

Local Planning Policy No. 3.4

OLD DUNSBOROUGH

SPECIAL CHARACTER AREA

1. HEAD OF POWER

This Policy has been adopted pursuant to *Planning and Development (Local Planning Schemes) Regulations 2015*, Schedule 2 (Deemed Provisions), Clause 4 and applies to development across the whole of the City.

2. PURPOSE

2.1 Introduction

The Old Dunsborough locality is located north of the Dunsborough Town Centre and is regarded by the community and the City as possessing a “special character”. This special character includes a relaxed atmosphere associated with a coastal lifestyle and one which is considered unique to the City and worthy of preservation. This coastal character has long been regarded as being one of the main contributors to Dunsborough becoming one of the fastest growing holiday destinations in the south-west and is represented by a combination of factors, including a unique urban form, historic character, recreational qualities and coastal environment.

In acknowledging the above, these provisions have been developed to preserve the area's qualities, both as a residential and tourist resource. The document outlines the tangible and intangible elements of the character of Old Dunsborough to provide a basis for preparation of development controls. These controls endeavour to guide the future development of Old Dunsborough in a manner that compliments the already established coastal environment and built character and assists in maintaining the very characteristics that have contributed to its popularity and made it a unique and "special" area.

2.2 Statement of Intent

The principle objective of these provisions is to preserve the unique coastal character of Old Dunsborough. It is The City's intention that the provisions will guide future development of the area in a manner that enhances the existing character. The character The City wishes to retain is that of generally low density housing with large, open setbacks in an attractive coastal setting. The relaxed “seaside” holiday atmosphere is under increasing threat by the pressure for higher densities, in particular grouped housing developments which may have an increasingly detrimental impact on the character of the area if permitted to occur in an ad-hoc manner.

The City's aim is to ensure that such development does not occur and that future development of the area complements the already established character and nature of the area in relation to the siting, density, design, form and landscaping of future developments in the area using these provisions as a guide.

2.3 Application

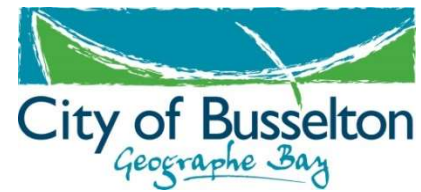
These provisions apply to all public and private land within the specified boundaries of the Old Dunsborough Special Character Area, as shown on Plan No. 1. The boundary extends north from the lots surrounding Mentor Place to Forrest Street, and is inclusive of all development and reserves west of the high water mark to sections of Gifford Road, Naturaliste Terrace and Turner Street.

The area is easy to locate on a map, due to its older grid-like street design, which contrasts with the surrounds that mainly consist of the more recent cul-de-sac street layout.

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Within this area, there are three distinct sectors, each with different characteristics and unique features. These sectors are shown on Plan No. 2.

These provisions should be read in conjunction with the City of Busselton District Town Planning Scheme, the R-Codes and all other City Policies relevant to residential development.

2.4 Background

Over the last 10 years, Dunsborough has experienced an increasing demand for higher residential densities and in-fill development as its urban population expands. From being a relatively small village with two general stores, a bakery, a butcher's shop and a service station and with a permanent population of approximately 200, it has become one of the fastest growing holiday and residential centres in Australia with a resident population of 2600 in 1999. As a result, a variety of housing types, such as duplex and grouped housing developments are in constant demand, some of which do not adequately reflect the character of the area. It is for this reason that The City has seen the need to develop these provisions as it is an area that reflects the coastal town's special and unique character.

In a precursor to these policy provisions, a study on housing design impacts in Old Dunsborough undertaken on the City's behalf in 1996 concluded that it was not primarily the type of housing, in terms of single residential or grouped housing, being developed which contributed to the loss in character in Old Dunsborough, but rather the design, style and proximity of developments that asserted the strongest impact.

