City of Busselton Local Planning Strategy

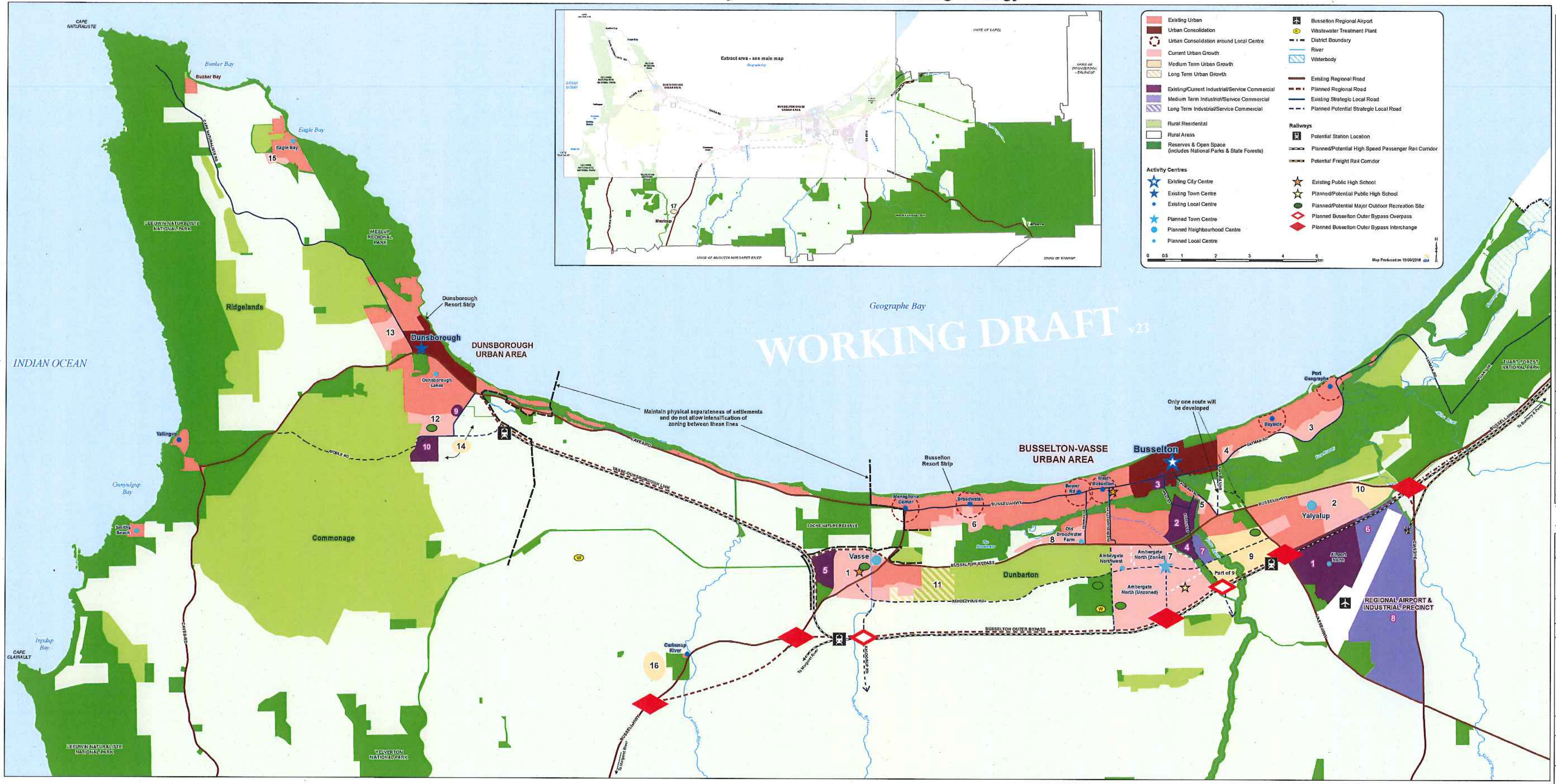

TABLE 3: ACTIVITY CENTRE FRAMEWORK

Settlement (planned undeveloped centres in italics)	Activity centre type	Activity centre	Approximate current size (shop retail floorspace m2)	Approximate maximum potential size (shop retail floorspace size to be determined by more detailed planning. Proposals that seek to facilitate major retail development are required to be accompanied by an 'Activity Centres Plan' and 'Retail Sustainability Assessment' to the satisfaction of the LG and Western Australian Planning Commission. Approximate maximum potential size should not be exceeded, unless supported by a review of this strategy or the Local Commercial Planning Strategy.)
Busselton-Vasse Urban Area	City centre	Busselton	36,000	70,000
Busselton-Vasse Urban Area	*Town centre*	*Ambergate North*	*Nil*	*14,000*
Busselton-Vasse Urban Area	*Neighbourhood centre*	*Vasse*	*Nil*	*5,000*
Busselton-Vasse Urban Area	*Neighbourhood centre*	*Yalyalup*	*Nil*	*5,000 (but only 2,000 currently planned)*
Busselton-Vasse Urban Area	Local centre	West Busselton	1,885	To be determined by more detailed planning processes and following retail sustainability analysis.
Busselton-Vasse Urban Area	Local centre	Bayside	1,500	To be determined by more detailed planning processes and following retail sustainability analysis.
Busselton Vasse Urban Area	Local centre	Broadwater	641	To be determined by more detailed planning processes and following retail sustainability analysis.
Busselton-Vasse Urban Area	Local centre	Bower Road	462	To be determined by more detailed planning processes and following retail sustainability analysis.
Busselton-Vasse Urban Area	Local centre	Monaghan's Corner	400	To be determined by more detailed planning processes and following retail sustainability analysis.
Busselton Vasse Urban Area	Local centre	Blum Boulevard	200	200
Busselton-Vasse Urban Area	*Local centre*	*Clydebank Avenue*	*Nil*	*Consider reduction of Business zoning to 2,000m² or alternative zoning such as Residential*
Busselton-Vasse Urban Area	*Local centre*	*Airport North*	*Nil*	*To be determined by more detailed planning processes and following retail sustainability analysis.*
Busselton-Vasse Urban Area	*Local centre*	*Old Broadwater Farm*	*Nil*	*3,000*
Busselton-Vasse Urban Area	*Local centre*	*Ambergate North West*	*Nil*	*2,000*
Busselton-Vasse Urban Area	*Local centre*	*Port Geographe*	*Nil*	*As per existing DGP.*
Dunsborough Urban Area	Town centre	Dunsborough	12,000	20,000 (may require physical expansion of planned Town Centre footprint over longer term, possibly across to the southern side of Caves Road into the Dunsborough Playing Fields site, which would require identification and development of replacement playing fields site).
Dunsborough Urban Area	*Local centre*	*Dunsborough Lakes*	*Nil*	*To be determined by more detailed planning processes and following retail sustainability analysis.*
Eagle Bay	*Local centre*	*Eagle Bay*	*Nil*	*Site and size to be determined by more detailed planning processes and following retail sustainability analysis.*
