	0.041	9.5	LOS A	0.2	1.6	0.03	1.19	0.03	51.7
5	R1	1	0	1	0.0	0.041	10.5	LOS B	0.2	1.6	0.03	1.19	0.03	52.2
6	R3	1	0	1	0.0	0.041	10.1	LOS B	0.2	1.6	0.03	1.19	0.03	54.9
Approach		43	20	45	46.5	0.041	9.6	LOS A	0.2	1.6	0.03	1.19	0.03	51.9
East: Espinos (No Thru)														
7	L3	1	0	1	0.0	0.003	7.1	LOS A	0.0	0.1	0.26	0.27	0.26	57.3
8	T1	2	0	2	0.0	0.003	0.5	LOS A	0.0	0.1	0.26	0.27	0.26	57.9
9	R2	1	0	1	0.0	0.003	6.5	LOS A	0.0	0.1	0.26	0.27	0.26	56.7
Approach		4	0	4	0.0	0.003	3.7	NA	0.0	0.1	0.26	0.27	0.26	57.4
North: Yoongarillup (N)														
10	L2	1	0	1	0.0	0.005	9.4	LOS A	0.0	0.1	0.41	0.86	0.41	54.8
11	L1	1	0	1	0.0	0.005	9.5	LOS A	0.0	0.1	0.41	0.86	0.41	51.8
12	T1	1	0	1	0.0	0.005	9.6	LOS A	0.0	0.1	0.41	0.86	0.41	54.0
13	R2	1	0	1	0.0	0.005	10.0	LOS B	0.0	0.1	0.41	0.86	0.41	50.7
Approach		4	0	4	0.0	0.005	9.6	LOS A	0.0	0.1	0.41	0.86	0.41	53.1
West: Yoongarillup (W)														
15	L2	2	0	2	0.0	0.177	5.5	LOS A	0.0	0.1	0.00	0.01	0.00	58.3
15	T1	310	20	326	6.5	0.177	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	60.0
16	R1	1	0	1	0.0	0.177	4.4	LOS A	0.0	0.1	0.00	0.01	0.00	59.0
17	R2	1	0	1	0.0	0.177	5.5	LOS A	0.0	0.1	0.00	0.01	0.00	58.5
Approach		314	20	331	6.4	0.177	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
All Vehicles		368	40	387	10.9	0.177	1.4	NA	0.2	1.6	0.01	0.17	0.01	58.1

EVENT SUNDAY 11 PM

MOVEMENT SUMMARY

Site: Ki1A [Ki1A: Bussell Hwy/ Vasse Hwy Stage 1 (Site Folder: Event Sunday 11PM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Event Sunday 11PM)]

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Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS HV [%]	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS HV [%]	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Vasse														
1	L2	52	30.6	52	30.6	0.037	7.8	LOS A	0.1	0.5	0.06	0.58	0.06	77.5
2	T1	2	0.0	2	0.0	0.002	8.7	LOS A	0.0	0.0	0.11	0.91	0.11	78.2
Approach		54	29.4	54	29.4	0.037	7.8	LOS A	0.1	0.5	0.07	0.59	0.07	77.6
East: Bussell (E)														
3	L2	2	0.0	2	0.0	0.002	6.5	LOS A	0.0	0.0	0.12	0.56	0.12	76.5
4	T1	26	16.0	26	16.0	0.013	0.3	LOS A	0.0	0.2	0.17	0.05	0.17	69.4
Approach		28	14.8	28	14.8	0.013	0.8	NA	0.0	0.2	0.16	0.09	0.16	71.4
North: Median Break														
5	T1	39	40.5	39	40.5	0.025	3.0	LOS A	0.0	0.0	0.00	0.52	0.00	64.7
Approach		39	40.5	39	40.5	0.025	3.0	NA	0.0	0.0	0.00	0.52	0.00	64.7
All Vehicles		121	29.6	121	29.6	0.037	4.0	NA	0.1	0.5	0.07	0.45	0.07	71.7

MOVEMENT SUMMARY

Site: Ki1B [Ki1B: Bussell Hwy/ Vasse Hwy Stage 2 (Site Folder: Event Sunday 11PM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Event Sunday 11PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS HV [%]	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS HV [%]	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Median Break														
6	R2	2	0.0	2	0.0	0.001	3.0	LOS A	0.0	0.0	0.00	0.57	0.00	64.9
Approach		2	0.0	2	0.0	0.001	3.0	NA	0.0	0.0	0.00	0.57	0.00	64.9
West: Bussell (W)														
7	T1	16	13.3	16	13.3	0.004	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	70.0
8	R2	41	43.6	41	43.6	0.028	6.9	LOS A	0.1	0.5	0.02	0.64	0.02	52.8
Approach		57	35.2	57	35.2	0.028	5.0	NA	0.1	0.5	0.02	0.46	0.02	63.0
All Vehicles		59	33.9	59	33.9	0.028	4.9	NA	0.1	0.5	0.02	0.47	0.02	63.1

MOVEMENT SUMMARY

Site: Ki2 [Ki2: Bussell Hwy/ Sues Rd (Site Folder: Event Sunday 11PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
1	L2	2	0	2	0.0	0.002	10.0	LOS B	0.0	0.0	0.09	0.93	0.09	103.4
2	R2	134	1	141	0.7	0.151	10.5	LOS B	0.6	4.5	0.17	0.90	0.17	102.7
Approach		136	1	143	0.7	0.151	10.5	LOS B	0.6	4.5	0.17	0.90	0.17	102.7
NorthEast: Bussell (NE														
3	L2	2	0	2	0.0	0.001	9.2	LOS A	0.0	0.0	0.00	0.65	0.00	104.5
4	T1	24	4	25	16.7	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		26	4	27	15.4	0.014	0.7	NA	0.0	0.0	0.00	0.05	0.00	109.2
SouthWest: Bussell (SW)														
5	T1	17	3	18	17.6	0.005	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
6	R2	1	0	1	0.0	0.001	8.1	LOS A	0.0	0.0	0.00	0.62	0.00	104.0
Approach		18	3	19	16.7	0.005	0.5	NA	0.0	0.0	0.01	0.03	0.01	109.4
All Vehicles		180	8	189	4.4	0.151	0.1	NA	0.6	4.5	0.13	0.69	0.13	103.6

MOVEMENT SUMMARY

Site: Ki3-1 [Ki3-1: Sues Rd/ Vasse Hwy (W) (Site Folder: Event Sunday 11PM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Event Sunday 11PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	52	30.6	52	30.6	0.033	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	104.8
2	T1	144	1.5	144	1.5	0.074	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		196	9.1	196	9.1	0.074	1.1	NA	0.0	0.0	0.00	0.16	0.00	108.1
North: Sues (N)														
3	T1	2	50.0	2	50.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
4	R2	1	0.0	1	0.0	0.001	8.5	LOS A	0.0	0.0	0.29	0.59	0.29	106.8
Approach		3	33.3	3	33.3	0.001	2.8	NA	0.0	0.0	0.10	0.20	0.10	108.2
West: Vasse (W)														
5	L2	1	0.0	1	0.0	0.065	8.7	LOS A	0.1	0.9	0.36	0.68	0.36	105.9
6	R2	38	41.7	38	41.7	0.065	11.3	LOS B	0.1	0.9	0.36	0.68	0.36	106.0
Approach		39	40.5	39	40.5	0.065	11.2	LOS B	0.1	0.9	0.36	0.68	0.36	106.0
All Vehicles		238	14.6	238	14.6	0.074	2.8	NA	0.1	0.9	0.06	0.24	0.06	107.7

MOVEMENT SUMMARY

Site: Ki3-1 [Ki3-1: Sues Rd/ Vasse Hwy (W) (Site Folder: Event Sunday 11PM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Event Sunday 11PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	52	30.6	52	30.6	0.033	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	104.8
2	T1	144	1.5	144	1.5	0.074	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		196	9.1	196	9.1	0.074	1.1	NA	0.0	0.0	0.00	0.16	0.00	108.1
North: Sues (N)														
3	T1	2	50.0	2	50.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
4	R2	1	0.0	1	0.0	0.001	8.5	LOS A	0.0	0.0	0.29	0.59	0.29	106.8
Approach		3	33.3	3	33.3	0.001	2.8	NA	0.0	0.0	0.10	0.20	0.10	108.2
West: Vasse (W)														
5	L2	1	0.0	1	0.0	0.065	8.7	LOS A	0.1	0.9	0.36	0.68	0.36	105.9
6	R2	38	41.7	38	41.7	0.065	11.3	LOS B	0.1	0.9	0.36	0.68	0.36	106.0
Approach		39	40.5	39	40.5	0.065	11.2	LOS B	0.1	0.9	0.36	0.68	0.36	106.0
All Vehicles		238	14.6	238	14.6	0.074	2.8	NA	0.1	0.9	0.06	0.24	0.06	107.7

MOVEMENT SUMMARY

Site: Ki4-1 [Ki4-1: Sues Rd/ Yoongarillup Rd (W) (Site Folder: Event Sunday 11PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Event Sunday 11PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	1	0.0	1	0.0	0.101	2.8	LOS A	0.0	0.0	0.00	0.00	0.00	93.5
2	T1	168	8.4	168	8.4	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		169	8.3	169	8.3	0.101	0.0	NA	0.0	0.0	0.00	0.00	0.00	109.9
North: Sues (N)														
3	T1	40	42.1	40	42.1	0.026	0.0	LOS A	0.0	0.0	0.02	0.02	0.02	109.6
4	R2	1	0.0	1	0.0	0.026	8.3	LOS A	0.0	0.0	0.02	0.02	0.02	105.1
Approach		41	41.0	41	41.0	0.026	0.2	NA	0.0	0.0	0.02	0.02	0.02	109.5
West: Yoongarillup (W)														
5	L2	1	0.0	1	0.0	0.002	8.7	LOS A	0.0	0.0	0.28	0.60	0.28	101.8
6	R2	1	0.0	1	0.0	0.002	8.6	LOS A	0.0	0.0	0.28	0.60	0.28	90.0
Approach		2	0.0	2	0.0	0.002	8.6	LOS A	0.0	0.0	0.28	0.60	0.28	99.3
All Vehicles		233	14.0	233	14.0	0.101	0.1	NA	0.0	0.0	0.01	0.01	0.01	109.8

MOVEMENT SUMMARY

Site: Ki4-2 [Ki4-2: Sues Rd/ Yoongarillup Rd (E) (Site Folder: Event Sunday 11PM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Event Sunday 11PM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	2	50.0	2	50.0	0.007	0.2	LOS A	0.0	0.1	0.16	0.47	0.16	101.5
8	R2	6	83.3	6	83.3	0.007	10.4	LOS B	0.0	0.1	0.16	0.47	0.16	88.6
Approach		8	75.0	8	75.0	0.007	7.9	NA	0.0	0.1	0.16	0.47	0.16	90.5
East: Yoongarillup (E)														
9	L2	6	83.3	6	83.3	0.163	10.4	LOS B	0.2	1.8	0.08	0.65	0.08	89.6
10	R2	188	8.4	188	8.4	0.163	8.1	LOS A	0.2	1.8	0.08	0.65	0.08	92.0
Approach		195	10.8	195	10.8	0.163	8.2	LOS A	0.2	1.8	0.08	0.65	0.08	91.9
North: Sues (N)														
11	L2	36	41.7	36	41.7	0.028	2.9	LOS A	0.0	0.0	0.00	0.51	0.00	82.9
12	T1	2	50.0	2	50.0	0.028	0.9	LOS A	0.0	0.0	0.00	0.51	0.00	104.9
Approach		40	42.1	40	42.1	0.028	2.7	NA	0.0	0.0	0.00	0.51	0.00	84.1
All Vehicles		243	18.2	243	18.2	0.163	7.3	NA	0.2	1.8	0.07	0.62	0.07	90.5

MOVEMENT SUMMARY

Site: Ki5 [Ki5: Espinos Rd/ Goulden Rd/ Piggor Rd/ Yoongarillup Rd (Site Folder: Event Sunday 11PM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Goulden (No Thru)														
1	L2	1	0	1	0.0	0.003	8.7	LOS A	0.0	0.1	0.19	0.88	0.19	54.3
2	T1	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.19	0.88	0.19	54.2
3	R2	1	0	1	0.0	0.003	9.0	LOS A	0.0	0.1	0.19	0.88	0.19	55.9
Approach		3	0	3	0.0	0.003	8.6	LOS A	0.0	0.1	0.19	0.88	0.19	54.9
South/East: Piggott														
4	L1	183	20	193	10.9	0.144	8.3	LOS A	0.6	4.9	0.04	1.14	0.04	52.1
5	R1	1	0	1	0.0	0.144	8.5	LOS A	0.6	4.9	0.04	1.14	0.04	52.3
6	R3	1	0	1	0.0	0.144	8.2	LOS A	0.6	4.9	0.04	1.14	0.04	55.9
Approach		185	20	195	10.8	0.144	8.3	LOS A	0.6	4.9	0.04	1.14	0.04	52.1
East: Espinos (No Thru)														
7	L3	1	0	1	0.0	0.002	6.6	LOS A	0.0	0.0	0.10	0.38	0.10	57.2
8	T1	1	0	1	0.0	0.002	6.1	LOS A	0.0	0.0	0.10	0.38	0.10	57.7
9	R2	1	0	1	0.0	0.002	5.6	LOS A	0.0	0.0	0.10	0.38	0.10	56.5
Approach		3	0	3	0.0	0.002	4.1	NA	0.0	0.0	0.10	0.38	0.10	57.1
North: Yoongarillup (N)														
10	L2	1	0	1	0.0	0.084	8.2	LOS A	0.0	0.1	0.14	0.95	0.14	55.1
11	L1	1	0	1	0.0	0.084	8.4	LOS A	0.0	0.1	0.14	0.95	0.14	52.2
12	T1	1	0	1	0.0	0.084	8.1	LOS A	0.0	0.1	0.14	0.95	0.14	54.3
13	R2	1	0	1	0.0	0.084	8.8	LOS A	0.0	0.1	0.14	0.95	0.14	51.2
Approach		4	0	4	0.0	0.084	8.4	LOS A	0.0	0.1	0.14	0.95	0.14	53.5
West: Yoongarillup (W)														
15	L2	1	0	1	0.0	0.031	5.5	LOS A	0.0	0.1	0.00	0.04	0.00	57.8
15	T1	41	20	43	48.8	0.031	0.0	LOS A	0.0	0.1	0.00	0.04	0.00	59.6
16	R1	1	0	1	0.0	0.031	4.4	LOS A	0.0	0.1	0.00	0.04	0.00	58.4
17	R2	1	0	1	0.0	0.031	5.4	LOS A	0.0	0.1	0.00	0.04	0.00	58.1
Approach		44	20	46	45.5	0.031	0.4	NA	0.0	0.1	0.00	0.04	0.00	59.6
All Vehicles		239	40	252	16.7	0.144	6.8	NA	0.6	4.9	0.03	0.92	0.03	54.1

EVENT MONDAY 10 AM

MOVEMENT SUMMARY

Site: Ki1A [Ki1A: Bussell Hwy/ Vasse Hwy Stage 1 (Site Folder: Event Monday 10AM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Event Monday 10AM)]

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Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS HV [ ] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Vasse														
1	L2	91	5.0	91	5.0	0.079	8.2	LOS A	0.1	0.6	0.32	0.69	0.32	77.2
2	T1	26	20.0	26	20.0	0.044	13.7	LOS B	0.1	0.6	0.54	0.92	0.54	77.6
Approach		117	9.0	117	9.0	0.079	9.4	LOS A	0.1	0.6	0.37	0.67	0.37	77.2
East: Bussell (E)														
3	L2	20	15.0	20	15.0	0.016	6.7	LOS A	0.0	0.2	0.11	0.57	0.11	76.2
4	T1	422	16.0	422	16.0	0.199	0.3	LOS A	0.4	3.4	0.17	0.06	0.17	69.4
Approach		442	16.0	442	16.0	0.199	0.6	NA	0.4	3.4	0.17	0.06	0.17	70.6
North: Median Break														
5	T1	32	20.0	32	20.0	0.018	3.0	LOS A	0.0	0.0	0.00	0.53	0.00	68.7
Approach		32	20.0	32	20.0	0.018	3.0	NA	0.0	0.0	0.00	0.53	0.00	68.7
All Vehicles		591	14.8	591	14.8	0.199	2.5	NA	0.4	3.4	0.20	0.22	0.20	73.2

MOVEMENT SUMMARY

Site: Ki1B [Ki1B: Bussell Hwy/ Vasse Hwy Stage 2 (Site Folder: Event Monday 10AM)]

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Event Monday 10AM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS HV [ ] %	ARRIVAL FLOWS [Total veh/h]	ARRIVAL FLOWS HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh]	AVERAGE BACK OF QUEUE Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Median Break														
6	R2	26	20.0	26	20.0	0.016	3.0	LOS A	0.0	0.0	0.00	0.57	0.00	63.2
Approach		26	20.0	26	20.0	0.016	3.0	NA	0.0	0.0	0.00	0.57	0.00	63.2
West: Bussell (W)														
7	T1	631	16.0	631	16.0	0.177	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.5
8	R2	32	20.0	32	20.0	0.026	6.7	LOS A	0.0	0.3	0.10	0.51	0.10	52.3
Approach		662	16.2	662	16.2	0.177	0.3	NA	0.0	0.3	0.00	0.03	0.00	69.7
All Vehicles		688	16.4	688	16.4	0.177	0.4	NA	0.0	0.3	0.00	0.05	0.00	69.4

MOVEMENT SUMMARY

Site: Ki2 [Ki2: Bussell Hwy/ Sues Rd (Site Folder: Event Monday 10AM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
1	L2	26	9	27	34.6	0.050	15.9	LOS C	0.2	1.8	0.51	0.95	0.51	93.6
2	R2	233	4	245	1.7	0.881	41.1	LOS E	6.1	43.0	0.96	1.27	2.92	92.5
Approach		259	13	273	5.0	0.881	38.5	LOS E	6.1	43.0	0.91	1.24	2.68	92.6
NorthEast: Bussell (NE)														
3	L2	16	3	17	18.8	0.010	9.7	LOS A	0.0	0.0	0.00	0.64	0.00	102.0
4	T1	394	63	415	16.0	0.232	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
Approach		410	66	432	16.1	0.232	0.4	NA	0.0	0.0	0.00	0.03	0.00	109.3
SouthWest: Bussell (SW)														
5	T1	612	98	644	16.0	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
6	R2	12	2	13	16.7	0.012	10.4	LOS B	0.1	0.4	0.48	0.66	0.48	100.0
Approach		624	100	657	16.0	0.180	0.2	NA	0.1	0.4	0.01	0.01	0.01	109.6
All Vehicles		1293	179	1361	13.8	0.881	8.0	NA	6.1	43.0	0.19	0.26	0.54	103.2

MOVEMENT SUMMARY

Site: Ki3-1 [Ki3-1: Sues Rd/ Vasse Hwy (W) (Site Folder: Event Monday 10AM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Event Monday 10AM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	88	4.8	88	4.8	0.049	4.0	LOS A	0.0	0.0	0.00	0.60	0.00	105.3
2	T1	245	0.9	245	0.9	0.125	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		334	1.9	334	1.9	0.125	1.1	NA	0.0	0.0	0.00	0.16	0.00	108.3
North: Sues (N)														
3	T1	3	0.0	3	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
4	R2	27	15.4	27	15.4	0.029	9.9	LOS A	0.0	0.4	0.41	0.67	0.41	105.3
Approach		31	13.8	31	13.8	0.029	8.8	NA	0.0	0.4	0.37	0.60	0.37	105.5
West: Vasse (W)														
5	L2	25	20.8	25	20.8	0.075	10.1	LOS B	0.1	0.9	0.41	0.70	0.41	104.8
6	R2	25	20.8	25	20.8	0.075	12.3	LOS B	0.1	0.9	0.41	0.70	0.41	105.8
Approach		51	20.8	51	20.8	0.075	11.2	LOS B	0.1	0.9	0.41	0.70	0.41	105.2
All Vehicles		415	5.1	415	5.1	0.125	2.9	NA	0.1	0.9	0.08	0.26	0.08	107.3

MOVEMENT SUMMARY

Site: Ki3-2 [Ki3-2: Sues Rd/ Vasse Hwy (E) (Site Folder: Event Monday 10AM)]

Network: Ki3 [Ki3: Sues Rd/ Vasse Hwy (Network Folder: Event Monday 10AM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	285	0.0	285	0.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
8	R2	21	35.0	21	35.0	0.018	9.2	LOS A	0.0	0.3	0.11	0.63	0.11	98.7
Approach		306	2.4	306	2.4	0.072	0.7	NA	0.0	0.3	0.01	0.04	0.01	108.7
East: Vasse (E)														
9	L2	25	20.0	25	20.0	0.069	8.8	LOS A	0.1	0.8	0.04	0.67	0.04	99.4
10	R2	25	20.0	25	20.0	0.069	12.3	LOS B	0.1	0.8	0.04	0.67	0.04	96.5
Approach		51	20.0	51	20.0	0.069	10.6	LOS B	0.1	0.8	0.04	0.67	0.04	98.0
North: Sues (N)														
11	L2	21	35.0	21	35.0	0.014	4.1	LOS A	0.0	0.0	0.00	0.59	0.00	88.3
12	T1	7	28.6	7	28.6	0.004	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	110.0
Approach		28	33.3	28	33.3	0.014	3.0	NA	0.0	0.0	0.00	0.44	0.00	95.5
All Vehicles		385	7.1	385	7.1	0.072	2.1	NA	0.1	0.8	0.01	0.15	0.01	106.5

MOVEMENT SUMMARY

Site: Ki4-1 [Ki4-1: Sues Rd/ Yoongarillup Rd (W) (Site Folder: Event Monday 10AM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Event Monday 10AM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
1	L2	1	0.0	1	0.0	0.182	2.6	LOS A	0.0	0.0	0.00	0.00	0.00	93.5
2	T1	313	2.4	313	2.4	0.182	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	109.9
Approach		314	2.3	314	2.3	0.182	0.0	NA	0.0	0.0	0.00	0.00	0.00	109.9
North: Sues (N)														
3	T1	26	24.0	26	24.0	0.016	0.1	LOS A	0.0	0.0	0.04	0.03	0.04	109.5
4	R2	1	0.0	1	0.0	0.016	8.8	LOS A	0.0	0.0	0.04	0.03	0.04	105.0
Approach		27	23.1	27	23.1	0.016	0.4	NA	0.0	0.0	0.04	0.03	0.04	109.3
West: Yoongarillup (W)														
5	L2	2	0.0	2	0.0	0.003	9.1	LOS A	0.0	0.0	0.35	0.61	0.35	101.6
6	R2	1	0.0	1	0.0	0.003	9.0	LOS A	0.0	0.0	0.35	0.61	0.35	89.3
Approach		3	0.0	3	0.0	0.003	9.1	LOS A	0.0	0.0	0.35	0.61	0.35	100.1
All Vehicles		344	4.0	344	4.0	0.182	0.1	NA	0.0	0.0	0.01	0.01	0.01	109.8

MOVEMENT SUMMARY

Site: Ki4-2 [Ki4-1: Sues Rd/ Yoongarillup Rd (E) (Site Folder: Event Monday 10AM)]

Network: Ki4 [Ki4: Sues Rd/ Yoongarillup Rd (Network Folder: Event Monday 10AM)]

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Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sues (S)														
7	T1	31	34.5	31	34.5	0.019	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	109.1
8	R2	1	0.0	1	0.0	0.019	7.8	LOS A	0.0	0.0	0.01	0.02	0.01	101.7
Approach		32	33.3	32	33.3	0.019	0.3	NA	0.0	0.0	0.01	0.02	0.01	108.7
East: Yoongarillup (E)														
9	L2	1	0.0	1	0.0	0.237	8.3	LOS A	0.4	2.6	0.17	0.64	0.17	97.0
10	R2	286	0.0	286	0.0	0.237	8.1	LOS A	0.4	2.6	0.17	0.64	0.17	91.4
Approach		287	0.0	287	0.0	0.237	8.1	LOS A	0.4	2.6	0.17	0.64	0.17	91.5
North: Sues (N)														
11	L2	1	0.0	1	0.0	0.020	2.8	LOS A	0.0	0.0	0.00	0.02	0.00	93.5
12	T1	31	34.5	31	34.5	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	109.7
Approach		32	33.3	32	33.3	0.020	0.1	NA	0.0	0.0	0.00	0.02	0.00	109.2
All Vehicles		351	6.0	351	6.0	0.237	0.6	NA	0.4	2.6	0.14	0.53	0.14	94.9

MOVEMENT SUMMARY

Site: Ki5 [Ki5: Espinos Rd/ Goulden Rd/ Piggor Rd/ Yoongarillup Rd (Site Folder: Event Monday 10AM)]

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Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Goulden (No Thru)														
1	L2	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.03	0.98	0.03	54.1
2	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.03	0.98	0.03	54.0
3	R2	1	0	1	0.0	0.003	9.2	LOS A	0.0	0.1	0.03	0.98	0.03	55.7
Approach		3	0	3	0.0	0.003	8.7	LOS A	0.0	0.1	0.03	0.98	0.03	54.7
SouthEast: Piggott														
4	L1	271	0	285	0.0	0.201	7.9	LOS A	0.9	6.6	0.04	1.12	0.04	52.1
5	R1	1	0	1	0.0	0.201	8.2	LOS A	0.9	6.6	0.04	1.12	0.04	52.3
6	R3	1	0	1	0.0	0.201	7.8	LOS A	0.9	6.6	0.04	1.12	0.04	55.0
Approach		273	0	287	0.0	0.201	7.9	LOS A	0.9	6.6	0.04	1.12	0.04	52.2
East: Espinos (No Thru)														
7	L3	1	0	1	0.0	0.002	8.5	LOS A	0.0	0.0	0.01	0.48	0.01	57.3
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.48	0.01	57.9
9	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.01	0.48	0.01	56.7
Approach		3	0	3	0.0	0.002	4.0	NA	0.0	0.0	0.01	0.48	0.01	57.3
North: Yoongarillup (N)														
10	L2	1	0	1	0.0	0.004	8.0	LOS A	0.0	0.1	0.01	1.05	0.01	55.0
11	L1	1	0	1	0.0	0.004	8.2	LOS A	0.0	0.1	0.01	1.05	0.01	52.0
12	T1	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.01	1.05	0.01	54.2
13	R2	1	0	1	0.0	0.004	9.2	LOS A	0.0	0.1	0.01	1.05	0.01	51.0
Approach		4	0	4	0.0	0.004	8.3	LOS A	0.0	0.1	0.01	1.05	0.01	53.4
West: Yoongarillup (W)														
15	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.01	0.42	0.01	54.9
15	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.01	0.42	0.01	57.9
16	R1	1	0	1	0.0	0.002	4.4	LOS A	0.0	0.1	0.01	0.42	0.01	55.7
17	R2	1	0	1	0.0	0.002	5.4	LOS A	0.0	0.1	0.01	0.42	0.01	56.3
Approach		4	0	4	0.0	0.002	3.9	NA	0.0	0.1	0.01	0.42	0.01	56.4
All Vehicles		287	0	302	0.0	0.201	7.8	NA	0.9	6.6	0.04	1.10	0.04	52.4

BUSSELL HWY/ SUES RD ROUNDABOUT ASSESSMENTS

MOVEMENT SUMMARY

Site: Ki2RAB [Ki2: Bussell Hwy/ Sues Rd - RAB (Site Folder: Event Friday 2PM)]

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Site Category: Future Conditions 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
SEL	L2	21	7	22	33.3	0.044	6.4	LOS A	0.2	1.6	0.51	0.65	0.51	71.7
SER	R2	13	4	14	30.8	0.044	14.3	LOS B	0.2	1.6	0.51	0.65	0.51	74.1
Approach		34	11	36	32.4	0.044	9.4	LOS A	0.2	1.6	0.51	0.65	0.51	72.7
NorthEast: Bussell (NE														
NEL	L2	257	4	271	1.6	0.247	3.8	LOS A	1.6	11.8	0.08	0.36	0.08	91.2
NET	T1	552	88	581	15.9	0.247	4.0	LOS A	1.6	12.6	0.08	0.33	0.08	77.5
Approach		809	92	852	11.4	0.247	3.9	LOS A	1.6	12.6	0.08	0.34	0.08	83.7
SouthWest: Bussell (SW)														
SWT	T1	469	75	494	16.0	0.139	4.0	LOS A	0.9	7.4	0.05	0.33	0.05	83.6
SWR	R2	10	2	11	20.0	0.139	11.8	LOS B	0.9	7.4	0.10	0.34	0.10	93.1
Approach		479	77	504	16.1	0.139	4.2	LOS A	0.9	7.4	0.05	0.33	0.05	83.8
All Vehicles		1322	180	1392	13.6	0.247	4.1	LOS A	1.6	12.6	0.08	0.35	0.08	83.1

MOVEMENT SUMMARY

Site: Ki2RAB [Ki2: Bussell Hwy/ Sues Rd - RAB (Site Folder: Event Sunday 11PM)]

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Site Category: Future Conditions 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
SEL	L2	2	0	2	0.0	0.095	3.7	LOS A	0.4	2.9	0.10	0.63	0.10	72.6
SER	R2	134	1	141	0.7	0.095	11.6	LOS B	0.4	2.9	0.10	0.63	0.10	74.4
Approach		136	1	143	0.7	0.095	11.5	LOS B	0.4	2.9	0.10	0.63	0.10	74.3
NorthEast: Bussell (NE														
NEL	L2	2	0	2	0.0	0.008	3.7	LOS A	0.0	0.3	0.02	0.34	0.02	91.3
NET	T1	24	4	25	16.7	0.008	3.9	LOS A	0.0	0.3	0.02	0.33	0.02	77.7
Approach		26	4	27	15.4	0.008	3.9	LOS A	0.0	0.3	0.02	0.33	0.02	79.4
SouthWest: Bussell (SW)														
SWT	T1	17	3	18	17.6	0.005	4.1	LOS A	0.0	0.2	0.12	0.35	0.12	82.5
SWR	R2	1	0	1	0.0	0.005	11.5	LOS B	0.0	0.2	0.26	0.37	0.26	93.5
Approach		18	3	19	16.7	0.005	4.5	LOS A	0.0	0.2	0.13	0.35	0.13	83.5
All Vehicles		180	8	189	4.4	0.095	9.7	LOS A	0.4	2.9	0.09	0.58	0.09	75.2

MOVEMENT SUMMARY

Site: KI2RAB [Ki2: Bussell Hwy/ Sues Rd - RAB (Site Folder: Event Monday 10AM)]

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Site Category: Future Conditions 1
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Sues														
SEL	L2	28	9	27	34.6	0.256	6.2	LOS A	1.2	8.6	0.49	0.74	0.49	70.8
SER	R2	233	4	245	1.7	0.256	13.2	LOS B	1.2	8.6	0.49	0.74	0.49	74.0
Approach		259	13	273	5.0	0.256	12.5	LOS B	1.2	8.6	0.49	0.74	0.49	73.7
NorthEast: Bussell (NE														
NEL	L2	16	3	17	18.7	0.128	3.9	LOS A	0.8	6.5	0.08	0.32	0.08	90.5
NET	T1	394	63	415	16.0	0.128	4.0	LOS A	0.8	6.5	0.08	0.32	0.08	77.5
Approach		410	66	432	16.1	0.128	4.0	LOS A	0.8	6.5	0.08	0.32	0.08	78.4
SouthWest: Bussell (SW)														
SWT	T1	612	58	644	10.0	0.193	4.4	LOS A	1.3	10.7	0.21	0.37	0.21	82.4
SWR	R2	10	2	11	20.0	0.193	12.7	LOS B	1.3	10.7	0.45	0.42	0.45	92.2
Approach		622	100	655	16.1	0.193	4.5	LOS A	1.3	10.7	0.21	0.37	0.21	82.6
All Vehicles		1291	179	1359	13.9	0.256	6.0	LOS A	1.3	10.7	0.23	0.43	0.23	78.3

NETWORK GRAPHS - Design Life Analysis

Network: Ki1 [Ki1A: Bussell Hwy/ Vasse Hwy (Network Folder: Event Monday 10AM)]

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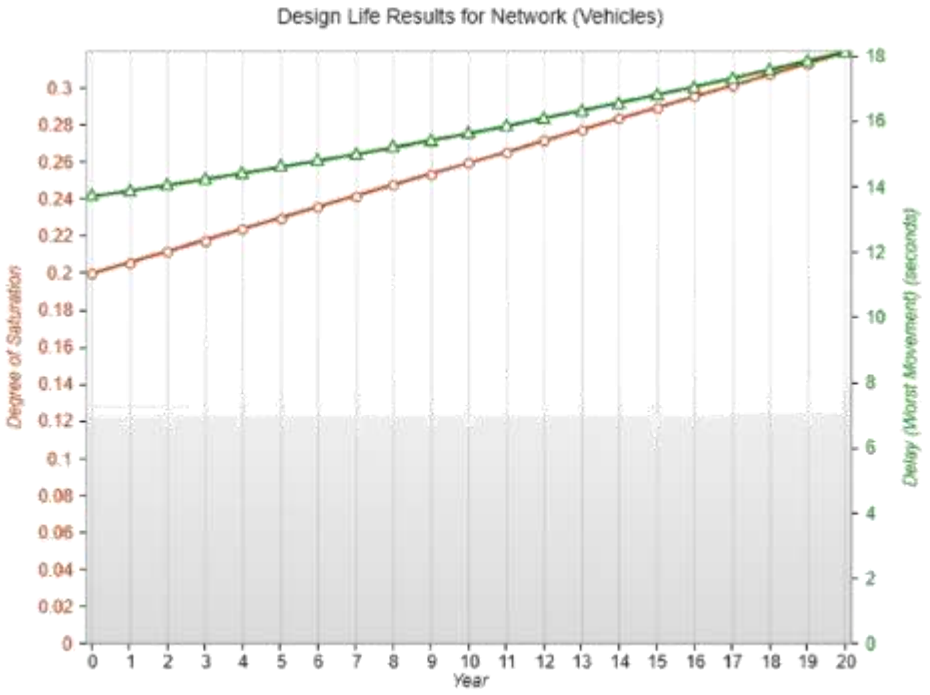
Network Category: Future Conditions 1
Design Life Analysis (Final Year): Results for 20 years



APPENDIX C WAPC TRANSPORT IMPACT STATEMENT CHECKLIST

(Checklist for a transport impact assessment of a planning scheme, structure plan or activity centre plan)

- Tick the 'provided' column for items for which information is provided.
- Enter N/A in the 'provided' column if the item is not appropriate and enter the reason in the Comments/ Proposals column.
- Provide brief comments on any relevant issues.
- Provide brief description of any proposed transport improvements, for example, new bus routes or new traffic signals or extending existing footpath to the site.

ITEM	PROVIDED	COMMENTS/ PROPOSALS
Summary	✓	Section 1.
Introduction/Background	✓	Section 2.
name of applicant and consultant	✓	
development location and context	✓	
brief description of development proposal	✓	
key issues	✓	
background information	✓	
Existing situation	✓	Section 3.
existing site uses (if any)	✓	
existing parking and demand (if appropriate)	✓	
existing access arrangements	✓	
existing site traffic	✓	
surrounding land uses	✓	
surrounding road network	✓	
traffic management on frontage roads	✓	
traffic flows on surrounding roads (usually AM and PM peak hours)	✓	Daily and Hourly.
traffic flows at major intersections (usually AM and PM peak hours)	✓	Daily and Hourly.
operation of surrounding intersections	✓	Section 6.
existing pedestrian/cycle networks	✓	
existing public transport services surrounding the development	✓	

ITEM	PROVIDED	COMMENTS/ PROPOSALS
crash data	✓	
Development proposal	✓	**Section 4.**
regional context	✓	
proposed land uses	✓	
table of land uses and quantities	✓	
access arrangements	✓	
parking provision	✓	
end of trip facilities	✓	
any specific issues	✓	
road network	✓	
intersection layouts and controls	✓	
pedestrian/cycle networks and crossing facilities	✓	
public transport services	✓	
Integration with surrounding area	✓	**Section 5.**
surrounding major attractors/ generators	✓	
committed developments and transport proposals	✓	
proposed changes to land uses within 1200 metres	✓	
travel desire lines from development to these attractors/ generators	✓	
adequacy of existing transport networks	✓	
deficiencies in existing transport networks	✓	No identified deficiencies.
remedial measures to address deficiencies	✓	Not applicable.
Analysis of transport networks	✓	**Section 6.**
assessment years	✓	20 years – refer graph in **Appendix B**.
time periods	✓	Fri 2-3PM, Sun 11PM-midnight, Mon 10-11AM
development generated traffic	✓	
distribution of generated traffic	✓	
parking supply and demand	✓	
base and 'with development' traffic flows	✓	
analysis of development accesses	✓	Detailed analysis not required due to one-way operation.

ITEM	PROVIDED	COMMENTS/ PROPOSALS
impact on surrounding roads	✓	
impact on intersections	✓	
impact on neighbouring areas	✓	
road safety	✓	
public transport access	✓	
pedestrian access/amenity	✓	
cycle access/amenity	✓	
analysis of pedestrian/cycle networks	✓	
safe walk/cycle to school (for residential and school site developments only)	×	Not applicable.
traffic management plan (where appropriate)	✓	
Conclusions	✓	**Section 8.**

Proponent's name	Ross Macpherson		
Company	Macro Music	**Date**	22 February 2022
Transport assessor's name	David Wilkins		
Company	i3 consultants WA	**Date**	22 February 2022

EcoAcoustics

Outdoor Event Space – Proposed Change of Use to Reception Centre

64 Espinos Road, Sabina River

Noise Impact Assessment

13 January 2022

Report Number: 21060954 - 01C

www.ecoacoustics.com.au

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Report: 21060954 - 01C

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Date of Issue:	13 January 2022		

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Revision	Description	Date	Author	Checked

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1 Introduction

EcoAcoustics Pty Ltd was commissioned to conduct a noise impact assessment of a proposed development application for a proposed change of use to Reception Centre, located at Lot 21 (64) Espinos Road, Sabina River. It is proposed to use the site for outdoor events.

The purpose of this report is to assess the noise emissions from the site in accordance with the prescribed standards contained in the *Environmental Protection (Noise) Regulations 1997*.

Appendix B contains a description of some of the terminology used throughout this report.

1.1 Site Locality & Surroundings

The site is located at Lot 21 (64) Espinos Road, Sabina River in City of Busselton. The site is adjacent to a number of vineyards and other rural properties. There are approximately six nearby properties (shown as R1 to R6 on *Figure 1.1*) that may be impacted by noise associated with the event space. The site and surroundings are shown in an aerial photo in *Figure 1.1*.



Figure 1.1: Site and Surroundings (Source: Google Earth)

1.2 Proposed Development

It is proposed to use the site as an outdoor event space for music festivals, catering for up to 12,000 patrons over multiple days. The outdoor event space will include space for camping or overnight, and the festival space can be configured in a number of layouts depending on the requirement for the outdoor event. These configurations include:

- Single stage south facing stage, shown in Figure 1.2;
- Three stages with the locations shown in Figure 1.3;
- Three stages with all facing due south in Figure 1.4.

Camping facilities will be provided along with carparking. Each of the Figures, 1.2, 1.3 and 1.4 note the locations of carparking and camping.

Appendix A presents a copy of the in-house noise management plan produced by Macro Music to deal with noise on the site. Specifically, the document states:

- The sites will be built over two weeks to reduce traffic on local roads;
- 2000 camping car passes will be issued, allowing for vehicles to enter the site on the Friday and exit on Sunday or Monday morning, there is no option to move vehicles earlier within the camping area;
- A maximum of 1000 daily car parses will be issued;
- 60 individual bus trips are anticipated for the start of the event, and 60 individual bus trips will be required for the departure day;
- There will be no amplified music within the camping areas, with portable music devices banned;
- Generators will be shut down at midnight;
- All lighting towers within the camping area will be solar powered silent generators or run from local power;
- Security will closely monitor the camping area to ensure all noisy activities are ceased immediately;
- The silent movie area will remain open until 2am each night for patrons who cannot remain quiet in their camping area.

Actual event run times including sound checks are unknown at this stage however the following times are likely:

- Noise, such as sound checks, will commence at 10am;
- Events on Fridays will finish at 11pm
- Events on Saturdays will finish at 12am
- Events on Sunday will finish at 10pm.



Figure 1.3: Singe Stage Layout (source: Macro Music)



Figure 1.4: Three Stage Event (source: :Macro Music)



Figure 1.4: Three Stage Event all South Facing (source: :Macro Music)

2 Criteria

2.1 Environmental Protection (Noise) Regulations 1997

In Western Australia all Environmental noise is regulated by the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Noise emissions from the event space are required to satisfy the assigned noise levels specified in Regulations 7, 8 and 9.

The standard stipulated in Regulation 7 states:

7. (1) Noise emitted from any premises or public place when received at other premises –

a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

b) Must be free of –

- *Tonality;*
- *Impulsiveness; and*
- *Modulation.*

A... noise emission is taken to significantly contribute *to a level of noise if the noise emission exceeds a value which is 5dB below the assigned level...*

Regulation 9 defines tonality, impulsiveness and modulation. It is regarded that noise is free of these characteristics if:

a) Tonality, impulsiveness and modulation cannot be equitably removed by means other than decreasing the overall level of noise emission; and

b) Subsequent to any adjustments as displayed in *Table 2.1*, noise emissions remain compliant with the required standards when measured at the point of reception.

Table 2.1 Adjustments for Intrusive Characteristics

Adjustment Where Noise Emission is not Music (cumulative to maximum of 15 dB)			Adjustment Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	Where impulsiveness is not present	Where impulsiveness is present
+ 5dB	+ 5dB	+ 10dB	+10dB	+15dB

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown below in *Table 2.2*.

Table 2.2 Baseline Assigned Noise Levels

Premises Receiving Noise	Time of Day	Assigned Level (dB)[1]		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive at locations within 15m of a building directly associated with a noise sensitive use	0700 to 1900 hours Monday to Saturday (**Day**)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (**Sunday**)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (**Evening**)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (**Night**)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Commercial	All hours	60	75	80

1. The assigned noise level is based on a free field scenario ie does not include façade reflection

Table 2.3 shows the calculations used in determining the influencing factor at each of the nearest residential premises as shown on Figure 1.1.

Table 2.3: Calculation of Influencing Factor

Premises Receiving Noise (ref Figure 1.1)	Description	Within 100 metre Radius	Within 450 metre Radius	Total
All receiving premises (within 15m of the building)	Industrial Land	0	0%	0dB
	Commercial Land	0%	0%	0dB
	Major Road	0	0	0dB
	Minor Road	0	0	0dB
	Total Influencing Factor			**0dB**

Based on the influencing factors contained in *Table 2.3*, the assigned noise levels are shown in *Table 2.4*.

Table 2.4: Assigned Noise Levels

Premises Receiving Noise	Time of Day	Assigned Level (dB)[1]		
		L_{A10}	L_{A1}	L_{Amax}
All receivers (ref *Figure 1.1*)	0700 to 1900 hours Monday to Saturday **(Day)**	45	55	65
	0900 to 1900 hours Sunday and public holidays **(Sunday)**	40	50	65
	1900 to 2200 hours all days **(Evening)**	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays **(Night)**	35	45	55

1. The assigned noise level is based on a free field scenario ie does not include façade reflection

Based on the nature of the proposed Events that may be held at the site, the 'normal' assigned noise levels prescribed by the Regulations may not be considered appropriate.

The Regulations also make provision for the local government to approve outdoor concerts and similar events, to allow for reasonable social and cultural activity to occur that benefits the broader community. In this case, it is anticipated that each event will apply for a Regulation 18 Approval for exemption of the prescribed noise levels.

3 Noise Modelling

Computer modelling software, SoundPlan 8.2 has been used to calculate the noise levels associated with the Event site at nearby residential premises. Noise modelling is used as it is not affected by background noise sources and can provide the noise level for various weather conditions.

The software incorporates the algorithms enabling the modelling to include the influence of wind and atmospheric stability. Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1.1 Meteorological Information

Meteorological information utilised is based on data specified in the May 2021 draft EPA *Guidance for the Assessment of Environmental Noise Emissions* and are shown in Table 3.1. It is important to note that the utilisation of the meteorological data contained in Table 3.1 is recommended by Department Water Environment Regulation.

Table 3.1: Modelling Meteorological Conditions

Parameter	Night (1900-0700)	Day (0700-1900)
Temperature (°C)	15	20
Humidity (%)	50	50
Wind Speed (m/s)	3	4
Wind Direction*	All & Prevailing	All & Prevailing
Pasquil Stability Factor	F	E

Note that the modelling package used allows for all wind directions to be modelled simultaneously.

The above conditions approximate the typical worst-case for enhancement of sound propagation. The EPA policy is that compliance with the assigned noise levels needs to be demonstrated for 98% of the time, during the day and night periods, for the month of the year in which the worst-case weather conditions prevail. In most cases, the above conditions occur for more than 2% of the time and therefore must be satisfied.

At wind speeds greater than those shown above, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels (*DWER Guideline: Assessment of Environmental Noise Emissions*).

3.1.2 Topographical Data

Localised topographical data was based on information provided by the client. Surrounding topographical data has been obtained from Landgate and Open Street Maps.

3.1.3 Ground Absorption

Ground absorption varies from a value of 0 to 1, with 0 being for an acoustically reflective ground (e.g. water or bitumen) and 1 for acoustically absorbent ground (e.g. grass). In this instance value of 1.0 has been used as this is appropriate this rural environment.

3.1.4 Source Sound Levels - Stages

Figures 3.1 to 3.3 present 3-dimensional renders of the site and surroundings for the single stage configuration (as per Figure 1.2), the multi-stage (as per the Figure 1.3) and the multi-stage all facing south respectively (as per Figure 1.4).

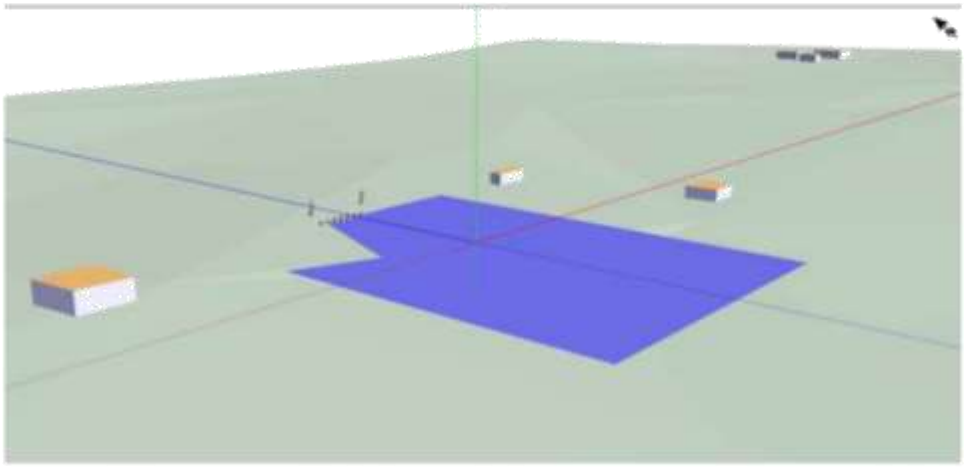


Figure 3.1: Single-Stage Event as per Figure 1.2 (source EcoAcoustics Pty Ltd)

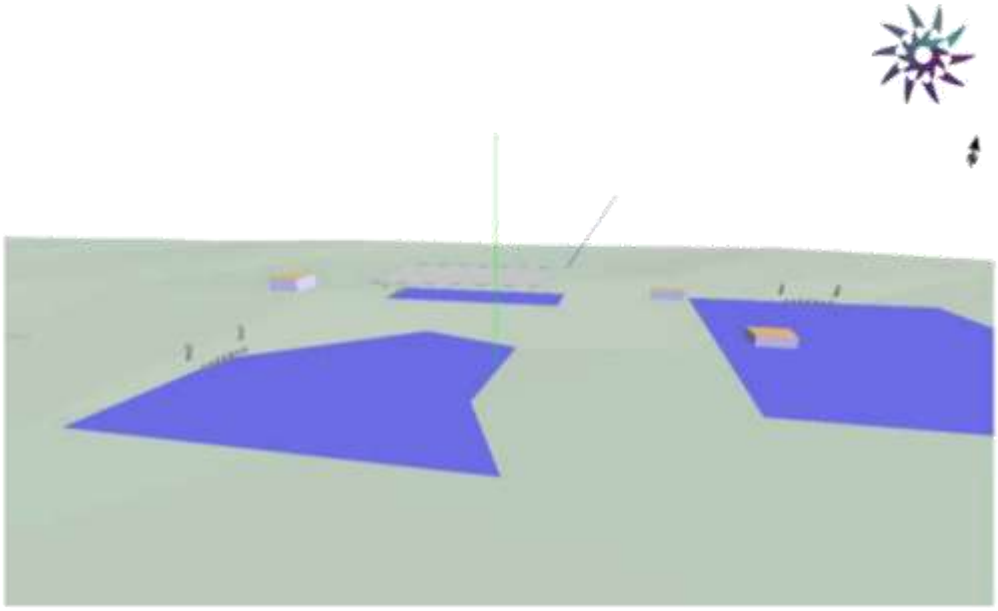


Figure 3.2: Multi-Stage Event as per Figure 1.3 (source EcoAcoustics Pty Ltd)

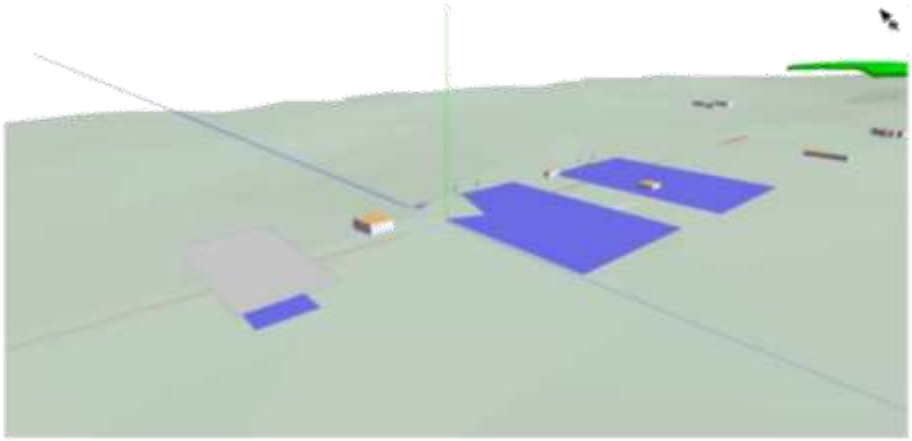


Figure 3.3: All Stages Facing South Multi-Stage Scenario as per Figure 1.4 (source EcoAcoustics Pty Ltd)

Sound power levels have been determined based on the similar events held within the Perth and South West regions. The following allowable noise level has been assumed for the stage:

- 100 dB(A) at 30 metres from the stage;
- 115 dB(C) at 30 metres from the stage.

The PA systems have been modelled as based on the speaker array obtained for the stage. *Figures 3.4 to 3.6* presents the speaker arrays used for the three stage types.

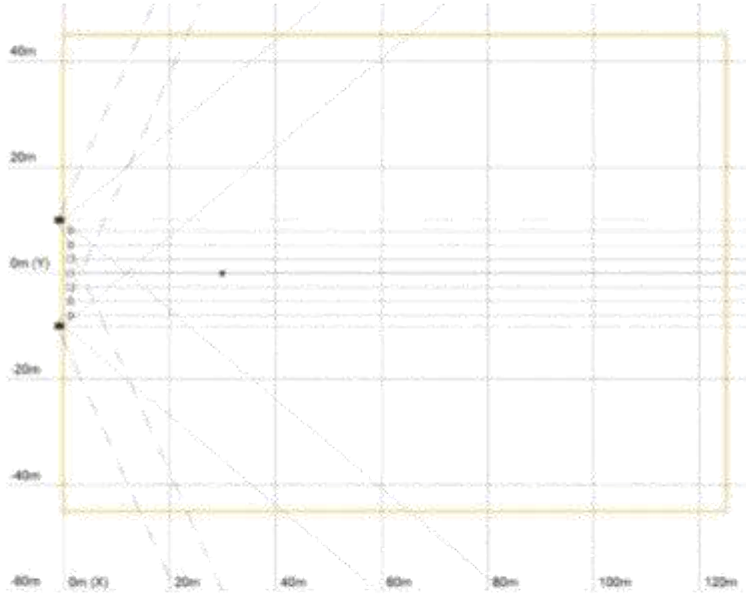


Figure 3.4: Stage 1 Array Plot Showing Speaker Dispersion

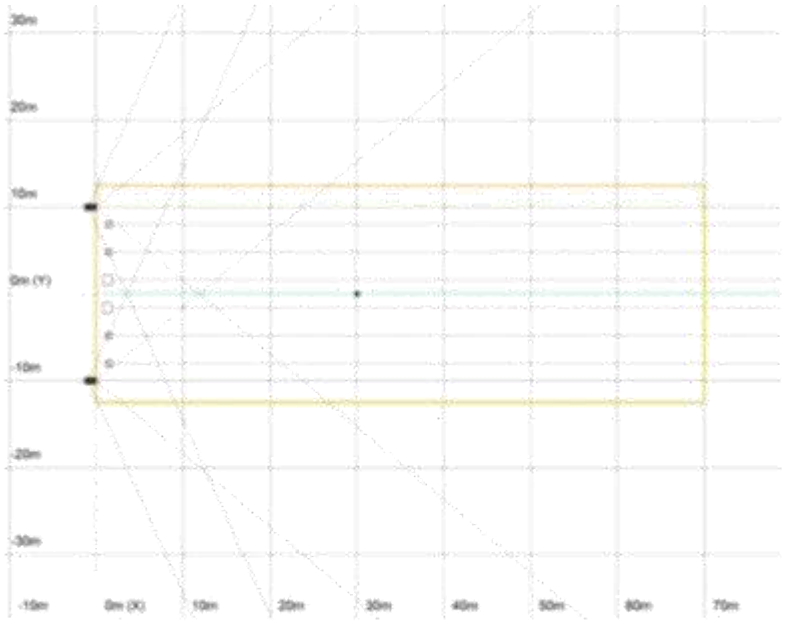


Figure 3.5: Stage 2 Tent Stage Array Plot Showing Speaker Dispersion

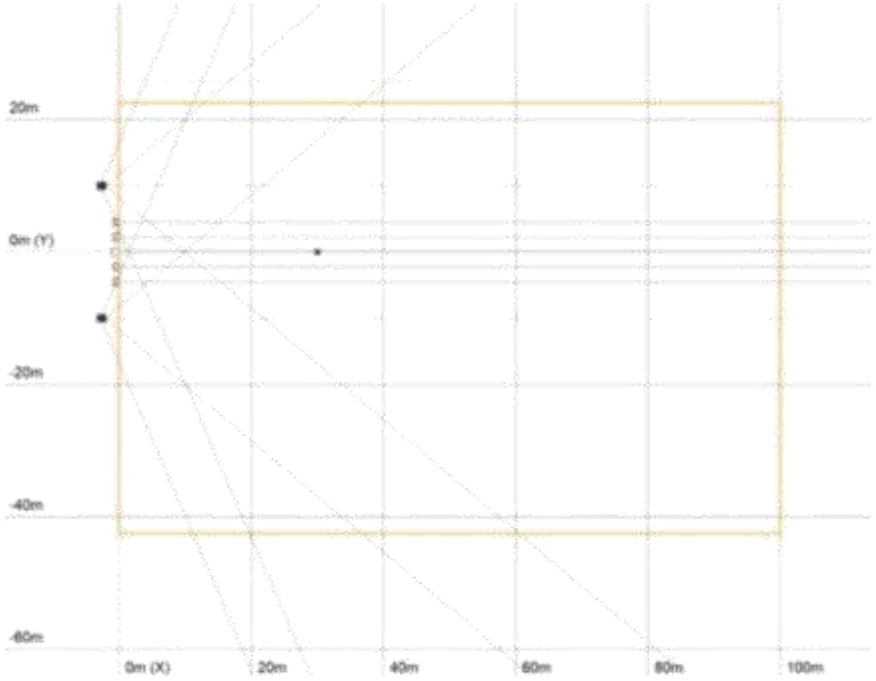


Figure 3.6: Stage 3 Array Plot Showing Speaker Dispersion

3.1.5 Source Sound Level – All Other Sources

As part of the noise modelling, and in addition to the noise associated with music on the site, the assessment also considers noise associated with other sources, such as camping, vehicles, lighting towers and car doors closing. *Table 3.2* shows the sound power levels used in the modelling of other sources. The sound power levels have been determined based on file data for similar sites. Reference has also been made to Hayne et. Al *Prediction of Noise from Small to Medium Sized Crowds*, and the Association of Australasian Acoustical Consultants *Licensed Premises Noise Assessment Technical Guidelines*.

It is important to note that all lighting towers within the camping area will be solar powered or run from local power.

Table 3.2: Source Sound Power Levels

Description	Octave Band Centre Frequency, dB (Hz)							Overall dB(A)
	63	125	250	500	1k	2k	4k	
Vehicles starting	96	89	85	83	79	78	70	**85**
Car doors shutting	97	90	86	84	80	77	71	**86**
Patrons talking no music (based on 20 patrons talking with a normal to raised vocal effort at 600mm)	70	79	72	73	76	74	67	**80**
Lighting tower with diesel generator – located outside of the camping area (sound power level obtained from SoundPlan Database)	77	72	64	60	59	57	54	**65**

4 Assessment of Noise Emissions

4.1 Music Festival Noise

Three separate modelling scenarios have been considered for the application for the proposed outdoor event space at Sabina River. These three scenarios include:

- Scenario 1: One single stage, facing south as situated on Figure 1.2;
- Scenario 2: Three stages, sited as shown on Figure 1.3. Stage 2 is enclosed within a big-top tent, with the other two open;
- Scenario 3: Three stages, all facing south, with stage 2 located within a big-top tent and the other two open.

Figures 4.1 to 4.3 show the predicted A-weighted noise levels associated with each of the three scenarios. *Figures 4.4 to 4.6* show the predicted C-weighted noise levels associated with each of the three scenarios. As discussed in Section 2, the site will be applying for a Regulation 18 approval for each event. It is understood that the site will apply for a Regulation 19b venue approval after a number of events have been held. This allows for noise emission data to be collected at each event to verify the noise modelling.

Table 4.1 presents the predicted noise levels at the **worst case location** 15 metres from each of the nearby residential premises under each scenario.

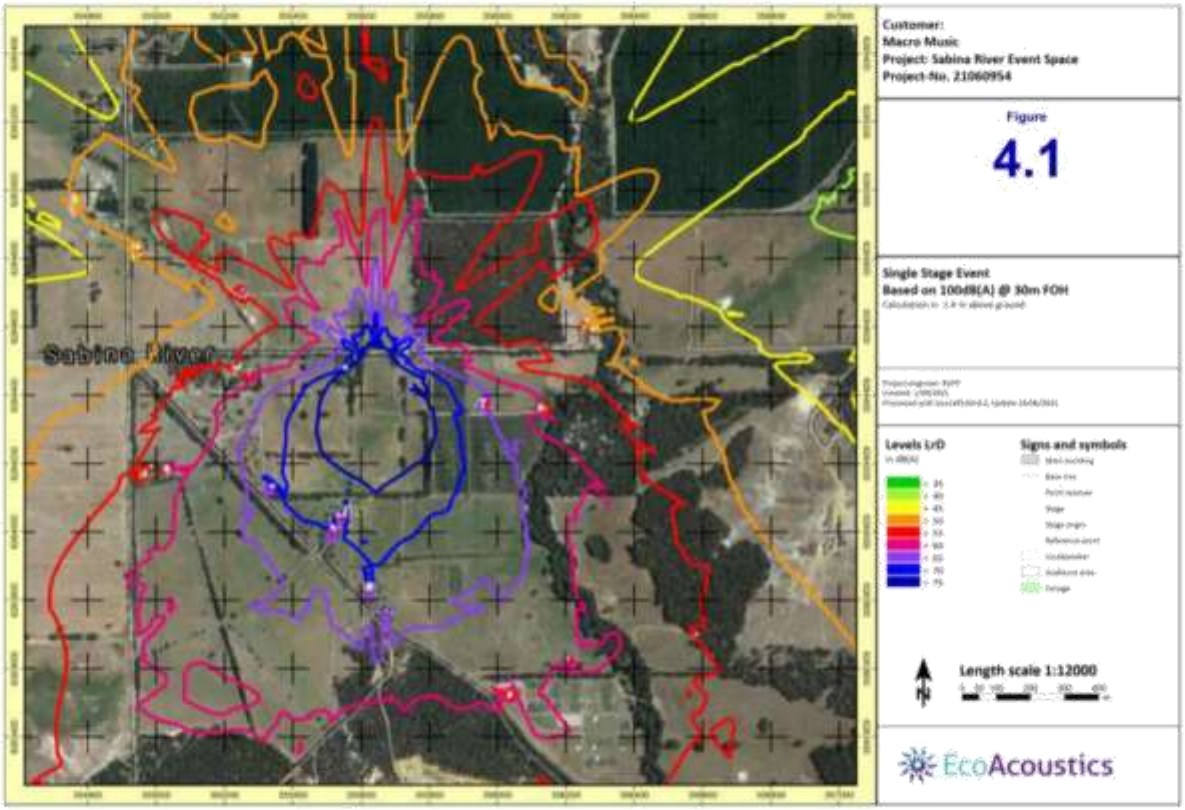
Table 4.1: Predicted Noise Levels from Amplified Music

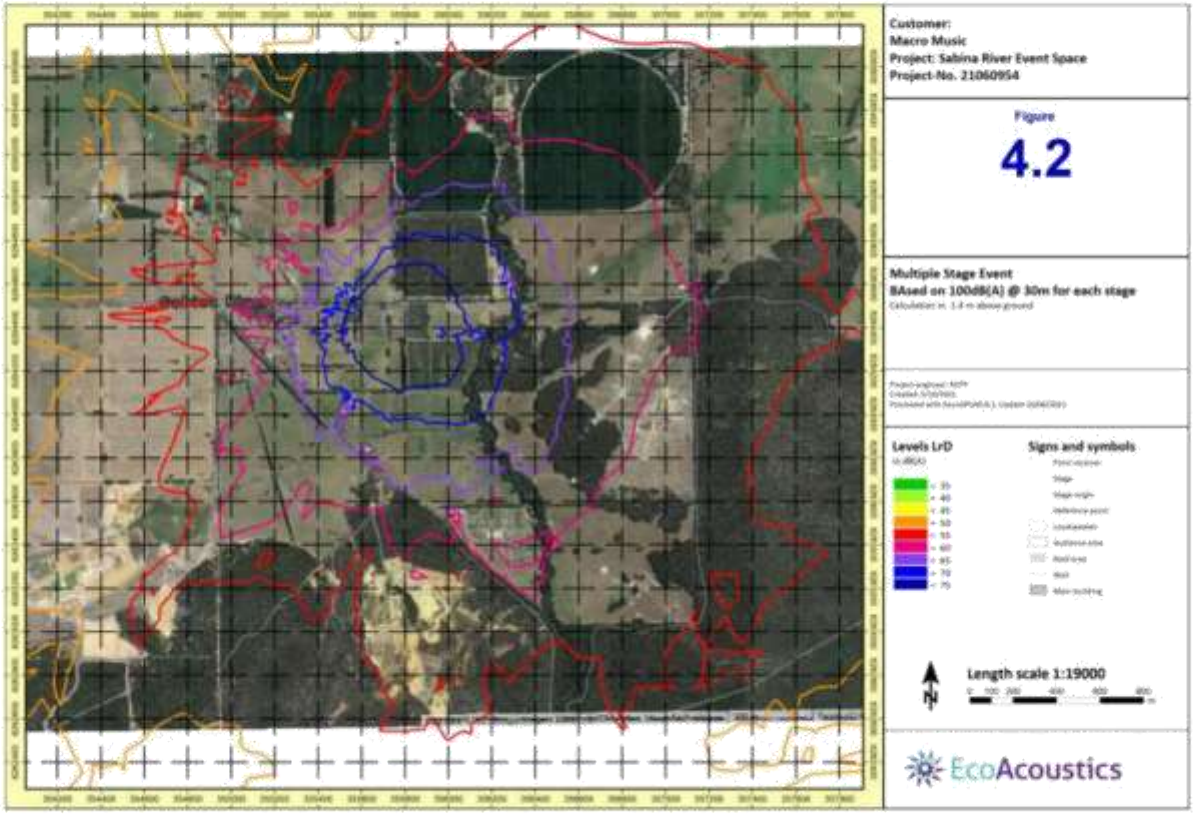
Premises Receiving (ref Figure 1.1)	Predicted Noise Level, dB					
	Scenario 1		Scenario 2		Scenario 3	
	dB(A)	dB(C)	dB(A)	dB(C)	dB(A)	dB(C)
Rec R1	62	79	75	90	69	86
Rec R2	71	88	69	89	75	92
Rec R3	58	80	62	85	65	84
Rec R4	57	77	59	82	64	83
Rec R5	51	76	64	86	57	81
Rec R6	50	71	56	80	60	79

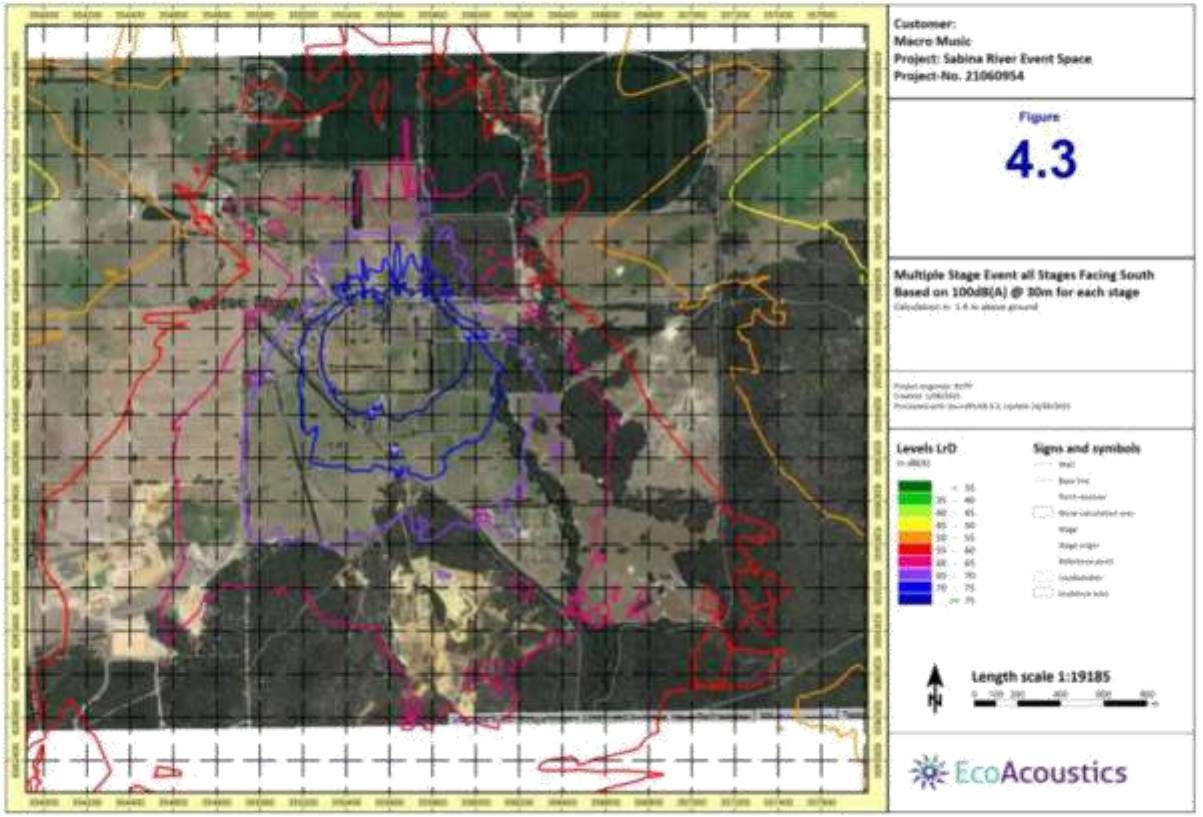
As the predicted noise levels exceed the assigned noise levels, each of these modelling scenarios will form part of the Regulation 18 application for the events, depending on the configuration required, based on the numbers of patrons, style of event and its duration.

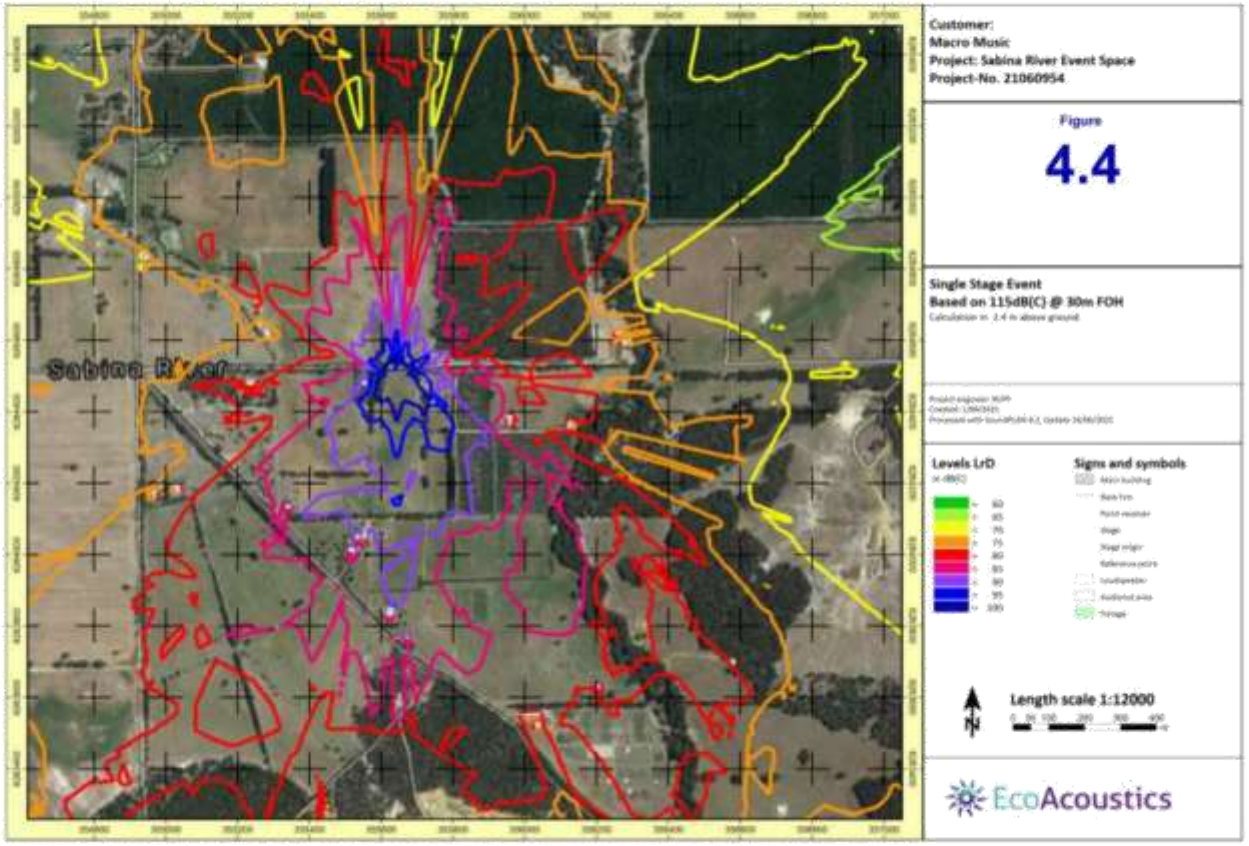
Background music levels played at less than 75dB(A) at FOH will generally be compliant with the noise Regulations without the inclusion of a penalty adjustment for music.

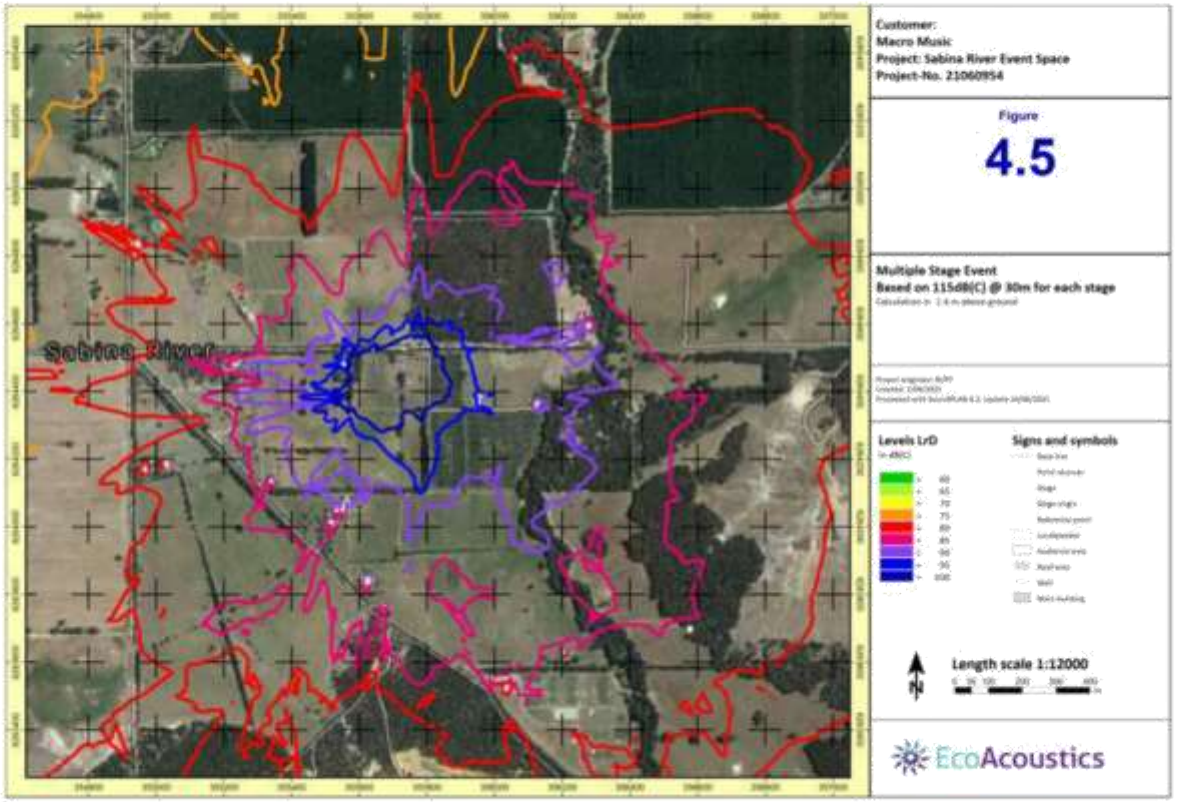
It is important to note that the City of Busselton has a number of sites whereby a level of between 73 and 75dB(A) $L_{Aeq\ 5\ min}$ has been approved at neighbouring residential premises for Regulation 18 Approvals.

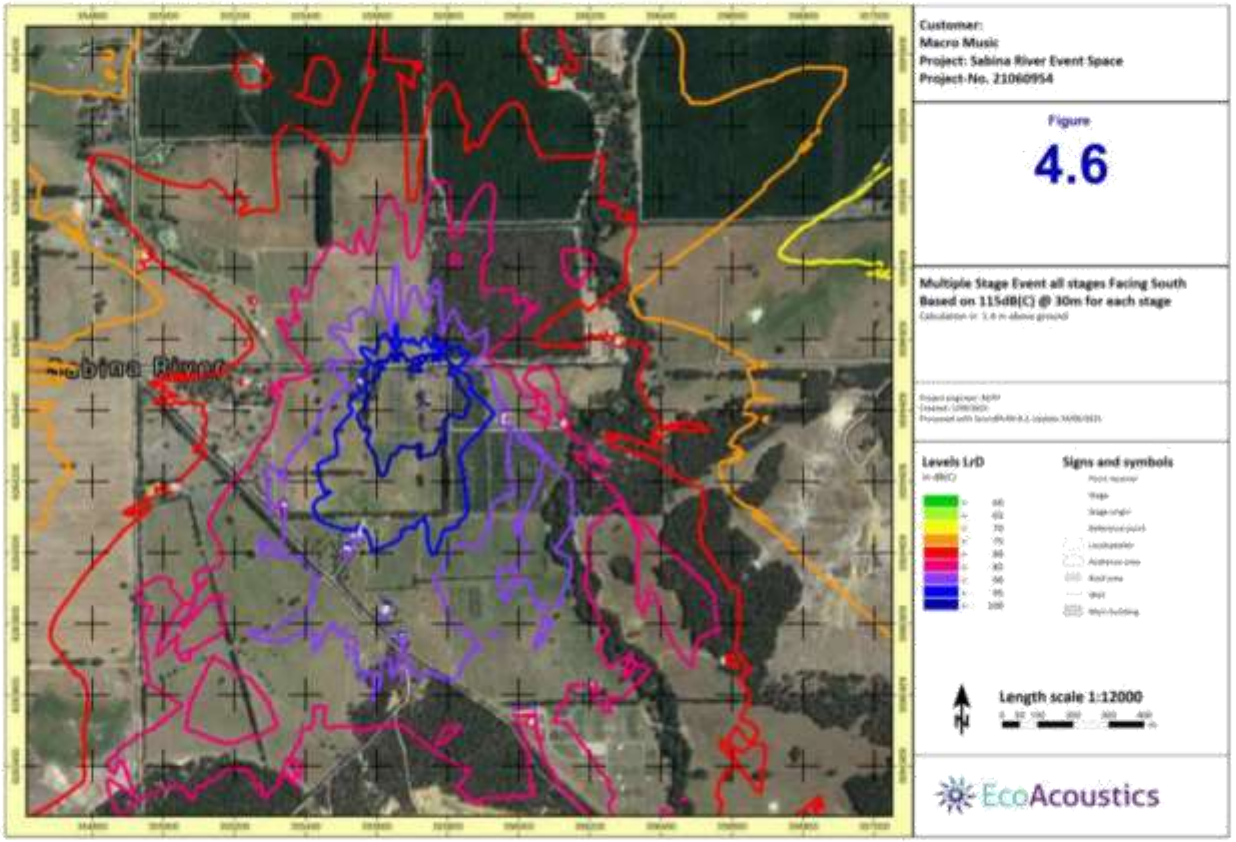

Sabine River
Customer:
Macro Music
Project: Sabina River Event Space
Project-No. 21060954
Figure
4.1
Single Stage Event
Based on 100dB(A) @ 30m FOH
Levels Lr/D
Signs and symbols
Length scale 1:12000
EcoAcoustics


Customer:
Macro Music
Project: Sabina River Event Space
Project No. 21060954
Figure
4.2
Multiple Stage Event
BAsed on 100dB(A) @ 30m for each stage
Levels LrD
Signs and symbols
Length scale 1:19000
EcoAcoustics


Customer:
Macro Music
Project: Sabina River Event Space
Project No. 21060954
Figure
4.3
Multiple Stage Event all Stages Facing South
Based on 100dB(A) @ 30m for each stage
Levels LrD
Signs and symbols
Length scale 1:19185
EcoAcoustics


Sabina River
Customer:
Macro Music
Project: Sabina River Event Space
Project-No. 21060954
Figure
4.4
Single Stage Event
Based on 115dB(C) @ 30m FOH
Levels LrD
Signs and symbols
Length scale 1:12000
EcoAcoustics


Sabina River
Customer:
Macro Music
Project: Sabina River Event Space
Project-No. 210608954
Figure
4.5
Multiple Stage Event
Based on 115dB(C) @ 30m for each stage
Levels LrD
Signs and symbols
Length scale 1:12000
EcoAcoustics


Sabina River
Customer:
Macro Music
Project: Sabina River Event Space
Project No. 21060954
Figure
4.6
Multiple Stage Event all stages Facing South
Based on 115dB(C) @ 30m for each stage
Levels L/D
Signs and symbols
Length scale 1:12000
EcoAcoustics

4.2 Other Noise Sources

In addition to noise associated with amplified entertainment, this section outlines other noise sources that may be present as part of the events. Such noise sources include:

- Diesel generator powered lighting towers (location outside of the camping area) – these will be shut down after the completion of the event each night;
- Small generators associated with food vendors;
- People talking in groups within the camping area;
- Car doors closing;
- Cars starting and taking off within the vehicle parking area;
- Buses entering the site drop off zone;

It is understood that a silent outdoor movie will be played at the completion of the event to ensure that patrons unable to sleep have a chill out zone. This is a silent cinema, with headphones used to ensure that no noise is generated from this activity, and it has not been considered further in this report.