2.5 IDENTIFYING THE SPECIAL CHARACTER OF OLD DUNSBOROUGH

2.5.1 History

Although Old Dunsborough comprises historic character, the area contains few specific features of European or known Aboriginal heritage. For example, there are no registered places within the Area and only one place, St George's Church, is listed on the Municipal Inventory of Heritage Places.

While farms were established on Cape Naturaliste in 1832, it was not until the establishment of the whaling and timber industries that a significant population moved into the area. The first beach cottages were erected along the beachfront during the pre-War period. This is reflected by the charm and unique character of some of the older "shack" developments in Old Dunsborough, made of weatherboard and asbestos set far back on large open-style lots overlooking the Bay (see Figure 1).

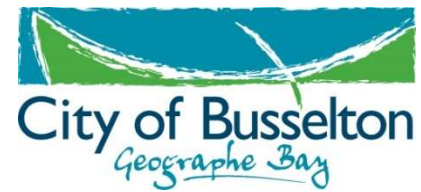
The townsite of Dunsborough itself was gazetted on 24 April 1879, with the first lots being acquired early in the 20th Century. Early development was slow and relatively small with scheme water connected to 70 houses in 1959 and the townsite connected to the electricity grid in 1962. During the late 1970's, the rate of residential expansion increased dramatically.

An interesting feature which has been preserved from the early development of the area is Thurstun Lane, as shown in Figure 2. It has existed since the early development of the area, but was not gazetted until March 1995. It forms a narrow laneway that, at one time, was lined with *Peppermint* trees. The lane in part is uniquely contoured to the shoreline of the bay, which is roughly U-shaped. Originally, the lane was a gravel track accessing the property of the Thurstun family, who built a cottage on the original lot in 1928.

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The lane is now accessed by motor vehicles and is a popular walking trail to and from the beach. Many visitors comment on the uniqueness of such a lane, and it is considered a rare and peaceful treasure by many residents.

Another feature adding to the “special character” of Old Dunsborough is St George’s Anglican Church, located on a large block on the corner of Naturaliste Terrace and Gibney Street. The Church is a distinguishing feature to Old Dunsborough due to its retention of remnant vegetation and charming design of weatherboard and iron (see Figure 3).

The three remaining features which are significant to the historic character of Old Dunsborough are the large lot sizes and setbacks, wide open streets and abundance of WA *Peppermints* close to the coast, gradually changing to a Marri dominated woodland in elevated areas. All of these components contribute to the relaxed coastal ambience, the preservation of which will be integral to the retention of Old Dunsborough’s “special character”. The character of the area is also influenced by its proximity to the Meelup Regional Park and the vegetation complex that provides a visual backdrop to sections of Old Dunsborough.

2.5.2 The Natural Environment and Setting

Old Dunsborough is in an undulating area rising from the sandy bays adjacent to Point Dalling and Point Daking. Its high aesthetic value is a significant feature providing a scenic setting for urban and tourist development.

Point Dalling and Point Daking provide wind protection for Old Dunsborough which has assisted in the growing attractiveness of the area as a tourist destination, particularly for small boating recreation, young families and the elderly in contrast to Geographie Bay, which is more exposed.

The area is focussed towards the extensive foreshore reserve which comprises rocky points, enclosed sandy bays and remnant tree groves forming a diverse, scenic foreshore for Old Dunsborough. The coastline itself is a valuable feature and recreation resource and therefore careful measures and sensitive planning is needed to ensure the foreshore’s character is not lost.

Old Dunsborough is a particularly attractive environment and further development should reflect this quality.

The charm of the area owes much to the way that the natural vegetation, including the many *Peppermint* trees and large mature marri trees have been retained and encouraged within the settlement. This also aids in the softening of new development and provides summer shade.