Carbunup River	*Local centre*	*Carbunup River*	*Less than 100*	*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.*
Yallingup	Local centre	Yallingup	457	To be determined by more detailed planning processes and following retail sustainability analysis.
Smiths Beach	*Local centre*	*Smiths Beach*	*Nil*	*As per endorsed DGP.*

Note: Activity centres in long-term growth areas have not been identified, but may be required

TABLE 4: INDUSTRIAL/SERVICE COMMERCIAL AREA FRAMEWORK

Settlement	Industrial/ service commercial area type	Industrial/ service commercial area	Map Ref.	Timeframe	Key Issues
Busselton-Vasse Urban Area	General industrial, light industrial, service commercial	Airport North	1	Existing/ Current	Land already zoned and structure plans approved. Incorporation of land owned by Agricultural Society is supported if the Society is supportive.
Busselton-Vasse Urban Area	Service commercial, light industrial	Strelly Street/ Busselton LIA	2	Existing/ Current	Site consolidation and transition to bulky goods retailing to be encouraged.
Busselton-Vasse Urban Area	Service commercial	Bussell Highway	3	Existing/ Current	Important land supply for bulky goods retailing.
Busselton-Vasse Urban Area	Automotive, service commercial	Chapman Hill Road 1	4	Existing/ Current	Part of area already zoned and structure plans approved, with particular emphasis on accommodating automotive-related development. Water quality issues critical given proximity of Vasse River and Vasse Diversion Drain. Important heritage assets adjacent to this area.
Busselton-Vasse Urban Area	Light industrial, service commercial	Vasse	5	Existing/ Current	Land already zoned and structure plans approved.
Busselton-Vasse Urban Area	General industrial, light industrial, service commercial	Airport North Extension	6	Medium term	Extension of Airport North to the east into area bound by Busselton Outer Bypass alignment and Regional Airport.
Busselton-Vasse Urban Area	Service commercial	Chapman Hill Road 2	7	Medium term	Logical extension to Strelly Street/Busselton LIA and Chapman Hill Road 1. Water quality issues critical given proximity of Vasse River. Important heritage assets adjacent to this area.
Busselton-Vasse Urban Area	Strategic industrial, general industrial	Airport South	8	Medium term	Strategic location for development with close relationship with Busselton Regional Airport, including potential airside access development. Planning needs to allow for potential parallel runway to south of existing.
Dunsborough Urban Area	Service commercial	Dunsborough Lakes Enterprise Park	9	Existing/ Current	Mostly developed.
Dunsborough Urban Area	Light Industrial Area	Dunsborough Light Industrial	10	Existing/ Current	Currently undeveloped, and is appropriately zoned with an endorsed structure plan. Potential development impacts including proximity to residential/ tourist uses, and accessibility. Land to be investigated via Leeuwin Naturaliste Sub-Regional Strategy for urban expansion and the associated relocation of the Light Industrial Area to a more suitable location.