Each of these sources have been modelled to determine the impact that they will have on the surrounding residences. The following scenarios have been considered:

- Up to 200 people talking with raised voices within the camping area;
- Fourteen diesel powered lighting towers located around the site – all others are assumed to be solar or mains powered;
- Car doors closing and vehicles starting in worst case carpark locations in relation to the nearby residences.

Tables 4.2 and 4.3 present the predicted noise levels at 15 metres from each of the nearby residential premises from noise sources other than amplified music.

Table 4.2: Predicted Noise Levels from constant noise sources – Lighting Towers & Patrons

Premises Receiving (ref Figure 1.1)	Predicted Noise Level, dB(A)		
	Lighting Towers[1]	People talking with raised voices in campsite	Overall Noise Level with all sources simultaneously with inclusion of tonality for lighting towers
Rec R1	19 (24)	17	25
Rec R2	22 (27)	28	31
Rec R3	24 (29)	21	30
Rec R4	14 (19)	13	20
Rec R5	12 (17)	8	17
Rec R6	13 (18)	12	19

1. Includes penalty adjustment of +5dB for tonality shown in brackets – at the distances to nearby residential locations, it is unlikely that the generators will be tonal however this has been included to represent a worst case.

The predicted noise levels associated with constant noise sources including generators associated with lighting towers and up to 200 people talking with a raised voice in the campsite area after the completion of the event complies with the assigned noise level of 35dB(A) during the night time period at 15 metres from nearby noise sensitive premises. The site will be managed to ensure that noisy patrons in the campsite area will be managed. In addition, the diesel powered generators will generally operate during the event, with quiet solar or mains powered units operating after the completion of the event and overnight. However, to represent a worst case and to determine the impact of lighting towers on the surroundings, the modelling has assumed that 14 diesel powered units will operate overnight.

Table 4.3: Predicted Noise Levels from Transient Sources– Car Starts and Doors Closing

Premises Receiving (ref Figure 1.1)	Predicted Noise Level from Vehicles[1]	Complies with the assigned noise level
Rec R1	8 (18)	Complies
Rec R2	22 (32)	Complies
Rec R3	20 (30)	Complies
Rec R4	5 (15)	Complies
Rec R5	3 (13)	Complies
Rec R6	6 (16)	Complies

1. Includes penalty adjustment of +10dB for impulsiveness shown in brackets – at the distances to nearby residential locations, it is unlikely that the generators will be tonal however this has been included to represent a worst case.

The predicted noise levels associated with transient noise sources including car doors closing and cars starting complies with the assigned noise level of 45dB(A) during the night time period at 15 metres from nearby noise sensitive premises and also complies with the noise limit of 35dB(A) during the night time period for constant noise sources.

5 Information Required for Regulation 18 Applications

It is understood that for the first concert season, the site will be applying for event specific Regulation 18 approvals for each event. These events may be single or multiple stages based on the modelling contained within Section 4. As part of the Regulation 18 application, the following information will be provided:

- Stage layout including number of stages;
- Event name/details of bands
- Event date and times, including sound check times;

5.1 Management of Noise Emissions for Each Event

- Prior to the commencement of any Events to be held at this site, a letterbox drop to all residences identified as likely to receive noise levels in excess of 60dB L_{Aeq} notifying them of the likelihood of increased noise levels for the duration of the Event. This notification to identify the date of the Event and a dedicated telephone line will be provided for handling complaints, which will be manned by a person for the duration of each Event and any sound checks. If a complaint is received regarding noise, the relevant details will be recorded on a complaints register;
- Lighting towers should be chosen for their low noise emissions;
- For load in/load out, outside of normal working hours, consideration will be given to minimise the noise impact which includes the movement of vehicles and mobile plant such as forklifts, EWPs and the like. The following management measures will be adhered to where practicable:
  - Refrain from dropping scaffolding and metal;
  - Trucks to be located near operations to reduce forklift movements;
  - Truck engines to be turned off when not moving;
  - Raised voices should be minimised;
  - Floors to be lined with sound dampening material.

5.2 Site Specific Management

To ensure that noise emissions from both Events are effectively managed, the following noise management measures are proposed:

- Background music prior to the start of each Event will be minimised or played at a low volume (i.e. 75dBA) at the mixing desk) to minimise the impact on nearby noise sensitive premises;
- Sound checks will occur during a prescribed time period, and noise should occur for no longer than 1 hour in total;
- Continuous noise modelling will occur at the stage, to ensure that the maximum noise levels are adhered to. The maximum $L_{eq\ 5\ min}$ noise levels for the stage are:



- 100 dB(A) at 30 metres from the stage;
- 115 dB(C) at 30 metres from the stage;

- To allow for the variation in noise levels associated with music that generally occurs during concerts, it is recommended that a noise level of up to 3 dB above the prescribed noise level be allowed for 5% of the concert period;
- The site will provide a dedicated telephone line for handling complaints, which will be manned by a person for the duration of each Event and any sound checks. If a complaint is received regarding noise, the relevant details will be recorded on a complaints register.

5.3 Complaints Response Strategy

The site will supply a dedicated telephone line for handling complaints, which will be manned by a person for the duration of the Event and any sound checks. If a complaint is received regarding noise, the relevant details will be recorded on a complaints register. Where practicable, noise levels at the complainant's premises will be measured.

5.4 Reporting

A report of the results of the monitoring shall be delivered to the Council within fourteen days of each event.

Appendix A

Macro Music Site Specific Noise Management

Macro Music Noise Management Notes:

Traffic:

• Build: We can have the site built within one week however, have opted to stagger the build the stage over two reduce the impact on daily traffic during the build.

• Numbers on transport vehicles:

- Please note no cars will be allowed to access the site without a **car pass**. This will moderate the amount of traffic coming to the site and encourage people to car pool.
- A maximum **2000 Camping Car passes** will be issued. For each event, cars will begin to arrive on the Friday and exit on the Sunday or Monday morning. There is no option to move cars earlier in the car camping area.
  Please note: possibility to open up car camping on the Thursday night to manage ingress with the 2000 camping cars.
- A maximum **1000 daily car passes** will be issued (including extra crew, staff and extra artist parking). Some of these cars will arrive and depart each event day. Some of these car passes will be allocated to day campers who are only staying for one night.
- There will be an expected **60 individual bus trips** bringing people to the site throughout the day & 60 individual bus trips on departure each day.
- With experience at other events we always manage to have all **6000 patrons off site within 30 mins maximum**.

Camping:

• No amplified music in the evening in the camping areas. The only amplified noise in the area will be in the day time with workshops and speeches. All amplified music to come from stages and be shut off by 11:55pm

• Portable music devices are banned.

• No generators after midnight. All lighting towers in the camping area to be solar powered silent generators or run from local power.

• Camping area to be monitored overnight by security, highly trained camp marshals & police when required.

• The silent movie area remains open until 2am each night for any patrons who cannot remain quiet in the camping area. This area will also have some food vendors who will stay open servicing water and non-alcoholic beverages. This area is marked on the map as the food vendor/ chill area.

Prepared by Melissa Verdouw
Senior Event Manager
1/ 18 Parry Street, Fremantle, 6160

Appendix B

Terminology

Terminology

Ambient Noise

Ambient noise refers to the level of noise from all sources, including background noise as well as the source of interest.

A-Weighting

An A-weighted noise level is a noise level that has been filtered as to represent the way in which the human ear distinguishes sound. This weighting indicates the human ear is more sensitive to higher frequencies than lower frequencies. The A-weighted sound level is described as dB L_A.

Background Noise

Background noise is the noise level from sources other than the source of interest. Background may originate from such things as traffic noise, wind induced noise, industrial noise etc.

Decibel (dB)

The decibel is the unit that characterises the sound power levels and sound pressure of a noise source. It is a logarithmic scale with regard to the threshold of hearing.

Impulsive Noise

An impulsive noise source is a short-term impact noise which may originate from such things as banging, clunking or explosive sound.

Influencing factor

$=1/10$ (% Type A_{100} + % Type A_{450}) + $1/20$(% Type B_{100} + % Type B_{450})

Where:

% Type A_{100} = The percentage of industrial land within a 100m radius of the premises receiving noise

% Type A_{450} = The percentage of industrial land within a 450m radius of the premises receiving noise

% Type B_{100} = The percentage of commercial land within a 100m radius of the premises receiving noise

% Type B_{450} = The percentage of commercial land within a 450m radius of the premises receiving noise

+ Traffic factor (maximum 6dB)
= 2 for each secondary road within 100m
= 2 for each major road within 450m
= 6 for each major road within 450m

L_{A1}

An L_{A1} level is the A-weighted noise level which is overreached for one percent of a measurement period. It represents the average of the maximum noise levels measured.

L_{A1} assigned level

An assigned L_{A1} level which is not to be exceeded for more than 1% of a delegated assessment period.

L_{A10} assigned level

An assigned L_{A10} level which is not to be exceeded for more than 10% of a delegated assessment period.

L_{A10}

An L_{A10} level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the "*intrusive*" noise level.

L_{A90}

An L_{A90} level is the A-weighted noise level which is overreached for 90 percent of the measurement period. It is represents the "*background*" noise level.

L_{Aeq}

L_{Aeq} refers to the comparable steady state of an A-weighted sound which, over a specified time period, contains the same acoustic energy as the time-varying level during the specified time period. It represents the "*average*" noise level.

L_{AFast}

The noise level in decibels, obtained using the A frequency weighting and the F time weighting as specified in AS1259.1-1990. L_{AFast} is used when examining the presence of modulation.

L_{Amax}

The L_{AMax} level is the maximum A-weighted noise level throughout a specified measurement.

L_{Amax} assigned level

The L_{Amax} assigned level describes a level which is not to be exceeded at any time.

L_{APeak}

TheL_{APeak} level is the maximum reading (measured in decibels) during a measurement period, using the A frequency weighting and P time weighting AS1259.1-1990.



L_{ASlow}

A L_{ASlow} level is the noise level (measured in decibels) obtained using the A frequency weighting and S time weighting as specified in AS1259.1-1990

Major Road

A Major road has an estimated average daily traffic count of more than 15,000 vehicles.

Maximum Design Sound Level

Maximum Design Sound Level is the level of noise beyond hearing range of most people occupying the space start, become dissatisfied with the level of noise.

Modulating Noise

A modulating source is an audible, cyclic and regular source. It is present for at least 10% of a measurement period. The quantitative definition of tonality is:

a fluctuation in the discharge of noise which;

a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band;

b) is present for at least 10% of the representative

One-Third-Octave Band

One-Third-Octave-Band are frequencies that span one-third of an octave which have a centre frequency between 25 Hz and 20 000 Hz inclusive.

Representative Assessment Period

Representative Assessment Period describes a period of time not less than 15 minutes, and not surpassing four hours. It is determined by an inspector or authorised person to be suitable for the assessment of noise emissions.

Reverberation Time

Reverberation time refers to an enclosure for a sound of a specified frequency or frequency band as well as the time that would be necessary for the reverberantly decaying sound pressure level in the enclosure to decrease by 60 decibels.

RMS

The root mean square level is used to represent the average level of a wave form such as vibration.

Satisfactory Design Sound Level

Satisfactory Design Sound Level refers to the level of noise that has been found to be acceptable for the environment in question, which is also to be non-intrusive.

Secondary / Minor Road

A Secondary / Minor road has an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Sound Pressure Level (L_p)

Sound Pressure Level refers to a noise source which is dependent upon surroundings, and is influenced by meteorological conditions, topography, ground absorption; distance etc. Sound Pressure Level is what the human ear actually hears. Noise modelling predicts the sound pressure level from the sound power levels whilst taking into account the effect of relevant factors (meteorological conditions, topography, ground absorption; distance etc).

Sound Power Level (L_w)

A sound power level of a noise source cannot be directly measured using a sound level meter. It is calculated based on measured sound pressure levels at recognised distances. Noise modelling includes source sound power levels as part of the input data.

Specific Noise

Specific Noise relates to the component of the ambient noise of interest. It can be specified as the noise of interest or the noise of concern.

Tonal Noise

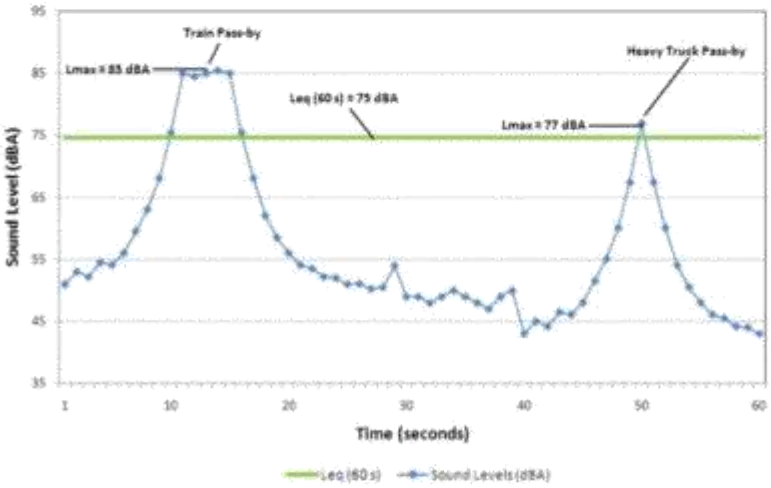
A tonal noise source can be designated as a source that has a specific noise emission over one or several frequencies, such as droning. The quantitative definition of tonality is:

the presence in the noise emission of tonal characteristics where the difference between —

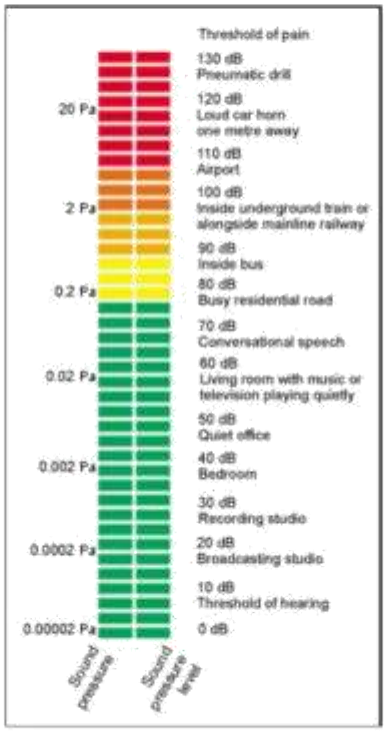
a) the A-weighted sound pressure level in any one-third octave band; and

b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands, is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\,Slow}$ levels.

Chart of Noise Level Descriptors



Typical Noise Levels



Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address: 64 Espinos Road, Sabina River

Site visit: Yes ☑ No ☐

Date of site visit (if applicable): Day 26 Month June Year 2021

Report author or reviewer: Anthony Rowe

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☑

If accredited please provide the following.

BPAD accreditation number: 36690 Accreditation expiry: Month December Year 2021

Bushfire management plan version number: v2

Bushfire management plan date: Day 23 Month July Year 2021

Client/business name: MAYFLY PROPERTY GROUP

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	✔	
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	✔	

Is the proposal any of the following (see SPP 3.7 for definitions)?	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)		✔
Strategic planning proposal (including rezoning applications)		✔
High risk land-use		✔
Vulnerable land-use	✔	

None of the above ☐

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

Vulnerable use due to the likely presence of persons not familiar with the location.

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer 

Date 23 July 2021

Bushfire Management Plan

MAYFLY PROPERTY GROUP

Sabina River Festival Site

64 Espinos Road, Sabina River

July 2021

envision
bushfire protection

LIMITATIONS STATEMENT

This Bushfire Management Plan ('BMP') has been solely prepared for Mayfly Property Group. The proposal is for use of land as an entertainment venue (for a three-day music festival, including on-site camping, for up to 12,000 patrons). It proposes to use land at Lot 21 (64) Espinos Road Sabina River (**the Site)** (*recreation - private facility)*. The site is within the City of Busselton.

Envision Bushfire Protection

ABN: 90958370365

124 Derby Road SHENTON PARK WA 6008

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Version Control

Lot 21 (64) Espinos Road Sabina River			
Version	**Date**	**Author**	
V1	16 July 2021	Anthony Rowe	Submission to applicant
V2	23 July 2021	Anthony Rowe	Submission for approval

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Disclaimer

In undertaking this work, the authors have made every effort to accurately apply the available information **at the time of writing** following the instructions of the regulatory authorities and applying best practice as described by the Fire Protection Association Australia. Any conclusions drawn or recommendations made in the report are made in good faith, and the consultants take no responsibility for how this information and the report are subsequently used.

Envision Bushfire Protection accepts no liability for a third party's use of, or reliance upon, this specific report.

Importantly the measures contained in this report cannot guarantee human safety or an absence of harm or that the building will not be damaged or would survive a bushfire event on every occasion. This is due to the unpredictable nature of fire behaviour (knowledge in this field continues to develop) and the unpredictable nature of extreme weather conditions.

This report has been prepared, in part utilising the WALGA Environmental Planning Tool ('**EPT**'). The author agrees that at all times, copyright in the material on the EPT website remains with WALGA and the Contributors as the case may be and has cited the EPT as being the source of information and acknowledges the contributor's copyright in the Information.

Scope of this report

Envision Bushfire Protection has been engaged to provide expert bushfire safety and planning advice.

The scope of the advice has been to assess the proposal for compliance with the policy measures described in State Planning Policy 3.7 and identify appropriate mitigation measures to be considered by the determining authority. This is described in a Bushfire Management Plan and prepared with regard to the Department of Planning Lands and Heritage templates.

The investigations and mitigation measures identified in the BMP, has, in turn, formed the basis for the preparation of a Bushfire Emergency Evacuation Plan.

Client relationship

I was engaged to provide expert bushfire safety and planning advice. My relationship with the client is a standard commercial contract, and no private, personal, or other matter has influenced the content of the BMP or my findings.

STATEMENT OF CONFORMITY – PLANNING AND DEVELOPMENT ACT 2005



Anthony Rowe Level 3 - BPAD36690

Principal

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.

EXECUTIVE SUMMARY

Preface

Mayfly Property Group proposes to use land at Lot 21 (64) Espinos Road Sabina River to conduct music festivals including, an annual three-day event for up to 12000 people. It includes up to 2000 camp sites. The site is a 20 ha cleared agriculture lot located 15 km south of the Busselton Town Centre, within the City of Busselton.

The site is within a declared bushfire prone area. Accordingly, the proposal is development that is required to be assessed for its compliance with State Planning Policy 3.7 *Planning in Bushfire Prone Areas* ('**SPP 3.7**') and the bushfire protection criteria described in the Guidelines V1.3.

The intent of the policy is: ***"to preserve life and reduce the impact of bushfire on property and infrastructure"***.

The proposed development is classed as a 'vulnerable' land use because it involves visitation by people unfamiliar with the locality.

1. **Proposal details (addressed in Section 1)**

The proposal includes:

- A music arena and sound stage
- Food truck area
- Services area
- Onsite carparking for 1000 vehicles
- Campground - 2000 sites including 1 vehicle each (2000 on site vehicles).
- Bus arrival and set down area (12 buses operating a circuit to the Busselton Town Centre and 13 buses on emergency stand-by)
- Portable ablutions
- Caretakers' residence and administration (existing dwellings @2)
- 2000L mobile firefighting unit

Access to the site is from Bussell Highway (from the centre of Busselton township as the service centre) by Vasse Highway and Yoongarillup Road with a final leg of 374 m on Espinos Road.

The proposal is volunteered to operate only between April and November each year, for the purpose of avoiding bushfire. The proposed use is also insured for cancelations outside of the restricted period due to forecast severe bushfire conditions (FDI 50+)

This Bushfire Management Plan has followed the WAPC Position Statement Tourism in Bushfire Prone Areas.

Following the WAPC position statement this BMP includes a bushfire risk assessment to identify the seasonality and the occurrence of severe FDI days, to determine the restricted operating period and avoid Severe FDI days. It is acknowledged that severe FDI days can occur outside the bushfire season and closure will be required on notice of a Severe (fire danger rating) day.

It is acknowledged that the number of patrons attending the event is classed as having a high impact of traffic requiring the preparation of a Traffic Impact assessment. This BMP has regard to the Event Transport Impact Assessment prepared by i3 consultants for the applicant.

The BMP acknowledges a staged arrival and release (200 vehicles at a time) is proposed to avoid congestion upon the road network, over a period of 8 hours (3000 private vehicles will be retained on site). Under emergency circumstance the BMP has identified this can be reduced to 3 hours with traffic controls established at key points along the route to the Busselton Town Centre. Notwithstanding there may be times when there is insufficient time available or the fire closes the access routes, and in such a circumstance it may be safest for patrons and staff to stay in place

The BMP has therefore investigated a contingency for refuge on site (a refuge of last resort has been demonstrated).

2. **Environmental considerations (addressed in Section 2)**

No clearing of regulated[1] vegetation is proposed or required for the purpose of bushfire protection.

3. **Bushfire assessment results (addressed in Section 3)**

A Bushfire Attack Level assessment following Method 1 AS 3959:2018, and the DPLH *Visual guide for bushfire risk assessment in Western Australia*, and using an FFDI of 80, has been undertaken.

The indicative BAL, post development has been assessed.

For the purpose of determining the suitability for shelter onsite the flame temperature of 1200 K has been used, and APE of 1:200. Whilst the nominal FDI for WA is 80, a local FDI assessment was undertaken and found the present FDI is 60, but the 1:200 APE is FDI 80.

The analysis has identified that an area is available within the site with sufficient capacity to accommodate all visitors that is compliant with the ABCB Design and construction of Community Bushfire Refuges handbook at less than BAL 2 (2 kWm^2).

4. **Identification of bushfire hazard issues (addressed in Section 4)**

The site has been identified as potentially subject to a contiguous grassland fire run, over flat ground with potential impact by ember attack from the nearby forest extending from the Whicher Escarpment a distance greater than 5 Km.

The evacuation routes from the site are predominantly through pastureland uses passing narrow ribbons of roadside vegetation, shrub and low trees up to 10 m.

The preparation of the Bushfire Emergency Evacuation Plan is a risk treatment to improve the safety of visitors at the site, through decisive event management to monitor threats and evacuate when it is safe to do so.

5. **Assessment against the bushfire protection criteria (addressed in Section 5)**

The proposal was compared with the four Bushfire Protection Criteria Elements: Location, Siting and Design, Access, and Water.

Acceptable Solution

Element 1 Location - this provision requires a strategic proposal demonstrates upon completion the area will be classified as a low or moderate Bushfire Hazard Level. The proposal is within a moderate bushfire hazard level area.

Element 2 Siting and Design – this provision requires that a planning application should demonstrate the habitable buildings will not be exposed to a BAL greater than BAL-29.

The site is large, no habitable buildings are proposed within areas greater than BAL-29. Notwithstanding, the emphasis has been to determine suitability of open space refuge, at 1200K, FDI 80 (FDI 100 for a 1:200 APE). The assessment finds there is a suitable area on the site, the Arena area, that is less than 2 kWm^2.

Element 3 Vehicle Access – this provision requires the site has access to a through road to provide alternate routes of escape and access for fire fighters.

The site has direct access from Espinos Road and Piggot Road which meet at an apex 374 m west from the site with the intersection of Yoongarillup Road and Goulden Road.

The site utilises an inward movement from Espinos Road and an exit through Piggot Road.

The primary means to address the Intent of Element three is to avoid operation during a bushfire event and otherwise satisfy the Performance Principle through the WAPC Tourism Position Statement that a single access may be acceptable where the access route abuts moderate vegetation, and the access does not travel back towards the hazard (i.e. avoiding forest).

Whilst the proposal meets the requirement of the Tourism Position Statement (the routes north are through land joined by pasture (moderate BHL) a precautionary approach has examined the potential for safe refuge

[1] A generic term for vegetation requiring approval for modification or removal unless otherwise exempt.

on site as a contingency for evacuation: a suitable area less than 2 kWm^2 with supporting amenities. This may be required if the bushfire approached from the north or would cross and close the access routes.

The BMP has identified that a large open area is available on site that conforms to the open shelter requirements following the design specifications provided in the Design and Construction of Community Bushfire Refuges (ABCB 2014) and the CFA's *Neighbourhood Safer Place – Bushfire Place of Last Resort Assessment Guideline* July 2020. The festival, because it is an overnight event, has amenities to support an extended stay until evacuation is possible and has medical facilities on site.

Element 4 Water – The site does not have access to a reticulated water supply. A mobile firefighting unit will be provided to attend to small fires at the site and prevent the escape of fire from the site.

Additional Bushfire Management Strategies (addressed in section 5.2)

Additional management strategies, further to the Bushfire Protection Criteria, include the measures to minimise the exposure of visitors to bushfire impacts. This is addressed in the Bushfire Emergency Evacuation Plan.

Spatial representation of the bushfire management strategies (Figure EX 1)

The key features demonstrating compliance with the bushfire protection measures are identified on the *Spatial representation of the bushfire management strategies*.

These actions are reflected in the following *Responsibilities for implementation and management of the bushfire measures.*

6. Responsibilities for implementation and management of the bushfire measures

The Owner responsibilities (Guidelines 4.6.3) identify the bushfire management measures necessary to achieve compliance with the bushfire protection criteria.

Owner – to be undertaken prior operation and maintained

1. The site is restricted from operating for visitors between 1 December and 31 March annually.
2. The site is restricted from operating on days that had been forecast to have a fire danger rating of severe or higher (FDI 50+).

   Note: This is described in the Bushfire Emergency Evacuation Plan.
3. The adoption of the Bushfire Emergency Evacuation Plan (Appendix 1 here in).

   Note: the Emergency Evacuation Plan includes the prevention, preparation, response and recovery identified in the Risk Register.

   Note: the establishment of traffic controls within the site and public roads is important in the consideration of the evacuation rate and the decision to evacuate or shelter. Arrangements are to be made through the City in this regard with the support of LEMC partners.
4. The site is to be maintained in a low threat condition as described in AS3959:2018, cl. 2.2.3.2 (e) and (f).
5. No campground tent is to be erected within 17 m of the site boundary (to not exceed a BAL rating of BAL 12 .5.)
6. Emergency Assembly Areas are to be established within the site, with a total area of 1.44 ha located in areas with direct vehicle access and exposed to no more than 2 kW m2.

   Note: All tents in and within 10 m of the assembly area are to be removed from this space (collapsed and secured flat) to reduce the risk of ignition and exposure of the assembly area to heat.

7. All vehicle accessways within the site are to be constructed compliant with the Technical Requirements for a Private Driveway Table 6 Column 3.

8. Firebreaks are to be installed and maintained in accordance with the City Firebreak Notice.

9. A 50 000 L water tank provided and dedicated for emergency services use, is to be positioned within 4 m of the western boundary vehicle access. The tank is to be signposted and provided with couplings to the City Standard. The couplings and the tank are to be positioned to facilitate the service of emergency service vehicles without obstruction of vehicle movement.
A mobile firefighting facility of 2000 L is to be provided on site at all times during the operation of the facility.

10. In accordance with the requirement of State Planning Policy 3.7 (cl. 6.10) a notification, pursuant to Section 165 of the Planning and Development Act 2005, is to be placed on the certificate(s) of title. The notification is to state as follows:

    "This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land"

Advisory notes

1. The landowner acknowledges their duty of care to protect visitors to the site from harm from a bushfire affecting the property, and for providing safe direction from the site.

2. The landowner is responsible for availing themselves of any promotions and information to assist owners in preparing for and responding to a bushfire event as may be made by the City or the Department Fire and Emergency Services

3. Where there is conflict between this Bushfire Management Plan and the City Firebreak Notice the higher level of bushfire protection will prevail

The City of Busselton

1. Developing and maintaining district bushfire fighting services and facilities.

2. Administer the *Bushfire Act 1954* and monitor landowner compliance to maintain land in a state not conducive to the ignition or spread of bushfire. This is a statutory responsibility assigned to local government.

3. Promoting education and awareness of bushfire prevention and preparation measures though the community.

4. Administering the requirements of the *Planning and Development Act 2005* by ensuring the facility closure in accordance with the terms of the Development approval.

5. Administering the requirements of the *Planning and Development Act 2005* and the *Building Act 2011*.

State Government

- Notification of Emergency Alerts - Website and Telecommunication Media
- Policing operations to minimise the deliberate ignition of bushfires.
- Maintain fuel reduction on public lands

Acknowledgment - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

Figure EX 1 - Spatial representation of the proposed risk management strategies



1. The site is to be maintained in a low threat condition as described in AS3959:2018, cl. 2.2.3.2 (e) and (f).
2. No campground tent is to be erected within 17 m of the site boundary (to not exceed a BAL rating of BAL 12 .5.)
3. Emergency Assembly **Areas** are to be established within the site, **with a total area of 1.44 ha** located in areas with direct vehicle access and exposed to no more than 2 kW m²
4. The private driveway is to be constructed and maintained in accordance with Guidelines for Planning in Bushfire Prone Areas, Appendices, Element 3 Table 6
5. Firebreaks are to be installed and maintained in accordance with the City annual Firebreak Notice (*Bushfire Act 1954*).
6. A total 50 000 L water supply (tank/s) shall be provided with coupling to the City specification and signposted as exclusively for the use by emergency services.

Note: The site is restricted from operating for visitors between 1 December and 31 March annually

LEGEND

- Site Boundary
- Low threat area
- Evacuation through way
- Ambulance way
- Dedicated Water tank 50,000 L

Property Assessment Details

Lot 21 (64) Espinos Road Sabina River

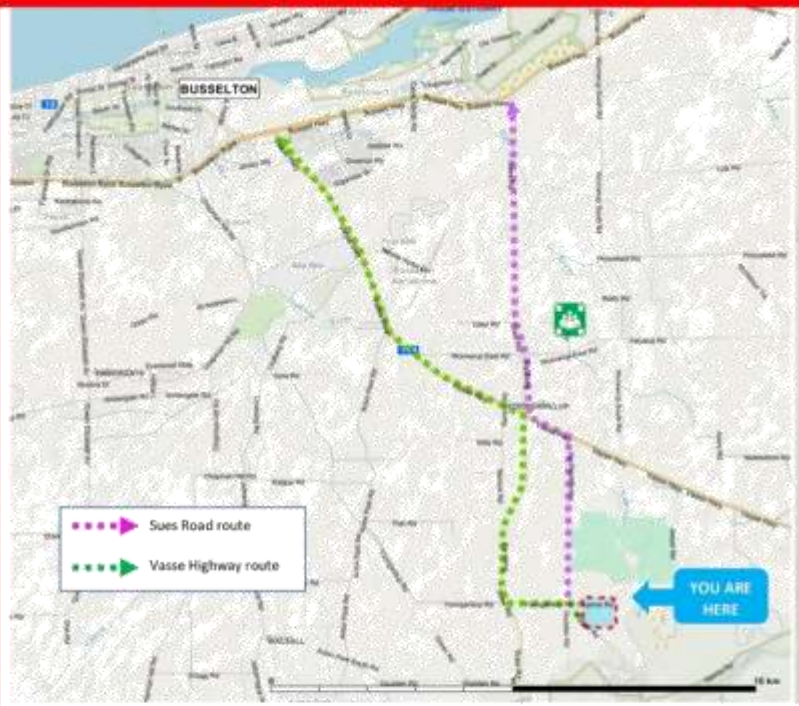
Prepared by: Anthony Rowe

Accreditation Level: Level 3

Accreditation Number: 36690

Date: 23 July 2021

EMERGENCY EVACUATION DIAGRAM





Your Location Is - **64 Espinos Road Sabina River**

EVACUATE if DFES or Police advise evacuation is required or if you see an uncontrolled fire

Follow instructions from the Emergency Services Incident Controller (the DFES officer managing the fire) Evacuate only if the route to Busselton Town Centre is safe.

- Call for bus support and move to the Assembly area
- Evacuate to the Busselton Town Centre as directed by Emergency Services.
- Release private vehicles from the site in an orderly manner.

DO NOT TRAVEL THROUGH FIRE

Monitor Emergency Information: ABC Radio 684AM; DFES information 13 33 37; Emergency WA - www.emergency.wa.gov.au

SURVIVAL - if it is not safe to leave - advise DFES (ph. 13 33 37) of your location and the number of persons present

- Move to the Assembly area
- Keep patrons assembled and hydrated
- Monitor the fire's passing
- Move to avoid heat if required
- Evacuate the site when DFES/Emergency Services confirm a safe route is available

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1. PROPOSAL DETAILS

1.1 Introduction

The purpose of this BMP is to assess the suitability of the land at Lot 21 (64) Espinos Road Sabina River to be used for music festivals for up to 12000 patrons.

The site 20.ha is located 15 Km south from the Busselton Town Centre within the administration area of the City of Busselton Western Australia **(Plate 1). The site is** located within a bushfire prone area (OBRM 2019) **Plate 2.**

Development, buildings, and land use, located within a bushfire prone area, is required to demonstrate compliance with the requirements of State Planning Policy 3.7.

The policy intent is ***to preserve life and reduce the impact of bushfire on property and infrastructure***, and compliance is achieved where a proposal incorporates the Acceptable Solutions as described under each Element in the Bushfire Protection Criteria or can satisfy the intent of each Element by performance principle and the Precautionary Principle.

This document presents an assessment of a proposed vulnerable class of development "visitation uses that may involve people who are unaware of their surroundings" with the requirements of State Planning Policy 3.7 and *Guidelines for Planning in Bushfire Prone Areas* (WAPC, V1.3 December 2017) including assessment against each of the Bushfire Protection Criteria and the requirement for an Emergency Evacuation Plan.

Purpose of this Plan

The purpose of this BMP is to assess the suitability of the proposal and its location for the intended use and identify measures to avoid an increase in the threat of bushfire and reduce the vulnerability of people and property (to the degree necessary) from potentially significant adverse bushfire impacts.

The site is flat and historically cleared and has been used for agriculture. Stands of trees have been retained as windrows on the perimeter of the paddocks and adjoining roads at the north and south boundary. The site has two road frontages; Espinos Road (north) and Piggott Road (south). Both roads are dead end roads extending from an apex located 374 m west of the site. Espinos Road is an unsealed road serving three properties including the site. The site is occupied by two dwellings; one accessed from Espinos Road and the other accessed from Piggott Road (south boundary). Both dwellings are to be retained and utilised for administration and a caretaker's residence.

A private road will be constructed along the west boundary of the site to facilitate efficient vehicle movement with the ingress to be from Espinos Road and egress from Piggott Road. Around 50% of patrons are expected to arrive by bus.

The proposal is volunteered to be restricted from operating as an event or camping venue between 1 December and 31 March each year, for the purpose of avoiding bushfire. The proposed use is also insured for cancelations outside of the restricted period due to forecast severe bushfire conditions (FDI 50+).

The proposal includes:

- A music arena and sound stage
- Food truck area
- Services area
- Onsite carparking for 1000 vehicles
- Campground - 2000 sites including 1 vehicle each (2000 on site vehicles).
- Bus arrival and set down area (12 buses operating a circuit to the Busselton Town Centre and 13 buses on emergency stand-by)
- Portable ablutions
- Caretakers' residence and administration (existing dwellings @2)
- 2000 L mobile firefighting unit

The application, as described in the Traffic Impact Assessment, plans that the arrival of patrons will follow:

> *"the proposed event is expected to attract 6,000 campers across 2,000 sites. The campers are expected to arrive in 2,000 cars with a ticketing system that manages arrival times and numbers. It is anticipated that 1,000 cars would*

arrive between 9 AM and 6 PM on the Friday with the remaining 1,000 cars arriving between 8 AM and 12 noon on the Saturday. The remainder of patrons are expected to arrive as follows:

- *4,000 via event shuttle buses from Margaret River, Dunsborough, Yallingup, Broadwater, and Busselton*
- *1,500 via 300 cars parking in day parking, and*
- *500 via taxi/ drop-off."*

Site and Proposal Description

Landowner	Mayfly Property Group			
Address	Lot 21 (64) Espinos Road Sabina River			
Local Government Area	City of Busselton			
Local Planning Scheme Zone	Rural			
Bushfire Season	1 December – 12 May (precise dates may vary annually)			
Development proposal	recreation (private) and campground			
Building class	Class 1 (existing buildings); the proposal is a place of assembly but the existing buildings do not constitute an assembly building.			
Lot size	20 ha			
Land description site	Predominantly vineyards (grassland)			
Adjoining Land uses	North	East	South	West
Within 2 km	Agriculture production pasture.	Agriculture production Olive orchard, pasture, forest.	Agriculture production pasture, grassland, forest	Agriculture production pasture
Within 5 km	Pasture	Forest	Forest	Pasture
Road Access	The site is 16 km from the Busselton Town Centre, by Vasse Highway, Sues Road and Yoongarillup Road and Espinos Road/Piggot Road.			
Water supply	The site does not have access to a reticulated water supply. – The site has two bores at 8 x outlets and a water license for 3 million litres			
Tele communications	The site is within the Telstra 4G network			
Emergency services	The nearest rural fire brigades are • Yoongarillup Bush Fire Brigade 3.2 km north of the site. • Acton Park Bush Fire Brigade 16 km southwest of the site			
Minor Development	N/A			
Unavoidable development	N/A			
Vulnerable Development	Yes			
High risk land use	N/A			



Plate 1: Site in Locality



Plate 2: OBRM Bushfire Prone Area (Pink area)

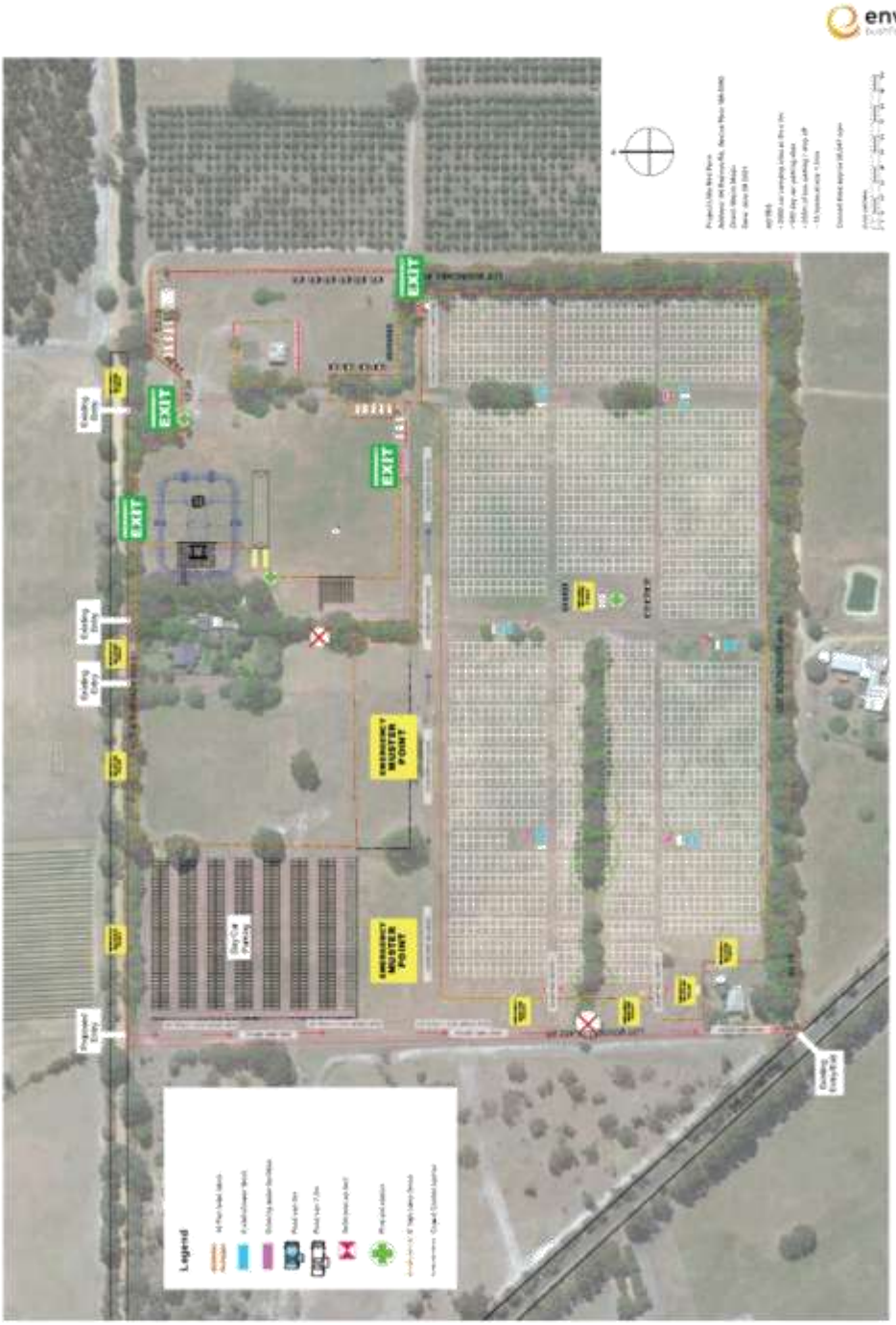

Plate 3: Festival site- site plan

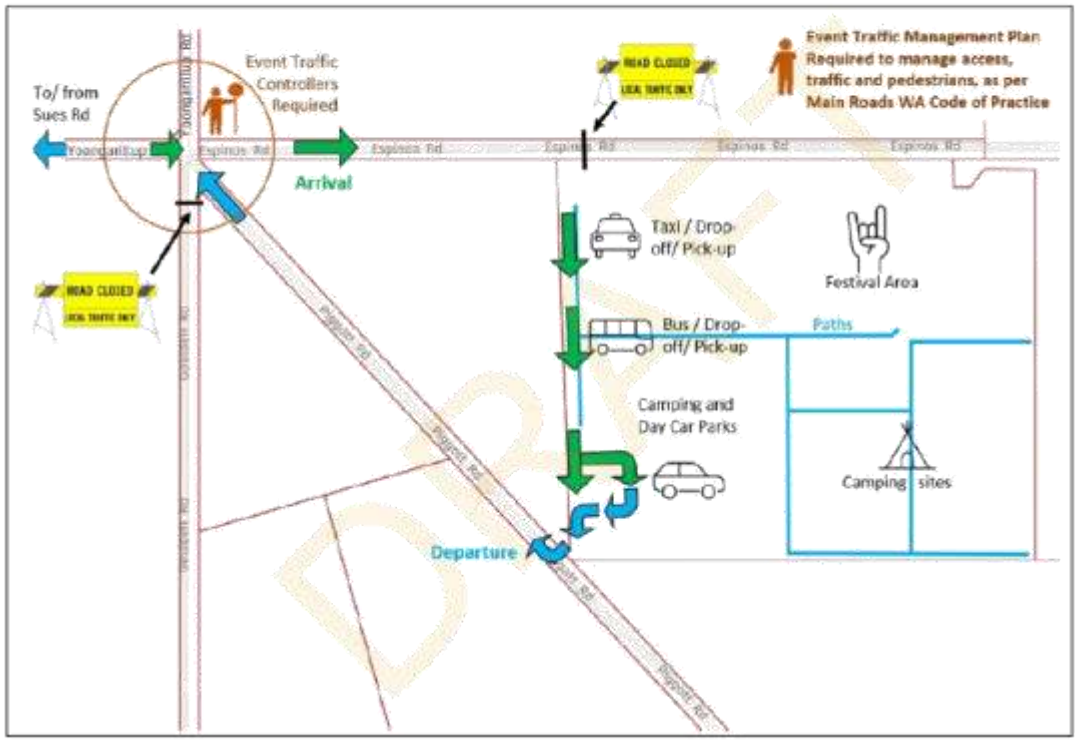

Plate 4: proposed site traffic arrangement

1.2 Regulatory Compliance Requirements

Planning and Development Act 2005 - SPP 3.7

On 7 December 2015, the State Government introduced by Gazette, a state map of Bushfire Prone Areas by order under the *Fire and Emergency Services Act 1998* and introduced development controls in Bushfire Prone Areas through the *Planning and Development Act 2005*. These controls were authorised by State Planning Policy 3.7 (Planning in Bushfire Prone Areas) regulations introduced under Part 10A Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* and guided by the *Guidelines for Planning in Bushfire Prone Areas*.

The State Planning Policy, Regulations, and Guidelines now form the foundation for fire risk management planning in WA at a community and land development level.

Planning and Development (Local Planning Schemes) Regulation 2015 (Schedule 2 Part 10A)

Unless otherwise exempted by Part 10 A (LPS 2015) a development site within a bushfire prone area is to be assessed against the provisions of SPP 3.7.

Part 10A also defines the portion of a lot affected by SPP 3.7:

> *Development site: means the part of the lot on which the building that is the subject of development stands or is to be constructed.*

This means the rating of land at any point in a site is not determinant of its suitability for development, the measure is the where the development is to occur on the land. This also supports that SPP is not retrospective as it applies only to space and buildings directly affected by the proposal.

Regulation 78E(1) also provides that construction standards and conditions can be applied at planning if not in conflict with other legislation. *This can apply to buildings other than class 1-3 and 10a building classes, which are expressly assessed by the Building Act 2011 to be compliant with AS3959:2018.*

State Planning Policy 3.7 Planning in Bushfire Prone Areas

The Policy Intent of SPP 3.7 is ***to preserve life and reduce the impact of bushfire on property and infrastructure***.

Applicable clauses from SPP 3.7, addressing an application for development include:

SPP 6.2: A development application within a bushfire prone area has or will, on completion, have a moderate BHL and/or where BAL-12.5 to BAL-29 applies, may be considered for approval. *In this instance the development site will not exceed BAL 29 refer to Figure 5.*

SPP 6.5: A development application in a bushfire protection area is to be accompanied by an assessment against the bushfire protection criteria contained within the Guidelines, demonstrating compliance within the boundary of the development. *The proposed development requires no imposition beyond its site.*

SPP 6.7: A development that will result in the introduction or intensification of development or land use in an area that has or will, on completion, have an extreme BHL and/or BAL-40 or BAL-FZ will not be supported. *In this instance the proposed development is not a change of use, where the development site will have an extreme BHL and/or BAL-40 or BAL-FZ.*

SPP 6.6: Where a development is a vulnerable class of development, and is BAL 12.5 – BAL 29, the BMP is to be accompanied by a (Bushfire) emergency evacuation plan (BEEP). *In this instance the BMP is accompanied by a BEEP prepared following the WAPC A Guide to developing a BUSHFIRE EMERGENCY EVACUATION PLAN.*

6.10: The decision-maker may impose a 'notice on title' advising that the site is located in a bushfire prone area and is subject to a Bushfire Management Plan. *Routinely imposed as a condition of planning approval.*

SPP 6.11: Precautionary Principle if a landowner/proponent cannot satisfy the performance principles of the relevant policy measures (intent) through either the acceptable solutions outlined in the Guidelines, or through the alternative solutions (Performance Principle) the application may not be approved. *The proposal can achieve compliance with the Element 3 Access, Acceptable solutions, see section 5 of this report.*

Position Statement: Tourism land uses in bushfire prone areas

In November, the Department of Planning, Lands, and Heritage released the Position Statement: *Tourism land uses in the bushfire-prone areas to provide guidance to the assessment of tourist development in bushfire prone areas* (Tourism Position Statement).

The Tourism Position Statement provides a framework for the development of performance principle-based solutions and acceptable solutions (policy measures) to guide the development of a variety of tourism land uses ranging from day activities to tourist accommodation (bed and breakfast through to resorts).

If a development proposal does not meet the Acceptable Solutions of the Bushfire Protection Criteria (Appendix 4, Guidelines for Planning in Bushfire Prone Area V1.3), it may be assessed as a performance principle.

The Tourism Position Statement clarifies that a tourism asset can be replaceable, but it sets a higher standard of protection for visitors invited and unfamiliar with the bushfire risk, compared to a landowner who may choose to live with the risk. This is reflected in a Bushfire Emergency Evacuation Plan and the higher standards for onsite shelter[2] that may be applied as a contingency if safe evacuation cannot be assured at all times. The higher standards also require annual compliance, ensuring it is fit for function by an Accredited Bushfire Practitioner.

These requirements and the Risk Assessment Procedure are arguably less necessary for development that is intended to operate outside of the bushfire season. The Tourism Position Statement recognises pre-emptive closure on notice of extreme bushfire conditions. However the Tourism Position Statement is subject to the precautionary principle and the convention of practicality in identifying a workable solution. Scale is an important contextual issue, and whilst not expressly identified in the position statement, restricting operation for a seasonal period as a means of pre-emptive closure, is a prudent measure if the scale and the inertia of the activity would impede the responsiveness to close for individual days.

This BMP has applied the Bushfire Risk assessment, addressed in Bushfire Hazard issues, to determine the period for restricted operation and the contingency for shelter on site.

Building Act 2011

The proposal is a Class 1 building (single dwelling) and a Class 3 building (worker accommodation) for the purpose of the *Building Act 2011*. The Act in turn only applies the National Construction Code 2019 AS3959:2018 to the construction of class 1, 2, 3, and 10a, buildings but AS3959:2018 is used to determine the siting considerations for all buildings. *The requirements of the National Construction Code 2019 AS3959:2018 can accept higher construction standards if volunteered and conditioned in the planning approval.*[3].

***Bushfires Act* 1954**

Section 33 of the *Bushfires Act 1954* recognises the responsibility of all landowners to prevent the spread of bushfire. The City of Busselton issues a Firebreak Notice annually. The City can issue a notice upon the landowner to act as and when specified in the notice with respect to anything which is upon the land, and which in the opinion of the local government or its duly authorised officer, is or is likely to be conducive to the outbreak of a bushfire or the spread or extension of a bushfire.

An owner who fails to comply with a notice is guilty of an offence (Penalty: $5,000). The local government may in addition carry out the required works of the notice and recover the costs incurred by application to a Court. *Individual lot owners will rely upon the management of the neighbouring land through the Bush Fires Act, to keep grasses cut, until the adjoining land is developed.*

Environment Protection Act 1986 and Environmental Protection (clearing native vegetation) Regulation 2004

It is an offense to clear native vegetation without the authority of a permit or an exemption. The act of clearing native vegetation, requires a permit from either the Department of Water and Environmental Regulation (DWER) or the Department of Mines, Industry Regulation and Safety (DMIRS), unless an exemption applies.

Exemptions include:

Environment Protection Act 1986

- Clearing required by local government Section 33 *Bushfire Act 1954.*
- Clearing in accordance with the terms of a subdivision approval.
- Clearing in accordance with a permit under the *Bushfires Act 1954* (prescribed burning) and clearing by a bushfire control officer.

Environmental Protection (clearing native vegetation) Regulation 2004 (exemptions do not apply in Environmentally Sensitive Areas, and clearing < than 5ha)

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[2] Australian Building Codes Board 2014, *Information Handbook: Design and Construction of Community Bushfire Refuges*, 2014

[3] Through the *LPS Regulations 2015*, r 78E(1) provided it is not in conflict with the provisions of the *Building Act 2011* or NCC 2019

https://www.der.wa.gov.au/your-environment/environmentally-sensitive-areas

- Clearing to the extent necessary to construct an approved building.
- Clearing that is for fire hazard reduction burning.
- Clearing to maintain an area cleared in the last ten years.

(WA) Biodiversity Conservation Act 2016 and Bio-diversity Conservation Regulations 2018

The *Biodiversity Conservation Act, 2016*, replaces the *Wildlife Conservation Act, 1950*, and the *Sandalwood Act, 1929*. It became operational with the *Bio-diversity Conservation Regulations 2018*, on 1 January 2019.

The Act provides for listing species, threatened ecological communities (TECs), key threatening processes, and critical habitats. It introduces criteria for listing species 'endangered', 'critically endangered' or 'vulnerable,' to align with the Environment Conservation and Biodiversity Conservation Act 1999 (Cth).

The *Biodiversity Conservation Act 2016* recognises that activities approved under the *Environment Protection Act 1986* that do not require further approval include the clearing of native vegetation that is either exempt or done under the authority of a clearing permit or done in accordance with an implementation decision under Part IV of the *Environment Protection Act 1986*.

Commonwealth Environment Protection Biodiversity Conservation Act 1999

The Commonwealth Environment Protection Biodiversity Conservation Act 1999 provides for the protection of matters of national environmental significance. *National environment law does not generally regulate fire prevention measures taken by state and territory governments, but no specific exemptions are provided.*

In this instance no modification of regulated vegetation is required.

2. ENVIRONMENTAL CONSIDERATIONS

2.1 Native Vegetation – Modification and Clearing

A fundamental consideration in the assessment of development under SPP 3.7 is to avoid instances where bushfire risk management measures would conflict with or be limited by other biodiversity management measures.

In accordance with the Department of Planning Lands and Heritage template (BMP template to support a BAL Contour Assessment) a review of the listed databases has been undertaken as part of this assessment to identify whether restrictions or other specific considerations may apply that would affect the implementation of any bushfire protection initiatives that may otherwise be identified.

Table 1: Ecological database assessment.

Is the land affected by:	Yes/No/NA	If yes - describe	
Conservation Wetland or buffer (DBCA-019 DBCA-017)	No		
RAMSAR Wetland (DBCA-010)	No		
Threatened and Priority Flora (DBCA-036)	No		
Threatened and Priority Fauna (DBCA-037)	No		
Threatened Ecological Communities (DBCA-038)	No		
Bush Forever (COP-071)	No		
Environmentally Sensitive Area (DWER-046)	No		
Regionally Significant Natural Areas (DWER-070)	NA		
Conservation Covenant (DPIRD-023)	N/A		
Does the proposal require the removal of restricted vegetation?		**~~Yes~~**	**No**

No clearing of regulated vegetation is required.

The proposed development, carpark, sound stage, and campgrounds, will occupy land historically cleared for agriculture production.

2.2 Re-vegetation/Landscape Plans

The site is to be retained as open, low threat grassland areas. Grasses exceeding 100 mm may periodically occur between maintenance. The site, as is the case for all private land, is subject to compliance with section 33 of the *Bushfires Act 1954*.

3. BUSHFIRE ASSESSMENT

3.1 Bushfire Attack Level Assessment (Inputs)

The following assessment has applied the methodologies described in AS3959-2018, the Guidelines v1.3, and has used the Fire Protection Association Australia accredited practitioner methodology for the preparation of Bushfire Attack Level (BAL) assessments.

All vegetation within 150 m (context) of the subject building has been classified following Clause 2.2.3 (AS 3959 -2018) to determine the predominant vegetation affecting the behaviour at the locality. The Bushfire Attack Level is determined by the **predominant** vegetation within 100 m of the site boundary (for subdivision), or around the development site (building envelope) or the external face from a habitable building.

The classifications of vegetation used in AS3959:2018 are based on foliage cover, measured as a percentage of a hectare, and by the fuel (vegetation) height.

> ***Foliage cover**: The portion of the ground that would be shaded by foliage when the sun is shining directly overhead, expressed as a percentage for each stratum or identifiable layer of vegetation*

AS 3959:2018

Layer/ Stratum	Description	Hazard
Bark	Tight/fine – course/ribbon	Spotting and ember attack potential
Canopy	Trees taller than 6 m	Influences the flame height
Elevated fuel	Trees and Shrubs up to 6 m	Influences the flame height
Near surface	Grasses and shrubs taller than 100 mm and up to 2 m	Influences the rate of spread
Surface	On ground material, leaves, twigs, bark	Influences the rate of spread

From CFA (Vic) Overall fuel assessment guide 2010

AS 3959:2018 prescribes six categories of Bushfire Attack Level (BAL): BAL-LOW, BAL-12.5, BAL-19, BAL-29, BAL-40, and BAL-FZ. In addition, BAL-FZ describes only performance solutions where the separation from classified vegetation (on completion) is less than 10 m. The BAL level is used for determining the siting of development (to be less than BAL-40) and in turn the construction standard that is equivalent to the BAL at the proposed building location.

This assessment has followed the guidance of AS3959:2018. This includes:

- A recognition of excluded vegetation types described at cl.2.2.3.2 (e) and (f); the underlying vegetation should still be classed e.g. an orchard may be excluded but not the grassland within it.
- A separate plot is applied if there is a variation in the slope greater than 5.0°
- Vegetation is classified by the predominant type, not by the worst case that is represented by occasional exceedance of the height or foliage cover measure.

  For various vegetation classes a representation that is less than 10%, does not constitute the predominant class. Foliage cover referred to in AS3959:2018, is for various vegetation classes as a stratum (vertical level). It is based on the foliage cover as a percentage of a ha. (side shadow cast is not representative of foliage cover).
- The measurement point and the most influential vegetation class (presenting the highest BAL at the building) is used for the determination of the BAL at the building (Figure 2.2 AS3959:2018).
- Consideration of the predominant vegetation is to consider the likelihood for revegetation, in context to the land use – not regeneration.
- Orchards, and single tree rows (planted in a row less than 10 m wide) is determined by underlying the near surface fuel.

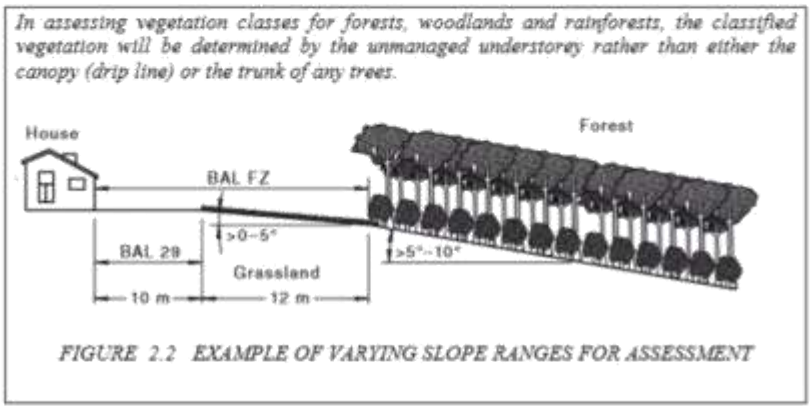

Plate 5: Effective Slope and measurement taken from AS3959:2018

Effective slope under each vegetation plot was assessed in accordance with the methodology detailed in AS 3959:2018 *Construction of buildings in bushfire prone areas*. Slope data was measured on site and cross referenced with Landgate elevation data.

Photo evidence Site Assessment & Site Plans

The assessment of this site / development was undertaken on 26 June 2021 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2018 Simplified Procedure (Method 1).

Figure 1: Location - Lot 21 (64) Espinos Road Sabina River



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Figure 2: Topography – Lot 21 (64) Espinos Road Sabina River

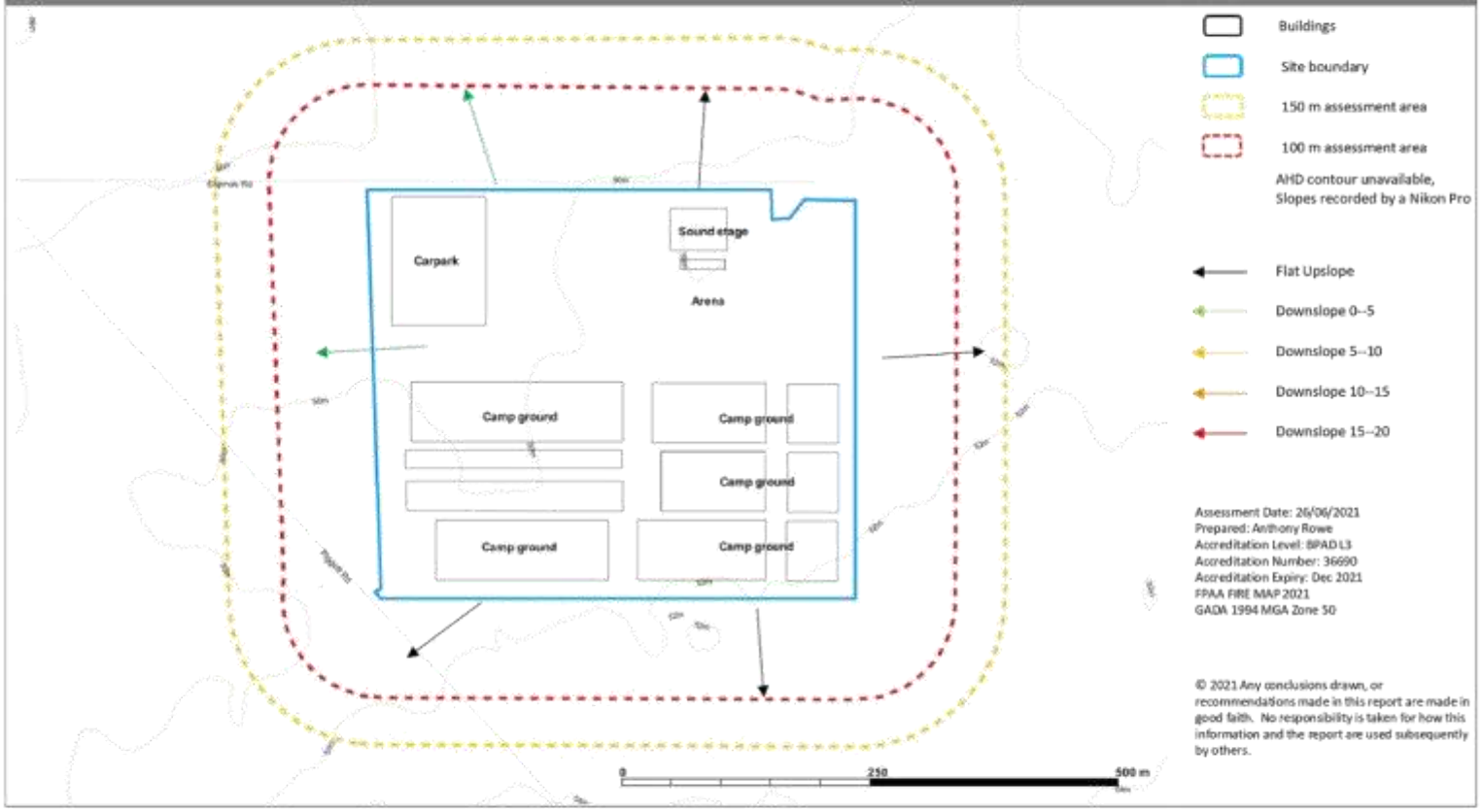

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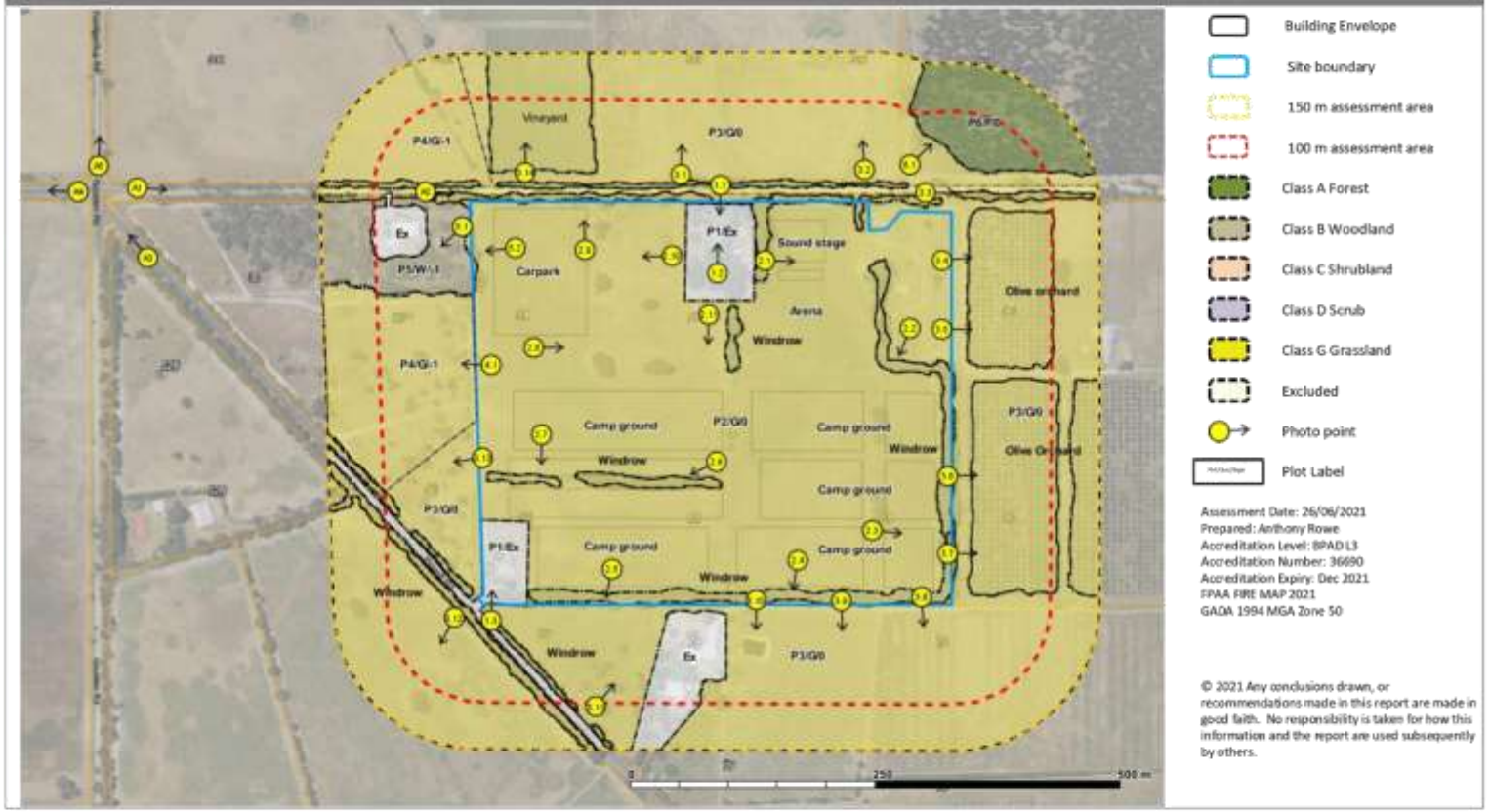
Figure 3: Vegetation Classification - Lot 21 (64) Espinos Road Sabina River



PLOT: 1		
Vegetation Classification	PHOTO ID: 1.1	PHOTO ID: 1.2
Excludable - 2.2.3.2(f) Low Threat Vegetation		
Slope		
NA		
Description (AS3959)		
Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, vineyards, orchards, banana plantations, market gardens (and other non-curing crops) cultivated gardens, commercial nurseries, nature strips and windbreaks.		
Observation/Justification for classification	PHOTO ID: 1.3	PHOTO ID: 1.4
		
Post development		
Excluded		
	Comment: Areas around the existing dwelling mixed vegetation including spread exotic trees (fruit trees) low flammability high moisture.	

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓	✓	✓	✓
Moderate				
High				
Very High				
Extreme				

PLOT: 2					
Vegetation Classification					**PHOTO ID: 2.1**
Class G Grassland – Sown pasture G-26					
Slope					**PHOTO ID: 2.2**
Flat					
Description (AS3959)					
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.					
Observation/Justification for classification					**PHOTO ID: 2.3**
Fuel Hazard	Surface	Near surface	Elevated	Bark	
Low		✓	✓	✓	**PHOTO ID: 2.4**
Moderate					
High	✓				
Very High					
Extreme					
Post development					
Low threat. Grassland to be displaced by development proposal. Trees retained for windrow purpose.					**Comment:** Windrows dividing agricultural paddocks within the site. Grassland (understorey) classified. Grasses are maintained, slashed, typically 50 mm to 300 mm, therefore a high surface rating.

PLOT: 2					
Vegetation Classification					PHOTO ID: 2.5  PHOTO ID: 2.6 
Class G Grassland – Sown pasture G-26					
Slope					
Flat					
Description (AS3959)					
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.					
Observation/Justification for classification					PHOTO ID: 2.7  PHOTO ID: 2.8 
Fuel Hazard	Surface	Near surface	Elevated	Bark	
Low		✓	✓	✓	
Moderate					
High	✓				
Very High					
Extreme					
Post development					
Low threat. Grassland to be displaced by development proposal. Trees retained for windrow purpose.					**Comment:** Windrows dividing agricultural paddocks within the site. Grassland (understorey) classified. Grasses are maintained, slashed, typically 50 mm to 300 mm, therefore a high surface rating.

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PLOT: 2					
Vegetation Classification					**PHOTO ID: 2.9**
Class G Grassland – Sown pasture G-26					
Slope					
Flat					
Description (AS3959)					
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.					
Observation/Justification for classification					**PHOTO ID: 2.10**
Fuel Hazard	Surface	Near surface	Elevated	Bark	
Low		✓	✓	✓	
Moderate					
High	✓				
Very High					
Extreme					
Post development					**PHOTO ID: 2.11**
Low threat. Grassland to be displaced by development proposal. Trees retained for windrow purpose.					
					Comment: Windrows dividing agricultural paddocks within the site. Grassland (understorey) classified. Grasses are maintained, slashed, typically 50 mm to 300 mm, therefore a high surface rating.

PLOT: 3					
Vegetation Classification					**PHOTO ID: 3.1** / **PHOTO ID: 3.2**
Class G Grassland – Sown pasture G-26					 
Slope					
Flat					
Description (AS3959)					
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.					
Observation/Justification for classification					**PHOTO ID: 3.3** / **PHOTO ID: 3.4**
Fuel Hazard	Surface	Near surface	Elevated	Bark	 
Low		✓	✓	✓	
Moderate					
High	✓				
Very High					
Extreme					
Post development					
Vegetation external to the site – no change					**Comment:** Open grassland. Photos 3.3 and 3.4 are at the terminus of Espinos Road with Olive orchard extending east. The grassland under orchard is classified.

PLOT: 3		
Vegetation Classification	PHOTO ID: 3.5	PHOTO ID: 3.6
Class G Grassland – Sown pasture G-26		
Slope		
Flat		
Description (AS3959)		
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.		
Observation/Justification for classification	PHOTO ID: 3.7	PHOTO ID: 3.8
		
Post development	**Comment:** Single row trees planted within a linear 10 m width (single windrow).	
Vegetation external to the site – no change		

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate				
High	✓			
Very High				
Extreme				

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PLOT: 3					
Vegetation Classification					**PHOTO ID: 3.9** / **PHOTO ID: 3.10**
Class G Grassland – Sown pasture G-26					 
Slope					
Flat					
Description (AS3959)					
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.					
Observation/Justification for classification					**PHOTO ID: 3.11** / **PHOTO ID: 3.12**
Fuel Hazard	Surface	Near surface	Elevated	Bark	 
Low		✓	✓	✓	
Moderate					
High	✓				
Very High					
Extreme					
Post development					
Vegetation external to the site – no change					**Comment:** Perimeter windrows (photo 3.9 – 3.10) lining the driveway of the adjoining property /dwelling on Piggot Road (photo 3.11). Grassland within 150 m of site.

PLOT: 3		
Vegetation Classification	**PHOTO ID: 3.13**	**PHOTO ID: 3.14**
Class G Grassland – Sown pasture G-26		
Slope		
Flat		
Description (AS3959)		
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.		
Observation/Justification for classification		

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate				
High	✓			
Very High				
Extreme				

Comment: Open grassland, trees less than 10%. Grass under vineyard.

Post development
Vegetation external to the site – no change

PLOT: 4		
Vegetation Classification	PHOTO ID: 4.1	
Class G Grassland – Sown pasture G-26		
Slope		
Downslope 0-5		
Description (AS3959)		
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland. NOTE: Grassland managed in a minimal fuel condition and non-curing cropland is regarded as low threat vegetation for the purposes of Clause 2.2.3.2.		
Observation/Justification for classification		

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate				
High	✓			
Very High				
Extreme				

Comment: Open grassland, trees less than 10%.

Post development
Vegetation external to the site – no change

PLOT: 5		
Vegetation Classification	**PHOTO ID: 5.1**	**PHOTO ID: 5.2**
Class B Woodland - Woodland B-05		
Slope		
Downslope 0-5		
Description (AS3959)		
Trees 10 m - 30 m high; 10% - 30% foliage cover dominated by eucalypts and/or callistris with a prominent grassy understorey. May contain isolated shrubs.		
Observation/Justification for classification		

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓	✓		✓
Moderate			✓	
High				
Very High				
Extreme				

Post development

Vegetation external to the site – no change

Comment: Woodland around a homestead west of the site and adjoining Espinos Road. Concentration at boundary, but overall cover is less than 30% around the homestead. Canopy density increases 150 m from the site.

PLOT: 6		
Vegetation Classification	PHOTO ID: 6.1	
Class A Forest - Tall open forest A-01		
Slope		
Flat		
Description (AS3959)		
Trees over 30 m high; 30%-70% foliage cover (may include understorey ranging from rainforest species and tree ferns to low trees and tall shrubs). Found in areas of high reliable rainfall. Typically dominated by eucalypts with a sub-dominant tree layer.		
Observation/Justification for classification		

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓			
Moderate		✓		✓
High			✓	
Very High				
Extreme				

Comment: Eucalypt plantation northeast of the site.

Post development
Vegetation external to the site – no change

POTENTIAL BUSHFIRE IMPACT - Outputs

In accordance with SPP 3.7, a BAL Contour Map has been prepared to illustrate the potential radiant heat impacts and associated BAL ratings for the assessment area after the development is completed (Figure 6).

The classification of the existing dwellings from adjoining vegetation, grassland on site, has been excluded because it is within the applicant's control.

The festival infrastructure, which is not permanent, is provided with separation guidance based upon the classified vegetation, excluding the site grassland, because it will largely be displaced by the activity and is under the applicant's control.

Existing Dwelling: Espinos Road

Vegetation Plot	Vegetation Classification	Effective slope	Separation m	BAL
Plot 1	Excluded	Flat/ Upslope	Excluded	N/A
Plot 2	Grassland	Flat/ Upslope	Excluded	N/A
Plot 3	Grassland	Flat/ Upslope	24m	BAL 12.5
Plot 4	Grassland	Flat/ Upslope	228m	BAL -Low
Plot 5	Woodland	Flat/ Upslope	244m	BAL -Low
Plot 6	Forest	Flat/ Upslope	220 m	BAL -Low

Existing Dwelling: Piggott Road

Vegetation Plot	Vegetation Classification	Effective slope	Separation m	BAL
Plot 1	Excluded	Flat/ Upslope	Excluded	N/A
Plot 2	Grassland	Flat/ Upslope	Excluded	N/A
Plot 3	Grassland	Flat/ Upslope	20 m	BAL 12.5
Plot 4	Grassland	Flat/ Upslope	394 m	BAL -Low
Plot 5	Woodland	Flat/ Upslope	283 m	BAL -Low
Plot 6	Forest	Flat/ Upslope	618 m	BAL -Low

Separation guidelines for temporary structures (FDI 80)

Plot	Vegetation classification	Effective slope (degrees)	Separation Distance (AS 3959:2018 Table 2.5)	BAL
6	Forest	Flat/upslope	< 16 m	BAL-FZ
			16- < 21 m	BAL-40
			21 - < 31 m	BAL-29
			31 - < 42 m	BAL-19
			42 - < 100 m	BAL-12.5
			> 100 m	BAL-LOW
5	Woodland	0-5	< 13m	BAL-FZ
			13 - < 17m	BAL-40
			17 - < 25m	BAL-29
			25- < 35m	BAL-19
			35- < 100 m	BAL-12.5

			> 100 m	BAL-LOW
3	Grassland	Flat/upslope	< 6 m	BAL-FZ
			6- < 8 m	BAL-40
			8 - < 12 m	BAL-29
			12 - < 17 m	BAL-19
			17 - < 50 m	BAL-12.5
			> 50 m	BAL-LOW
4	Grassland	0-5	< 7 m	BAL-FZ
			7 - < 9 m	BAL-40
			9 - < 14 m	BAL-29
			14- < 20 m	BAL-19
			20- < 50 m	BAL-12.5
			> 50 m	BAL-LOW

3.2 Determined Bushfire Attack Level (Outputs) Method 1

The Indicative Bushfire Attack Level (highest BAL) for the site / proposed development is based upon the conditions and classified vegetation present at the time of completion.

Determined Bushfire Attack Level has been derived in accordance with clause 2.2.6 (Method 1) of AS 3959:2018.

Indicative Bushfire Attack Level	
Existing Dwelling: Espinos Road	BAL-12.5
Existing Dwelling: Piggott Road	BAL-12.5
All erected structures (Figure 5)	BAL - 12.5*
Eastern tent line boundary (17 m)	BAL- 12.5*

* Tents for camping should be set no closer than 17 m (BAL 12.5) from the boundary to reduce the risk of the tent material igniting from radiant heat. Commercial tents located closer than BAL 12.5 should be dismantled and secured flat on the ground, or removed, before the fire arrives at the site.