2.5.3 Built Form

(Outcomes of study “Impact of Housing Design, City of Busselton 1996”)

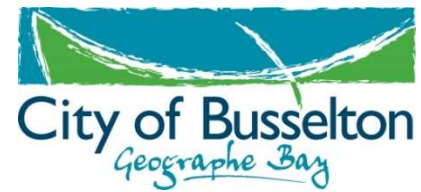
2.5.3.1 Housing Mix

The nature of housing mix is an important factor contributing to, or detracting from, the special character of Old Dunsborough. As mentioned previously, a preliminary investigation relating to the impact of housing design was undertaken on The City’s behalf in 1996, and results from this investigation are discussed below. An issue that required specific attention in this study was whether the random development of grouped housing and duplex-

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style developments has had detrimental impacts on the Area and to determine whether these development styles were an appropriate means of urban consolidation in the future.

2.5.3.2 Housing Design

Housing type (single residential, duplex or grouped residential) does not contribute significantly to the negative impact on the area - it is the design of the developments that asserts the strongest impact. Those that were well-designed were, in some cases, not noticeable, whereas poorly designed developments created a negative impact on the local amenity of the area.

Examples of good designs were those that possessed a restricted vista from the street, retained street front vegetation and used balustrading and natural coloured timbers, stone and other materials in their construction.

Some of the higher impact designs used materials that did not blend with their surrounds, lacked screening vegetation, over-utilised brick and tile (hard) paving, had very dense, unbroken layouts and/or occupied an exposed site, such as a cleared slope or an overly developed site.

2.5.3 Siting

Duplexes/group dwellings that were situated between other lots of single residential development have less impact on the area's character than those that were situated next to other duplex/group development.

2.5.3.4 Old and New Developments

Many of the older residences benefit from the more mature state of surrounding vegetation and generally exhibit some reasonable design principles that do not significantly impact on local amenity/character.

Newer developments comprise both the best and the worst examples with some utilising very thoughtful new building styles and materials, e.g. rammed earth, Colorbond roofing and timber slating, while others create a negative impact on character by building too close to the lot boundaries or denuding blocks of all vegetation during construction. Growth of landscape and planting trees over time would reduce the negative impact of some of these developments.

2.5.3.5 Single Residential Housing

New single residential dwellings in the area, in some cases, impact on the local environment more than the duplex/group housing developments. Poorer examples of single residential developments demonstrated bulky designs, very high site coverage and building heights and incongruous colours and materials. Essentially, these developments are not consistent with the special character of the area. This is particularly evident where two such developments are constructed in close proximity.

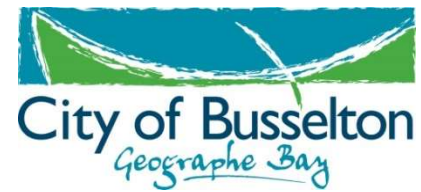
2.5.3.6 Conclusion

This brief study highlights both community and The City's concerns and the necessity to identify what the "local environment" actually is, in order to maintain its desirable features. The Old Dunsborough area is an historic part of the townscape, with unique characteristics contained in its urban form and its setting and, accordingly, requires sensitivity when considering planning issues and new developments.

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These provisions are based on these outcomes and encourages preservation of the identified character of the area via specific development controls.

2.6 Detailed characteristics of the area

2.6.1 Methodology

A detailed site survey was conducted in order to record the type of housing, construction materials, street vegetation and front setbacks of each individual dwelling within Old Dunsborough. This method was adopted in order to determine the range of characteristics associated with Old Dunsborough which then assisted in categorising areas of similar characteristics into the Areas shown on Plan No. 2. The different aspects of the special character of Old Dunsborough are documented to determine the direction for appropriate controls to ensure that the character is retained.

2.6.2 Vegetation

The character of Old Dunsborough owes much to its attractive coastline with sheltered inlets, coastal vegetation backdrop and stands of trees. The coastline itself and associated vegetation is considered an area of high conservation value, both as a landscape feature and a recreational resource.

The dominant form of vegetation within the Area comprises *Melaleuca* and *Eucalyptus* species, coastal shrubs and WA *Peppermint* trees. These forms of vegetation should be preserved with regard to retaining the significant features and special character of the area. The charm of the locality owes much to the way in which the natural vegetation including the many *Peppermints* and large mature *Marris* have been retained and encouraged within the settlement, as it softens new development and provides summer shade. A good example of this is the *Marris* retained within the car park as shown in Figure 6.

