

City of Busselton Draft Local Planning Strategy - Schedule of Modifications following Advertising

No.	Advertised As	Recommended Modification(s)	Reason(s)
1.	Busselton Outer Bypass (BOB) connection with Bussell Highway south of Carburnup River illustrated as a 'Planned Busselton Outer Bypass Interchange' on draft LPS map.	Amend the draft LPS map by illustrating the connection between the BOB and Bussell Highway as 'Planned Busselton Outer Bypass Interchange/Intersection' south of Carburnup River.	Detailed design planning on the type of intersection has not been finalised.
2.	<p>Carburnup River - 'Medium Term Urban Growth Area 16'.</p> <p>(i) Table 1: Settlement Framework – approximate maximum population/development potential – '500'</p> <p>(ii) Table 2: Urban Growth Area Framework –</p> <ul style="list-style-type: none"> • Timeframe column - 'Medium Term' • Approximate Potential Population column - '500' • Key Issues column – 'Exact location of settlement expansion subject of further detailed planning. Buffers to environmentally sensitive areas required. Servicing (water and effluent disposal)' 	<p>Amend the draft LPS map by designating Carburnup River as 'Long Term Urban Growth Area 16'.</p> <p>Amend the draft LPS text as follows -</p> <p>(i) Table 1: Settlement Framework: Approximate maximum population/development potential - <i>"To be investigated through the Leeuwin Naturaliste Sub-Regional Strategy"</i></p> <p>(ii) Table 2: Urban Growth Area Framework</p> <ul style="list-style-type: none"> • Timeframe column – 'Long Term' • Approximate Potential Population column – 'To be investigated through the Leeuwin Naturaliste Sub-Regional Strategy' • Key Issues column – 'The appropriateness of settlement expansion at Carburnup River is to be considered via a comprehensive evaluation of the Leeuwin Naturaliste Ridge State Planning Policy's settlement hierarchy through the proposed Leeuwin Naturaliste Sub-Regional Strategy'. Should settlement expansion be appropriate consideration to be given to the following – <ul style="list-style-type: none"> ○ Exact location of settlement expansion subject of further detailed planning. ○ Buffers to environmentally sensitive areas 	<p>Responds to concerns raised in submissions received from the Department of Agriculture and Food WA, the Department of Parks & Wildlife and the Department of Water.</p> <p>In considering settlement expansion at Carburnup River, the Council resolved (at its meeting on 10 February 2016), to recommend that the WAPC (inter alia):</p> <ol style="list-style-type: none"> 1. Does <i>not</i> support the progression of the Carburnup River settlement expansion proposal to the scheme amendment and structure planning stages for the following reasons – <ul style="list-style-type: none"> • The proposal does not reflect contemporary planning and sustainability principles that support compact urban form with an emphasis on redevelopment and consolidation within, and expansion focused on, existing urban areas to best

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	<p>(iii) Table 3: Activity Centre Framework -</p> <ul style="list-style-type: none"> • Approximate maximum potential size – <i>‘To be determined by more detailed planning processes and following retail sustainability analysis. Expansion may be as part of urban growth area, rather than as expansion of existing store.’</i> 	<p><i>required. Servicing (water and effluent disposal).</i></p> <ul style="list-style-type: none"> ○ <i>Significant values of threatened flora, ecological communities and fauna habitat.’</i> ○ <i>Access to groundwater from domestic bores may not be supported due to the risks to existing licensed commercial operators.</i> <p>(iii) Table 3: Activity Centre Framework –</p> <ul style="list-style-type: none"> • Approximate maximum potential size – <i>‘To be determined by more detailed planning processes and following retail sustainability analysis. Expansion may be as part of long term urban growth area (to be investigated through the Leeuwin Naturaliste Sub-Regional Strategy), rather than as expansion of existing store.’</i> 	<p>utilise infrastructure, services and community facilities.</p> <ul style="list-style-type: none"> • The proposal is inconsistent with <i>State Planning Policy 1: State Planning Framework</i> and <i>State Planning Policy 3 Urban Growth and Settlements</i> as it would facilitate the development of a small, isolated and ‘off-grid’ settlement remote from existing infrastructure such as reticulated sewer and water services, community and commercial services, employment and schools, with very few services and facilities and with an almost total reliance on private cars for transport. • Population growth and land supply projections that underpin the <i>City of Busselton Draft Local Planning Strategy</i> demonstrate that there is sufficient zoned and structure planned urban land to accommodate projected growth for at