1.0 Vision

A local planning strategy that supports the ongoing development of a vibrant and cohesive community that protects its natural environment, meets the needs of its population and ensures that future development maintains the City's unique character, lifestyle and community values.

2.0 Purpose

The purpose of this local planning strategy is to: set out the long-term (25 years-plus) broad planning direction for the whole of the District of the City of Busselton; and provide a strategic rationale for decisions related to the planning and development of the District, especially decisions related to the progressive review and amendment of our local planning scheme over the next 10 -15 years. The strategy will be subject to a comprehensive review within 5 years, in conjunction with the local planning scheme review. The strategy has been prepared and supported by the City of Busselton and endorsed by the Western Australian Planning Commission as a local planning strategy pursuant to the Planning and Development (Local Planning Schemes) Regulations.

3.0 Planning Framework Context

This strategy needs to be read and understood as part of a broader planning framework, which includes not only our local planning scheme, but also State and regional-level planning legislation, strategies and policies (such as the Leeuwin-Naturaliste Ridge State Planning Policy), sector-based strategies (such as the *Local Rural Planning Strategy*), area-based strategies (such as the *Busselton Wetlands Conservation Strategy*) or issue based strategies (such as the *Biodiversity Incentives Strategy*) that may be developed from time to time; structure plans (including Development Guide and similar plans); and local planning policies. Planning and development direction and decisions are also influenced by: the City's organisational plans (such as our current Strategic Community Plan), and State and Commonwealth level environment, development, infrastructure and other relevant laws, strategies, policies and guidelines. To the extent of any inconsistency, the strategy prevails over any City 'sector-based' or 'issues-based' strategies, but does not prevail over any State Planning Policy, in particular the Leeuwin-Naturaliste Ridge State Planning Policy. This strategy supersedes and replaces the *Busselton Urban Growth Strategy* (1999).

4.0 Relationship to Local Planning Scheme

Local Planning Scheme No. 21 (LPS21) applies to the whole of the District of the City of Busselton. The strategy: sets out the long term planning direction for the local government; applies state and regional planning policies relevant to the strategy; and provides the rational for any zoning or classification of land under the local planning scheme. For development that falls within the jurisdiction of the City of Busselton, LPS21 is the primary means by which the City can ensure that new development contributes towards fulfilling the objectives of the strategy.

In situations where the Council exercises its discretion in considering a planning application, the strategy will be an important reference to inform its decision-making. The strategy has a longer time horizon than LPS21, meaning that not everything in the strategy will be reflected immediately within LPS21.

5.0 Format

This strategy consists of a series of (written) strategy statements and the associated map organised around five identified 'planning themes' (*Theme 1: Settlement and community; Theme 2: Activity centres and economy; Theme 3: Transport and infrastructure; Theme 4: Environment and landscape; Theme 5: Implementation and review*). The Strategy is supported by a background 'strategy report', which informs the strategy but does not form part of it.

6.0 Theme 1: Settlement and Community

6.1 Theme 1 Objectives

The Theme 1 objectives are as follows –

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; and through the identification of suitable areas for planned, progressive expansion of those settlements.
b) The planned expansion and creation of smaller settlements where supported by this strategy.
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.
d) Expansion and improvement of community facilities to meet the needs of a growing and increasingly diverse population.