A notable feature of Old Dunsborough is the unmade road located along the bay as shown in Figure 7. The road reserve is lined with an abundant amount of vegetation, including *Peppermint* trees and various coastal shrubs creating an attractive buffer from the ocean while retaining prominent views from residential establishments fronting the Bay.

The high aesthetic value of this particular area should be preserved as an important visual characteristic adding to the uniqueness of the area.

Portion of Thurstun Lane also has significant visual character arising from the existing *Peppermint* trees and the general uniqueness of the lane. The lane was originally lined with many more *Peppermint* trees, however, due to ongoing redevelopment, some trees have been removed. Efforts should be made to revegetate the lane in order to reinforce its special character.

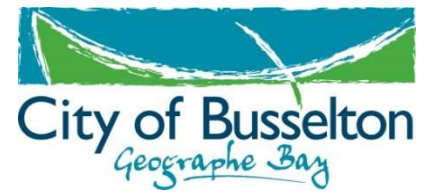
Vegetation associated with housing tends to vary considerably in terms of type and variety, some retaining a lot of remnant trees while others having no significant vegetation, many having only lawn. This can be attributed to clearing associated with development and with clearing to improve views to the ocean from lots fronting Geographie Bay.

The planting and retention of native coastal trees should be encouraged throughout the Special Character Area via policy provisions.

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Future development should also be subject to a landscaping plan indicating all significant vegetation contained within the lot. Development should fit into the landscape and wherever possible replanting of native vegetation creating restricted vistas from the street is encouraged.

2.6.3 Streetscape

The majority of the Area is characterised by lots which are 800m² in area and above as a result of the earlier development associated with Old Dunsborough. The majority of lots have managed to retain a traditional setback of 7.5m which makes a significant contribution to the Special Character of the area and should be maintained wherever possible. In recent years, there has been increasing pressure for lots with areas of 911m² and above to be subdivided for duplex development.

This in-fill development has raised the concern of The City and the community as to the ongoing loss in character resulting from the increased site coverage, reduced setbacks and uncharacteristic housing design of these developments. Duplex development should be designed with materials which compliment and blend with the surrounding environment including a significant landscaping buffer of native vegetation, and consistency with the existing streetscape in terms of setbacks.

The majority of setbacks within the Area are open to the road with few obstructions, such as fences and brick letterboxes. This has significantly contributed to the informal "holiday feel" associated with the area. In relation to future development, fencing forward of the building line should be discouraged in order to retain this feature. In association with the approval of grouped housing development, it may be necessary to approve fencing forward of the building line, however, streetscape impact shall be a primary consideration in the assessment of applications.

A preferred alternative to solid fencing, where required, is the retention or planting of native vegetation in association with an open style fence for purposes of privacy, as it provides an effective and visually attractive form of screening from the road.

Letterboxes within the area are generally unobtrusive, which should be continued.

Garages and enclosed carports fronting the street are considered detrimental to the character of the area particularly where they dominate the residential component of the development. They present an uninviting, visually intrusive element that detracts from the relaxed local ambience portrayed throughout the area. Future development should be encouraged to include, where necessary, carports/garages that are open to the street or designed in order to retain an informal atmosphere and not dominate the street appearance of the development.

Generally, there is an absence of foot paving throughout Old Dunsborough which contributes to the informal atmosphere of the area.

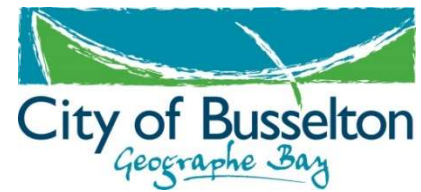
The Old Dunsborough area gently slopes towards the ocean, therefore dwellings and crossovers are generally at a variety of different levels.

More recent developments are mainly two-storey in order to capitalise on views.