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Figure 4: Vegetation Classification Post Development- Lot 21 (64) Espinos Road Sabina River

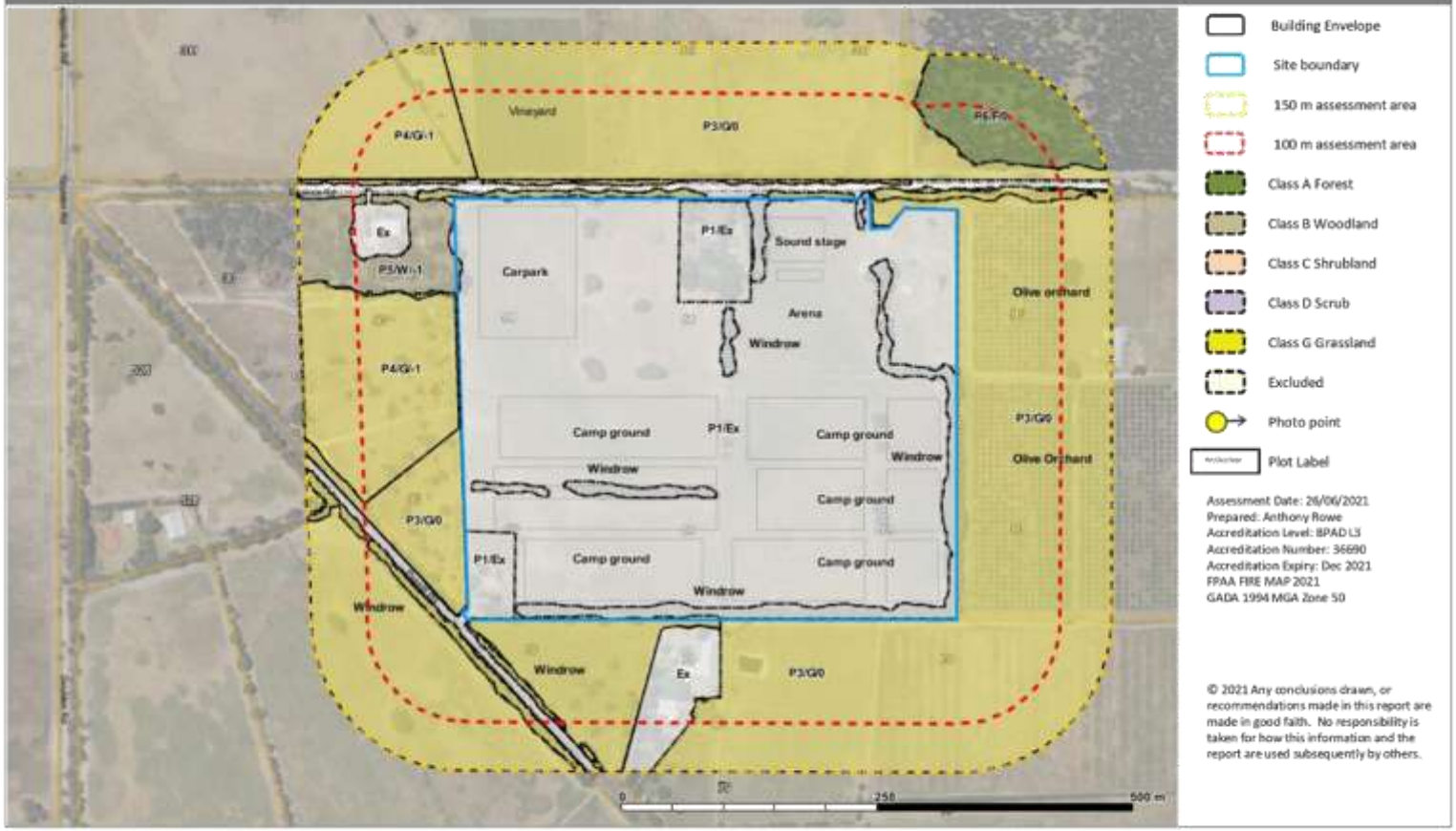

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Figure 5: Stage 2 BAL Contour - Lot 21 (64) Espinos Road Sabina River

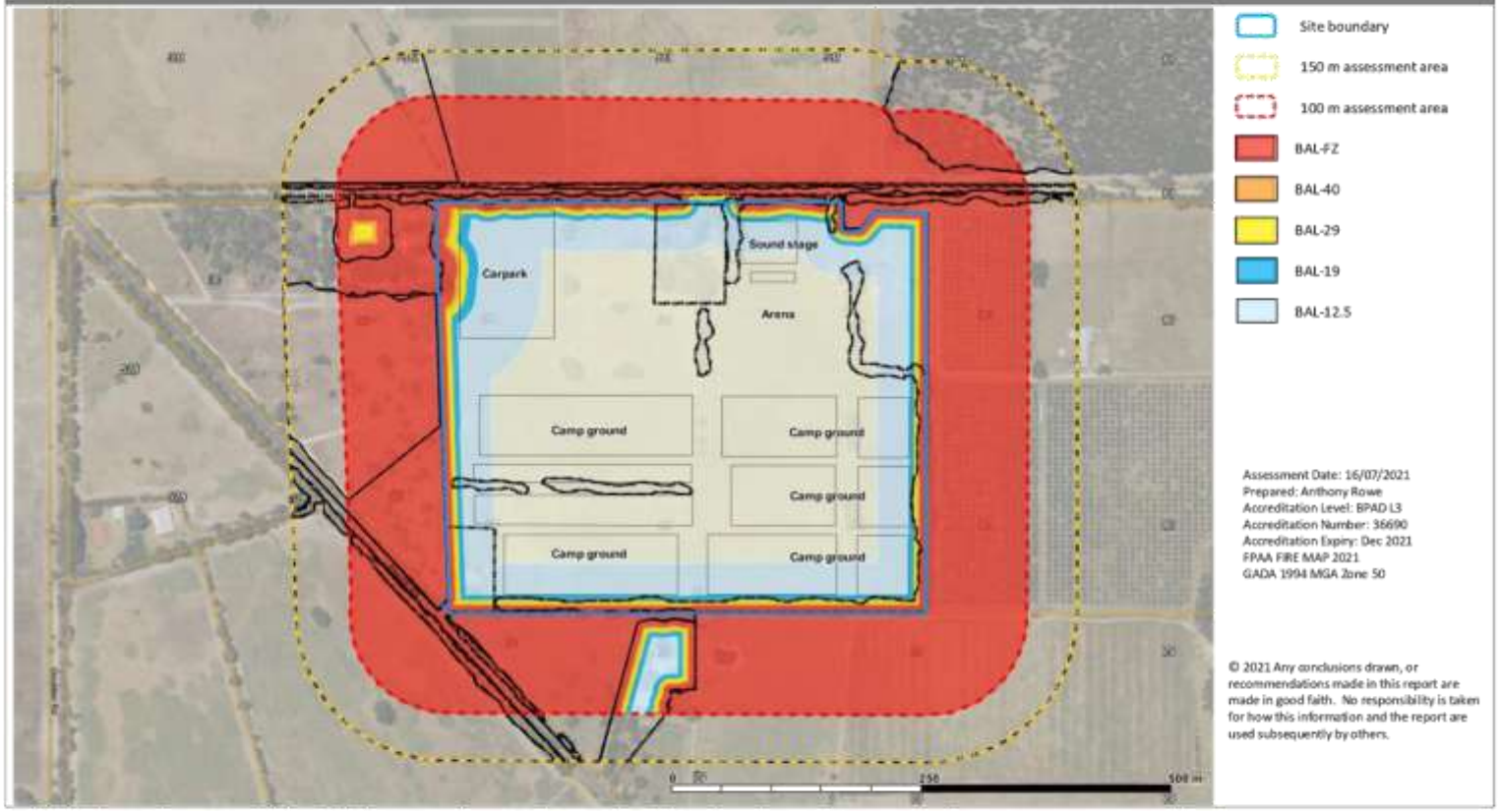

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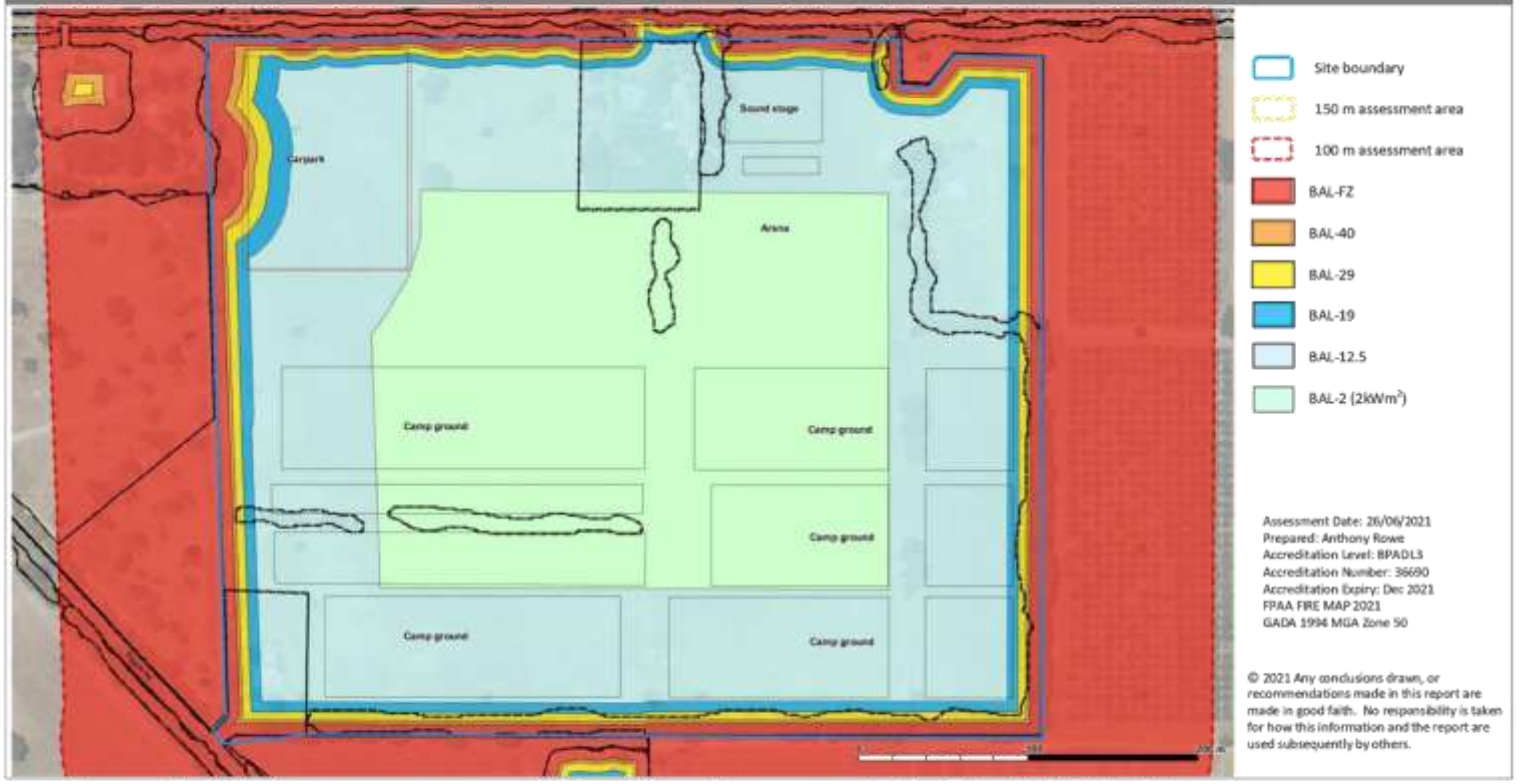
Figure 6: Stage 2 BAL Contour - Lot 21 (64) Espinos Road Sabina River (1200K FDI 1:100APE)



Method 2 calculations used for the BAL contour map, following the Design and Construction of Community Refuges Bushfire Refuges method (1200K flame temperature, 1:100 APE – FDI 80 calculated for Busselton Aero).

Calculated July 18, 2021, 2:14 am (BMLc v.4.9)

Espinos

Bushfire Attack Level calculator - AS3959-2018 (Method 2)			
Inputs		Outputs	
Grassland Fire Danger Index	110	Rate of spread	14.3 km/h
Vegetation classification	Grassland	Flame length	6.87 m
Understorey fuel load	4.5 t/ha	Flame angle	86 °
Total fuel load	4.5 t/ha	Panel height	6.85 m
Vegetation height	n/a	Elevation of receiver	3.42 m
Effective slope	0 °	Fire intensity	33,247 kW/m
Site slope	0 °	Transmissivity	0.74
Distance to vegetation	90 m	Viewfactor	0.0226
Flame width	100 m	Radiant heat flux	1.87 kW/m²
Windspeed	n/a	Bushfire Attack Level	BAL 12.5
Heat of combustion	18,600 kJ/kg		
Flame temperature	1,200 K		

Plate 6a: Grassland 1200 K, APE 1:200 = GFDI 110

Calculated July 18, 2021, 2:19 am (BMLc v.4.9)

Espinos

Bushfire Attack Level calculator - AS3959-2018 (Method 2)			
Inputs		Outputs	
Grassland Fire Danger Index	110	Rate of spread	15.32 km/h
Vegetation classification	Grassland	Flame length	7.11 m
Understorey fuel load	4.5 t/ha	Flame angle	87 °
Total fuel load	4.5 t/ha	Panel height	7.1 m
Vegetation height	n/a	Elevation of receiver	1.98 m
Effective slope	1 °	Fire intensity	35,622 kW/m
Site slope	1 °	Transmissivity	0.74
Distance to vegetation	90 m	Viewfactor	0.0234
Flame width	100 m	Radiant heat flux	1.93 kW/m²
Windspeed	n/a	Bushfire Attack Level	BAL 12.5
Heat of combustion	18,600 kJ/kg		
Flame temperature	1,200 K		

Plate 6b: Grassland 1200 K, APE 1:200 = GFDI 110, downslope 1.0^0



Calculated July 18, 2021, 2:22 am (BMLC v.4.9)

Espinos

Bushfire Attack Level calculator - AS3959-2018 (Method 2)			
Inputs		Outputs	
Fire Danger Index	80	Rate of spread	1.54 km/h
Vegetation classification	Woodland	Flame length	13.02 m
Understorey fuel load	15 t/ha	Flame angle	86 °
Total fuel load	25 t/ha	Panel height	12.99 m
Vegetation height	n/a	Elevation of receiver	4.31 m
Effective slope	1 °	Fire intensity	19,928 kW/m
Site slope	1 °	Transmissivity	0.718
Distance to vegetation	125 m	Viewfactor	0.024
Flame width	100 m	Radiant heat flux	1.93 kW/m²
Windspeed	n/a	Bushfire Attack Level	BAL-12.5
Heat of combustion	18,600 kJ/kg		
Flame temperature	1,200 K		

Plate 6c: Woodland 1200 K, APE 1:200 = FDI 80, downslope 1.0°



Calculated July 18, 2021, 2:26 am (BMLC v.4.9)

Espinos

Bushfire Attack Level calculator - AS3959-2018 (Method 2)			
Inputs		Outputs	
Fire Danger Index	80	Rate of spread	2.4 km/h
Vegetation classification	Forest	Flame length	19.8 m
Understorey fuel load	25 t/ha	Flame angle	83 °
Total fuel load	35 t/ha	Panel height	19.65 m
Vegetation height	n/a	Elevation of receiver	9.82 m
Effective slope	0 °	Fire intensity	43,400 kW/m
Site slope	0 °	Transmissivity	0.697
Distance to vegetation	160 m	Viewfactor	0.0232
Flame width	100 m	Radiant heat flux	1.81 kW/m²
Windspeed	n/a	Bushfire Attack Level	BAL-12.5
Heat of combustion	18,600 kJ/kg		
Flame temperature	1,200 K		

Plate 6d: Forest 1200 K, APE 1:200 = FDI 80, downslope 1.0°

4. IDENTIFICATION OF BUSHFIRE HAZARD ISSUES

Tourism Position Statement

The Tourism Position Statement identifies the bushfire risk assessment should follow a methodical approach to identifying residual risks and ameliorating the risks to an acceptable level through practical (expedient) treatments. It incorporates the principles of the Australian/ New Zealand Standard *AS/ZNS ISO 31000:2009 Risk management – principles and guidelines* (ISO 31000:2009) and the principles of NERAG (Australian Institute for Disaster Resilience 2020) handbook.



Plate 7: Risk Assessment framework adapted for planning in bushfire prone areas

The key features of the risk assessment, to support the risk identification and treatment are listed in the Tourism Position Statement.

> *"The risk assessment should be included within the BMP and decision-makers will need to be satisfied that the assessment:"*
>
> Vulnerability Analysis
>
> - *"Determines the likelihood or probability of a landscape scale bushfire event (based on a quantitative analysis of historical data).*
> - *Determines the consequences of a bushfire event, such as loss of life and/or loss of infrastructure (based on historic data and/or modelling). "*
>
> Risk Evaluation
>
> - *"Evaluates the risk."*
>
> Risk Treatment
>
> - *"Proposes risk treatment measures to reduce the risk to an acceptable level (such as provision of access routes, on-site shelter, early evacuation and APZs), through provision of a risk register".*

Implementation

- *"Identifies an appropriate process for ongoing monitoring and review of risk management for the life of the development, through provision of a risk register."*

(WAPC Position Statement: Tourism Landuses in Bushfire Prone Areas November 2019)

This has been used as the basis for the Identification of Bushfire Hazard Issues and is used as a basis to support the use of the Performance Principle for Element 3 in section 5 of this report.

To assist with the practical application of ISO 31000:2018 and NERAG (Australian Institute for Disaster Resilience 2020), the Department of Planning Lands and Heritage (DPLH) has also prepared a draft *Risk Assessment Approach for Tourism Development*, to provide a site-specific consideration within a NERAG context.

Establish the context

The NERAG principle is to establish the objective for determining an acceptable risk.

The Intent of Element 3 represents the NERAG objective to be satisfied; either by an Acceptable Solution or an Alternative Solution following the Tourism Position Statement.

Element 3 Vehicle Access

Intent: To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event

The Objective however requires further context for application to measure acceptability.

It is important to recognise that the intent of SPP 3.7, is not a prohibition of any further development in a bushfire prone area.

This is based upon the recognition the aim of the Precautionary Principle is:

"Precautionary principle: The presumption against approving further strategic planning proposals, subdivision and development applications or intensification of land uses, where there is a lack of certainty that the potential for ***significant adverse impacts*** *can be adequately reduced or managed in the opinion of the decision-maker"*

The reference in the precautionary principle to *impacts can be adequately reduced or managed* is a reflection that SPP 3.7 is not a prohibition.

This has been affirmed by WASAT.

"SPP 3[4].7 does not require ***that there be no increase at all in the threat of bushfire to people property or infrastructure****. Rather, as is seen in cl 2 of SPP 3.7, the intention of the policy is to 'implement effective, risk based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure'."*

SPP 3.7 is not retrospective but focused upon the matter at hand. This objective therefore considers only the direct effects caused by, or to, the operation of the proposal.

The aim of this risk assessment, to meet the objective, is to implement treatments to achieve the following:

Objective

- No fatalities or serious injuries to patrons at the site – injuries limited to 'insignificant' injuries requiring basic medical aid that could be administered by paraprofessionals[5].

[4] Harmanis Holdings No. 2 Pty Ltd and Western Australian Planning Commission [2019] WASAT 43

[5] The limit is a HAZUS description (NERAG page 30)

4.1 Risk Identification

The consequence as used in the NERAG risk analysis is applicable to a wide community impact assessments ; across people (i.e. measured in fatalities and serious injury per 10,000 affected population), economic consequences (measured as a percentage of gross product produced by an area), environment (measured as significant loss of an ecosystem or species), public administration (measured as the severity of disruption of services) loss of community wellbeing (measured as a disruption of community connectedness and dispersal) and cultural assets (measured as the loss of objects of cultural significance and disruption of cultural events).

These consequences are relevant to broad community risk management but are of little value in determining a consequence for the purpose of a development application which is measured by potential harm to occupants and damage to assets, following the SPP 3.7 policy intent. The NERAG principles therefore need to be adapted for a site specific assessment, rather than literally followed. (DPLH is presently investigating a guideline and template to assist for this purpose).

Risk focus

This risk assessment has narrowed the risk to the potential consequence of a single access to the site, rather than a broad community impact.

The focus is to ascertain the risks that would make evacuation or shelter at the site, in the event of a bushfire, a potential threat to life or serious injury. This in turn is dependent upon the likelihood, the intensity of a bushfire the direction of its arrival and the nature of the attack. It is also addressed by counteracting the risk attributes with treatments to nullify the risk (to identify a residual risk compared to 'a do nothing' with no existing controls to reduce risk).

Bushfire Behaviour

Sustainable fire combustion depends upon the availability of fuel, oxygen, and heat. Removal of any one of the three aspects will extinguish or not sustain a fire. Fuel management, the management of vegetation, is the most practical means of control.

Bushfire behaviour, as it increases in intensity and speed of travel, can exceed human control measures and when this occurs the risk to humans and property increases. Bushfire behaviour is a result of climate, topography, and the availability of bushfire fuel (vegetation).

- Climate (drought and season) & weather (temperature, humidity, wind, atmospheric instability).

  Wind

  Bushfires are influenced by the wind direction and the speed. The wind direction generally determines the direction of the fire and wind speed, along with ground slope, generally determines the speed a fire will travel over ground. As wind strength increases it increases the availability of oxygen allowing the fire intensity to increase.

  Atmospheric conditions determine the potential for the uplift of embers and particles that can be distributed by the prevailing wind direction well ahead of the fire, up to 9 km, to create spot fires that can advance the location of the fire front.

  Fire Danger Index FDI

  FDI is an indicator of potential fire intensity and behaviour based upon weather conditions; temperature, humidity, and wind speed, together with climate measures, drought factor representing the dryness of the ground fuels.

  The FDI is an indicator of the potential for house loss and fatalities.

  The FDI is used as a basis for determining the required design performance of a building.

- Topography (slope of the ground, aspect) – fire travels faster uphill, and in some conditions may determine the direction of the fire. The landform can also channel and increase the windspeed at a locality and create turbulence. It is measured as 0.0^0 or in downslope increments of 5.0^0.

- Vegetation (horizontal and vertical structure, flammability, mass, and availability). Measured as a vegetation classification, or an exclusion, in AS 3959 (Method 1). The arrangement of fuel has a

greater effect upon the intensity of a fire than just its mass; its exposure to oxygen is referred to as its availability in a bushfire.

It is assumed that a bushfire will achieve a steady-state and be fully developed to maximum intensity over a 100 m (minimum) fire run. Grass fires travel faster (GFDI) than a forest canopy fire, but a forest canopy fire can eject a higher level of embers and also eject them over a greater distance. Crown fires occur when the ground fire is intense, and conversely, when ground fuels are managed, the resultant fire intensity may not be sufficient to involve the crown or sustain a fire.

Fuel reduction initiatives such as slashing and controlled burns are intended to reduce the fuel availability to a level where the intensity of the fire remains controllable.

Climate

The nearest weather station to the site is at Busselton aerodrome 7 km northwest of the site. The following provides a comparison with Perth Airport as a reference. Perth Airport has an FDI of 80 and a 1:200 APE of FDI 100).

The site is within an area described as having a Mediterranean climate of dry summers and mild, wet winters. The majority of rainfall is between May and September. The Busselton aerodrome compares with the Perth Airport as drier during mid-winter (counter intuitive), but on average 2.0^0 cooler, and with a higher relative humidity in summer than the Perth Airport.

The wind roses below (Plates 6 and 7) for February (averaged) recorded at 9 am and 3 pm illustrate the winds are strongest and most frequent from the south-east and east in the morning. Morning wind directions are predominantly from the south-east with a higher easterly component. Afternoon winds are generally stronger and of higher frequency from the south with a higher westerly component.

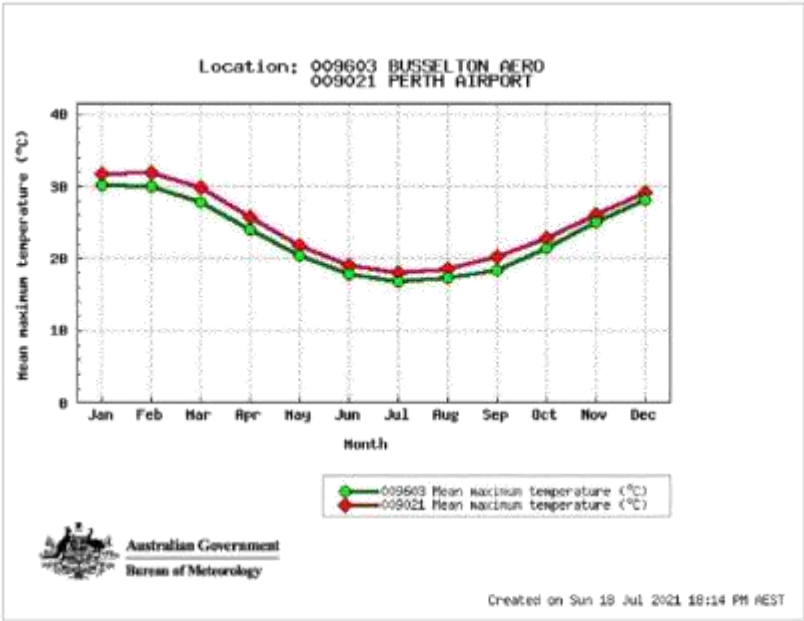


Plate 8 : Average maximum temperature Busselton Aero and Perth Airport

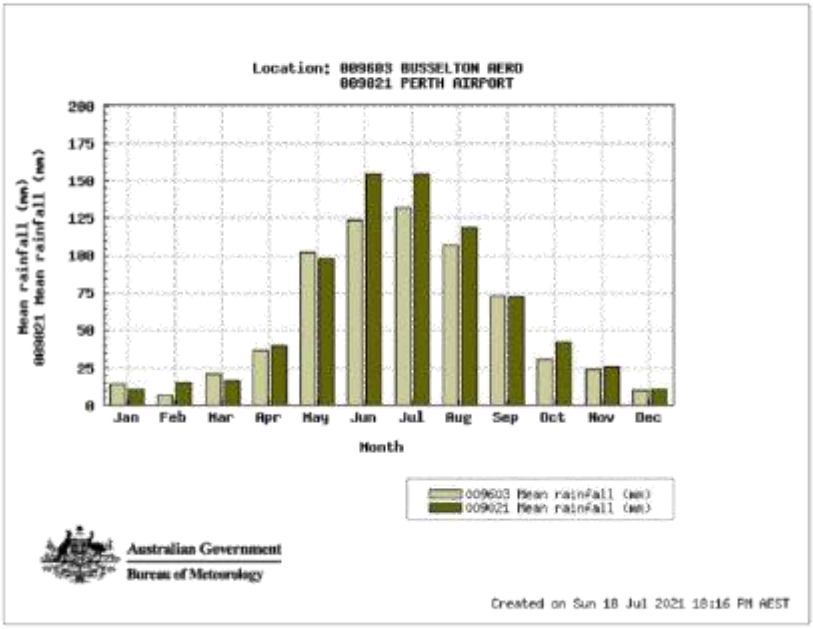


Plate 9 : Average rainfall Busselton Aero and Perth Airport

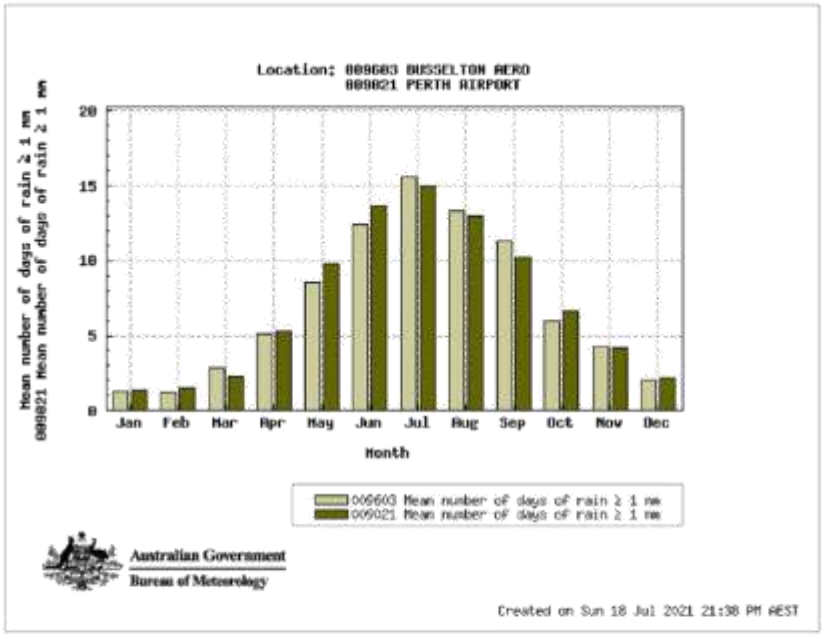


Plate 10 : Average number of days with rainfall < 1 mm Busselton Aero and Perth Airport

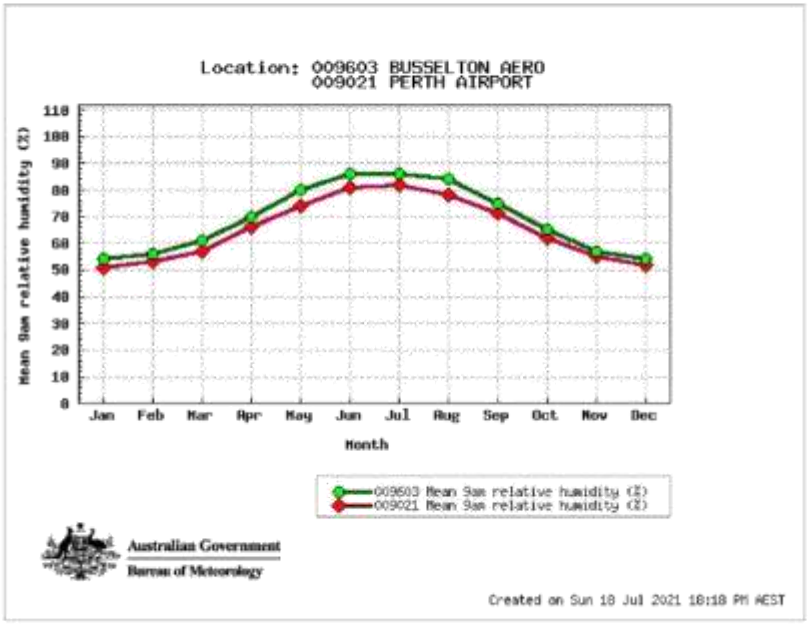


Plate 11 : Relative humidity 9 am at Busselton Aero and Perth Airport

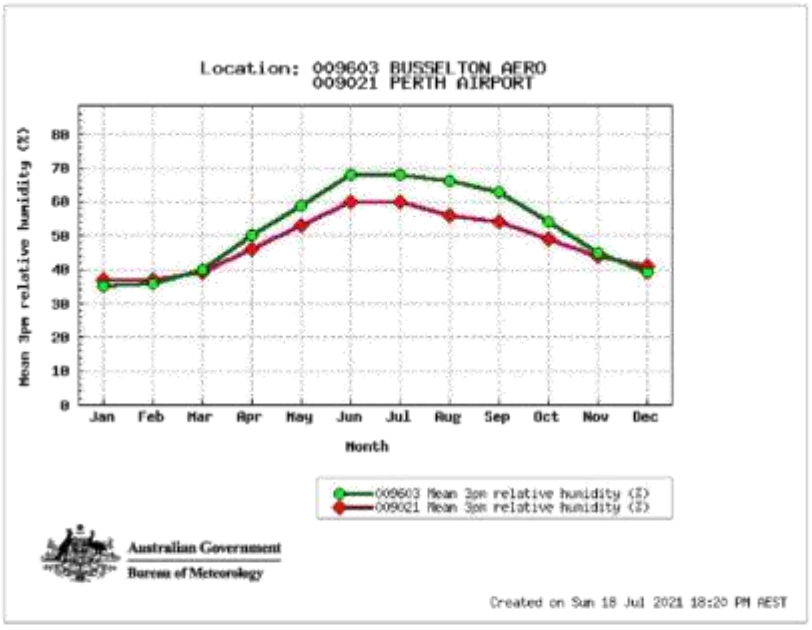


Plate12 : Relative humidity 3 pm, at Busselton Aero and Perth Airport

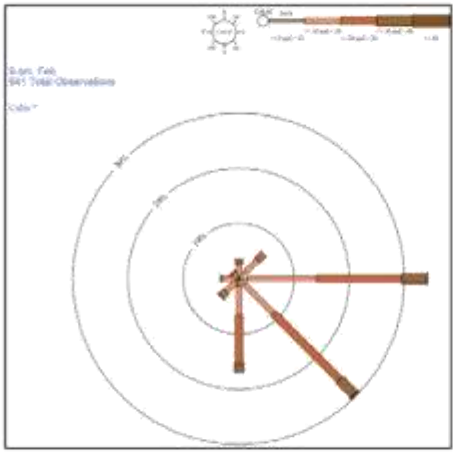


Plate 13a : Winds direction Busselton Aero at 9 am

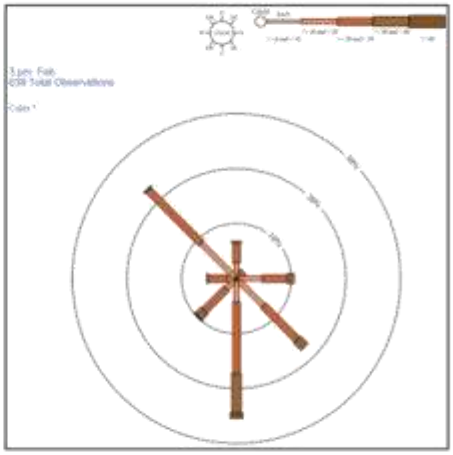


Plate 13 b : Wind direction Busselton Aero at 3 pm

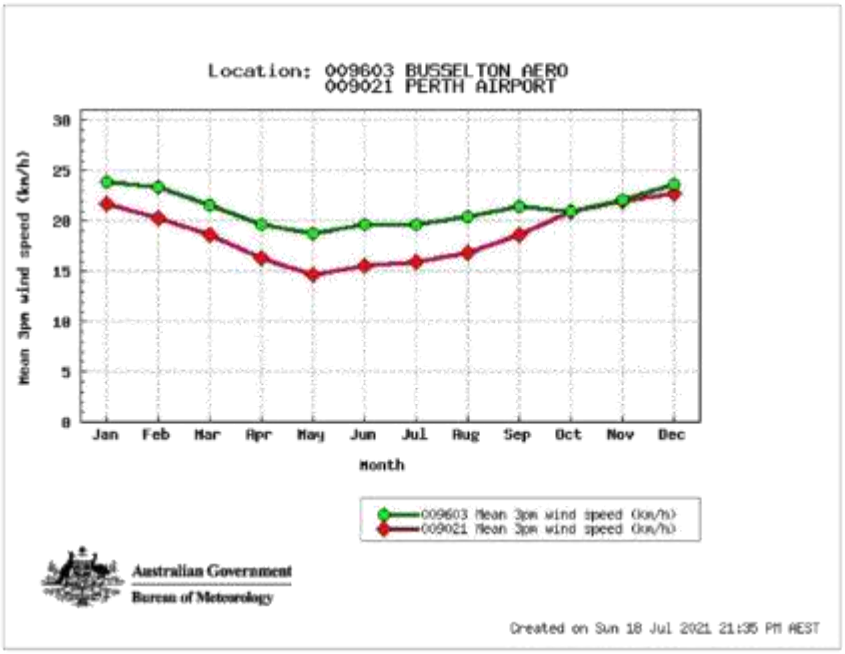


Plate 14: Average windspeed at 3 pm Busselton Aero and Perth Airport

Topography

The site is located on the plain close to the foot of the Whicher Ridge escarpment. The escarpment rises at 5.0° from 40 m AHD up to 150 m AHD with valleys that run north with side slopes of 5.0°.

The plain extends 15 5 km north from the foot of the escarpment, with a slope of 0.1[0] through to Geographe Bay, the coast.

Fire travels faster upslope and may be accelerated and diverted by landforms such as gulley's. The site is located on a plain that is predominantly pasture grass periodically slashed throughout the fire season and less than 300 mm tall. There are no irregular features influencing the fire behaviour other than the prevailing and localised wind speed and direction. The site is downslope and 350 m from the landform of the adjacent escarpment and whilst the slope would normally increase the speed and intensity in a direction away from the site, the landform is more complex and complicates the expectations of its behaviour. The escarpment is forest which can produce a high volume of embers contributing to ember attack, and the prevailing wind and localised conditions can overcome the influence of the slope, to push the impact towards the site.

Given evacuation is in the opposite direction to the escarpment through an open and level landscape (moderate BHL) the site should be evacuated in the event of a fire from the south.

Vegetation

The vegetation is characterised by the plain being historically cleared and used for agriculture production, predominantly pasture excluding trees retained as windrows and road-side vegetation. The routes from the site to Bussell Highway pass few areas of forest.

Route	Total route length	Length passing adjoining forest
Sues Road Vasse Highway	13.9 km	0.8 km
Yoongarillup Road Vasse Highway	12.4	0.35 km

The escarpment due to the topography was unsuitable for agricultural production and historically provides a source for harvesting trees, with large areas in State Forest (State Forest 33). The escarpment is characterised as a Jarrah and Marri Forest with trees up to 30 m tall.

Fire Danger Index FDI

FDI is an indicator of potential fire intensity and behaviour based upon weather conditions; temperature, humidity, and wind speed, together with climate measures, drought factor representing the dryness of the ground fuels.

The FDI is also an indicator of the potential for house loss and fatalities and used as a basis for determining the required design performance of a building.

A study of 260 bushfires between 1901 -2011 by the Commonwealth Scientific and Industrial Research Organisation (CSIRO)[6] found that most civilian fatalities occurred outside of a building however when the FDI is higher than 75 there is a sharp increase in fatalities 'within a structure' with 88% of those occurring in a building that was within 30 m of a forest. This was not based upon structures constructed to contemporary bushfire standards but is representative of the general performance of buildings that predate contemporary construction standards.

"Using fire weather days (FFDI) as a point of correlation between life loss and house loss, we find that house loss is a reasonably good predictor of potential for life loss..."[7]

Building losses are generally rare when the FDI is below 50, because the bushfire is less intense and slower moving. Where people stay to defend in these conditions, houses have an 80% chance of survival[8] and up to an FDI of 50 suppression activities are also usually effective. As the FDI increases above 50, the effectiveness

[6] Blanchi. R, Leonard. J, Haynes. K, Opie. K, James. M, Kilinc. M, Dimer de Oliveira. F, van den Honert.R, 2012, *Life and House Loss Database Description and Analysis – Final Repor*', CSIRO and Bushfire CRC.

[7] House loss is affected by human intervention, brigade intervention and self-defence. The early evacuation policy will increase the likelihood of house loss because people will not be present. The future ratio of house loss as a measure of potential fatality will require recalibration. The ratio may also be affected by improved bushfire construction and site planning intended to improve passive building survival.

[8] Australian Building Codes Board 2019, *Handbook: Bushfire Verification Method*, Commonwealth of Australia and States and Territories 2019, published by the Australian Building Codes Board.

of suppression and the ability to bring the fire under control diminishes. At an FDI of 75+, a fire is not controllable and will exceed routine building construction standards.

For this reason, one measure of likelihood, is the frequency of FDI events over 75.

Calculated FDI for Busselton aerodrome

The FDI (illustrated on Plate 15) was calculated from temperature, relative humidity and wind speed for the highest value for each day, and the Drought Factor based on the accumulated soil moisture deficit, using the Keetch-Byram Drought Index (KBDI [Keetch and Byram 1968]) based on daily rainfall and maximum temperature.

$FDI = 1.2753 \times \exp[0.987\ln(DF) + 0.0338T + 0.0234V - 0.0345RH]$

The calculated FDI for Busselton Aerodrome has been based on collecting the relevant data (limited) for the since 2015, to determine the drought factor (time since last rain) and Keetch-Byram Drought Index (soil moisture).

The FDI profile for the Busselton Aerodrome illustrates that days with an FDI above 50 have not occurred outside of 1 December and 31 March and the highest median values are in January and February. (Plate 15)

The required building performance, design for a single dwelling, is to be calculated on a 1:50 APE, and for a vulnerable class of persons and community shelter a 1:200 APE[9] is used.

The 1:50 APE for Busselton Aerodrome is an FDI 60, and 1:200 APE is an FDI 70 (Illustrated Plate 16).

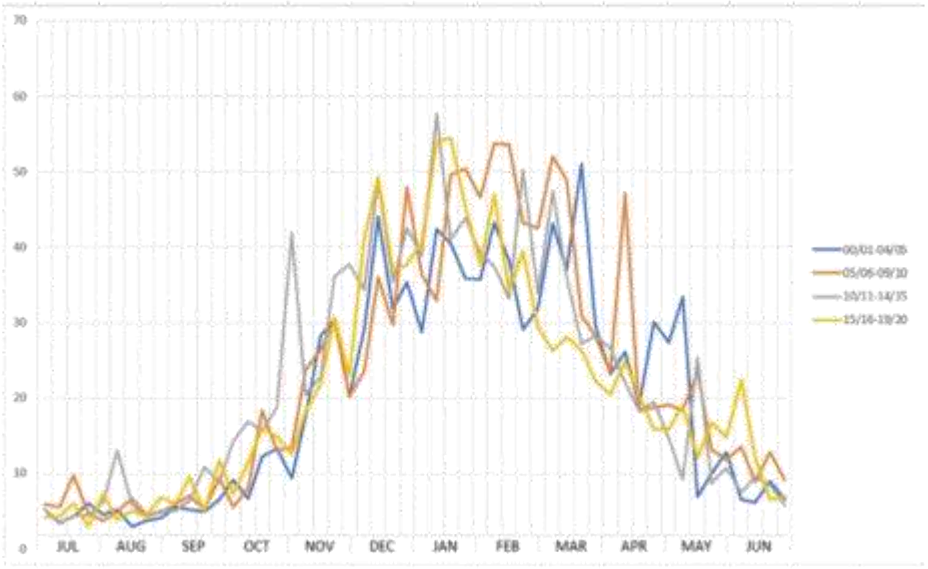


Plate 15: FDI from BOM records past 20 years available

[9] APE is the Annual Probability Exceedance used by the ABCB, NERAG uses APE annual exceedance probability (chance of an event occurring once in a year).

Plate 15 :

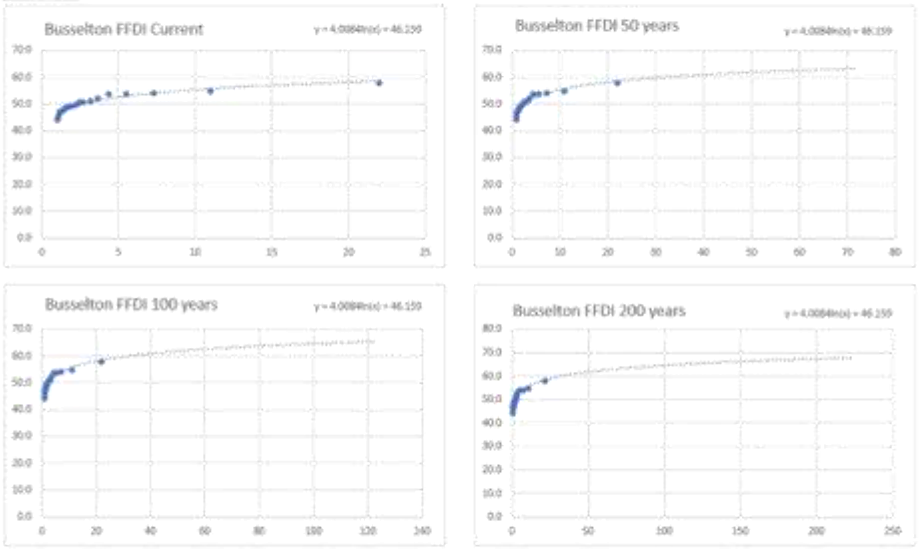


Plate 16: Forecast FDI event frequency and magnitude (includes climate change)

Site Context

The wind roses for February (averaged) recorded at 9 am and 3 pm. illustrate the winds are strongest and most frequent from the south-east and east in the morning. Morning wind directions are predominantly from the east south-east. Afternoon winds are generally stronger from the south, or alternatively from the north-west.

A fire can however come from any direction and all directions are considered in the scenarios.

The Bushfire Danger Season (Plate 15) has traditionally been between 1 December and 31 March each year, but climatic conditions appear to be increasing the FDI level over the past 20 years.

Severe bushfire conditions FDI 50+, occur mostly between January and March. Extreme and Catastrophic conditions occur mostly in the afternoon and typically with southerly winds. A bushfire can however come from any direction.



Plate 17: Illustrates the surrounding area within 5 km is predominantly pasture grass

Bushfires generally travel in the direction of the prevailing wind, and particularly so with grassland, are influenced by wind speed. Grassland fires have lower levels of fuel and therefore arrive fast and intense (43000 kWm) but have a short residence time when compared to a forest fire (65000 kWm).

The direction of the prevailing wind conditions can affect the options for evacuation and anticipated fire intensity depending upon the slope and fuel.

Plate 17 when combined with Plates 13a and 13b, suggests a fire most that is likely to affect the site, will arrive through grassland. Morning fires are likely to be in an ascending FDI due to a dryer overland wind whereas the north westerly direction, in this location, is from over the sea and likely a descending FDI due to the higher moisture content.

Bushfire history

The City of Busselton Bushfire Risk Management Plan 2019-2024 (OBRM 2019, citing the Operational Information Systems Branch of the Department of Fire and Emergency Services) found an average of 69 landscape fires occurred over the five years preceding the report.

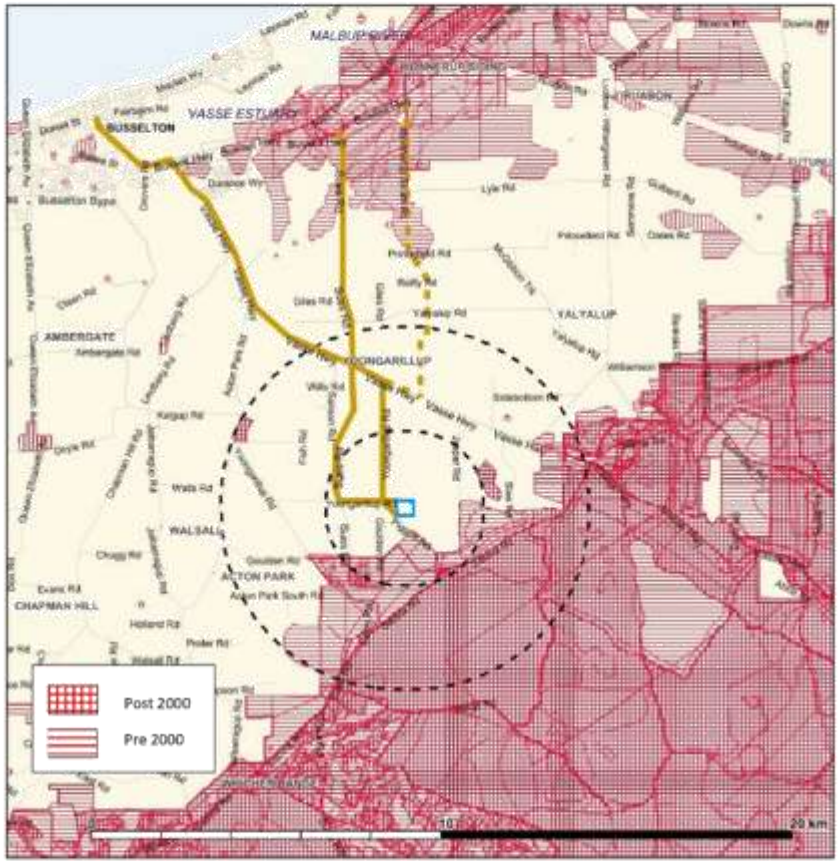


Plate 18: DBCA fire history data

The City of Busselton Bushfire Risk Management Plan identified the most common causes were burn-off fires (26%), suspicious/deliberate fires (25%), undetermined/unreported (18%), power lines (1%), re-ignition of previous fires (7%), and lightning (0.01%). Ignitions arising from leisure activity, camping, open fires etc. is around 0.05%.

DBCA recorded landscape fires, within 10 km of the site, have been illustrated in Plate 18. For display purposes the data is shown as categories of years pre-the year 2000, and since the year 2000. The DBCA fire history includes landscape bushfire incidents and recorded fuel reductions. It gives an indication of fuel age and existing controls, but not necessarily the frequency of an event or the propensity of a location to be affected by a bushfire.

Plate 18 shows that the number and size of fires generally increases with increasing vegetation density (escarpment) reflective of reduction activity. Since the year 2000 few fires have been recorded on the plain affecting the site or its access to the Busselton Town Centre. This can be attributed to the extensive areas of grassland that are mechanically managed. Small fires have been reported within 2 km.

The illustrated frequency of fires within 5 km of the site is greater than 10 years.

Existing controls

State emergency management framework

The *Emergency Management Act 2005* has been established to detail roles and responsibilities at a State, district, and local level in the implementation of the emergency management principles of prevention, preparation, response, and recovery (PPRR).

A local government is to establish one or more local emergency management committees (LEMCs) for its area to ensure that effective local emergency management arrangements (LEMA) are prepared. The LEMA is to be consistent with the state emergency management policies and the state emergency management plan and provides the plan for coordinating actions and assigning responsibilities for a bushfire event (and other) disasters.

The controlling agency/hazard management agency (HMA) is responsible for the decision to evacuate the community during an emergency and to assist community members in recognising a threat and being able to make an informed decision as to whether to evacuate[10].

Factors that may be taken into account when deciding whether to evacuate a community are:

- The magnitude of the fire;
- whether sufficient time is available to travel safely out of the area; and
- the availability of egress routes.

The controlling agency is responsible for traffic during the emergency response, requiring coordinated planning by both the controlling agency and the local government.[11]

DBCA/PWS fire management planning

The Parks and Wildlife Service (PWS) is responsible for managing fire in land managed by DBCA. This includes managing fuel loads through prescribed burning and other measures.

The PWS aims to undertake to burn under prescribed conditions to assist in maintaining biodiversity and protecting life.

PWS prepares a plan for the burning program and schedules burns for the upcoming year as well as an indicative future burning program for the next three years. The burn plan aligns with the regional fire management plan. The program identifies burns required for biodiversity conservation.

Fuel reduction in the forestry reserve (see fire history) will not stop a bushfire but will reduce its intensity, often to a controllable level, depending upon the time within the maintenance cycle. Reducing the fire intensity reduces the intensity of ember attack.

Local fire suppression resources

The nearest bush fire brigade (Yoongarillup Bushfire Brigade) is located 5 km north of the site. The brigade provides the important function of fire suppression. If conditions do not permit extinguishing a fire, the brigade may assist with preparations before the fire arrival and attend immediately after its passing to extinguish fires on the site.

During the summer months the aerial wing (water bombers) is also based at the Busselton airport to provide a quick bushfire suppression response.

Supporting infrastructure

Supporting infrastructure are those items that support human safety in the fire event.

The provision and maintenance of roads in good condition is important for evacuation and attendance by emergency services

The provision of reliable telecommunication is now one of the most important infrastructure items, because it provides knowledge to make safe decisions. It supports reporting by the community, alerting to a fire ignition,

[10] State Emergency Management *Western Australia Community Evacuation in Emergencies Guideline,* Perth.
[11] State Emergency Management 2018, *Traffic Management During Emergencies Guideline 2015*, Perth.

and the location of the fire and behaviour that in turn provides more time to evacuate, assisting the public to take action to avoid the location and avoid exposure to the fire.

The site itself is expected to be self-reliant for domestic water and firefighting supplies.

The site will also have independent power generation as a contingency to a failure of the network power supply.

4.2 Vulnerability Analysis

4.2.1 Scenarios

The use of a scenario is to provide a basis for anticipating the features of an event that may lead to the identification of appropriate risk treatments. The following scenarios have been considered in the initial design response (design treatments).

Evacuation if safe to do so is the preferred treatment.

The minimum evacuation time to evacuate the facility, or required safe evacuation time (RSET), allows 30 minutes to mobilise for the first departures and from the traffic impact assessment anticipates that each vehicle will take 10 seconds to negotiate an intersection assuming minimal waiting time.

The Available Safe Egress Time (ASET) is the time available before the arrival of the bushfire either at the site or intervening upon the egress route prior to the completion time for evacuation. All routes may be overtaken over time; the consideration is the time available to avoid the exposure of travellers to hazardous bushfire attacks.

The ASET must always be greater than the RSET, otherwise travellers may be exposed to bushfire impacts, potentially fatal.

Scenario 1: bushfire other than from the north ASET >RSET

Early public warning has been provided with sufficient time (4 < hours) for the orderly evacuation of the site.

- Bus transport is available (25 buses) and it is estimated each bus has the capacity for 55 patrons (total patrons 6000). The return interval for a bus to the Busselton Town Centre is 45 minutes.
- Private vehicles (3000 vehicles for 6000 patrons) are planned for release from the site 200 at a time, monitoring flow at the Sues Road Vasse Highway intersection and continuing if safe to do so.
- Evacuation is completed within 4 hours

Scenario 2: bushfire from the north

A fire ignites north of the site. Grassland is contiguous between Bussell Highway and the site. Transecting roads provide a break in fuel continuity but may be breached under strong winds.

Sues Road provides an option to evacuate south to Margaret River, but it is though extreme bushfire hazard and advice to evacuate should be carefully considered to avoid the risk of entrapment.

Scenario 3: bushfire from the west

A fire from the west will arrive through agricultural land; grasses up to 300 mm tall.

The fire is fast moving but produces little ember and advance spotting and the bushfire impact is immediate to the fire front. The impact will be immediate to the perimeter of the site.

Transecting roads provide a break in fuel continuity but may be breached under strong winds.

Piggot Road provides a break in the continuity of the fuel up to the site and provides a separating space from the radiant heat. The denial of flammable materials at the perimeter of the site may restrict penetration into the site.

A fire from the west may cross and close the evacuation route to the Busselton Town Centre, requiring shelter on site as the safer option.

Scenario 4: bushfire from the south

A fire from the south will arrive from forest and then grassland up to the site. A dense ember attack from the continuity of forest fuels extending south can be expected. Advanced spotting may occur preceding, and increasingly dense ember attack, before the arrival of the fire front through the adjoining grassland. The ember attack may expose patrons to airborne particles and heavy smoke and may ignite flammable material within the site exposing patrons to direct flame contact.

Evacuation can be taken to the north which is in the opposite direction to the arriving fire.

Scenario 5: bushfire from the east

A fire from the west will arrive through agricultural land grasses up to 300 mm tall.

The fire is fast moving but produces little ember and advance spotting the bushfire impact is immediate to the fire front. The impact will be immediate to the perimeter of the site.

There is no break in the continuity of the grass fuels from the east and onto the site. Olive Groves, adjacent east whilst not classified may become involved in the fire and increase the intensity, but due to the set back from the site will not be influential above the impact of the grass fire up to the site boundary.

A fire from the east may cross and close the evacuation route to the Busselton Town Centre, requiring shelter on site as the safer option.

4.2.2 Likelihood

Likelihood, for the purpose of NERAG, is the chance of the consequences of the event happening given the current level of control.

The categories of likelihood provided in NERAG (Australian Institute for Disaster Resilience 2020) are illustrated below in Plate 19.

LIKELIHOOD	ANNUAL EXCEEDANCE PROBABILITY (AEP)	AVERAGE RECURRENCE INTERVAL (ARI) (INDICATIVE)	FREQUENCY (INDICATIVE)
Almost certain	63% per year or more	Less than 1 year	Once or more per year
Likely	10% to <63% per year	1 to <10 years	Once per 10 years
Unlikely	1% to <10% per year	10 to <100 years	Once per 100 years
Rare	0.1% to <1% per year	100 to <1000 years	Once per 1000 years
Very rare	0.01% to <0.1% per year	1000 to <10,000 years	Once per 10,000 years
Extremely rare	Less than 0.01% per year	10,000 years or more	Once per 100,000 years

Plate 19: Likelihood rating description (NERAG 2020)

The mapping of the bushfire history, considering the prevailing wind directions, the topography, and the bushfire fuels present, has identified that an occurrence of a major landscape fire potentially affecting the site is unlikely 1% to 10% per year or 10 <100 annual recurrence interval (ARI). The occurrence of bushfire in the locality is low and the site has not experienced direct threat for a period greater than 10 years. There is no recorded history of a landscape fire within 5 km of the site.

Enquiries by this assessment found that outside of the Prevelly fire that occurred 23 November 2011, there is no record of a landscape fire outside of the months of from 1 December and 31 March.

The likelihood is classed as **unlikely**.

4.2.3 Consequence

LEVEL	CRITERIA	
	DEATH	INJURY OR ILLNESS
CATASTROPHIC	Deaths directly from emergency greater than 1 in 10,000 people for population of interest	Critical injuries with long-term or permanent inca-pacitation greater than 1 in 10,000 people for population of interest
MAJOR	Deaths directly from emergency greater than 1 in 100,000 people for population of interest	Critical injuries with long-term or permanent inca-pacitation greater than 1 in 100,000 people for population of interest, or Serious injuries greater than 1 in 10,000 people for population of interest
MODERATE	Deaths directly from emergency greater than 1 in 1,000,000 people for population of interest	Critical injuries with long-term or permanent inca-pacitation greater than 1 in 1,000,000 people for population of interest, or Serious injuries greater than 1 in 100,000 people for population of interest
MINOR	Deaths directly from emergency greater than 1 in 10,000,000 people for population of inter-est	Critical injuries with long-term or permanent inca-pacitation greater than 1 in 10,000,000 people for population of interest, or Serious injuries greater than 1 in 1,000,000 people for population of interest
INSIGNIFICANT	Deaths directly from emergency less than 1 in 10,000,000 people for population of interest	Critical injuries less than 1 in 10,000,000 people for population of interest, or Serious injuries less than 1 in 1,000,000 people for population of interest, or Minor injuries to any number of people

Plate 20: Consequence rating description (NERAG 2020)

This assessment has narrowed the risk to the consequence of evacuation when the route is not safe – *because of the Intent of Element Guidelines V.3.*

The potential consequences are described as

- Vehicles may not provide safe refuge for occupants (maximum is BAL 10). Occupants who exit a vehicle will succumb to flame contact or radiant heat exposure.
- Limited separation from the hazard source; roadside vegetation can exposes vehicles and occupants to potential flame contact and significant radiant heat flux.
- Vehicles cannot pass due to poor visibility and the effects of bushfire attack (radiant heat exceeding BAL 4) may make effective and safe driving difficult. Vehicle accidents are more likely.
- Power poles, trees and parked vehicles may obstruct the access route, blocking passage and creating entrapment.
- Queuing and congestion may create entrapment for patrons and other road users.

The route is 15 km through a bushfire prone area with a moderate BHL. No safer places are identified along the route. Fatalities are probable if a vehicle is trapped.

The initial consequence (without control) is simple exposure to fire is fatal and **Catastrophic**.

The consequence level applicable to the site is however classed within existing controls as **moderate**.

This is because the route is through a 'moderate' bushfire hazard Level, the road is straight, with good visibility to avoid a fire, and has few control points required to be managed (primarily the Yoongarillup Road Sues Road right turn and the Sues Road Yoongarillup Road intersection).

The area between the site and the township of Busselton is pasture grass that is slashed through summer with grass heights typically ranging between 50 mm and 300 mm. *This is less in terms of available fuel used in the calculations of fire intensity, used in AS3959:2018. The fire intensity may be less than calculated but it is uncertain. It is therefore prudent to follow AS3959:2018.*

The area between the site and the town of Busselton is visible and within close proximity to a major service centre. Awareness of a fire ignition, early communication of the threat, and a fast response is expected from existing controls.

There is the reasonable ability to avoid entrapment which may expose a person to the fatal conditions of a bushfire.

The site offers the prospect of shelter as a contingency/alternative to evacuation. The site can meet the requirements of the ABCB *Design and Construction of Community Bushfire Refuges* 2014, having amenities for extended stay and medical facilities to attend to minor injuries that may be expected from shelter in the open.

4.2.4 Assigning the level of risk

The risk level is the resulting combination of the consequence level and the likelihood.

In this instance, there is a **1%** chance (based on NERAG likelihood rating (see Plate (history) and Plate 19 (rating) above) that a landscape fire may arrive from the north, east or west to close the safe egress from the site, and its immediate area.

The *Risk Assessment Approach for Tourism Development* has a focus upon the frequency of extreme FDI as a determinant of likelihood of a maximum exposure. In this instance the FDI does not exceed severe, but uncontrollable landscape fires can still occur. The likelihood is therefore based upon the recorded fire history, and the FDI is reflective of the relative pattern of occurrence. No landscape scale fire has been reported in the locality outside of the 1 December to 31 March. The Prevelly/Margaret River fire occurred on 23 November 2011 and was uncontrollable but that is largely attributed to the closed nature of the fuels (coastal scrub).

Note: The Risk Level Matrix used in Risk Assessment Approach for Tourism Development has different values to the Qualitative risk matrix used in NERAG (table 11).

The *Risk Assessment Approach for Tourism Development* has been preferenced because it specifically addressed the consequence of the single access, whereas a fatality ratio using NERAG is difficult to quantify, and in the absence of particular guidance, can only be classed at its highest level.

	CONSEQUENCE LEVEL				
LIKELIHOOD	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
ALMOST CERTAIN	Medium	Medium	High	Extreme	Extreme
LIKELY	Low	Medium	High	Extreme	Extreme
UNLIKELY	Low	Low	Medium	High	Extreme
RARE	Very low	Low	Medium	High	High
VERY RARE	Very low	Very low	Low	Medium	High
EXTREMELY RARE	Very low	Very low	Low	Medium	High

Plate 21: NERAG (Australian Institute for Disaster Resilience 2020) qualitative risk assessment *table*

The level of risk assigned to the proposal, based upon the likelihood of being impacted by a bushfire, and the consequence of a single access is considered Medium.

4.3 Risk Evaluation

The risk assessment compares the initial objective with the determined risk and leads to addressing the treatments required that will satisfy the initial objective.

This section (NERAG 2020) is used to prioritise between the risks but in this instance the assessment has identified a single risk as fundamental to the approval of the land use and as such has the highest priority for treatment.

The Fire Danger Ratings and the corresponding FDI level, and having regard to the local FDI, identifies the proposed music festival, with the exclusion of a restricted operating period 1 December through to 31 March, will operate in a period unlikely to be associated with a fire danger rating of severe or higher.

Classification	FDI level
Low -Moderate	0-11
High	12-24
Very High	25-49
Severe	50-75
Extreme	75-99
Catastrophic	100+

Plate 22: Fire Danger Ratings (public announcements and the respective FDI

4.3.1 Options

4.3.1.1. If the Required Safe Evacuation Time RSET is less than the time before a fire arrives (ASET) - Evacuate

The following is an evaluation of the required safe evacuation time and options to improve evacuation efficiency. Where safe evacuation is safe it is preferred but for the circumstance where there may be insufficient time to facilitate a full evacuation a contingency for shelter on site must be demonstrated.

The proposal provides that 6000 patrons will arrive by 3000 private vehicles, with the other 6000 arriving by bus; with emergency cycling, between the site and Busselton (Bovell Park) of 25 buses of 55 persons each to evacuate the 6000 patrons.

A return trip for a bus from the site to the Busselton Town Centre (Bovell Park has been nominated) is 45 minutes. The initial arrival of a bus (emergency standby) from alert, to load and be ready to depart the site is also estimated to be 45 minutes. The RSET to evacuate 6000 people from the site by bus is 3.75 hours.

If Busselton aerodrome were to be used as a safer place destination, the total evacuation time could be reduced to 3 hours.



Plate 23: Sues Road Vasse Highway intersection

The TIA estimates each intersection as taking 10 seconds per vehicle (360 vehicles per hour).

A single lane road has a flow capacity for 1600-1800 vehicles per hour (reducing the number of vehicles at each intersection. Providing more routes will increase the flow rate. An effective controlled intersection, dedicating a lane for entering vehicles, can avoid vehicle stoppage and have a flow rate up to 1400 vehicles.

Mobilisation time (getting ready to leave) in an emergency has been estimated at 30 minutes, for the first departures to occur following the alert to evacuate.

The intersection at Sues Road and Vasse Highway is a potential choke point but there is a slip lane that could potentially provide two lanes of traffic, dividing the ultimate intersection located at Bussell Highway, as the destination (access to the Busselton Town centre).

The Sues Road route will require an initial right hand turn onto Sues Road followed by a left turn on to Vasse Highway to continue onto Bussell highway.

The Yoongarillup Road route will require a left hand turn onto Vasse Highway and then a right hand turn onto Sues Road, to continue on to Bussell highway.

Plate 23 shows the Sues Road route in yellow and the Yoongarillup Road route in blue at the Sues Road Vasse Highway intersection. The control point is shown in red. Few vehicles are expected to be heading south, other than emergency services. A traffic control will be required to manage the occurrence.

4.3.1.2 If the Required Safe Evacuation Time (RSET) is more than the time before a fire arrives (ASET) – shelter on site

The purpose of the restricted operating period is to reduce the likelihood of exposure to a bushfire. It is acknowledged that bushfires can occur outside of the bushfire season, but the intensity of fire is reduced to a controllable level. Civilian fatalities historically occur when the FDI is higher than 50, and significantly when the FDI is higher than 75 when building performance is overwhelmed by the conditions.

The site has been assessed for its potential to conform to the open shelter requirements following the design specifications provided in the Design and Construction of Community Bushfire Refuges (ABCB 2014) and the CFA's *Neighbourhood Safer Place – Bushfire Place of Last Resort Assessment Guideline* July 2020.

Ostensibly the proposal is relying upon an open shelter and sufficient separation from the bushfire fire front to not be exposed to flame contact or excessive radiant heat exceeding 2 kWm^2).

The assessment has applied conservative inputs of 1200 K and a GDFI of 110 (= FDI 80), above the local FDI calculated for 1:200 APE (accounting for climate change), which is an FDI of 70; this is still below the current Perth Airport FDI 80, which is the nominal FDI used across WA.

The assessment has revealed a large central area (a regular shape of 7 ha) is available within the site, sufficient in dimension to accommodate all patrons. The open area required by 12000 patrons at the required standard of 1.2 m per person is a total of 1.44 ha).

The festival, because it is an overnight event has amenities to support an extended stay until evacuation is possible. The event also has its own medical facilities on site.

The area available within the site for refuge is sufficiently separated from the heat source, to not require the protection of exposed skin, but embers and smoke can penetrate a distance greater than the heat.

The festival has medical facilities on site and a mobile firefighting unit. Injuries could be expected to include respiratory distress from smoke for those with a particular sensitivity and eye irritation from airborne particles. The medical supplies can be augmented to attend to the minor injuries expected from a bushfire, and preparation for people who may have respiratory sensitivity to smoke.

Flammable materials within the site should be avoided and in particular to avoid a potential fuel continuity up to the perimeter of the site to avoid a penetration of the fire into the site from the arrival of a grass fire.

A fire from the forest south of the site may expose the site to the discomfort from embers. Airborne embers can find flammable material, i.e. open rubbish bins or stored cardboard. This can be avoided; flammable materials should not be exposed, and bins should have closing lid. The proposed mobile firefighting unit can assist to extinguish any small fires within the site.

The arrival of a bushfire may be preceded by high winds that could dislodge tents and unsecured items. Tents should be secured to avoid potential injury to patrons. Retention of the windrow trees is recommended; to retain the function of the windrow to reduce the wind speed within the site.

It is recommended that in the event of a fire from the south where evacuation routes are safe, that evacuation should be taken.

4.3 Risk treatment

In summary, the treatment is to counteract the risk, is to avoid operating when bushfire is potentially uncontrollable. In addition, in the event a fire does occur that will affect the site or its access, to identify when it is safe to evacuate, and plan to minimise the time to evacuate by optimising the evacuation efficiency. If it is not safe to evacuate, to provide for safe shelter on site.

In categorising the following risk treatments regard been given to fire safety concepts US National Fire Protection Association (NFPA) (2012, identified in the ABCB Bushfire Verification Method 2019).

In assigning the ratings to the treatments below it is important to note that these cover a broad range of tourist facilities and construction standards.

The treatment options have been grouped in accordance with the fire safety concepts provided by the National Fire Protection Association[12]. They have been identified in Error! Reference source not found. (risk register), summarising the risk, existing controls and suggested improvements (further risk reduction treatments).

In addressing the context, the relationship between the safety concepts that apply to a bushfire can be categorised into the following streams:

- Minimising the ignition:
    - Manage human interactions.
    - Limit the consequence of ignition.

Minimising ignition affect the event likelihood but is largely beyond the applicants influence.

Monitoring climatic conditions and announcing total fire ban days modifies the behaviour of the community to reduce the risk of ignition; this is in turn enforced by the local government and WAPOL.

Because these matters are beyond the control of the applicant this aspect is not discussed further.

- Managing the fire:
    - Land management - fuel reduction (internal and external site control for prevention) – maintain the site as low threat to restrict the spread of fire.
    - Fire Suppression – detect, respond, access and apply sufficient suppression – maintain the mobile fire unit 2000 L and provide clear instructions for alarm to assume responsiveness.
    - Ensure tents are firmly secured for strong winds and have a low flammability.
    - Minimise flammable materials on site and enclose all rubbish in closing bins.
- Minimising the exposure:
    - Reduce the likelihood, avoid the bushfire season
    - Closure on advice of Severe conditions FDI 50+
    - Early evacuation, detection, alarm, orderly movement.
    - Optimise the efficiency of evacuation - expand the opportunity to evacuate before the arrival of a bushfire.
    - Provide traffic management on agreement with the City, at the intersection of Yoongarillup Road and Sues Road and the intersection of Sues Road and Vasse Highway.
    - Ensure bus availability (25)
    - Monitor the condition and congestion of the evacuation routes , release vehicles to minimise congestion.
    - Shelter in safer places – provide a safer place onsite.
    - Establish a minimum open space area, or individual areas, providing a total of 1.4 ha.
    - Locate amenities in the assembly area (ablutions, drinking water, food)
    - Ensure first aid includes supplies for bushfire injuries, burns, minor injuries to patrons and respiratory sensitivities. Smoke masks may be stored and supplied as a precaution for sensitive individuals.
    - Provide leadership through the shelter period to avoid panic- maintain assembly (cars may provide some protection from the elements but ensure people remain in communication).

[12] Australian Building Codes Board 2019, *Handbook: Bushfire Verification Method*, Commonwealth of Australia and States and Territories 2019, published by the Australian Building Codes Board.

- Ensure the orderly evacuation of the site when safe to do so.

Bushfire Risk Register

A bushfire risk register is attached in Appendix 2 of this report. It summarises the risk and treatments identified in this section of the report together with the prescribed risk treatment from the Bushfire Protection Criteria Assessment at section 5 of this report.

Measure to avoid operating during the bushfire season reduce the likelihood of exposure to a fire event and onsite measure will reduce the consequence.

The present risk, due to the ability to take reasonable action to avoid entrapment and fatal exposure to fire is medium.

Further treatments identified, because they will reduce the likelihood of exposure to a fire event, and space and management within the site can reduce the potential for injury from bushfire to an insignificant level (NERAG) the residual risk rating is **Low**.

	CONSEQUENCE LEVEL				
LIKELIHOOD	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
ALMOST CERTAIN	Medium	Medium	High	Extreme	Extreme
LIKELY	Low	Medium	High	Extreme	Extreme
UNLIKELY	Low	Low	Medium	High	Extreme
RARE	Very low	Low	Medium	High	High
VERY RARE	Very low	Very low	Low	Medium	High
EXTREMELY RARE	Very low	Very low	Low	Medium	High

5. BUSHFIRE PROTECTION MEASURES

5.1 State Planning Policy 3.7 - Planning In Bushfire Prone Areas (SPP 3.7)

SPP 3.7 Objectives

Policy Measure 5 contains the objectives of SPP 3.7. The following demonstrates how the proposed development meets each of the objectives.

Objective 1: Avoid any increase in the threat of bushfire to people, property, and infrastructure. The preservation of life and management of bushfire impact is paramount.

Development Response

The proposal seeks to avoid the peak bushfire season, by not operating between the period including the months of 1 December and 31 March.

Objective 2: Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.

Development Response

The site is within a moderate Bushfire Hazard Level area, surrounded by pastural activity on flat ground. The site is 350 m north of forest, but the evacuation route is north away from a forest fire. Otherwise the site may be exposed to a grassfire across pasture. The site is large with provision for open space refuge compliant with the guidelines for open air refuge and has amenities to support shelter upon the site until it is safe to evacuate.

Objective 3: Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account bushfire protection requirements and include specified bushfire protection measures.

Development Response

Objective 3 is satisfied through the compliance of the proposed development with the Bushfire protection Criteria addressed in Section 5.2 below.

Objective 4: Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change.

Development Response

The proposal utilises land use for agricultural production. Other than maintaining surfaces as low threat no further modification of the existing windrows is required. The proposal therefore does not affect regulated vegetation.

5.2 Guidelines for Planning in Bushfire Prone Areas Version 1.3 (the Guidelines)

The Guidelines apply to development applications located within designated bushfire prone areas. The Guidelines provide supporting information for implementation of SPP 3.7. Specifically, they provide the Bushfire Protection Criteria to be addressed for all applications.

5.2.1 Bushfire Protection Criteria

The bushfire risk mitigation strategies detailed in (Table 2 below) are designed to comply with the Bushfire Protection Criteria detailed in Guidelines for Planning in Bushfire Prone Areas Version 1.3 (the Guidelines) Appendix 4 (WAPC, 2017).

Where discrepancy occurs between State and Local bushfire planning provisions the higher standard of mitigation has been selected.

Table 2: Bushfire Protection Criteria assessment.

For each of the elements listed within Appendix 4 of the Guidelines for Planning in bushfire-prone areas, the 'intent' must be achieved either by the proposal meeting the acceptable solutions; or where these acceptable solutions cannot be fully met, then by a performance-based solution that can achieve the 'intent.'

✓	Acceptable solution provided	C	An Acceptable Solution to be conditioned
N/A	Not Applicable	P	Performance Principle solution see 5.2

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
Element 1: location 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	**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.	✓		The WAPC Position Statement: Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design assigns the applicability of Element 1 to assessment of strategic documents, scheme amendments and structure plans. The proposal is a development application for works, it is not a change of land use. Element 1 is not applicable. *The area around the site is predominantly pasture and is a moderate bushfire hazard level.* Development response Compliance acknowledged

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
Element 2: Siting and Design To ensure that the siting and design of development minimises the level of bushfire impact	**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 (see explanatory notes). • Management: the APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones.' (see Schedule 1).	✓		The Acceptable solution A2.1 requires that the development site can achieve on completion a BAL not exceeding BAL-29, by an APZ within the boundaries of the lot. The proposed land use will not introduce any habitable building to a BAL level exceeding BAL 29. The existing dwellings (2) on the site, that are to be repurposed are sited at BAL 12.5. The site is to be developed with otherwise temporary structures erected for each event. The site until recently had been used for agriculture production, potatoes and horse agistment. The site is largely cleared of trees excepting the boundary of paddocks and at the perimeter(windrows). The site overall, subject to maintaining grasses to less than 100 mm. is low threat Development Response The site is to be maintained as low threat AS3959:2018.

Element 3: Vehicular Access To ensure that the vehicular access serving a subdivision/ development is available and safe during a bushfire event	**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.		✓	Performance Principle 4.2.5.5 WAPC Position Statement *Tourism Landuses in Bushfire Prone Areas 2019 (Tourism Position Statement)* The site is located 374 m east from the Yoongarillup Road which provides a through access to Sues Road, potentially south to Margaret River (through forest) north via Vasse Highway through pasture to the township of Busselton. Sues Road – Chapman Hill Road also provides an access north through pasture to Busselton. Following the Tourism Position Statement a Bushfire Risk Assessment has been undertaken at section 4 of this BMP, to identify the risk and treatments that will reasonably satisfy the intent of Element 3 and the SPP 3.7 Policy intent. The BRA has identified that the nominated operating period will avoid the usual period in which the FDI may exceed 50 (1 December to 31 March). The proposal has provision for closure on days outside the restricted period if the forecast FDI is to exceed an FDI of 50. The likelihood of exposure to a bushfire event, by avoiding 1 December to 31 March, is reduced from likely to unlikely. The access north to the Busselton Town Centre is through a moderate BHL, adjoined by open pasture. In the event a bushfire should occur that may restrict safe evacuation the site is large affording open refuge compliant with the ABCB Design and Construction of Community Bushfire refuges. The site will be provided with amenities and medical facilities that can support refuge at the site until it is safe to evacuate. The treatments include the measures to improve the efficiency of evacuation, to maximise the opportunity for safe evacuation as the first preference, the preparation of the site as low threat, and decisive management of the bushfire event response articulated in the BEEP. <u>Development Response</u> The risk treatments from section 4 are incorporated into the recommendation of this report and reflected in the Bushfire Emergency Evacuation Plan. Spatial arrangements are to be shown on Figure EX1.

A3.2 Public road

A public road is to meet the requirements in Table 6, Column 1.

Table 6: Vehicular access technical requirements

TECHNICAL REQUIREMENTS	1 Public road	2 Cul-de-sac	3 Private driveway	4 Emergency access way	5 Fire v access route
Minimum trafficable surface (m)	6*	6	4	6*	6*
Horizontal clearance (m)	6	6	6	6	6
Vertical clearance (m)	4.5	4.5/4	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

✓

Performance Principle 4.2.5.5

The Public Roads primarily utilised by this proposal are straight and level, sealed with 1.2 m shoulders and comply with the Table 6, Column 1.



Photo A5 - Yoongarillup Road view North



Photo A4 - Yoongarillup Road view West



Photo A3- Dog leg from Piggot Road

Espinos Road is a 5.5 m unsealed carriage road that serves three properties and is proposed to be utilised as an entry road for the proposal with Piggot Road (west boundary) providing the egress onto Yoongarillup Road. It is closely tree lined.

The site notwithstanding Espinos Road is not compliant with a public road width also has access to Piggot Road. Piggot Road is predominantly joined by open pasture, between the site entry an Yoongarillup Road.

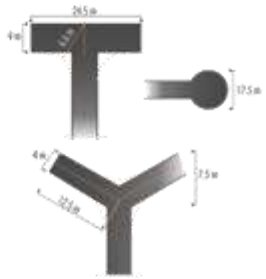
The Proposal has addressed the through road component by performance principle following the tourism position statement describe in A3.1.



Photo A1 - Espinos Road entry

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
				 Photo A2 - Espinos Road <u>Development Response</u> Espinos Road is not compliant with the technical requirements for public roads but provides a functional augmentation to the orderly access and egress from the site consistent with ensuring vehicle access serving the site is available and safe during a bushfire event. The alternate egress is provided by Piggot Road which is a sealed public road compliant with the technical requirements to support two way traffic.