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			<p>least the next 15 years (without any substantiated <i>need</i> for a new settlement at Caribunup River).</p> <ul style="list-style-type: none"> • Advertising of the proposal did not elicit a strong view or consensus from the local community that settlement expansion at Caribunup River is either warranted or supported. • Whilst a number of matters raised as grounds of objection/concern would need to be comprehensively addressed and resolved through subsequent rezoning and structure planning phases (<i>should</i> the current proposal be supported), a new settlement at the proposed location would place residents in an established agricultural area surrounded by, and in close proximity to, intensive agricultural operations and subject to chemical spray, fumigant drift, noise and dust. There would be a strong potential

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			<p>for land use conflicts. This would be inconsistent with <i>State Planning Policy 1 State Planning Framework, State Planning Policy 2.5 Rural Land Use Planning, State Planning Policy 3 Urban Growth and Settlement</i> and the <i>South West Planning and Infrastructure Framework</i>.</p> <p>2. Includes the reassessment and review of potential settlement expansion areas (as currently set out in Table 5 Settlement Hierarchy of <i>State Planning Policy 6.1 Leeuwin Naturaliste Ridge</i>) for Carburnup River and Metricup as an integral part of the Leeuwin Naturaliste Sub-Regional Strategy.</p>
3.	<p>Theme 4: Environment and landscape</p> <p><i>9.2(a) Protect and enhance the habitat of native fauna, native vegetation and wetlands as part of the planning and development of the District.</i></p> <p><i>9.2(e) Support and implement initiatives to maintain and improve water quality in Geographe Bay, the Vasse-Wonnerup Estuary, Toby Inlet, Lower Vasse River, Vasse Diversion</i></p>	<p>Amend the draft LPS text to read as follows –</p> <p><i>9.2(a) Protect and enhance the habitat of native fauna, native vegetation, <u>waterways</u> and wetlands as part of the planning and development of the District.</i></p> <p><i>9.2(e) Support and implement initiatives to maintain and improve water quality in Geographe Bay, the Vasse-Wonnerup Estuary, Toby Inlet, Lower Vasse River, Vasse Diversion Drain and other waterways <u>and wetlands</u> in the District.</i></p>	<p>Minor text amendments recommended by the Department of Water.</p>

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	<p><i>Drain and other waterways in the District.</i></p> <p><i>9.2(f) Develop a comprehensive, long term approach to address issues related to coastal erosion and coastal flooding.</i></p> <p><i>9.2(g) Ensure that new and existing urban areas and other development infrastructure are adequately protected from inland flooding risks.</i></p> <p><i>9.2(h) Ensure that management of bush fire risk is a central consideration in planning and development decisions <u>and that it is undertaken at the same time as development of any landscape or vegetation management planning to avoid unintended consequences.</u></i></p>	<p><i>9.2(f) Develop a comprehensive, long term approach to address issues related to coastal erosion, coastal flooding and inland flooding risk.</i></p> <p><i>9.2(g) Ensure that new and existing urban areas and other development infrastructure are adequately protected from inland and coastal flooding risks.</i></p> <p><i><u>9.2(h) Ensure that management of bush fire risk is a central consideration in planning and development decisions and that it is undertaken at the same time as development of any landscape or vegetation management planning.</u></i></p> <p>Amend Table 2: Urban Growth Area Framework by adding: <u>'Limited groundwater allocation for irrigation of public open space.'</u> in the key issues column for Vasse, Yalyellup, Port Geographe, Ambergate, Old Broadwater Farm, Bovell, Yalyalup East, Dunsborough Lakes and Cape Rise/Naturaliste Heights.</p> <p>Amend Table 4: Industrial/Service Commercial Area Framework by adding: <u>Water quality issues critical given proximity of Vasse and New River.'</u> in the key issues column for Strelly Street/Busselton LIA.</p>	
4.	Ford Road forms the eastern boundary of the Busselton 'urban consolidation' area.	Amend the draft LPS Map by extending the eastern boundary of the Busselton 'urban consolidation' area to Guerin Street.	Mapping amendment in response to the Department of Housing submission.
5.	9.0 Theme 4: Environment and landscape	Amend the draft LPS text as follows –	Minor text amendments in