6.2 Theme 1 Strategies

a) Establish a **settlement framework** as illustrated on the map and in Table 1.
b) Identify the long term vision for **population growth**, urban expansion and urban consolidation to allow the population of the District to ultimately reach approximately 100,000 people by 2050.
c) Establish an **urban growth area framework** as illustrated on the map and in Table 2.
d) Support and pro-actively plan for **urban expansion** of both the Busselton Vasse Urban Area and the Dunsborough Urban Area within the established urban growth area framework, including via the identification of urban growth areas for both the medium term (10 - 15 years) and long term (25+ years) (noting current urban growth areas are already identified and zoned in the City's local planning scheme); immediate consideration be given to the commencement of rezoning/structure planning processes for medium term urban growth areas to ensure continuity of land/housing supply and diversity. The commencement of rezoning and structure planning for long term urban growth areas will not be supported and will be reconsidered through subsequent 5 yearly strategy and scheme reviews.
e) 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 Busselton City Centre, Dunsborough Town Centre and other activity centres identified in the activity centre framework. 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 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. Planning for consolidation should have regard to Special Character Areas, amenity and streetscape.
f) Support and pro-actively plan to identify suitable areas for **re-subdivision/consolidation of existing rural-residential development** in both the Commonage and Dunbarton rural residential areas.
g) Generally, but especially in urban growth areas, plan for **housing choice, diversity and ageing in place, with a mix of housing types and lot sizes**, with higher densities in proximity to activity centres and open space areas, and with identification of land for aged and dependent persons' housing and care facilities in proximity to activity centres in all medium-term urban growth areas.
h) Support **housing affordability** through supporting urban expansion and urban consolidation, supporting housing choice and diversity, as well as encouraging public, community and other alternative forms of housing delivery.
i) Support and pro-actively plan for the development of **new and improved community facilities** to meet the needs of a growing and increasingly diverse population and ensure that the identification of land for community facilities (including educational, medical, community, cultural and recreation facilities) is considered in the planning of all urban growth areas.
j) Identify and pro-actively plan for potential **significant community infrastructure locations**, including educational, community, cultural and recreational facilities, but consider other potential locations on their merits, and support strategic land assembly and integrated planning to support the delivery of facilities.
k) Ensure that both infill and new urban development that will generate a demand for improved community facilities contributes towards meeting those demands through appropriate **developer contributions**.
l) Identify locations for the following **particular significant community facilities** (*denotes facilities where potential locations are illustrated on the map) –
- Public high schools in Ambergate North* and Dunsborough
- Additional/consolidated major outdoor recreation/ovals sites in Busselton and Dunsborough*
- 'Noisy sports' (mostly firearms and motor sport related)
- Performing arts centre
- Replacement/additional/expanded indoor recreational facilities in both Busselton and Dunsborough
- Tertiary education (university and trade/technical)
- Private education
- Private hospital
- Aged care facilities
- Youth and child-care facilities
- Places for religious worship or cultural purposes
- Coastal and marine facilities
- Recreational walking, cycling and bridle trails

(Note: Potential significant community facilities for sites in long term urban growth areas have not been identified, but will be required. Also note that [illegible] and potential primary school sites have not been identified, but will be required and are effectively planned for as part of more detailed planning processes and these do not need to be specifically addressed as part of this strategy. Also note that most physically smaller community facilities that take up less space have not been identified but will need to be considered as part of more detailed planning processes.)

m) The detailed boundaries of settlements, urban growth areas, areas for consolidation and locations for significant community facilities are subject to further detailed planning but are indicative of expected outcomes.
n) **Do not support the following –**
   i. Unplanned new settlements or urban growth areas, including through creation of new settlements not identified in the established settlement framework or new urban growth areas not identified in the urban growth area framework;
   ii. The rezoning of any further land for rural residential development; or
   iii. Planning proposals that would significantly compromise the capacity of urban growth areas to accommodate planned growth.
   iv. Any proposals inconsistent with any State Planning Policy including the LNRSPP.

7.0 Theme 2: Activity centres and economy

7.1 Theme 2 objectives

a) Build and maintain economic prosperity and security.
b) Plan to support strong employment growth, and economic development and diversification.
c) Transitioning towards a less resource and carbon-intensive economy that is less dependent on continued population growth for economic sustainability.
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.
e) Development of new activity centres in urban growth areas and limited expansion of existing smaller centres to ensure access to services at a local level and build neighbourhood identity.
f) Identification of land for commercial, industrial, tourism and agricultural purposes.