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
	A3.3 Cul-de-sac (including a dead-end road) A cul-de-sac and/or a dead end road should be avoided in bushfire prone areas. **Where no alternative exists (i.e. the lot layout already exists and/or will need to be demonstrated by the proponent**), the following requirements are to be achieved: Requirements in Table 6, Column 2; • 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 area requirements, including a minimum 17.5 metre diameter head.		✓	Refer to the solution in A2.1
	A3.4 Battle-axe Requirements in Table 6, Column 3; • Maximum length: 600 metres; and Minimum width: six metres.	N/A		

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
	A3.5 Private driveway longer than 50 m Requirements in Table 6, Column 3; • 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; 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)  Figure 22: Design requirements for a private driveway longer than 50 metres	✓		All internal roadways will be constructed in compliance with Table 6 Column 3 and includes the opportunity to enter and leave in a forward direction. <u>Development Response</u> The construction of all internal driveways, in compliance with Table 6 Column 3, is to be applied as a condition of approval.

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
	A3.6 Emergency access way Requirements in Table 6, Column 4; • No further than 600 metres from a public road; • Provided as 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.	N/A		
	A3.7 Fire service access routes (perimeter roads) Requirements Table 6, Column 5; • 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); • No further than 600 metres from a public road; • Allow for two-way traffic and; • Must be signposted	N/A		
	A3.8 Firebreak width	C		Firebreaks are installed at the site and are to be maintained in accordance with the City of Busselton annual fire break notice. Development response A condition acknowledging the provision of a firebreak in accordance with the City fire break notice or variations approved by the City.

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
Element 4: Water To ensure that water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire	**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. **E4.1**: The Water Corporation's 'No. 63 Water Reticulation Standard' is deemed to be the baseline criterion for developments and should be applied unless local water supply authorities' conditions apply.	✓		
	A4.2 Non-reticulated areas • Volume: minimum 50,000 litres per tank; Ratio of tanks to lots: minimum one tank per 25 lots (or part thereof); • Tank location: no more than two kilometres to the furthermost 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 metres) are provided within three metres of each water tank; and • Water tanks and associated facilities are vested in the relevant local government	N/A		

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
	A4.3 Individual lots within non-reticulated areas (Only for use if creating 1 additional lot and cannot be applied cumulatively) Single lots above 500 square metres need a dedicated static water supply on the lot that has the effective capacity of 10,000 litres.	N/A		The site does not have access to a reticulated water supply nor a tank providing convenient access for emergency services The site will be supplied for domestic purposes from 2 bores onsite 8 outlets and has a license to take 3 m litres which will be used for irrigating the arena area.. It is recommended a tank or tanks be set aside with water (from the bore) that is exclusive for use by emergency services for firefighting. <u>Development response</u> A total of 50, 000 L is to be provided in a water tank/s convenient to the access way is to be provided for exclusive use by emergency services and provided with couplings to the City specification. It is acknowledged that the proposal includes a mobile 2000 L firefighting facility, in addition to campground extinguisher requirements under the *Caravan Parks and Camping Grounds Regulations 1997*. .

5.3 Bushfire Management Strategies

Further bushfire management strategies to those addressed under the bushfire protection criteria are addressed in this instance by the Bushfire Emergency Evacuation Plan (BEEP).

The principles of Emergency Management (listed below) that may apply to the proposal can be divided across the BMP and BEEP working in unison – the BMP determines the suitability of the location, and the BEEP describes the management actions. The two align with emergency management principles as follows:

- Prevention – avoidance and mitigation works undertaken in advance i.e. (Planned Asset protection Zone).
- Preparation – education, procedures, training i.e. Seasonal maintenance APZ, regular review of (BEEP)requirements, contacts , responsibilities, and warning systems
- Response – actions taken in an event for saving lives (primary) - early evacuation if safe or shelter as a last resort with survival procedures described (BEEP).
- Recovery – return and restoration procedures described (BEEP).

5.3.1 Vulnerable Development Emergency Evacuation (Cl 6.6)

The proposed BEEP is attached in Appendix 2 and follows the State Government's *A Guide to developing a Bushfire Emergency Evacuation Plan* October 2019 and the *Emergency Evacuation Plan template* V1.1. The BEEP has been developed consistent with the Australian Standard AS 3745-2010, Planning for Emergencies in facilities.

The attached BEEP incorporates the requirements listed under section 5.5.2 V1.3 Guidelines for Planning in Bushfire Prone areas and acknowledged in **Table 4.**

Table 4: Compliance with Cl. 5.5.2 *Guidelines for Planning in Bushfire Prone Areas*

The emergency evacuation plan should be concise and consider:	**Addressed in Emergency Evacuation Plan**
The number of visitors at the facility	12000 people inclusive of patrons and workers
Whether the occupants are permanent or transient	Transient
Whether there is a caretaker on site	Staff/Management will be present when the facility is receiving visitors.
Whether there are people with a disability, medically dependant, young children, or the elderly	Visitors are able-bodied or expected to be in the care of a patron.
Identification of a safe alternative location if there was a need for evacuation/relocation	Visitors are expected to return to their homes or their holiday accommodation.
A proposed method of movement of occupants to a safe location(s)	Private vehicles
Details of suitable access/egress routes for the expected type/volume of traffic, including alternatives when suitable roads are inaccessible, insufficient or inappropriate	Sues Road and Vasse Highway via Yoongarillup Road.
Transport options for those without access to private vehicles	Visitors are expected to arrive by private vehicle.

Options to shelter in place as a last resort	The facility will be restricted from operating for visitors between 1 December and 31 March and will be closed on days forecast to have an FDI 50+. Evacuation is the preferred response as per DFES instruction however if it is not safe to leave shelter will be required on site, moving to actively avoid the heat.
Roles and responsibilities of facility personnel and emergency services.	Mayfly Property Group (or its successor) will be responsible for the preparation of the facility before the commencement of each bushfire season. Mayfly Property Group will ensure the operator have staff present at all times who are familiar with the locality. Emergency procedures and responsibilities shall be clearly displayed within the administration building, but more importantly all staff will be trained in the evacuation procedure. Prior to each bushfire season arrangements for emergency bus attendance and traffic controls will be affirmed.

The emergency evacuation plan should consider if actions will change based on a series of triggers, such as:	Addressed in Emergency Evacuation Plan
Effective warning methods appropriate for the occupants (including consideration of at-risk persons and the demographics of the occupants)	The Chief Warden (nominated event manager on site) will monitor the media for Fire Danger Rating information and be trained in the triggers and procedure for evacuation.
Closure of facility and early relocation of occupants appropriate to the fire danger rating (FDR) and bushfire warnings	
Any local government bushfire requirements (for example, harvest and vehicle movement bans)	N/A
A suitably qualified emergency management professional should prepare the emergency evacuation plan in collaboration with relevant stakeholders including the landowner/developer and the local government (refer to section 6.14 of the Guidelines)	Anthony Rowe Accreditation Level 3 Accreditation Number: 36690

5.4 Spatial representation of the bushfire management strategies

Further to the assessment against the bushfire protection criteria, the key features demonstrating compliance should be represented spatially in the *Spatial representation of the bushfire management strategies*. It represents the required bushfire risk management measures that must be implemented and maintained.

The Spatial representation of the bushfire management strategies is provided in Figure EX1.

6. RESPONSIBILITIES FOR IMPLEMENTATION AND MANAGEMENT OF THE BUSHFIRE MEASURES

The responsibilities for implementation and management of the bushfire measures, summarises the measures identified to achieve compliance with the bushfire protection measures following SPP 3.7. This has been provided in the Executive Summary. The details contained within the planning application authorised by the responsible decision maker are enforceable under section 214 of the *Planning and Development Act 2005*. The items addressed in the table responsibilities for implementation and management of the bushfire measures form part of the planning authorisation and where there is conflict supersede the detail of the planning application.

The responsibilities assigned to the City of Busselton reflect the current activities of the City and are not to be relied upon nor are they binding upon the City as a consequence of this Bushfire Management Plan.

1. The site is restricted from operating for visitors between 1 December and 31 March annually.

2. The site is restricted from operating on days that had been forecast to have a fire danger rating of severe or higher (FDI 50+).

   Note: This is described in the Bushfire Emergency Evacuation Plan.

3. The adoption of the Bushfire Emergency Evacuation Plan (Appendix 1 here in).

   Note: the Emergency Evacuation Plan includes the prevention, preparation, response and recovery identified in the Risk Register.

   Note: the establishment of traffic controls within the site and public roads is important in the consideration of the evacuation rate and the decision to evacuate or shelter. Arrangements are to be made through the City in this regard with the support of LEMC partners.

4. The site is to be maintained in a low threat condition as described in AS3959:2018, cl. 2.2.3.2 (e) and (f).

5. No campground tent is to be erected within 17 m of the site boundary (to not exceed a BAL rating of BAL 12 .5.)

6. Tent material selection should be resistant to the BAL level commensurate to its location on the site.

   Note: it is recommended the site be evacuated if a fire may arrive from the south that may expose the site to ember attack: ember attack could ignite tents.

7. Emergency Assembly Areas are to be established within the site, with a total area of 1.44 ha located in areas with direct vehicle access and exposed to no more than 2 kW m2.

   Note: All tents in and within 10 m of the assembly area are to be removed from this space (collapsed and secured flat) to reduce the risk of ignition and exposure of the assembly area to heat.

8. All vehicle accessways within the site are to be constructed compliant with the Technical Requirements for a Private Driveway Table 6 Column 3.

9. Firebreaks are to be installed and maintained in accordance with the City Firebreak Notice.

10. A 50 000 L water tank provided and dedicated for emergency services use, is to be positioned within 4 m of the western boundary vehicle access. The tank is to be signposted and provided with couplings to the City Standard. The couplings and the tank are to be positioned to facilitate the service of emergency service vehicles without obstruction of vehicle movement.
A mobile firefighting facility of 2000 L is to be provided on site at all times during the operation of the facility.

11. In accordance with the requirement of State Planning Policy 3.7 (cl. 6.10) a notification, pursuant to Section 165 of the Planning and Development Act 2005, is to be placed on the certificate(s) of title. The notification is to state as follows:

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land"

APPENDIX 1 - Emergency Evacuation Plan

BUSHFIRE EMERGENCY EVACUATION DOCUMENTS

Mayfly Property Group

64 Espinos Road Sabina River

23 JULY 2021

This document contains two parts:

1. The preparation compliance with the WAPC A *Guide to developing a BUSHFIRE EMERGENCY EVACUATION PLAN October 2019: and*

2. The Emergency Evacuation Plan contained in Appendix 1. The Emergency Evacuation Plan incorporates the requirement of AS3745-2010 where relevant in the WAPC Emergency Evacuation Plan Template.

Section 1 does not form part of Emergency Plan

ENVISION BUSHFIRE PROTECTION BUSSELTON I PERTH
E: admin@envisionbp.com.au T: 0429 122 179

envision bushfire protection

1. ESTABLISHING THE EMERGENCY MANAGEMENT TEAM

In accordance with the Guidelines for preparing a bushfire emergency evacuation plan an accredited bushfire practitioner was engaged (Anthony Rowe BPAD L3 36690).

The bushfire planning practitioner has been responsible for assisting the emergency management team with

- The establishment and implementation of emergency plans and procedures following the Bushfire Management Plan dated 23 July 2021.
- Formulation of emergency procedures
- Reviewing the local emergency services

The Emergency Planning Committee with feedback from the Emergency Management Team should regularly review the emergency evacuation plan to ensure it remains practical and current.

Emergency Planning Committee (EPC)

The **Emergency Planning Committee** is the Mayfly Property Group. It is responsible for overseeing the preparation of the site grounds and any supporting facilities required for protection in a bushfire, are operational and fit for purpose prior to the bushfire season – by 1 August each year. This includes attendance to any maintenance required to minimise the risk of damage from bushfire attack and extends to ensuring that first aid kits are up to date.

The Emergency Planning Committee should regularly review the emergency evacuation plan to ensure it remains practical and current. Arrangement for supplementary transport in an emergency must be affirmed before 1 August each year.

The Committee is responsible for reviewing the BEEP and overseeing the undertaking of education and training. It evaluates the outcomes of any drills and ensures appropriate resources are provided to prepare for the bushfire season.

The Committee is responsible for establishing the Emergency Management Team with each event operator affirming the appointment of a Chief Warden as the person responsible during a bushfire event and for assigning roles and responsibilities to staff for response.

The Event operator must have insurance for the operational closure of the facility (evacuation on the prior day) for any day forecast to have a Fire Danger Rating "Severe" or higher.

The difference between the **Emergency Planning Committee** and the **Emergency Management Team** is the Emergency Planning Committee is responsible for all things in planning for the occurrence of a bushfire and preparing the facility to minimise any adverse effects. The priority is human safety.

The Emergency Management Team responds to the bushfire event. It comprises the people expected to be in attendance at the time of a bushfire event. Its priority is human safety, and a secondary priority may also include firefighting if trained. There should be no expectation upon any visitor to the facility to participate in firefighting.

Emergency Management Team (EMT)

The Emergency Management Team shall comprise staff assigned to the following positions:

- Chief Warden
- Area Warden Communication
- Area Warden Traffic
- Assembly Area wardens

The Chief Warden will be responsible for monitoring bushfire risk to the site and responding to a bushfire event and ensuring the safety of visitors.

Section 1 does not form part of Emergency Plan

2. PREPARING THE EMERGENCY PLAN

The emergency plan applies to the events facility, at 64 Espinos Road Sabina River (the site).

The Bushfire Management Plan dated **23 July 2021** articulates bushfire safety measures that include:

- Identification of the site maintenance
- The identification of the Assembly Areas
- Provision of firefighting equipment

This Emergency Plan has been prepared in response to bushfire threats identified in the BMP.

The site is within the rural area of Sabina River 15 Km south of the Busselton Town Centre.

- Monitor the DFES Alerts and Warnings web page https://www.emergency.wa.gov.au
  The Chief Warden is responsible for monitoring this site at regular intervals.

Evacuate before the fires arrival when safe to do so.

- If a fire is approaching the site but will not reach the site or an evacuation route within 4 hours (Chief Warden). The Chief Warden should monitor the progress of the fire throughout the evacuation and may suspend the evacuation if it cannot be completed before the arrival of the fire would impact the site or the evacuation route.
- If directly advised to leave by DFES or the police (Chief Warden)

Time Required to Evacuate – 4 hours with traffic management in place. 8 hours without traffic management.

Transportation Arrangements – Private Vehicle and rotating bus (rotating 25 buses @ 55 persons each).

3. DETERMINE EMERGENCY ACTION

The **primary action** in response to bushfire threat is early **evacuation**.

In a bushfire event, announcements will be made via electronic media and online, regarding bushfire incidents and potential threats to the site.

- Monitor the DFES Alerts and Warnings web page **https://www.emergency.wa.gov.au**
  The Chief Warden is responsible for monitoring this site at regular intervals during the bushfire season

The Trigger to evacuate.

- If directly advised to leave by DFES or the Police – aware of the facility evacuation time.
- Public Notice to evacuate, if a fire is expected to reach the site but not within 4 hours.
- If the forecast is for a fire danger rating of Severe or greater, made by the Bureau of Meteorology for the following day.
- There is a risk of a flare up of a controlled fire that may affect the site.

Time Required to Evacuate – 4 Hours

Suitable Access Routes: from Piggot Road on to Yoongarillup Road and either west to Sues Road or north to Vasse Highway following the road to Bussell Highway.

Transportation Arrangements: Private Vehicles retained on site by patrons (6000 patrons) and by supplementary emergency bus arrangements (rotating 25 buses @ 55 persons each for 6000 patrons).

Section 1 does not form part of Emergency Plan

The Trigger to evacuate.

- If DFES or Police (with awareness of the time required for total evacuation of the facility) directly advise evacuation required.
- If smoke or fire is observed nearby, insufficient time to evacuate.
- A Severe plus fire danger rating day is forecast.

Section 1 - does not form part of Emergency Plan

4. EVACUATION / SHELTER REQUIREMENTS

Visitors to the site will arrive by their own transport or by private buses arranged for the event.

Up to 50% of patrons may camp at the site during the event. Other patrons will have off site accommodation, primarily accessible from the Busselton township. Evacuation is therefore to the Busselton Township either for return to accommodation or to Bovell Park as a staging place.

Supplementary bus transport will be provided and is expected to rotate between Bovell Park and the site until the evacuation is complete.

Whilst shelter on site is not preferred over evacuation if safe to do so, the owner should ensure the site is maintained as a low bushfire threat. An assembly area for staging evacuation and shelter , up to 1.4 ha in area has been identified (BMP 23 July 2021), that is compliant with National open refuge standards (<2 kWm^2).

PRIMARY AND SECONDARY EMERGENCY PROCEDURES

The Emergency Evacuation Plan must be reviewed annually, ensuring all information, procedures, contact details and any attached publications (e.g. DFES) are current.

A current copy must be kept at the facility, and an A3 size copy of the evacuation diagram is to be displayed at the administration building.

The Primary procedure is to Evacuate.

The Secondary procedure is to Shelter.

5. TRAINING REQUIREMENTS

The **Emergency Planning Committee** is responsible for:

- The written procedures applicable to the site.
- Identifying the Individual roles and responsibilities to be affirmed by the event operator.
- Identifying Response Actions
  - Access and egress routes and managing evacuation.
  - Assembly point location and shelter procedures.
- Ensuring the facility is prepared to respond to a bushfire event.

The **Emergency Management Team** is responsible for:

- Nominating the Chief Warden
  - The Chief Warden or Deputy Chief Warden must be on site throughout the event operation
- Acknowledging the emergency response plan and the evacuation procedures.
- Acknowledging the location of facilities
- Allocating responsibilities and providing evidence of capability/training
  - Nominating the chief warden, monitoring for risk, determining the response, overseeing implementation of the response
  - Nominating the traffic management responsibility
  - Nominating the communications warden
  - Nominating the first aid warden
  - Nominating Wardens Assembly area managers
  - Nominating site wardens (marshalling patrons to the assembly are, preparing the site (collapsing tents) operating firefighting facilities (mobile unit)

Section 2 does not form part of Emergency Plan

Emergency Evacuation Plan Preparation Checklist

The following questions will assist the individual in developing or reviewing the Emergency Evacuation Plan to identify an off-site location. For an appropriate off-site location		
If there are occupants with support needs that require a similar facility to support them, is the off-site location suitable?	Yes No	☐ ☐
Comment: Visitors with support needs may attend the facility but would have a carer or family member in attendance with them to provide the required support.		
Is the off-site location in an area away from the effects of a bushfire?	Yes No	☒ ☐
Comment: Bovell Park or a City nominated emergency evacuation facility		
Are there amenities (toilets, food, water etc.) available at the off-site location? (if applicable)	Yes No	☒ ☐
Can the off-site location accommodate the number of occupants?	Yes No	☒ ☐
Comment: Bovell Park or a City nominated emergency evacuation facility		
Does the route to the off-site location require transporting through bushfire affected areas or areas that may be affected by an approaching bushfire?	**Yes** **No**	☒ ☐
Has the owner of the off-site location advised that they are happy to accommodate occupants if evacuation from a bushfire emergency occurs?	Yes No	☒ ☐
Comment: City nominated emergency evacuation facility		

Section 1 - does not form part of Emergency Plan

Consider the following questions to assist in planning transport arrangements.		
Do you have your own transport for all occupants? **If no what transport provider will you use?** Visitors will have their own transport Private bus company Transport is to be arranged min 25 buses (55 person capacity) rotating whilst safe until evacuation is complete	Yes No	☐ ☒
Are private vehicles to be used?	Yes No	☒ ☐
If using private vehicles will there be sufficient vehicles to transport all the occupants, will they be available when you need them, and will there be drivers available? **If no, consider another mode of transport** Private vehicles will be retained on site throughout the event. A minimum of 25 buses is to be arranged for supplementary emergency transport.	Yes No	☒ ☐
Will there be sufficient vehicles to transport all occupants? All visitors will arrive by private transport Private bus company Transport is to be arranged min 25 buses (55 person capacity) rotating whilst it is safe until evacuation is complete	Yes No	☒ ☐
Have occupants with support needs been considered when determining transport types and necessary timing to evacuate?	Yes No	☒ ☐
Do you require ambulances? **If yes, St John Ambulance Australia needs to be consulted.**	Yes No	☐ ☒
Is a community bus available?	Yes No	☐ ☒
Will community buses be available when you need them and will drivers be available?	Yes No	☐ ☒
Are other means of transport available? Open space is available for helicopter access.	Yes No	☒ ☐
Do you need any other type of special transport?	Yes No	☐ ☒

Section 1 - does not form part of Emergency Plan

The following questions will assist the individual in developing or reviewing the Emergency Evacuation Plan to identify an on-site building. For an appropriate building, the answers to the below questions should receive a 'yes'.		
Is the property well maintained and kept free from a build-up of fuel and leaf litter in gutters and around buildings?	Yes No	☒ ☐
• The standards for low threat AS3959:2018 should be used as a reference		
Is there a building on-site that is away from bushland and is unlikely to be impacted by bushfire?	Yes No	☐ ☒
Existing buildings (2 dwellings) are sited at BAL 12.5		
Is the building constructed in a manner that minimises bushfire attack with appropriate Asset Protection Zones?	Yes No	☐ ☐
The buildings predate bushfire construction standards. They will be surrounded by low threat conditions on site but have a BAL attributed to the condition of adjoining land.		
Can the building accommodate the number of occupants and visitors?	Yes No	☒ ☐
Refuge (Assembly Area) is to be provided in an open space area, 2 kWm² and min 1.4 ha to accommodate all patrons.		
Is there ease of accessibility to the building, and is it easily identifiable?	Yes No	☒ ☐
The Refuge (Assembly Area) is accessible to vehicles, bus transport and ambulances if required.		
Is there access to amenities (toilets, food, water, etc.) away from the effects of a bushfire?	Yes No	☒ ☐
The facility has amenities for overnight stay, food, water, ablutions and first aid.		

Section 3 does not form part of Emergency Plan

BUSHFIRE EMERGENCY PLAN

NAME OF FACILITY	Mayfly Property Group
ADDRESS	Lot 21 (64) Espinos Road Sabina River
PREPARED BY	Anthony Rowe, L3 BPAD 36690
OWNER/OPERATOR	
DATE	23 July 2021
VERSION NUMBER	1

Document Control

Version	Date	Details	Undertaken by
1	23/07/2021	DRAFT	Anthony Rowe

Emergency Management Team

Name	Role	Identification Colour	Contact Details
	Chief Warden	White	
	Deputy Chief Warden	White	
	Area Warden (Communication)	Orange	
	Area Warden (Traffic) enacting emergency bus support, overseeing appointments for on site traffic management, route control points traffic management, and destination traffic management (Bovell Park)	Red	
	Area Warden (first aid)	Green	

	Area Wardens (Assembly area managers)	Red	
	Area Wardens - (marshalling patrons to the assembly area, preparing the site collapsing tents, operating firefighting facilities (mobile unit))	Red	

FACILITY DETAILS

This Plan is for the festival space at 64 Espinos Road Sabina River (the site) and has been designed to assist management in protecting life and property in the event of a bushfire.

The plan outlines procedures for both **evacuation** and **shelter-in-place** to enhance the protection of occupants from the threat of a bushfire.

The primary action to follow in a bushfire emergency is to:

Evacuate ☒ Shelter in place ☒

NAME OF CONTACT PERSON		TBC	
POSITION / ROLE OF CONTACT PERSON		TBC	
PHONE NUMBER		TBC prior operation	
FACILITY TYPE	Festival open space	NUMBER OF BUILDINGS	Administration building Caretaker residence Temporary structures
NUMBER OF STAFF	tbc	NUMBER OF OCCUPANTS	12 000 including workers
NUMBER OF OCCUPANTS WITH SUPPORT NEEDS		0	
DESCRIPTION OF SUPPORT NEEDS		Not applicable	

RESPONSIBILITIES

The following outlines who has responsibility for implementing emergency procedures in the event of a bushfire.

Position	Role	Responsibility
Mayfly Property Group **Emergency Planning Committee (EPC)**		• Ensure the site is prepared for the bushfire season. • Ensure the site is prepared as low threat (AS3959:2018 – cl.2.2.3.2 (e) and (f)) prior to each event. • Establish facilities are in working order, communications, fire services, PPE, first aid stores.
Event Operator **Emergency Management Team (EMC)**	Chief Warden	• Monitor conditions on Severe plus FDR days o Local ABC Radio 684 am o emergency.wa.gov.au If a fire may affect the site • Determine with DFES/emergency services that safe evacuation is available - 4 hours is required. • Call and confirm the availability of bus transport. **To facilitate complete evacuation of the site within 4 hours, 25 buses will be required to attend the site (within 30 minutes of request) and commence rotation between the site and Bovell Park.** • Determine to Evacuate- advise visitors to evacuate due to an emergency warning • Remain contactable (mobile phone) at all times – Advise visitors of the safe route and destination – Ensure all visitors have been accounted for and have evacuated – evacuate staff

EMERGENCY CONTACTS

Name of Organisation	Office / Contact	Contact details
Fire / Police / Ambulance	Fire or Emergency	**000 (112 from a mobile)**
Department of Fire & Emergency Services	Emergency Information	**13 33 37 (13 DFES)**
Emergency WA	Warnings and incidents	**www.emergency.wa.gov.au**
Bureau of Meteorology	Weather information	**1300 659 213**

Secondary Contacts

Name of Organisation	Office / Contact	Contact details

PREPAREDNESS

CHECKLIST – ongoing, prior to and during the bushfire season
Please refer to the checklist in Attachment 1

AWARENESS AND PRE-EMPTIVE PROCEDURES

The following outlines the actions that must be taken to ensure occupants maintain an awareness of the bushfire threat and the appropriate procedures to follow.

Actions	Frequency	Responsible Person
During operating days (event set up and dismanteling and when patrons are on site)		
Check the Emergency WA website for alerts and warnings www.emergency.wa.gov.au	Monitor continuously operating each day. Register Mobile Phone for alerts, maintain phone operation for public alerts, check emergency WA website regularly, every 30 minutes.	Chief Warden
Days forecast Severe Fire Danger rating		
Check the Emergency WA website **daily** for alerts and Beurea of Meterology forecast warnings http://www.bom.gov.au/wa/forecasts/fire-danger-ratings.shtml www.emergency.wa.gov.au	Check prior to opening each day and actively monitor any incidents within 20 Km – Note the minimum safe evacuation time is 4 hours, more than 4 hours before the arrival of a fire at the site or the evacuation route is required for safe evacuation	Chief Warden

The Department of Fire and Emergency Services provides community and emergency advice about predicted and current conditions that advise about the level of bushfire threat.

The Fire Danger Rating (**FDR**) is based on the forecast weather conditions, the higher the rating, the higher the threat.

Extreme or Catastrophic ratings are the highest level and represent unsafe conditions.

Fire Danger Rating (DFES)	Emergency Warnings and Actions
CATASTROPHIC / **EXTREME**	**EMERGENCY WARNING**
The worst conditions for a fire. Homes are not designed or built to withstand a fire in these conditions. The only safe place is away from bushfire risk areas.	*An out of control fire is approaching very fast. You must leave now if it is safe to do so or act immediately to survive.*
SEVERE / **VERY HIGH**	**WATCH AND ACT**
Seek out information and be ready to leave or stay and actively defend your property if a fire starts. Only stay if you are 100% prepared.	*A fire is approaching and is out of control. You must leave now check it is safe to do so.*
HIGH / **LOW - MODERATE**	**ADVICE**
Be vigilant. Check your fire plan and continue to monitor conditions as they can change quickly.	*A fire has started, but there is no immediate danger. Stay alert and watch for signs of a fire.*

EMERGENCY PROCEDURE, LOCATION, AND TRANSPORT DETAILS

Evacuation

Designated evacuation assembly point/s

1. Nominated Assembly Areas

Primary off-site location

Name of venue	**Bovell Park (Oval)**		
Address of venue	**28 Vasse Highway Bovell**		
Nearest cross street	Bussell Highway	Map reference	89P8+GW Bovell
Venue phone number	(08) 9207 8555		
Primary route to location	Head west on Yoongarillup Road to Sues Road and onto Vasse Highway		
Secondary route to location	Head north on Yoongarillup Road to Vasse Highway, onto Sues Road and Bussell Highway.		

Primary transportation arrangements

Visitors will have transport adequate for all members of their party (private vehicle retained at site).

Private bus arrangement – 25 buses on rotation to Bovell Park while safe and until the site is fully evacuated.

Estimated travelling time to destination

Mobilisation is 30 minutes

10 minutes travel time (car)

Cycle time per bus is 45 minutes (estimated total evacuation time is 4 hours)

Secondary off-site location

Name of venue	**Geographe Leisure Centre**		
Address of venue	Queen Elizabeth Avenue West Busselton		
Nearest cross street	Morrison Road	Map reference	88MG+64 West Busselton
Primary route to location	Head west on Yoongarillup Road to Sues Road and onto Vasse Highway and Bussell Highway to Queen Elizabeth Avenue		
Secondary route to location	Head north on Yoongarillup Road to Vasse Highway, onto Sues Road and Bussell Highway to Queen Elizabeth Avenue		

Secondary transportation arrangements

Visitors will have their own transport adequate for all members of the party.

Estimated travelling time to destination

Mobilisation is 30 minutes

20 minutes travel time (car)

Cycle time per bus is 75 minutes (estimated total evacuation time is 4 hours)

EVACUATE OR SURVIVAL

The **primary action** to follow if there is an imminent bushfire threat is to **EVACUATE** following confirmation (DFES or emergency services) that a safe evacuation route is available.

Shelter in place is not recommended.

Refer to DFES publication (attachment 2) for survival instructions.

Procedures for evacuation and shelter-in-place in the event of a bushfire.

Trigger	Action	Responsible Person
EVACUATE		
WATCH and ACT – EVACUATE A fire is more than 4 hours from the site DFES have advised to evacuate and confirmed the route is safe Or The following day has been forecast to have a Severe Fire Danger Rating	• Determine to Evacuate • Ensure bus attendance (25) • Establish traffic controls, on and offsite. • Alert/announce evacuation is to take place • Assemble patrons to assemble area, release day visitors to cars at a rate of 200 vehicle release. • Release campers to pack down tents to evacuate, mange release at a rate of 200 vehicles. • Release vehicles from the site 200 at a time and divide between Yoongarillup Road to the west and to the north. • Day visitors to evacuate first – campers will take longer to mobilise, pack tents. • Monitor the condition and congestion of the evacuation routes, release vehicle rate to minimise congestion. • Maintain bus rotation whilst safe to do so and until evacuation is complete, alight buses from the assembly area. • Mobile food stalls should be retained at site with personnel to be evacuated after patrons. Service encouraged throughout the assembly period – to provide comfort whilst waiting to evacuate. • Monitor evacuation route progress; withhold release if congestion occurs along the route or the safe evacuation cannot be completed.	Chief Warden to determine to evacuate and maintain oversite Delegate immediate requests to the deputy chief warden Transport warden to ensure traffic management is in place, sending responsible person to their positions and maintaining contact mobile phone Communication warden to keep all patron informed as instructed by the Chief warden Area wardens to assist with the orderly release, scheduling the alighting to buses and moving to vehicles.
SURVIVAL – only if advised by DFES it is not possible to leave and shelter in place as a last resort is to be taken		
EMEGENCY – SURVIVAL A fire is approaching within 4 hours	• Determine to Shelter	**Chief Warden**

DFES have advised it is not safe to evacuate	• Contact emergency services to advise you are sheltering in place. • Alert/announce Shelter is to take place • Assemble patrons to assemble area • Release campers to pack down tents and return to assembly area • Provide leadership through shelter and avoid panic- • maintain assembly (cars may provide some protection from the element, ensure people remain in communication). • Position mobile unit for quick response to the assembly area Fire Suppression – detect, respond, access and apply sufficient suppression – • Area wardens to ensure the site has been evacuated to the assembly area • Monitor the fire's passing • Determine the fire passing • Extinguish small fires • Confirm safety to evacuate • Commence evacuation	Chief Warden to determine to evacuate and maintain oversite Delegate immediate requests to the deputy chief warden Communication warden to keep all patrons informed as instructed by the Chief warden Area wardens to assist with the orderly preparation of the site, including the packing of tents within time for evacuation of all patrons to the assembly area before the fire arrival. Area wardens to oversee the comfort of assembled people, maintain hydration, and concentrate the assembly during the fires passing. Area wardens to monitor injuries and refer to first aid. Area wardens assigned firefighting are to apply PPE, ensure the assembly area is cleared of structures, collapse and secure tents within 10 m, monitor conditions and apply suppression to any small fires, but prioritise the safety of he assembly area.

RECOVERY

Action	Responsible Person
Following an evacuation when the area has been deemed safe by emergency services the owner/manager will: • return to the site • check grounds for any smouldering objects • determine when it will be safe to re-open	**Chief Warden**
Debrief – assess the severity of the event; – would the actions taken be sufficient to ensure the safety of staff and visitors in an extreme event; – were there any unexpected problems not accounted for in the existing emergency plan; – update the emergency plan to include any learnings from the event.	**Emergency Planning Committee (owner) with the Emergency Management Team (Chief Warden)**

Attachment 1 – **Seasonal Preparation and Event Preparation**

Seasonal Preparation checklist - Mayfly Property Group

The site is in low threat condition, all grasses are less than 100 mm tall.

Tree canopies are pruned 3 m above the ground

The nominated assembly areas are clear and level

A 50000 L supply of water is available with coupling to City specification. Ensure the tank/s are full and the coupling is in working order and directly accessible to the access.

The access to the tank for filling is to be clear of the accessway

Arrangements have been affirmed for traffic management and the provision of buses for emergency evacuation.

City approval has been affirmed for the use of Bovell Park, for evacuation.

The facility will not operate for patrons between 1 December and 31 March

The facility will not operate when the Fire Danger Rating is Severe or higher

The mobile firefighting unit is in working order, and capable of filling from the site bore supply.

A standpipe is to be constructed, with an appropriate coupling to supply bore water for the site's firefighting requirements.

Drinking water is to be supplied onsite with the capacity of 12000 L

Event checklist – to be witness by Mayfly Property Group prior to the conduct of an event

Event preparations - Event Operator

Delineate the (emergency) assembly area, with a total are no less than 1.4 ha, The area is to be clear and open with demountable structures only

Delineate all vehicle access ways onsite and install directional signage for traffic management

All vehicle access ways are constructed with a 6 m horizontal width, a vertical clearance of 4.5 m, a vehicle tonnage capacity of 15 tonnes and throughway or turn around to enable fire fighting vehicles to exit in a forward direction.

The bus pick up and drop off, and appliance access to the water tank for firefighting is clear of the accessway, to permit unobstructed vehicle movement.

Amenities (ablutions, drinking water, food) are to be located with immediate access to the assembly area

Ensure the first aid is equipped for bushfire injuries, burns to fire fighters, minor injuries to patrons and respiratory sensitivities. Smoke masks may be stored and supplied as a precaution for sensitive individuals

Ensure all person assign a responsibility are contactable mobile phone throughout the operation of the facility for patrons.

Confirmations

- Arrangement are in place for the supply of 25 buses for emergency evacuation
- The City has been notified for use of Bovell Park
- Traffic management has been organised
- All emergency position holders have received training. A drill is to be conducted by the operator before an event.
- Personnel assigned to firefighting have training, PPE and are instructed in the operation of equipment.

Preparations preceding the fire arrival

Collapse tents and secure on ground, within and within 10 m of the assembly area to reduce ignition.

Close all bin lid, ensure flammable material are not expose or laid flat on the ground.

Retain mobile unit for quick response to the assembly area Fire Suppression – detect, respond, access and apply sufficient suppression

Attachment 2 – **Traffic management**

Traffic Management

3000 private vehicles for 6000 patrons and workers

25 buses on rotation until evacuation is complete, buses to use the Yoongarillup Road (west) Sues Road, Vasse Highway to Bovell Park – return to site. Expected cycle time is 45 minutes.

Onsite traffic control required

Traffic control within the site will be required to control release from the day car park

From the camping ground entry roads @2

At the bus drop off pick up.

Offsite traffic control required

At the Yoongarillup Road intersection to direct west and north

At the Yoongarillup Road intersection to facilitate the right hand turn onto Sues Road

At the Sues Road Vasse Highway intersection. Signage for vehicles on Sues Road to left turn onto Vasse Highway to Bovell Park

At the Sues Road Vasse Highway intersection to facilitate a right hand turn from Vasse Highway onto Sures Road and to Bussell Highway to Bovell Park

Bovell Park – entry and at the parking are to oversee the orderly parking of vehicles.

Reporting flow adjustment

All offsite positions should keep the Chief Warden informed of the flow rate and congestion, the Chief Warden to determine increase or withhold the release rate from the site for each route.

Attachment 3 – Emergency Plan

BUSHFIRE EMERGENCY RESPONSE PLAN

FACILITY DETAILS

Location 64 Espinos Road Sabina River

Facility: Music Festival Site

Guests : **Maximum 12000**

CONTACT PERSONS	ROLE	CONTACT NO.
	Manager	

Event nominated Chief Warden

- Monitor Alerts, Determine with DFES (emergency services) that evacuation is safe, or shelter is necessary
- Alert and Instruct visitors
- Advise visitors to evacuate and confirm the evacuation destination and route
- Ensure all visitors have been accounted for and evacuation is complete
- **If not safe to evacuate** – Advise visitors of safety procedures, maintain confidence and keep calm.
- Remain contactable (mobile phone) at all times

INFORMATION SOURCES

Local ABC radio	684 am
DFES information line	13 33 37
Emergency WA	www.emergency.wa.gov.au
Bureau of Meteorology	1300 659 213

EMERGENCY CONTACTS

Fire, Police or Ambulance 000

EMERGENCY WARNINGS (DFES)

ADVICE – PREPARE TO EVACUATE

Trigger: Fire is greater than 3 hours away

An ADVICE warning has been issued across telecommunications media of an incident nearby (within 20 km).

Response:

The Chief Warden will take the following information into consideration when determining if and when to evacuate:

- The severity of the bushfire incident.
- Approximate time for the bushfire to impact the facility.

If the decision is made to evacuate, follow the procedure under Watch and Act.

WATCH AND ACT - EVACUATE

Triggers

- A fire is approaching the site but will not reach the site or impact the evacuation route within 4 hours
- DFES or Police have advised EVACUATION IS REQUIRED (Public Notice)
- Smoke or fire is observed and DFES have confirmed safe evacuation is available.

Confirm with DFES or police the direction in which evacuation should be taken (public information).

Response:

- direct patrons to the assembly area
- Advise patrons of the evacuation destination and route.
- Enact traffic management and bus request
- Oversee evacuation of visitors by private vehicles and bus.
- Maintain a staged and orderly movement of vehicles
- Monitor vehicle process along routes, withhold release if congestion occurs along the route.

Vehicle Management

50% of visitors are expected to arrive by private vehicle. Up to 3000 private vehicles are expected to be at the site.

Arrangements are in place for 25 buses to attend to support emergency evacuation

EMERGENCY - SURVIVAL

Trigger: The fire will arrive within 3 hours

DFES or Police have advised **EVACUATION IS NOT SAFE**
or
Smoke or fire is observed near by

Response

Shelter Plan – only to be enacted in the event that DFES or police have advised a safe evacuation route is not available

- direct patrons to the assembly area
- Close al bins and cover any flammable materials or place flat on the ground
- Flatten and secure tents within 10 m of the assembly area
- Assign wardens to keep patrons calm, and supply water to maintain hydration
- Monitor the fire's passing
- Move to avoid heat.
- Attend to minor injuries at first aid station
- Use the mobile firefighting unit to attend to any small fires, prioritising the assembly area.

Note:
Falling debris and embers are a hazard when sheltering outside.
Vehicles may be used for shelter but communication must be maintained throughout.
Vehicles can provide protection up to BAL-10.

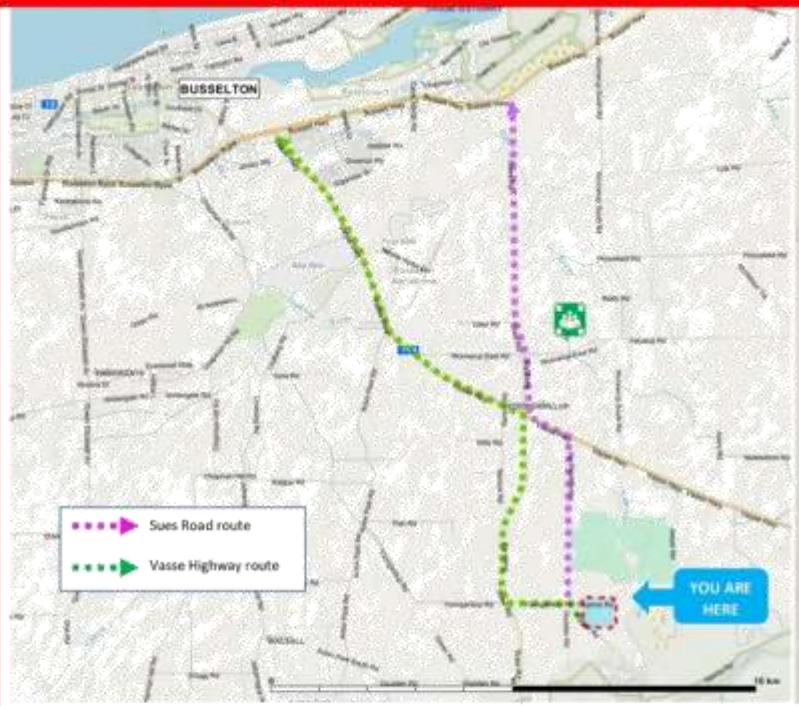
ALL CLEAR

When emergency services have deemed the area safe:

- Return to the site (chief warden)
  - check buildings and grounds for any smouldering objects.
  - determine if it is safe for visitors to return
- Monitor grounds and buildings, particularly roofs for smouldering material and small fires for 24 hours after the bushfire event. Extinguish small fires if safe to do so.
- Debrief.

Attachment 4 – Evacuation Map

EMERGENCY EVACUATION DIAGRAM





Your Location Is - **64 Espinos Road Sabina River**

EVACUATE if DFES or Police advise evacuation is required or if you see an uncontrolled fire

Follow instructions from the Emergency Services Incident Controller (the DFES officer managing the fire) Evacuate only if the route to Busselton Town Centre is safe.

- Call for bus support and move to the Assembly area
- Evacuate to the Busselton Town Centre as directed by Emergency Services.
- Release private vehicles from the site in an orderly manner.

DO NOT TRAVEL THROUGH FIRE

Monitor Emergency Information: ABC Radio 684AM; DFES information 13 33 37; Emergency WA - www.emergency.wa.gov.au

SURVIVAL - if it is not safe to leave - advise DFES (ph. 13 33 37) of your location and the number of persons present

- Move to the Assembly area
- Keep patrons assembled and hydrated
- Monitor the fire's passing
- Move to avoid heat if required
- Evacuate the site when DFES/Emergency Services confirm a safe route is available

APPENDIX 2 – Risk Register

Risk Register (NERAG Appendix Template)

RISK IDENTIFICATION

Risk No	Risk Description	Source of Risk	Consequence Category	Prevention and Preparedness Controls	Response and recovery
	• The site is separated 15 km from the township of Busselton within a rural area. • Access to Busselton north by vehicle. • There is the potential for a bushfire to occur in the location of the proposal • The most intense bushfire attack is expected from the south during 1 December to 31 March	• Open venues and vehicles do not provide a high level of protection from bushfire impact; lethal heat. • There is potential to be impacted by bushfire at site (without sufficient separation) or whilst evacuating on road (insufficient separation).	• Catastrophic (potential for fatality) • Major (respiratory distress from smoke) • Insignificant (eye irritation)	**Prevention** • Public education 'fire plan' • Public notification FDR days. • Enforcement of total fire bans. **Preparedness** • Public notification of fire warnings and actions • Broad area private land management, slashed grasses and southern forest fuel reduction 10 year cycle in: to reduce fire intensity • Distribution of Brigades and water resources for fire fighting • State planning and building approvals site preparedness and construction standard	**Response** • Evacuate when safe to do so • Implement fire plan when it is not safe to leave • Joint agency emergency response LEMA • Regional fire suppression resources; Aerial wing • Local fire suppression resources; rural brigade. • Bushfire Emergency Planning *response actions for vulnerable developments.* **Recovery** • Leave when safe to do so • Return when safe to do so

RISK ANALYSIS

Level of control matrix

CONTROL STRENGTH*	CONTROL EXPEDIENCY*			
	VERY LOW	LOW	MEDIUM	HIGH
HIGH	Low	Medium	Medium	High
MEDIUM	Low	Medium	Medium	Medium
LOW	Very low	Low	Medium	Medium
VERY LOW	Very low	Very low	Low	Low

The combination of Control Strength and Control Expediency has been used in the following rankings

Risk No	Level of Prevention and preparedness controls		Level of response and recovery control		Consequence level	Likelihood level	Risk level	Confidence Level
	Prevention		**Response**		**Moderate**	**Unlikely**	**Medium**	**Medium**
	• public education 'fire plan'	M	• evacuate when safe to do so	M				Variables may occur as it is largely voluntary and motivations wane over time (since last event).
	• public notification FDR days	M	• implement fire plan when it is not safe to leave	M				Community and organisational turnover affects corporate knowledge retention.
	• enforcement of total fire bans	M	• joint agency management response LEMA	M				
	Preparedness		• regional fire suppression resources; aerial wing	H				
	• Public notification of fire warnings and actions	H	• local fire suppression resources; rural brigade	H				
	• broad area private land management, slashed grasses	H	**Recovery**					
	• southern forest fuel reduction 10 year cycle in: to reduce fire intensity	M	• leave when safe to do so	M				
	• distribution of brigades and water resources for firefighting	M	• return when safe to do so	M				

RISK TREATMENT

LIKELIHOOD	CONSEQUENCE LEVEL				
	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
ALMOST CERTAIN	Medium	Medium	High	Extreme	Extreme
LIKELY	Low	Medium	High	Extreme	Extreme
UNLIKELY	Low	Low	Medium	High	Extreme
RARE	Very low	Low	Medium	High	High
VERY RARE	Very low	Very low	Low	Medium	High
EXTREMELY RARE	Very low	Very low	Low	Medium	High

Notes on assigned expediency levels. All measures are low cost to implement and have no social or political barriers to implement. All measure receive a comparatively H expediency and cumulatively reduce likelihood and consequence.

Treatment Plan Summary

Risk No	Level of Prevention and preparedness controls		Level of response and recovery control		Cumulative Consequence level	Likelihood level	Residual Risk level	Confidence Level
	Prevention		**Response**		**Insignificant**	**Unlikely**	**Low**	**Medium** Variables may occur as it is largely voluntary and motivations wane of time since last event. Community and organisational turnover affects corporate knowledge retention.
	• Reduce the likelihood, restrict event operation from 1 December to 31 March	H	• During operation monitor forecast warning	H				
	Preparedness		• Closure on advice of Severe conditions FDI 50+	H				
	• Land management - maintain the site as low threat to restrict the spread of fire across the site	H	• Maintain awareness of bushfire conditions	H				
	• Ensure tents are firmly secured for strong winds	H	• Determine response to evacuate or shelter	M				
	• Minimise flammable materials on site enclose all rubbish in closing bins	M	**Evacuation**					
	• Maintain the mobile fire unit 2000 L provide clear instruction for alarm to assume responsiveness	H	• Early evacuation, detection, alarm, orderly movement.	H				
			• Ensure bus attendance (25)	M				
			• Ensure the orderly evacuation of the site when safe to do so.	H				

	Prepare for evacuation • Optimise the efficiency of evacuation - this expand the opportunity to evacuate before the arrival of a bushfire. H • through agreement with the City, provide traffic management at the intersection of Yoongarillup Road and Sues Road and the intersection of Sues Road and Vasse Highway H • Pre-arrange the certain availability of 25 buses in an emergency H	• Monitor the condition and congestion of the evacuation routes, release vehicles to minimise congestion. H				
	Prepare to Shelter • Provide a safer place onsite H • Establish a minimum open space area, or individual areas, providing a total of 1.4 ha H • Collapse tents and secure on ground to reduce ignition H • Locate amenities in the assembly area (ablutions, drinking water, food) H • Ensure the first aid is equipped for bushfire injuries, burns to fire fighters, minor injuries to patrons and respiratory sensitivities. Smoke masks may be stored and supplied as a precaution for sensitive individuals H	• Provide leadership through shelter and avoid panic- H • maintain assembly (cars may provide some protection from the element, ensure people remain in communication). H • Retain mobile unit for quick response to the assembly area Fire Suppression – detect, respond, access and apply sufficient suppression – H • Monitor the fire's passing H **Recovery** • Determine the fire passing H • Extinguish small fires H • Confirm safety to evacuate H • Commence evacuation H				

APPENDIX 3 – Access Standard

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

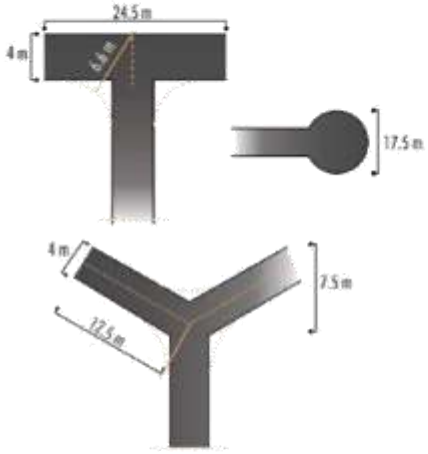


Figure 22: Design requirements for a private driveway longer than 50 metres
Turning areas should allow type 3.4 fire appliances to turn safely

APPENDIX 4 – References

GENERAL REFERENCES

Australian Building Codes Board 2019, *Handbook: Bushfire Verification Method*, Commonwealth of Australia and States and Territories 2019, published by the Australian Building Codes Board.

Australian Building Codes Board 2014, *Information Handbook: Design and Construction of Community Bushfire Refuges*, 2014

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CSIRO/AFAC *A guide to rate of spread models for Australian vegetation* 2015

Standards Australia, *Australian Standard AS 3745:2010 Planning for emergencies in facilities*

Standards Australia, *AS 3959:2018 Construction of buildings in bushfire-prone areas*, Sydney

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Western Australian Planning Commission (WAPC) 2019 *A Guide to developing a Bushfire Emergency Evacuation Plan* October 2019.

Western Australian Planning Commission (WAPC) *Position Statement: Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design* November 2019

WA Department of Planning Land and Heritage 2016, *Visual Guide for bushfire risk assessment in Western Australia*

Western Australian Planning Commission (WAPC) 2015, *State Planning Policy 3.7 Planning in Bushfire Prone Areas*, Western Australian Planning Commission, Perth, Perth

Western Australian Planning Commission and Department of Fire and Emergency Services (WAPC and DFES) 2017, *Guidelines for Planning in Bushfire Prone Areas Version 1.3*, Western Australia

Online references

Office of Bushfire Risk management (OBRM), Map of Bush Fire Prone Areas, < https://maps.slip.wa.gov.au/landgate/bushfireprone/>

SUMMARY OF SUBMISSIONS – DA21/0742
PROPOSAL: CHANGE OF USE - RECEPTION CENTRE AT LOT 21 (NO, 64) ESPINOS ROAD, SABINA RIVER
OFFICER: JOANNA WILSON

No.	NAME & ADDRESS	NATURE OF SUBMISSION	COMMENT
1.	J, Cook Vasse	Support Strongly believe Busselton could use a place for live music, to bring higher calibre artists to Busselton more often, and the tourist attraction of festivals will be great for the town's economy as well as supporting a lot of our local artists.	Noted
2.	A, Griffin Busselton	Support Instead of using our sporting fields, it would be better to use farm land further out of town and the noise won't affect as many residents.	Noted
3.	L, McAlister Capel	Support Bring more life into the city.	Noted
4.	M, Ryan Busselton	Support Supportive of this proposal because this event space will provide local businesses with work and help with encouraging tourists to visit the area. My business receives a lot of work from Busselton events that take place.	Noted
5.	A, Venter Sabina River	Support I think it is great that there will be a nice space where people can go and enjoy local music bands. It will be great for local economy also with people coming in for accommodation etc.	Noted
6.	C, Reynolds Ambergate	Support I have worked with Macro Music for many years, they are very professional to deal with and use as many local suppliers as possible, We are lucky enough to be one of those business' and see first hand how it helps our local economy, from food and equipment suppliers to accommodation, this venue would be a huge bonus to Busselton.	Noted
7.	A, Davey Busselton	Support	Noted

SUMMARY OF SUBMISSIONS – DA21/0742
PROPOSAL: CHANGE OF USE - RECEPTION CENTRE AT LOT 21 (NO, 64) ESPINOS ROAD, SABINA RIVER
OFFICER: JOANNA WILSON

		My wife and I are big fans of live music and look forward to being able to enjoy any events that will be held at this venue. All events in the greater Busselton area only encourages tourism and income for the region! Can't wait!!	
8.	V, Dawson Geographe	Support The proposal is great for the South West as a Region and especially the Busselton Margaret River Region, offering a safe space for music lovers to enjoy local and interstate and international artists.	Noted
9.	M, Stobbie Busselton	Support Great location.	Noted
10.	K, Hender Busselton	Support More tourists which means more revenue for the region Also Jobs and income for people working the events.	Noted
11.	D, Hender Busselton	Support Income & revenue Lost southbound and Oz rock Need something fun in the area.	Noted
12.	A, Dixon Busselton	Support Positive local economic benefits. Appears well thought out concept.	Noted
13.	N, Credaro Abbey	Support I work alongside Ross MacPherson and have done so for near on 9 years now. I work as an independent event manager on a number of these shows each year and the income helps support my growing family and business. As the staff manager on these events I can very confidently disclose that these concerts are highly beneficial to locals who are time and time again offered the opportunity to work at these events (most of whom return to work again). We can employee at times upwards of 50-70 staff in the bar, ticket and marshalling areas alone (there are many other areas to consider in this figure that I've not included!) and with the new proposed venue i expect that this will increase even more. Being that Busselton calls itself the Events	Noted

SUMMARY OF SUBMISSIONS – DA21/0742
PROPOSAL: CHANGE OF USE - RECEPTION CENTRE AT LOT 21 (NO, 64) ESPINOS ROAD, SABINA RIVER
OFFICER: JOANNA WILSON

		Capital of WA, it would be a shame and a loss to not allow such a high profile, advantages event to take place. It should also be noted that the revenue bought to local businesses and accommodation providers is significant also. The ability to involve a handful of these local businesses in off branched events is also a huge positive.	
14.	L, Burner Busselton	Support	Noted
15.	K, Winxh Busselton	Support	Noted
16.	T, Mitchell Vasse	Support Good location.	Noted
17.	J, Gardiner Busselton	Support I believe it has been thoroughly researched based on the attached documents. The proposal has taken into consideration both negative and positives benefits /impacts. I believe the positive benefits will far out way the negatives.	Noted
18.	A, Gibbs Vasse	Support We need more venues like this in the area. Great idea and I hope it is successful.	Noted
19.	R, Collett Sabina River	Support We support the application and feel that Macro Music have the experience to safely deliver such events in the area. We are also a neighbour directly east and we share a boundary. Ross Macpherson has been very open in the consultation of this development application. As its only 5 weekends per year, we feel it will have no impact.	Noted
20.	I, David Yallingup	Support We are a local event hire business supplying marquees and furniture to events in the southwest. Fantastic for us, supports tourism and provides jobs to local people.	Noted

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21.	L, Taylor Yalyalup	Support I would love to see more local venues supporting the local community, I will not drive to Margaret River / Leeuwin Region for night time entertainment / concerts due to the danger of Kangaroos, driving tired etc. Having teenagers to I would rather be able to ensure they can safely attend concerts by having the ability to drop them off and pick them up, without them driving to Perth and driving home tired or them risking drink driving or being on the road with others drink driving. I see this as having the potential to bring great Music Bands to our region and huge bonus for the tourism sector.	Noted
22.	R, Blythe Yoongarillup	Support Good for Busselton and the South West as a whole.	Noted
23.	E, Desm Kealy	Support Great location & more activities for mlocals/tourists.	Noted
24.	D, Maisey West Busselton	Support I strongly support this proposal. Macro music are a very well respected, professional organisation. They have considerable experience in this field, and their events are always slick and a real pleasure to be involved with. They directly provide employment for many local people, and their events undoubtedly attract thousands of visitors to our region, generating revenue for many other local businesses. Please give this application your approval.	Noted
25.	D, Roberts Sabina River	Support As a business owner of Tiltforce Transport in Busselton this proposal holds an opportunity for ongoing and expanded work for us in the region	Noted
26.	J, Dye Busselton	Support	Noted

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		As the Operations Assistant with 45 employees that directly benefit from these events in the region, and a remote-ish venue would be an ideal setting for the general population of Busselton as well as our business.	
27.	C, Avery Yoongarillup	Objection I am concerned that the proposed Reception Centre will have negative impacts to the surrounding environment. In particular I feel that the protected Ringtail Possum and Quenda's will be at risk from increased traffic and human activity. The proposed site is isolated in its location and has many local fauna that will be susceptible to the change in conditions throughout the operation periods. Secondly I am concerned that the proposed events will restrict our ability to undertake our normal farming activities, including access for Livestock carriers to collect and transport cattle. Lastly due to the location of our property there is a high chance that patrons will attempt to gain access to Yoongarillup Road and may congregate at the Vasse Highway / Yoongarillup Road intersection including the Yoongarillup Hall carpark. This has the potential to cause undue stress on myself and my husband.	Noted Refer to Officers report
28.	A, Cook Sabina River	Support Income opportunities for the community. Bringing the arts to Busselton. Support for land owner to use his paid for land to promote his business and involve others. Well developed strategy's to limit any adverse impacts on local landowners.	Noted
29.	D, Vallance Sabina River	Support This Business brings a great amount of work and tourism to the region. The Organisers have successfully run many events over the last 5 years in the region.	Noted
30.	M, Credaro Busselton	Support Creates jobs. Money it brings into town Great for local businesses.	Noted
31.	W, Roberts Busselton	Support I Believe that The City of Busselton would make a great location for music festivals, and this location is both large enough, and a perfect distance from the town to provide both an economic advantage to the local city business and lessen noise	Noted

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		intrusion over the city. I believe that the proponents have a long standing of hosting music festivals including in the City of Busselton.	
32.	M, Baxter Dunsborough On behalf of: N & E Haddon, G & T Haddon Sabina River	Objection This proposal is so very detrimental to one of the biggest dairy farms of TWO families. Do the COB want to be responsible for the consequences of sending these two families broke with their cows not producing milk due to the noise & the fact their properties are in such close proximity! Cattle cross one of the roads. Bush fire would have to be just one of the plans that would be a no go zone! Let alone the amount of vehicles travelling on those narrow roads. The property abounds one of the COB most amazing National Parks. Can you imagine if fire got into that! The scale of this proposal is so absurd in a rural setting where you have abounding neighbours so close. The property as it stands now does not have two way access, & is a fire hazard now let alone when the proposal is for that many people. Let the COB do the concerts in a controlled area with no consequences. The people of Busselton have already experienced the loss of our inexperienced youth driving on our narrow rural roads. Under no circumstances should this absurd proposal be even considered!	Noted Refer to Officers report
33.	D, Jennings Yalyalup	Objection This proposal will be devastating to the residents living nearby on many counts. The extremely high risk of fire, the huge amount of traffic and noise. This will cause so much stress to these families never mind the many animals in the area. And it will be only 500 metres from the National Park, the list goes on and on! I believe this proposal is totally irresponsible and dangerous with total disregard to the residents who live there.	Noted Refer to Officers report
34.	C, O'Neil Dunsborough	Support Great idea for the events capital and to support the events industry.	Noted
35.	T, Culver Ambergate	Support Would love to see more music festivals down here. Just like Southbound.	Noted

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36.	G, LaCava Yalyalup	Support	Noted
37.	J, Crow Abbey	Support Busselton and Western Australia needs to support local festivals.	Noted
38.	T, Lewis Busselton	Support Good idea.	Noted
39.	P,Varis Busselton	Support Events like this attract tourists to our region. Busselton needs tourists and publicity generated by a boutique event like this can only serve the region well. Coachella in Indio California USA gets a crowd of nearly 600,000 people and takes in approximately US$ 94M gross. So only 12,000 total guests is not going to be hard to manage.	Noted
40.	K, Crealy Busselton	Support More music venues are needed , camping ensures less drink drivers	Noted
41.	D, Stanton West Busselton	Support Attract bigger events.	Noted
42.	P, Tassell Geographe	Support Good for the region to have a purpose built venue with camping accommodation. It's away from built up areas so noise problem reduced. Good for people to enjoy in a safer monitored environment. Bus transfers a positive.	Noted
43.	K, Keogh Port Geographe	Support	Noted
44.	N, Johnson Yalyalup	Objection It's too close to where we live. We will be affected by the noise and traffic.	Noted
45.	L, James	Support	Noted

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	West Busselton	Music festivals would be great for the region!	
46.	D, Miller Vasse	Objection What so we get drunks and drug heads come in from all over for what 3 or 4 concerts per year. Look at the problems previously at Bocelli Park. Thank God for covid and that stopped that. Too many trouble makers in town. Not worth it. How much would cost to build it? And then all of our rates go up to pay for it. Look how much and how long it's going to pay off the Busselton council building. That's the most ultimate waste ever. Council members should hang their heads in shame!!!	Noted
47.	L, Honnor Broadwater	Support A much better idea than the performing arts and exposition centre	Noted
48.	C, Gordon Reinscourt	Support Bringing people together, community event, appears well considered in terms of accommodation and vehicles, be good tourist attraction for the region.	Noted
49.	N, Credaro Abbey	Support I am employed privately by Macro Music and have been for the better part of 7 years. The income I rely on to further my own business development and support my family. I manage all staff for the event and I can without a doubt confirm just how many jobs are given to locals willing to work. I've also seen firsthand the amount of business these events bring to our community and businesses.	Noted
50.	L, Marwick Busselton	Objection Wrong area, These events will bring crime and drunken stupidity to an agricultural area. And furthermore having it so far out of town will increase drunk driving and accidents on our rural roads.	Noted
51.	S, Reither Bovell	Objection	Noted

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		Because Bovell oval is a great location close to town and the new proposed location is too close to the state Forrest where we have black cockatoos and critically endangered possums. What about the fire risks?	
52.	S, Sheehan Busselton	Support Great idea as long as guidelines are adhered too.	Noted
53.	J, Stephen Yalyalup	Support A great location for concert with the ability to camp onsite instead of having to drive. Additional accommodation when the southwest is already booked out. I look forward to attending many concerts in a beautiful location.	Noted
54.	A, Frost Busselton	Objection That area has many local farms and not to mention the National park which I feel will be impacted greatly. Not a good spot at all.	Noted
55.	A, Maythem Busselton	Objection We have been looking to buy a farm for our family in the area and want to make an offer on the property next door to this one for a horse hobby farm for our family. We want the peace and tranquillity of the area and to allow our kids to experience farm life in the country. But we cannot subject our horses and children to live music events right next door! Not to mention the risk of patrons venturing into the property during the night and the disturbance the noise and traffic would impose on the home and horses. In light of this pending application we cannot purchase a home in the area until the outcome is known. Which is very disappointing for us as we have been looking for ages and finally found the perfect property but now cannot buy it!	Noted Refer to Officers report
56.	R, Pearce Yoongarillup	Objection Due to the amount of traffic expected on Vasse Highway, Sues road and Yoongarillup Road, the local community that use these roads every day will be impacted. Not to mention the livestock, native animals, kangaroos, quenda, that could be at risk of	Noted Refer to Officers report

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		been run over. Noise pollution which will travel and impact us at this time. Who can I contact during these events if we have people mistaking drive down Sanson Road lost and creating dust? This is a rural farming Community this event should be held in town where there is already infrastructure.	
57.	J, Vanmaris Busselton	Support	Noted
58.	D, Mistilis Busselton	Support Great to have some music festivals locally and brings money into town.	Noted
59.	E, Harbison Vasse	Support I think it would be a great place close to town but far away enough for people to enjoy themselves. It would bring great things to the outer Busselton suburbs	Noted
60.	J, Mullings	Support Sounds like it could be heaps of fun! Encourages the arts, discourages drunk driving.	Noted
61.	B, Scott Busselton	Support Supports local economy.	Noted
62.	E, O'Brien Geographe	Support I think it's a fantastic idea and would definitely attend events.	Noted
63.	G, Trigwell Busselton	Objection This area is zoned Rural. Proposed changes will affect road safety, fire risk and our home and property security. Noise will impact heavily on residents. Please re consider.	Noted
64.	S & C, Waugh Vasse	Objection	Noted Refer to Officers report

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		First submission: Too close to other residents and road access is limited in case of fire or emergency Second submission: Regarding the proposal for Rezoning of 64 Espinos Rd from Rural Residential to Reception Area can you please consider the following points: • This area is currently zoned "Rural Residential" and was recently purchased with the intention of hosting large concerts. The new owner has not lived in the area and is completely disregarding the quiet ambience and way of life of the current residents • How is the noise pollution and rubbish pollution going to be managed - 6000 campers will generate a massive amount of noise and rubbish and how can they ensure that it won't make its way to the neighbouring properties and Class A bush reserve nearby • How can they ensure no illegal camping in the neighbouring bushland - which poses its own threat of bushfire and pollution • What public transport is provided? If it is just shuttle buses at the start and finish of the evens how are they dealing with unruly patrons that are removed from the venue? • What limitations are put on the noise and visual pollutions on the times outside of the actual concert times for setup, sound checks etc. • What measures have they in place for dust suppression? • Entire events should be completely smoke free - huge fire risk and rubbish • What about people trying to access the event through back roads and bush tracks • How is the safety and way of life of neighbouring residents being maintained • How is the monetary injection to Busselton economy calculated? • Why is there a need to rezone for this purpose when there are already several venues in the Busselton Margaret River area that hold these type of events already • What about ease of access for the residents • In case of emergency how can 12 000 people leave in a timely matter safely?	

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		• How can the residents be assured that the concerts will be limited to the 2x 3 day events and 3x day events? It is also very suspicious that this land was bought as an advertised rural residential property promoted for its idyllic, picturesque, quiet lifestyle for the sole purpose of hosting large concerts - sold to them by employees of City of Busselton! Third submission rec 18 Nov: This is not in line with the rural residential zoning on which it was purchased and the lifestyle in which the current residents enjoy. There is inadequate roads that just cant handle the level of traffic that is required over many days not just the days of the concert. The impact of noise to the residents, not just the music itself, which would be inescapable from their homes, but the associated noise of the 6000 campers throughout the night, the set up and pack down days. The pollution and risk of it entering the neighboring class A reserve and national park. Uncontrollable illegal campers and trespassers to residents properties. Fire risk is huge and increased with the risk of illegal campers in the nearby bushland, it is impossible for the residents and concert population to flee in case of bushfire and, there is no way to eliminate the risk of being trapped in case of fire with the location and road network that is available. The effects on neighboring farmers, there is large dairy farm with 3600 head of cattle, and a horse stud that would be susceptible to the noise and risk being spooked by trespassers potentially risking animals trying to bolt through fences and the injuries they would sustain, and the inability for a vet to attend given that the roads would be completely grid locked. Vasse Hwy and Sues Rd can only handle 200 vehicles per hour, how are 6000 campers, day concert goers being delivered by private vehicle, 30 food trucks, concert staff and other associated parties as well as the current non-concert associated traffic going to be able to move through the area, a well as the residents being able to go about their daily lives and work in there agricultural businesses. The safety of the local residents as well as the concert goers needs be paramount in the decision making process and a concert of this size and in this location in not safe for anyone.	

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65.	R, Flowers Ambergate	Objection This is zoned rural land. For agricultural purposes - food production grown here in the south west of the State. The proposal is not in keeping with these practices for the following reasons: 1. Waterways are polluted by people using them for the wrong reasons - toilet, cooking, rubbish, washing. 2. Noise - this area envisaged for camping & concerts is not "out of town" at all - there are people living in, and around this "proposed site". 3. Vehicles of all manner traverse this area now - school buses, agricultural machinery, farmers - people who live there. 4. Alcohol regulations - what are put in place to hold such an event? Who checks them out. 5. Who is the proponent ? what credentials do they have? where are they from? 6. Fences/all buildings/agricultural land there now - who protects landowners against theft, people wandering about on their land illegally? Who pays for wrecked fences ? 7. Shooting - what regulations are in place for camping/concert people? 8. Drug taking issues - Who checks the campers out and who pays for that ? 9. Fire restrictions - campers light fires for cooking, warmth and just the need "to light a fire". Who will be checking on this? which fire brigade do they expect will come out to put out a fire. 10. A huge percentage of people who attend open concerts/camping do not respect landowners properties and they are not interested in agriculture and the hard work it entails. They just want a good time. Two questions to the City of Busselton - What happened to the Southbound concerts held at Bovell Park years ago? What happened to the outdoor concerts/camping proposals for Dunsborough land owner years ago?	
66.	R, Smith Ambergate	Objection	Noted Refer to Officers report

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		Noise pollution - why should a rate payer have to put up with the racket these events generate. Fire hazard proximity to forest. General disturbance these events generate.	
67.	J, Pearce Busselton	Objection This is a terrible idea nearby dairy farmers cows will struggle not to mention the property backs onto the Witcher rangers highley protective national park all the die back that will be spread,says on there bid they will have 8 police to control 12000 people lol, the bushfire plan they have in place is not adequate enough to control 12000 people 2000 campers think there gonna be ashing butts out In designated areas no way, good idea wrong place to have it this is agricultural land not a place to have festivals.	Noted Refer to Officers report
68.	W, Anderson Sabina River	Objection The quiet rural location where the Concerts are proposed, is not suitable for the proposed large amounts of people, especially when the crowd is intoxicated. During my time working as Door Security in Venues in New Zealand, I have seen what the combination of Large Crowds, and Alcohol can do in regards to violence. At least in these cases, being in town allowed police assistance to arrive swiftly, and deal with matters. The Violence and mayhem that did ensue, especially at the live concerts has stayed with me some 20 years later. Also the increased risk of a potential fire with the influx of people camping, is so disproportionately high, that this submission can not seriously be considered, as the Area in a whole consists of primary producers, dependent on feed for stock, and hay sheds , stock piles of feed all around for stock, and during the periods when the concerts are proposed, is some of the highest risk times of the year. This to me looks like a hurried, poorly planned proposal, where someone in the council, has rubber stamped this to go ahead, as they want all the kudos of bringing events to the Southwest, but they locate it out of town so they do not have to deal with the chaos an event of this magnitude would bring. And as for saying this Venue is a Reception Centre, I have never been to reception for 3 days, with 12000 people in attendance. This would qualify as a concert, which I would imagine should be held at a Concert Venue. Do not let this	Noted Refer to Officers report

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		proposal go ahead, as it just not suited for the area, or fair to the people who reside in the area, who reside in the area due to the peaceful, tranquil location.	
69.	W, Trigwell Yoongarillup	Objection This area is zoned Rural, and hence not suitable for large crowds. Shire regulations do not permit us to build second residence on our 180 hectare title due to Rural zoning. The subject site of 20 hectares should not have two dwellings, let alone be applying for Reception Centre use. All of this area should be entitled to re zone if the above submission goes ahead.	Noted Refer to Officers report
70.	J, Gillham Abba River	Support Purpose built music festival venue is needed in the south west having music festivals in town causes disruption to the residents and business owners.	Noted
71.	B, Masters on behalf of the Busselton Naturalists Club Capel	Objection If successful, the proposal will see up to 20,000 people driving or being driven to the property to attend functions. After discussion at the Busselton Naturalists Club meeting attended by 48 people on November 11, the Club resolved to express its concern that road upgrades would be required for the minor roads to be used by the people visiting the property. Because the existing minor road network was designed to accommodate only local traffic, we are concerned that these minor roads will require widening, causing significant loss of remnant native vegetation on the edges of road reserves. Considering how much clearing of native vegetation has already occurred within the southern Swan Coastal Plain, we are opposed to any development which requires further vegetation clearing. In theory, the loss of remnant vegetation could be offset by the proponent being required to purchase or lease in perpetuity land to be revegetated. However, the state government's offset policy has been operating for some 30 years and it neither imposes a condition of 'no net loss' for developments such as this nor has it generally resulted in high quality native vegetation being regrown in a reasonable timeframe such that ecological values are quickly created	Noted Refer to Officers report

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		to offset those values lost by clearing associated with the project. Our specific concerns relate to the potential loss of road verge vegetation along Yoongarillup, Espinos and Piggott Roads. In addition, vegetation may be removed from land adjoining of within the Yoongarillup Nature Reserve	
72.	L&M, Kent	Objection I am writing to express my concerns about the proposed Reception centre at Espinos Road, Sabina River. I am the daughter of Dairy Farmers Neville and Elaine Haddon. My parents have the biggest Dairy Farm in the south west that my brother works and will be taking over. We want generational farmers such as my brother, but this Venue will also decrease the land value of the farms around it and will be another reason that young farmers will not want to continue farming or feel supported. If this venue goes forward there will be many negative outcomes. There will be noise affecting the surrounding farms/farmers and animals as well as pollution and rubbish going through bush land and farm land. My brothers memorial Rock is situated near the venue and will have people going through there and could damage it and the gardens that were planted in his memory that have been there for 23 years that my parents own. There are Dams everywhere and will there be people drinking and going into them. Farmers will not be able to keep working their machinery when the concert is on affecting their work and therefore profit. Also some roads will need to be blocked off, also affecting local residents. The risk of bush fires will be huge. We have already had many, especially in the forest near the venue. The risk of accidents on back roads will increase significantly as huge amounts of people will be travelling that are young and new drivers and also that have never driven on these types of back roads before (ie Young teenagers from Perth).	Noted Refer to Officers report

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73.	S, Mildwaters Abba River	Objection We own a block on Goulding Road that is close to the proposed venue site. Having a large reception venue in such a quiet and tranquil setting will cause endless issues for the many local residences. The land is currently zoned rural and people including us, own their properties in this area as they choose to live in a quiet rural setting. Below are a list of reasons why we are against the current proposal. 1. The proposed concert venue will have a significant impact on local businesses that have been operating in the area, some for generations. This includes a very large local Dairy farm. 2. The proposed venue is in a high risk fire zone. Whilst there are two roads that enter the proposed property site they both come to the same point to exit the area. Already this year there have been two fires in the adjoining bush-land that the local fire brigade and the bomber helicopter have had to attend. We have not even began the bushfire season. We have such a large volume of people, evacuating them from the area would be difficult and the risk of fires being started from campers would be much higher. 3. The noise of such a large volume of people as well as 3 sound stages will have a significant impact on the local people and their lifestyle. We have some people that are recently buying in the area because it is a quiet area. It will also greatly disturb native animals and livestock. 4. This proposal has also reduced the value of land in the current area as it is the peaceful area and running a rural business being the main reasons for buying in the area. 5. Having such a large volume of people will also greatly increase the likelihood of vandalism, trespassing and property damage. People will enter surrounding properties that have livestock, dams and farming equipment, putting them and the current residents at risk. 6. My brothers memorial is on a property close to the venue. This is a place where we have planted native trees to create a memorial area where our family comes	Noted Refer to Officers report

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		together. It would be devastating to our family if this area is damaged by people wandering off of Sue's road and illegally camping in areas close to the venue. 7. The large volume of traffic on Sue's road will also increase the risk of high speed traffic accidents in the area as many people will be entering the road in a 110kmhr zone. Allowing this proposal to go ahead will significantly impact many people in the local community without bringing much benefit to the City of Busselton. Due to the location of the property many people will Bypass Busselton and use Bunbury to get fuel and supplies on their way to and from the venue. This reception centre will greatly affect many rate payers of Busselton.	
74.	Samuel Forestier Natasha Forestier Ben Forestier Kane Forestier Abbey Forestier Jeremy Pearce Breanna Knott Ethan Knott	Objection The proposal submitted has so many errors and miss information that it should have been rejected immediately by the City, the information needs to be fact checked by the City and consultation with the surrounding residence should have happened before it had gotten to this point. I suggest that the Counsellors take the time to drive out and see the proposed area themselves, if they do they should clearly see how inappropriate the location is and clearly see the Health and Safety Risks to all. The proposal is at the financial detriment of all the surrounding properties and entities just so one person can make profit (At the expense of everyone around him). - The City of Busselton has a duty of care to keep it's residents safe at all times. - FIRE (Safety of all people and evacuation) - FIRE in the Whicher Range National park (Illegal camping and activities) - FIRE on adjoining and nearby properties (One discarded cigarette and a fire has started) - Local fire brigades and police unable to handle an emergency situation with that amount of people - Inability of an Ambulance to respond/attend an emergency in a timely manner. - Quenda live in the area and are regularly seen along Yoongarillup Road (East West and North South) - Whicher Ranges. Environmental impact.	Noted Refer to Officers report

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		- Wildlife impact. - Impact of Noise on Local Residence, Stock and wildlife (Stress and Mental health) - Dust caused by traffic on unsealed roads. - Pollution to the National park and local properties. - Pollution of the Sabina River (Downstream Affects, Wet lands etc) - Dieback spread in the Whicher Ranges national park. - Bio Security. There is no way of protecting our Bio security with that amount of people accessing the area at one time. - Bio Security. Spread of Double G and other invasive species to surrounding properties affecting their ability to make an income. - Loss of milk production to local dairies from noise, lights and 12,000 people in the area. - Avocado farm susceptible to Trespassing, Theft, Property damage, Violence, Pollution/Contamination of fruit, pollution of water ways, FIRE and Bio Security. - Horse studs affected by 12,000 people, Noise, lights, Trespassing, Theft, Property damage, Violence and FIRE. - Cropping Farms affected by Bio Security, FIRE, Property damage, Trespassing, Theft and violence. - City previously Knocked back chalets. - City previously Knocked back Wedding events. - Traffic on roads, roads not able to handle that amount of traffic safely. - Residents unable to access their properties. - Local residents unable to escape/exit from their properties in an emergency. - Local entities unable to conduct their day to day business activities. - Loss of income to local entities due to no access, property damage, theft, stock being affected by the noise and all the people. - Value of the entities decreased due to the events. - Loss of property and entity value to the entire area. - Entities and residents unable to sell their properties due to the events. - Taking away land that has be designated for food production (Changing from agricultural to reception)	

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		- Reception is not the correct zoning for events of 12,000 people. - Covid 19 risk (Inability to control and monitor covid 19 compliance) - Unable to contain and control 12,000 people in the allocated area. - Potential for trespassing and theft. - Potential for violence. - potential for aggravated burglary. - Potential for hooning and drink and drug driving. - Potential for all types of anti social behaviour. -The owner/event organiser has a Duty of care to the surrounding residence and entities. - The demographic of the type of people attracted to these events are known to be alcohol, drug affected and violent. - Not enough Police to be able to monitor and control 12,000 people. Security don't have the authority to control people that are outside the grounds. - Mental Health of all the residents and local workers in the area. - The local entities and residents will consider legal action against the owners and the shire for any trespassing, damage to property, loss of income, property devaluation, mental health and any negative outcome that arises from a direct link to the events. I fear for the health and safety of my family, It has been proven in the past that event organisers are unable to contain and control that amount of people. Local residence will be unable to go away during these events as they will need to stay and protect their families and property. We will be unable to have visitors and live our normal day to day lives. Event organisers are only concerned with their personal profits and have no concern for public health and safety. Their belief is that once their patrons have left the event site they have no responsibility to them and for their actions. We do not oppose events we are opposing the location of the proposed event.	