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		<p><i>'9.0 Theme 4: Environment, landscape and heritage'</i></p> <p>Add the following additional objective under section 9.1 Theme 4 objectives –</p> <p><i>'d) Preserve Aboriginal and European historical and cultural heritage.'</i></p>	<p>response to the State Heritage Office submission.</p>
6.	<p>Theme 1: Community and settlement Theme 1 Objectives</p> <p>c) The creation of compact, liveable and sustainable settlements that provide their residents with housing and lifestyle choice and affordability, a high quality of life and convenient access to high quality employment and services.</p>	<p>Amend the draft LPS text as follows – Theme 1 Objectives</p> <p><i>'c) 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.'</i></p>	<p>Minor text amendment in response to the Department of Heath submission</p>
7.	<p>Table 2: Urban Growth Area Framework – Key Issues column - Bovell (9)</p> <p>Water quality and foreshore issues due to proximity of Vasse River. Need to provide for east-west road linking existing Yalyalup and Ambergate North urban growth areas. Need to consider potential need/ opportunity for expansion of Bovell Park sporting facilities to the north and potential passenger rail station site and associated long-term opportunities for denser development. Very Important heritage assets in north-western part of this</p>	<p>Amend Table 2: Urban Growth Area Framework by adding the following to the key issues column:</p> <ul style="list-style-type: none"> • Bovell (9) – <i>'Vasse-Wonnerup Ramsar wetlands.'</i> • Yalyalup East (11) – <i>'Yate Priority Ecological Community in proximity to the Sabina River and future Busselton Outer Bypass interchange area.'</i> 	<p>Text amendments recommended by the Department of Parks and Wildlife.</p>

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	<p>area (<i>Cattlechosen</i>). Consists of larger portion between Vasse River and Vasse Highway, and smaller portion between Vasse River and Chapman Hill Road.</p> <p>Yalyalup East (11)</p> <p>Land currently zoned Tourism, but consideration of alternatives supported by Local Tourism Planning Strategy. Visual management, airport noise and design of Busselton Outer Bypass are critical issues for more detailed planning.</p>		
8.	<p>'Abbey South' – not included in the advertised version of the draft LPS.</p>	<p>1. Amend Table 2: Urban Growth Area Framework by inserting the following –</p> <ul style="list-style-type: none"> • Settlement column – <i>'Busselton-Vasse Urban Area'</i> • Urban growth area column – <i>'Abbey South'</i> • Map ref. column – <i>'18'</i> • Timeframe column – <i>'Medium term'</i> • Approximate potential population column - <i>'To be investigated via the Leeuwin Naturaliste Sub-Regional Strategy.'</i> • Key issues column – <i>'To be investigated via the Leeuwin Naturaliste Sub-Regional Strategy. Other than Port Geographe, this is the last undeveloped coastal or near-coastal land with significant development potential In Busselton-Vasse Urban Area. Important this land accommodates housing choice and some non-residential land-uses.'</i> <p>2. Amend the draft Strategy Map to include Abbey South as 'Medium Growth Area 18'.</p>	<p>Identified as 'Medium Term Urban Growth Area 10 (Abbey South) on the version of the draft LPS adopted for advertising by the Council on 25 September 2013.</p> <p>Aligns with the decision of the Council (27 July 2012) to adopt Amendment 176 for final approval, the intent of which was to allow for further investigations to be undertaken to facilitate the development of the land for urban purposes.</p> <p>Officers have considered two key questions in relation to the focus of the submissions concerning 'Abbey South' -</p>

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			<ul style="list-style-type: none"> • Is there a <i>need</i> to identify new urban growth areas in addition to those already identified in the draft Strategy? • If so, where is the best <i>location</i> for that to occur? <p>In terms of <i>need</i>, the land supply/dwelling yield projections that underpin the draft Strategy suggest that there is sufficient zoned and structure planned land to accommodate projected population growth, but that is dependent upon planned/proposed urban growth areas (such as Bovell) commencing development in the medium term. Should that not occur, supply will diminish, with <i>choice and diversity</i> in the market becoming more constrained.</p> <p>In terms of <i>location</i>, officers are of the view that 'Abbey South' has considerable merit for identification for urban development for a number of reasons, including -</p> <ul style="list-style-type: none"> • The area is the last undeveloped coastal or

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			<p>near-coastal land with significant development potential in the Busselton-Vasse Urban Area;</p> <ul style="list-style-type: none"> • Further residential expansion to the west is constrained by land in public ownership (Locke Conservation Estate); • It will round off existing residential development/settlement consolidation; • There will not be any affect in terms of separateness of settlements; • The area is close to neighbourhood shopping, schools, community infrastructure, public transport and servicing infrastructure; and • No visual impact or significant

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			<p>environmental constraints.</p> <p>Given that the WAPC, in granting consent to advertise the Strategy, required the exclusion of Abbey South 10 (largely due to inconsistency with the Leeuwin Naturaliste Ridge State Planning Policy), it is recommended that the WAPC be requested to consider the identification of the land as a 'Medium Term Urban Growth Area' (consistent with the version of the draft Strategy adopted by the Council in September 2013) as part of the Leeuwin Naturaliste Sub-Regional Strategy.</p> <p>Supported for the reasons set out in submissions 10, 11 and 12 of the Schedule of Submissions.</p>
9.	'Ridgeway Drive precinct' – not included in the advertised version of the draft LPS.	<p>1. Amend Table 2: Urban Growth Area Framework by inserting the following –</p> <ul style="list-style-type: none"> • Settlement column – <i>'Dunsborough Urban Area'</i> • Urban growth area column – <i>'Ridgeway'</i> • Map ref. column – <i>'19'</i> • Timeframe column - <i>'Medium Term'</i> • Approximate potential population column – <i>'To be investigated via the Leeuwin Naturaliste Sub-Regional Strategy.'</i> 	<p>The Ridgeway Drive precinct was identified on the version of the draft Strategy adopted by the Council in 2013 as 'Long Term Urban Growth Area 19'. The land was identified for a number of reasons, including –</p> <ul style="list-style-type: none"> • Large lot sizes; • Gentle topography and

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		<ul style="list-style-type: none"> • Key issues column - <i>'To be investigated via the Leeuwin Naturaliste Sub-Regional Strategy. Should urban development be appropriate consideration to be given to the following – There are two public access ways linking Ridgeway Drive with Dunsborough Lakes Drive and structure planning would need to identify one or both to be constructed as a public road. Visual/ landscape assessment and fire management.</i> <p>2. Amend the draft Strategy Map to include 'Ridgeway' as 'Medium Urban Growth Area 19'.</p>	<p>mostly cleared;</p> <ul style="list-style-type: none"> • Close to the Dunsborough Town Centre, community and recreational facilities; • Close proximity to reticulated water and sewerage infrastructure; • Opportunity for pedestrian and vehicle connectivity to Dunsborough Lakes Drive; and • Logical extension to existing urban development. <p>Officers have considered two key questions in relation to the focus of the submissions relating to the Ridgeway Drive precinct -</p> <ul style="list-style-type: none"> • Is there a <i>need</i> to identify new urban growth areas in addition to those already identified in the draft Strategy? • If so, where is the best <i>location</i> for that to occur? <p>In terms of <i>need</i>, the land supply/dwelling yield projections that underpin the draft Strategy indicate that there is insufficient</p>

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			<p>zoned and structure planned land in Dunsborough to accommodate anticipated population growth.</p> <p>In terms of <i>location</i>, the Ridgeway Drive precinct is generally environmentally unconstrained, and in terms of settlement planning principles, represents a logical extension of urban development at Dunsborough Lakes (for the reasons as set out above). Other than generally in a south/south east direction from Dunsborough and immediately west of Dunsborough Lakes in the Ridgeway Drive precinct, the physical expansion of Dunsborough is highly constrained.</p> <p>The WAPC did not support the retention of Ridgeway (19) in the advertised version of the draft Strategy due to inconsistency with State Planning Policy 6.1 Leeuwin Naturaliste Ridge. It is recommended that the WAPC be requested to consider the Ridgeway Drive precinct for medium term urban growth through the preparation of the Leeuwin Naturaliste Sub-Regional</p>

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			<p>Strategy.</p> <p>Supported for the reasons set out in submissions 17, 18 and 34 of the Schedule of Submissions.</p>
10.	Chapman Hill Road – ‘Industrial/Service Commercial Area 7’	<p>1. Amend Table 4: Industrial/Service Commercial Area Framework in relation to Chapman Hill Road (1) by deleting the word ‘Automotive’ from the Commercial Area Type column and deleting the words ‘with particular emphasis on accommodating automotive-related development’ from the Key Issues column.</p> <p>2. Amend the draft LPS map to include a portion of Lot 803 within Chapman Hill Road (1) consistent with proposed Scheme Amendment 21 to Local Planning Scheme 21.</p>	<p>The City is supportive of progressing proposed Scheme Amendment 21 that seeks to remove SP47, include the whole of Lot 11 within SP48, as well as extending the Special Purpose zoning and SP48 to include a portion of Lot 803 so as to align with the future entry road to Ambergate North (Current Urban Growth Area 7 on the draft LPS map) from Chapman Hill Road.</p>
11.	South Broadwater ‘Current Urban Growth Area 6’	<p>Amend the draft LPS map by adjusting the boundary of Urban Growth Area 6 – South Broadwater to reflect Amendment No. 13 to Local Planning Scheme 21 and the revised Broadwater Structure Plan – Western Cell (Precinct 2)</p>	<p>Ministerial decision to approve Amendment 13 and revised Broadwater Structure Plan in accordance with the decision of the Council 24 February 2016.</p>
12.	Metricup – ‘Long Term Urban Growth Area 17’	<p>Amend the draft LPS text as follows -</p> <p>(i) Table 1: Settlement Framework: Approximate maximum population/development potential - <i>“To be investigated through the Leeuwin Naturaliste Sub-Regional Strategy”</i></p> <p>(ii) Table 2: Urban Growth Area Framework</p> <ul style="list-style-type: none"> • Key Issues column – <i>‘The appropriateness of</i> 	<p>In considering settlement expansion at Carhunup River, the Council resolved (at its meeting on 10 February 2016) to recommend that the WAPC (inter alia) includes the reassessment and review of potential settlement expansion areas (as currently set out in Table 5 - Settlement Hierarchy of State</p>

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		<p><i>settlement expansion at Metricup is to be considered via a comprehensive evaluation of the Leeuwin Naturaliste Ridge State Planning Policy's settlement hierarchy through the proposed Leeuwin Naturaliste Sub-Regional Strategy'. Should settlement expansion be appropriate consideration to be given to the following –</i></p> <ul style="list-style-type: none"> ○ <i>Exact location of settlement expansion subject of further detailed planning.</i> ○ <i>Servicing (water and effluent disposal).</i> ○ <i>Planning and development constrained currently by presence of mineral sands resources.</i> 	<p><i>Planning Policy 6.1 Leeuwin Naturaliste Ridge) for Caribunup River and Metricup as an integral part of the Leeuwin Naturaliste Sub-Regional Strategy.</i></p>
13.	Vasse Bypass illustrated as a 'Planned Regional Road'.	Modify the draft LPS Map by illustrating the Vasse Bypass as 'Existing Regional Road' reflecting the road's constructed alignment around the Vasse Light Industrial Area.	The road has been constructed.
14.	<p>Smiths Beach</p> <p>Table 1: Settlement Framework</p> <p>Approximate maximum population/development potential column – 'As per endorsed DGP'</p>	Amend the draft LPS text to read – ' <i>As per endorsed structure plan</i> '.	Align with terminology required by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
15.	'Vasse South' – not included in the advertised version of the draft Strategy.	<p>Amend Table 2: Urban Growth Areas Framework by inserting the following –</p> <ul style="list-style-type: none"> ● Settlement – '<i>Busselton- Vasse Urban Area</i>' ● Urban Growth Area column – '<i>Vasse South</i>' ● Map Ref column – '<i>20</i>' ● Timeframe - '<i>To be investigated via the Leeuwin Naturaliste Sub-Regional Strategy.</i>' 	<p>Identified as 'Long Term Urban Growth Area 12' on the version of the draft Strategy adopted by the Council on 25 September 2013. Has considerable merit for identification for future urban development. The land is relatively</p>

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		<ul style="list-style-type: none"> • Approximate potential population – <i>To be investigated via the Leeuwin Naturaliste Sub-Regional Strategy.</i> • Key issues column - <i>'To be investigated via the Leeuwin Naturaliste Sub-Regional Strategy. Should urban development be appropriate the upgrading/ expansion of services in Vasse may be required.'</i> <p>2. Amend the draft Strategy Map to include 'Vasse South' as 'Long Term Urban Growth Area 20'.</p>	<p>unconstrained, would consolidate settlement around Vasse (commercial, retail, education and other community infrastructure, service infrastructure) and would not have road severance issues.</p> <p>Strategically, the option of Vasse South becomes more significant for consideration of the extension of Vasse, particularly given that 'Vasse East 11' is already zoned 'Rural Residential' (structure planning to guide subdivision is yet to commence, however, officers have recently been made aware that the owner of the largest land parcel is potentially contemplating pursuing this). Notwithstanding the identification of this land in the draft Strategy for long term urban, there is no certainty that it will not be prejudiced by the current zoning.</p>
16.	<p>Lots 50 and 203 Bunker Bay Road and Location 683 Cape Naturaliste Road, Naturaliste ('Farmbreak' site) adjacent to the existing tourist resort at Bunker Bay – not included in Table 1 – Settlement Hierarchy in the advertised version of the draft Strategy.</p>	<p>Amend Table 1: Settlement Framework by inserting the following –</p> <ul style="list-style-type: none"> • Settlement type column – <i>'Tourism Node'</i> • Settlement column – <i>'Bunker Bay'</i> • Approximate current population column – <i>'Minimal'</i> • Approximate maximum population/ development potential column – <i>'To be investigated via the</i> 	<p>Identified in the version of the draft Strategy adopted by the Council on 25 September 2013 to enable further consideration of the potential for tourism accommodation development within Lots 50 and 203 Bunker Bay</p>

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		<p><i>Leeuwin Naturaliste Sub-Regional Strategy. Should this be considered appropriate key consideration is to be given to –</i></p> <ul style="list-style-type: none"> ○ <i>Potential expansion into ‘Farmbreak’ site to be relatively low-key/small-scale expansion, but more than what is currently contemplated in LNRSP;</i> ○ <i>Scale and nature of expansion to be subject of more detailed planning and visual/landscape planning issues;</i> ○ <i>Providing for both affordable, family oriented accommodation and upscale/high-end accommodation;</i> ○ <i>Improving public access to the beach;</i> ○ <i>Unrestricted length of stay component considered as part of tourism development only.’</i> 	<p>Road and Location 683 Cape Naturaliste Road, Naturaliste (‘Farmbreak’ site).</p> <p>The strategic rationale for including the Bunker Bay tourism node was essentially that very high end accommodation needed to attract certain kinds of tourists will require iconic development in iconic sites, and there are very limited opportunities for that. The other key strategic issue was that development at ‘Farmbreak’ would facilitate improved access to Bunker Bay, which is important for the community and tourism. The plans for the expansion/upgrading of the Busselton-Margaret River Airport will also support tourism and provide the impetus for further investment in new tourism accommodation product.</p> <p>Inclusion of the Bunker Bay tourism node in the Council adopted version of the draft Strategy highlighted the need for further, more detailed planning that might provide for development at the Farmbreak site, subject to the resolution of visual/landscape</p>

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			planning issues and a range of other relevant planning matters.
17.	'Eastern Link' – not included in the advertised version of the draft Strategy.	Amend the draft Strategy Map to include the 'Eastern Link' as a 'Planned Potential Strategic Local Road'.	An outcome of the Busselton Traffic Study, endorsed by the Council.