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The most common and appropriate type of crossover material is gravel/pebble in view of its natural nature and colour. Some brick and bitumen crossovers exist, however, these are considered less consistent with the informal character.

Aboveground power lines extend throughout the Area and have a marked impact on the character of Old Dunsborough. They are considered to be visually intrusive throughout most of the area and, therefore, future development shall require underground power where new power facilities are required.

2.6.4 Building Form, Style and Density

Development in such a diverse area should compliment the natural character of the coast and bushland environment.

This is well-represented by the distinctive low density, style and form of residential development that significantly contributes to the unique character of Old Dunsborough and is most prevalent in the older housing stock.

Earlier residential developments were largely constructed of asbestos and weatherboard, and generally single storey. Area 1 exhibits the bulk of older style “coastal shack” developments that represent the unique coastal charm and relaxed atmosphere. A lot of developments have retained the traditional 7.5 metre setback, which contributes to the informal atmosphere.

Although The City has limited discretion to ensure these older developments are retained, every effort should be made to maintain the 7.5 metre setback throughout the area with consideration given to the scale and design of adjacent developments.

Dwellings constructed more recently exhibit a range of designs that in some cases detract from the character of the area.

This can be attributed to the scale of development, use of materials such as an over-utilisation of brick and absence of screening. Two storey developments have become increasingly popular particularly with lots fronting Geographie Bay, in order to take advantage of the ocean views. The majority of dwellings throughout the Area have either a front verandah or a porch area, which is generally considered appropriate.

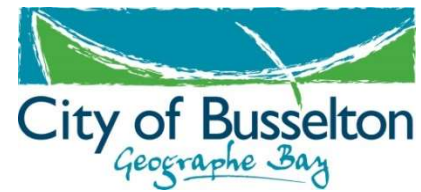
Construction materials, siting of the development and colours are extremely important to preserving the character of the area. Some residential development is visually intrusive on the landscape, most obvious where there has been an over-utilisation of brick and tile, clearing of blocks and dwellings being constructed too close to lot boundaries. More appropriate materials include rendered brick, weatherboard, timber and rammed earth with Colorbond roofing. Future development should take into account the scale of adjacent development, contours of the land and prominent landscaping utilising trees that harmonise with the surrounding character.

Conventional project housing which generally involves the brick and tile design of residential dwellings, with such features as enclosed dominant carports are generally considered inappropriate as they detract from the relaxed atmosphere portrayed throughout the area. The preferred choice of a landowner is, however, acknowledged and where a proposal is considered inconsistent with these design guidelines the landowner will be encouraged to use vegetation to reduce the impact of the development.

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Essentially, the main characteristic of building form and style that shall be encouraged in future development is to create an inherent “lightness” of structure with frame construction. Essentially, the materials preferred in the construction of residential dwellings within the Area are to resemble a weatherboard and timber-type appearance, with front verandahs. Designs with such materials will ensure that the Area will further retain the “holiday feel” and relaxed atmosphere of Old Dunsborough. A second preference is towards earthy colours and textures, where suitably screened from the street.

2.6.5 Access and Movement

During the summer months, vehicular traffic increases dramatically, as a result of the popularity of the area’s sheltered inlets, boat ramp and other recreational facilities. This has raised safety concerns within the community especially along Gifford Road, not only because of the volume of vehicles but also the excessive speeds of vehicles creating an unsafe pedestrian environment. Reducing speed limits or introducing traffic-calming devices are options, however, the latter should only be installed if totally necessary as it will detract from the high aesthetic value of Old Dunsborough.

Roads within Old Dunsborough generally form a traditional grid-like pattern which allows traffic to flow through the area. The roads have a certain scenic charm especially those with a large amount of remnant vegetation along the road edge. A good example of this is found within Area 3. An accumulation of factors have added to this charm including the absence of formal footpaths, narrow road widths and street vegetation.

2.7 Areas

2.7.1 Area 1

This Area comprises all foreshore reserves and lots fronting Geographie Bay. This includes a small portion of lots along North Street, the majority of lots along Bay View Crescent and lots fronting Hurford Street.

The Area generally contains the bulk of older style “coastal cottage” developments that are considered to be a good representation of those unique characteristics which give the overall Area its coastal charm and holiday character.

The foreshore reserves within the Area are of high conservation value, adding to the area’s special ambience, along with Thurstun Lane which is shaped to the contours of the shoreline and is a popular walking trail. The high scenic value of the environment within Area 1 is significant in providing an aesthetic setting for urban development.

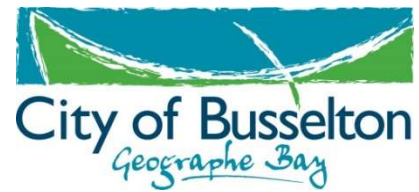
2.7.1 Area 2

This Area comprises land fronting Gifford Road, from Lot 32 (southern boundary) to Lot 22 (corner of Adelaide Road). This Area carries the majority of traffic along Gifford Road. The majority of dwellings front Gifford Road and are highly visible. The housing styles along the street consist of a number of different eras of development, which has contributed to a loss of character within the Area. Single residential development has been converted to accommodate some commercial development in this area which assists in maintaining the residential theme of the area.

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2.7.3 Area 3

Area 3 comprises the remainder of the Special Character Area which contains the bulk of the residential component of Old Dunsborough.

There is little consistency within the Area relating to housing design. The housing forms and use of materials are highly varied, due to the different eras of development and popularity of infill housing.

There are pockets of development containing elements which contribute to a good representation of those characteristics that add to the Area's special residential character. Parts of Gibney Street, for example, have prominent landscaping with utilisation of trees which harmonise with the Area's character. Although the housing styles are considerably different, landscape screening has been successful in retaining the Area's charm and ambience.

Other pockets of development within the Area contain some elements contributing to a poorer representation of the special characteristics of Old Dunsborough as parts of the streetscape are relatively bare, with lawn and exotically landscaped front verges.

3. INTERPRETATION

N/A

4. POLICY STATEMENT

4.1 Application of Controls

In assessing development proposals, the City will consider those matters specified in the City of Busselton Town Planning Scheme, these provisions and other relevant Planning Policies.

The City may refuse a development or land use which does not comply with these controls and guidelines, or may seek to modify a non-complying application by imposing conditions.

The City may also approve an application which does not comply with the guidelines where the control or standard is not appropriate or relevant in the particular circumstances. It is in this regard that the three Areas have been designated and their individual characteristics described.

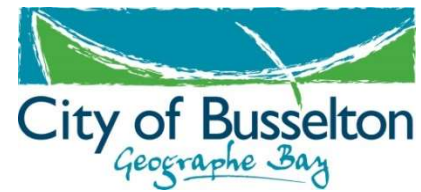
Although this flexibility exists, The City's general intent is for all controls and guidelines to apply evenly across the Special Character Area in order to encourage a high level of consistency in future development throughout the Area. Any significant relaxation of controls to be applied by The City to group housing development will be subject to consultation with the surrounding landowners of the development site.

Notwithstanding the above, it is recognised that The City has only limited discretion in relation to the design and location of single dwellings on existing lots.

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4.2 Vegetation Controls

- a. As part of the development application process all significant vegetation shall be retained where practical. All existing vegetation shall be indicated on the submitted site plan. If the lot has been cleared by previous development or significant vegetation is to be removed as part of the proposed development, a landscape plan must be submitted as part of the development application.
- b. Landscaping/revegetation shall comprise relevant native species, *Agonis flexuosa*, *Melaleuca*, *Eucalyptus* species and with specific reference to Area 1 the planting of coastal shrubs. The use of very tall and/or imposing tree species should be carefully considered and shall be limited to appropriate sites and locations.
- c. No trees or substantial vegetation shall be felled or removed from the land except with the written approval of The City which shall only be granted where:
 - i. It is required for approved development works;
 - ii. Trees are dead, diseased or dangerous.
- d. Detailed specifications on landscaping for front setback areas and road verges shall be required by The City. This should include:
 - i. Visual relief, softening of built form, shade and screening.
 - ii. Tree planting utilised to enhance the streetscape and sited for visual relief of built form.

4.3 Site Controls

- a. Developments shall adopt setbacks that are in harmony with adjoining and adjacent land and which will not detract from the existing streetscape.
 - i. Area 1 to retain the traditional front setback of 10 metres.
 - ii. Front setbacks in Areas 2 & 3 shall reflect the setbacks of adjoining and nearby development and are to be generally 7.5 metres with a minimum of 6 metres where appropriate, ie. only where site conditions indicate.
- b. Duplex development will be subject to The City approval and if permitted shall be designed of materials that blend with the surrounds and be adequately screened with vegetation so as not to detract from existing streetscape.
- c. No fencing or other construction shall be permitted in the front setback, unless specifically approved by The City. Notwithstanding the above, native vegetation, which may be in association with open style fencing, is encouraged rather than solid fencing for purposes of privacy and security.
- d. Letterboxes shall be a maximum height of 1 metre and shall be as unobtrusive as possible, with preferable construction materials being timber, metal and other appropriate materials to blend with streetscape.
- e. Undercover carports open to the street are encouraged rather than enclosed garages in order to retain the existing amenity of the Area. Where approval is sought for an enclosed garage for security purposes, the design and location on-site shall have regard to the existing streetscape and shall incorporate appropriate vegetation screening.
- f. Crossovers shall be constructed of materials consistent with an earthy tone such as crushed gravel.
- g. Future development shall be provided with underground power where required.

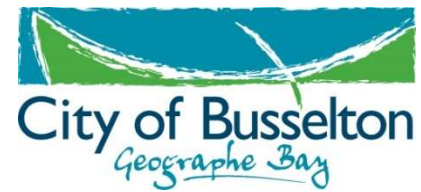
4.4 Building Controls

- a. Residential development density is to be consistent with the Town Planning Scheme which is predominantly R15.

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- b. Grouped dwellings shall be developed at a density of not greater than R25, notwithstanding the provisions of the District Town Planning Scheme.
- c. Buildings shall be designed and constructed to ensure compatibility and harmony in materials, colours, appearance and overall theme of development consistent with the character of the area.
- d. Buildings shall be restricted to a maximum height from natural ground level of 7.5 metres at any point if within 150 metres of the high water mark, and 9.0 metres elsewhere.
- e. Verandahs and balconies to be encouraged in balustrade style consistent with existing character and to reduce the effects of bulk of taller and new buildings.

4.5 Parking Controls

- a. Verge parking is discouraged, with all future development to contain parking within lot boundaries.

4.6 Reserves and Recreation Areas

Old Dunsborough is renowned for its extensive reserves and recreation areas and this is considered an intrinsic part of its special character.

Pockets of bushland have been reserved such as those located on Forrest and Smith Streets. These reserves are vital in retaining the character of the Area as they are the key to providing a scenic setting for urban development.

Old Dunsborough's attractiveness as a tourist destination, particularly for small boating, recreation and young families and the elderly is mainly a result of the wind protection provided for by the indented sandy bays of Curtis Bay, Point Dalling and Point Daking.

Playing fields have been established in the area and along with the grassed foreshore reserves the area is well serviced with facilities for recreational pursuits.

Management guidelines for these reserves shall aim:

- a. To maintain and manage all coastal reserves in their present form;
- b. To retain natural bushland areas in present form;
- c. To rehabilitate degraded reserves.

4.7 Commercial Development

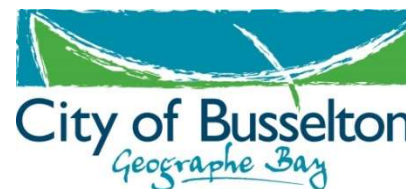
Four lots are zoned "Business" within the Area, all of which are occupied for commercial use.