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		We put to the City that it supply the organisers with a suitable location away from any business or residences so there is no impact on any third parties. We suggest the City allocate a portion of land at or near the airport to hold these events. The airport already produces noise, is close to town for transporting people, the fire and environmental risks can be controlled, there is no disruption to businesses or nearby residences, there is no National parks that can be affected, bio security is not as great of a concern people that are ejected from the concert are not able to trespass on other properties, meaning less likelihood for property damage. Theft and violence etc.	
75.	C, Sunderland Yoongarilup	Objection Thank you for the opportunity to comment on proposed re-development and use of rural land on Espinos Rd ,YOONGRILLUP. There are MANY controversial aspects of this proposal and MANY adverse impacts on already established residents of this QUIET rural community. The single biggest concern for myself, resident on 1008 Vasse Hwy for 40+ years, is the question of FIRE SAFETY ! In spite of the infrequency of proposed events, the INTENSITY and dramatic rise of density of population (campers) cannot be overlooked. With a designated " Bushfire Prone" area only 500 m. away, in the form of the Whitcher Range National Park (with dense natural Jarrah forest and undulating topography), an escaped campfire, or tent-fire .from a gas appliance being up-turned, could become a CATOSTROPHIC FIRE EVENT like the one experienced around Margaret River some years ago. Not only that .but the Sabina River, running through the property, is a continuous corridor of remnant native vegetation providing a habitat and passage to resident native animals, birds, ringtail Possums, Facigail marsumials, Kangaroos, wallabys, as well as a conduit for an escaped bushfire !	Noted Refer to Officers report

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		Now in the forty years I have lived alongside the Sabina River, I have not yet seen such an unthinkable event take place. AND NIETHER would I !!! When you combine the above mentioned risk factor with very limited VEHICLE ACCESS and possible crowd- panic induced by a fire event, you have a recipe for a disaster of truly epic proportions. In terms of BENEFITS to the Busselton community, I can't think of many, as most of the suppliers of labour, temporary infrastructure hire, catering, food supplies, etc. are all "out-sourced" from Perth, as local businesses are already suffering from staff loss, or have been forced into closure due to Covid restrictions. Unfortunately, I believe, the time for hosting a music festival event, of the proposed size of these events, has PASSED! No longer can a " Sunbury" or a "Woodstock", or a " Glastonbury", or a "Monterey" type of music festival be held SAFELY. Especially in FIRE SEASON in rural Western Australia. Councillors; please have" common sense" prevail, and use your vote to say NO to this reckless proposal. The risks to the many already established land owners/assets are far greater than the short-term gains of a few.	
76.	Kinsbridge Holdings Pty Ltd	Objection We are writing to you in regards to the plans for DA21/0742: Change of Use – Reception Centre: Lot 21 (HSE 64) Espinos Road, Sabina River. We strongly object to this proposal, as this is a rural area and for us to carry out general farming activities during the time of these events would be extremely difficult as the roads would be choked with traffic, and moving machines and cattle is already a stressful activity. We are concerned at the welfare of our cattle during these events, as they can spook easily and could cause an accident. Even though our fences are excellent, no fence	Noted Refer to Officers report

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		could withstand a mob of upset cattle in a stampede. The noise factor on the prevailing winds will be also a concern to our general wellbeing. The fire risk is also a huge concern, if there is an emergency how will so many people be able to be evacuated, and how will fire appliances be able to move around on the roads with so much extra traffic. Another concern is the amount of people who will be wandering in the area. Being a farming area there is a lot of open sheds and farm houses, and the biosecurity risk for farms will be huge. We are also concerned about the change of the zoning, and the impact this will have on our rates. Sabina River is not the right place for a concert venue.	
77.	K, Smith Walsall	Objection This is quite an isolated property in a high bushfire hazard area. It is very close to large areas of farmland and to have up to 6000 people camped there at night will be very problematic with regard to controlling behaviour. I recall during the music festival at Bovell Park some years ago skyrockets were fired by patrons which resulted in a fire starting in the paddock beside Ford Road. If the wind was up and the landowner not on standby it could have been bad. I realise it wasn't a malicious act but high spirits among thousands of young people can be expected, and often very hard to predict. The Bovell Park area was very easy to control re fire hazard compared to the proposed location at Espinos Rd, I maintain it's impossible to do re the latter proposal. As most concerts will be held in summer I think the proposal has great scope to go very wrong, the risk of thousands of young people, many of whom would have been drinking trying to flee an early morning fire doesn't bear thinking about.	Noted Refer to Officers report
78.	K, Olney Reinscourt	Objection I am opposed to Council changing the use of rural/ residential property to allow for events of this size. I understand that the proposed application is to conduct events every long weekend which is not fair to surrounding property holders. In addition I believe that this will encourage free camping in other areas not allocated for	Noted Refer to Officers report

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		camping such as on DBCA land on Tuart drive. I live opposite "Inn the Tuarts" and it is constantly full of tourists not meeting noise requirements- with the owners openly telling us that their guests ignore them. We have music going all hours on any given night of the week. Imagine trying to control 6,000 people! I believe that if the Council allows this application to proceed, it will allow a free for all for anyone who wants to make as much noise as they like anywhere they please. Don't forget it's the rate payers who will be suffering here. I am also very mindful of the challenges that dairy farmers in the area face with trespassing and protesting against milk production. I do not believe this is a suitable area to attract drunk and likely drug affected patrons. Has there been a cultural and heritage survey conducted at that address?	
79.	J, Mitchell Abba River	Objection I am a farmer in the vicinity of the proposed centre. We are beef and sheep producers for meat market. Our business will be affected by noise which will result in rising glycogen levels in our livestock (this is well documented in Meat and Livestock Association and each beast is compulsory tested for these levels at the abattoir) meaning the beast will either be reduced in payment OR rejected and no payment made to us - the animal is already killed at this stage and can't be returned. Further, I make note of the following; * increased traffic on road interfering with cattle road and feed movements including dangers to tourist vehicles due to spooking of cattle * the fire management plan is ludicrous and will never cater for large numbers of people * roads are not designed for the traffic * illegal campers will occur on properties as will drink driving * there has been no Environmental Protection Authority consultation or study on effect of protected species nesting in the area, in particular Carnaby Cockatoo * this is a zoned Rural area - if I'm not allowed a second dwelling because my land should be used for farming, why is there a double standard here? Second submission In regard to questions raised re cattle at last Wednesday's community meeting for application for a Reception Centre, please find attached two website addresses that	Noted Refer to Officers report

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		discuss glycogen in cattle (one is Department of Primary Industries site and the other the Australian Meat and Livestock site (who are regulators). Both discuss how to reduce or limit glycogen stores in cattle. As a quick overview all abattoirs compulsorily check glycogen or ph levels in cattle AFTER they have been killed. The levels must fall into a certain range or the price for your cattle per kg is reduced OR your animal is rejected and not fit for consumption. Stress on cattle is why glycogen is a problem, and this includes noise (see screenshots of both sites) and anything unusual for the cattle- this would also most certainly be unknown people/groups near them, unusual traffic etc. The permission of rock concerts in the near vicinity of beef cattle producers, will directly impact the earnings of beef farmers in the vicinity. I make no comment on dairy farming specifically however I will say their issues are not dissimilar to our own. We are zoned rural, not tourist. d085b4aca7455f3778963e2dbc5ea1c2_21833440-BEED-41D8-9528-138F7828CC8A.jpeg (1620×2160) Dark cutting beef - managing cattle to reduce DCB (nsw.gov.au) msa08-beef-tt_the-effect-of-ph-on-beef-eating-quality-lr.pdf (mla.com.au)	
80.	T, Tapley Busselton	Support It was such a shame when we lost Southbound. So many people have the fondest memories of that festival, which became a yearly ritual for many Perth Dwellers too, bringing a lot of tourism and hospitality business to the southwest. I am interested to hopefully utilise a venue such as this for events planning of my own in the future. I think music is a huge part of our culture in the southwest. And a location for future events supporting this aligns truly with the spirit of our beautiful corner of the state.	Noted Refer to Officers report
81.	T, Sibson Busselton	Support Busselton required a multi-use site that has capabilities to hold significant crowds outside of the CBD and residential development.	Noted
82.	J, Budiselik	Support	Noted

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	Broadwater	This is something that the south west has been missing and will have nothing but a positive influence on the cultural development of our home. The southwest is know(and travelled to) for its creative atmosphere and this property will put Busselton at the fore front of the tourism sector. We need to change the stereotype that Busselton has- where optimistic creative endeavours are often dismissed by our older demographic who can become set in their ways and afraid of change. Let's fill the air with music and laughter	
83.	T, Gibbs Sabina River	Objection Our property is located at **30 Espinos Road Sabina River** and last night we attended the Community Access Session to stand alongside our neighbours to oppose the "reception centre" development at 64 Espinos Road. Thank you for listening to Vanessa Potter and Neville Haddon and considering the views of the local residents who will be negatively affected by the proposed development. We purchased our property a few months ago, unaware of the proposed development, to enjoy the quiet rural lifestyle of Sabina River. The proposed development is significant in size and scale, is not in keeping with the rural/farming neighbourhood, and will negatively impact us and our neighbours in a number of ways. Please consider the huge loss of amenity and safety concerns of local residents, many of whom are also local farmers, business owners and employers. We have **real and genuine concerns** - the emergency escape and fire risks, excessively high noise levels, stress on farm animals/livestock, mental health of residents, high volume of traffic, loss of privacy, lack of property access, antisocial behaviour, inability for farming practices to continue as and when needed, and more. The application also contains activities that are **not permitted on rural-zoned land** - caretaker's dwelling, car park, takeaway food outlet. A caravan park/camping ground should also be a separate land use application open for public comment, not	Noted Refer to Officers report

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		wrapped up in a "reception centre" application, which is not even the correct classification for multi-day music festivals. This proposed development is already causing great anxiety and distress amongst the local residents. Please preserve the rural way of life of Sabina River by ensuring this proposed development does not go ahead. We will be making a formal submission as part of the public consultation process but wanted to reach out to you all to share our concerns. Second submission 2 December: 29b9106a514d97e29c0cabe160b25cae_30_Espinos_Rd_opposition_to_DA210742_-_64_Espinos_Rd.pdf	
84.	W, Slee & M, Spilsbury-Slee Yoongarillup	Support First submission: I am in an unusual position - I live and enjoy rural life and the seclusion and peace that is inherent to Yoongarillup, understanding the concerns of those who feel this might be threatened or disrupted; but I have also been involved in the live music industry for quite some time and so I see the need for and value of, opportunities such as this proposed development. I believe that the short term discomfort to some local residents, of four weekends per year with activity and noise, is far outweighed by the long term benefits of having a dedicated live concert venue in this area. From where I live, we are already impacted by large music and other events closer to Busselton, as well as fireworks, traffic congestions when heading towards Busselton, and we generally roll with it for the greater good of others and the region in general. So long as the noise is temporary, the roads and traffic flow managed effectively, and the crowds controlled in a positive manner, this should be an exciting new concept for Busselton and beyond. The need to have a safe, well designed concert venue is important in an area such as this, as is the opportunities this will provide to local and interstate artists and all who love live music. I try where I can to promote live music, especially young, emerging, local artists and this proposal shows immense potential to honour this. I know that such	Noted Refer to Officers report

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		events will always provide a stage for our local artists as well as making it possible to have national and international acts right here on our doorstep. Imagine the acts we might have access to without having to drive great distances to attend! We have needed a dedicated space for a long time and I welcome it in our neighbourhood. That the company is also engaging and working with the Cultural Custodians via Undalup Association, makes me even more supportive of the project as this forms a really important foundation of acknowledgment and respect towards the natural history, the Culture and the environment of this beautiful setting. I cannot wait to see what evolves here and commend and support those behind it. Second submission: I support this proposal as it will bring so many opportunities for up and coming local talent in our town. It will be a huge tourism boost as bigger artists will be able to perform and it will offer more jobs and experience. This is exactly what we need after a lack of festivals and music due to COVID ☺	
85.	J, Slee Hithergreen	Objection The noise pollution alone is reason enough. The sheer number of people passing through an area which will result in considerably more theft/property damage/trespass. Which southbound already does and that's with it in at Bovell. It is not what our country properties need or want. It's going to lead to loss of value, loss of quality of life, loss of property and a continued erosion of our ability to work the land and live our lives. It is not welcome here. I do not support it in any way. The noise pollution alone is reason enough. IT IS A MASSIVE FIRE HAZARD in an area where funding cuts and dismissal of volunteers have already weakened our defences. The sheer number of people passing through an area which will result in considerably more theft/property damage/trespass. Which southbound already does and that's with it in at Bovell. It is not what our country properties need or want. It's going to lead to loss of value, loss of quality of life, loss of property and a continued erosion of our ability to work the land and live our lives. It is not welcome here. I do not support it in any way.	Noted Refer to Officers report

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86.	B, Edgar Abbey	Support Out of town area would be great. Young need a place to go in a controlled place	Noted
87.	J & J, George Acton Park	Objection 1. Extreme fire hazard with State Forrest all around proposed area and some roads within the proposed area do not have entries/exits each end. Also the requested amount of participators will camp in bush without regard to bushfire issues. As you would be aware music festivals involve alcohol. 2. Sues Road 110 km used by trucks, caution required from normal traffic. In the event of the proposed " reception centre" this will be catastrophic. 3. As a participant of music festivals, I would suggest that this would not align what is required to keep the residents/ participants safe and would require and enormous amount of work and control in this area. 4. What about the protected species in the whicher range. After having issues with the recent mining in the state forest we became aware of all the protected species within this area i.e red tailed cockatoos who have yet to establish themselves after the recent upheaval from the mining If this event were to proceed we would be very worried, and would hope that it was realised what disasters could happen	Noted Refer to Officers report
88.	V & J Potter and R, Potter Sabina River	Objection The stress it is causes on my parents who live at the above address, I am concerned for their mental wellbeing. Fire Safety • Concern for our property in case of a bush fire. We live at the end of Espinos Road (no through road, single lane gravel road). There is no guarantees that we have a clear route to leave (part of our bush fire plan) via Espinos Road due to high volume of traffic before, during, and after concert. • One road in and out for our residence (81 Espinos Road).	Noted Refer to Officers report

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		• The 2 most recent fires in Whicher National Park, were on Sabina River Road and caused by illegal camping. Who will patrol the National Park/gravel pits for illegal campers. • In case of medical emergency how do we leave if roads are grid locked, how to emergency vehicles get to us? • We have a Blue Gum planation on the property which is within 200m of venue. It is highly flammable and WAPRES have their own fire plan. How do they get access? • Yoongarrilup and Acton Park Fire Brigades are mentioned in the proposal but are a small number of volunteers from surrounding properties, again how do they get access to us? • The Bushfire Management Plan correctly identifies the real risk of an offsite bushfire to concert patrons but does not assess the risk of the venue as an ignition source leading to a bushfire, which would appear high given the site's proximity to orchards and the Sabina River bushland corridor that connects with the Whicher National Park. Traffic • As mentioned above Espinos Road is not maintained on a regular basis and will not withstand the high volume of traffic. Buses and trucks entering and exiting venue will leave Espinos Road in a dangerous state. • We have only one road to enter and leave our property. How can we safely and with little disruption go about our normal daily lives (work, sport education etc)? • Sues Road and Vasse Highway are 110km main roads. They both carry logging trucks, milk tankers, farm machinery etc. There is no slip lanes or safe way to enter/exit these roads once traffic management teams leave. Proposal states they will only be onsite for 2 hours before and 1 hour after event. What about the days in between and hours before and after? Way of life	

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		• The development application will result in a loss of amenity for local residents. For example, traffic generation, safety/convenience of road users, noise from the concert/traffic/campers/set-up and pack-down, nuisance/disturbance, visual impact/appearance, way of life/character of the neighbourhood, dust, lighting, loss of privacy. • The proposed reception centre is not consistent with of the General Rural zone 'to retain the rural character and amenity of the locality' as the noise emissions likely to be generated from the proposed development, the nature and intensity of vehicle movements in a concentrated period of time and the visual impact of the car parking area, would significantly diminish the existing and likely future amenity of the rural character of the locality. • The parking area for the attendees' vehicles is located adjacent to the common boundary with 30 Espinos Road. when in use as a car park for the concerts, the area will appear as an expansive area of car parking, which is not in keeping with the rural character of the locality and will have a significant detrimental impact on the visual outlook from the adjoining property. • The degree of impact on the the locality resulting from the proposed development to be inconsistent with the objective of the General Rural zone 'to protect the rural character and amenity of the locality' and, therefore, an inappropriate use in this locality. • The City of Busselton Local Planning Strategy 2019 states as a Theme 1 objective: *The creation of compact, liveable and sustainable settlements that provide their residents with housing and lifestyle choice and affordability, a high quality of life, health and wellbeing and convenient access to high quality employment and services.* • Sabina River is a rural neighbourhood consisting of small and large farms with cropping, horticulture, viticulture and grazing of cattle, sheep, horses, etc. The proposed multi-day camping music events and single day/overnight music events will impact the peaceful rural neighbourhood, removes the lifestyle choice of local residents and will reduce the quality of life and wellbeing of residents.	

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		• Our property has devalued since the proposal has been submitted. It has been on the market since October and 2 potential buyers have stated they were not making an offer because of the proposed application. • The number of camping sites and car parking bays is not clear as different numbers are quoted/shown in different parts of the application. For example: * The "plans" document states in the notes section on page 1 that there are 2000 car camping sites 5m x 5m, and 550 day car parking sites * The "traffic impact assessment" document states on page 6 that there will be 2000 cars with campers and 300 cars parking in day parking * The "traffic impact assessment" document contains figure 2 on page 9 which shows 2100 camping sites plus an additional "glamping" area which has 47 camp sites, and shows 2605 car parking bays (1111 + 847 for camping and 647 day use car bays). Noise • The Noise Impact Assessment is fatally flawed. It fails to identify six residences where noise levels will exceed acceptable limits, reports predicted noise levels in table 4.1 that are lower than presented in the noise contours, does not consider noise emissions from ancillary equipment (e.g generators) and does not consider exceedance of the much lower noise limits that apply after 10pm by the 6,000 campers that will remain at the site after concert end. • The noise associated with the concentrated vehicle movements on arrival and departure of guests, service vehicles and associated activities, including caterers, taxis and the like, vehicles parking, guests exiting and accessing their vehicles, guests walking to and from the parking area and congregating in the stage and camping areas located on adjacent boundaries of the nearest noise sensitive premises, is not the type of noise that is expected in a rural environment such as this, and is likely to result in significant adverse noise impacts on adjoining and adjacent residences, thereby diminishing the existing and likely future amenity of the rural character of the locality. • The CEO is not to approve the holding of more than 2 approved events in or at a particular venue in any period of 12 consecutive months unless the CEO is	

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		satisfied that the majority of occupiers on whom the noise emissions will impact have no objection to the holding of the additional events. • The predicted noise levels in Table 4.1 do not align with the modelling contours. The table states 63 dB(A) in scenario 3, however the contours in Figure 4.3 show levels around 67 dB(A). There is inconsistency and a 5 dB increase is significant. What the consultant hasn't made clear is the C-levels, the bass, there will be no getting away from it as it'll just be thumping inside for hours. If there are 3 stages all going off at once it we will definitely be unreasonably affected by it. • The Environmental Protection (Noise) Regulations 1997, Regulation 18 (11) states: *The CEO is not to approve the holding of more than 2 approved events in or at a particular venue in any period of 12 consecutive months unless the CEO is satisfied that the majority of occupiers on whom the noise emissions will impact have no objection to the holding of the additional events.* The development application is seeking approval for five (5) events per 12 month period, this is well above the 2 events stated in the Regulation. Discrepancy • The documentation provided does not meet minimum requirements for a DA including the absence of plans that show the topography of the site and elevations and sections of proposed built structures such as the soundstage(s). • The proposed development application includes a camping ground that does not meet the requirements of the Caravan and Camping Grounds Act 1995 and the Caravan and Camping Grounds Regulations 1997. • The City's Local Planning Policy No. 2.4, RURAL TOURIST ACCOMMODATION, with regard to Setback requirements states: *Guesthouses, Chalets, Rural Holiday Resorts and Caravan Parks and Camping Grounds must be setback:*	

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		• *100 metres from any other property boundary if that other property contains Prime Agricultural Land.* The development application shows the camping area is within 50 metres of the boundaries of 79 Piggott Road and 30 and 80 Espinos Road Sabina River. • The development application includes a camping ground which does not comply with the City's Local Planning Policy No. 2.4, RURAL TOURIST ACCOMMODATION. This policy states: *The intent in preparing and adopting these provisions is to pursue the principle that commercial tourist development should generally occur within the urban areas of Busselton City and that opportunities should be provided for small scale and low impact tourist accommodation and related activities in rural areas.* The cover letter of the proposed development application requests a change of use to "reception venue/special use". "Reception Centre" is defined in the Local Planning Scheme 21 as *"premises used for hosted functions on formal or ceremonial occasions."* A music concert/event is not a formal or ceremonial occasion. A reception centre would be more appropriate for the hosting of weddings or similar events. The site at 64 Espinos Road is not zoned for "special use" within Schedule 5 – Special Uses of the Local Planning Scheme 21 Environmental Impact • An archaeological and ethnographic survey of the proposed music venue should be conducted. The the proposed music venue is located less than 300m from the Sabina River which is an identified Aboriginal site having both mythological and historical associations. Aboriginal sites are reported to most likely occur within 350m of watercourses. Two archaeological surveys conducted at nearby properties have discovered Aboriginal artefacts. • The location of the proposed development application is within 500 metres of the Whicher National Park, a site that provides important habitat for native flora	

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		and fauna. Local wildlife including kangaroos and emus, as well as endangered Western ring-tail possums and black cockatoos are regularly observed on the rural properties of Sabina River. Has an environmental assessment been done to consider the impact of music festivals on the local flora and fauna? • We have Thoroughbred horses on our property who are easily spooked. There is no indication of the type of fencing that will deployed and where it will be located making it impossible to assess risk to livestock or risk to patrons from stock. Notably stock recently escaped from 64 Espinos Road, entered the Sabina River corridor and caused injury to stock at a nearby property.	
89.	D, Moanaroa Karnup	Support I think it will be a great addition to Margaret River Region.	Noted
90.	M & J Piggott Yoongarillup	Objection We strongly oppose this application to have this land rezoned as reception centre/special use, to be able to hold concerts etc. 1. This is rural land. 2. Extra traffic in area generated by the requirements of the events. 3. We are disgusted to think they are prepared to construct this so close to a rural populated area. 4. The noise can't be emphasized enough. We know what it is like as we have a large scale development along side of us. As well as noise created by airport. 5. Will this consortium have sufficient funds set aside for future mental health claims & poor land values bought about by the noise & general activities? 6. Devaluation of land & fire threats. 7. Noise monitors permanently installed which are relayed directly to the shire and for music to cease immediately when these limits are exceeded, and fines to apply if failure to do so. 8. Drug issues are a major concern and all events should be classified as "Drug Free" & inspections carried out before entry	Noted Refer to Officers report
91.	K, Birch	Objection Because of previous experience working at festival for large numbers of people. The fact that there is only one road in and out. Fire risk. Neighbouring dairy farm and	Noted Refer to Officers report

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		workers will be inconvenienced. Undue stress to livestock. People live in rural areas to get away from thousands of people and their lifestyle should be respected.	
92.	D & J Walters Acton Park	Objection We object to the above proposal on the following grounds. We are long time farming residents of a neighbouring locality (Acton Park) and we are very concerned about this proposal. The IMPACT it will have on daily farming lives, especially the ones closest to the venue will be severely disrupted. THE RIGHT TO FARM - Whilst this venue is operational animal welfare is a concern - NOISE (spooking of animals), noise impact on all residents, feeding of livestock and all good necessary farming practices. In the event of damage to properties, loss of income and animal welfare issues, who is going to be responsible for the losses if this occurs? Also we have been informed of a declared noxious weed (DOUBLE GEE) is on the property. The impact of spreading these on road verges and neighbouring properties is a great concern. We are concerned about illegal campers camping on private property (without the permission of the owners), road verges, public open areas, national park reserves without ablution facilities, rubbish bins, camp fires and most times they all bring a dog or two. This could end up being another unwanted problem. The unwritten law of the land is that if an animal (in this case dogs) is seen chasing stock it is dealt with accordingly. FIRE BRIGADES - As I, Doug Walters, FCO of North Acton Park Bush Fire Brigade, do have a concern for the possible welfare and safety of my fellow volunteer rural fire fighters, which has been indicated to me by my fellow volunteers in our brigade. If need be we can attend to put a fire out but we are not in the position to monitor and mop up all the time as we all have our own private businesses to run. The developer needs to give more consideration to long standing rate payers and community members with this proposal. For the reasons above we are strongly opposed to this development. We hope that when the decision is made by council all of the above concerns are taken into consideration.	Noted Refer to Officers report
93.	T & J Espinos Sabina River	Objection 1. No consideration has been given to the residents and 36 houses within the 3klm radius of proposed reception centre.	Noted Refer to Officers report

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		2. the MENTAL STRESS to residents whether it be due to proposed number of people,devaluation of properties, noise, trespassers and the loss of our basic right to reside work and live in a "RURAL"area is a major concern. 3. land is zoned "RURAL" and not rural and housing as stated in proposal.HOW CAN THIS DEMOGRAPHIC BE CHANGED. 4. There are large commercial [avacados] and farming enterprises [one of the largest dairies in the south west running 3,600 head of cattle] with no thought given to farming practices[not a 9 to 5 occupation or limited to 5 days a week] ANIMAL WELFARE not considered,heavy vehicles and machinery used daily and quite often during the night in different seasons. 5. Centre borders a NATIONAL PARK, illegal camping, pollution of SABINA RIVER and FIRES are a very major concern, how to evacuate 12000 people in case of an emergency is a very major concern. Also the Yoongarillup reserve an ideal illegal camping ground. 6. 6000 to 12000 people using a one way no through GRAVEL road [Espinos road] and Piggott road is not sustainable. Can not see how 12,000 people, vehicles, campers be allowed in a main "RURAL" zone. Our family has been farming in this area since 1895-1905 in one of Busselton's oldest settlements. WHERE DO THESE PROPOSALS STOP? What next. Farming is a major part of this region. 7. The City of Busselton does not have a 24 hour Police Station in case of emergencies.	
94.	G & L Jenkins Cowaramup	Objection As farmers with 56 years of farming experience in the Busselton and Margaret river shires we would like to object to the proposed Reception Centre in the Sabina river area for the following reasons Noise pollution - Landholders nearby to the proposed Reception Centre have livestock. A personal experience we had when farming a large property on Bussell Highway, Cowaramup involved a concert being run by Palandri wines, loud music spooked young cattle we had paddocked several hundred metres across the highway from that concert. The cattle stampeded through internal fences onto an	Noted Refer to Officers report

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		internal raceway then onto a road leading to Bussell Highway, our cattle kept running over two kms. Fortunately our farm manager was home and was able to head them off before they reached Bussell Highway. One hundred head of frightened cattle charging onto Bussell Highway does not bear thinking about. Luckily for us there were no injuries to the cattle. Residents in the surrounding area will have their peace and quiet interrupted. They purchased their properties expecting a certain lifestyle - peace and quiet, freedom and space. If they wanted concerts and noise they would have purchased houses near HBF Stadium, RAC Arena, Subiaco Oval or the like. Fire risk - The enormous fire risk is a real concern, there are hundreds of hectares of State forest nearby. The majority of these concert goers are likely to be the younger set with little spare cash to throw away on camping fees. Illegal camping in the forest and on neighbouring farm land will be very enticing. Camping and fires go hand in hand along with the danger of setting the bush alight. Road congestion - Tractors and machinery feeding livestock silage or hay with huge vehicle movement in the area equates to a very hazardous situation. These roads have not been designed or built to take this volume of traffic. Should there be an emergency, both Espinos and Piggott Roads converge into the one intersection. Anti-social behaviour is a concern. . Concert goers trespassing onto nearby properties, landowners could not leave their property for the duration of the concert for fear of trespass, damage or theft. Litter - Litter could be blown by the wind or just thrown out of vehicles. Animals inadvertently swallowing plastic bags etc can cause severe intestinal blockages and even death to any animals so affected. The above objections to this application are given with the experience of fifty six years of active farming in the Busselton and Margaret River Shires. Along with fifty four years as a volunteer firefighter, with nearly twenty years as a Fire Control Officer in the Cowaramup/Treeton Brigade, along with the experience of fighting fires carelessly lit in similar areas of forest land adjacent to our farm. Please use some common sense and reject this application.	
95.	T, Carr Sabina River	Objection	Noted

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		My fiancé, three children, mother, father, and I live at 304 Yoongarillup Road, and we have grave concerns for our safety, the safety of our neighbours and our mental health. The thought of having 12 000 concert goers in our local farming area is deeply distressing and overwhelming. We are shocked that an application of this scale, called a 'reception centre', would even be considered in a rural farming zoned area. We have outlined our major concerns below: Fire and Safety: • The proposal is planning to try and control the uncontrollable- outside the concert venue people will camp illegally in the Whicher National Park, local farming properties and the Shire gravel pit. The consequences of illegal camping and potential lighting of fires will be devastating. • We will be unable to evacuate if a fire should start. We acknowledge that the application states that there will be no exposed fire at the site but generators will be used for power, some food trucks will use gas and cigarette smokers will all be at the proposed venue in addition to the illegal camping that has already been stated above. • How do emergency services access us if necessary, the phone coverage is already inconsistent in our area, the number that will be provided to us as a 'hot line' is highly likely to be inaccessible due to the high volume of consumers using mobile phones in our area. • How do we leave if there is an emergency, and the roads are grid locked? How do the 12 000 concert goers leave if 6000 have been transported by bus and others who have access to their cars may have been drinking. • The three most recent fires in the Whicher National Park have been in the proposed concert times (October and November), and all required fire brigade attention. • Yoongarillup and Acton Park Fire Brigades mentioned in the application are both volunteer fire services with dwindling numbers. These volunteers live in surrounding areas that will be severely impacted by the proposed concerts and may need to stay and protect their own properties.	Refer to Officers report

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		Traffic concerns: • It is not a viable solution to have Yoongarillup Road, off Vasse highway manned for only 2 hours before and 1 hour after the concerts when there are hundreds of cars trying to enter and exit the venue. A 'local traffic only' sign will not deter concert goers from using this road. It is also highly likely to cause traffic congestion on Vasse Highway Road to Nannup as concert goers will try and use this road. • We will potentially be trapped on our properties for the entirety of the concert. • Although the proposed venue has 2 accesses in event of an emergency there are 5 narrow country roads (1 being Espinos Road, a gravel dusty single lane road), another a gravel road heading into the Whicher National Park running adjacent to farmland) meeting at a junction which would be completely jammed. There are families who only have 1 entry/exit point who have no choice but to use the gravel single lane Espinos Road so will be unable to leave during the concert times. • Sues Road and Vasse Highway are not built for the proposed volume of traffic, particularly there is no slip lane for event traffic at the Yoongarillup Road turn off, the speed limit for both roads is 110km/hour and both are single lanes. • Sues Road is constantly used by milk trucks, pine hauliers, large grain trucks and lime trucks • How does the shire access their gravel pit? • How does the road cope with thousands of cars using it at all hours when road trains constantly use Sues Road 24 hours a day? • Logistically how do 3,000 cars (approx. 6,000 concert goers) filter onto Sues Road at 200 cars/hour (mentioned in the application) taking 15 hours, plus buses, private vehicles and taxis taking remaining 6,000. At 57 passengers per bus, it will be over 24 hours to clear 12,000 concert goers, almost 1/3 of Busselton's population. Mental Health and impact on our way of life: • There are 4 FIFO families (ours included) within 500 metres of the proposed event, leaving us very exposed, vulnerable, and fearful of antisocial behaviour by drunk and drugged concert goers. If the proposed concerts were to go ahead it would mean that my parents would be unable to go away during that time or Will would need to fly home from site to ensure that the children and I are not alone on the farm. Another option would be that I would have to have my three children stay with other	

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		people while the event is on, and I stay on the farm alone. The fear of not being able to escape in the event of an emergency is so frightening. • There are no guarantees for local's safety outside the concert area, this is already causing huge stress and anxiety. • It will no longer possible to have guests visit for long weekends or enjoy any down time on during the concert times • The set up and pack down impacts have not been included in planning which will interfere for a longer period with our ability to farm, school bus runs and our general way of life. Noise Impact: • Please note that we are 500 metres from the proposed concert venue however only 6 residences were listed as being affected in the Noise Impact report. • The noise generated from the concert will impact our ability to work, we will be unable to sleep for multiple nights in a row. We believe there to be inconsistencies with the Noise Impact plan and trust that the City of Busselton will further investigate. • The Noise Impact plan doesn't have specific times listed (see below) 'Actual event run times including sound checks are unknown at this stage however the following times are likely: ➢ Noise, such as sound checks, will commence at 10am; ➢ Events on Fridays will finish at 11pm ➢ Events on Saturdays will finish at 12am ➢ Events on Sunday will finish at 10pm.' • What they have listed is 39 hours of music in a rural farming area. This is not taking into account the people arriving and leaving the venue and the noise of the traffic. Safety: • Fear of being trapped if there was an emergency or fire. • Fear of being in a dangerous situation and not being able to contact emergency personnel. • If people leave the venue on foot or leave their cars once they have left the concert, we are very vulnerable, we have livestock and also a large dam on our property which is visible and easily accessible from Yoongarillup Road. We are very concerned that someone may enter our property to use the dam and potentially drown.	

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		• COVID- will all 12 000 concert goers be required to prove they are fully vaccinated? Response to the application. • The Environmental Protection (Noise) Regulations 1997, regulation 18 (11) states; The CEO is not to approve the holding of more than 2 approved events in or at a particular venue in any period of 12 consecutive months unless the CEO is satisfied that the majority of occupiers on whom the noise emissions will impact have no objection to the holding of the additional events. The majority of those who will be impacted by noise already object to any of the proposed concerts. • The proposed weekends for the 3 days concerts are during the school holidays and Busselton accommodation is fully booked leaving these concert goers heading out to find camping sites in the national park and on private property this leaves us very exposed as they will light fires and be mindless of our safety and security. • Staffing- Busselton is already experiencing a staff shortage, we worry that the events would be run short staffed leaving us and the concert goers exposed.	
96.	J, Price Acton Park	Objection I object to the above proposed development for numerous reasons as follows. The proponents proposal of removing the noise and environmental impact on the city area and imposing it on a rural community. What gives Mr MacPherson the right to treat rural dwellers different from the city people and treat us as second rate citizens. His quote " to strive to ensure that our events provide economic and social benefits to the Busselton area, building on the fabric of the local community" unquote. I say he will be doing this in parts and tearing down and destroying in other parts. I insist we should all be given the same consideration. Farm animals such as milking cows do not respond at all well to sudden unexplained noise and interruptions. He is ignoring our peace and tranquillity. I ask how would he react if we tried to disrupt his lifestyle and his ability to earn a living? I request an answer to this question. 12,000 patrons on 55 acres. How many square metres per person? How many personnel will be in attendance to control the services needed to feed, manage and make sure that ALL are kept from trying to break the rules? We have a worker shortage in this area now. How will he prevent those people who are hell bent on	Noted Refer to Officers report

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		breaking rules from leaving the area and camping in the Whicher Ridge National Park and the State Forest, both of which are very close by? Where is the room to park all of the vehicles that will converge on this area? Where is the room to park all of the service vehicles? The community need to know the answers to all of the above. Fire and emergency. This will be a major concern as all of the local rural residents belong to either the Yoongarillup or Acton park Fire brigades and will be expected to attend these proposed events which appear to be planned as close to the holiday and tourist season as possible. They all have farms and business' to manage 365 days per year and at present in the fire season they are just coping, without any extra pressure these events will place upon them. Has Mr. MacPherson given consideration to the prescribed back-burning that takes place each year in the nearby forestry to make our summers safer? This takes place whenever the local weather conditions suit and quite often means the entire area is blanketed with smoke and fine ash. Would make a great atmosphere for a gigantic sized public entertainment as proposed. Police and ambulance officers. What if an emergency occurs in our area [shark attack, road trauma] Is Mr MacPherson going to employ private security and his own first aid workers or is he expecting the local services to cover all aspects? Water. The proposed water storage seems totally inadequate and appears intended for the local fire brigades use. What is the plan for the everyday water use for this property? Are the patrons expected to bring their own water when camping? How many toilets and other bathroom facilities are going to be provided for 12,000 people. The service workers will add to these numbers.	
97.	D, Mas Yoongarillup	Objection I am concerned about the impact it will have on the neighbouring farms, especially the fire hazard risk and the amount of traffic that will be in the district when events are on.	Noted Refer to Officers report
98.	K, & L Stewart Yoongarillup	Objection	Noted Refer to Officers report

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		My wife and I would like to make an objection to the above proposal. We own and have resided at Lot 1710 for over 30 years and are now retired and in our early 70's. Due to our close proximity to the proposed venue, our concerns and fears are related to the following issues: **NOISE:** The constant loud, thumping noise emanating from these events will be intolerable, especially at night disrupting rest and sleep patterns. The noise also associated with 1000's of campers after event hours will also be evident. **TRAFFIC:** Before, during and after the events the traffic conditions could be extremely hazardous. With 1000's of vehicles entering and exiting these events, our roads will be congested and dangerous. Local residents will be inconvenienced with limited accessibility to and from our properties. **BUSHFIRE HAZARD:** This is a huge potential risk with national park, forest and pasture land so close to the venue. Illegal camping in these areas has already occurred with a recent fire not far from the proposed venue. With our limited road access and the high volume of traffic anticipated, a fire breaking out in this area could be catastrophic-both to local residents and concert/camping patrons. A lot of the local bushfire brigade volunteers live in this area and they would be put in a potential life threatening situation. **UNRULY ANTI-SOCIAL BEHAVIOUR:** With the proposed number of concert and camping patrons and some of them associated with excessive alcohol and drug usage, there is a definite risk to surrounding residents. Illegal camping and trespass onto private land by undesirable persons pose a real and unwanted problem. Security within the event itself does not address problems occurring outside the boundaries.	

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		FINANCIAL IMPACT: A distinct risk of decreasing house and land values in the surrounding areas is possible. Our house insurance premiums will increase with added fire and theft risk. Rates may increase if future re-zoning was to occur. **FLORA/FAUNA:** Potential risk of damage to flora and fauna (especially bandicoots and other native animals) in the area, particularly adjacent to Yoongarillup Road. **LITTER/POLLUTION/DUST:** There are strong prevailing winds in this locality and it is very likely we will be subjected to litter and dust pollution. The Sabina river itself is in danger of pollution, especially from illegal camping, resulting in irresponsible disposal of rubbish and human waste. All of the above and more will have an extremely detrimental effect on our **mental welfare** and general **lifestyle**. At our age we are already experiencing the effects of stress, anguish and anxiety as a result of this proposal. **Depression** is quite likely to occur if this proposal is approved. The ramifications of these events being given approval will have a huge impact and major disruption to our lifestyle. We have always paid our rates and taxes promptly and adhered to the rules and regulations set down by the City of Busselton. We have also supported local businesses and local communities. In this somewhat unique district there is a combination of farming/plantation enterprises producing food locally and for export. There are also retirees and people who just plainly wish for a peaceful and safe environment in which to live. This is what we have now.	
99.	B, Tenardi Busselton	Support The proposal looks well planned and I can't see a problem with it.	Noted
100.	S, Poole Busselton	Objection There are dwellings in close proximity that will be affected and I believe it would be suitable further away from those dwellings.	Noted Refer to Officers report

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101.	M, Brock Dunsborough	Support This region doesn't have an existing camping festival, or place to go and see great bands regularly in such an atmosphere as proposed. With the growing numbers of people living here we there's ample demand for these sorts of events. We have a tourism business in the southwest and any events that bring big numbers of people to our awesome pocket of the world is great for my family and many of my friends small businesses and local economy in general.	Noted Refer to Officers report
102.	C, Woodward Dunsborough	Support Great for the community and not in residential area or near foreshore where environmental damage can occur.	Noted
103.	T, Moore Dunsborough	Support Very professional operator Great idea to host events in country and not on ovals in town Supports local industry	Noted
104.	C, Levien Dunsborough	Support Great opportunity for the southwest community to hold events like this. Music is a great way to bring the community together.	Noted
105.	S, Fleming Broadwater	Support It will bring colour, business & culture to the region.	Noted
106.	M, Watts Yallingup	Support It's been long overdue for a save to hold large events that don't disrupt residential areas. Events like these keep the area running and people employed. After all City Of Busselton is the "Events Capital of WA" so let's prove it! I've been operating our business for 15 years and this is a great opportunity to support businesses in the industry.	Noted Refer to Officers report
107.	B, Marsh Dunsborough	Support	Noted

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		Because it is great for the area and all the small business in the area. The area is desperate for well organised events like the proposed.	Refer to Officers report
108.	S, Kirchhofer Dunsborough	Support Great to have a purpose venue for music festivals in the area that won't affect any town with noise or traffic congestion.	Noted Refer to Officers report
109.	C, James Dunsborough	Support Because it is an exciting entertainment opportunity in the SWest and will also draw tourists and spending into our region.	Noted Refer to Officers report
110.	N & E Haddon Sabina River	Objection I own a large dairy farm with my wife Elaine, our son Garry, his wife Tiffany and their 2 children. (Next generations, dairy farmers) We employ 15 full time staff, many part-time and casual staff, numerous contractors, and businesses in the local area. (Accountants, agronomist, mechanics, nutritionist, vets, silage hay contractors etc.) We milk 1200 -1400 cows twice a day and produce approximately 12.5 million litres of milk per year and grow out 2000 young cattle. All Calves are reared from birth. The heifers are for our future dairy herd and the steers are grown to 24 months of age on our property. Our farm and dairy herd have been built up over the last 41 years and we have been guided by the rules and regulatory framework set out by the City of Busselton's Long term 2050 Rural Zoning policy. We have worked very closely and embrace the COB building codes and environmental regulations, also with Geo Catch to achieve the best practice outcomes for our farm, the environment, and the greater Busselton area. These regulations have been put in place to protect high value Agricultural land from	Noted Refer to Officers report

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		change of land use. This has also allowed us to safely grow and invest in our farming operation. In the year 2000, WA deregulated the dairy industry and there were 460 registered dairies operating. In 2021 there are approximately 135 registered dairies left, producing the daily milk needs for the WA community. There is enormous pressure to keep these dairies operating and having extra stresses placed on our business will make it less viable To allow the proposed concert center to start would bring in many people, lots of traffic and noise to our quiet farming area. The corner of our property where our young cattle are raised is approx. 200m from the proposed venue. (See attached photo no. 1.) Such proximity to the proposed venue will have an adverse effect on all aspects of our business – our family, our staff and importantly our animal's welfare. Both Dairy cows, their calves and Beef cattle are normally quiet animals, but they are easily spooked by loud noises and changes to their surroundings. This can cause them to stampede, going through fences in their flight mode, injuring themselves resulting in vet costs or total loss of the animal. Extra staff will be required as it is very difficult to control and round up frightened and injured cattle. Damaged fencing will need to be repaired immediately. (See attached information on cattle behavior) Upset Dairy cattle will not graze properly resulting in a marked drop in milk production (less milk to sell). Beef cattle's meat quality is affected when they are stressed, resulting in the animal's value at sale being decreased Any potential incident from the proposed venues activities will incur extra staff hours, repair costs and associated loss of income to our business	

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		The proposal states that some agricultural practices would need to cease while the concerts are in progress? Our team of people including ourselves oversee the welfare of our livestock 24 hours a day 7 days a week. We need access to the local roads to look after the feeding and welfare of our animals. The dairy herd (1200 – 1400 cows) is moved twice daily for milking. Uninterrupted access is required for feeding animals, pasture and crop management and checking water daily (especially summertime) The noise from the concert venue will impact not only our dairy and beef cattle and calves but also the people involved in our business. Dairy farming requires very early work hours (milking starts at 4.00 am). We live on the farm, also our son's family and some of our workers and their families live on Yoongarillup Road close to the proposed concert venue site. Continuous load noise will also cause sleep deprivation and This will be a workplace hazard in the handling of machinery and cattle due to fatigue of us and our staff. The large volume of traffic, noise and people to this area will also create other increased road safety issues Espinos Road -very narrow gravel road. (See attached photo no.2.), Goulden Road - very narrow gravel road and Piggott Road - narrow sealed road, are all unlined/unmarked NO THROUGH roads meeting at the same intersecting point at Yoongarillup Road - sealed unlined/unmarked road - not suitable for large volumes of traffic. (See attached photo no.3.) We note some roads in the proposal are to be closed before, during and after the concerts. Multiple events during the year are proposed to be carried out, some over 3 to 4 days. If the roads are closed or blocked by the increased volume of traffic,	

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		how are we, our staff, and other parties to gain access to the Dairy, our homes, paddocks and operate our business efficiently The milk tanker needs access twice a day for the collection of the milk from the Dairy, plus other truck deliveries to bring in many thousands of tons of grain and fodder when needed during the year and tractor movements for the daily feeding of all our livestock The proposed use of local roads which is a school bus route raises concerns to the safety of the children using this service and accessibility, if the roads are blocked or closed due to the proposed concert traffic Fire hazard to the area and potential for loss: • It is very close to the Sabina River and The National Park - rare flora and fauna – bandicoots (see attached photo no.4) • Farming area - hay and silage production • Dairy, Beef cattle • Avocados • Sheep • Horse breeding • Tree plantation • Grapes • Concert goers and Campers wanting to attend the concert and choosing not to stay at the proposed venue will camp illegally in the National Park or up the side roads by choice, cost, or limited availability of accommodation in the Busselton area leaving rubbish and creating a greater fire risk to our area • People who know they can hear the performances for free from outside the concert venue due to the volume of the music, will also be parking and camping illegally up the side roads and in the National Park leaving rubbish and creating a greater fire risk to our area • The use of generators (fire and noise)	

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		• Use of "food vans" – cooking and potential for fire Trespassing, Vandalism, Theft and Property Damage and concert goers getting lost on their way to and from the concert, ending up in our driveways and property laneways. We will need to have extra security and locked gates to protect our property and livestock, increased Public Liability and fire risk on our insurance policies who pays for these extra expenses? Most Business are running on minimum staff now, including our farm, The ability to source extra labor to protect our business and animals during these proposed concert times will be difficult and costly, putting extra stress on our current employees and ourselves. Since purchasing our first block of land in 1980 and setting up our Dairy farm we have expanded buying many neighboring properties at above the market value at the time. This was to increase our milk production to become more efficient and to create a buffer zone around our Dairy Milking Platform so that we did not interfere with other people, while carrying out our farming activities every day of the year. Our business prides itself in minimizing noise, dust, and nutrient from the Dairy, so as not to impact on the environment and community around us. We are continuously working with COB, Geo Catch, Western Dairy and Dept of Agriculture and our neighnours to achieve best practice. The challenge that unmarked, narrow, gravel roads in our rural area, present to inexperienced drivers going to and from the proposed venue safely cannot be guaranteed with the current infrastructure. Our rural area has very inconsistent, poor-quality phone, mobile and internet service.	

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		The Busselton Hospital is approx. 20km from the proposed concert venue, the hospital's size, and capability to cope in the case of an emergency is limited The potential for 12,000 concert goers, plus however many people that are required to run these events, many of whom will have a limited understanding and respect for agriculture, animals, and the way of life in our rural farming environment We currently own and lease 4,000 acres in the Busselton area and our business turns over approx. 10million dollars annually which helps to support the local economy. Please do not let this concert venue interrupt and destroy our farming business and many of the other farming businesses around us. This is a quiet Rural area and must be protected for the future, to enable Farming to continue to produce the communities high value quality food. Elaine and I would welcome the opportunity to discuss our concerns and comments with the City of Busselton and the Councilors at your convenience. Photos attached to submission. **Additional information in relation to Cattle behaviour:** As a prey species, cattle have an inherent fear of unfamiliar objects, situations, smells, sudden movements, and noises In addition, predation is reduced by the rapid flight of large numbers of animals in random directions thereby confusing the predator Cattle are animals that fear novelty but become accepting of a routine Cattle are very sensitive to high frequency sounds and have a wider range of hearing than humans (a human's auditory range is from 64 to 23 000 Hz, cattle from	

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		23 to 35 000 Hz) High pitched noises such as whistling are also unpleasant to cows. Intermittent sounds such as clanging of metal (e.g., gates), shouting and whistling can be particularly stressful, especially if they are sudden and at a loud volume. As they have evolved as prey animals, cows are naturally reactive or fearful in several different situations, including a fear of novelty. As a result, cattle can find unfamiliar objects, situations and smells and sudden movements and noises frightening. Cattle and other livestock are sensitive to noise Pajor et al. (2003) reported that shouting at cows close to their ear was as stressful as electric prods. Waynert et al. (1999) reported that the sounds of people yelling and whistling was more stressful than gates clanging and banging. In another study, Hemsworth et al. (2011) found that shouting at cattle increased cortisol levels and normal conversation between people had no effect. Some commercial handling systems are extremely noisy and the loud sound may be up to 99–115 dB (Lyvers, 2013). Loud sounds over 85 dB had a greater effect on heartrate. Intermittent loud sounds are more likely to make cattle or pigs react compared to a continuous sound (Talling et al., 1998; Lanier et al., 2000). The author has observed that sudden air hissing from the exhaust parts of pneumatic cylinders may stop movement of cattle through a race (Grandin, 1996). This problem can be easily mitigated by installing silencer devices. Lisa McLerie, an abattoir manager in Australia, informed the author that removing a loud siren reduced blood lactate.	
111.	C, Brand Dunsborough	Support I think that this could be a great event for Busselton and would further promote people to our area.	Noted
112.	C, Heathcote Busselton	Support	Noted

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		It will provide economic growth for the town through creased tourism. Is far enough out of residential areas to minimise impact.	
113.	F & A, Robinson Acton Park	Objection 1. Reception Centre "Reception Centre" means premises used for hosted functions on formal or ceremonial occasions. (Amendment No. 1 – GG. 4 Aug 2017) How does a large scale concert venue even fit under this use? It doesn't. 2. Prime Agricultural Land Conflicts with prime agricultural land and rural use. The question must be asked "why is a DA for a large scale concert venue even being considered for 64 Espinos Road? Given that; a. The land itself would be considered prime agricultural and is bordered by prime agricultural. Will there be a 100 metre buffer as is required for other DA's ie (tourism) next to prime agricultural land? As the 64 Espinos Road property is only 50 acres, if a 100metre buffer is applied, then there will be very little room for structures/ building envelope. b. A COB Local Rural Planning Strategy 2006 social objectives is "To retain primary agricultural land use, patterns of rural use and to avoid the intrusion of rural residential and non-agricultural uses." A large concert venue will absolutely impact the capacity for farmers to operate their business. The proposed venue is situated next door to a major dairy milk supplier. Neville Haddon's dairy business is one of the biggest in Western Australia. He is a leading figure in the dairy industry, and his dairy was one of the first to implement new milking technology. He has spent his lifetime improving his dairy and building his business. Busselton shire is also the third biggest milk supplier in the state. The milk industry is very economically important for the shire of Busselton. The proposed venue will place at risk the business viability of a key dairy business in the southwest. 3. Bush Fire Risk Our property, is situated in the neighbouring suburb of Acton Park from the proposed venue. We are members of the Acton Park Fire Brigade. We have lived at the property for 10 years and over this time we have witnessed illegal camping on our property, to the rear of our property in the bush reserve and at the Acton Park Hall. Illegal camping and fencing damage (due to fencing wires being cut) can be a constant issue for landholders in the area and we are constantly vigilant about this and the risk it places on bushfires.	Noted Refer to Officers report

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		a. A large scale concert venue will add to the practice of illegal camping in the Sabina River and Acton Park areas. This places our property and our livelihood at increased risk of bushfires. b. As members of the Acton Park Fire brigade (named as a part of the bush fire plan in the DA) we are concerned that the concert venue will greatly increase the fire risk for our farming community and place additional pressure on us to respond to fire events as part of the Acton Park fire brigade. We operate a business on our farm, we work 7 days a week. We are happy to help when needed, but we feel as volunteers this increased pressure will be asking too much of us and of our resources. 4. Our right to lead a peaceful existence. As residents making a living in an agricultural area, we have the right to exist and run our business in peaceful surroundings. We chose to live rural to escape the noise, traffic and busyness of townlife. Changing the rules to enable intrusive and large scale public events to occur in close proximity to farmers and livestock is devaluing our lifestyle and encroaching on our rights. We settled in a rural area, and as per COB 50 year plan, we expected that our area would not contain such large scale public events. 5. Use of backroads by concert goers The increased amount of vehicle movements on small country roads is also of concern to us. Concert goers will invariably try to escape the traffic jams and police checks (we assume the police will have a presence and be stopping cars to undertake checks). Chapman Hill Road, Yoongarillup Road, Jalbarragup Road, Acton Park Road and Kalgup Road are all roads that are likely to be used by concert goers as alternative routes to 64 Espinos Road. This will heavily impact on the Acton Park community and lifestyle our livelihoods. We are a community of youth on P-Plates, elderly farm owners, mums and dads ferrying children around, regular truck deliveries, cow dairy crossings and stock movement.	
114.	T, Pahuru Dunsborough	Support I believe this area needs something like this! I started Little Village Events 6 years ago and I would love seeing the joy and happiness my small size events would bring to people's faces. So I welcome ALL music event proposals! In fact I would LOVE to be involved.	Noted Refer to Officers report

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115.	K, Espinos Sabina River	Objection I believe that this proposal has many negative issues associated with it. These include: - Traffic management attempting to get 12,000 patrons of a main road with no slipways onto an unmarked bitumen road and then a single lane gravel road will inevitably lead to a an accident and possible fatality. The traffic chaos caused on the Vasse Highway off Sues Road during the Southbound Festival would be much worse on these smaller roads. - In the event of the need for emergency services it would be difficult for them to attend due to the congestion. It would be even more dire for the residents "locked in" by the festivals. - The risk of fire spreading to local farms and the national forest is extreme especially from illegal campers around the festival. - The noise pollution involved will adversely affect local residents and farming operations. - Land devaluation. It is already apparent the scale of devaluation with offers substantially below the current value purely on the chance of this proposal going ahead. Finally I find it unusual that at the meeting regarding this issue the town planner stated that the change of use category may not be correct for this proposal and could be changed to better suit at a later date. I would expect that this would have been sorted prior to asking for submissions regarding said proposal.	Noted Refer to Officers report
116.	B, Watt Dunsborough	Support This will provide an opportunity for event attendees in the local area as well as providing an influx of participants from Perth and other Regions to attend the festival without severely impacting accommodation operators over an already busy period. The fact that camping is available allows participants to still visit and utilise the Busselton, Vasse and Dunsborough shopping areas during, before and after the actual event dates. The impact on the area is for only 3 days with potentially a higher economic return and the opportunity to have as an annual event. We have held music festivals successfully previously. Many larger events such as Ironman, Leavers for example also negatively impact some members of our community, whilst this is	Noted Refer to Officers report

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		not ideal, they are still accepted and funded as notable events. Music festivals should be no different	
117.	K, Musgrave Dunsborough	Objection Inappropriate land use proposed in an agricultural zoned community that will disrupt our farmers. I am aware of the proposal to change the land zoning on a neighbouring property to allow this venue to go ahead and hold events – someone wanting to use land they purchase for certain activities should do some due diligence prior and find an already zoned area that matches the proposed use. Once again it is so disappointing to see our quiet country life being swallowed up by people with little or no regard for where they wish to set up their activities and how it will impact those around them. They try to sell the idea that it will bring money into the area and it will be good for everyone. These types of initiatives are good for our community but on this occasion not at the expense of our Primary Producers. Once a more appropriate location is found for these types of activities yes the community will benefit with money coming in and jobs being created. It always seems that the people who make a living following and being bound by the rules (Council and law in general) then have to object to someone with ideas outside of what the area was zoned for as if they are the ones being difficult. I live in the rural residential area of Dunsborough and each year we are lucky enough to have Schoolies come to town – this too is good for the economy. We are some distance from where they set up the Leavers Zone and we can hear the music every night, so I can appreciate how loud it will be for the farmers and their animals of the surrounding properties who are all located MUCH closer to where the proposed venue is to be established. We live with traffic hassles and rubbish, as well as	Noted Refer to Officers report

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		disruption to our daily routines during this time so can see how this will translate to the proposed area. There is mention of only a few events a year – once the door is open they will just apply for more permits/approvals and again everyone will have to object or may not be consulted at all. There are a lot of issues that holding such a large gathering of people in this area will cause: • Disruption to the day to day agricultural operation of the area by land holders and the farmers livelihoods and animal welfare • Traffic • Fire • Rubbish • Noise • Vandalism • Theft • Trespassing • Illegal camping • To name a few I have mentioned in general conversation to people I know what is being proposed and the response received each time has been along the lines of "surely the Council won't approve that out there in a farming area" but strange things are approved and for varying reasons and agendas So I just want to put my support behind our local generational farmers and their families – people who work **VERY HARD 365 days a year** to provide for the rest of us.	
118.	B & F, Piggott Sabina River	Objection. First submission: Too close, in a rural area.	Noted Refer to Officers report

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		Second submission: The concerns I have relate to our ongoing enjoyment of our home and the lifestyle that is part of that enjoyment. Please note that my husband Brian Piggott has lived within 1 km of our home on Goulden Rd since 1954. There are a number of concerns I have : **Camping** 12,000 patrons and 1,000 on site parking bays with the assumption that the majority of patrons will use buses or pickup services, I strongly suspect that the many of patrons just like they do in the E .S. prefer to drive themselves and will find somewhere to park off site and walk to the event, I see nothing stopping this behaviour, what legal power does roaming security have to fine off site parkers? There does not appear to be any plan to close the Point B to Sues Rd access, west of Point B. This will addressed if there was a parking permit examined at the Yongarillup-Sues Rd Intersection plan. **Fire Risk** From my experience fire risk can be high in October and November when: (a) Pasture residues are still high, following on from spring and before the pasture residuals are lowered by summer grazing. (b) The establishment of the summer easterlies associated with high pressures south of the state. (c) The wind coming off the Whicher Range in these conditions. I can't see how the local conditions have been considered in this part of the report. **Noise** The concern goes to the end of the evening activities, people will probable want to continue to party. I understand that event noise has been modelled by what real controls are there over guests who want to continue to party into the night. I am sure security will	

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		request guests to turn their devices down but I suspect compliance will be short lived and the party will recommence when security moves on. I suggest putting monitoring devices off site, requiring continuous monitoring and loss of licence to operate without substantial compliance would work effectively. **Precedence** I wish to make the City aware of WASAT70(2012), the State Administrative Tribunal supports my families ongoing enjoyment of our home.	
119.	B, Bruce West Busselton	Support I fully support the application for a festival centre....Much needed in the region.	Noted
120.	B, Norrish on behalf of Jasper Farms	Objection The proposal will negatively impact our business operations for the reasons set out in our Letter of Objection. 8177300ceaf2c62d64b64ee401b2d1e8_Jasper_Farms_Letter_of_Objection_re_DA210742_Change_of_Use_Application_(Executed)_25_Nov_2021.pdf	Noted Refer to Officers report
121.	K, Rogers Yalyalup	Objection Submission 1 of 3 by Dr. Kurt Alexander Rogers. General Disruption and Lack of Good Faith. By way of introduction, as a resident and credentialed BA (Psych), BSc, BVMS, CELTA and BA (Fine Arts) I describe myself as a God fearing intensive farmer, timber miller and professional artist. I am also, for the purpose of these submissions, that might be given due consideration, also a retired Veterinary Surgeon from a mixed animal practice background. This last listing below of (Lot 21) 64 Espinos Road on real estate domains in April 2021 offered it at circa $950,000 with this introduction; "LITTLE BIRD FARM - A PLACE OF PEACE & TRANQUILLITY - 49.42 ACRES" https://www.propertyvalue.com.au/property/64-espinos-road-sabina-river-wa-6280/13150469 Opening this link above gives a better insight through the photographs and description of why this small farm might be called 'Little Bird Farm'	Noted Refer to Officers report

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		being bounded by decent trees on a quiet road a stones throw from Whicher National Park. This writer understands that for this address there was an initial proposal made for the 'Little Bird Farm' of a 'functions licence' venue for up to 2000 guests that has now been substantively increased to up to 12,000 patrons. A lot of change in less than a year. The proposal to make this property into a special event location hosting up to 12,000 people over 1 or more days 2-4 times a year (or more...?) is particularly contrary to the notion of "Peace and Tranquility" the real estate agents drew upon to invite prospective buyers. Any other description would have been antithetical to the location and its farming neighbourhood. That is, the listing would not have ever likely read "Ideal location for an "excavation for minerals/or gravel pit site" for example. Whilst it is almost always inevitable that there will be some one or two neighbours who are going to resist any changes to a lifestyle and environs of 'peace and tranquility', as we all see on such shows as Grand Designs, it should generally be assumed that there exists more a 'live and let live' attitude prevailing amongst the locals not vehemently resisting a 2,000 patron event venue. It is fair to say that there are quite a number of Micro Breweries with restaurants and even wineries catering for functions that exist comfortably in the South West corner within and among farming neighbours. Is there however any such 'function' / food and beverage / entertainment venue in the South West though with the only access by a narrow gravel road? The increase from a 'functions venue' patronage of up to two thousand, a point which might happen at full capacity infrequently and therefore be acceptable, all the way to up to 12,000 where most everyone objects has brought forward local rate payer ire and agitation. Why? Firstly because the purchase and a 2000 person functions centre proposal has now morphed to a 12,000 person 'Event' calendar venue in the same year. One could be excused for thinking that the process has been, at least somewhat, surreptitious. Most people don't like this kind of approach. It lacks a certain good faith. This writer has a number of long term friends who have been significant players in the music	

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		event business for many years. Not that this writer intends to venture into personalities but it is worth noting however that the consensus of experience and opinions of Mr. Ross MacPherson, the venue proposer, is that he is a pretty decent, reasonable and approachable person. So why is there such a disconnect with reasonable and the impacted neighbours? Perhaps this has more to do with bureaucracy, an "Events Capital" agenda and monuments than it does service to the community. This is a reasonably fair comment. On the one hand the majority of the community has said they certainly did not want a hugely expensive so called Art Centre, nor necessarily needed a fancy jetty project yet in fact, on the other hand we, the rate payers and residents don't even have an Olympic pool let alone one of an ordinary 50m size. Relatively small towns like Meekatharra, Exmouth, Karratha, Newman and so on all have 50m pools. We don't even have any much needed basketball courts and yet here we are going on to build a multi million dollar sophisticated art centre wiz bang. Thousands upon thousands of visitors yearly to Dunsborough and yet the sporting and leisure facilities comprise a tourism prize winning Golf course, two ovals and a nearly adequate club house where the teams gather and change in the toilets. The Busselton City, as a whole, meaning all of us, looks like a bunch of Mods with tight fitting suits plastered with badges, shiny shirts, thin black ties, short haircuts and little black hats getting around on Vespa's and dancing to the 9 piece band "The Specials" singing their famous song "A Message to you Rudy." Look at the lyrics, it's like it was written for Busselton; "Stop your messing around; Better think of your future, Time to straighten right out, Creating problems in town...." It's not that there is anything wrong with Mods per se, nor necessarily Vespa motorcycles other than to say they are really only toys. And that's what one can say of our family sporting and recreational facilities; toys to keep the locals, treated like children, quiet. TV and toys, what a great family and community way to grow up. Tin badge town for visitors. Isn't it a great place to visit this Event's capital and artistic 'town' badging itself with grand "Arts" centres and other icons of tourism?	

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		Scratch this facade somewhat to reveal the community underneath and you find in 'our' reality that the big sign saying 'we are the events capital' only thinly covers the previous shrill poster 'gateway to Margaret River' (which has a 50m pool btw) to finally underneath those billboard posters it says, as it always has, in tiny print Busselton Dunsborough, then "doormat to the southwest, feel free to wipe your feet" (in large print). It's time we got off those two stroke Vespa's and put on some muscle. Anything but toys. Meanwhile out our way, Yalyalup, Yoongarillup and Sabina River (that's Sab - eye - na, not sab - ee - na) we pay rates and get in return narrow oft dangerous mostly rarely council attended gravel roads, no rubbish bin pick ups, no mail service than occasionally non secure clusters of mailboxes at the top of long dodgy gravel roads, no water and certainly no sewerage or lighting. More than 90% of the delivery companies won't even look our way. That's fair, right? Go down to Eagle Bay where a few residents live and mostly vastly wealthy people from Perth have their holiday homes and you find very old tracks like the one to Rocky Point this writer has walked for over 50years being expensively re-routed to appease the wealthy owners to have more privacy and lawn space. Our airport hosts mostly Learjets of the wealthy, FIFO jets but not many, if any cargo planes shipping out our heavily promoted (by our council) produce. Asking to put a 12,000 person venue catering for the likes of "Southbound" raves on our doorstep instead of at the Bovel Oval facility because the residents there don't like the noise pollution and en masse 'party goers' is akin to asking house guests to go way out the back to a three storey fancy dunny with jet fan exhausts venting into the next door neighbours backyard. The proposal is way too big Ross because 12,000 patrons bespeaks of dance and music festival raves and not of the more sedate or serene gigs in the ilk of Xavier Rud (whom you manage) down in good old Freo people friendly town that you typically organise. This writer would be entirely hypocritical to say such gigs should not exist for being, not long ago, one of the more regular attendees. Knowing very well the culture of such events however, the activities and the patronage personalities does lend an informed view that such a proposal should definitely not	

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		go ahead in its current form. Certainly not without substantive impact ameliorations and local appeasements that I address in the next two submissions. Injuries, deaths and impacts upon 'locals' at music festivals in rural areas This seems a rather dramatic title but it remains an inevitability, at least in the current proposal form of an up to 12,000 patron event venue, at Lot 21 (64) Espinos Road Sabina River, that injuries and deaths will occur. Such large music events ALWAYS involve drugs and copious alcohol consumption. Sooner or later, someone is going to die at this proposed size of event. It might not necessarily involve drugs or alcohol. Certainly the road conditions and logistics speak aloud to this possibly occurring in driving to and from the venue. Yes, the venue proposer Ross MacPherson is a most experienced (and handsomely rewarded) professional and every endeavour would always be made to prevent such a tragic occurrence. Below are some links to examples and literature of such assertions and resultant tragedies that speak for themselves. As to the impact upon the locals, one can simply review the history of the most iconic rural setting music event in modern history; Woodstock, 1969, on a dairy farm. Admittedly some 400,000 people attended that event but look at one of the more astounding results of that event. In the next submission the writer will conclude with the impacts upon the local Dairy farm and possible mitigations. "Embittering the Local Community The unexpected flood of young hippies to rural Sullivan County in upstate New York wasn't always well-received by the area's residents. This much is evident from the town of Bethel's fall 1969 election, which replaced the town supervisor who had approved Woodstock's permit application with one who ran solely on his opposition to the festival. The town also adopted an ordinance banning mass gatherings of more than 10,000 people — a law that was copied by other municipalities — ensuring an event on the scale of Woodstock would never again occur in their borders." From https://blog.cheapism.com/woodstocks-importance/ Deaths and Injury examples 2016 Falls Festival Lorne - stampede - crush 80 people injured https://www.abc.net.au/news/2016-12-31/falls-festival-stampede-leaves-80-injured/8155392 Seven Dead: Mass deaths at music festivals from suspected drug overdoses https://www.news.com.au/entertainment/music/music-festivals/seven-	

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		dead-mass-deaths-at-music-festivals-from-suspected-drug-overdoses/news-story/68b9327bdca11c32cf3fae5e76a6a7c5 Down play of deaths at music events. 4% of deaths related to overdoses of MDMA (aka 'Ecstasy') occurred at music festivals in Australia since 2000 https://www.smh.com.au/lifestyle/health-and-wellness/music-festivals-responsible-for-minuscule-percentage-of-drug-deaths-20200120-p53t1g.html One dead, 16 hospitalised after suspected music festival overdoses https://www.smh.com.au/national/nsw/one-dead-three-critical-after-suspected-music-festival-overdoses-20181209-p50l4d.html Drug Use. Journal Day et al. Harm Reduction Journal (2018) 15:1 DOI 10.1186/s12954-017-0205-7 "Music festival attendees' illicit drug use, knowledge and practices regarding drug content and purity: a cross-sectional survey" "...Internationally, music festival attendees report particularly high levels of illicit drug use compared with the general population [2–4]. Consistent with this, studies undertaken at festivals across Australia reflect a considerably higher rate of illicit drug use than is seen in same-age groups in the general population. " Impacts upon Dairy and other Farming. Possible mitigations. DA21/0742 : CHANGE OF USE - RECEPTION CENTRE : LOT 21 (HSE 64) ESPINOS ROAD, SABINA RIVER This writer has had, for a certain time, in the late 90's to early 2000's a fairly extensive experience with Dairy and Beef Cattle, Horses and occasionally sheep. From around 2006 this tapered off into occasional outback horse racing attendances, and primarily small animal practice. As to the behaviour of cattle, it can be reliably said of Beef cattle that they are robust, highly inquisitive and generally have a fascination with loud music. By contrast, Dairy cattle are fickle, exceedingly sensitive to noise and easily disturbed. Indeed, this writer left from dairy vet work because of the tendency of these cows to kick which almost assuredly would have ultimately resulted in serious knee ligament damage/rupture as all such cattle vets known of have experienced. That and/or crushed testicles. It came down to very minor things with dairy cattle such as the phase of the moon; usually New moons or Full moons, wind, distraction from their routine by the presence of anyone different, let alone a vet with long plastic gloves, even flies. Dairy cattle 'spook' very easily, hate any change to routine and can especially be upset, fail to let milk down and suffer	

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		significantly decreased production and poor temperament by loud noises and consistent thudding sounds. This writer is professionally aware of and has, in the past, read a good few articles and lecture materials on the negative impacts of loud noise and other disturbances upon milk production. Rather than dredge through old notes in dusty dirty storage it is suffice to supply merely the very good summary of such known impacts of loud noise to Dairy cattle in the following link: https://www.dairyglobal.net/health-and-nutrition/health/effects-of-noise-on-cattle-performance/ Horses are well known to be 'flighty' and potentially very dangerous when exposed to loud noises. Countless horse callouts have been to deal with often severe leg injuries from storms and thunder causing the horse to charge madly through fences. Sheep are very easily disturbed and will mob together tightly at the furtherest corner from disturbance and be reluctant to feed. A horse stud might be particularly impacted during pregnancy and foaling. Frights from loud noises has been substantively implicated in foal miscarriage. Far less so for cold bloods (draft horses) and some warm bloods (various dressage horses, stock horses such as quarter horses and the like). This in contrast to the hot bloods in Thoroughbreds. Conclusion and mitigation. It is not for this writer to propose that the proposed event should not go ahead but rather present evidence for consideration. By far the greatest negative impact of a large music event is by it's sound / noise pollution. It is unavoidable that such event sound levels will impact on animal welfare and economics. That may well be so for people as well. There is of course one caveat to that professional opinion, (rather than irrefutable assertion) in the effective deployment of sound mitigation structures and baffling. A good example of this has been the mineral sands mining at the two corners of Sues Road and the Bussel Highway in the use of large wall stacked hay bales on the east side and at the west corner; the pushing back of the top soil to form mound walls. The use of a sound engineer and architect may well provide an ideal solution that trialled on an up to 2000 patrons event along with neighbour appeasement might provide a scope for larger events. It would be particularly befitting investing in the local community this way than for the proposer merely seeking a relatively cheap venue for cashing in at	

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		the locals expense and the City's drive to entertain visitors rather than soul feed its residents.	
122.	P & J Frost Sabina River	Objection We have established and run "VASSE ASPARAGUS FARM" on the property for 21 years. Part of our northern boundary is common with the entire southern boundary of the proposed development above. We wish to clearly state that we strongly object to the application as it is inconsistent with the Council's stated policies and wish the application be rejected totally. As you are aware our property is zoned "Rural", to assist you below is the Local Planning Scheme 21 objectives for "Rural" land. The City of Busselton Local Planning Scheme 21, states the objectives for land zoned "rural": *a) To provide for the maintenance or enhancement of specific local rural character.* *b) To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as viticulture and horticulture as primary uses, with other rural activities as secondary uses in circumstances where they demonstrate compatibility with the primary use.* *c) To maintain and enhance the environmental qualities of the landscape, vegetation, soils and waterways, to protect sensitive areas especially the natural valley and watercourse systems from damage.*	Noted Refer to Officers report

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		d) To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses. *e) To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses.* *f) To provide for development and expansion of the viticultural, winemaking and associated tourism activities and other industries related to agricultural activities, in addition to general rural pursuits, in a manner that does not cause adverse environmental impact.* *g) To provide for the extraction of basic raw materials, where appropriate.* The proponent's application does not fit into any of the objectives listed, and is in fact contrary to many of them, resulting in a major change in the nature of our rural environment; see below a) The proposal is not consistent with the local rural character. b) Removes valuable horticultural land from production. c) Having in excess of 12,000 patrons will have significant detrimental impact on such a sensitive riverside environment. d) See b) *e)* The proposed is contrary to the existing land use of the area. The proposal requests to change the Rural zoning to "Reception Venue/special use ""Reception Centre" is defined in the Local Planning Scheme 21 as *"premises used for hosted functions on formal or ceremonial occasions."* A music concert/event is not a formal or ceremonial occasion. A reception centre would be more appropriate for the hosting of weddings or similar events. The site at 64 Espinos Road is not zoned for "special use" within Schedule 5 – Special Uses of the Local Planning Scheme 21.	

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		The development application includes use of the land as a camping ground, car park and takeaway food vans and yet the land uses of "Caravan Park", "Car Park" and "Takeaway Food Outlet" are not included in the approval request. Each land use should be submitted for approval. The land uses of Car Park and Takeaway Food Outlet are not permitted by the Scheme in areas zoned "rural". The development application includes a camping ground which does not comply with the City's Local Planning Policy No. 2.4, RURAL TOURIST ACCOMMODATION. This policy states: *The intent in preparing and adopting these provisions is to pursue the principle that commercial tourist development should generally occur within the urban areas of Busselton City and that opportunities should be provided for small scale and low impact tourist accommodation and related activities in rural areas.* Furthermore, under section General location requirement, this policy states: *Caravan Parks and Camping Grounds may be carried out on land within the "Agriculture" and "Viticulture and Tourism" zones and must be located adjoining or adjacent to existing urban areas or the coast (i.e. within a radius of approximately 3kms).* The City's Local Planning Policy No. 2.4, RURAL TOURIST ACCOMMODATION, with regard to Preferred development states: *Council prefers development that: f) If a Caravan Park and Camping Ground, is situated within walking distance of beaches and tourism nodes.* *The City will actively discourage development that: c) Is not in reasonable proximity (i.e. 5kms) of a township, major tourist node, beaches or other recognised areas of tourist activity. Caravan Park and Camping Grounds should be within 3km of an urban area on the coast.*	

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		The proposed development application is not located within 3 kms or walking distance of the urban areas of Busselton City or the coast/beach or tourism nodes. The proposed development is not for *"small scale or low impact tourist accommodation"* in a rural area – with 2000 camping sites; it is more than 10 times larger than any other camping ground in the Busselton region: The City's Local Planning Policy No. 2.4, RURAL TOURIST ACCOMMODATION, with regard to Setback requirements states: *Guesthouses, Chalets, Rural Holiday Resorts and Caravan Parks and Camping Grounds must be setback:* *· 100 metres from any highway, important regional road, or nominated tourist road.* *· 50 metres from any other property boundary except if that other property contains Prime Agricultural Land.* *· 100 metres from any other property boundary if that other property contains Prime Agricultural Land.* The development application shows the camping area is within 10 metres of the boundaries of 79 Piggott Road and within 50 metres from 30 and 80 Espinos Road Sabina River. The City of Busselton Local Planning Strategy 2019 states *The creation of compact, liveable and sustainable settlements that provide their residents with housing and lifestyle choice and affordability, a high quality of life, health and wellbeing and convenient access to high quality employment and services.* We live in a designated rural neighbourhood with multiple uses varying from horses to dairy to horticulture, the proposal will heavily impact on our quality of life, health, wellbeing and mental state. The proposal does not mention the extent of the time	

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		of the event other than its immediate duration. There will be considerable time with activity both before and after the concert to setup the venue. SouthBound demonstrates about two weeks each side. The proponent further states that only 6 residents will be directly affected by the event. This is demonstrably untrue. Within 500m of the property there are at least 14 properties/families that will be directly affected by the events. The proponents Social Impact Statement states; *"Decreased ability to access a persons property along Espinos Road."* This does not make allowance for the inability of residents of Piggott, Goulden and Yoongarillup Rd both north & west of the junction to access their properties, this is critical, especially in the event of fire when there would be in excess of 2500 cars plus 6000 patrons attempting to evacuate on busses at the same time that emergency vehicles would be attempting to access the venue against traffic leaving in panic. This would be further complicated as the proponents do not indicate if the traffic controllers will be in attendance during the running of the event, just before and after. If they are not attending and an emergency occurs there would be gridlock at the junction of Espinos, Goulden, Yoongarillup North, Yoongarillup & Piggott Roads preventing access to the site and residents accessing their properties. FIRE SAFETY. The proponents have compiled a comprehensive dossier on the impact of fire within the concert zone but they have however missed several critical aspects. 1/ With such a large number of patrons there is little or no provision for the prevention of fires starting within the fenced zone nor for the unticketed visitors attempting to access the site or those who have illegally camped in the National Park, private property or the Council and Catalano's gravel pits. 2/ The proponents say the local and other volunteer bush fire brigades will be in attendance during the event. This is news for the local brigades who are not aware	

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		of any such arrangement. They are all volunteers and many live in the affected zone and no doubt will be attending to the security of their own properties. COMMUNICATION. With the arrival of 12,000 patrons and 100's of support staff there will be a very big demand for mobile phone service. At present only Telstra services this location and provides very limited service (1Bar). The consequence will be little or no access to the network for Fire, Ambulance or other emergency services. The ability to contact the organisers for assistance for intruders, fire or other issues would in all respects be unavailable. Personally I have had to make use of the emergency services on 4 occasions this year and I am extremely concerned for my health & safety. The proponents would suggest we leave the property for the duration. This would not be an option, the stress and risk of leaving the farm & sheds open would be far too great. ENVIRONMENTAL IMPACT We leave this issue to others more expert in this area, suffice to say.we have at all time endeavoured to protect and maintain the natural native environment on our farm. We have fenced off from domestic stock the river (Sabina River flows through our property) and replanted with indigenous species. The river was rated as A+++ by GEOCATCH. We fenced the eastern 3Ha from domestic stock and created a kangaroo, emu and rabbit proof 1Ha enclosure for the purpose of growing a corridor and supplying the Geographe Community Landcare Garden with seed and propagation material of threatened and endangered species including the threatened *"Chamelaucium Yoongarillup"*. As the eastern boundary adjoins the disused gravel pit which is mostly unfenced and accessible to vehicles and campers, we are greatly concerned that our property will be trespassed by people attempting to access the concerts or just camping to listen to the event. The gravel pit is only 400metres from the venue. No provision has been made for this possibility.	