7.2 Theme 2 strategies

a) Support and pro-actively plan for **employment growth and economic development** to support a growing population within established activity centre and industrial/service commercial area frameworks, and through ensuring that 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 and needs for employment growth and economic development.
b) Establish an **activity centre framework** as illustrated on the map and in Table 3.
c) Support and pro-actively plan for **activity centre development** as set out in the established activity centre framework, with activity centres, including new activity centres and significant expansions of existing activity centres, to be developed as centres of the social and cultural life of their communities and not just as shopping centres. All new activity centres and significant expansions of existing activity centres shall be accompanied by an 'Activity Centre 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.
d) **Significant office development** should be located within or adjacent to the Busselton City Centre, Dunsborough Town Centre or Ambergate North Town Centre.
e) Support the **development of new tourism accommodation** by allowing development of tourism accommodation in appropriate urban areas.
f) To facilitate re-investment and the progressive updating of accommodation product, consider permitting **unrestricted length of stay components for new development on Tourism zoned land within the Busselton-Vasse Urban Area and the Dunsborough Urban Area**, consistent with the Local Tourism Planning Strategy and the WAPC relevant Planning Bulletin.
g) Continue to support low-key, small-scale **tourism accommodation in rural areas**, but do not permit any further strata title subdivision of tourism accommodation or unrestricted length of stay component outside of the Busselton-Vasse Urban Area and the Dunsborough Urban Area.
h) Establish an **industrial/service commercial area framework** as illustrated on the map and in Table 4.
i) Support and pro-actively plan for **industrial/service commercial area development** in both the Busselton-Vasse Urban Area and the Dunsborough Urban Area within the established industrial/service commercial area framework, including via: the identification of new industrial/service commercial areas for the medium term (10 - 15+ years) noting that current industrial/service commercial areas are already identified and zoned in the City's local planning scheme; and encouraging the timely commencement of rezoning/structure planning processes for medium term industrial/service commercial areas to ensure continuity of industrial/service commercial land supply and diversity.
j) Support and protect **agriculture** by: retaining land in rural areas primarily for agricultural purposes; avoiding the further fragmentation of land in rural areas other than where specifically supported; and keeping settlements compact and contained.
k) Protect **basic raw materials and mineral and energy resources** and support their extraction where it is consistent with environmental protection and amenity, and contributes towards local and regional economies, in particular by: managing land-use in the vicinity of those resources; avoiding the further fragmentation of land in rural areas other than where specifically supported; and keeping settlements compact and contained.
l) Support the appropriate **diversification of agricultural industry and land-uses in rural areas**, including appropriate non-rural land uses that are incidental and/or complementary to the agricultural use of the land.
m) Ensure that the identification of land for activity centres, tourism and industrial/service commercial areas are considered in the planning of all urban growth areas.
n) The **boundaries of activity centres and industrial/service commercial areas** are subject to further detailed planning but are indicative of expected outcomes.
o) **Do not support** i) unplanned new or expansion of existing activity centres not identified in the established activity centre framework, ii) industrial/service commercial areas not identified in the established activity centre and industrial/service commercial frameworks, iii) allow significant shop retail or office uses to locate outside activity centres, or iv) planning proposals that would significantly compromise the capacity of land to accommodate growth as set out in this strategy.

8.0 Theme 3: Transport and Infrastructure

8.1 Theme 3 objectives

a) Timely and appropriate development of transport and other infrastructure to meet the needs of a growing and diversifying population and economy.
b) An integrated approach to infrastructure and urban development.
c) Supporting and encouraging public and non-motorised forms of transport and alternative/renewable forms of energy and improved efficiency in the use of resources and infrastructure.

8.2 Theme 3 strategies

a) Development of the **Regional Airport** as the principal airport for South West WA, in particular through: regulating nearby land-use and development to minimise the risk of future land-use conflict; supporting development of complementary land-uses and developments; and planning for efficient inter-modal passenger and freight transport.
b) Seek to identify land corridors to accommodate a possible future **high-speed passenger rail** linking Busselton and Dunsborough with Perth, Bunbury and Margaret River through further detailed land use and infrastructure planning.
c) Seek to identify land corridors to accommodate a possible future **freight rail link** between the Regional Airport and Industrial Precinct, the Bunbury Port and the regional freight rail network through further detailed land use and infrastructure planning.
d) Seek to identify land corridors to accommodate a future **light-rail or high-performance bus service** linking the Busselton City Centre, Dunsborough Town Centre, Regional Airport and other key activity nodes through further detailed land use and infrastructure planning.
e) Progressively improve **other local public transport services and pedestrian/cycling routes** within and between the Busselton-Vasse Urban Area and Dunsborough Urban Area.
f) Identify and secure land corridors as necessary for, and progressively implement, the upgrading of the **regional road network and strategic local road network**, including through the –
- upgrading of the Busselton Bypass to four lanes/dual-carriageway for its entire length;
- development of the Vasse Bypass and Vasse-Dunsborough Link;
- development of the Busselton Outer Bypass, ultimately to 'freeway-standard';
- the upgrading of Bussell Highway east of Busselton to 'freeway-standard';
- the progressive upgrading of Bussell Highway south of Busselton;
- the progressive upgrading of Vasse Highway and Sues Road;
- development of at least one additional link between Layman Road/Peel Terrace and Bussell Highway to the east of Causeway Road (such as development of Ford Road and/or a Cammilleri-Causeway link – noting that there are significant environmental constraints that would need to be considered and addressed in doing so); progressively upgrading existing north-south links between Busselton Bypass and Bussell Highway/Busselton City Centre;
- creation of efficient links between Busselton Bypass and the future Busselton Outer Bypass;
- creation of an efficient east-west local road route running parallel to the Busselton Bypass and future Busselton Outer Bypass;
- progressive upgrading of Chapman Hill Road; and
- creation of new or upgrading of existing routes to reduce future traffic congestion in and through the Dunsborough Urban Area, especially along Caves Road (which could involve new/upgraded routes to the south and west of the urban area).

g) Support the progressive upgrading of **wastewater treatment** facilities, delivery of infill sewer, initiatives for wastewater recycling and regulating land use to minimise the risk of future land-use conflict around facilities.
h) Develop and implement **waste management** strategies, with a strong emphasis on waste minimisation and recycling, together with the identification and securing of waste disposal sites.
i) Support the progressive upgrading of **telecommunications services and reticulated water, electricity and reticulated gas services**, together with identifying and supporting appropriate opportunities for alternative/renewable/local energy generation or extraction, especially from renewable sources, supporting energy and water use efficiency/re-use initiatives and the protection/provision of major infrastructure.
j) In the identification and securing of corridors for rail, road, pedestrian/cycling, water/wastewater, electricity, gas and telecommunications services, consideration always needs to be given to the needs of other services, with integrated **infrastructure corridors** developed wherever possible.

9.0 Theme 4: Environment and landscape

9.1 Theme 4 objectives

a) Protect and enhance the natural environment and biodiversity of the District.
b) Manage environmental risks such as flooding, bush fire and coastal erosion.
c) Preserve and enhance the natural, rural and urban landscapes of the District.

9.2 Theme 4 strategies

a) Protect and enhance the habitat of **native fauna, native vegetation and wetlands** as part of the planning and development of the District.
b) Seek to identify and secure **ecological corridors** as part of considering structure planning and rezoning proposals.
c) Support the rationalisation and expansion of the **reservation and management of land along the coast and adjacent to waterways**, especially around the Vasse River, Vasse-Wonnerup Estuary, New River, Broadwater, Toby Inlet and Ludlow wetlands.
d) Support the long-term survival of the District's **Western Ringtail Possum** population, especially the population within urban areas.
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 in the District.
f) Develop a comprehensive, long-term approach to address issues related to **coastal erosion and coastal flooding risk**.
g) Ensure that new and existing urban areas and other development infrastructure are adequately protected from **inland flooding** risk.
h) Ensure that management of **bush fire** risk is a central consideration in planning and development decisions.
i) Maintain the **physical separateness and unique identities of all settlements**, and in particular do not allow intensification of development in the Siesta Park/Marybrook area by maintaining the broadacre character, wetland ecology, rural landscape and cultural values of the 'Wetland Amenity Area' as identified in the Leeuwin-Naturaliste Ridge State Planning Policy and other areas, as identified in this strategy.
j) Protect and enhance the **visual character** of the District by avoiding the further commercialisation of land-use and development visible from i) key public vantage points (e.g. scenic lookouts, trails) within National Parks and conservation parks; and ii) regional roads, strategic local roads and travel route corridors (as defined in the Leeuwin Naturaliste Ridge State Planning Policy); as well as providing, wherever possible and consistent with maintaining landscape and visual character values, screening landscaped buffers where development is being undertaken in locations visible from these sites, roads and travel routes.
k) Generally maintain existing **building height** controls, but consider allowing taller buildings to be built in and around the Busselton City Centre, Dunsborough Town Centre and 'Tourist' zoned sites in urban areas, including the Busselton Resort Strip, Dunsborough Resort Strip and at Port Geographe, subject to further detailed planning, including visual and amenity impact analysis, and public consultation.