Three of these lots are contained within Area 2, two of which are currently used as a child care facility and a medical practice. These businesses are retained within already established residential housing or housing constructed to give the appearance of a low density residential dwelling. The commercial development fits well with the scale and form of adjacent dwellings and this should be encouraged with any future commercial development within the Area. A small cafe is also located on the corner of North Street and Highview Road (see Figure 13). This cafe has formed an integral part of the streetscape and is a place for local residents and visitors to meet.

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The appearance of the cafe is important to the character of the strip as it provides a place to socialise in a relaxed atmosphere. Although these businesses are considered part of the landscape, The City is aware that further commercial development within the Old Dunsborough area could alter the unique nature of the area and therefore this will be restricted to current "Business" zonings.

The following development control will be applied:

- a. Future home based enterprises are to be accommodated in single residential housing or buildings designed to have the appearance of a residential dwelling, and to be constructed of materials that blend with surrounds.

4.8 Subdivision Controls

- a. Subdivision of lots within the area shall be carried out in accordance with the District Planning Scheme Zones and R-Codes;
- b. Notwithstanding the provisions of the District Planning Scheme, amalgamation of lots to create grouped residential developments will not generally be supported, in order to retain as far as possible, the single residential scale and character of development in the area.

5. REVIEW DETAILS

Review Frequency		2 yearly		
Council Adoption	10/3/2010		C1003/069	
Previous Adoption	DATE		Resolution #	

* Policy number changed from LPP 3C to LPP 3.4 on the 11th May 2020. The change is administrative only, no resolution by Council required.

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ATTACHMENT 1



Figure 1: Early Housing



Figure 2: Thurston Lane



Figure 3: St George's Anglican Church located on Glenelg Street



Figure 4: Protected Waters at Old Dunsborough



Figure 5: Grouped Housing Development



Figure 6: Manis retained in Carpark



Figure 7: Unmade Road Adjacent to Geographie Bay

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Figure 8: Garage on Street Front

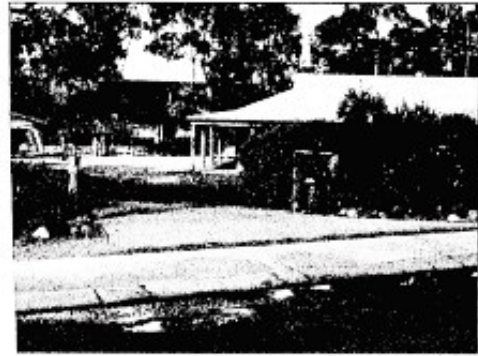


Figure 9: Gravel Crossover

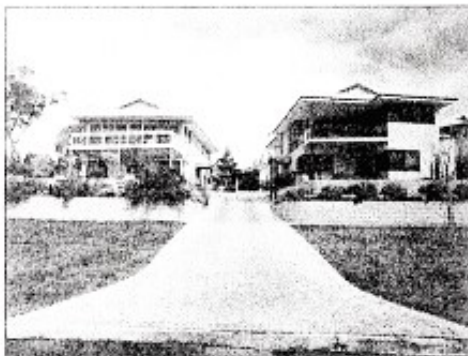


Figure 10: Recent Housing Development

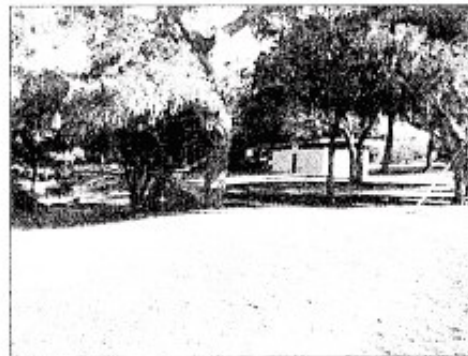


Figure 11: Foreshore Reserve with Public Services and Peppermint Trees



Figure 12: View of Gifford Road from North



Figure 13: Cafe on North Street



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ATTACHMENT 2