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		NOISE Others will cover this aspect and we support their comments. One issue is critical The Environmental Protection (Noise) Regulations 1997, Regulation 18 (11) states: *The CEO is not to approve the holding of more than 2 approved events in or at a particular venue in any period of 12 consecutive months unless the CEO is satisfied that the majority of occupiers on whom the noise emissions will impact have no objection to the holding of the additional events.* The proponents have applied for 5 events and have indicated privately that more would be subject to further application in the future, this is 3 more than the CEO can approve under this regulation. STATE ADMINISTRATIVE TRIBUNAL. In a decision handed down by the above Tribunal in April 2012 it was held that the City Of Gosnells was correct in refusing an application to change zoning from Rural to Reception centre as it was not consistent with Objectives of General Rural Zone. File No DR248 of 2011 They got it right, I am sure that the Councillors of our City will also "get it right" and reject the application.	
123.	J, Milton Acton Park	Objection This area of land in question is zoned rural with many farming families living in the vicinity. Some families are residing in the area for life style others are farming the land to earn an income either way the incoming of 6000 campers + 6000 daily visitors people on a regular basis will defiantly affect their lives and lively hoods . The road infrastructure is not designed for this many people, the noise pollution will be incredible, the value of their land and property will be reduced. There are major dairies in the area who will be impacted by this proposal, if it goes ahead. The dairy	Noted Refer to Officers report

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		and beef farmers have a right to be in this area but rezoning of land and a mass invasion of thousands of people will put pressure on their livelihoods. Unfortunately thousands of people will not like the flys and odd odour that comes from farming. The masses of people will then complain and put pressure on these farmers that many have been farming in the area for many generations. Unfortunately people do not stay where they are put, they will wonder off onto other farming properties, camp illegally in undesignated areas leaving gates open, light fires, drop rubbish etc. The locals choose to live in there for a reason and that does not include being invaded by 12000 people and their noise from a concert every month or two. Myself and my husband own a parcel of land on Yoongarillup Road that we run a beef herd of cattle (stud cows, bulls and calves) 12 months of the year. We do not live on the property but check the stock on a regular basis. The presence of a rock concert up the road puts all sorts of pressure on us- the main one being security of the stock on our land and the fire risk in summer. We will be forced to have the property maned 24 hours a day if this rezoning goes ahead. This will be difficult and uncomfortable as we have no dwellings on the property. This rezoning should not go ahead.	
124.	R, Heslewood Sabina River	Support Because it's well planned and it will boost the local economy. Also because the concerts are outside summer fire restriction times as we are situated on the north side.	Noted
125.	D, Williams Busselton	Objection Fire risks. Road blockages. Strain on local emergency services. Noise impact on surrounding properties.	Noted Refer to Officers report
126.	C, Wells Busselton	Support Need more live music in the southwest	Noted
127.	A, Hitchcock Quindalup	Objection	Noted Refer to Officers report

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		If passed, it will set a precedent. I have great sympathy for the poor people who have adjacent properties. They will have noise and disruption through no fault of their own. Despite the proposal only being for a few concerts a year, this may at some point be allowed to be increased. We own a rural residential block and sorry, we would be outraged, shocked and disappointed if such a proposal was submitted on a neighbouring property.	
128.	T & C McIntosh Sabina River	Objection In regards to this Application submission DA21/0742 to set up a facility to host large scale music festivals at espinos road, Sabina River , we would like to kindly object to this proposal as it appears to us that the scale and scope of this kind of activity is far more suited for suburban/township activity and quite unsuitable and for rural/farming areas for very obvious reasons, Namely: noise levels ,impacts on environment, disruption to farming activities, and possible security issues stemming from ill human behaviour, etc ..... We are not opposed to this type of events being held in more suitable locations, and encourage councillors to explore more appropriate options.	Noted Refer to Officers report
129.	F, Slee Dunsborough	Objection Despite their very thorough studies, the risk to surrounding community is manyfold. Events that attract some 12000 patrons run the risk of others deciding that they might try and access the event in some way other than set down in the proposal, which includes people illegally camping and trespassing on neighbours properties (and the unfair threat of litigation from the trespassers who may encounter waterholes, livestock or electric fences) and the very real threat of bushfires. As a member of the local bushfire brigade I would add that it only takes one irresponsible person to discard a cigarette, one careless person to leave a barbecue unattended or one malicious person to actively start a fire and there is no control over who attends these events or which direction they may try to sneak in from. There has only recently been several fires in the neighbouring state forest. The people who volunteer to fight fires are already very busy people and most of them	Noted Refer to Officers report

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		are farmers in the surrounding area whose peaceful way of life is going to be shattered not only by the road closures and the loud music but by the possible threat of having to go and put out bushfires or evacuate a giant crowd. And if there is a fire the very people who are going to made uncomfortable and unable to carry out their business as usual are the ones who will be expected to clean up the mess. While a reception centre hosting small events like weddings would likely be no problem the approval of this location for concerts would be devastating for a lot of people who have lived in the area for years	
130.	S, Smith Sabina River	Objection <u>General Planning Comments</u> • The DA documentation is severely below the requirements for a complex project. There is no overarching planning report that adequately describes the proposal, site and surrounds and/or assesses its suitability under State and Local Government land use planning and environmental laws and policies. The documentation does not meet minimum requirements for a DA with plans showing site topography and elevations/sections of proposed built structures both absent. • The proposal does not meet the description of a reception centre presented in the City of Busselton Local Planning Scheme No.21 (LPS). • The term special use also appears contrary to its application in the LPS. • There is no use/class in the LPS applicable to the DA. • The DA is contrary to the strategies for agriculture and rural areas presented in section 8 of the City of Busselton Local Planning Strategy. • The DA is contrary to the Rural Zone objectives listed in section 3.2 of the LPS. • The DA is contrary to State Planning Policy 2.5 - Rural Planning. • A rezoning application would need to be submitted to appropriately consider development of the Concert Venue. <u>General Socio-Economic Comments</u> • Sabina River is already a hub of substantial economic activity and employment. The purported economic benefits of the music venue are small compared to existing Sabina River agribusinesses which collectively have an annual turnover exceeding	Noted Refer to Officers report

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		$70,000,000 and provide employment to over 80 permanent staff. In addition, businesses in Sabina River are key clients of industrial and retail outlets within Busselton town centre. It would be imprudent to jeopardise the value, return and ongoing growth of the existing agribusinesses that comply with the objectives of the LPS rural zone by allowing an incompatible land use. • The influx of concertgoers to Busselton several times a year is likely to further exacerbate the local rental crises. The trend elsewhere where large concerts are held has been to convert rental properties to short stay accommodation because of better returns from the premium rates that can be applied during events. The unavailability of affordable housing is the principal impediment to local business in Busselton. Many are struggling to meet consumer demand because staff cannot be secured due to the shortage of accommodation. • It is doubtful if Busselton Hospital has the capacity to cope with the influx of emergency patients that may be expected from a 12,000 person concert, especially over 3 days. Notably there have been numerous deaths at Australian music festivals over the past decade. <u>Bushfire Management Plan</u> • The Bushfire Management Plan correctly identifies the real risk of an offsite bushfire to concert patrons but does not assess the risk of the venue as an ignition source leading to a bushfire • Numerous catastrophic fires have occurred at music events due to both equipment malfunction and errant firelighting. It is understood that several fires were extinguished at the last Southbound Concert. The risk of the music venue causing a major bushfire would appear high given the site's proximity to orchards and the Sabina River bushland corridor that connects with the Whicher National Park. It is doubtful if the proposed onsite firefighting unit could easily access and respond sufficiently quick to a fire in adjacent property caused by a cigarette flicked over the concert containment fencing. • The Bushfire Management Plan also does not consider the intoxication of concert patrons when assessing safe refuge within or evacuation from the site. It is well	

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		documented that intoxication severely impairs coordination, cooperation and cognitive skills whilst promoting reckless behaviour. <u>Noise Impact Assessment</u> • The Noise Impact Assessment is fatally flawed. It fails to identify six residences where noise levels will exceed acceptable limits, reports predicted noise levels in table 4.1 that are lower than presented in the noise contours, does not consider noise emissions from ancillary equipment (e.g. generators) and does not consider exceedance of the much lower noise limit of 35dBA that applies after 10pm by the 6,000 campers that will remain at the site after concert end. • The Noise Impact Assessment does not include an adequate explanation of the decibel (dB) scale for a public review document. The dB scale is logarithmic with a 10dB increase equal to a tenfold increase in sound intensity and a doubling in perceived loudness. For example, at 50dB sound intensity is 10 times more and perceived loudness is 2 times higher than the Noise Regulations assigned evening noise level of 40dB. • Also it should be noted that dBA (A-weighted sound levels) are decibel scale readings that have been adjusted to attempt to account for the varying sensitivity of the human ear to different frequencies of sound. The main effect of the adjustment is that low and very high frequencies are given less weight than on the standard decibel scale. dBA values underestimate the perceived loudness, annoyance factor, and stress-inducing capability of noises with low frequency components such as amplified sound from concerts. dBC or unweighted dB values (which are usually very similar) are more valid for assessing concert noise impacts. The noise impact assessment does not discuss but does include dBC contours and these provide a better reflection of the disturbance to surrounding properties. • From the dBC contours presented in Figure 4.6, noise levels exceeding 95dB (45 times louder than 40dB) are forecast in two neighbouring properties and at least eight other properties with ten residences will have noise levels between 75dB and 85dB, which respectively correspond to 11- fold and 23-fold higher than 40dB. It is uncertain how many more properties will be affected because contours at the	

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		boundary of the figure (which extends over approximately 500 hectares) are up to 60dbC. Traffic Management Plan • The traffic management plan does not consider how intoxication of music venue patrons may affect ingress and egress to the site. Studies indicate music festival patrons are more likely to participate in high risk drinking than the general population and are also more likely to drive with a blood alcohol concentration (BAC) above the legal limit. • The plan also does not consider the impact on traffic flow of RBT which may be expected to be necessary because of the higher likelihood of driver's with BAC exceeding the legal limit. • The plan also does not consider the impact of agricultural vehicles (tractors, telehandlers etc) that frequent Vasse Highway, Sues Road and Yoongarillup Road. These vehicles typically have a maximum speed of around 40km/hr and often travel at much lower speeds especially when towing a trailer, which is common <u>Risk Management Plan</u> • The Risk Management Plan is focussed on risks to the event. It does not assess impacts to the local residents, livestock and natural environment and serves no purpose with regards to assessing the impact of the proposal. • The Risk Management Plan does not include any useful quantitative or semi-quantitative risk analysis making it difficult for the LGA and the public to appreciate the magnitude of the proposal. For example the Medical Health Risk Classification Tool presented in the WA Department of Health Guidelines for Concerts, Events and Organised Gatherings indicates that the proposed music venue would be classified as having a high risk verging on extreme risk. • There is no indication that the Risk Management Plan has considered the DoH guidance or any other State or Local Government guidance that may apply. <u>Social Impact Statement</u> • The social impact statement is tokenistic and provides no useful advice towards the assessment of the DA.	

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		• The social impact statement is unbalanced reporting minimal impacts to Busselton town centre and not elaborating on the extreme impacts to the local community surrounding the proposed venue. • The social impact assessment is superficial and indicates that the proponent does not appreciate nor made an attempt to understand the socio-economic challenges currently facing Busselton. There is no shortage of business opportunity in the City of Busselton but there is a shortage in staff and affordable accommodation which will be exacerbated by the proposed concert. <u>Waste Management Plan</u> • The waste management plan indicates adjacent properties will be subject to cleanup of errant litter but the properties may contain stock to which litter may cause injury and make it dangerous for cleanup staff. <u>Aboriginal Heritage</u> • An archaeological and ethnographic survey of the proposed music venue should be conducted. The proposed music venue is located less than 300m from the Sabina River which is an identified Aboriginal site having both mythological and historical associations. Aboriginal sites are reported to most likely occur within 350m of watercourses. Two archaeological surveys conducted at nearby properties have discovered Aboriginal artefacts. <u>Errant Camping & Access</u> • It is inevitable that some and possibly many concertgoers would illegally camp within the nearby Whicher National Park and surrounds. Illegal camping has been a serious problem associated with other multi-day concerts in Australia causing significant environmental damage. • The gravest concern is bushfire. In November 2021, an illegal camper accidental caused a bushfire in the Whicher National Park, which was only contained because of the vigilance of the local residents and bushfire brigade. Other issues of great	

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		concern include trampling of vegetation and errant rubbish disposal, which are harmful to the native flora and fauna together with the amenity of the forest. • Illegal campers may become lost in the forest. Mobile coverage is poor which also causes rapid depletion of batteries and people become disorientated without their phones for navigation. We have had over 10 mountain bike riders enter our property because they have become lost, although they were less than 1km from where they had parked their car. Fortuitously it was during daylight hours and we identified them early (because stock became agitated) before they entered stock paddocks where they may have been injured. The risk of intoxicated concertgoers losing themselves at night is considered high. Similarly injury to concertgoers or our stock spooked by nigh time entry would be high. <u>Noise Impacts on Livestock and Wildlife</u> • The noise emissions from the proposed music venue are likely to significantly upset and agitate livestock on surrounding properties, which principally comprise cattle, sheep and horses together with native fauna. • Acceptable noise levels for livestock have not and are unlikely to be established because it will most likely depend upon existing circumstances. Horses, cattle and sheep respond to changes to their environment. Anything unusual will disturb them and they will attempt to move as far away as possible from the disturbance and remain alert whilst the disturbance continues. Whilst on alert, herbivores do not rest and eat less. Reduced rest and consumption will cause undue stress, compromise immune systems leading to weight loss and illness. • Noise monitoring of racehorses at the Big Day Out indicated that the horses were aware of the music albeit it was not substantially greater than noise levels experienced during racing. Impulsive noise from the concert was found to agitate horses and raise heart levels. • Lack of lying and sleep has been reported to have an impact on both the production and welfare of dairy cows. A cow that is lying is more likely to ruminate and produce saliva than a standing cow reducing ruminal acidosis. A lying cow also has an increased blood diffusion through the udder which improves udder function and milk production.	

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		• Noise from the Byron Bay Bluesfest is reported to have caused koalas to move away from their home-range causing morbidity and increasing the risk of disease. • Noise from the venue will by definition impact fauna that rely on sound and vibration to catch prey and avoid predation. <u>Biosecurity</u> • The property has infestations of Doublegee (Emex australis) which is a declared plant that will be unavoidably further spread throughout the property and offsite by the extremely high volume of traffic proposed at the music venue. • Trespassers identified as likely in the social impact statement may also spread doublegees and may spook livestock leading to injury of livestock and/or the trespasser. • Tresspassers may also unwittingly spread soil borne diseases between properties. <u>Other Issues</u> • Electricity supply within Sabina River is very unreliable with above average outages and substantial fluctuations in power, making it an unsatisfactory supply for a concert venue. Numerous generators may be required to power the venue sound system, and ancillary facilities, which may be expected to consume large amounts of fuel. There is significant risk for fuel spillage which may contaminate the superficial groundwater which many local residents rely on to supply household, stock and/or irrigation water. • There is no indication of the type of fencing that will deployed and where it will be located making it impossible to assess risk to livestock or risk to patrons from stock. Notably cattle recently escaped from 64 Espinos Road (the proposed venue), entered the Sabina River corridor and then my property. One horse was severely wounded in its attempt to escape. Another horse escaped but did not suffer injury. Gates and fences were damaged. • There is no assessment of lightspill or visual intrusion. Lightspill may impact native fauna. It has been reported that birds that migrate at night are attracted to lighted venues upsetting migratory patterns	

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SCHEDULE OF REFERRAL RESPONSES FROM STATUTORY/PUBLIC AUTHORITIES
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	Outline of Submission	Officer's Comments
Main Roads		
1.	**9 November 2021** Main Roads has no objection in principle to the proposed development, subject to the following comments and conditions. The proposed development/use will generate significant traffic demands when functions are being held which will impact traffic safety and cause potential traffic delays/congestion on local roads and junction points with Main Roads' network. It is noted that the proponent suggests that 5 functions for up to 12,000 people are proposed to be held annually which will result in significant increased traffic demands and potential traffic issues. No sensitivity analysis was conducted around vehicle occupancy rates and the potential number of cars entering leaving the development site. Lower occupancy rates on the cars and buses could result in greater impacts at the Sues Road/Bussell Highway and Vasse Highway / Bussell Highway intersections in particular. To address traffic impacts and potential safety issues arising during the event period, it is recommended that the proponent be required to prepare a Traffic Management Plan prior to each individual event, approved in consultation with Main Roads, and implemented thereafter by the proponent. It should be noted that the Bussell Highway / Sues Road intersection has been identified for network improvements and is proposed to be reconfigured to a roundabout. Works are currently programmed to commence April 2022 through to April 2023, which could impact events being held during this period. Following the construction of the roundabout, any traffic management issues associated with access to the Main Roads network in this location should reduce significantly. Prior to the roundabout being in place Main Roads would expect any traffic management issues to be managed appropriately (i.e. speed reductions, traffic control etc.) at the cost of the proponent.	• Comments from Main Roads are noted. No further action required at this stage by Applicant.

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	It is recommended that the proponent liaise with Main Roads at the earliest opportunity once event dates and details are known to initiate discussions regarding the scope and requirements for the preparation of a Traffic Management Plan. Also, it is recommended that the planning approval include a limit for the number of events to be held annually at the premises. It is recommended that the following conditions be imposed, should the proposal be supported: 1) Prior to commencement of any event, a Traffic Management Plan is to be prepared and approved in consultation with Main Roads. The Traffic Management Plan shall detail requirements, including but not limited to, provision of temporary regulatory signage, temporary traffic signals (if required) and appropriate traffic management measures to address the anticipated traffic demands of the events on the Main Roads network. The Traffic Management Plan shall be prepared and implemented at the full cost of the applicant. 2) The number of events is limited to the number specified by the Local Authority.	
Department of Health		
2.	**4 November 2021** The DOH provides the following comment: 1. Water Supply and Wastewater Disposal The DOH has no objection to the proposed method of waste water disposal providing that all sewage is contained in purpose built amenities for temporary events only and removed off site in accordance with the Environmental Protection (Controlled Waste) Regulations 2004. Furthermore, all Environmental Health conditions required by the City of Busselton must be complied with. Should permanent amenities be considered in future, a formal application for an onsite wastewater treatment and disposal system will be required to be submitted to the DOH. 2. Food Act Requirements	• Comments from Department of Health are noted. No further action required at this stage by Applicant.

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	All food related areas where food is sold or supplied to the public (kitchen, preparation areas, etc.) to comply with the provisions of the Food Act 2008 and related code, regulations and guidelines. Details available for download from: https://ww2.health.wa.gov.au/Articles/S T/Starting-a-food-business-in-WA 3. Health (Miscellaneous Provisions) Act Requirements All public access areas (dining areas, etc.) are to comply with the provisions of the Health (Miscellaneous Provisions) Act 1911, related regulations and guidelines and in particular Part VI - Public Buildings. 4. Pest Management Plan The proposal must have a plan to manage pests. Pests include insects, weeds, vectors, vermin and feral animals. The Pest Management Plan, reviewed by the City of Busselton, should be adopted to ensure that pests are controlled, and the use of pesticides are minimised, with minimal risk to public health. 5. Medical Entomology The risk of mosquitoes and mosquito-borne diseases such as Ross River (RRV) and Barmah Forest (BFV) virus disease is largely unknown for this location. Historically, human cases in the City of Busselton are associated with the coastal areas rather than the inland areas. A low resident population in the area may contribute to the low number of cases in the inland areas. There may be seasonal freshwater mosquito breeding habitat in creeks and wetlands nearby to the proposed development. As the risk of exposure to these diseases for future residents/workers/visitors is unknown it is recommended the proponent liaises with the Environmental Health section of the City of Busselton to determine the likelihood and the extent of this risk. Additionally, there is the potential for mosquitoes to breed in the development in on-site infrastructure, surface water management system and constructed water bodies if they are poorly designed and maintained. It is the recommendation of the DOH that:	

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	• The proponent work with the City of Busselton to determine the extent of the risk from mosquitoes and mosquito-borne disease due to nearby wetlands, and if that risk is considered to be medium or high by the City of Busselton, a Mosquito Management Plan be established. For further information on developing a mosquito management plan please visit https://ww2. health. wa.gov .au/ Articles/ J _ M/Mosquito-management; • On-site infrastructure, surface water management system and constructed water bodies need to be designed and maintained to ensure they do not breed mosquitoes.	
Department of Biodiversity, Conservation and Attractions		
	2 November 2021 DBCA provides the following advice. The Bushfire Management Plan refers to access for Lot 21 utilising Yoongarillup Road, Piggott Road, Espinos Road and Goulden Road. Considering suggested crowd numbers in the planning documentation, DBCA considers that road upgrades may be required. Both Yoongarillup Road and Piggott Road are sealed bitumen. These roads contain threatened and priority flora within the roadside reserves, which may be impacted by any widening or upgrading. Espinos Road is gravel with intact road reserve vegetation. Priority and threatened flora species may occur within this road reserve. Goulden Road terminates at the Whicher National Park boundary and it is preferred that this road is not utilised for access purposes. If any road widening or upgrades are to be considered as a result of this application, DBCA recommends that flora and threatened fauna surveys and submitted to DBCA for further comment prior to any works being undertaken. Western Ringtail Possums and Black Cockatoos are within close proximity to Lot 21 and the roadside reserves. If any clearing or modification of identified threatened fauna habitat within Lot 21 or the roadside reserves is to be undertaken, then DBCA recommends the following.	• Comments from Department of Biodiversity Conservation and Attractions are noted. No further action required at this stage by Applicant.

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	Immediately prior to and during any vegetation clearing occurring, an authorised fauna spotter is to be on site to manage impacts to threatened Western Ringtail Possum and Black Cockatoos, with a post-clearing report provided to the Department of Biodiversity, Conservation and Attractions. (DBCA). Immediately prior to and during any vegetation clearing occurring, an authorised fauna spotter is to be on site to manage impacts to threatened Western Ringtail Possum and Black Cockatoos, with a post-clearing report provided to the Department of Biodiversity, Conservation and Attractions. (DBCA). In relation to the above, a section 40 ministerial authorisation to take or disturb threatened fauna under the *Biodiversity Conservation Act 2016* is to be obtained by the fauna spotter prior to clearing occurring. The spotter is to provide a post clearing report to DBCA swlanduseplanning@dbca.wa.gov.au that includes the numbers of adult or juvenile Western Ringtail Possums and Black Cockatoos observed, taken or disturbed, any injuries or fatalities, and the location of the fauna after clearing has occurred. The Western Ringtail Possum is listed as critically endangered threatened fauna, with Black Cockatoos listed as endangered and vulnerable under the *Biodiversity Conservation Act 2016* and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*, and have been recorded as being within close proximity to this lot and associated roadsides.	
Department of Water, Environment and Regulation		
	October 2021 The Environmental Noise Branch (ENB) has reviewed the noise impact assessment (acoustic report) prepared to support the amendment to the development application. Based on the development plans provided, the proposal includes about 2000 car camping sites, 550 parking bays, vehicular access within the site and ancillary plant such as lighting towers. It is noted the proponent will be applying for approvals under regulation 18 of the *Environmental Protection (Noise) Regulations 1997* however, regulation 18 defines noise as: *"noise associated directly with an approved event and does not include noise normally emitted from a venue (such as noise from plant, pumps and machinery) when it is not being used for the purposes of an approved event"*. In any	• Noted, comments in respect of noise has been addressed in the Officers Comments section in the report.

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	case, potential noise impacts from noise sources other than music should be assessed and need to comply with the applicable assigned noise levels. Regarding the noise emissions from music, the acoustic report presents modelling results over a relatively small area. Given the nature of the event and based on the modelling results, ENB considers that noise impacts over a wider area than modelled should be considered. The above points are discussed further in the following sections. <u>Noise sources not associated with events</u> On the car camping sites, the southern-most sites are about 95 metres from the receiver noted as R2 in the acoustic report. Such separation distance is likely to attenuate noise from car doors closing and the odd patrons talking to compliance with the applicable assigned noise levels. However, it is also likely for campers to continue the festivities after the last performance(s) conclude. While ENB recognises that such emissions may be difficult to model, this should be considered in the acoustic report by way of modelling and or proposed management measures to mitigate noise from campers. Noise from lighting towers should be discussed in the acoustic report, noting noise control options include using solar charged, battery powered towers, which do not use a diesel generator. The transport impact assessment for the site indicates a significant amount of traffic will be generated throughout the day and night to accommodate for arrivals and departures. ENB notes the compliance point of the closest receiver to the west, labelled R3 in the acoustic report, is about 40 metres from the lot boundary. As such, noise impacts from vehicular traffic, patrons at the pick-up and drop-off zones, and the use of the day carparking area (car doors closing) should be included in the acoustic assessment. It is further noted that although the development approval is for a change of use to 'Reception Centre', there appear to be no permanent building(s) or activity directly associated with such use. That is, it is surmised the land will be used only on a temporary basis for the duration of the events. Therefore, ENB cannot comment further on any potential noise impacts as the land is assumed to be for residential use or other 'low noise impact' use at other times. <u>Noise associated with events</u>	

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	The acoustic report describes the methodology followed to model and assess noise emissions from a proposed music event, noting three possible stage layouts were investigated. ENB considers the assumptions and modelling methodology acceptable and producing sound results. The modelling is noted to be based on A and C-weighted noise levels at the front of house (mixing desk location), located 30 metres from the stage. Whether the resulting predicted noise levels at the surrounding receivers are considered 'acceptable' to affected residents depend on various factors, including the type of event and whether similar events have been held in the local area in the past. From the noise contours maps, levels up to 75 dB(A) and 90 dB(C) were predicted at receivers R1 and R2 depending on the stage layout. These levels are consistent with other events in the Perth metropolitan area however, may not be appropriate for a new venue located in a rural setting. For reference, the predicted levels at receivers R1 and R2 are somewhat consistent with the levels predicted for the 2013 and 2014 Southbound Festival events held at Sir Stewart Bovell Park in Busselton. For both events, levels up to 80 dB(A) – no dB(C) level reported – were predicted at some residences. However, the management plan for both events indicated that negotiations with the occupiers of residences where levels over 75 dB(A) were predicted would be undertaken, with the aim to have those residences vacated for the duration of the event. For both these events, a 75 dB $L_{Aeq,1min}$ limit was set at noise sensitive premises in the surrounding residential areas while a 113 dB $L_{Ceq,1min}$ limit was set at the mixing desks. Regardless of the above, from a development application point of view ENB notes noise from the events' music will extend over a broader area and, therefore, impacts more residences than currently presented in the acoustic report. Based on Figure 4.2 of the acoustic report, ENB estimated noise levels over 25 dB(A) would occur at distances up to 6.5 km in front of the stages, 4 km to the sides and 2.5 km to the back. While 25 dB(A) refers to the LA10 assigned level (adjusted for music), it should be noted that night time rural background noise levels have the potential to be lower than 25 dB(A), hence the music has a high potential to be distinctly audible. Given this is development approval stage, the City of Busselton could consider extending consultation on this proposal to residents within the ranges above. Regarding the regulation 18 approval, Section 5 of the acoustic report provides guidance on what will be required however, ENB cannot provide comments on possible conditions for such approval as it is too	

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	early in the process. During the application process for the first event(s), the stage(s) layout, noise modelling, and noise limits can be reviewed in more details with consideration given to any submissions received during the development application process. ENB further notes that regulation 18(6)(a) prescribes that an application must be made no later than 60 days before the event. This 60-day notice should be viewed as imperative to allow for a sound review and due process and is pertinent to first-time applications, where a few iterations may be required to achieve the best balance between the event's allowable noise levels and community impacts. Although it is technically possible to process an approval submitted at shorter notice via regulations 18(7A) and 18(7B), this is not desirable. ENB also notes the following in relation to the acoustic modelling and report, which should be addressed as part of the development application: • Noise modelling and results should include all receivers potentially affected by the proposal. Since events are planned to finish after 10pm, affected receivers are those residences where the predicted noise levels plus the 10 dB music adjustment exceed 35 dB(A) i.e. a level of 25 dB(A). This could be used to inform the extent of community consultation required for the development approval; • Table 4.1 is not always consistent with the noise contours. For example; noise map 4.1 (single stage) indicates a level of 70 dB(A) outside receiver R2, and map 4.3 (all three stages facing south) indicates noise levels of 75 dB(A) at receiver R2 and over 65 dB(A) at receiver R3. It appears some receiver points were located behind significant structures, therefore potentially not representative of the highest predicted noise levels; • Table 4.1 needs to include the predicted C-weighted levels since the proposal relates to entertainment events where C-weighted levels are likely to be conditioned in an approval; • Figure 3.2 and Figure 3.3 show some form of 'floating screen' above one of the stages. It is surmised such a screen was included in the noise model to represent shielding provided by the roof of the 'big-top tent'. However, care must be taken during the modelling process to ensure such a screen	

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	is not acting as a perfect noise barrier. That is, noise will still break through the roof of the tent and this should be accounted for in the modelling; • Figure 4.2 and Figure 4.6 do not show the correct stage layout; and, • The noise contours maps should clearly show and label the receiver locations used in the report. <u>Conclusions</u> ENB reviewed the noise impact assessment (acoustic report) prepared by EcoAcoustics to support the proposed change of use application to Reception Centre of the land at Lot 21 (64) Espinos Road, Sabina River. In summary, ENB notes the acoustic report has not considered all the potential noise impacts associated with multi-stage, multi-day music events on the premises. The following summarises ENB's comments on the acoustic report: • Acoustic report to consider other noise impacts against the *Environmental Protection (Noise) Regulations 1997* including, but not limited to; patrons within the campsite, ancillary plant used on the premises and vehicular traffic on the premises – refer Section 3.1. • Review location of receiver points within the noise model to represent worst-case noise levels. • Predicted noise levels from music (including music penalty) to be compared to the applicable assigned noise levels and identify all receivers where predicted noise levels exceed the assigned noise levels. • Both A and C-weighted receiver noise levels to be tabulated. <u>Limitations</u> Technical expert advice in any field is subject to various limitations. Important limitations to the advice include:	

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	1. No computer modelling was undertaken to verify the consultant's predicted noise emission levels from the proposed development.	
Department of Fire and Emergency Services		
	2 November 2021 This advice relates only to *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws. **Assessment** **1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map** **Issue** – Vegetation Classification **Assessment** - Vegetation plot 3 cannot be substantiated as Class G Grassland with the limited information and photographic evidence available. The BMP has not classified the olive grove within plot 3, and has instead classified the grassland understory. The olive grove has a foliage cover exceeding 30% so should be classified as either Class A Forest or Class D Scrub depending on their top height being above or below 6m. DFES does not consider olive groves meet the intent of exemption under the auspice of flammability, moisture content of fuel load available to 'market gardens (or other non-curing crops). If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS3959:2018, or the resultant BAL ratings may be inaccurate. **Action** - Modification to the BMP is required. **Issue** – Landscape Management Plan **Assessment** - The BMP identifies the entire site requires ongoing vegetation management to achieve a low threat status under AS3959 (2.2.3.2 e and f). DFES also notes (in the applicants cover letter) future	• Noted, comments in respect of bushfire has been addressed in the Officers Comments section in the report.

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	revegetation commitments for the site. To achieve a low threat status in perpetuity, DFES recommends a Landscape Management Plan (LMP) is developed for the entire site, compliant with Schedule 1: Standards for Asset Protection Zones contained in the Guidelines. A LMP would remove ambiguity for the landowner and to provide a compliance mechanism for the Shire. **Action** - Modification to the BMP is required. **2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria** **Element –** Location and Siting and Design **Assessment** - A1.1 & A2.1 –not demonstrated The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the above table. In addition, given the issues outlined above regarding vegetation classification, the Method 2 calculations have not been validated. **Action** - Modification to the BMP is required **Element** – Vehicular Access **Assessment** - Intent – does not comply The intent of Vehicular Access cannot be demonstrated at this location through the acceptable solutions. Two access routes to two different directions have not been demonstrated, as required by A3.1. Access from the site to the intersection of Goulden and Espinos Road is either approximately 570m along Piggot Road, or 380m along Espinos Road. The BMP also states Espinos Road does not comply with A3.2 technical requirements. DFES notes the BMP proposes a performance principle based solution (PPBS) to meet the intent of Element 3: Vehicular Access (Element 3). The BMP states the PPBS is based on a reduction in operating periods and that access is via moderate BHL. The proposed PPBS has not demonstrated how the performance principle for Element 3: Vehicular Access (P3) has been achieved. P3 states: *'The internal layout, design and construction of public and private vehicular access and egress in the development to allow emergency and other vehicles to move through it easily and safely at all times'.* The proposed PPBS does not address how safe and efficient evacuation of patrons, whilst simultaneously providing a safe operational environment for emergency services, can be achieved. Further, given the	

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	BAL ratings cannot be validated, DFES is unable to comment on the suitability of the proposed Shelter in place option. Care must be taken to avoid creating a perception that sheltering on site, within a designated refuge or open space, will provide a degree of protection that aligns with it being considered a first resort option. DFES notes the BEEP identifies evacuation and shelter in place as both being a 'primary' action. Sheltering in a refuge must be accepted as being a last resort option when it is no longer safe to evacuate to an area not prone to bushfire risk. It should be emphasised that a refuge is not a standalone solution to mitigating risk to life safety. **Action** - Modification to the BMP is required. Please demonstrate compliance or provide substantiated evidence of a performance principle-based solution. **Element** – Water A4.2 – insufficient information A4.3 has been incorrectly applied. Acceptable solution A4.3 should only be used where the proposal is creating one additional lot in a subdivision scenario. Acceptable solution A4.2 should be applied. The BMP also incorrectly indicates the site is connected to a reticulated water supply in A4.1. To comply with Element 4, the BMP proposes a 50,000L tank, and a 2,000L mobile firefighting facility. It has not been demonstrated that there is sufficient water for firefighting purposes for the major music events, accommodating up to 12,000 patrons. DFES recommends a further dedicated water supply be located in the vicinity of the staging area with an adjacent hard-standing that can achieve BAL-29 or below and is accessible to a type 3.4 appliance. Attention is drawn to Clause 4.2.2 of the Australian Building Codes Board Standard – Temporary Structures (2015) that requires a fire hydrant or water supply within 90 metres of a significant temporary structure **Action** - Modification to the BMP is required. **1. Policy Measure 6.6.1 Vulnerable land uses** **Issue –** Bushfire Emergency Evacuation Plan (BEEP)	

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	Assessment - The referral has included a 'Bushfire Emergency Evacuation Plan' for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.2 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City. In addition, it appears the BEEP is reliant on advice from DFES regarding evacuation of the site. The evacuation plan should be clear that evacuation advice will come from the agency controlling the fire (the Controlling Agency), which will not always be DFES. The BMP nominates two 'primary' actions to follow in a bushfire emergency. The BEEP and BMP also contains inconsistent information regarding the number of vehicles on site. The BEEP makes unjustified statements regarding vehicle shelter and vehicle protection up to 'BAL-10' (Appendix 3 – Emergency Plan). **Action** – Comment Only **<u>Recommendation – not supported due to non-compliance</u>** The development application is not supported as it does not meet the intent of Element 3: Vehicular Access. The proposal is intensifying land use in a bushfire prone area with only one point of access and egress. In addition, the proposal has not demonstrated compliance to: • Element 1: Location • Element 2: Siting and Design; and • Element 4: Water It is critical the bushfire management measures within the BMP are refined, to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire.	
	25 March 2022	• Noted, comments in respect of bushfire has been addressed in

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	DFES has previously assessed Version 2 of the BMP and provided a response to the City dated 2 November 2021. DFES acknowledges the proposal is currently being considered through the State Administrative Tribunal, and the City seeks a re-assessment of the BMP under Version 1.4 of the Guidelines, as Version 1.3 of the Guidelines has been rescinded. This advice relates only to *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws. **Assessment** **3. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map** **Issue** – Vegetation Classification **Assessment** - DFES maintains advice regarding Olive Grove plantations, within plot 3, that cannot be substantiated as Class G Grassland with the limited information and photographic evidence available. The BMP has not classified the Olive Grove within plot 3, and has instead classified the grassland understory. The Olive Grove has a foliage cover exceeding 30% so should be classified as either Class A Forest or Class D Scrub depending on their top height being above or below 6m. DFES does not consider that Olive Groves meet the intent of exemption under the auspice of flammability and moisture content of fuel load available to 'market gardens (or other non-curing crops). DFES technical fire ecology advice was sought regarding the classification of Olive Groves. It is the opinion of DFES that: 1. Olive trees do not have a high moisture content, often have a high fuel load, and, because of their high oil content, are highly flammable. 2. Olive trees have been attributed a high fire risk due to the high fine fuel load and oil content captured within their canopies. 3. The quantity and volatility of oils exuded from Olive trees is comparable with that of Eucalypts.	the Officers Comments section in the report.

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	Considering the above, DFES maintains the position that Olive Groves should be classified as Class A Forest or Class D Scrub. The vegetation classification should be revised to consider the vegetation as per AS3959:2018, or the resultant BAL ratings may be inaccurate. **Action** - Modification to the BMP is required. **Issue** – Vegetation Classification **Assessment** - Evidence to support the classification of the Espinos and Piggot road reserves as Class G Grassland is required. These road reserves cannot be substantiated as Class G Grassland with the limited information and photographic evidence available. The BMP should detail specifically how the Class G Grassland classification was derived. Alternatively, the vegetation classification should be revised to consider the vegetation as per AS3959. **Action** - Modification to the BMP is required. **2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria (Other short-term accommodation)** **Element –** Siting and Design **Assessment** - A5.7 – not demonstrated The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the above table. **Action** - Modification to the BMP is required. **Element –** Landscape Management Plan **Assessment - A5.7d – not demonstrated** The previous DFES advice recommended the preparation of a Landscape Management Plan (LMP). The BMP identifies the entire site requires ongoing vegetation management to achieve a low threat status under AS3959 (2.2.3.2 e and f). DFES also notes (in the applicants cover letter) future revegetation commitments for the site. The Guidelines require preparation of a LMP is developed for the entire site. **Action** - Modification to the BMP is required. **Element –** Onsite Refuge	

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	Assessment - A5.7f – not demonstrated The BMP states **"…***there may be times when there is insufficient time available or the fire closes the access routes, and in such a circumstance it may be safest for patrons and staff to stay in place.*" and "*…a precautionary approach has examined the potential for safe refuge on site as a contingency for evacuation: a suitable area less than 2 kWm2 with supporting amenities.*" Given the issues outlined above regarding vegetation classification, the Method 2 calculations related to 10kw/m2 and 2kw/m2 have not been validated. The Policy provides provision for an onsite refuge where the proposal is unable to comply with acceptable solutions A5.8.2e, as discussed below, and is only applicable where the proposal has "*…a capacity of up to a maximum of 100 guests and staff at any one time*". **Action** - Modification to the BMP is required. **Element –** Vehicular Access **Assessment - A5.8.1b – comment only** The BMP commits all internal vehicle access will be constructed to the standards of Table 6 Column 3. DFES considers the facility to be of a scale that requires an internal road network to be constructed to a public road standard rather than a private driveway standard. A5.8.1b is generally for use where a single house on a single lot is being proposed. **Action** – Comment Only **Element –** Vehicular Access **Assessment - A5.8.2a/b/c/d – does not comply** Access in two directions is not achieved until the intersection of Espinos and Piggot roads, a distance of approximately 380m along non-compliant Espinos Road, and 570m along Piggot Road. Adjoining vegetation along both roads is currently classified as Class G Grassland. The BMP requires further evidence to substantiate this classification as discussed above. However, the BMP states access from the site traverses a Moderate BHL. A5.8.2b specifies a maximum distance of 500m where a no through road traverses a moderate BHL. In relation to Espinos Road, the BMP has confirmed the road	

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	adjoins areas of Class B Woodland, classified as an Extreme BHL. This is in addition to the Class G Grassland classification that requires further justification. Therefore, compliance with A5.8.2a and A5.8.2b cannot be achieved. Compliance with A5.8.2c would require provision of an Emergency Access Way. The BMP depicts EAW's as not applicable but does not provide information as to why an EAW cannot be provided. **Action** – Modification to the BMP is required. Please demonstrate compliance or provide substantiated evidence of a performance principle based solution. **Element –** Vehicular Access **Assessment - A5.8.2e – does not comply** The policy requires that where A5.8.2a, A5.8.2b and A5.8.2c cannot be achieved, and the proposal has a capacity of up to a maximum of 100 guests and staff at any one time, then an on-site shelter is to be provided in accordance with A5.7e, A5.7f and A5.7g Siting and Design. Given the proposal caters for up to 12,000 guests, A5.8.2e does not apply to this proposal, and should not be considered as a justification for approval. **Action** - Modification to the BMP is required. **Element –** Vehicular Access **Assessment** - DFES notes the BMP was prepared in accordance with V1.3 of the Guidelines, and DPLH's Tourism Position Statement. DFES' original advice regarding the Performance Principle Based Solution (PPBS) regarding Vehicle access remains. DFES does not support a PPBS that is based on avoidance during a bushfire event/high threat period, single access abutting moderate BHL, or sheltering on-site. Access from the site to the intersection of Piggot and Espinos Road is either approximately 570m along Piggot Road, or 380m along Espinos Road. DFES notes the BMP proposes a performance principle based solution (PPBS) to meet the intent of Vehicular Access. The BMP states the PPBS is based on a reduction in operating periods and that access is via moderate BHL. The proposed PPBS has not demonstrated how the performance principle for Element 5: Vehicular Access (P5viii) has been achieved. P5viii states:	

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	'The design and capacity of vehicular access and egress allows the occupants to evacuate to a suitable destination before a bushfire arrives to the site, whilst allowing emergency service personnel to attend the site; or it is demonstrated through a risk assessment that the risk can be managed'.. The proposed PPBS does not address how safe and efficient evacuation of patrons, whilst simultaneously providing a safe operational environment for emergency services, can be achieved. Further, given the BAL ratings cannot be validated, DFES is unable to comment on the suitability of the proposed Shelter in place option. Care must be taken to avoid creating a perception that sheltering on site, within a designated refuge or open space, will provide a degree of protection that aligns with it being considered a first resort option. DFES notes the BEEP identifies evacuation and shelter in place as both being a 'primary' action. Sheltering in a refuge must be accepted as being a last resort option when it is no longer safe to evacuate to an area not prone to bushfire risk. It should be emphasised that a refuge is not a standalone solution to mitigating risk to life safety. **Action** - Modification to the BMP is required. Demonstrate compliance or provide substantiated evidence of a performance principle based solution. **Element –** Water **Assessment - A5.9b – insufficient information** DFES notes the BMP was prepared in accordance with V1.3 of the Guidelines, and DPLH's Tourism Position Statement and as such has not addressed A5.9b of the current Guidelines. A5.9 links to A4.2 of V1.4 of the Guidelines. The BMP incorrectly indicates the site is connected to a reticulated water supply in section A4.1 of the BMP. To comply with Element 4, the BMP proposes a 50,000L tank, and a 2,000L mobile firefighting facility. It has not been demonstrated that there is sufficient water for firefighting purposes for the major music events, accommodating up to 12,000 patrons.	

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	DFES recommends a further dedicated water supply be located in the vicinity of the staging area with an adjacent hard-standing that can achieve BAL-29 or below and is accessible to a type 3.4 appliance. Attention is drawn to Clause 4.2.2 of the Australian Building Codes Board Standard – Temporary Structures (2015) that requires a fire hydrant or water supply within 90 metres of a significant temporary structure **Action** - Modification to the BMP is required. **1. Policy Measure 6.6.1 Vulnerable land uses** **Issue –** Bushfire Emergency Evacuation Plan (BEEP) **Assessment** - The referral has included a 'Bushfire Emergency Evacuation Plan' for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.2 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City. In addition, it appears the BEEP is reliant on advice from DFES regarding evacuation of the site. The evacuation plan should be clear that evacuation advice will come from the agency controlling the fire (the Controlling Agency), which will not always be DFES. The BMP nominates two 'primary' actions to follow in a bushfire emergency. The BEEP and BMP also contains inconsistent information regarding the number of vehicles on site. The BEEP makes unjustified statements regarding vehicle shelter and vehicle protection up to 'BAL-10' (Appendix 3 – Emergency Plan). **Action** – Comment Only **Recommendation – not supported due to non-compliance** The development application is not supported as it does not meet the intent of Element 5: Vehicular Access. The proposal is intensifying land use in a bushfire prone area with only one point of access and egress. In addition, the proposal has not demonstrated compliance Element 1 Location, and to Element 5:	

SCHEDULE OF REFERRAL RESPONSES FROM STATUTORY/PUBLIC AUTHORITIES
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	• Siting and Design; and • Water. It is critical the bushfire management measures within the BMP are refined, to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire.	
Department of Planning, Lands and Heritage		
	28 April 2022 **1. Suitable Destination** It appears that the BMP has been prepared against Version 1.3 of the Guidelines and the Tourism Positions Statement. If this is correct, then reference to version 1.4 of the Guidelines is not relevant. Suitable destination is a term defined and introduced into version 1.4. Under v1.4 'suitable destination' means *"An area that is not classified as bushfire prone on the Map of Bush Fire Prone Areas, **or** is greater than 100 metres from classified vegetation as per AS 3959 **and** can provide shelter during a bushfire event".* **2. Shelter on site** – The Guidelines requires that where A5.8.2a, A5.8.2b and A5.8.2c cannot be achieved, and the proposal has a capacity of up to a maximum of 100 guests and staff at any one time, then an on-site shelter is to be provided in accordance with A5.7e, A5.7f and A5.7g Siting and Design. Given the proposal caters for up to 12,000 guests, the City/DFES was of the opinion that A5.8.2e does not apply to this proposal, and should not be considered as a justification for approval? The Tourism Position Statement provides for shelter on site, where a risk assessment has been prepared. An open space shelter can be provided where it is demonstrated that 2kw/m2 can be achieved for an area that is large enough to accommodate all staff and visitors on site. V1.4 of the Guidelines: as with all acceptable solutions, where they cannot be satisfied, this then requires the BMP address the performance principle, which in this instance is as follows:	• Noted, comments in respect of bushfire has been addressed in the Officers Comments section in the report.

SCHEDULE OF REFERRAL RESPONSES FROM STATUTORY/PUBLIC AUTHORITIES
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	P5viii *"The design and capacity of vehicular access and egress allows the occupants to evacuate to a suitable destination before a bushfire arrives to the site, whilst allowing emergency service personnel to attend the site; or it is demonstrated through a risk assessment that the risk can be managed."* Page 34 of v1.4 states *"Where more than 100 persons are proposed and vehicular access cannot be achieved, or where the bushfire planning practitioner considers it can be demonstrated through other mitigation measures that the risk can be managed without the use of an on-site shelter and/or full compliance with the vehicular access requirements, then a performance principle-based solution should be developed".* ***3.*** **Risk assessment** – the consultant has submitted a risk assessment, there is no guidance on determining risk assessments, in light of the amount of people that could be present on site, would the Department assist in the assessment the risk assessment; The DPLH is unable to assist in the review of a risk assessment. The Guidelines and the Tourism Position Statement suggest that where the local government is not in a position to review the risk assessment, they may engage a suitably qualified level 3 bushfire consultant to undertake a peer review for the BMP and risk assessment. ***4.*** **Standards of roads for evacuation of people;** *Public* road standards within v1.3 are contained within Table 6 and include a 6 metre total trafficable width. Public road standards within v1.4 *state "The trafficable (carriageway/pavement) width is to be in accordance with the relevant class of road in the Local Government Guidelines for Subdivisional Development (IPWEA Subdivision Guidelines), Liveable Neighbourhoods, Austroad standards and/or any applicable standards for the local government area".* The width of the public road is therefore at the discretion of the local government.	

SCHEDULE OF REFERRAL RESPONSES FROM STATUTORY/PUBLIC AUTHORITIES
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	It should be noted that if a Performance Principle has been proposed, and where it is being demonstrated that in the event of a bushfire, the patrons can evacuate, then as part of this, it may be necessary that the road widths are considered in more detail. ***5.*** **Shelter in vehicles has been suggested;** The Guidelines does not refer to sheltering in vehicles. I am unable to comment on the suitability of this but suggest that if the vehicles are proposed to be parked in the area identified as a shelter on site and in an area of 2kw/m2, then this would be suitable. However, the downside is that the shelter area would need to provide enough area to accommodate all vehicles. ***6.*** **Cancelling events on extreme/catastrophic days** is being proposed, Busselton never records such days but still has a number of fire events. Both the Tourism Position Statement and v1.4 suggest the cancellation of events in response to a pre-determined fire danger rating and/or the issue of a total fire ban; and that this option needs to be included with the emergency evacuation plan and is reliant on a the site operator/manager watching the DFES alerts on the days leading to, and during an event. My understanding is that DFES provide these ratings on the day prior, however I suggest you confirm this with DFES or your local fire services.	
Western Dairy		
1.	**10 May 2022** I have discussed this with our Regional Extension Officer, and have also had a look at past experiments and research into this space. There are varying pieces conducted, though none in WA to our knowledge, on the impact of noise in milk production and dairy cow health. There is also a great deal of conjecture on noise levels and types regarding this. In livestock, the choice of genre, the loudness of the music and the tempo are all important factors (Broucek, 2014).	• Noted, comments in respect of noise impact on livestock has been addressed in the Officers Comments section in the report.

SCHEDULE OF REFERRAL RESPONSES FROM STATUTORY/PUBLIC AUTHORITIES
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	There are some key points of interest regarding music around dairy cattle: *Beneficial impacts* • Frequent exposure to high-intensity noise, the response may not be as negative • A significant increase of milk yield when classical music was played during milking (though not always the case with heavier music) *Negative impacts* • Somatic cell counts increased with an increasing intensity of vibration but not with acoustic noise, but this with high-intensity noise, the somatic cell count (SCC) increases. The increased cell count is an indicator of the keeping ability of milk, its taste, and how well it can be made into other dairy products such as yogurt or cheese. In extreme cases, i.e. milk with an SCC of more than 400,000 the milk is considered as being unfit for human consumption by the European Union. • Exposure to sudden noise resulted in an immediate cessation of milk production, probably due to the increased adrenaline level and the change of other neuroendocrine profiles following exposure. • When the same animals were exposed to a sudden high-intensity noise (110 dB), such as low altitude jet aircraft overflights at milking time, the effectiveness of the milk ejection reflex was reduced, and decreased efficiency of milk removal and increased residual milk were also observed with an overall reduction in milk yield • Prenatally stressed animals displayed significant decreases in their humoral immune responses • Unexpected high-intensity noise, such as low altitude aircraft overflights (and this could be extrapolated to other high intensity noise that could be expected at a music festival) at milking parlor, could provoke adverse behaviour, such as kicking or stomping. Further to this, there would be some concerns over the number of cars, trucks, people coming past that area and impacting on the animals (grazing management, staff management etc) on nearby dairy farmers. In general, this type of event would not be supported in a positive way in the dairy industry.	

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Peer Review Bushfire Management Plan and Bushfire Emergency Evacuation Plan

64 Espinos Road, Sabina River

10 May 2022

Prepared for:
City of Busselton



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 Level 3 Peer Review of a Bushfire Management Plan and Bushfire Emergency Evacuation Plan for a development at 64 Espinos Road, Sabina River, in the City of Busselton ("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.

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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.



BPAD Bushfire Planning & Design Accredited Practitioner Level 3

Gary McMahon

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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 – 64 Espinos Road, Sabina River

Version	Revision	Purpose	Author	Reviewer	Submitted	
					Form	Date
Report	Rev A	Initial Report	GM (Level 3 - BPAD35078)	KL(Level 3 - BPAD38253)	Electronic (email)	10/05/2022
	Rev B	Amend typo	GM (Level 3 - BPAD35078)	KL(Level 3 - BPAD38253	Electronic (email)	12/05/2022

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1 Introduction

1.1 Introduction

Ecosystem Solutions was engaged to conduct a Peer Review of a Bushfire Management Plan (BMP) and Bushfire Emergency Evacuation Plan (BEEP), prepared by Envision Bushfire Protection. These documents support a proposal to use the land as an entertainment venue for a three-day music festival, including on site camping, for up to 12,000 patrons.

As the Site is within a designated bushfire prone area, as identified in the WA Map of Bushfire Prone Areas, the BMP and BEEP are required to demonstrate compliance with the State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7) and the Guidelines for Planning in Bushfire Prone Areas (the Guidelines). Due to a deviation from Acceptable Solutions of the Guidelines with respect to access requirements, and concern about the suitability of the proposal on that location, the City of Busselton sought a Level 3 Peer Review of these documents for their consideration.

1.2 Reviewed Documents

The primary document reviewed for this report is:

Bushfire Management Plan – Mayfair Property Group – Sabina River Festival Site, 64 Espinos Road, Sabina River, V2 July 2021 (Envision Bushfire Protection).

In preparing this advice the reviewer has considered the following:

Australian Building and Codes Board *Design and Construction of Community Bushfire Refuges Handbook (2014);*

Government of Western Australia, *Environment Protection Act 1986;*

Office of Bushfire Risk Management (OBRM) 28 September 2019, Map of Bush Fire Prone Areas;

Standards Australia, *AS 3959:2018 Construction of buildings in bushfire-prone areas;*

Standards Australia, *AS 3745:2010 Planning for Emergencies in Facilities.*

Standards Australia, *AS/NZS/ISO 31000: 2009 Risk management principles and guidelines.*

Western Australian Planning Commission (WAPC) 2015, *State Planning Policy 3.7 Planning in Bushfire Prone Areas;*

Department of Planning, Lands and Heritage and Western Australian Planning Commission (DPLH and WAPC) 2021 *Guidelines for Planning in Bushfire Prone Areas Version 1.4, Western Australia;*

Department of Planning, Lands and Heritage, Department of Fire and Emergency Services, and Western Australian Planning Commission 2017 *Guidelines for Planning in Bushfire Prone Areas Version 1.3, Western Australia;*

Western Australian Planning Commission *A Guide to developing a Bushfire Emergency Evacuation Plan* October 2019;

Department of Planning Lands and Heritage: *BMP template for a complex development application.*

Department of Planning Lands and Heritage: *Emergency Evacuation Plan(template).*

City of Busselton *Local Planning Policy No. 4.2*- Bushfire March 2020.

2 Proposed Development

The proposal is to utilise the land at Lot 21 (no, 64) Espinos Road, Sabina River (hereafter called "the site"), in the City of Busselton, for a multiple day music festival for up to 12,000 patrons.

The Site is 20 ha in area and is located 15kms south of the Busselton townsite, in land zoned "Rural" under the City of Busselton's Local Planning Scheme No. 21. The Site is located on the southern side of Espinos Road, near the junctions with Piggott Road and Goulden Road. The Site has access to Espinos Road and Piggott Road.

The development application seeks approval to change the purpose of the site to a Reception Centre and conduct the following:

Host music events for up to 12,000 patrons, comprising 2 three day camping and music events and three single day/overnight events per year.

Provide camping facilities for up to 6,000 patrons, including:

2,000 car camping sites.

In addition to the 2,000 car camping sites, there would an additional 650-day car parking sites and 225 metres of bus parking to facilitate up to 16 buses at any one time.

Entry to the site would be from Espinos Road, and there would be a one-way traffic system through the site, with the exit point at Piggot Road.

There is currently a single house and rural workers dwelling within the site and the three lots that directly abuts the Site each have a single house.

The landscape has been primarily used for agriculture, mainly dairy and grazing, with a mix of other farming uses nearby (e.g. Avocado, Olive farming and blue gum plantation).

3 Peer Review

Ecosystem Solutions have conducted a Peer Review of the BMP, BEEP and the Bushfire Risk Assessment that have been prepared to support the Development Application, to assess the following:

Level of compliance with SPP 3.7 and the Guidelines (V1.3 and V 1.4).

The appropriateness of the proposed risk assessments and any proposed mitigation measures; and

Identification of any deficiencies, where in the opinion of the author, that the intent and objectives of SPP 3.71 are not achieved, with a particular focus on preservation of life and minimisation of personal injury2.

This review has been conducted by Gary McMahon (B.Sc. M. Env Mgmt, PG Dip Bushfire Protection), the owner of Ecosystem Solutions. Gary is an accredited Bushfire Planning and Design (BPAD) Level 3 consultant in Western Australia. Apart from his academic background, he has more than 20 years of practical bushfire experience from his years as a level 2 firefighter in the then Department of Conservation and Land Management (CALM – Now DBCA) and as a Senior Officer with Dunsborough Volunteer Fire and Rescue. Gary has led crews

[1] "To implement effective, risk-based land use planning and the development to preserve life and reduce the impact of bushfire on property and infrastructure" SPP 3.7 Section 2.
[2] Policy objective 5.1 - Avoid any increase in the threat of bushfire to people, property, and infrastructure. The preservation of life and the management of bushfire impact are paramount.

on many local deployments (e.g. Margaret River, Waroona/Yarloop, Nannup, Pinjarra) and has served on deployments in NSW during the 2019-2020 black summer bushfires and was awarded the NSW Premier's Bushfire Emergency Citation and the National Emergency Medial for those services. He is also an accredited DFES/WAPOL Bushfire Investigator.

3.1 Bushfire Management Plan Review

The assessment of the BMP's compliance with SPP 3.7 and the Guidelines (V1.3 and V 1.4) is outlined below. These documents are considered the minimum standard required for any Development Application and higher-level planning and while fitting for standard subdivisions or larger scale standard planning instruments, they are not specifically targeted in scope to adequately address large scale tourism events such as those outlined in the proposed DA. As such there are a broad range of possible approaches to interpret these policies and guidelines based on the perspective and risk profile of those reviewing the finer details of proposals. The author of this report has a 20-year history of observations and experiences in bushfire events beyond that of just academic study/research. Consequently, the author has focused on a conservative assessment to preserve life, based on his extensive history in evacuation procedures, human interactions during these events and the unpredictability of bushfire situations with both fire and human behaviours.

The BMP was prepared and submitted using the Guidelines Version 1.3 (December 2017), however since then the Guidelines have been updated to Version 1.4 (December 2021). The most significant difference is that the earlier version did not have Tourism land uses incorporated into it. Consequently, a Position Statement – Tourism Land Uses in Bushfire Prone Areas was published in November 2019 to supplement Version 1.3. This was incorporated into Element 5 of the Bushfire Protection Criteria in the Version 1.4 edition, with some changes in the wording. The discussion below assesses both versions of the guidelines for a comparison, where applicable.

3.1.1 SPP 3.7 Planning In Bushfire Prone Areas (December 2015)

Policy Measure 6.2 Strategic planning proposals, subdivision and development applications

Compliance Assessment - The proposal is within a designated Bushfire Prone area with a BAL rating above BAL-Low. The BMP (Page 29) shows that that the internal areas of the site can achieve a radiant heat flux exposure less than 29 KW/m^2 (BAL -29) with delineation of boundaries for carparking, sound stage and camping grounds outside of a higher exposure area, albeit a higher BAL exists within the boundaries of the site.

Review Comments

The BMP shows that internal areas within the Site can meet this policy measure. However, some areas within the site, cannot and will require delineation during the event.

The proposed entrance and exit roadways have forest vegetation alongside which places them in an Extreme Bushfire Hazard Level (BHL)as outlined in page 52 of the Guidelines. This risk is outside of the proposal's management control and therefore needs to be considered in more detail in a risk assessment, as it doesn't align with Policy measure 6.2 (b).

The BMP uses the exclusion clause within AS 3959-2018 Section 2.2.2.3 (f) to exclude the internal windrows within the development site. In a standard subdivision or other built structure-based planning proposal, this would be considered appropriate., however, the reviewer believes, that given the specialised nature of this proposal, with an open-air tourism venue with a up to 12,000 patrons with camping facilities, that the windrows need to be considered beyond their potential for radiant heat emission in a fire event, but as a potential source of embers as well as an ember trap for other embers/firebrands that may drop onto from any bushfire event in the surrounding landscape. While the actual Radiant Heat Flux from such a narrow band of vegetation will mean separation distances will be minimal, the proximity of these vegetated links in the landscape adjoining tents/camping possesses a higher risk beyond that of only radiant heat. Most tents are canvas or plastic material which will not withstand any degree of ember exposure and could potently ignite and spread from tent to tent given the density of them within this site. This is addressed in more detail in the review of the Risk Assessment.

Policy Measure 6.5 - Information to accompany development applications

- **Compliance Assessment**
- The BMP is accompanied by a BAL Contour Map showing indicative BAL ratings across the Site.
- The BAL Contour and BMP are prepared by an accredited assessor.
- The Bushfire hazard issues arising from the BAL Contour are discussed throughout the BMP
- An assessment against the Bushfire Protection Criteria of the Guidelines has been conducted below

Compliance with Policy Measure 6.5 is achieved.

Policy Measure 6.6.1 – Vulnerable Land uses (in areas where BAL-12.5 to BAL-29 applies. AND

Policy Measure 6.6.2 – Vulnerable Land uses (in areas where BAL-40 to BAL-FZ applies

Compliance Assessment

- The BMP correctly identifies the proposal as a "vulnerable land use" as defined by SPP 3.7 and required emergency evacuation procedures or a safe location measure for proposed occupants.
- A BEEP accompanies the BMP for the Proposal
- Separate Review comments on the BEEP are in Section 3.3 below

Review Comments

As mentioned above, the proposed access and egress roads contain forest vegetation and as such are classified as an Extreme BHL. The internal site area also contains areas of an assessed Radiant Heat Flux > 40 Kw/m^2 (BAL-40 and BAL Flame Zone. Therefore, Policy Measures 6.6.1 is not relevant, and the proposal extends to Policy Measure 6.6.2.

Using Policy Measure 6.6.2, the proposal is not considered Minor nor Unavoidable under SPP 3.7, therefore technically the proposal doesn't comply with Policy Measure 6.6.2.

3.1.2 Guidelines for Planning in Bushfire Prone Areas (Bushfire Protection Criteria)

Note this proposal was submitted during the currency of Version 1.3, but this was superseded in December 2021 with Version 1.4: a comparison in made between the two versions where appropriate.

Element 1 – Location

Compliance Assessment

The development application is 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 (same for both versions)

Review Comments

The internal area of the Site as shown in Figure 6 of the BMP (p. 30) complies with this Element, albeit with delineation inside the location boundary, however the roadway along Espinos Road (proposed one way entrance) and Piggot Road (proposed one way exit) contains Extreme BHL and >BAL-29 areas, hence does not comply with the Element.

Element 2– Siting and Design of Development

Compliance Assessment

That every habitable building is surrounded by an Asset Protection Zone (APZ) to ensure RHF does not exceed 29kW/m^2 (BAL-29). (Same for both versions)

Review Comments

An acceptable APZ to meet the BAL 29 separation distance can be achieved in the internal areas of the Site. Note that the policy however is focused on the potential Radiant Heat Exposure to a built structure. Other bushfire risks are discussed in the Risk Assessment below. There are further requirements for unprotected exposure in the Tourism Position Statement (2019) discussed below.

Element 3 - Vehicular Access

Compliance Assessment

Intent is the same for both versions – i.e. vehicular access is available and safe during a bushfire event. Acceptable solutions have changed)

Review Comments

V 1.3 – Two different vehicular access routes are to be provided which connect to the public road network and provide safe access and egress in two different destinations at all times and all weather conditions. – Public road minimum 6m trafficable surface.

Comments – Espinos Road does not meet the 6 m wide requirement (width varies between 4.5-5 m) and contains forest vegetation (i.e., Extreme BHL) alongside. Piggot Road is wider but also has Extreme bushfire hazards alongside it. The evacuation plan outlines a one way traffic management system (in through Espinos Rd

and exit though Piggot Rd). Given the number of people concerned, the volume of vehicles required to move people in this landscape and the access of emergency services, in the opinion of the reviewer, the proposal doesn't meet the intent, performance principle or acceptable solutions of Element. 3 (V1.3).

V 1.4 - Public road standards within V1.4 state *"The trafficable (carriageway/pavement) width is to be in accordance with the relevant class of road in the Local Government Guidelines for Subdivisional Development (IPWEA Subdivision Guidelines), Liveable Neighbourhoods, Austroad standards and/or any applicable standards for the local government area"*.

There must be two different directions to at least two different suitable destinations. Road access if via a no through road is to be a maximum of 200m. This can be exceeded if the balance of the no through road is wholly within a BAL-Low or residential built-up area.

Comment - under V1.4, the road width can be at the discretion of the local government, however as with the comments for 1.3 above, the traffic is to be directed through a one way system. The property boundary (NW corner) is approximately 374 m from Yoongarillup Road, however the car park and assembly area within the proposed event adds an additional 180m from where people would be evacuating from. Both the entry and exit ways are through Extreme BHL areas, therefore the reviewer would assess the proposed access for the development as potentially unsafe in a bushfire event, therefore not meeting the intent of the element.

Element 4– Water

Compliance Assessment

Intent is the same for both versions,

Both require a permanent and secure water supply sufficient for firefighting purposes

For subdivision purposes a strategic water tank of 50,000L per 25 lots or part thereof is required

Review Comments

The proposal outlines a 50,000 litre water tank be provided for fire fighting purposes, and also a mobile 2,000 L firefighting facility in addition to fire extinguisher requirement under the Caravan Parks and Camping ground regulations.

The proposal complies with this required element.

Note that the site is considerable distance from Fire and Rescue Services (located in Busselton 17km) and while the Yoongarillup Bushfire Brigade is 5 km to the north of the site, this brigade only has a small light tanker and a slip on fire appliance. Additional brigades appliances will be required in a bushfire event given the number of patrons involved and size of the event. These are located as follows: Ambergate, 14km (Light Tanker and 2 x slip on), Acton Park (Light tanker and 2 x slip on) – 23 Walsall Road, Walsall 16 km and Hithergreen District (1 x 1.4, 1 x 3.4, 2 x slip on and 2 x trainers) 910 Ludlow Hithergreen Rd – 24 kms from Site). Turn out times for these brigades will vary as they are volunteer based.

Element 5[3] - Vulnerable Land uses.

Compliance Assessment

V1.3 was used in the proposal, in conjunction with the Tourism Position statement.

This has been incorporated (with amendments) into Element 5 of version 1.4 in December 2021)

Both versions advocate for evacuation as the primary course of action in a bushfire event, with both allowing for a shelter in place or a shelter on site option.

Review Comments

The Tourism Position Statement provides for shelter on site, where a risk assessment has been prepared., also version 1.4 (A S5.7f) states that an open space area can be acceptable, provided it is demonstrated that 2kW/m^2 can be achieved for an area (using a higher flame temperature) that is large enough to accommodate all staff and visitors on site. Using a rough figure of 0.75m^2 per person, to accommodate 12,000 people, 9,000 m^2 of area will be needed. From the calculations provided in the BMP, it would appear this proposal would meet this area.

Further discussion of the review of the BEEP are included in Section 3.3 above.

In summary, the reviewer does not agree that the proposal complies with Policy Measures 6.2 or 6.6.1/2 due to the Extreme BHL that exist in the entrance and exit to the site

[3] Note not included in Version 1.3, was incorporated in V 1.4.

Further, the site contains areas inside the boundary exposed to radiant heat > 29 kW/m^2, albeit this can be constrained with delineation within the Site, however, specific details on how this will be managed during a bushfire event or evacuation/shelter in place scenario are not outlined in the BEEP (discussed in S 3.3 below). The proposed one way access design requires patrons to enter and exit though areas of Extreme bushfire hazard, which is contrary to the requirements of Element 1. Therefore, the reviewer believes this proposal does not comply with Element 1 – Location of the Guidelines.

The Site is accessed through a narrow no through road; hence a traffic plan has been designed to allow a one way flow of traffic through the Site in an event. This reiterates the point made above about driving through an Extreme BHL. The proposal doesn't comply with Element 3 Vehicular Access, and it is the opinion of the reviewer that the proposed performance solutions is inadequate to cope with the worst-case scenario of a bushfire event (even if only a grass fire and smoke issue) given the number of patrons and limited access and egress possibilities in a bushfire event. This places patrons, staff and firefighters at an increased risk should a bushfire event occur. This is discussed in more detail in the Risk Assessment below.

3.2 Bushfire Risk Assessment Review

Version 1.3 of the Guidelines acknowledges that some tourism land uses have an inherent risk of bushfire which can be reduced but never fully eliminated (Sec 5.2). therefore, the Position Statement provides for a risk-based assessment to review the risks and use contingencies to reduce the risk to an acceptable level. It recommends the National Emergency Risk Assessment Guidelines (NRAG) handbook which is consisted with Australian/New Zealand Standard Risk Management Principles and Guidelines (ISO 31000) and that these principles should be applied to assist with the demonstration of compliance.

Version 1.4 (Section 5.5.3) states that a risk assessment can be undertaken as a performance principle-based solution to demonstrate that the risk can be mitigated through various contingency measures to an agreed tolerable level. This risk assessment should be conducted by a qualified Level 3 Bushfire Planning Practitioner in collaboration with the relevant stakeholders, including the landowner and the local government.

This proposal utilises the approach outlined in Version 1.3 using the risk assessment framework outlined in the Tourism Land Uses Position Statement and it has been developed by an appropriately qualified Level 3 Bushfire Planning Practitioner.

The proposal utilises the NRAG principles to guide the risk analysis and evaluation process.

The risk assessment for this proposal has narrowed the risk to the potential consequences of a single access to the site rather than a broader community impact.

In this proposal, the reviewer believes that additional risk elements need to be considered, including the risk of embers from nearby fires impacting the site, the potential smoke impact from nearby fires impacting on people at the event and the potential response to patrons from these events given the occupant characteristics likely to be present during a multi-day festival event, such as proposed.

The BMP addresses parameters of bushfire behaviour by reviewing fire weather/climate elements, past history events and timing of the event (i.e., outside of gazetted fire seasons).
The BMP provides an analysis of the climate data for Busselton Airport to arrive at a modified Fire Danger Index of 60(APE 1:50) and 70 (APE 1: 200). This is reduced from the default of 80 determined though AS 3959-2018 for Western Australia.
The FDI is based on a combination of different weather conditions known to influence the risk of dangerous bushfire conditions in Australia, including temperature, rainfall, humidity and wind speed. In addition to the weather, bushfire events in Australia are also influenced by factors such as vegetation conditions, terrain and ignition sources (BOM, 2019)[4] Higher values represent more dangerous weather conditions for bushfires: for example, FFDI above 50 is classed as 'Severe'.
While the reduced FDI calculation is a valid interpretation of the data, it still identified the Site as being within a Severe Danger index.
It should also be noted, that the FDI, while useful in planning for fuel reduction burning, it is not a reliable indicator of bushfire intensity or more importantly the impacts/consequences from a bushfire. For example, the recent Curtis Bay Fires in Dunsborough had a FDI of 9 and Boranup Forest fires south of Margaret River in early 2021 were widespread and had extensive impacts and the FDI were in the low 40s. Similarly, the Margaret River 2011 Bushfires which destroyed 39 homes and damaged 26, had a FDI of 38 (and a Grassland Fire Danger Index of 2)[5].
The BMP also looks at past fire history to demonstrate that fire occurrences within the site landscape is low. Given the managed grassland nature of the landscape and lack of ready access within the landscape this is accurate. However, past fire behaviour is not an indication of potential new fire behaviour or consequences of bushfire (for example most of the vegetation around the Gnarabup/Margaret River Bushfire has more than 10

[4] http://www.bom.gov.au/jsp/ncc/climate_averages/ffdi/index.jsp
[5] Smith R (2012) Report on the Investigation of the House Loss in the Margaret River Bushfires, 23rd November 2011)

years without any fire). Given the change of use of the proposal which include more people at a high density, including campers, the full scope of the use need to be considered further in a detailed risk assessment.

The proposal suggests that the events will be held outside of the gazetted bushfire seasons. This is acknowledged that this will reduce the potential likelihood for bushfire on the Site. And while planning policy is not designed to remove risk but to reduce the potential impact of bushfire, and the reviewer agrees that this measure will reduce the likelihood of a bushfire, the consequences should a bushfire event occur, given the density of people, the occupants characteristics, limited access, are potentially extreme.

The analysis shows that easterly winds dominate the morning and southerly winds dominate the afternoon. The Site is dominated by pasture grasses, with some narrow-vegetated windrows within them, Espinos Road is vegetation with Jarrah, Marri, Xanthorrhoea and typical Jarrah Forest vegetation and structure. There is a Blue Gum (*Eucalyptus globulus*) plantation approximately 50 m to the north east of the site and an olive plantation immediately adjacent to the eastern boundary of the Site, which adjoins a large patch of forest vegetation along the River approximately 320 m from the sites eastern boundary. 1.3 kms to the east is the Whicher Scarp vegetation association which contains State Forest No. 33 and Reserve 48887, the Whicher National Park. This is densely forested vegetation with contiguous vegetation within excess of 10km potential fire runs.

To the south of the Site is pasture grasses, with Reserve 24564 occurring 440 m from the site's southern boundary. This abuts the Whicher National Park further to the south. The vegetation is dominated by typical Jarrah and Marri vegetation and fuels.

The vegetation in the native forest has stringy or flaky bark and have a high propensity to produce embers in a bushfire event. Blue Gums adjoining the property have bark that flakes off in strips and also produce high degrees of embers. The Risk Assessment provides some analysis on ember attack particular from the west and south, but this should also include the area to the north given the Blue Gums. An ember attack from any fire in these directions, given the indicated dominant winds and the likely autumn/spring inversion layers that typically occur in this landscape can have consequences for people attending as well as emergency services.

While the windrows within the Site can be excluded from Radiant Heat Flux calculation under AS 3959-2018 for built construction purposes and standard planning, the reviewer believes that they need to be considered as potential traps for embers from any nearby fires and will contain fuels and the possibility of ignition within the site is increased. Given that camping sites are adjoining these vegetated links adds to the possibility of tent to tent fire spread in a worst case scenario. This is the same for the vegetation along Espinos and Piggot Roads.

The BMP includes Method 2 calculations for the BAL contour map, which uses the higher flame temperature and the FDI of 80 as outlined in AS 3959-2018. These calculations have been checked and are determined to be accurate by the reviewer.

Its should be noted, however that the grass fire models outputs show a flame length of 6-7m, a panel height of fire of the same, fire intensity of 33,000-35,600 kW/m and a forward rate of spread in the grassland of 14.3-15.32 km/hr. While these outputs are based on a worst-case weather and input scenario, during fire season, the possible impact on the site of a fast-moving grass fire on the site, given smoke production and possible embers cannot be discounted. For example, categorising the olive grove to the east as grassland (as per AS 3959) and using a 10 km /h forward Rate of Spread (ROS), a bushfire in the vegetation on the river would take approximate 2 minutes to arrive at the site (320m at 3 m per second) or 3 minutes from the south (440 m at 3 m per second). The reviewer acknowledges that this is a worst-case scenario and the likelihood of such an event is low given the seasonality of the event, however, possible consequences cannot be ignored in a risk review. The impact of smoke on the patrons in this situation can also not be ignored. Should the fire be lower intensity and the soil has more moisture, smoke production could be high. The impact of smoke on patron has the potential to increase panic and stress reactions which cannot be adequately quantified in this process, but similarly cannot be ignored given the volume, density and occupational characteristics of people attending a multi-day music festival (i.e. some may be under the influence of alcohol or other substances making management more difficult). These further impacts potential evacuation procedures as discussed below.

The BMP risk assessment considers the Likelihood and Consequences tables as outlined in the NRAG.

It bases the ARI as 10-<100 years based on no record of fire history outside of fire seasons and subsequently classifies the likelihood as **Unlikely**.

The reviewer considers that given the increased number of people in the event means the possibility of fires/ignition sources increasing and given the changing and drying climate, that the past history is not a reliable indicator of future predictions. That being said the reviewer would classify the ARI as between the 1-10 year and the 10-<100-year cohorts to be conservative. This results in a likelihood between **likely** and **unlikely**.

The BMP has narrowed the focus of risk consequences to the non-compliance of access in Element 3, however the reviewer believes that smoke and ember issues also need to be considered in the potential consequences assessment as well as the occupational characteristics and number of people involved. The BMP assigns a **moderate** consequence level to their assessment. The criteria in the NRAG are focused on broader community

elements and are therefore not easily transferable to this situation. The reviewer agrees that exposure to direct flame or radiant heat is unlikely to cause fatalities on the site by themselves. However, the risk assessment needs to consider the potential impacts of embers, smoke and spot fires on the Site and the potential access and egress ways. The cumulation of people in a potentially disoriented state, with limited visibility through smoke has a high likelihood of causing panic situations which are unpredictable and not adequately addressed in Planning For Bushfire policies.

Given this, using the NRAG criteria the reviewer would consider that the possibly of serious injury occurring to patrons from a bushfire event at this site, would be in the vicinity of 1 in 10,000 or greater. This is based on a panic situation with smoke or embers impacting on the site and the human behaviours in a stress situation with people trying to either evacuate or being contained within a designated area (i.e. it is highly likely that more than 1 guest at the event would be seriously injured in such a situation) this would result in a Major consequence level.

Overall, the BMP, using their parameters, rank the overall risk as **Medium**. Using the reviewer's evaluation, the overall risk comes out either **High** or **Extreme**, depending on the final outcomes of the likelihood mainly based on the conservative evaluation of the possible consequences of a bushfire event on this landscape for these events.

Ecosystem Solutions consider the policy documents and guidelines as a minimum standard from which individual situations and risks/likelihoods/consequences must be assessed logically and mitigation measures developed that may not align perfectly with the policy document wordings. This proposal is one of those situations.

While the BMP follows the process outlined in the policy and articulates their justification for mitigation, the reviewer believes that there are additional elements of bushfire risk (smoke and embers/spot fires) not considered and that the mitigation measured don't address.

3.3 Bushfire Emergency Evacuation Plan Review

The proposal has a Bushfire Emergency Evacuation Plan (BEEP) contained which includes traffic management data.

The BEEP has been developed as per the Guidelines, DFA and NSW Rural Fire Service guidance and AS 3745.

The BEEP outlines standard measures regarding the formation of an Emergency Management Team, roles and responsibilities and triggers.

It advocates for evacuation as a primary procedure in a bushfire event, with a shelter in place in an open area where RHF exposure is less than 2 kW/m^2, as prescribed by the policy.

