

Local Planning Policy No. 4.7

BUSSELTON BYPASS / BUSSELL

HIGHWAY - SETBACK AND BUFFER PROVISIONS

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 Statement of intent

The intent of these provisions is to enhance the residential and visual amenity from land abutting controlled access highways and for users of those highways respectively. The provisions also provide a clear direction on the requirements pertaining to visual landscape planning and landscape buffering of new residential and rural residential subdivisions and development in the vicinity of controlled access highways.

2.2 Objectives

The objectives are:

1. To avoid a loss of value in the landscape character as viewed from controlled access highways as a consequence of new residential and rural residential development.
2. To seek to influence the form and appearance of new residential and rural residential development through planning processes so that the significance of the rural character and scenic values of the areas are protected.
3. To encourage the retention of native vegetation in road reserves, private land and reservations through the use of landscape buffers and/or reserves for landscape protection.
4. To require the integration of appropriate landscaping, perimeter fencing, residential and ancillary development and acoustic bunding in order to retain the significance of the landscape character.
5. To provide a policy approach to complement the local environment and avoid the creation of barren "road canyons" or commercialisation of these roads.

2.3 Application

These provisions apply to all land fronting controlled access highway H43, the proposed subdivision and residential development that will abut this road and the preplanning and design of such areas.

For the purposes of these provisions, Controlled Access Highway means the Main Roads WA, controlled access highway H43 (which comprises the Bussell Highway and the Busselton Bypass) and which extends from the Busselton/Capel City boundary, to the roundabout at Vasse.

Rural residential development and subdivisions abutting the Bussell Highway and the Busselton Bypass are also guided by the prevailing Structure Plans, Development Guide Plans and/or Detailed Area Plans or other strategic planning instrument for the locality. In most instances these areas are already planned and incorporate the planning principles outlined above. The preparation of DGP's and other similar planning instruments should however be guided by these provisions.

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3. INTERPRETATION

N/A

4. POLICY STATEMENT

4.1 General Requirements

Perimeter Fencing and Vegetation planting

- a. Fencing materials and colours to be used should be natural and in character with the City's rural nature, e.g. timber open styles are encouraged.
- b. Perimeter fencing should be uniform or complementary in design and shall not exceed 1.8 metres in height.
- c. Main Roads WA is encouraged to have due regard to these visual management objectives and provisions of this policy when undertaking landscape planting within the controlled access highway reservation.
- d. The density of vegetation screening should be responsive to the nature of proposed development with filtered views to rural residential development being acceptable, whereas screening of residential development should be more intensive.

4.2 Busselton Bypass

The following measures apply to land abutting the Busselton Bypass which extends from the Vasse roundabout to the Causeway road roundabout.

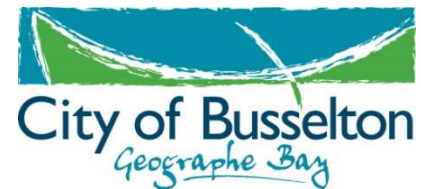
4.2.1 Bypass North

- a. Residential subdivisions abutting the northern boundary of the Busselton Bypass alignment will be required to be designed to achieve a minimum separation between the building line and the edge of the carriageway boundary of approximately 60 metres. In a majority of cases this will be achieved with a minimum 40 metre wide reserve for landscape protection plus a road reserve (internal service road) and residential building setback. The City may consent to the internal service road partially or wholly intruding into the reserve for landscape protection in instances where the functionality of the reserve is not significantly compromised and the visual management and aesthetic intent of these provisions can be met.
- b. The reserve may incorporate acoustic and earth bunding, habitat trees, vegetation corridor and include landscaping, fire tracks, fauna fencing (at the reserve/highway boundary), and drainage detention where necessary.
- c. Setbacks shall be the preferred means of noise attenuation, assisted by noise bunding, vegetation and other non structural controls such as dense graded asphalt. Noise bunding and other measures are intended to absorb or deflect noise emanating from the controlled access highway to meet the desirable targets for noise at the residential premises as outlined in the WAPC's draft Statement of Planning Policy: Road and Rail Transportation Noise. However the visual impact of bunding must be considered in the context of these provisions.
- d. Noise walls will not generally be supported. A combination of landscaped noise bund and walls can be considered in some instances. The heights of bunds and/or walls should not exceed a height of 2.7 metres above the natural ground level at the reserve/highway boundary.
- e. It is acknowledged that development will, in places, be partially visible from the Bypass.

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- f. Proposed development which will adversely affect views of the wetlands and/or its scenic natural rural backdrop, as a result of the actual development or screening should not be supported.

4.2.2 Bypass South

- a. Subdivisions to the south of the Busselton Bypass alignment will be required to be designed to achieve a minimum separation between the building line and the edge of the reserve carriageway boundary of approximately 80 metres. In the majority of cases this will be achieved through the use of rural residential lots which abut the highway reserve and a landscaped buffer within the private lots.
- b. In most instances the negative visual impact of the use of earth bunding should preclude its use as a means of noise attenuation. Separation from the noise source to the residential buildings through physical setback distances is the preferred means of attenuating noise in these areas.
- c. Where extensive earth bunding and landscaping is required, as the provision above cannot be met due to physical constraints, then a minimum setback of between 40 metres and 60 metres from the edge of the southern boundary of the proposed Bypass reserve to the building line will be considered.
- d. The intention of this buffer is to render a semi-rural outlook from the road. Where alternatives are proposed for building setback and landscaping treatment, they will be assessed against this objective.

4.3 Bussell Highway - Causeway Road to the City boundary

4.3.1 Bussell Highway South

- a. Residential development and subdivisions abutting the southern boundary of the Bussell Highway will be guided by the prevailing Development Guide Plan and/or Detailed Area Plan or other strategic planning instrument for the locality. In most instances these areas are already planned and incorporate the planning principles outlined above.
- b. Where areas have not been planned or redevelopment is proposed then the principles, provisions and objectives of these provisions will be applied. In the majority of cases this will be achieved with a minimum separation between the building line and the edge of the carriageway boundary of approximately 60 metres a minimum 40 metre wide reserve for landscape protection plus a road reserve (internal service road) and residential building setback.

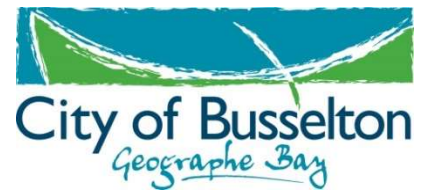
4.3.2 Bussell Highway North

- a. Subdivisions to the north of the Busselton Highway alignment will be required to be designed to achieve a minimum separation between the building line and the edge of the reserve carriageway boundary of approximately 80 metres unless this setback would be undesirable in consideration of the planning and protection of the Wonnerup wetlands and associated flood way. In the majority of cases this will be achieved through the large format rural residential lots which abut the highway reserve and a physical setback distance within the private lots. Buffer planting to screen development and/or the distant views to the Wonnerup wetlands is actively discouraged.
- b. Separation from the noise source to the residential buildings through physical setback distances to the highway is the preferred means of attenuating noise in this area.
- c. The intention of any buffer in this area is to render a rural/and natural scenic semi-rural outlook from the road to the distant views of the Wonnerup Wetlands. Where alternatives are proposed for building setback and landscaping treatment, they will be assessed against this objective.

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5. REVIEW DETAILS

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

* Policy number changed from LPP 31 to LPP 4.7 on the 11th May 2020. The change is administrative only, no resolution by Council required.