10.0 Theme 5: Implementation and review

10.1 Theme 5 objectives

a) Support the achievement of the objectives and strategies set out for Themes 1-4.
b) Align the scheme with the land use outcomes, policy statements and land use strategies of the Leeuwin-Naturaliste Ridge State Planning Policy.
c) Support the prioritisation and resourcing of future planning work undertaken by the City, State Government and landowners/developers.

10.2 Theme 5 strategies

a) Develop an integrated **implementation and reporting framework**, with periodic updates being provided on progress in implementing the strategy, as well as providing information in regard to: rates of development and growth, land supply and demand; and other demographic, economic, social and environmental information.
b) Undertake and/or support as appropriate, **amendments to the local planning scheme, and development and/or review of local planning policies**, to implement the local planning strategy and apply the Leeuwin-Naturaliste Ridge State Planning Policy, and have regard to the recommendations of the Local Rural Planning Strategy, Local Commercial Planning Strategy, Local Tourism Planning Strategy, Local Cultural Planning Strategy and Local Environmental Planning Strategy (which constitute the 'sector based strategies').
c) Review the **Local Rural Planning Strategy and Local Tourism Planning Strategy as high priorities and review other sector-based strategies**, including considering whether there is an ongoing need for such strategies and/or whether such strategies are to be integrated into the overall local planning strategy. Review of these sector-based strategies is to be undertaken no later than the concurrent review of the scheme and this local planning strategy.
d) **Develop and implement integrated plans** within 5 years of adoption of the strategy as follows:
   (i) Structure plans to guide **planning and development for the –**
   - Dunsborough Urban Area;
   - Regional Airport/Industrial Precinct; and
   - Commonage (i.e. review existing structure plan) and Dunbarton rural residential areas.

   (ii) Develop a **community infrastructure framework** that addresses both State and local government infrastructure (including educational, community, cultural and recreational facilities), in consultation with relevant government agencies and key stakeholders, to guide locational decisions and strategic planning relating to these facilities to the satisfaction of the Western Australian Planning Commission.
   (iii) A comprehensive, long-term coastal adaptation strategy to address issues related to **coastal erosion and coastal flooding** risk, which is reflected in an integrated way in the local planning scheme, as well as the City's infrastructure and financial planning, and which will protect urban areas from coastal flooding and coastal erosion, or provide for managed retreat from vulnerable areas.
   (iv) A **Western Ringtail Possum** habitat protection strategy, which provides for the long-term protection and enhancement of habitat, whilst also supporting the consolidation and expansion of urban development.
e) Support and advocate for **regional and/or State-based initiatives** in relation to the following:
   (i) The protection and management of **basic raw materials and mineral and energy resources**;
   (ii) The identification and securing of **ecological corridors** through established planning processes; and
   (iii) The protection and securing of **infrastructure corridors and sites for key infrastructure**, including buffer areas.

TABLE 1: SETTLEMENT FRAMEWORK

Settlement type	Settlement (planned/undeveloped settlements in italics)	Approximate current population	Approximate maximum population/ development potential
Regional Centre	Busselton-Vasse Urban Area	25,000	75,000+
Major Town	Dunsborough Urban Area	5,000	25,000+
Village	Eagle Bay	100 (peak population approx. 500)	No significant development potential
Village	Yallingup	150 (peak population approx. 500)	No significant development potential
Village	*Carbunup River*	*Less than 50*	*500*
Village	Jarrahwood	Less than 50	No significant development potential
Village	*Metricup*	*Nil*	*500*
Tourism node	*Smiths Beach*	*Minimal*	*As per endorsed DGP*

TABLE 2: URBAN GROWTH AREA FRAMEWORK

Settlement	Urban growth area	Map ref.	Timeframe	Approximate potential population (potential total population in growth area, includes existing population in current growth areas)	Key Issues
Busselton-Vasse Urban Area	Vasse	1	Current	5,000	Land already zoned and structure plans approved.
Busselton-Vasse Urban Area	Yalyalup	2	Current	7,000	Land already zoned and structure plans approved.
Busselton-Vasse Urban Area	Port Geographe	3	Current	2271	Land already zoned and structure plans approved. Further development of Port Geographe may, however, involve review of existing structure planning.
Busselton-Vasse Urban Area	Sandilands	4	Current	339	Land already zoned and structure plans approved.
Busselton-Vasse Urban Area	Molloy	5	Current	246	Land already zoned but structure planning incomplete.
Busselton-Vasse Urban Area	South Broadwater	6	Current	587	Whilst this land is zoned and has approved structure plans, further development is heavily constrained by environmental factors. Further development may involve reductions in planned development density to achieve workable environmental and economic outcomes.
Busselton-Vasse Urban Area	Ambergate North	7	Current	12,500	Structure plan approved and land has been partly rezoned.
Busselton-Vasse Urban Area	Old Broadwater Farm	8	Current	390	Land already zoned and structure plans approved, other than most westerly area which is very environmentally constrained.

TABLE 2: URBAN GROWTH AREA FRAMEWORK (CONT'D)

Settlement	Urban growth area	Map ref.	Timeframe	Approximate potential population	Key Issues
Busselton-Vasse Urban Area	Bovell	9	Medium term	6,600	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 area (*Cattlechosen*). Consists of larger portion between Vasse River and Vasse Highway, and smaller portion between Vasse River and Chapman Hill Road.
Busselton-Vasse Urban Area	Yalyalup East	10	Medium term	885	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.
Busselton-Vasse Urban Area	Vasse East	11	Long term	To be determined	Land currently zoned Rural-Residential and subdivision commenced in parts of the western portion. Separated from current Vasse urban growth area by some environmentally sensitive areas. May require upgrading/expansion of services in Vasse. Consideration for the further intensification of urban development in this location could be investigated in the proposed Leeuwin-Naturaliste Sub-Regional Strategy.
Dunsborough Urban Area	Dunsborough Lakes	12	Current	5,000	Land already zoned and structure plans approved.
Dunsborough Urban Area	Cape Rise/ Naturaliste Heights	13	Current	512	Land already zoned and structure plans approved, but some of this heavily constrained by environmental factors. Further development may require review of structure plans.

TABLE 2: URBAN GROWTH AREA FRAMEWORK (CONT'D)

Settlement	Urban growth area	Map ref.	Timeframe	Approximate potential population	Key Issues
Dunsborough Urban Area	Dunsborough South	14 (indicative)	To be investigated through the Leeuwin Naturaliste Sub-Regional Strategy	To be investigated through the Leeuwin Naturaliste Sub-Regional Strategy.	The extent, location, density of urban expansion is to be investigated through the Leeuwin Naturaliste Sub-Regional Strategy. Consideration to be given to: • Impacts upon agricultural land; • Urban growth and settlement, including but not limited to consolidation and sustainability measures (SPP 3); • Housing variety and density; • Environmental constraints and opportunities (e.g. wetland and water management, vegetation protection, environmental corridors/conservation areas); • Commercial, service commercial and industrial needs; • Strategic district road requirements; and • District level recreation, community and public infrastructure needs (e.g. High School).
Eagle Bay	Carnarvon Castle Drive South	15	Current	Insignificant	Visual/ landscape Assessment, fire management, environmental impact, need to connect existing Carnarvon Castle Drive through to Eagle Bay Road. Whilst this land is not currently zoned for development, a town planning scheme amendment had previously been initiated and limited expansion is supported by the Eagle Bay Structure Plan.
Carbunup River	Carbunup River	16	Medium term	500	Exact location of settlement expansion subject of further detailed planning. Buffers to environmentally sensitive areas required. Servicing (water and effluent disposal).
Metricup	Metricup	17	Long term	500	Exact location of settlement expansion subject of further detailed planning. Servicing (water and effluent disposal). Planning and development constrained currently by presence of mineral sands resources.

ADVERTISING

The City of Busselton Local Planning Strategy certified for advertising on 18 November 2015

Signed for and on behalf of the Western Australian Planning Commission

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an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)

Date: 29 March 2016

ADOPTED

The City of Busselton hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the 14th day of September 2016

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MAYOR

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CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on

____
an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)

Date ______________________

City of Busselton
Geographe Bay