The evacuation procedures are based on the assumption that a one way traffic flow system will operate with people accessing the Site through Espinos road and leaving through Piggot Road.

The proposal includes on site car parking for 1,000 vehicles in addition to the 2,000 on site vehicles and has 13 busses available for emergency stand by.

The Traffic Impact Assessment notes that only 270 vehicles per hour can leave the site, in order for the intersections and road network to operate safely. Therefore, a staged arrival and departure schedule for the Site is proposed.

Given the number of vehicles and people, it would take 8-9 hours to safely evacuate the car traffic, this needs to be considered in addition to the number of busses and any emergency services vehicles and appliance that may be required in a bushfire event to both evacuate the site and suppress any bushfire.

The BMP outlines a secondary measure of Shelter on Site if evacuation cannot occur. This is considered a worst-case situation. This is within a designated area where a modelled heat exposure of 2 kW/h or less can be achieved. These calculation within the BMP and BAL contour map are correct and do align with the policy. However, the reviewer believes the risk to the site from embers and smoke are underestimated and need further consideration. Also, the occupants' characteristics of patrons at a multi-day music event with camping raise the increased possibly of people being unable (or unsuitable) to drive and hence requiring more assistance with evacuations via busses or other transport. The element of panic during any evacuation process also needs to be addressed.

Based on the reviewer's experience in evacuation event and observing human behaviours during evacuation processes, the restricted vehicle flow would cause considerable issues with congestion, panic and potential for further issues and injuries if not managed appropriately with experienced fire wardens, traffic managers and emergency service workers. The reliance on a smooth, logical staged arrival and release protocol would not be considered likely in a bushfire event by the reviewer, based on the numbers of people involved, their potential characteristics and the overall risk on the Site.

A shelter in place scenario is also fraught with difficulties in a bushfire event when issues such as embers, spot fires and smoke are included as possible risk characteristics. Keeping a large number of people within a confined

open space during an emergency procedure is problematic, it is acknowledged that this is only considered if evacuation cannot occur, however the reviewer is of the opinion that a smooth evacuating process is fraught with difficulties and may be time critical with the rapid rate of spread of grassfires outlined in the modelling.

4 Summary

In summary, the BMP follows the procedures outline in the policy and provides their justification for the risk assessment to support the proposal.

The Reviewer does not agree that the proposal complies with Policy Measures 6.2 or 6.6.1/2 due to the Extreme BHL that exist at the entrance and exit to the site nor does the proposal meet Element 3 of the Guidelines with respect to access. The reviewer also has concerns that the performance solutions prescribed, regarding a managed and staged arrival and departure one way road flow, can adequately cope with the volume of people and vehicles proposed. Those concerns are increased when considering an emergency evacuation scenario.

The reviewer acknowledges that radiant heat exposure is an unlikely dominant risk in a bushfire event on the Site, however the surrounding landscapes vegetation readily produce embers and will also produce smoke, which if present, would likely impact the site, given the prevailing weather conditions. Therefore, initial elements in the Site that would normally be excluded should be considered as ember traps or potential fuel sources for spot fires given the vulnerable and extended nature of the patrons on site.

The management of people on site should evacuation be unable to occur is also problematic given the number of people involved and the available resources. It is likely that should a bushfire event occur, a large component of community resources with Bushfire Brigades and Fire and Rescue and SES crews will be needed

The occupancy characteristics of the patrons do not appear to have been considered in sufficient detail in an emergency as many are likely to not be able to drive a vehicle and evacuate in a bushfire event and may more likely be prone to panic situations increasing the difficulty for emergency services or fire wardens to manage.

Overall, the reviewer believes the risks proposed in the BMP understate the overall potential risk of the site and the ultimate consequences of a bushfire event on people attending the event.

13.1 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

Prior to the meeting, Cr Cox foreshadowed a motion that was different to the officer recommendation. In accordance with clause 10.18(7) of the City's *Standing Orders Local Law 2018*, it was taken to be an alternative recommendation.

The motion was moved, there was opposition, and debate ensued. The motion was carried.

COUNCIL DECISION

C2205/112 Moved Councillor K Cox, seconded Councillor S Riccelli

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 (PSP - Attachment B) for consultation, to be advertised concurrently with Amendment 52, as set out in the points below, and subject to the following modifications –

(a) Delete objective (b) from page 1 of the PSP document;

(b) On the PSP Map, identify Lot 5153 (1) Leslie Pearce Court and Lot 9020 Caves Road as per the existing zoning;

(c) Revise the depiction of R-AC4, R-AC0 and R60 residential density codings on the PSP Map, to be consistent with recommendations 2 I (a) and 2 I (b) below;

(d) Revise the PSP Map by deleting "Building Height Area (BHA)", "3 Storey BHA", "4 Storey BHA" and "5 Storey BHA" from the legend, and all building height areas shown on the PSP Map; and

(e) Revise the PSP document accordingly.

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 all lots zoned 'Centre'

(b) 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;

(vi) Lot 60 (191) Naturaliste Terrace; and

(vii) Strata Plan 28592 (3 Dunn Bay Road).

(c) 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;and

(iv) Lot 5153 (1) Leslie Pearce Court and Lot 9020 Caves Road.

(d) 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.

(e) 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, 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) 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;

(b) 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;

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

(d) 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;

(e) The upper storey external wall face and/or balcony roofs of the third storey shall be setback from the ground floor external wall face, a minimum of 4m on the interface of Reserves 42673, 35758 and 26513 (Dugalup Brook), Reserve 38693 (Lions Park) and Reserve 26512 (Seymour Park).

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

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

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

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

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

(k) Other than sites subject to clause 4.22 (b), 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;

(l) 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;

(m) 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;

(n) Notwithstanding clause 4.22 (m), car parking is supported between buildings and the street on lots fronting Clark Street, and Naturaliste Terrace between Greenacre Road and Cyrillean Way, 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;

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

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

(q) 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;

(r) 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;

(s) 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;

(t) 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 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;***	***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***

		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		***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).

CARRIED 6/2

FOR: CR COX, CR RICCELLI, CR RICHARDS, CR LOVE, CR RYAN, CR CRONIN

AGAINST: CR HENLEY, CR PAINE

Reasons: With respect to Amendment 52 and the 'Drive Through Facility Control Area' Special Control Area, to include Lot 5153 Leslie Pearce Court and Lot 9020 Caves Road as depicted on the Scheme Amendment Map; and on the PSP Map to revert to the existing zoning for each of these Lots. With respect to height, to respond to widespread community concern over the height, scale and bulk of developments in excess of 3 storeys in the Town Centre of Dunsborough and the impact they would have on the existing and desired future character.

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*	*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*

	Greenacre Road; and Lot 60 (191) Naturaliste Terrace, Dunsborough		*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.

PROVISION	APPLICATION
	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.


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Attachment A - Aerial Photo:
DUNSBOROUGH PRECINCT STRUCTURE PLAN AREA
22/04/2022
1:3000 @ A3L

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 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

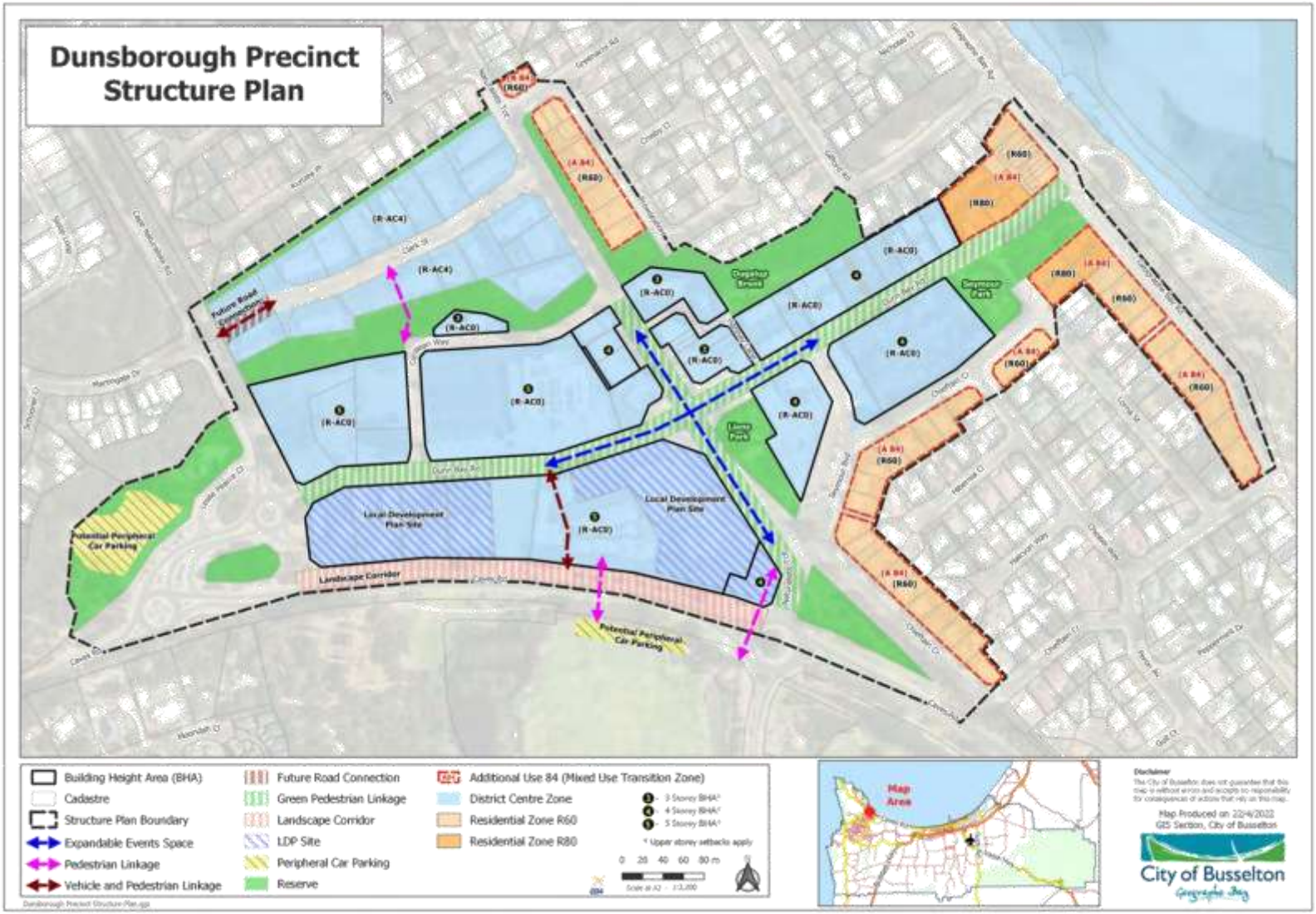
Table 2 outlines information which may be required/called upon to ensure that the aims and objectives of the PSP are observed and fulfilled. This information is in addition to any requirements of LPS 21 and/or Local Planning Policies.

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
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 Storey BHA*
4 Storey BHA*
5 Storey BHA*
* Upper storey setbacks apply
0 20 40 60 80 m
Map Area
Map Produced on 22/4/2022
GIS Section, City of Busselton
City of Busselton

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.

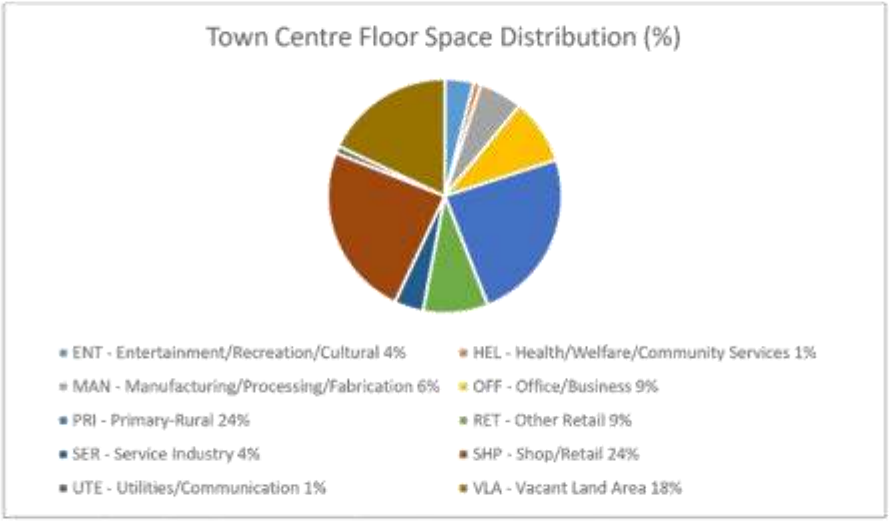
Figure 5: Local Context



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 (m^2)

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.

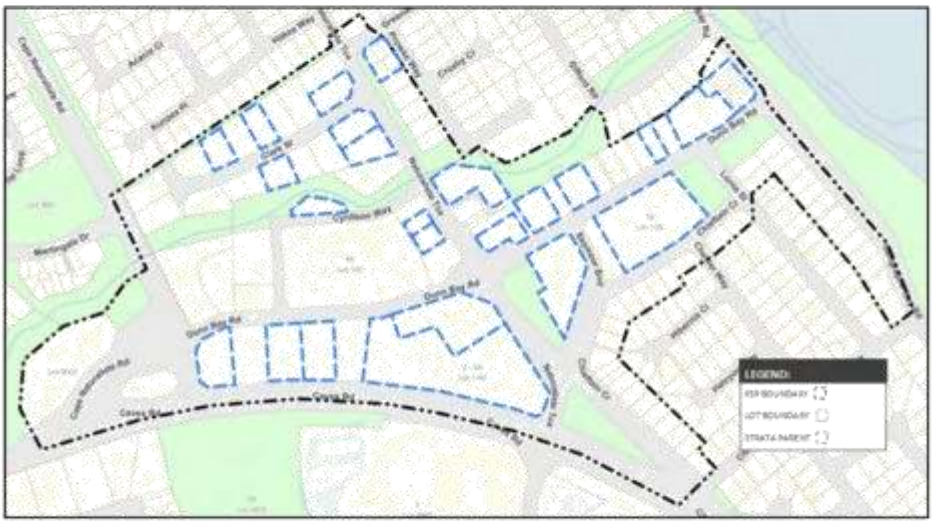
Figure 8: Land Ownership



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).

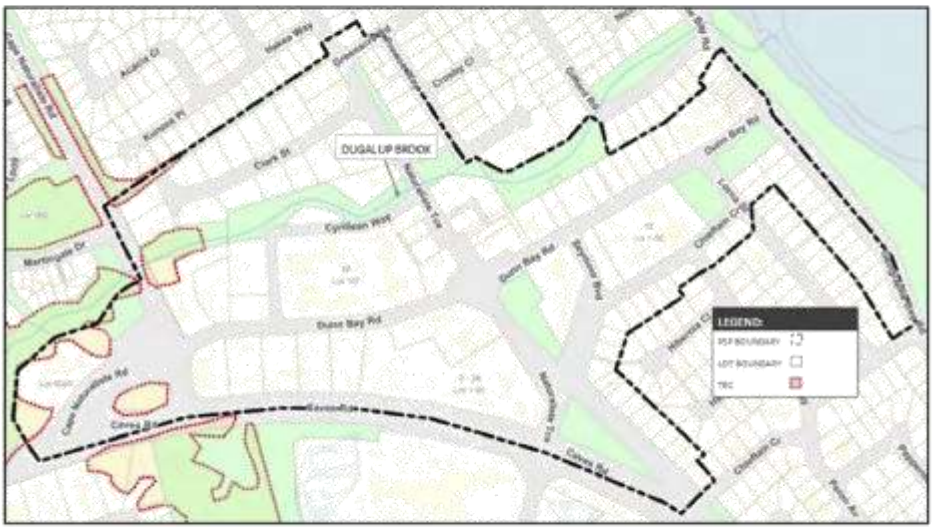
Dugalup Brook is the subject of a Reserve Management Plan, which aims to restore the ecological values (e.g. fringing vegetation, native fauna habitat) and functions (e.g. water flow, nutrient stripping, and flood control) of the Brook, and develop and maintain appropriate areas for public space. The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

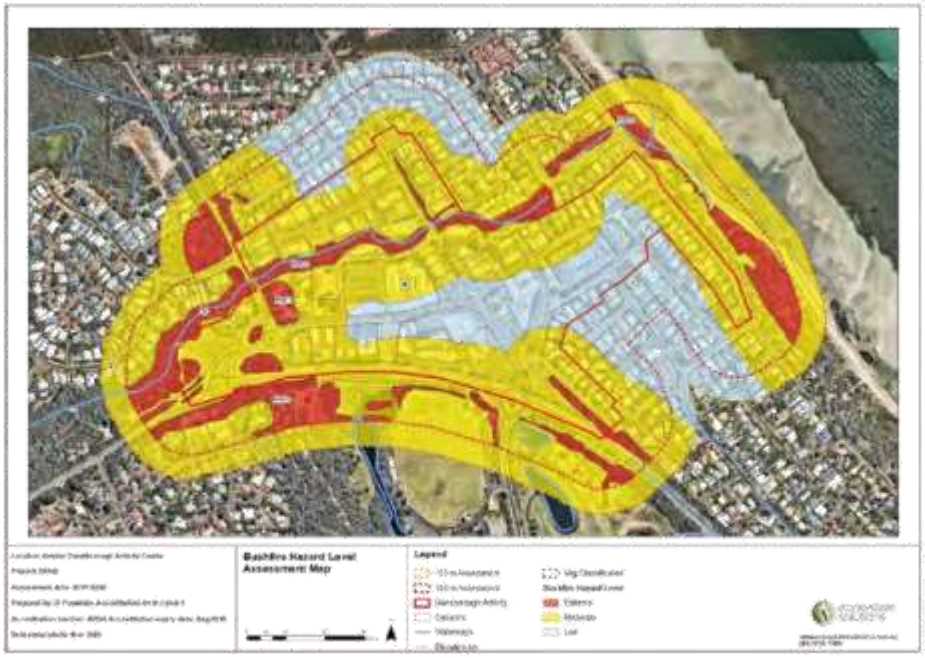
Figure 12: Bushfire Prone Areas within the PSP Area



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

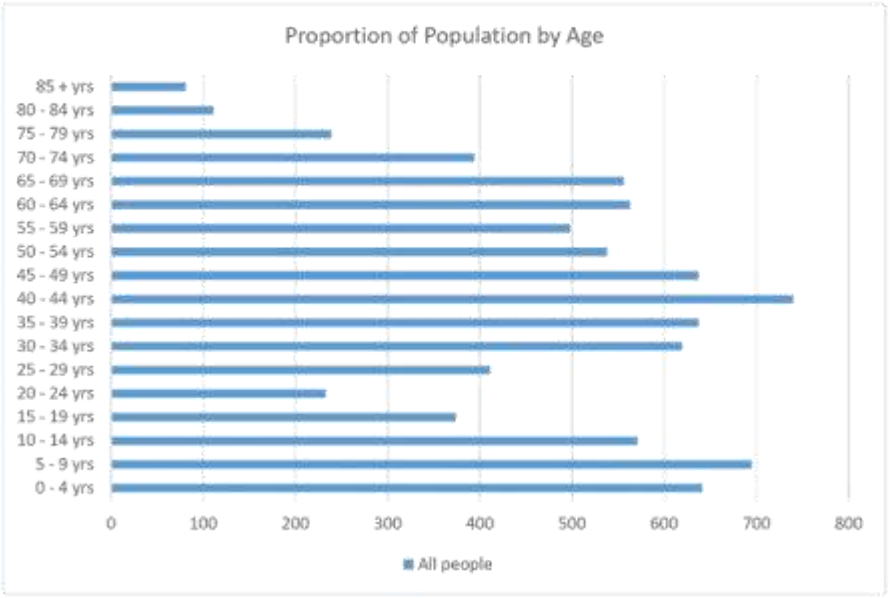
The following demographic profile and socio-economic characteristics (Figure 22) have been sourced from the ABS 2016 Census for the '6281' and '6282' postal areas (POA), which broadly represents the Dunsborough – Naturaliste area.

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.

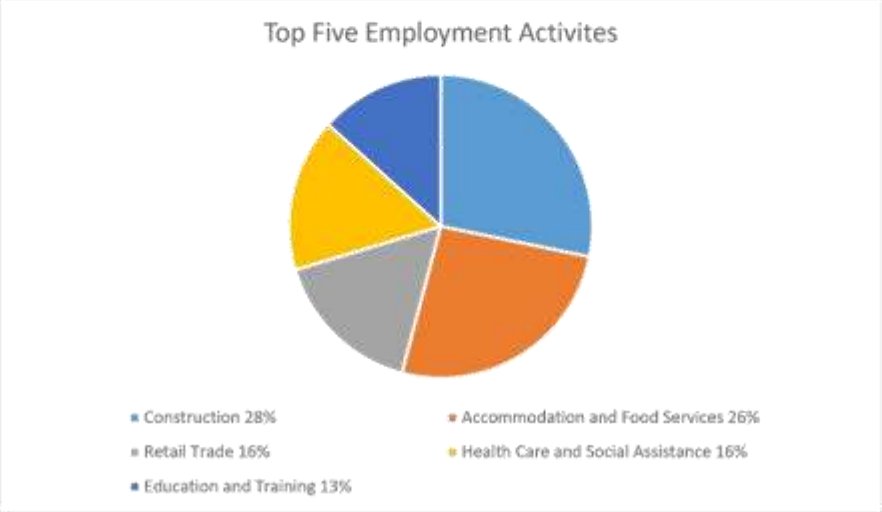
3.2.4 Economy

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

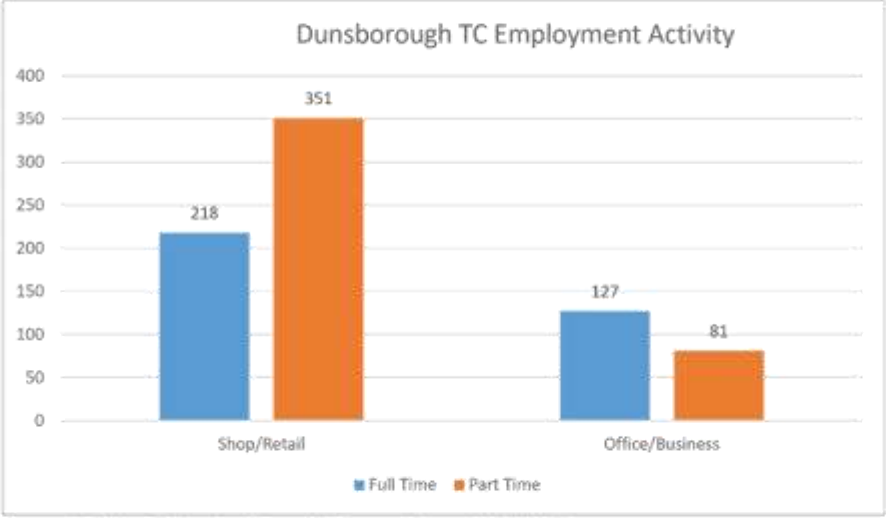


Source: ABS Community Profile, 6281 & 6281 POA, 2016.

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)

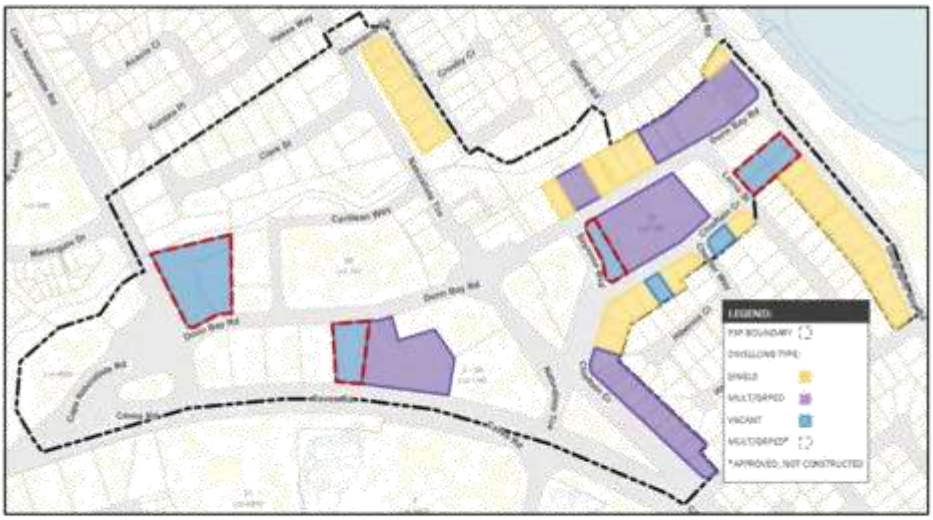
CATEGORY	INTERNAL EXPENDITURE ($M)	VISITOR EXPENDITURE ($M)
Grocery stores & supermarkets	45.47	15.83
Dining & entertainment	30.08	37.83
Specialised food retailing	23.75	19.35
Transport (includes fuel supply)	18.08	4.95
Specialised & luxury goods	13.27	6.89
Professional services	11.1	0.33
Department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

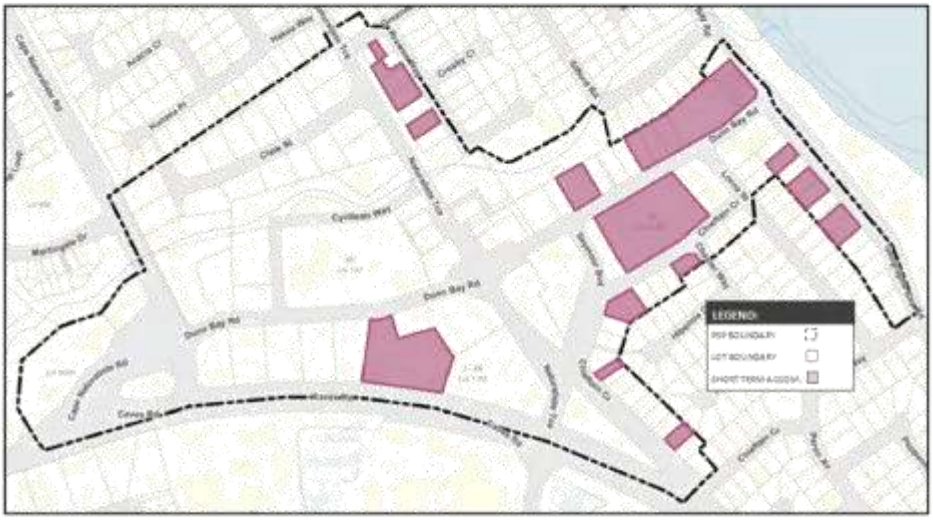


Dwellings can be classified by land use, including permanent residential use or short-term accommodation. Different types of short-term accommodation in the PSP area include 'Holiday Home (Single House) or (Multiple/Grouped Dwelling)', 'Tourist Accommodation' (single occupancy accommodation units) and '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.

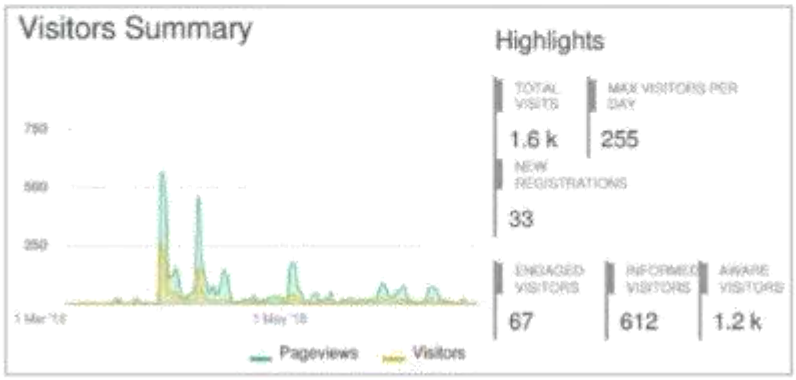


Early engagement was marketed as *Re: Dunsborough*, and advertised regularly in the local newspaper and on the City's community information and social media pages. It was carried out in two stages:

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:



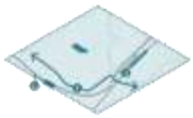
URBAN ECOLOGY
Deliver significant place, community and environmental benefits contributing to the development of a good quality, sustainable urban environment.



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.



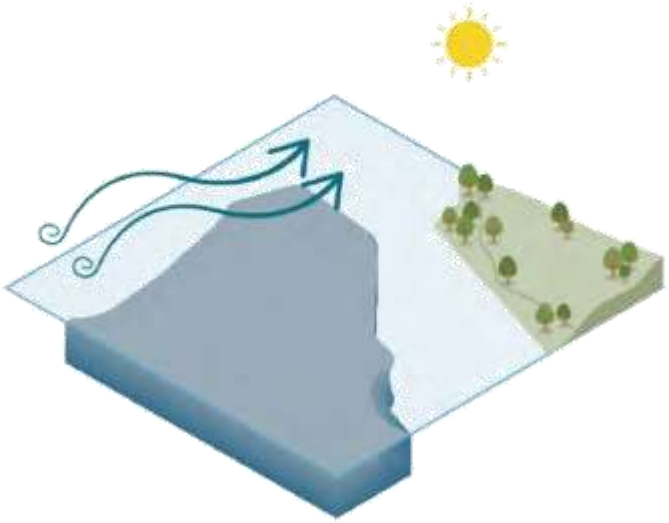
MOVEMENT
Responding to the identified movement and place function of the precinct, providing for a range of transport modes.



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

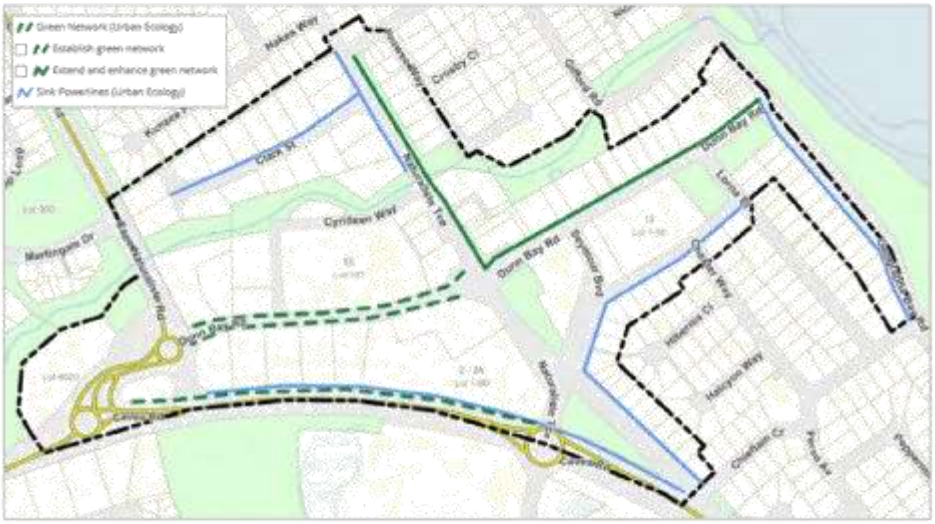
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		achieve a bushfire attack level rating of BAL-29 or lower.
UE 1.3.2	*Consider the influence of the precinct design on energy demand and review the potential for precinct scale energy generation, distribution and storage.* Established activity centre: • 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

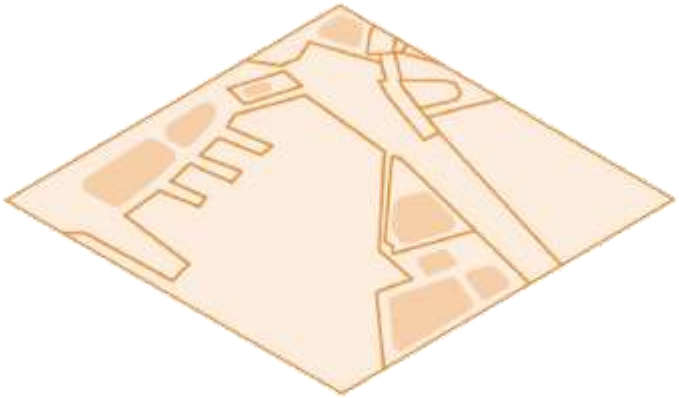


URBAN ECOLOGY: Environmental Conservation Plan

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.

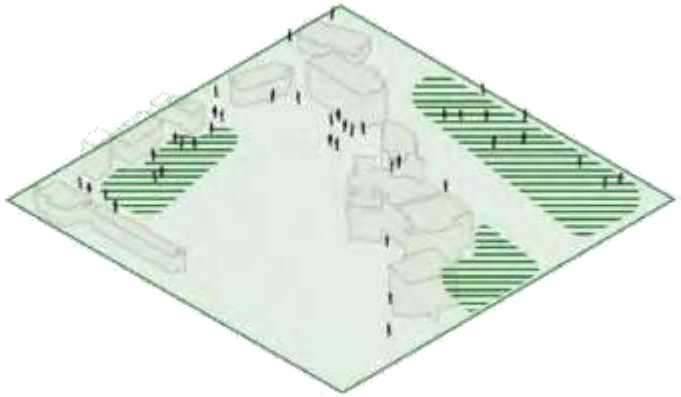
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Urban Structure Objective 2.1: to ensure the pattern of blocks, streets, buildings and open space responds and contributes to a distinct, legible precinct character.		
US 2.1.1	*Design the urban structure in response to the existing or intended future 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

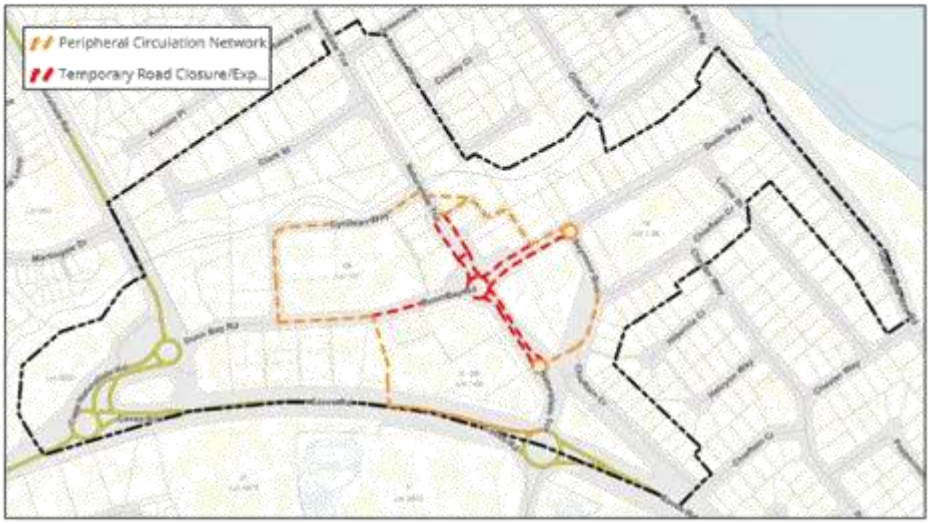
PUBLIC REALM: Aboriginal Cultural Heritage Plan

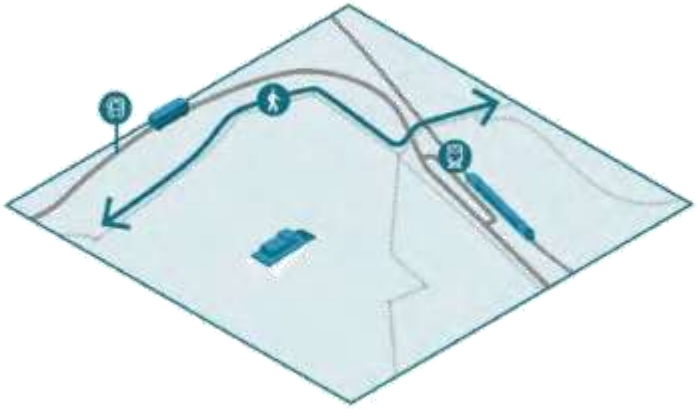
Interpretive Signage	In consultation with the Undalup Association and local elders, install interpretive signage to explain areas of past Aboriginal history, association and significance.
Art Trail	In consultation with the Undalup Association and local elders, create an appropriate expression of cultural 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.	Not applicable to this PSP.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	• Public transport patronage is low and in decline.	
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

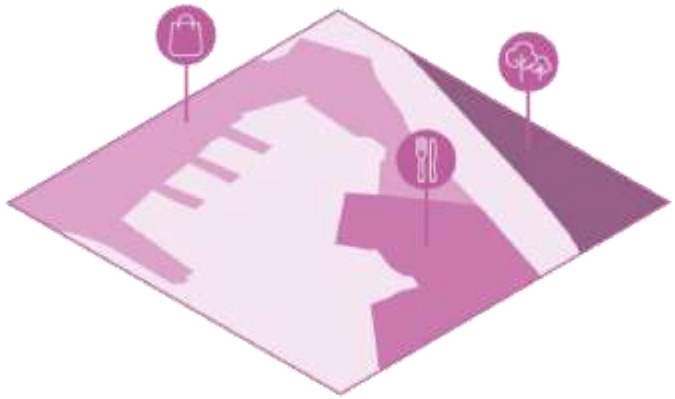
Clark Street Extension	a. Acquisition of 10m wide parcels of land in each of Lots 20 & 21 Clark Street.. b. Construction of a roundabout at the intersection of Clark St and Cape Naturaliste Road.
Cyrillean Way	Roundabout construction at intersections with: a. Naturaliste Terrace; b. Dunn Bay Road.
Dunn 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.	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.

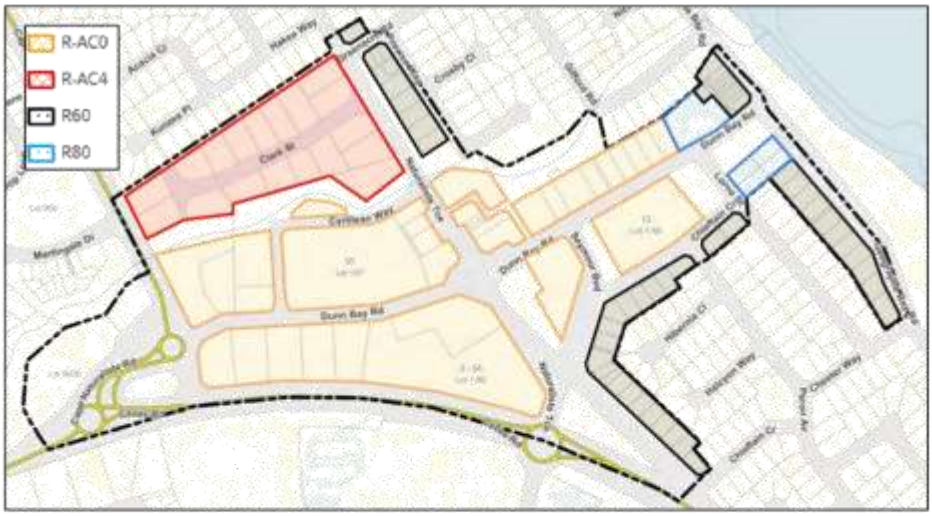
Land use plan

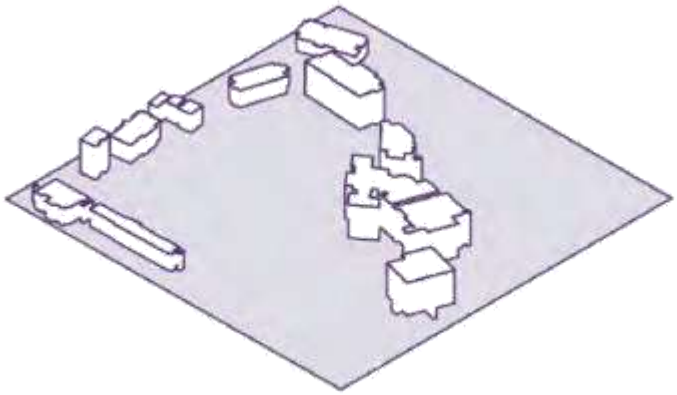


LAND USE: Density Plan

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.

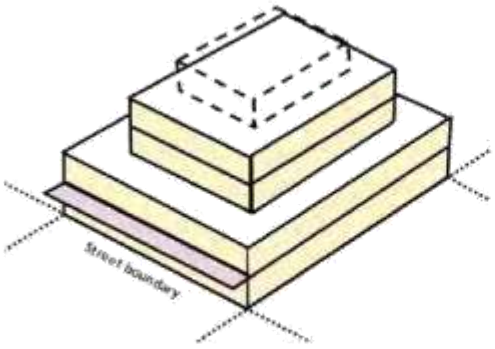
BUILT FORM: Building Height Plan



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:

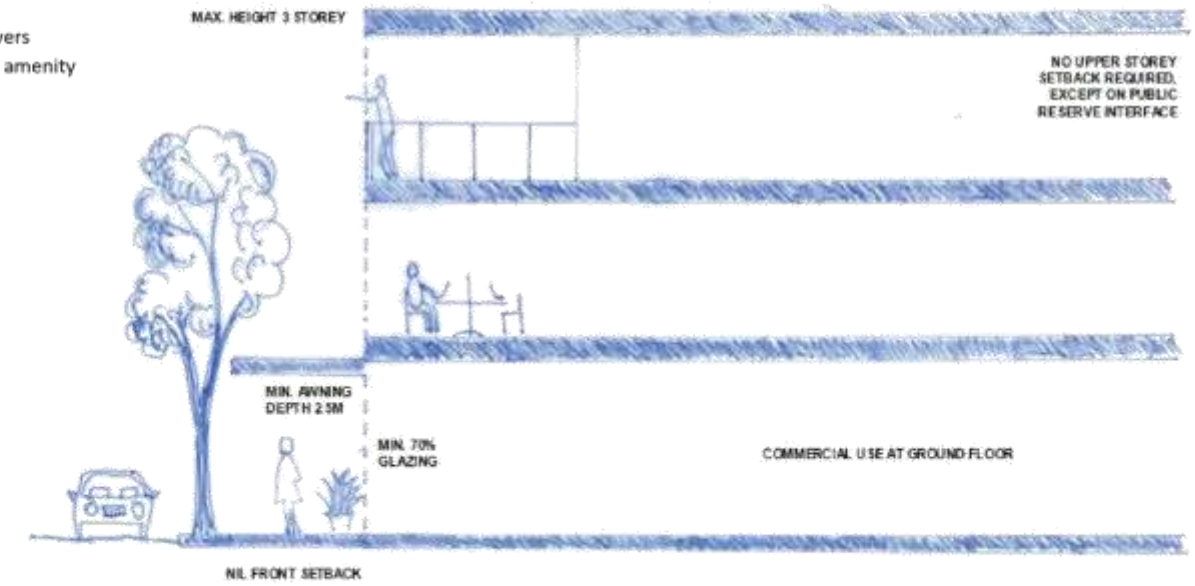
3rd / 4th storey: 4m minimum

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

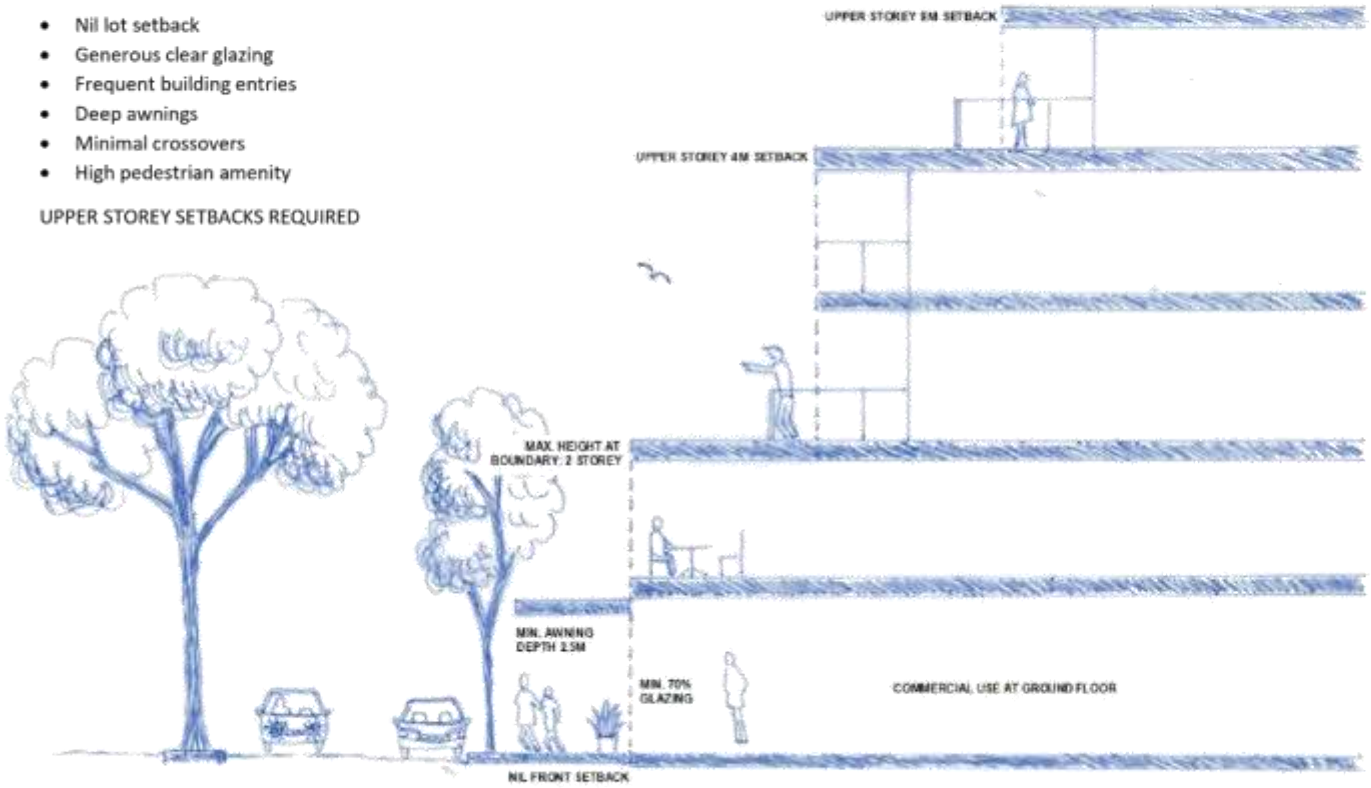


BUILT FORM: 'High Activation' Frontage (4-5 Storeys)

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

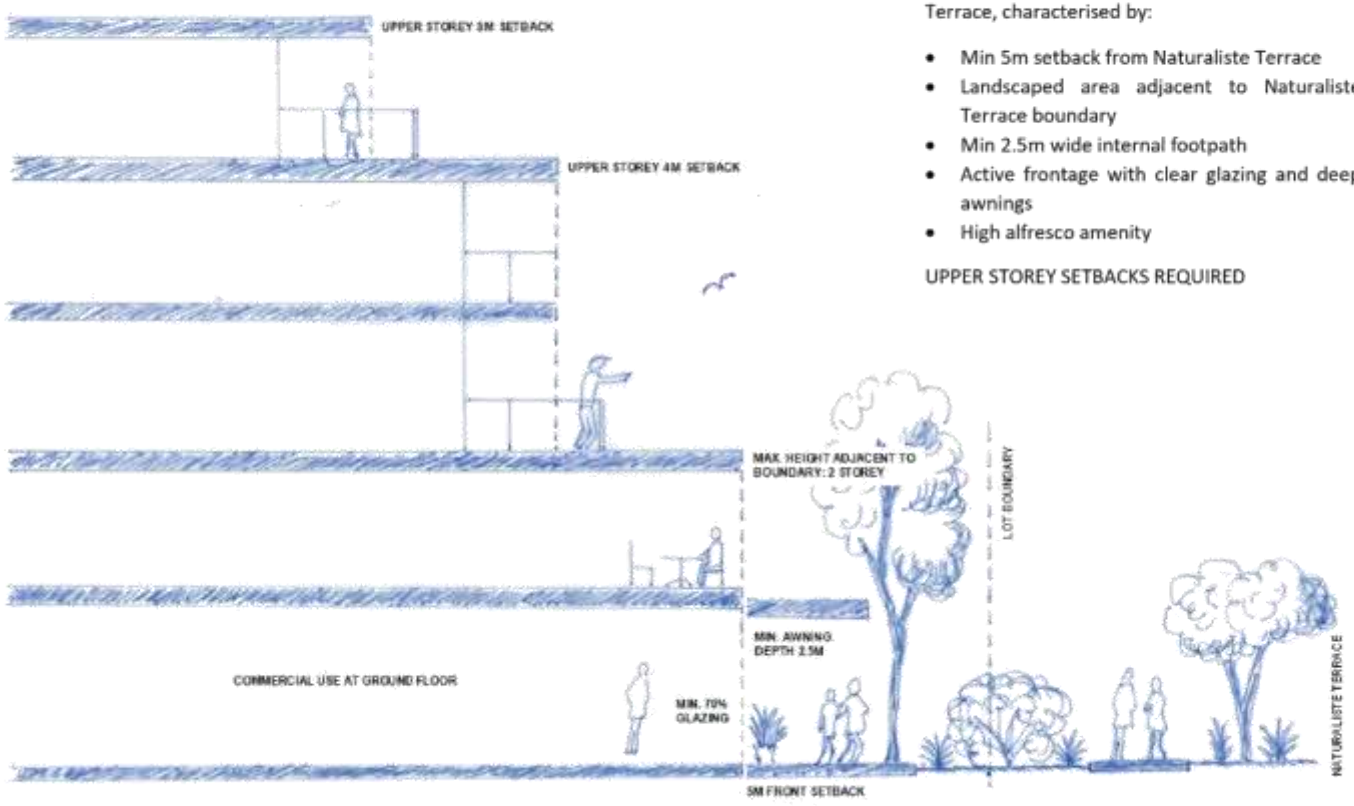


BUILT FORM: 'Green Edge' Frontage

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

Disclaimer

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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.

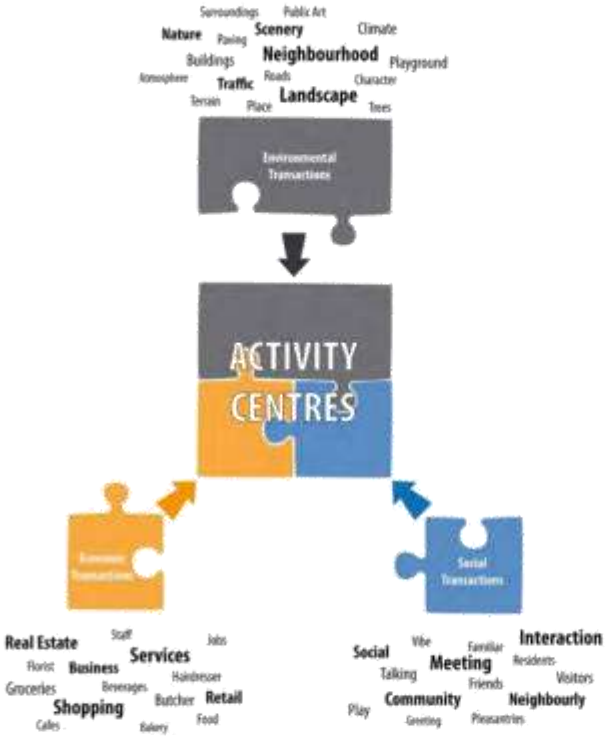
2 CONTEXT

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

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

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

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

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 prefeeences 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.

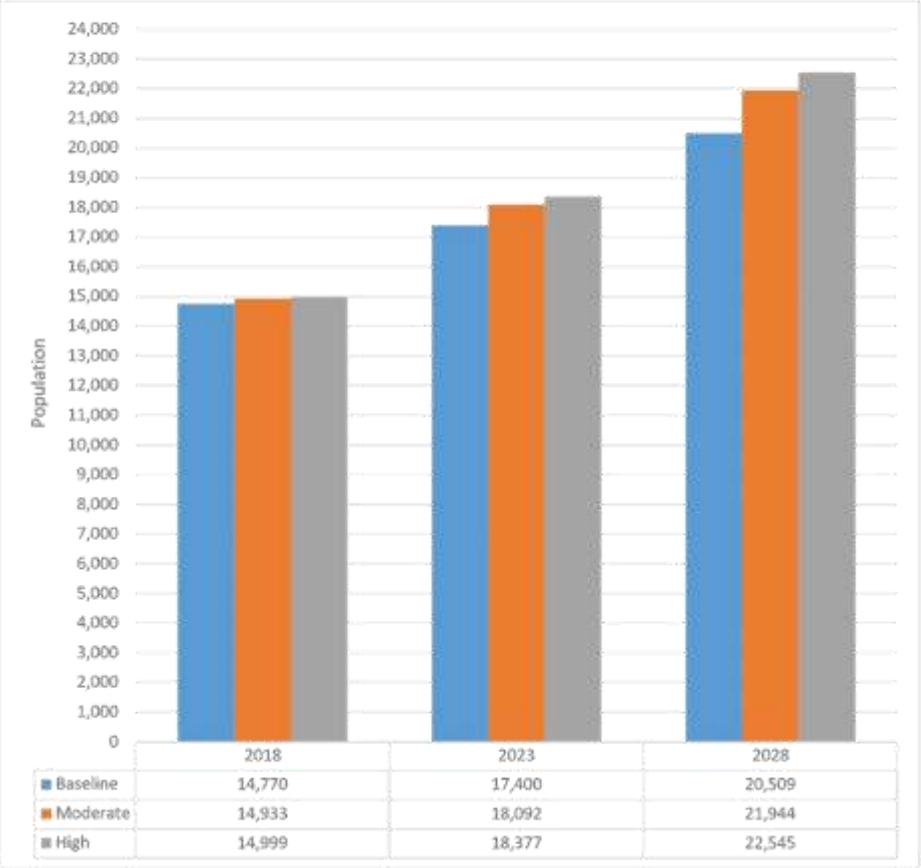
Other floorspace types have been assessed by first quantifying the current level of floorspace available in the area. This level has been deemed to be accurately reflecting demand and extrapolated against future forecasts in the key drivers for each floorspace type to estimate demand.

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]



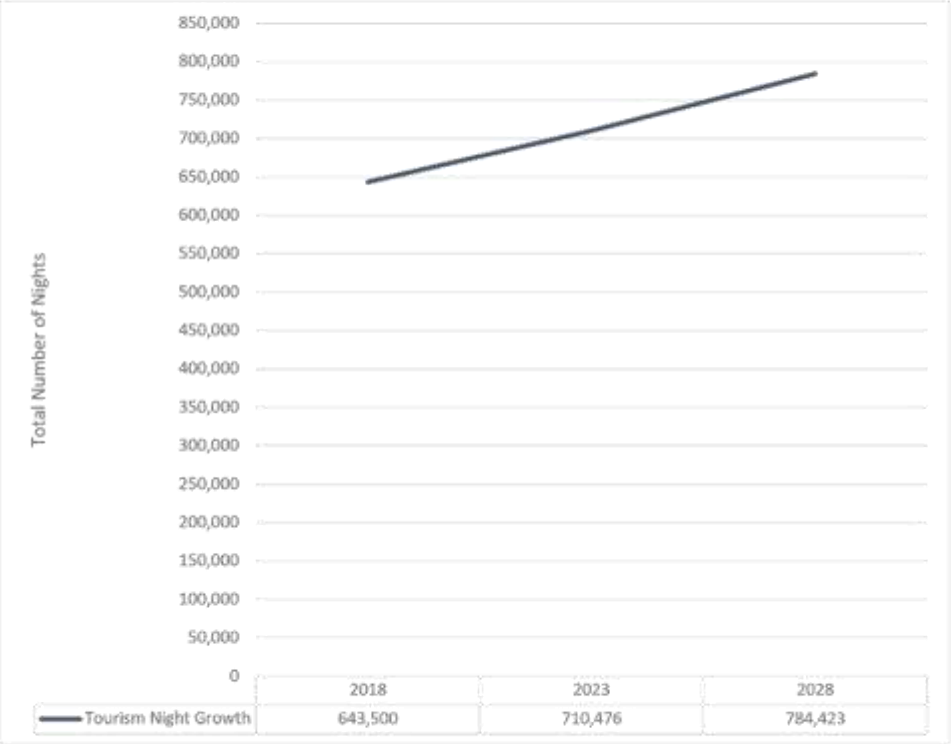
	2018	2023	2028
Baseline	14,770	17,400	20,509
Moderate	14,933	18,092	21,944
High	14,999	18,377	22,545

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]

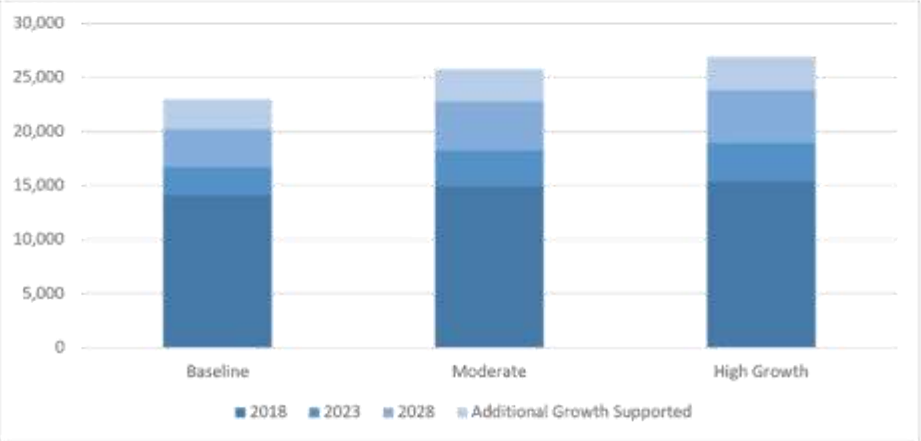
These forecasts have been utilised in each of the following floorspace demand and allocation assessments. Tourism spend capture has been included in each scenario. Estimated spend capture rates of 15%, have been included in each of the baseline, moderate growth and high growth scenarios (full details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

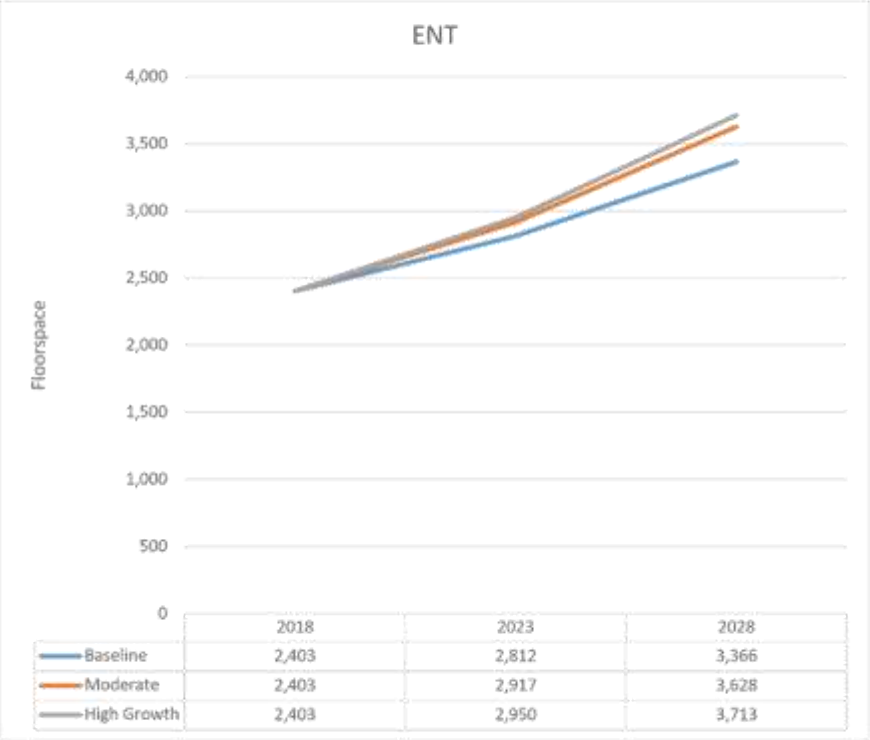
Other floorspace has been estimated according to its primary drivers including either population or population and tourism. The floorspace types assessed include ENT, OFF and HEL.

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 2,403m² to between 3,300 and 3,700m².

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

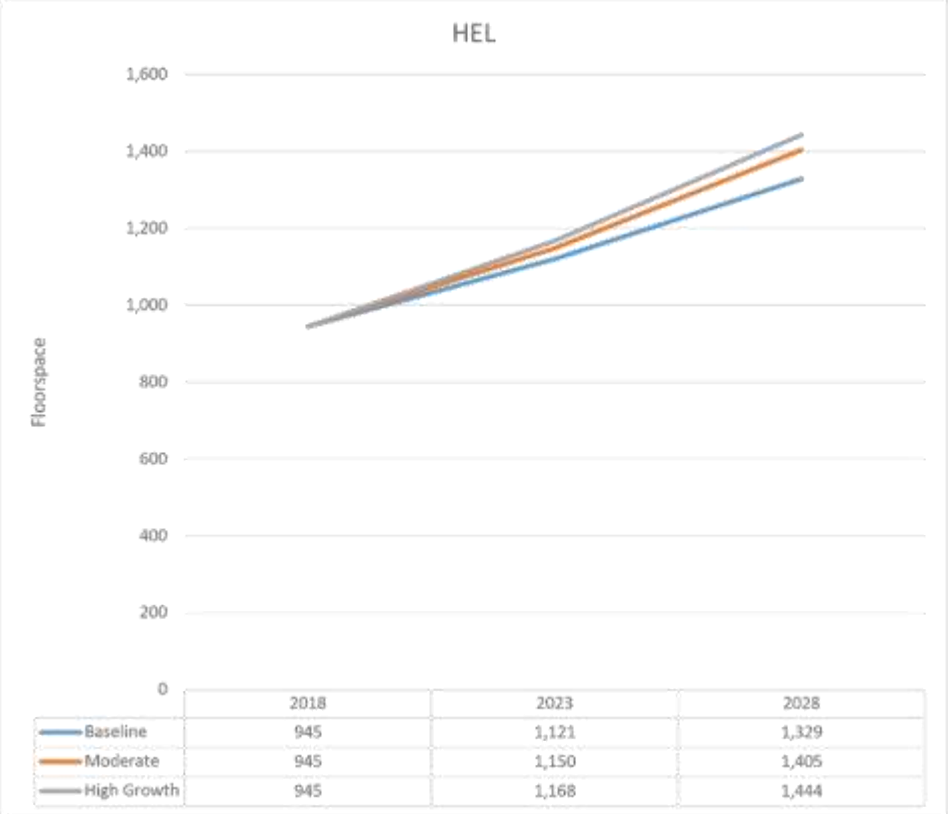
Source: City of Busselton, Pracsys 2018

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 945m² to between 1,300m² and 1,400m².

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).

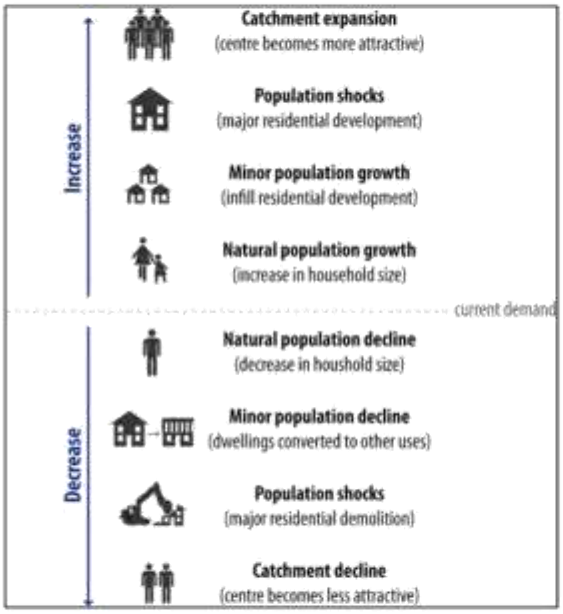
8.2 Drivers of retail floorspace supply and demand

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.

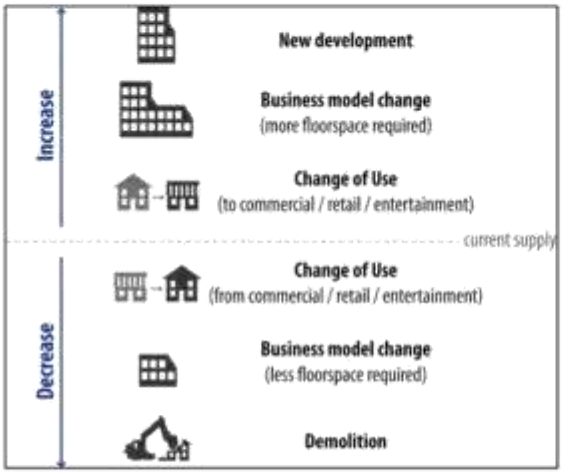
Figure 20. Drivers of retail floorspace demand



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,

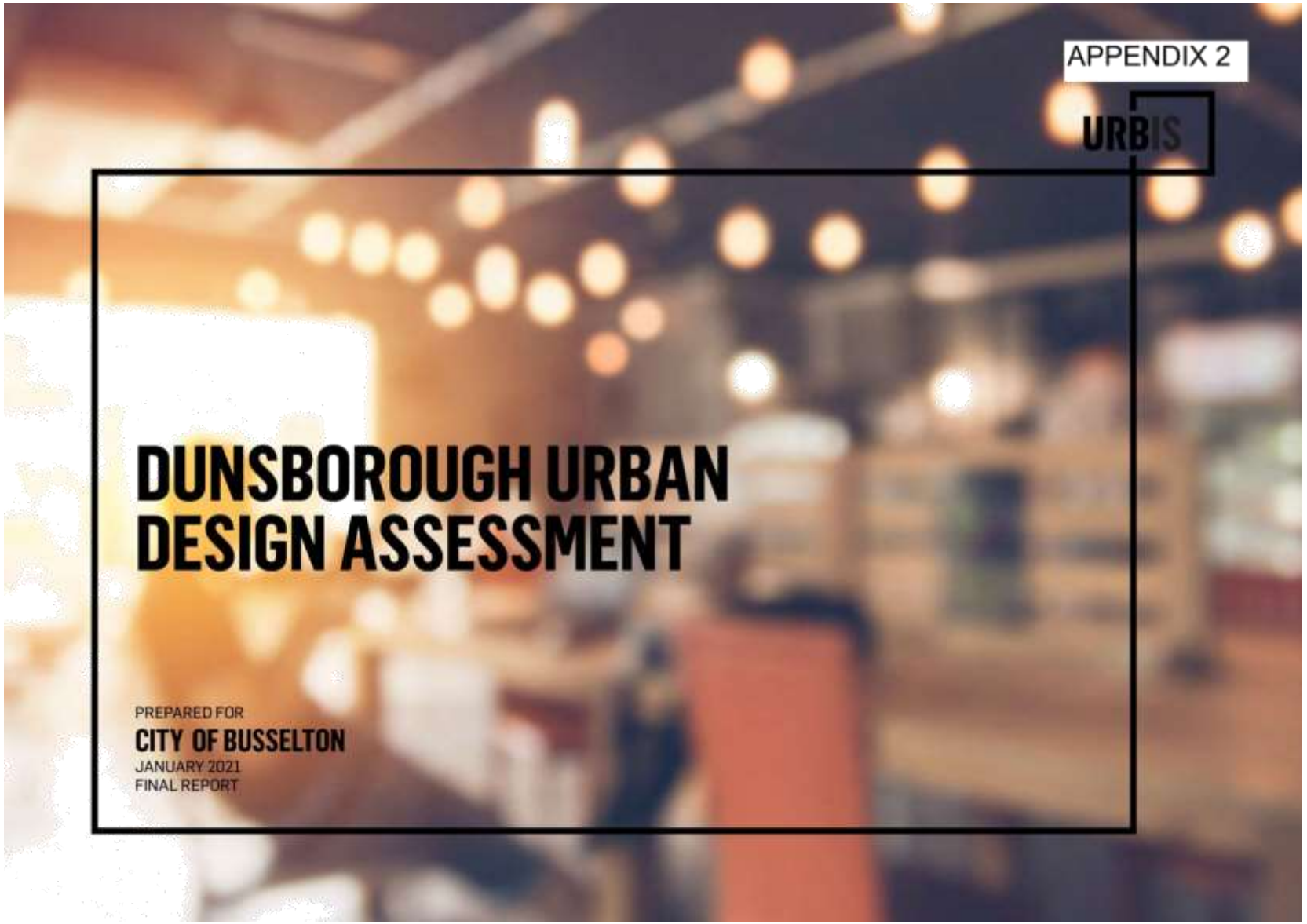
as well as activity centre hierarchy and maturity. Consumer services, producers services and knowledge intensive consumers are collectively referred to as population-driven.

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

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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.

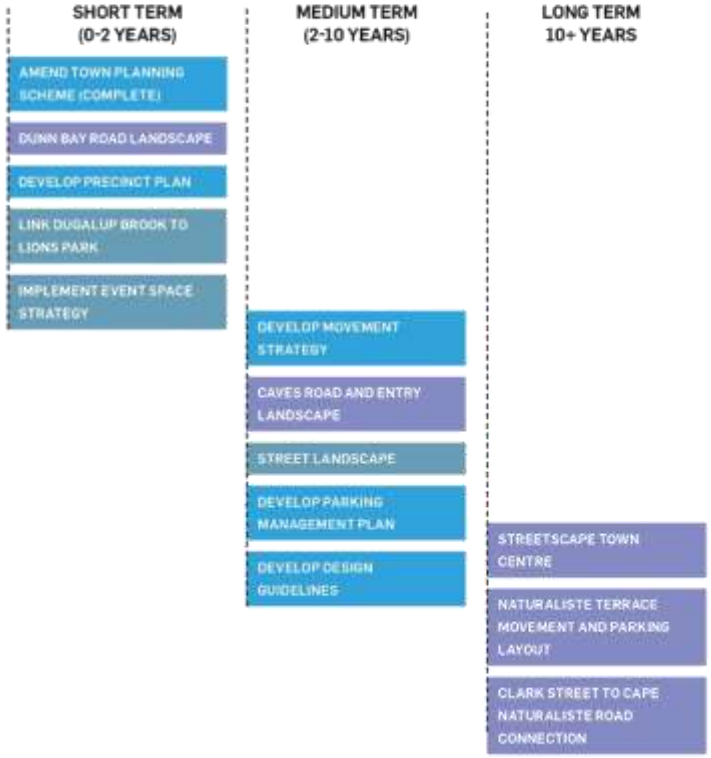
High level recommendations are categorised into three areas:

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
BUSSELTON
CAVES ROAD
CAVES ROAD
BUSSELL HIGHWAY
BUSSELTON BYPASS
BUSSELL HIGHWAY
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FORESHORE
SEYMOUR PARK
LIONS PARK
DUSALUP BROOK
WATERHOUSE TERRACE
DUNN BAY RD
CAVES RD
ENTRY
ENTRY
STUDY AREA


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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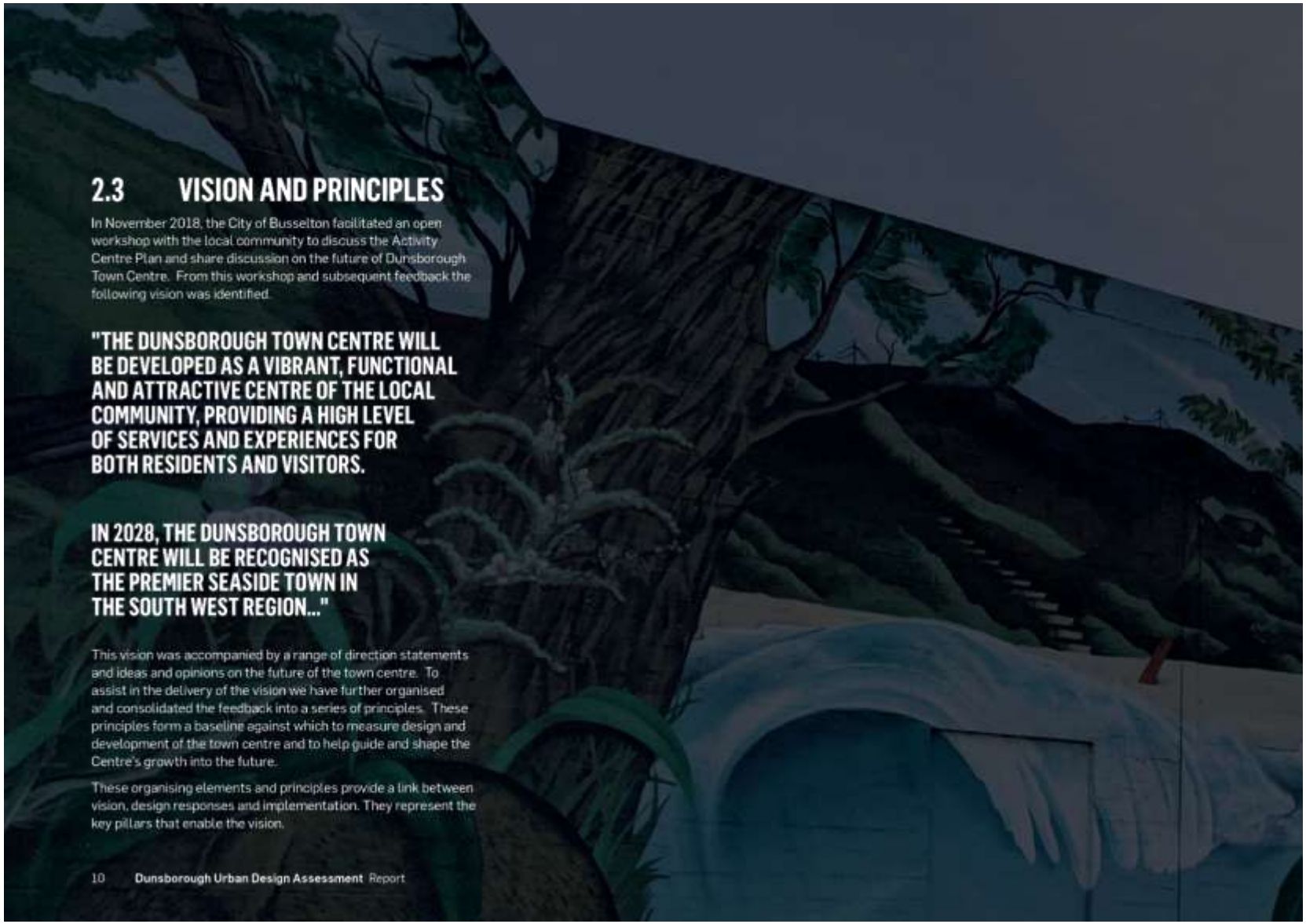
2.3 VISION AND PRINCIPLES
In November 2018, the City of Busselton facilitated an open workshop with the local community to discuss the Activity Centre Plan and share discussion on the future of Dunsborough Town Centre. From this workshop and subsequent feedback the following vision was identified.
"THE 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.
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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.
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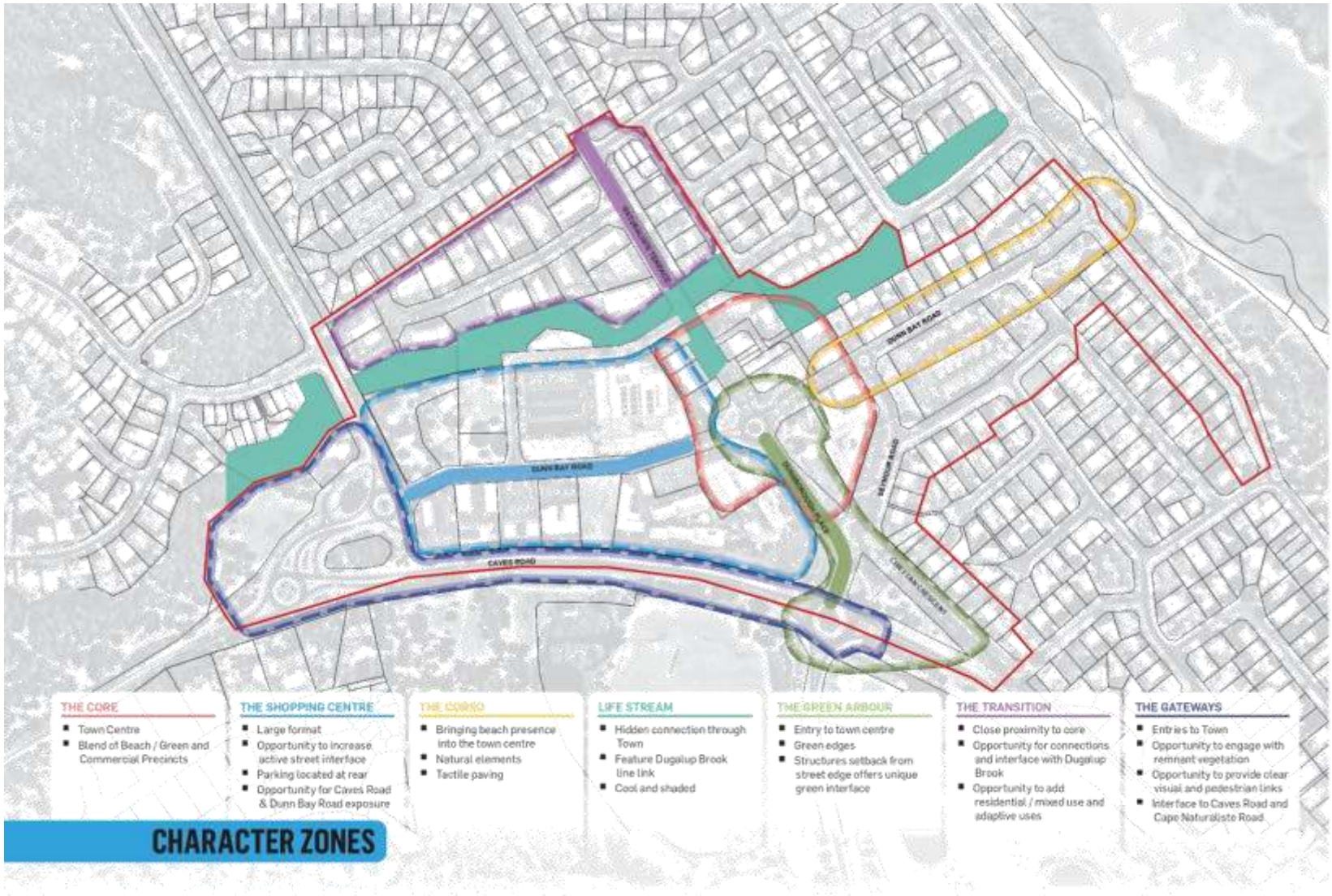
elevator bar
POUR HOUSE
12 Dunsborough Urban Design Assessment Report



2.4 URBAN PLACE ANALYSIS
URBAN FORM AND ACTIVITY


DUNN BAY ROAD
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.

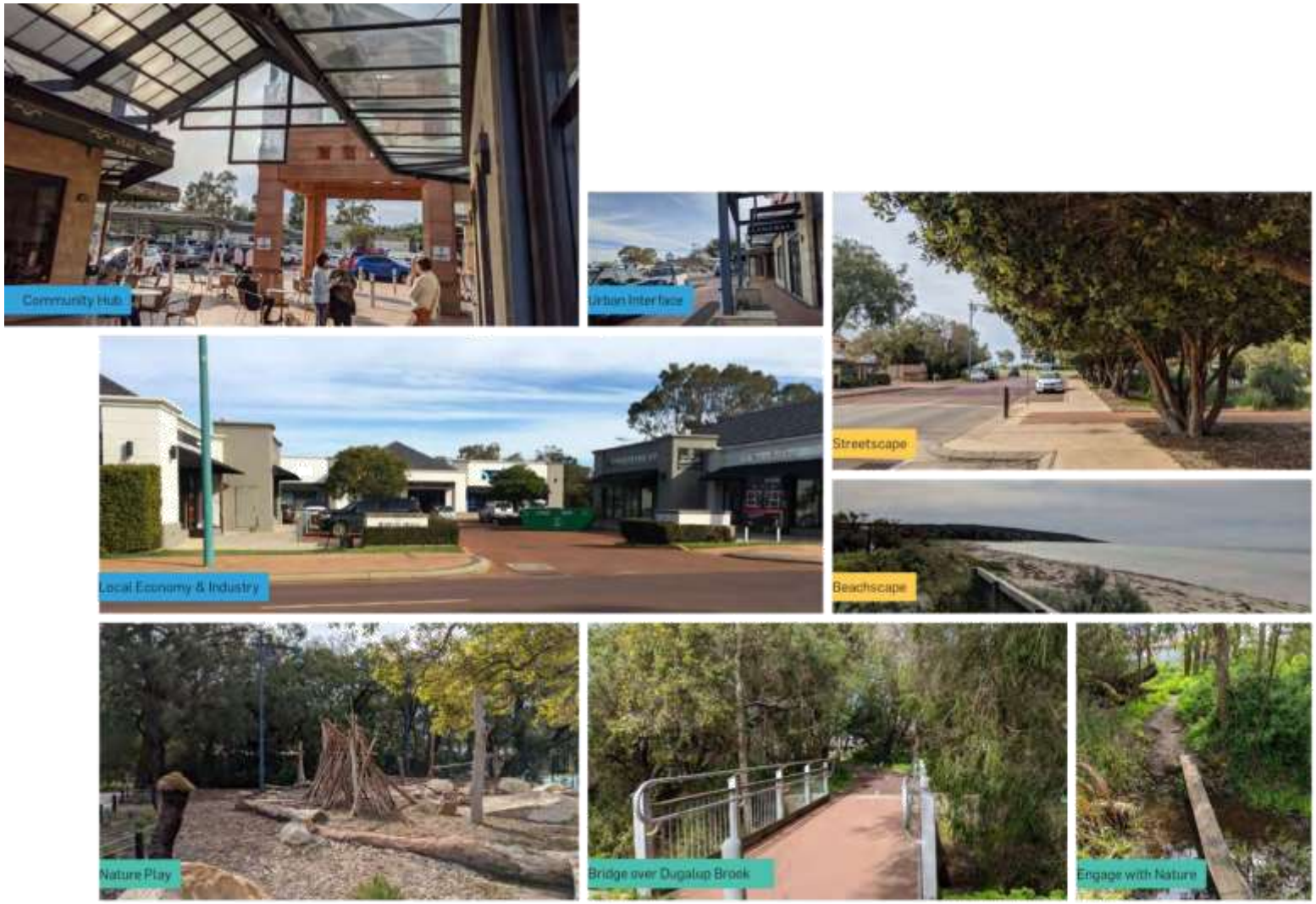

Street Frontage



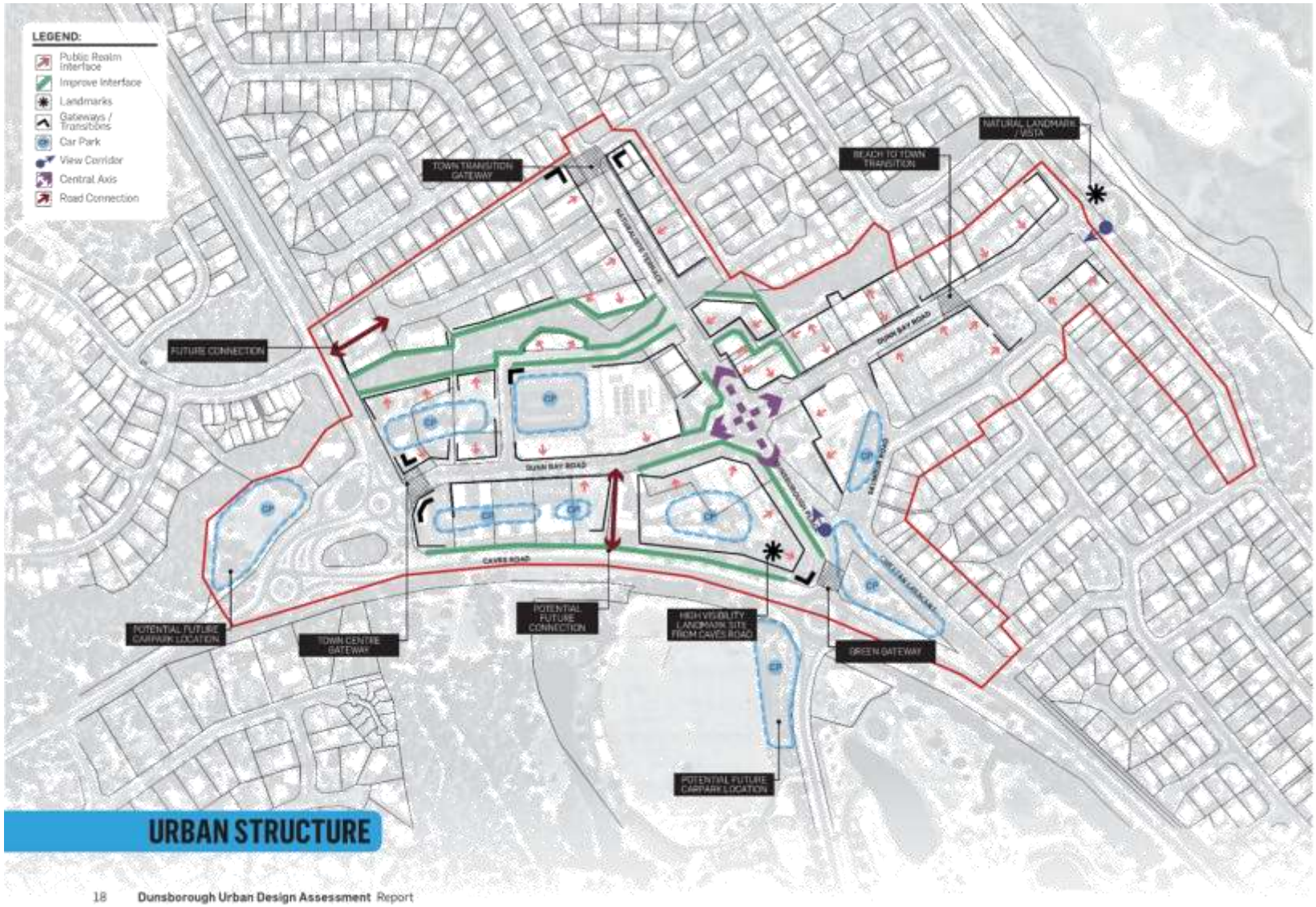
Urban Interface


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
Contemporary Form & Materials



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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.

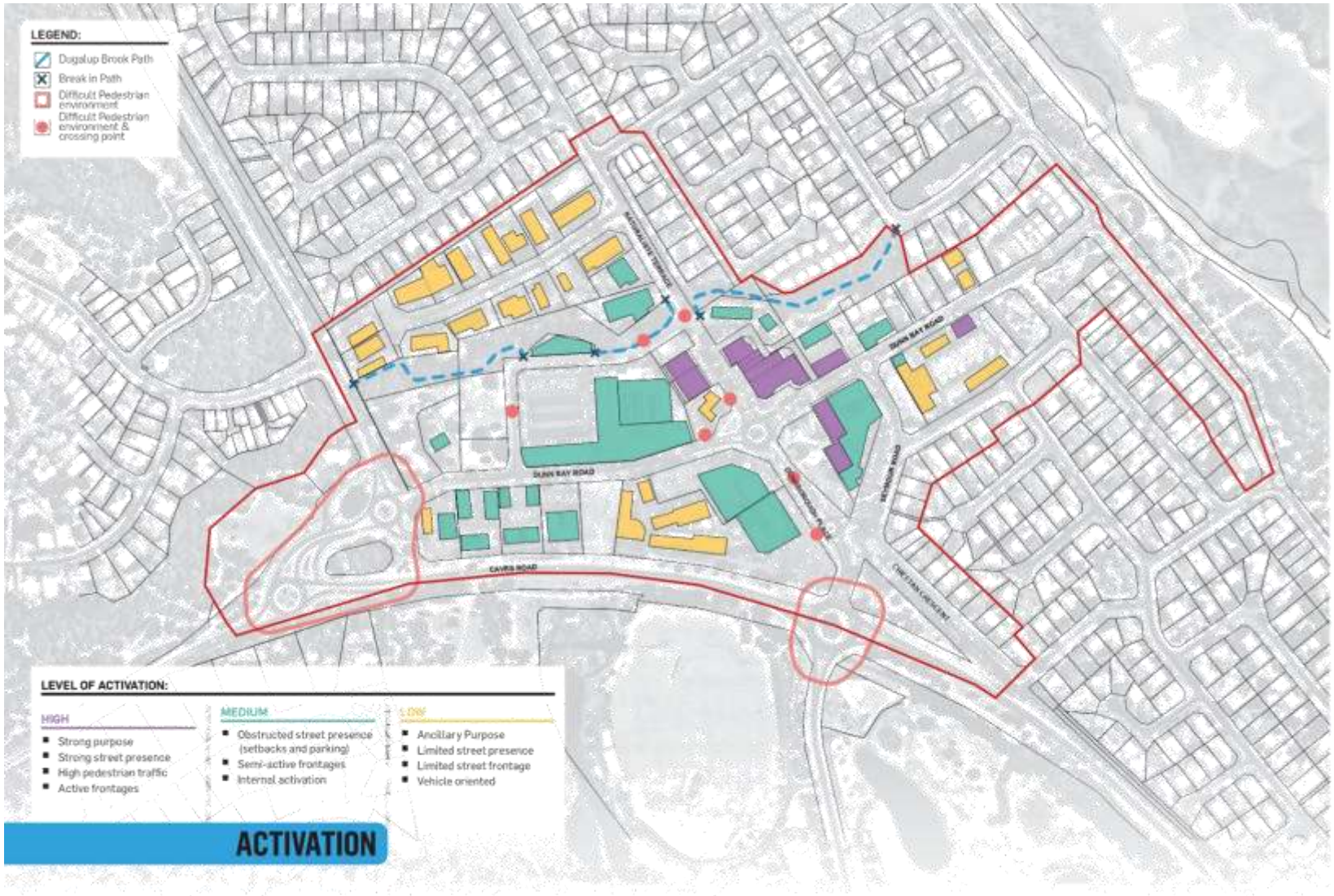
The structural and public realm interface also contributes to an effective urban structure. As shown in the urban structure diagram, some sides of the centre have been well established with open and engaging interfaces. However, some areas lack a clear purpose and do not contribute to wayfinding or a 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



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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
DUNSBOROUGH PL
SEYMOUR BLVD
CAVES RD
Prepared by Urbis for City of Busselton 23

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	Cons
Dunn Bay East	**Dunn Bay East**
Activate the foreshore	Minimise impacts of built form visible from the Geographe Bay
Maximise views to the Geographe Bay.	Retain a view corridor down Dunn Bay Road
Improve relative affordability of oceanside views	Ensure scale and transition between areas is managed
Residences above shops and restaurants can help activate the centre	Potential for broken streetscape
Push bulk into the middle of the lots to hide it.	Must not block views
	Manage compatibility between uses (Residences and Bars)
Town Centre	**Town Centre**
Opportunity for height if setback	Potential for Wind Tunnel
Maximise use and access to Lions Park	Hard to co-ordinate smaller lots
	Difficult height/ scale balance with small lot frontage and deep lots
Dunn Bay West	**Dunn Bay West**
Easy to co-ordinate large land parcels	Manage view impacts from Caves Road
Opportunity for landmark structure to town	Potentially too tight corridor or canyon feel on Dunn Bay Road
Landscape opportunity along Caves Road	
Clark Street	**Clark Street**
Minimal impact on the Town Centre	No raised concerns
Opportunity to maximise views of the Dugalup Brook	
Locates residents close to town centre	


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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
Prepared by Urbis for City of Busselton 29


4.1 ACTIONS
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.

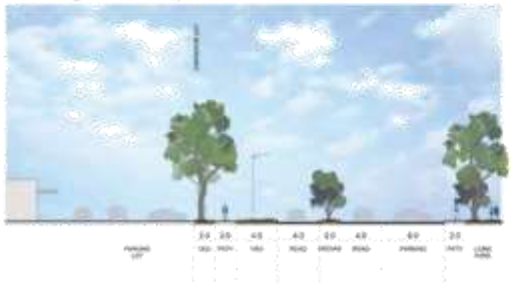
A gateway structure on the intersection of Seymour Boulevard and Caves Road is an ideal location for a landmark building. This building would denote the transition into the town centre and provide opportunity to extend the green edge to Caves Road through setbacks, a planted green wall or similar feature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



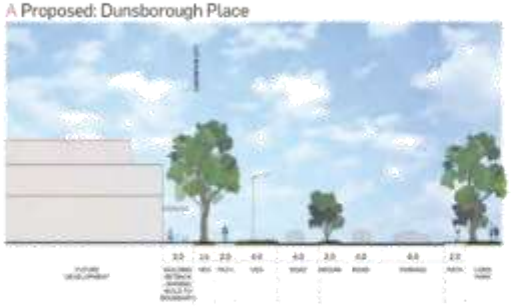
A Existing: Dunsborough Place



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

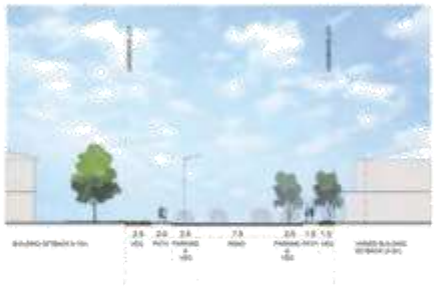
Dunn Bay Road facing east should provide an unimpeded view corridor to encourage views down to Geographe Bay. This section of Dunn Bay Road can encourage pedestrian movements through footpaths on both sides of the street but with wider footpaths on the southern edge to maximise sunlight access and shade 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.

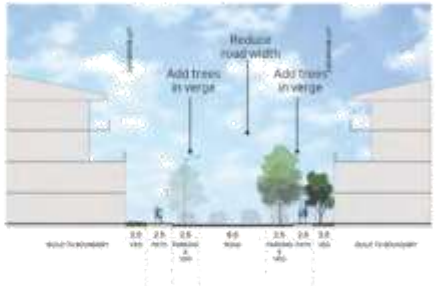
Towards the town centre, buildings can be constructed to the property line to engage with the street with display windows and active edges (Section A).

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.

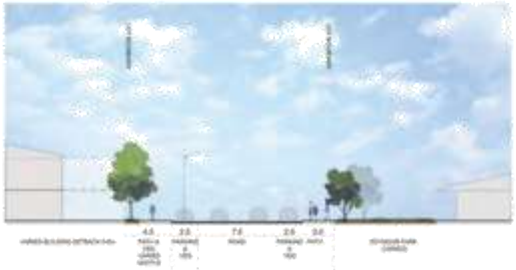




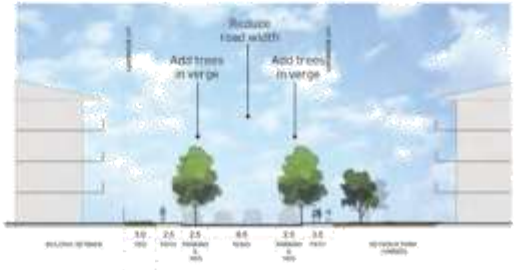
A Existing: Dunn Bay Road



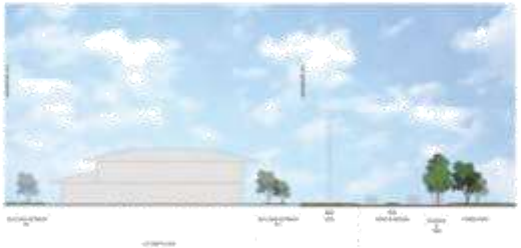
A Proposed: Dunn Bay Road



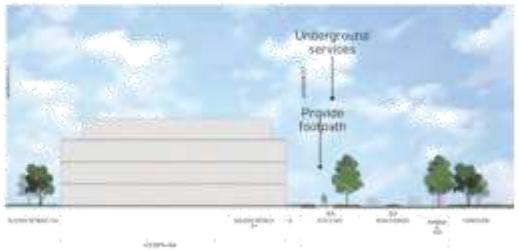
B Existing: Dunn Bay Road



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.

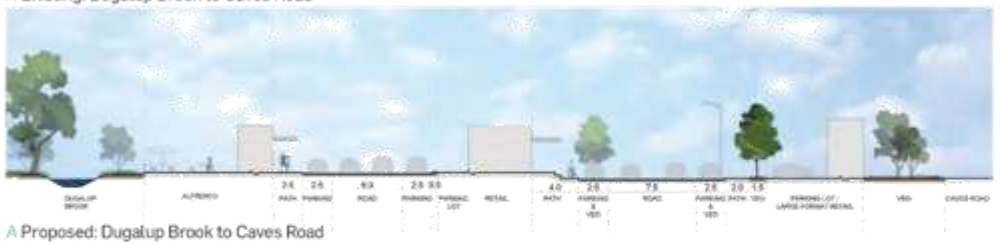
4.4.3 URBAN SECTIONS

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.

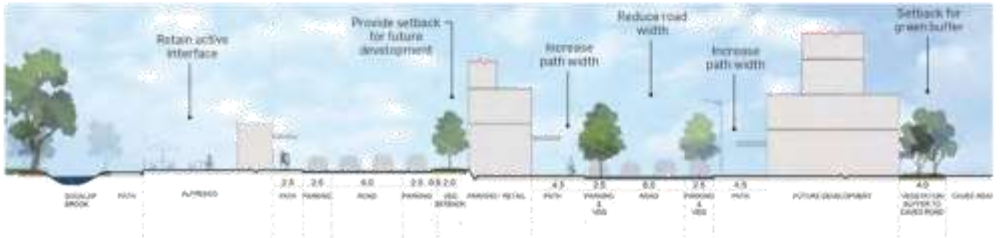
The remainder of Dunn Bay Road West can also retain a retail focus but can accommodate bulkier format uses. The carriageway remains as is providing for circulation and access into town as it approaches the slower central area. On street parking can be provided and accommodates an inset nib every 3 bays 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.



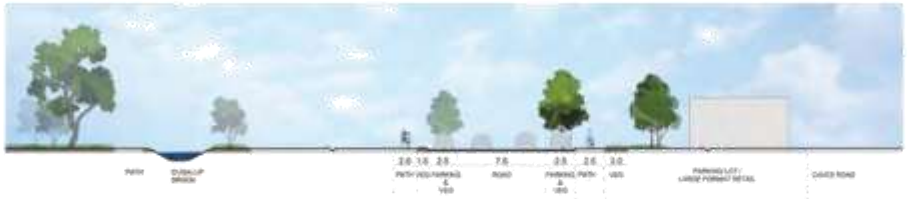
A Existing: Dugalup Brook to Caves Road



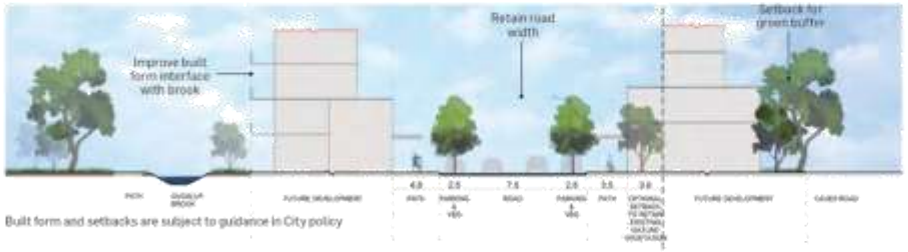
A Proposed: Dugalup Brook to Caves Road



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.

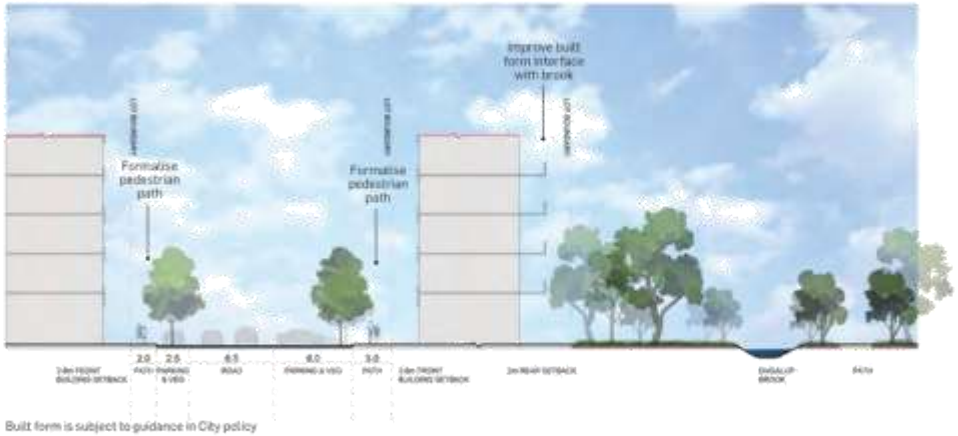
Buildings on the southern edge of Clark Street should have an interface with Dugalup Brook. Structures here should provide an attractive edge and offer passive surveillance to Dugalup Brook and its incorporated movement system. This interface should include alfresco opportunities fronting the brook, 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.

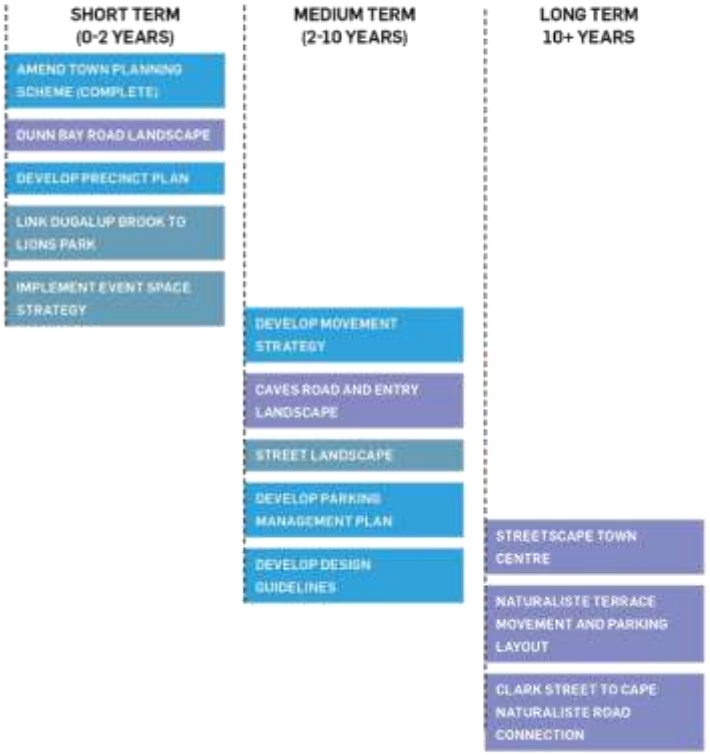


5.0 IMPLEMENTATION

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



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.

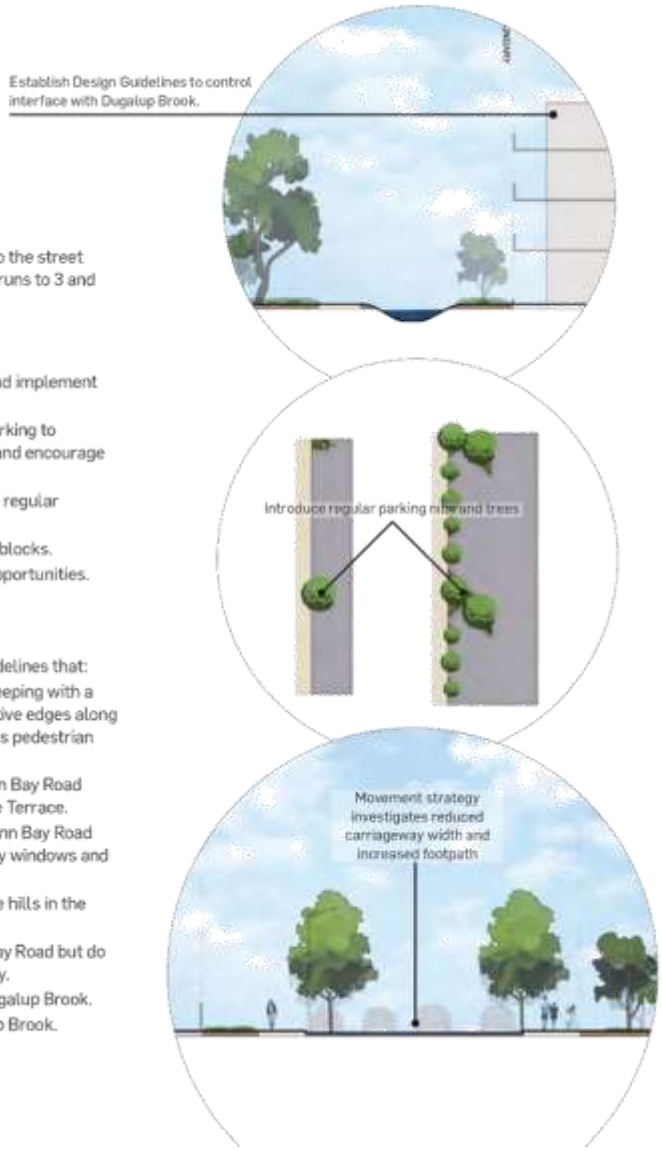
Minor Action - reintroduce vegetation into the street network by reducing length of parking bay runs to 3 and introducing planted nibs (see diagram).

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:

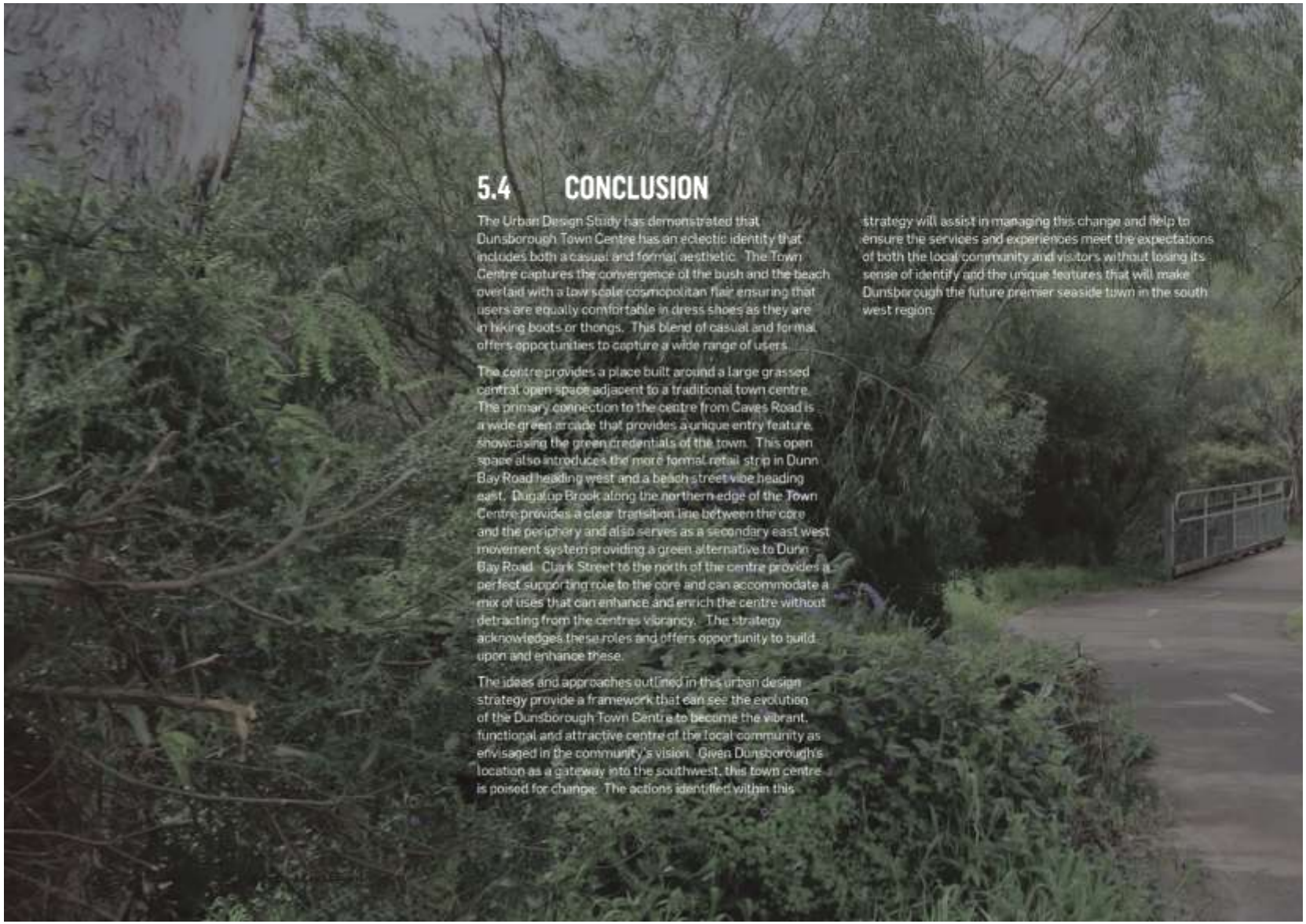
- Tighten carriageway of Dunn Bay Road between Cyrillean Way and Naturaliste Terrace and extend pedestrian realm to establish a slow speed environment and encourage movement across the street.
- Provide a contiguous awning over a generous pedestrian environment along Dunn Bay Road between Cyrillean and 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 identity 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.

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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

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Document Control 4

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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.*

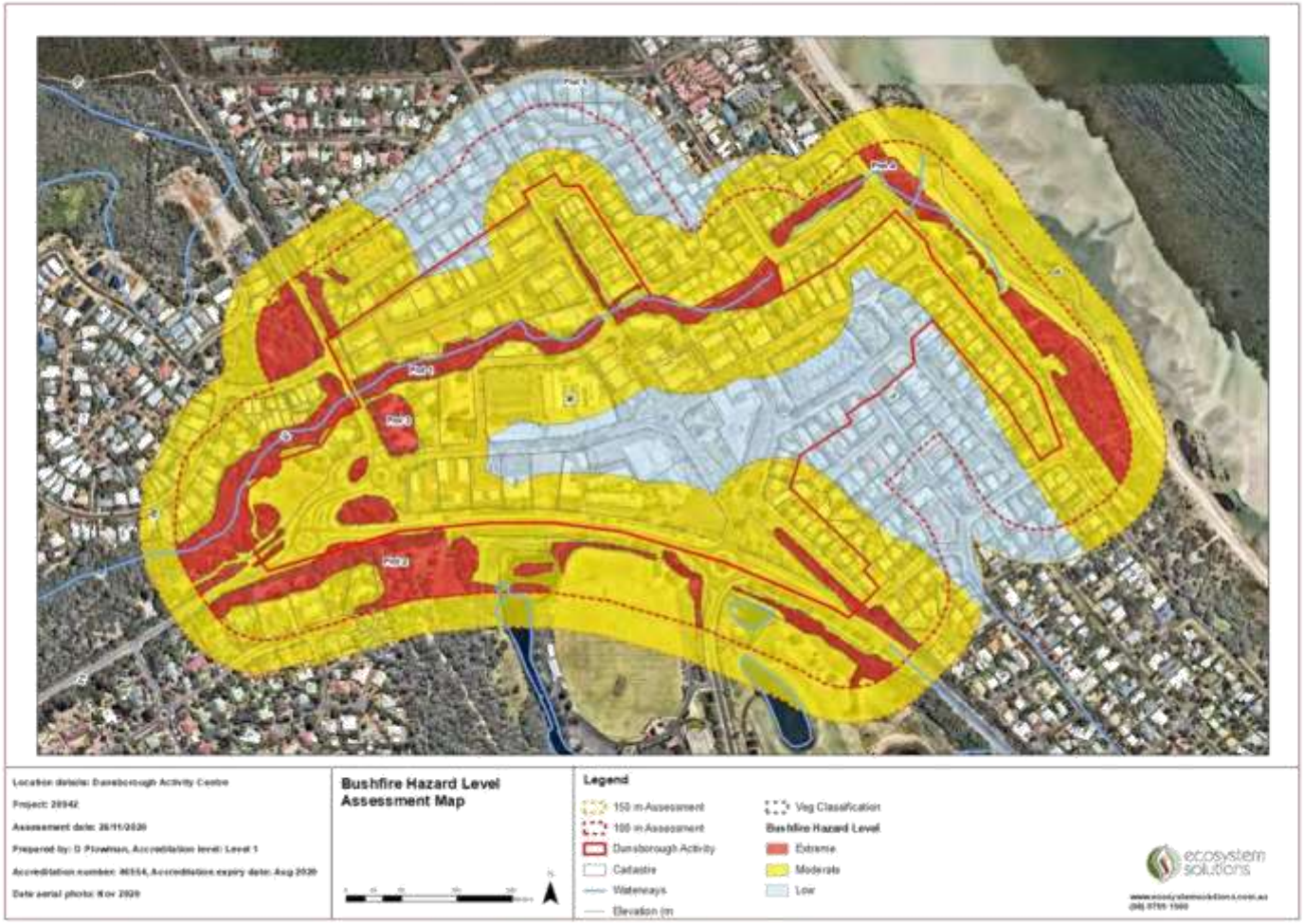


Figure 4 Bushfire Hazard Level Assessment Map

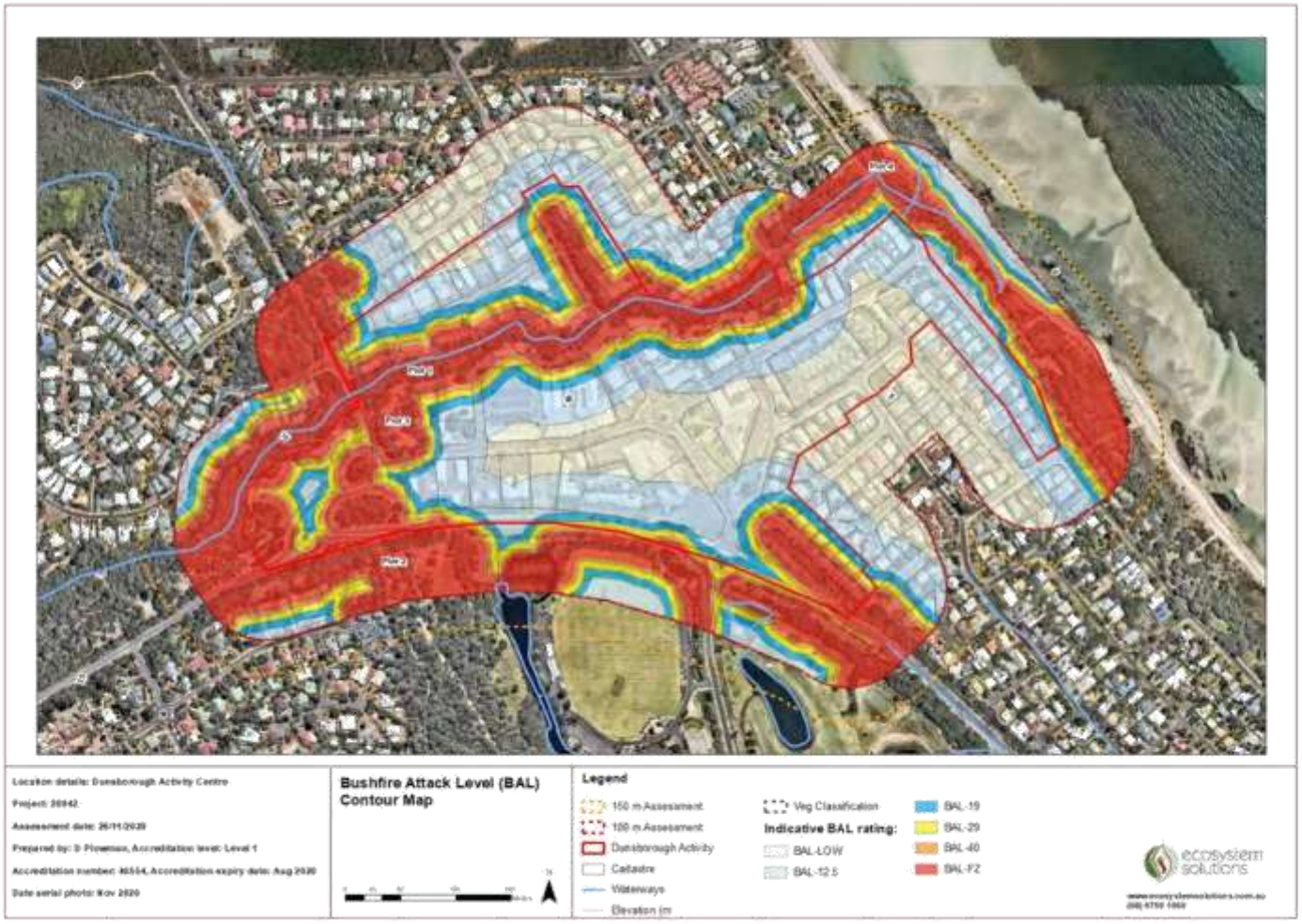


Figure 5 BAL Contour Map

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 harshest aspect of fire prevention is explaining to your family why you didn't remember duty!

Accident caused by poor weeds and exploding spare tyres

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 Braders: 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

FIREBREAK AND FUEL HAZARD REDUCTION NOTICE

2020/2021 BUSH FIRE SEASON

FIRST AND FINAL NOTICE

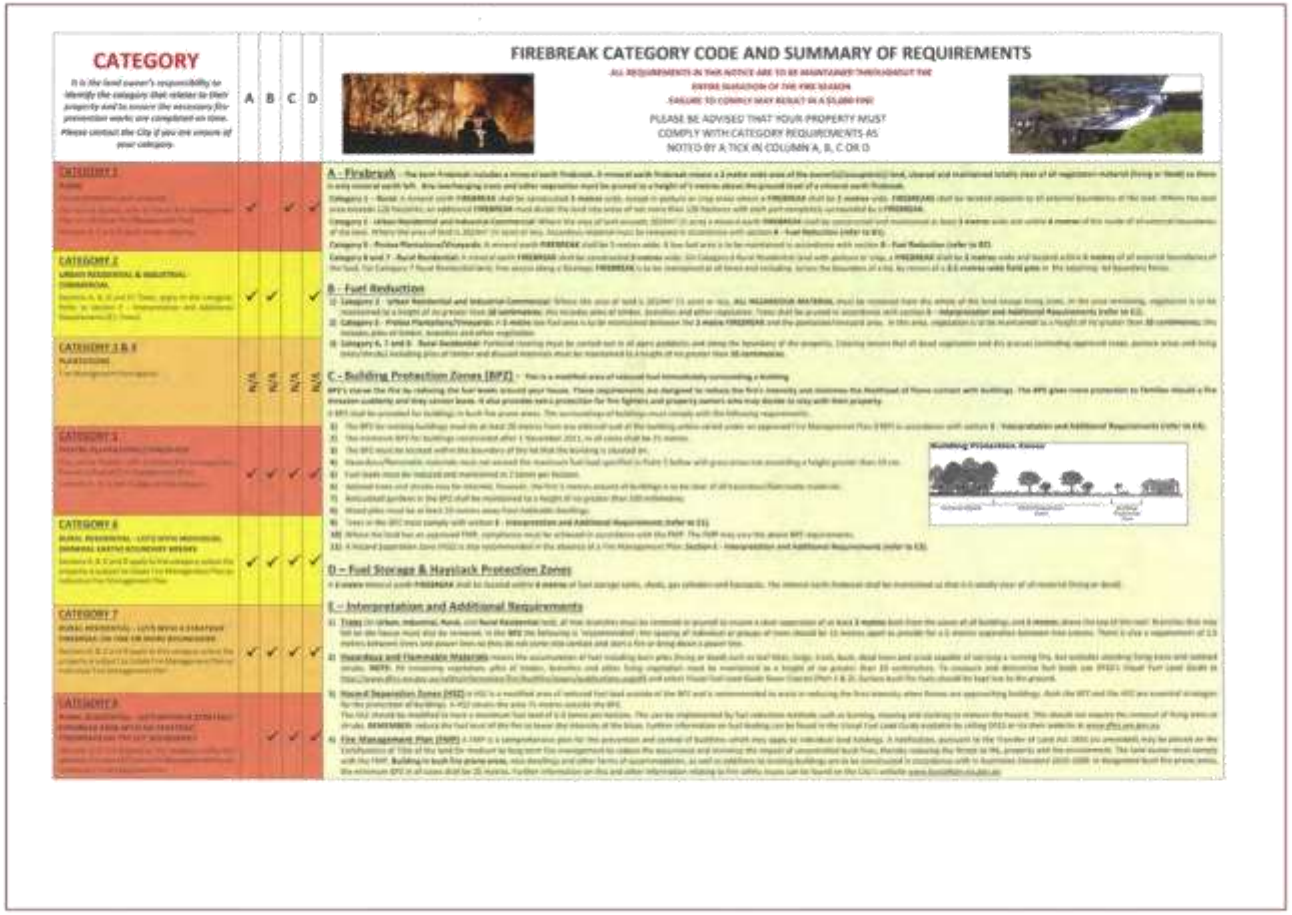
Bush Fires Act 1954

Take notice that pursuant to Part 3 Division 4 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	✓		✓	✓
CATEGORY 2	✓	✓		✓
CATEGORY 3 & 4	N/A	N/A	N/A	N/A
CATEGORY 5	✓	✓	✓	✓
CATEGORY 6	✓	✓	✓	✓
CATEGORY 7	✓	✓	✓	✓
CATEGORY 8		✓	✓	✓

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

B - Fuel Reduction

C - Building Protection Zones (BPZ)

D – Fuel Storage & Haystack Protection Zones

E – Interpretation and Additional Requirements

Appendix B Asset Protection Zone Standards

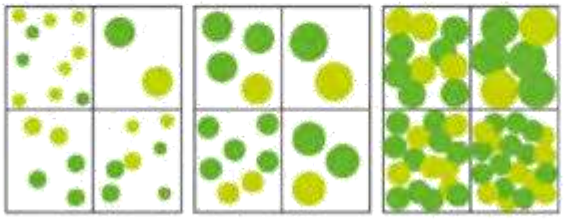
An APZ is an area surrounding a building that is managed to reduce the bushfire hazard to an acceptable level. The width of the required APZ varies with slope and vegetation. The APZ should at a minimum be of sufficient size to ensure the potential radiant heat impact of a fire does not exceed 29kW/m² (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)

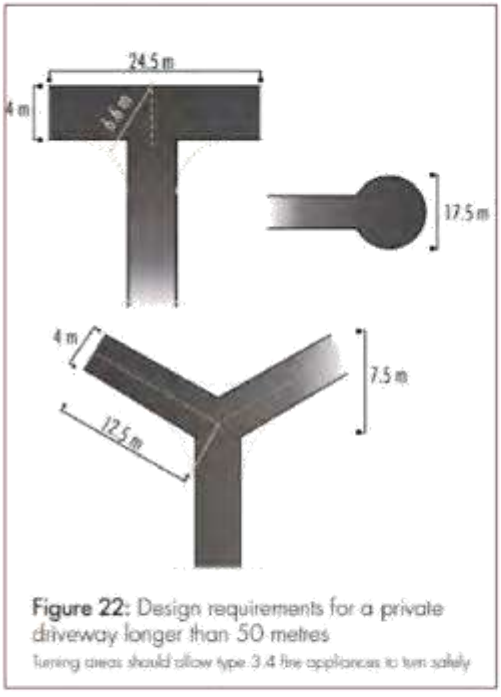


Figure 22: Design requirements for a private driveway longer than 50 metres
Turning areas should allow type 3.4 fire appliances to turn safely

Figure 2 Turn around requirements for a type 3.4 fire appliance (Figure 22 - Guidelines for Planning in Bushfire Prone Areas version 1.3)

SMEC
Member of the Surbana Jurong Group

APPENDIX 4

local people
global experience

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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local people
global experience

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.

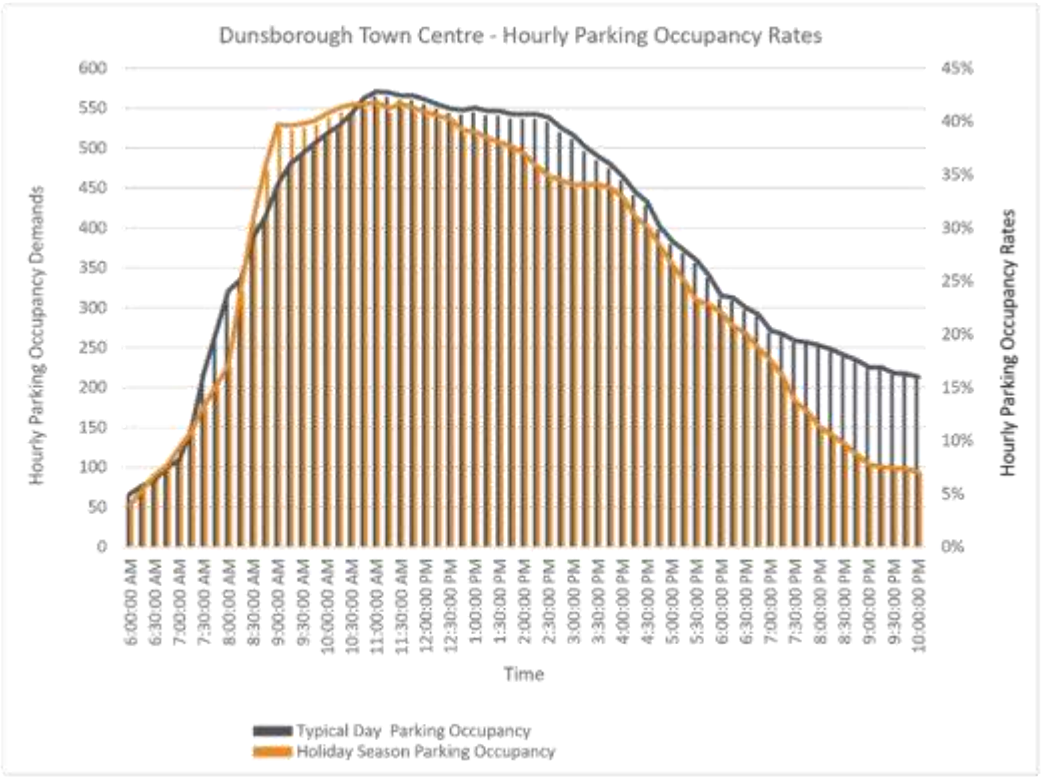

Figure 2: Observed 06:00 am to 10:00 pm hourly parking occupancy rate

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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.

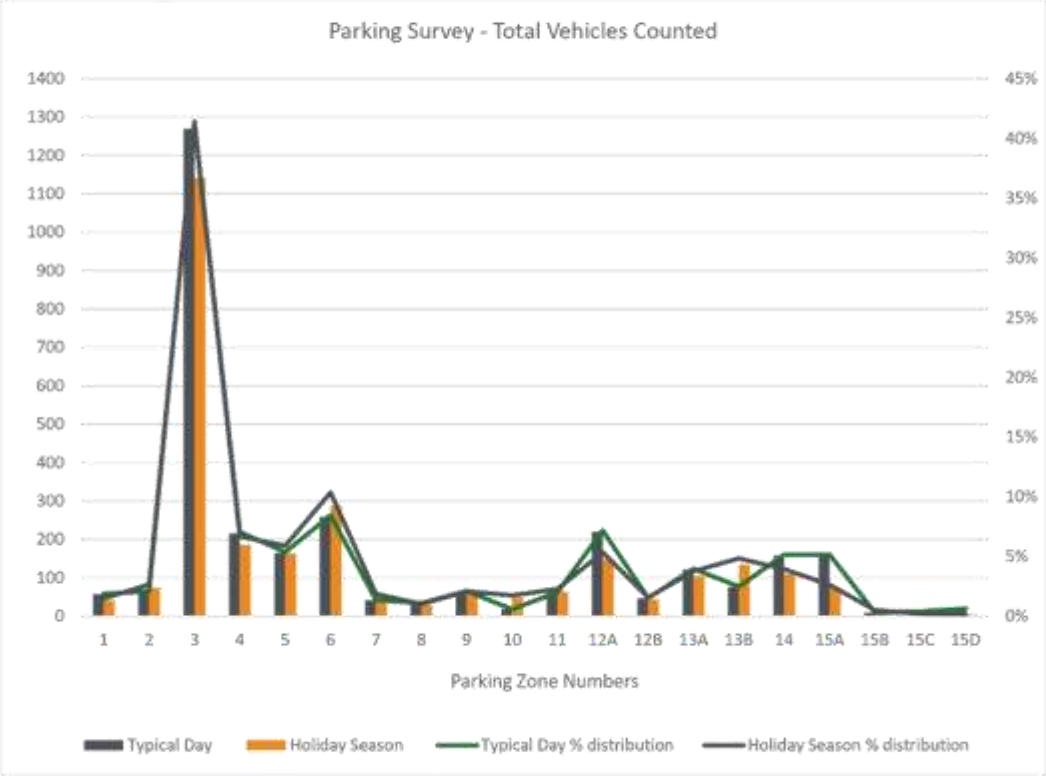

Figure 3: Summary of counted vehicles in each parking zone

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.

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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.

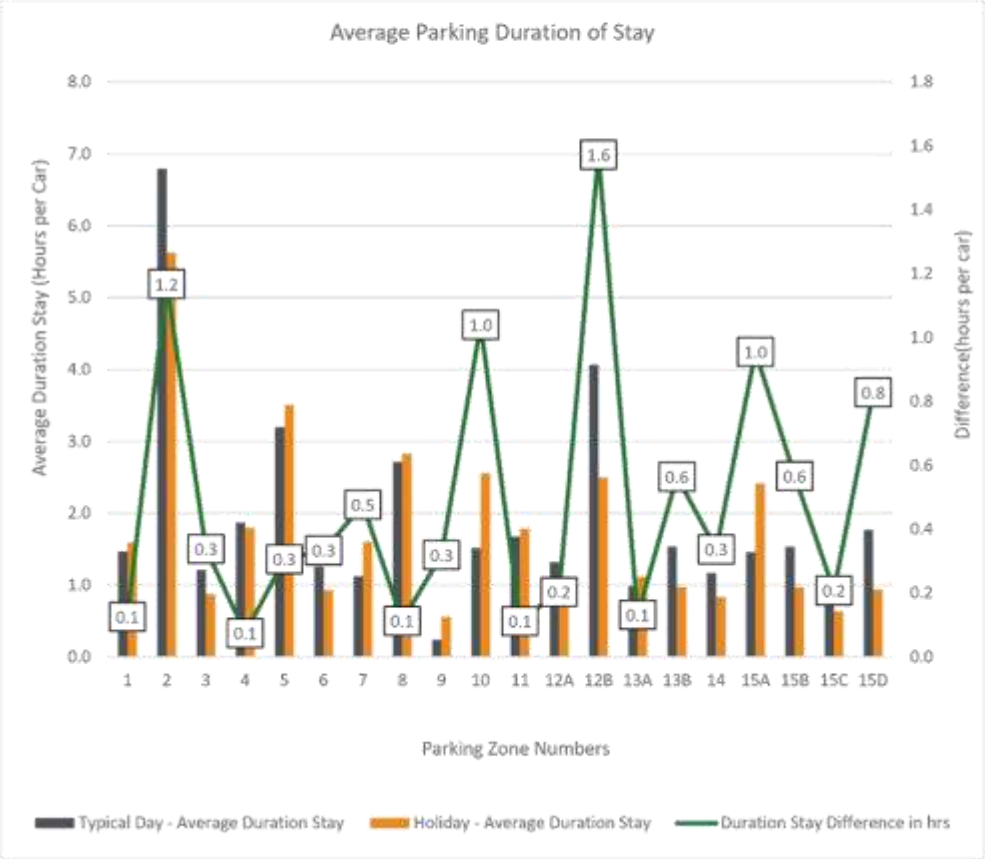

Figure 4: Observed Average Parking Duration of Stays

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.

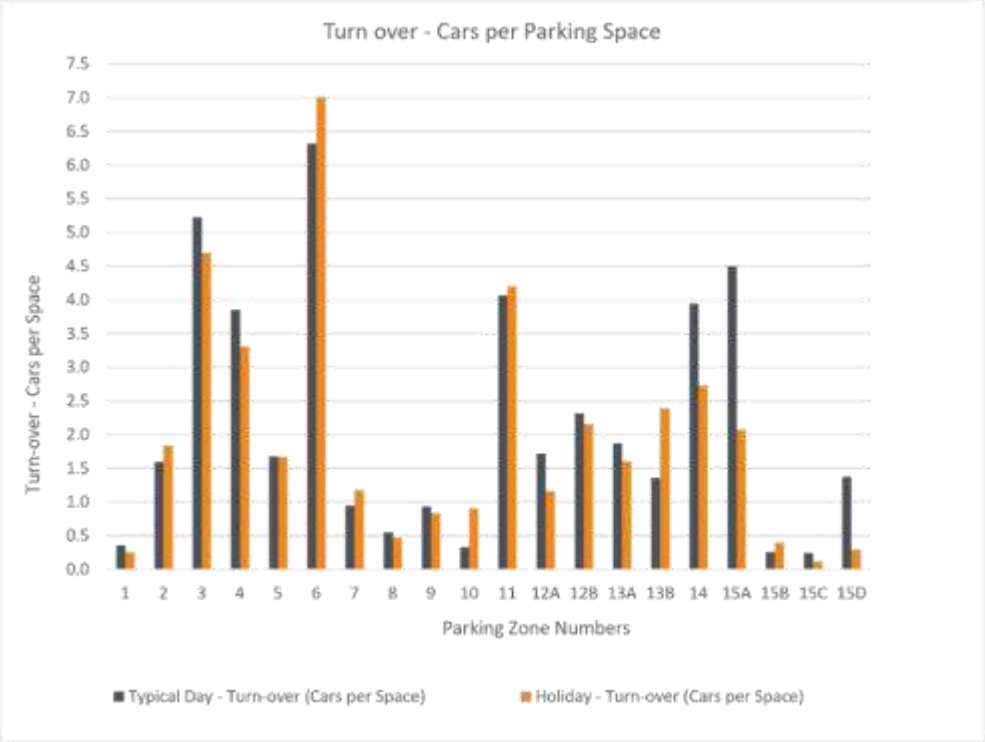

Figure 5: Typical day vs Holiday Season Parking Turn Over Comparison

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

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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.

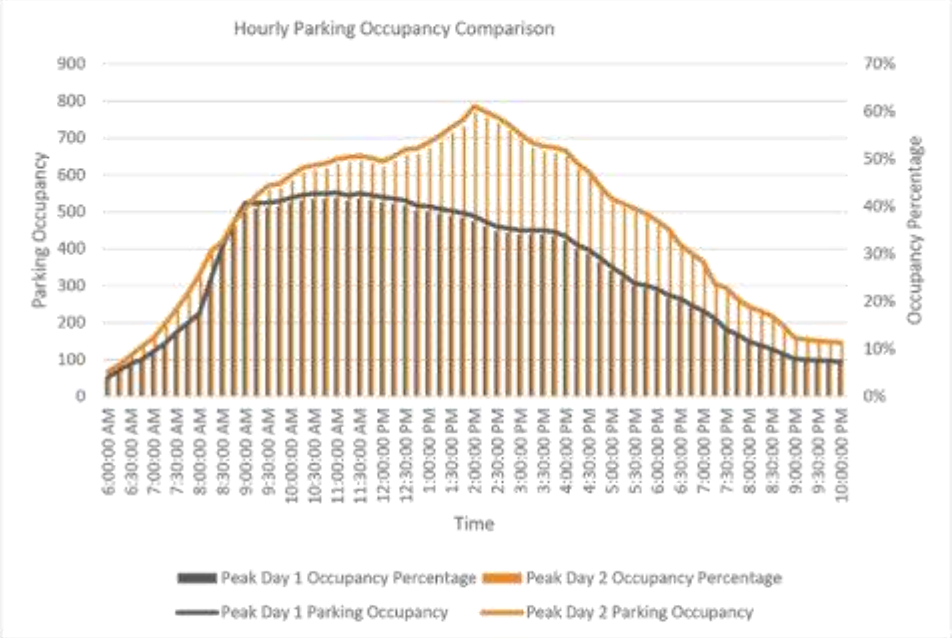

Figure 2: Peak Day 1 vs Peak Day 2 Hourly Parking Occupancy Rates

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.

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.

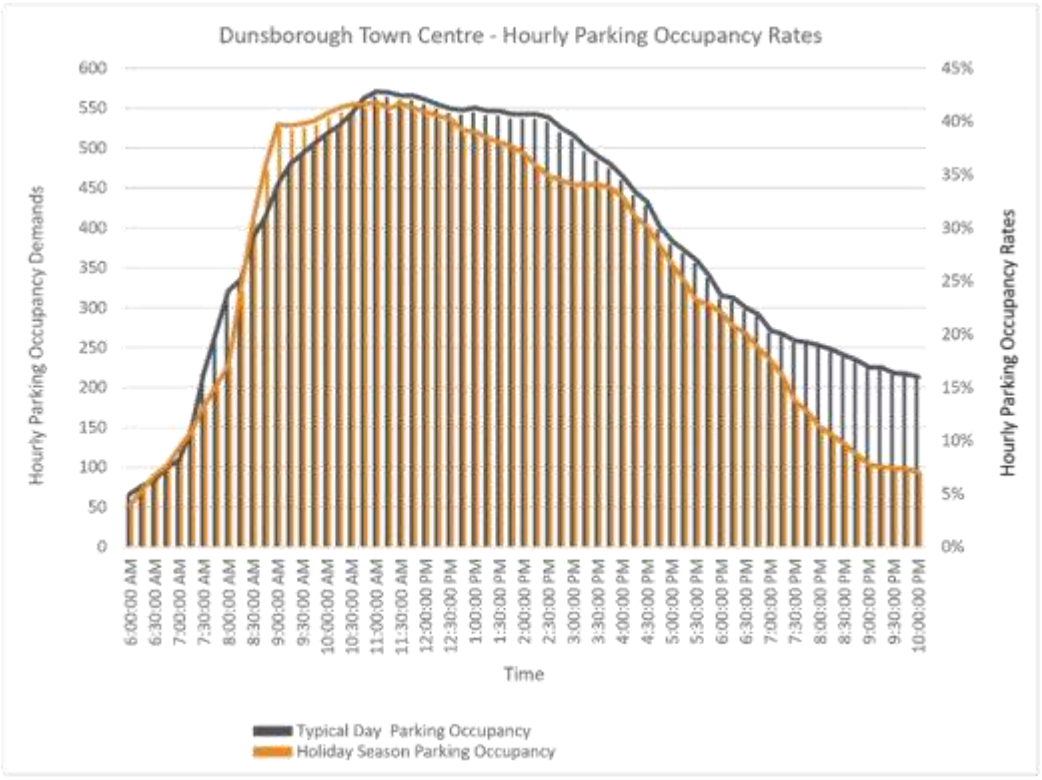

Figure 2: Observed 06:00 am to 10:00 pm hourly parking occupancy rate

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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.

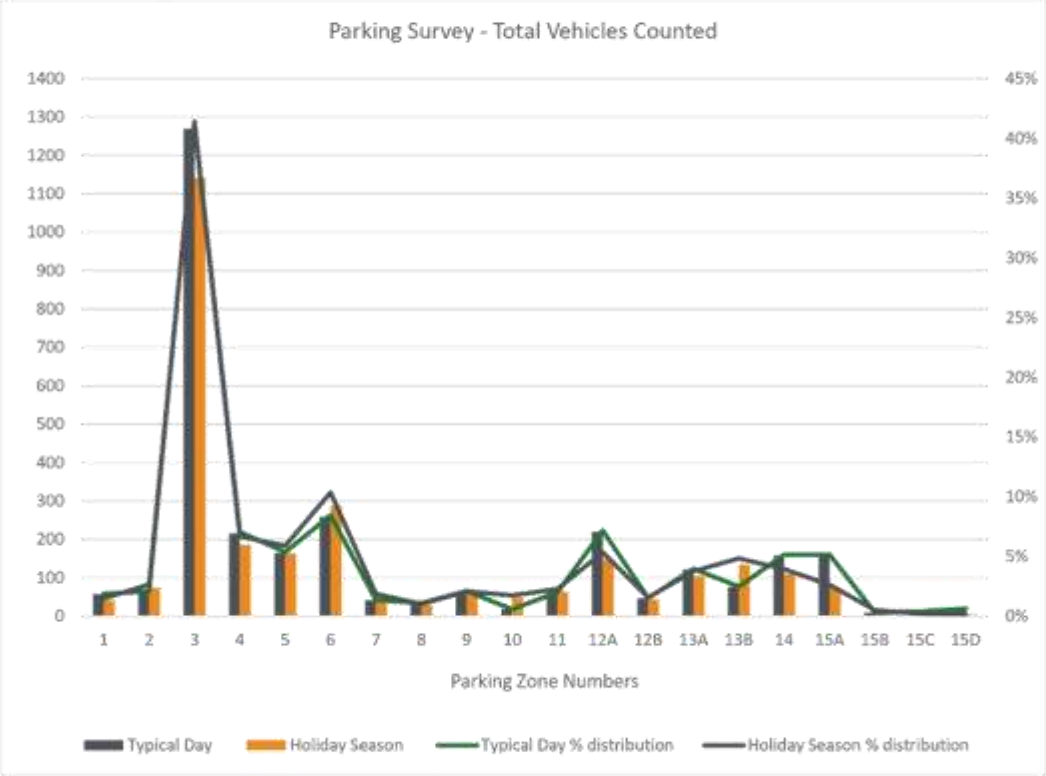

Figure 3: Summary of counted vehicles in each parking zone

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.

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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.

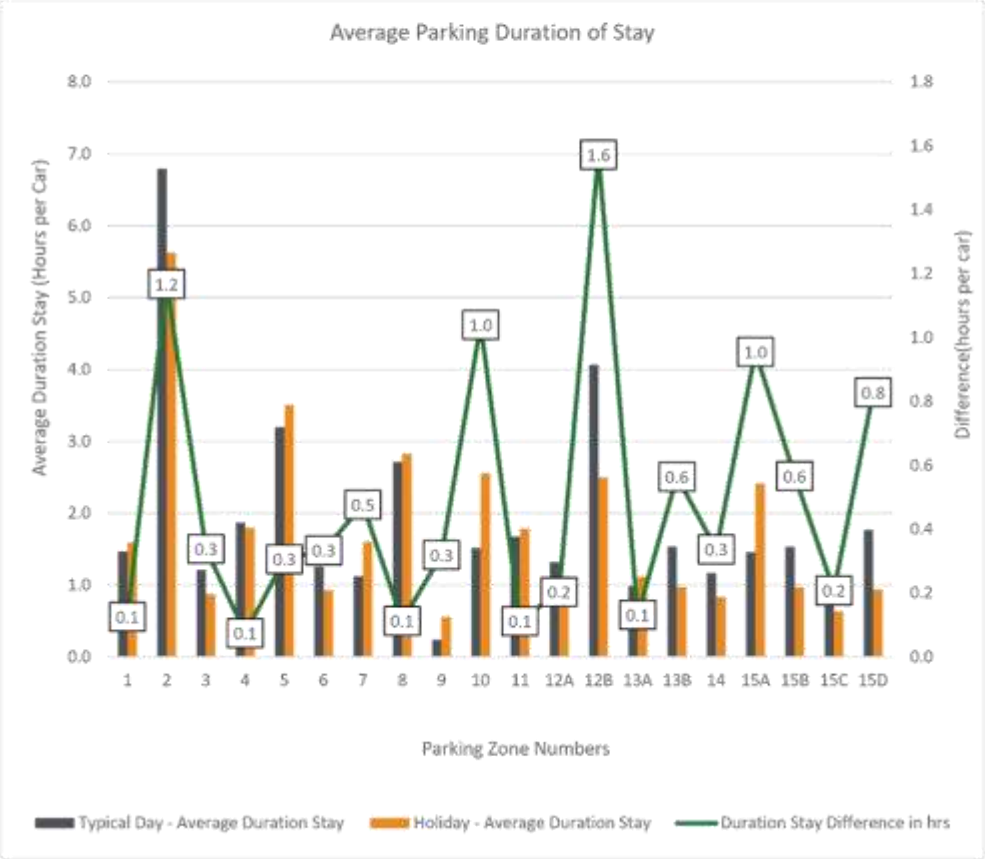

Figure 4: Observed Average Parking Duration of Stays

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.

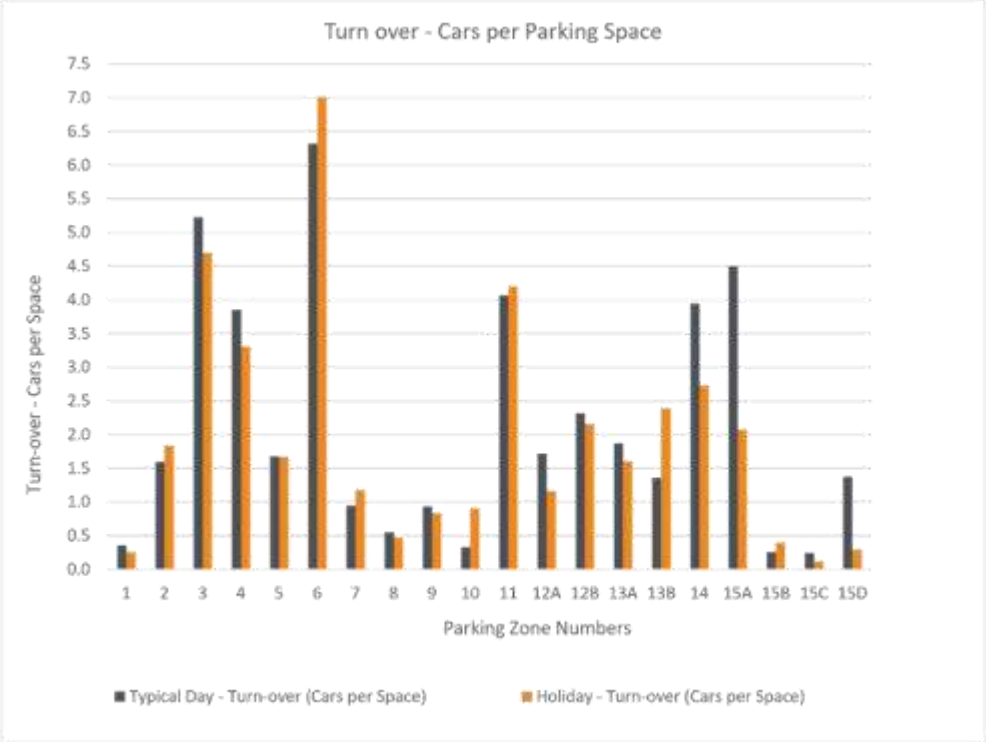

Figure 5: Typical day vs Holiday Season Parking Turn Over Comparison

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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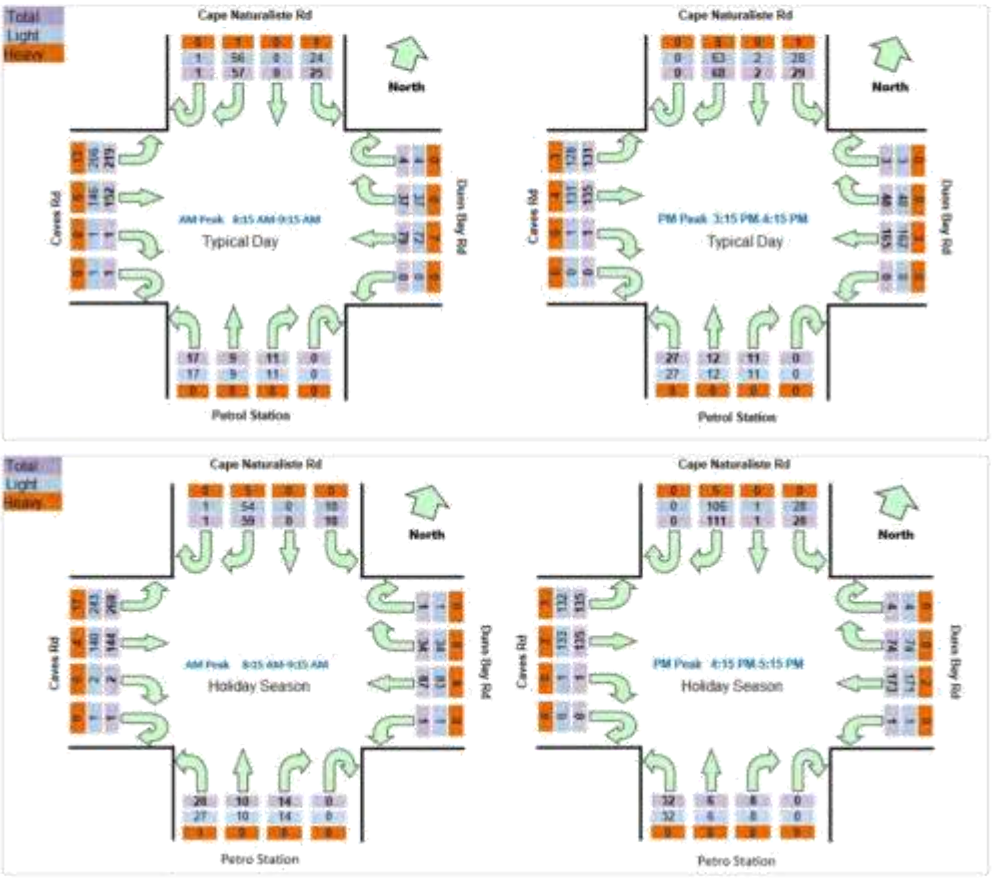
Appendix B: Cape Naturaliste Rd/ Dunn Bay Rd -Turn Counts



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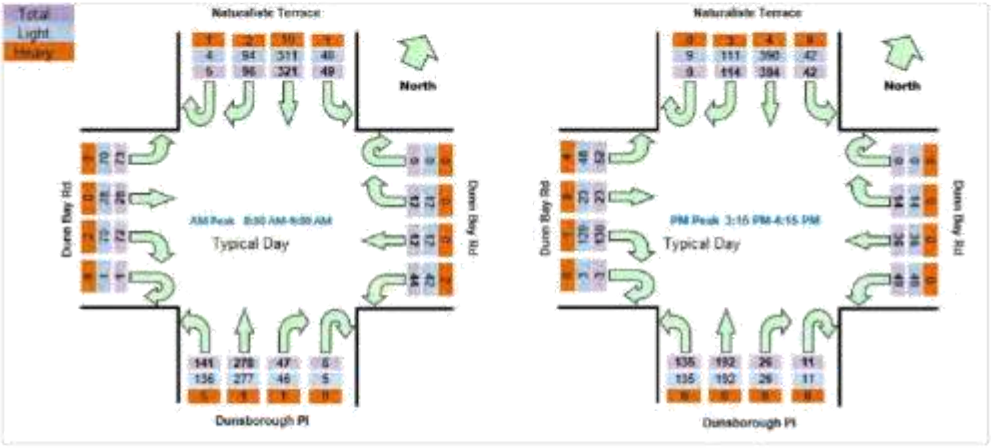
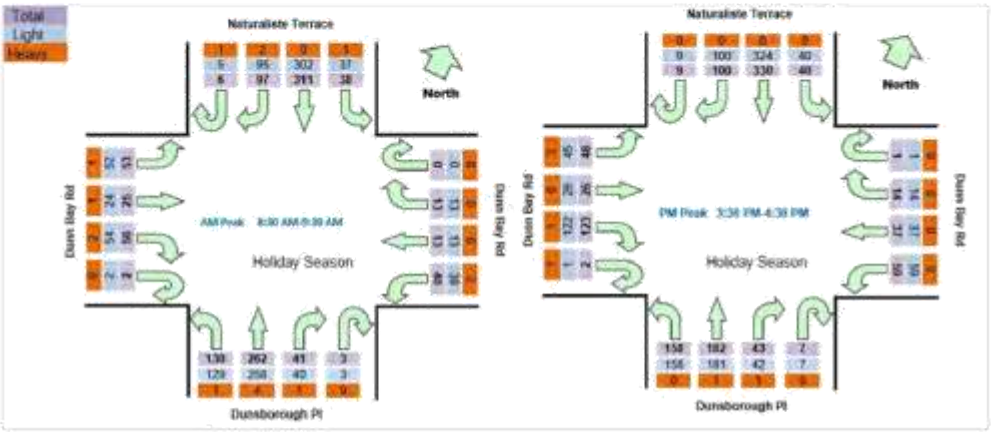
Appendix C: Naturaliste Terrace/ Dunn Bay Rd – Turn Counts





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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 Cyrilean Way	Area 4 – Naturaliste Terrace - Adjacent to Cyrilean 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.

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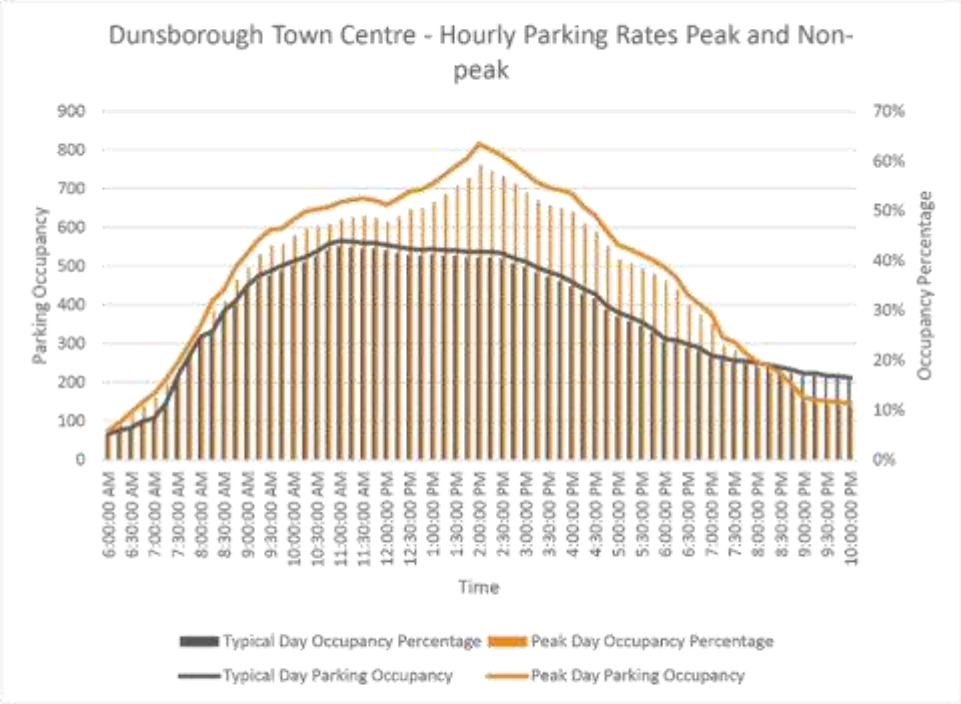

Figure 2 - Dunsborough Comparison of Demands

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.

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.

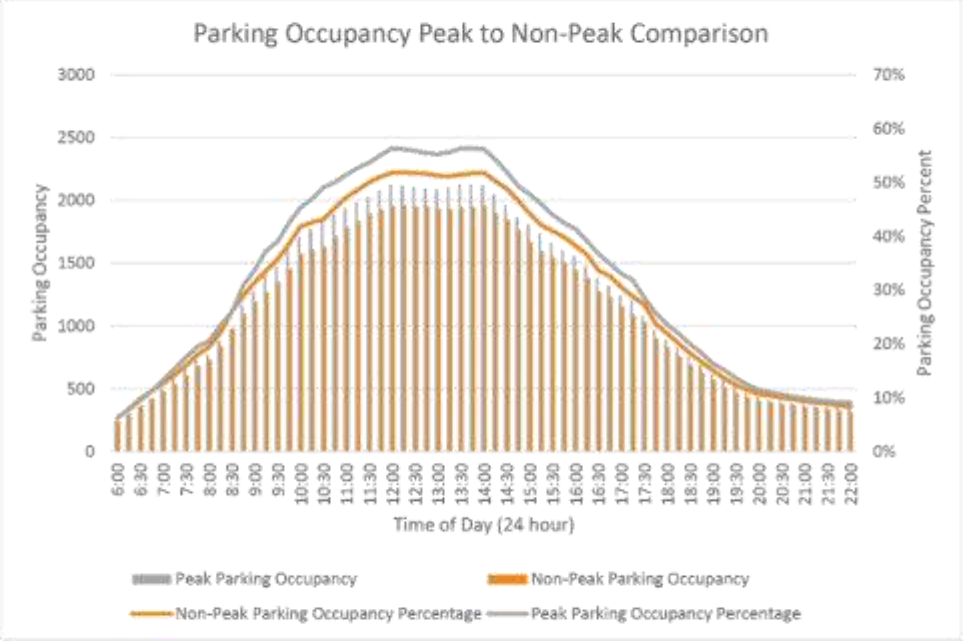

Figure 4 - Busselton Comparison of Demands

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

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

Disclaimer

Map Produced on 29/4/2022
GIS Section, City of Busselton

Scale at A3 - 1:4,700
0 100 200 m

City of Busselton

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

South West Office, Sixth Floor, Bunbury Tower, 61 Victoria Street, Bunbury, Western Australia 6230
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e-mail: info@dplh.wa.gov.au; web address: http://www.dplh.wa.gov.au
ABN 35 482 341 493

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.

15. COMMUNITY AND COMMERCIAL SERVICES REPORT

Nil

16. FINANCE AND CORPORATE SERVICES REPORT

Nil

18. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

19. URGENT BUSINESS

Nil

20. CONFIDENTIAL REPORTS

Nil

21. CLOSURE

The Presiding Member closed the meeting at 7:45pm.

THESE MINUTES CONSISTING OF PAGES 1 TO 823 WERE CONFIRMED AS A TRUE AND CORRECT RECORD ON WEDNESDAY, 8 JUNE 2022.

DATE: 28/6/22 PRESIDING MEMBER: