

# South West Busselton

## Regional Land Supply Assessment

December 2016



Department of  
Planning



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# 1 Regional Land Supply Assessments and the Urban Development Program

Regional Land Supply Assessments are prepared as a component of the Western Australian Planning Commission's (WAPC) Urban Development Program (UDP), which tracks and models land supply as per the requirements outlined in the *Planning and Development Act 2005*. The role of the WAPC includes developing models to better understand land supply and development, and to promote this understanding as part of the land use planning and development process and better align the provision of infrastructure.

Regional Land Supply Assessment reports assesses land for future residential, industrial and commercial uses, providing context for the land use planning and infrastructure provision required to meet demand across selected regional centres.

The reports provides information on:

- demand drivers specific to each centre, including the major economic factors that influence employment and population growth, and therefore the demand for land and housing;
- zoned land supply for residential, commercial and industrial uses;
- development constraints;
- recent and future land development activity; and
- existing and required physical infrastructure.

## 2 Executive summary

The City of Busselton covers an area of 1,454 km<sup>2</sup> in Western Australia's South West region. Gaining its City status on 21 January 2012, the City of Busselton has been the South West region's most populous local government area since 2013. Busselton city centre is located approximately 220 kilometres south of Perth and forms the City's commercial and administrative hub, with a recorded population of 21,407 at the 2011 Census. Dunsborough is the City's secondary centre, with a recorded population of 4,531 at the 2011 Census. It is located 26 kilometres west of Busselton city centre.

Demand for housing within the City of Busselton is largely generated by new residents; however, there is also a substantial demand for holiday homes, particularly in coastal areas. At the 2011 Census, the suburbs of Eagle Bay, Yallingup and Quindalup recorded occupancy rates of 18.9 per cent, 43.9 per cent and 49.0 per cent respectively. Eagle Bay and Yallingup, in particular, have very small resident populations (173 and 970 respectively, at the 2011 Census) and very little industry; however, they play an important role in accommodating the influx of holiday makers during peak periods. This helps drive the tourism industry across the broader region, as well as generating employment in the residential construction sector.

House prices in the City of Busselton increased substantially through the mid-2000s, with the median house price increasing from \$237,000 in 2004 to \$480,000 in 2008, representing growth of 103 per cent. Median house and lot prices in Busselton have since declined and are now significantly lower than those in the Perth metropolitan area. In 2014, the median house price for Busselton was \$445,000, compared to \$535,000 in Perth. The median lot price for Busselton in 2014 was \$182,750 compared to \$260,000 in Perth. Although affordable housing can be found around the more populous areas of the City of Busselton, coastal areas such as Yallingup and Eagle Bay are typically far more expensive, with most houses selling for more than one million dollars in recent years.

Development activity within the City of Busselton has been consistently strong since 2012. Large-scale residential developments such as Dunsborough Lakes (Dunsborough), Vasse Newtown (Vasse, Kealy) and Provence (Yalyalup) accounted for a large share of dwelling approvals in 2014–15. In the short term, this trend is likely to continue, with 63 per cent of short-term

growth identified in development outlook analysis located in Dunsborough, Vasse, Kealy or Yalyalup. In the medium to long term, significant residential development is expected to occur in Ambergate and Bovell, forming the proposed Ambergate North urban growth area.

In addition to sites identified as part of the development outlook, there are also substantial stocks of vacant residential lots across the City. More vacant residential lots are located in the City of Busselton than any regional local government area, other than the City of Greater Geraldton. Within the City, there are large numbers of vacant residential lots in Dunsborough (355 lots), Geographe (284 lots) and Yalyalup (173 lots), with capacity to deliver numerous dwellings in the short term.

The draft City of Busselton Local Planning Strategy (2016) supports urban consolidation and redevelopment (including through increases in residential density) in existing urban areas, particularly in close proximity to the Busselton city centre, Dunsborough town centre and other activity centres identified in the activity centre framework. The draft local planning strategy sets a target of 25 per cent of new dwellings to be located in established residential areas by 2030.

The current planning framework within the City of Busselton's two main centres allows for a significant degree of urban consolidation in central Busselton, but very little in Dunsborough. Amendments have been proposed to the local planning scheme applying to the Busselton and Dunsborough town centres to enable a substantial intensification of commercial and residential development in those areas.

Assessing the adequacy of residential land supply in the City of Busselton is complicated by the seasonal demand for accommodation. This analysis assumes that existing rates of dwelling occupancy (at the 2011 Census) will be maintained in order to provide a sufficient stock of holiday homes in addition to those housing 'full-time residents'. Analysis of the adequacy of supply was carried out for the City of Busselton, Busselton (SA2) and Busselton Region (SA2) geographic extents.

### City of Busselton

Under the median (Band C) *WA Tomorrow* forecasts, there are sufficient stocks of land identified to meet growth in the short, medium and long term, with a hypothetical temporal land supply of 32 years (36 years if the stock of vacant lots is included in the supply capacity) and a resident population capacity of approximately 54,000.

### Busselton (SA2)

Busselton SA2 includes the suburbs of Busselton, West Busselton, Geographe, Broadwater, Abbey, Yalyalup, Bovell, Ambergate, Vasse and Kealy. Based on the median (Band C) *WA Tomorrow* forecasts for the Busselton SA2, sufficient stocks of land have been identified to accommodate projected population growth. A hypothetical temporal land supply of 46 years has been identified (50 years if the stock of vacant lots is included in the supply capacity). This supply has the capacity to support a resident population of approximately 44,900.

### Busselton Region (SA2)

The Busselton Region SA2 comprises the balance of the City of Busselton area and includes the suburbs of Dunsborough, Naturaliste, Quedjinup, Quindalup, Wilyabrup, Yallingup and Yallingup Siding. Under the median (Band C) *WA Tomorrow* forecasts for the Busselton Region SA2, insufficient stocks of residential land are currently identified to accommodate anticipated population growth into the long term. Based on this scenario, the area has a hypothetical temporal land supply of only 9 years (12 years if the stock of vacant lots is included in the supply capacity) and a resident population capacity of 11,600.

### Urban growth summary

Urban expansion within the City of Busselton has largely taken advantage of its unique location on the north-facing shoreline of Geographe Bay. As such, Busselton's urban form has evolved into an east-west lineal shape, extending to Abbey in the west and to Geographe in the east. The extensive coastal wetlands and estuaries running parallel to the coastline initially acted as a southern boundary to Busselton's urban form; however, development in recent years has extended south of the wetland system. The *Busselton Urban Growth Strategy* (1999) stated the intention for the city to move towards a more compact urban

form, which would provide the population with better access to Busselton's retail, commercial, industrial, community and recreational facilities, while being easier and more efficient to service.

Short-term urban growth in the City of Busselton is expected to be realised by the continuation of development at the Provence (Yalyalup), Vasse Newtown (Vasse, Kealy) and Dunsborough Lakes (Dunsborough) residential estates. The majority of urban growth in the medium to long term is expected to occur within the Busselton-Vasse urban area, where the bulk of residential zoned land is located.

### Rural living

Rural living developments have been popular in recent years within the City of Busselton, where land zoned for rural living purposes covers more than 5,700 hectares. The majority of this stock is located within the Commonage precinct, which includes the suburbs of Quedjinup, Quindalup, Yallingup and Yallingup Siding. Land zoned for rural living purposes can also be found in the suburbs of Vasse and Dunsborough.

Limited opportunities exist for the development of additional land for rural living purposes. The identification of additional land for rural living purposes is not supported by the City of Busselton and the WAPC, as stated in the draft City of Busselton Local Planning Strategy and *State Planning Policy 6.1 Leeuwin-Naturaliste Ridge Policy*. There are, however, opportunities for the creation of additional rural living lots within areas already zoned for rural living purposes, through further subdivision.

### Industrial

There are substantial stocks of land zoned for industrial purposes within the City of Busselton, covering a total area of 510 hectares. Very large areas of land have been identified for industrial expansion in the City of Busselton. As at December 2015, 450 hectares (87 per cent) of the stock of land zoned for industrial purposes was undeveloped or unrated. Based on these figures, there is sufficient stock of land available to facilitate a seven-fold expansion in the City's industrial sectors.

It is anticipated that the introduction of interstate flights will improve opportunities for new industrial ventures in the City of Busselton and drive growth in the freight and logistics sectors,

fuelling demand for industrial land, particularly near the airport. The largest site identified for future industrial development is the proposed Airport North precinct, likely to occupy 220 hectares of land adjacent to the airport.

Recent industrial developments within the City include the Dunsborough Lakes Enterprise Park and the Vasse industrial precinct, which have accounted for the majority of industrial subdivision activity in recent years. In addition to these sites, an undeveloped 17-hectare industrial site is located in the Vasse Development Zone.

The proposed Dunsborough Light Industrial precinct in Quindalup provides another substantial site for light industrial expansion in the City; however, constraints associated with the location may necessitate further investigation to determine the suitability of the site or the ultimate lot yield/configuration.

## Commercial

Commercial activity within the City of Busselton is centred on the Busselton city centre and Dunsborough town centre. Busselton is the City's primary hub for commercial and retail activity and administrative services, with Dunsborough servicing the needs of residents living in the western portion of the City. Both centres are currently in the process of being revitalised, with redevelopment being guided by the *Busselton City Centre Conceptual Plan* and *Dunsborough Town Centre Conceptual Plan*. These form part of an initiative to utilise and strengthen the existing centres of Busselton and Dunsborough. A scheme amendment has also been initiated to rezone land in both town centres as Activity Centre, to enable a broader variety of development in order to create more vibrant and dynamic central business districts in both centres.

The draft City of Busselton Local Planning Strategy identifies Ambergate North as a proposed town centre with an approximate maximum potential shop retail floorspace of 14,000 m<sup>2</sup>. The draft local planning strategy also identifies a number of proposed local and neighbourhood centres to be located within urban growth areas.

## Infrastructure

### Water

There are two water schemes in the City of Busselton servicing the Busselton-Vasse urban area and Dunsborough.

Busselton Water services the Busselton-Vasse urban area. Under existing levels of usage, Busselton Water's existing licensed annual quota of 8.1 gigalitres per year will be sufficient to meet demand for the next 17 years, or 30 years if water efficiency targets are achieved.

The Water Corporation services the Dunsborough Regional Water Supply Scheme. Water is sourced from underground aquifers and supplemented with supply from Busselton Water.

Both providers have advised that significant infrastructure upgrades will be required in order to meet increasing demand as the City's population increases over the coming decades.

Farmers, households and local governments 'self-supply' water using their own infrastructure from a number of groundwater resources within the Busselton-Capel groundwater area and surface water resources within the Busselton Coast surface water area. Self-supplied water use comprises about 83 per cent (54.47 gigalitres) of the water allocated in the area with the remaining volume distributed through the town water supply scheme.

Busselton Water has an operating licence that covers approximately 700,000 hectares. Water consumption reached a high of 4.3 gigalitres in 2014/15. Busselton Water predicts that demand for water in Busselton and Dunsborough will more than double from five billion litres to 10.1 billion litres per annum by 2060.

### Wastewater

There are two wastewater schemes in the City of Busselton, both of which are operated by the Water Corporation.

Recent upgrades to the Busselton Wastewater Treatment Plant have been completed, with wastewater treated by an activated sludge system. In order to meet future demand, further enhancements to the plant will be required over the next 20 years as well as upgrades to local pump stations and pressure mains.



The Dunsborough Wastewater Scheme services Dunsborough and Bunker Bay. The Dunsborough Wastewater Treatment Plant is an intermittently decanting extended aeration (IDEA) plant. Water Corporation forecasts indicate that upgrades to the plant and trunk infrastructure will be required in order to meet future demand over the coming 20 years.

Dwellings located outside of the Busselton and Dunsborough Wastewater Scheme areas are currently using onsite wastewater treatment systems.

### Energy

Western Power manages energy supply to the South West region. Electricity in Busselton is supplied via a single 132 kV circuit which runs from Picton to Busselton, as well as the 66 kV transmission network that extends from Picton to Margaret River. Western Power is investigating opportunities to rebuild the 66 kV transmission network at 132 kV, as well as the partial conversion of the Busselton 66 kV substation to 132 kV. As at 2016, energy supply in Busselton is relatively constrained; however, proposed upgrades are expected to alleviate supply constraints for the short to medium term.

### Transport

The most important transport infrastructure provision in the City of Busselton will be the proposed expansion to the Busselton-Margaret River Regional Airport (previously known as the Busselton Regional Airport). Proposed upgrades are to include the lengthening, widening and strengthening of the runway to facilitate B737 and A320 jet aircraft, the construction of two new apron parking bays and connecting taxi way, as well as a new carpark and terminal building. Once upgrades have been completed, there will be capacity for the airport to serve interstate and a limited number of international services, providing opportunities for the continued growth of the region's tourism industry. Detailed planning is currently underway on expansion of the Busselton-Margaret River Regional Airport, with construction expected to commence in 2017.

## 3 Planning framework

### 3.1 State and regional planning

- The *State Planning Strategy*, released in 2014, provides an overarching strategic guide for land use planning across Western Australia.
- State Planning Policies are prepared and adopted by the WAPC under statutory procedures set out in Part 3 of the *Planning and Development Act 2005*. The State Planning Policies are available through the PlanningWA website. Some of the most relevant State Planning Policies to land use planning and development in the City of Busselton include:
  - *State Planning Policy 2.5 Rural Planning*;
  - *State Planning Policy 2.6 State Coastal Planning Policy*;
  - *State Planning Policy 2.9 Water Resources*;
  - *State Planning Policy 3 Urban Growth and Settlement*;
  - *State Planning Policy 3.1 Residential Design Codes*;
  - *State Planning Policy 3.7 Planning in Bushfire Prone Areas*; and
  - *State Planning Policy 6.1 Leeuwin-Naturaliste Ridge Policy*
- The *South West Regional Planning and Infrastructure Framework* (2015) addresses the scale and distribution of future population growth and housing development; and identifies strategies for dealing with economic growth, environmental issues, transport, water resources, agriculture, tourism and the emerging impacts of climate change.
- The *South West Regional Blueprint* (2014), prepared by the South West Development Commission and Regional Development Australia, outlines key drivers for development in the region and associated infrastructure needs at the regional and local level.
- The *Better Urban Water Management* document (2008) is designed to facilitate better management and use of urban water resources by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning system.

### 3.2 Local planning

- The *City of Busselton Local Planning Scheme No. 21* sets out the statutory framework for planning and development in the City of Busselton.
- The local planning scheme is supported by various council policies, which are available through the City of Busselton website.
- The draft *City of Busselton Local Planning Strategy* (2016) sets out the long-term planning direction for the district of the City of Busselton and will provide the overarching strategic rationale for decisions relating to planning and development.
- The *Biodiversity Incentive Strategy for Private Land in the Busselton Shire* (2011) outlines the incentives offered in exchange for long-term protection and management of biodiversity values in the City of Busselton.
- The *Local Commercial Planning Strategy* (2011) outlines the strategic direction of future development of retail, commercial and industrial land in the City of Busselton.
- The *Local Cultural Planning Strategy* (2011) sets out the strategic vision of future development in the City of Busselton to support significant cultural sites, infrastructure and experiences.
- The *Local Environmental Planning Strategy* (2011) guides the development and environmental protection in the City of Busselton in the next 30 years.
- The *Local Tourism Planning Strategy* (2011) provides a decision-making framework for tourism proposals, and for development applications for change of land use from tourism zoning to an alternative land use in the City of Busselton.
- The *Local Rural Planning Strategy* (2006) guides land use and development in the rural areas of the City of Busselton.
- The *Busselton Urban Growth Strategy* (1999) identifies areas suitable for urban development to meet the long-term residential land requirements of the town for at least the next 25 years.

## 4 Population

### 4.1 Population profile

The City of Busselton covers an area of approximately 1,454 km<sup>2</sup> in Western Australia's South West region.<sup>1</sup> Busselton is the most populous local government area in the South West, gaining its City status on 21 January 2012. The City's principal activity centres are Busselton (located approximately 220 kilometres south of Perth) and Dunsborough (approximately 26 kilometres west of Busselton).

As at June 2015, the City had an estimated resident population (ERP) of 36,335 persons. This figure represents a population increase of 4,812 from the ERP at June 2011, or an average annual growth rate of 3.6 per cent from the same period.

This document refers to population and other indicator data relating to Busselton. Depending on the context and the source of data, different geographical extents are discussed. A list of the various geographic extents used to describe and compare the urban fabric of Busselton is shown in Table 1.

**Table 1: Local and geographical extents**

Geography	Description	Population	Area km <sup>2</sup>
South West region	The South West region is comprised of 12 LGAs (including the City of Busselton).	158,615*	24,000
Local Government Area (LGA)	The City of Busselton is the most populous local government area in the South West region.	30,330	1,454
Significant Urban Area (SUA)**	SUAs represent concentrations of urban development with populations of 10,000 people or more. The Busselton SUA's boundaries are similar to that of the Busselton LGA boundary.	30,286	1,423
Urban Centres and Localities (UCL)**	An Urban Centre is generally defined as a population cluster of 1,000 people or more. A 'bounded locality' is generally defined as a population cluster of between 200 and 999 people. It is important to note that the geographic extent of a UCL may change over time, as the urban build out expands.	21,407 (Busselton UCL), 4,531 (Dunsborough UCL)	132 (Busselton UCL), 17.8 (Dunsborough UCL)
Statistical Area Level 2 (SA2)**	Busselton (LGA) is comprised of two SA2s; Busselton SA2 and Busselton Region SA2.	21,898 (Busselton SA2), 8,383 (Busselton Region SA2)	196.2 (Busselton SA2), 1227.0 (Busselton Region SA2)
Statistical Area Level 1 (SA1)**	SA1s are the smallest geographic unit used for the processing and release of Census data. There are 77 SA1 areas in the City of Busselton.	-	-

Source: Australian Bureau of Statistics (2016) *Australian Statistical Geography Standard (ASGS). Catalogue No. 1270.0.55.001*

\* Denotes the combined population for all local government areas within the South West region at the 2011 Census.

\*\* Denotes ABS geographies.

<sup>1</sup> Australian Bureau of Statistics (2011) *Census of Population and Housing: Basic Community Profile. Catalogue No. 2001.0*

Much of the population data discussed in this report refers to the ABS ERP. The ERP is based on the Census of Population and Housing's usual residence counts. It is compiled as at 30 June of each Census year and updated between each Census reporting period. These intercensal estimates are updated each year, using administrative data from a variety of sources and are revised each time a Census is conducted. Intercensal ERP growth for the City of Busselton has been heavily revised following the 2006 (-32 per cent) and 2011 (-19 per cent) Censuses. Given the length of time between the 2011 Census and the most recent ERP update, regard should be given to the potential for revision following the 2016 Census.

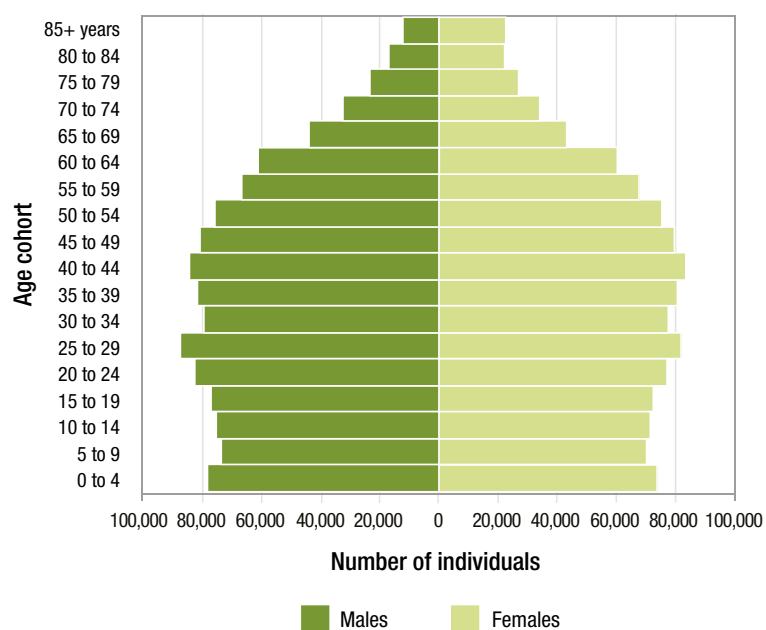
In 2011, the median age of the population of Busselton (LGA) was 39 years; this is higher than the median age for Western Australia (36 years) and the national median age (37 years).<sup>2</sup> Busselton's desirability as a retirement location may account for the slightly above average representation in the retirement age category, with 16.1 per cent of the population over the age of 65 years, compared to 12.3 per cent for Western Australia as a whole.

The proportion of persons aged 20-34 in the City of Busselton at the 2011 Census (15.2 per cent) is significantly lower than the proportion of Western Australians in that cohort (21.6 per cent) (Figure 1 and Figure 2). This reflects broader regional trends, indicating that a substantial proportion of the City's young adults choose to leave the local area after finishing school. The variance between Busselton (LGA) and Western Australia is most pronounced in the 20-24 age cohort, where persons aged 20-24 accounted for 4.3 per cent of Busselton's total population, compared to 7.1 per cent for Western Australia.

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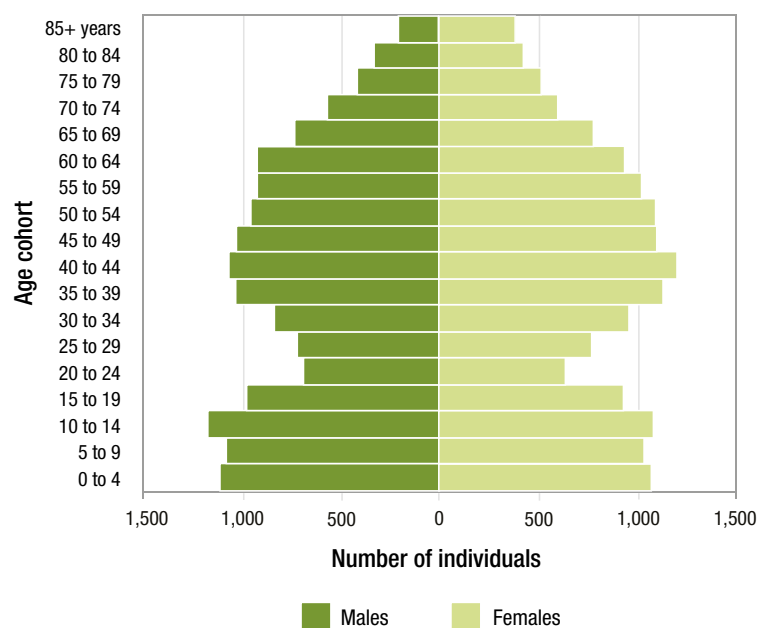
<sup>2</sup> Australian Bureau of Statistics (2011) *Census of Population and Housing: QuickStats*

**Figure 1: Census 2011 Western Australia population profile**

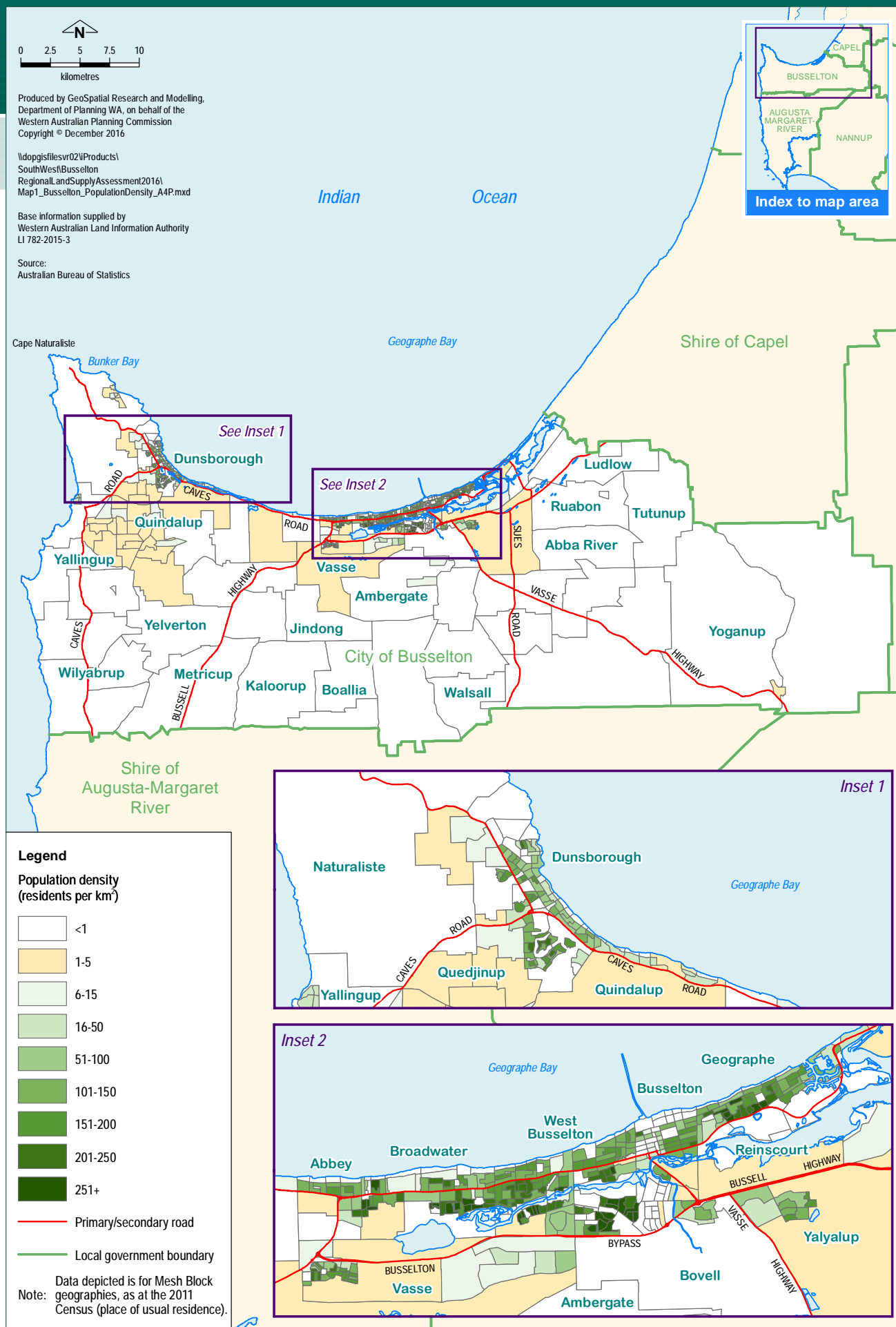


Source: Australian Bureau of Statistics (2011) *Census of Population and Housing: Basic Community Profile. Catalogue No. 2001.0*

**Figure 2: Census 2011 Busselton (LGA) population profile**



Source: Australian Bureau of Statistics (2011) *Census of Population and Housing: Basic Community Profile. Catalogue No. 2001.0*



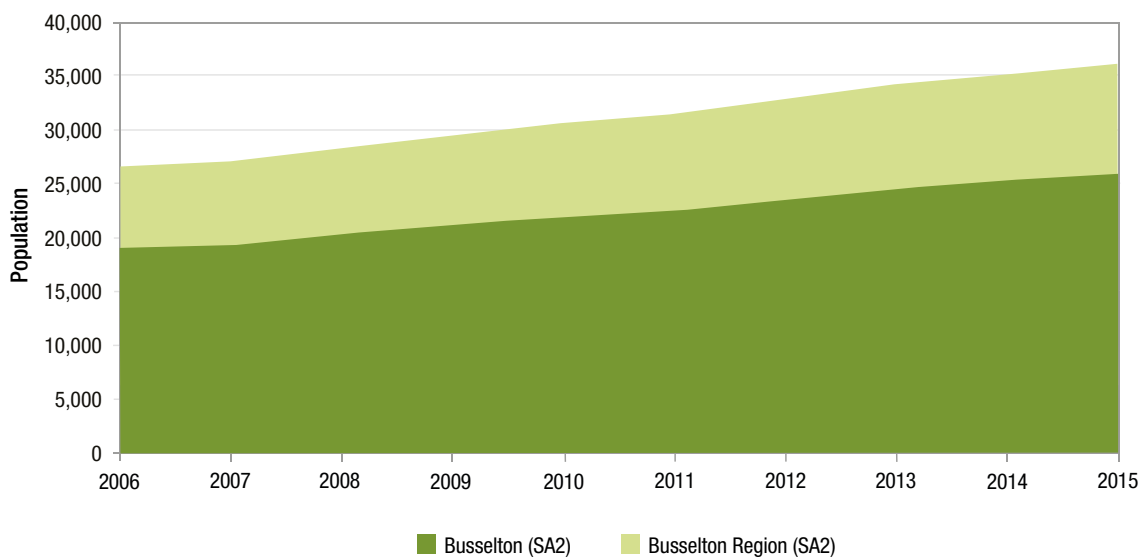
Map 1: Population density – 2011 Census (Mesh Block)



## 4.2 Population growth

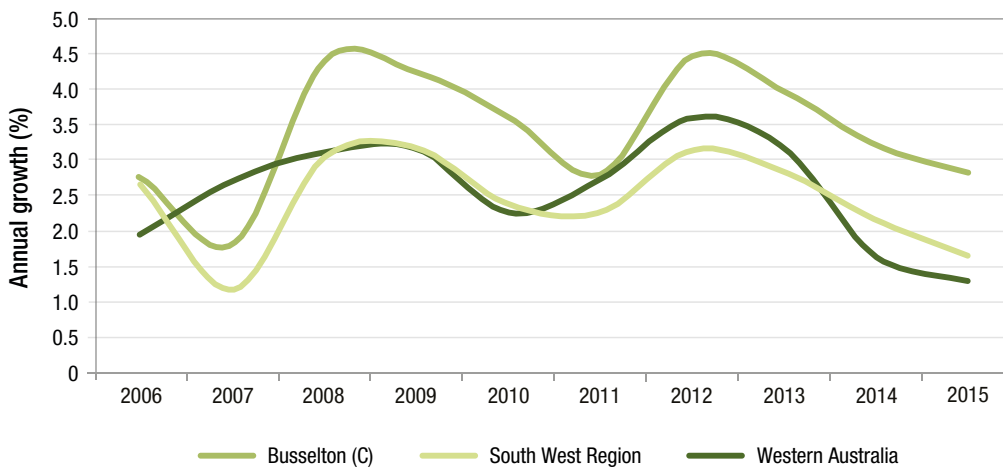
Figure 3 shows the growth in the City of Busselton's ERP over the decade to June 2015. During this period, the City experienced a growth of 39.8 per cent (an average annual increase of 1,034 residents). This is substantially higher than the population growth rates recorded for the South West region (27.4 per cent) and Western Australia (28.8 per cent) over the same period.

**Figure 3: Estimated resident population - City of Busselton**



Source: Australian Bureau of Statistics (2016) *Regional Population Growth, Australia. Catalogue No. 3218.0*

**Figure 4: Estimated resident population growth by year**



Source: Australian Bureau of Statistics (2016) *Regional Population Growth, Australia. Catalogue No. 3218.0*

The Busselton SA2 recorded an ERP of 25,973 persons as at June 2015. This represents a population growth rate of 39.3 per cent over the decade to June 2015 and an average annual increase of 733 residents. The ERP for the Busselton Region SA2 as at June 2015 was 10,312 persons, representing growth of 41.3 per cent over the decade to June 2015 and an average annual increase of 301 residents.

Figure 5 shows historical population growth for Busselton (UCL) and Dunsborough (UCL) over the past 50 years. At the 2011 Census, Busselton (UCL) recorded a population of 21,407, while Dunsborough (UCL) recorded a population of 4,531. Both centres have experienced significant population growth in recent years. It is also important to note that the geographic extent of a UCL may change over time, as the urban build out expands.

### 4.3 Population projections

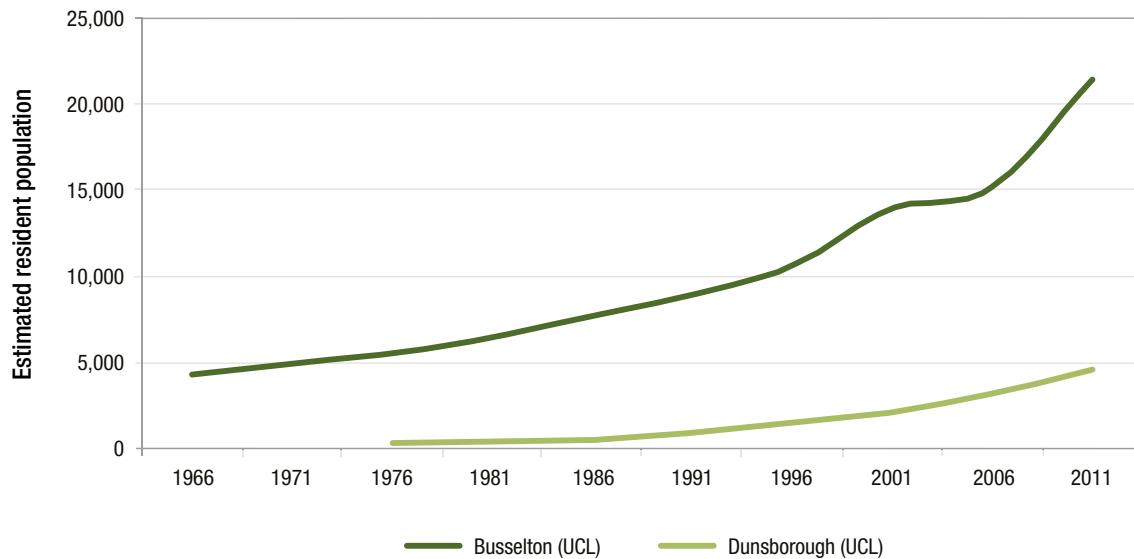
*WA Tomorrow* forecasts, released in 2015, are prepared using 10,000 forecast permutations that emulate the variability in population change shown in historical data. Each permutation shows possible growth or decline in population, based on five variables (birth rate, death rate, net interstate migration, net intrastate migration and net overseas migration) that occur to varying degrees in each simulation.

The range of *WA Tomorrow* forecasts are grouped into five 'bands', based on the projected rate of population change produced by each simulation. Each band includes one fifth of the permutations, with Band A representing the lowest quintile of projected population growth; Band C the median; and Band E the highest. The *WA Tomorrow* documents publish the median value of each quintile to give five forecasts for each SA2 and local government area in Western Australia.

A more detailed description of the methods and outputs of the *WA Tomorrow* research are available from the PlanningWA website at [www.planning.wa.gov.au](http://www.planning.wa.gov.au).

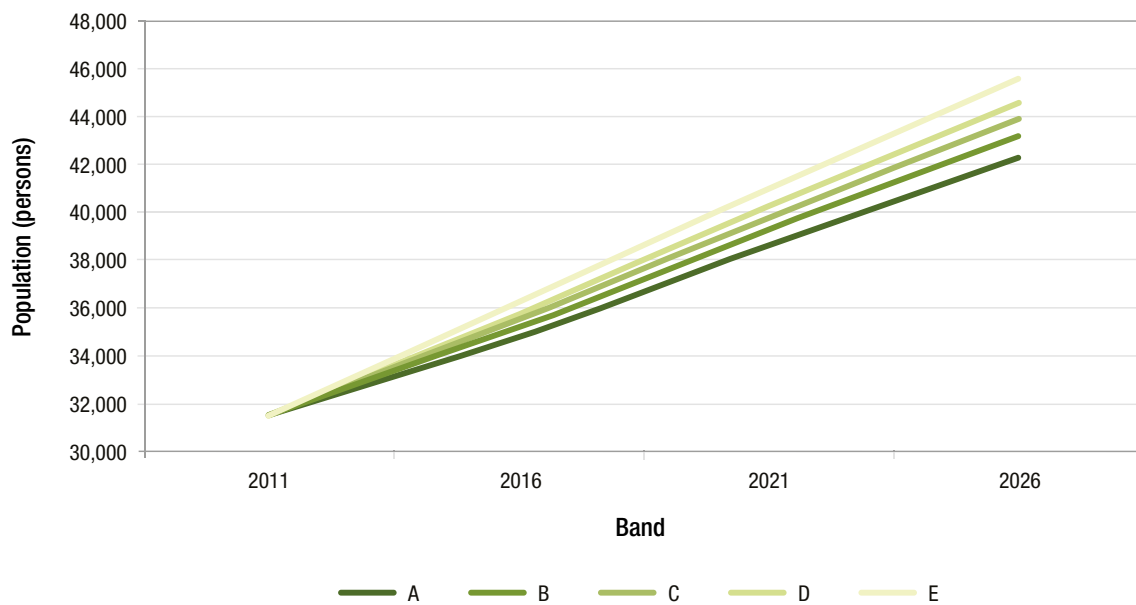
Figure 6 shows the median (Band C) *WA Tomorrow* forecast for the City of Busselton, which shows a projected population of 43,950 in 2026. Achieving this population from a 2011 baseline will require an average annual population increase of 829 persons, or an annual population growth rate of 2.2 per cent. The *WA Tomorrow* forecasts for each of two SA2 geographies in the City of Busselton are shown in Figures 7 and 8. The largest Band C forecast population increase for the Busselton SA2 is an average annual population increase of 2.2 per cent (8,670 additional residents in total) to 2026. Band C growth for the Busselton Region SA2 shows a total increase of 3,740 residents to 2026, or an average annual population growth rate of 2.4 per cent.

**Figure 5: Historical population estimates for Busselton (UCL) and Dunsborough (UCL)**



Source: Australian Bureau of Statistics (2016) *Regional Population Growth, Australia. Catalogue No. 3218.0* and Department of Planning (2016)

**Figure 6: Forecast population growth - City of Busselton (LGA)**



Source: Western Australian Planning Commission (2015) *Western Australia Tomorrow Population Report No. 10*

Figure 9 shows the population profile of the City of Busselton at the 2011 Census and the *WA Tomorrow* median Band C forecast for the City's population at 2026. The age ranges that show the greatest change under this scenario are young adults between the age ranges of 15 to 29 and persons over the age of 50.

For the South West region, the *WA Tomorrow* median (Band C) forecast projects a population of 206,630 at 2026. This would require an average annual population growth rate of 1.7 per cent, which is in line with the rate of growth over the past decade. The *South West Regional Blueprint* envisages a significantly higher average annual growth rate of 3.0 per cent to achieve a population of 500,000 by 2050. The Blueprint also envisages that the population of Busselton could potentially reach 120,000 people over the same period; this would require an additional 2,490 residents each year up to 2050. To support population growth comparable to the Blueprint's aspirations would require the success of significant local and regional economic development initiatives.

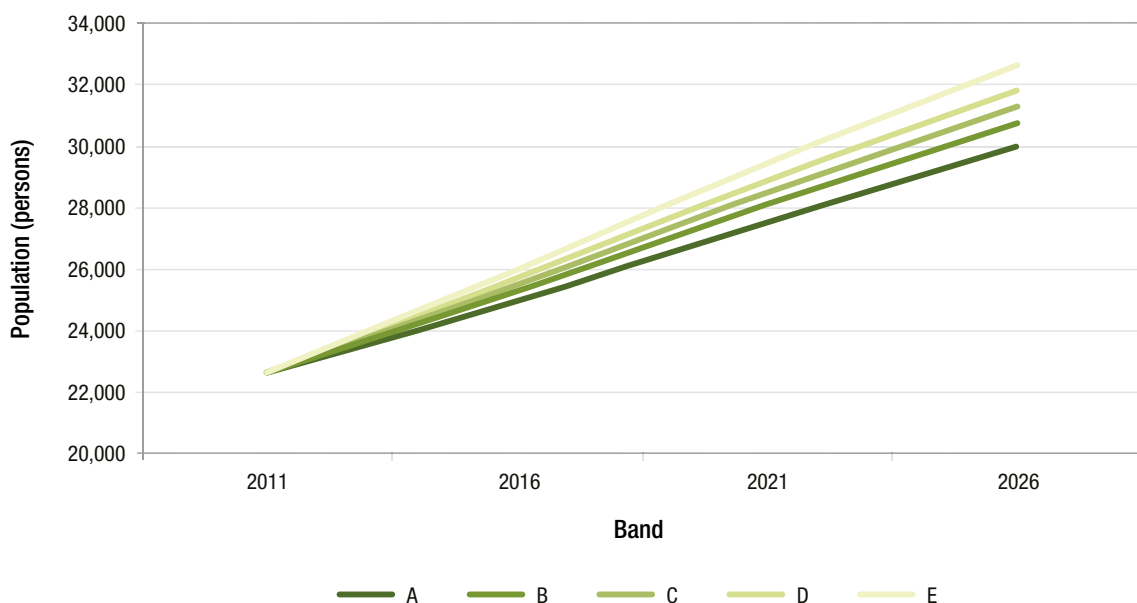
The population projections discussed in the draft City of Busselton Local Planning Strategy are substantially higher than the *WA Tomorrow* forecasts. The draft local planning strategy projects population growth of 2.96 per cent per annum from

2015 to 2026, and 2.37 per cent per annum from 2026 to 2051. Growth of this nature will deliver a population of approximately 90,000 residents in 2050.

#### 4.4 Additional information

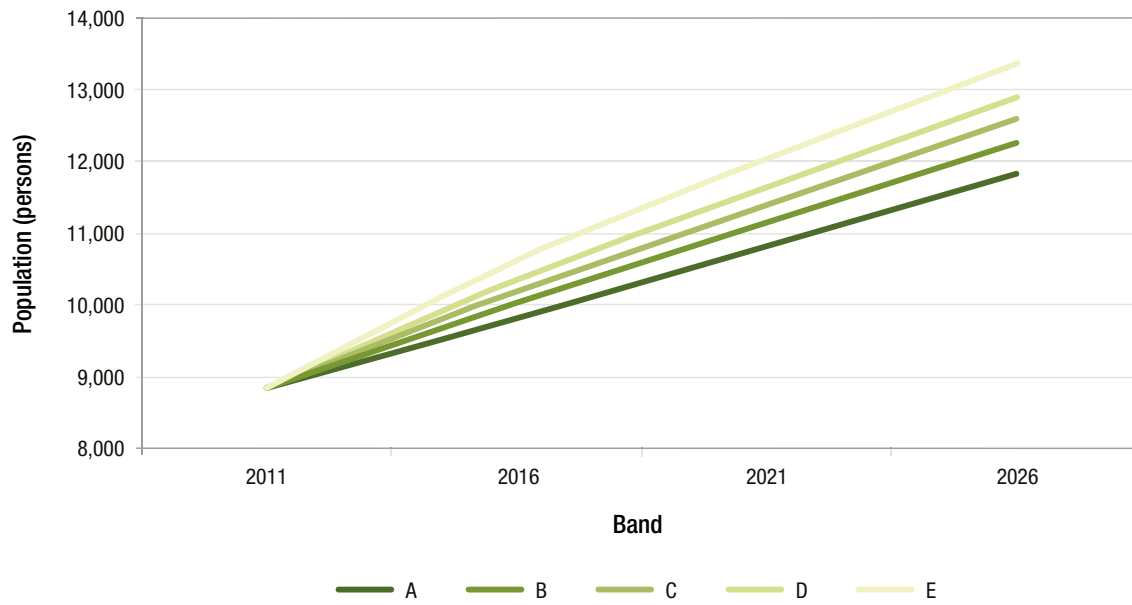
- Western Australian Planning Commission (2015) *Western Australia Tomorrow, Population Report No. 10, Medium-term Forecasts for Western Australia 2014-2026 and Sub-regions 2016-2026*. Available online at: [www.planning.wa.gov.au/publications/6194.asp](http://www.planning.wa.gov.au/publications/6194.asp)
- Australian Bureau of Statistics (2011) *Census of Population and Housing: Basic Community Profile*. Catalogue No. 2001.0. Available online at: [www.abs.gov.au](http://www.abs.gov.au)
- Australian Bureau of Statistics (2016) *Regional Population Growth, Australia*. Catalogue No. 3218.0. Available online at: [www.abs.gov.au](http://www.abs.gov.au)
- South West Development Commission (2014) *South West Regional Blueprint*. Available online at: [www.swdc.wa.gov.au](http://www.swdc.wa.gov.au)

Figure 7: Forecast population growth - Busselton (SA2)



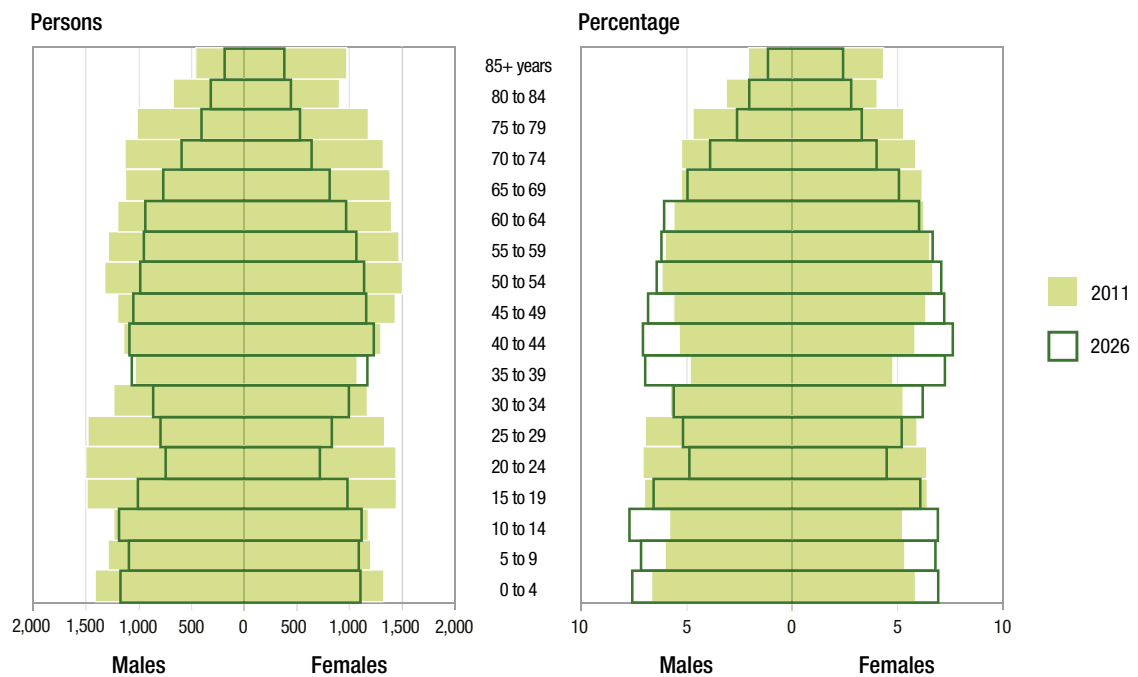
Source: Western Australian Planning Commission (2015) *Western Australia Tomorrow Population Report No. 10*

**Figure 8: Forecast population growth - Busselton Region (SA2)**



Source: Western Australian Planning Commission (2015) *Western Australia Tomorrow Population Report No. 10*

**Figure 9: City of Busselton demographic profile 2011 and 2026 forecast (Band C)**



Source: Western Australian Planning Commission (2015) *Western Australia Tomorrow Population Report No. 10*

## 5 Economy and employment

Economic conditions and employment opportunities are fundamental drivers of population growth and demand for land and housing. For the financial year 2013/14, the City of Busselton recorded a Gross Regional Product (GRP) of \$2 billion; an increase of 8.7 per cent from the previous financial year, accounting for 15.3 per cent of the South West region's total GRP.<sup>3</sup>

For 2014, the South West recorded a GRP of approximately \$17 billion. Strong regional growth was experienced in 2011 as well as 2012, where annual GRP growth rates of 19.7 per cent and 11.4 per cent respectively were recorded.<sup>4</sup>

This section describes key sectors of Busselton's economy and provides a brief employment profile of the community.

### 5.1 Major industries and economic outlook

Busselton has a diverse economic base, with a number of key industries making significant contributions to the total GRP. Major contributors to Busselton's total GRP and employment include the industries of construction, agriculture and the retail trade. Busselton is also a popular tourist destination, which, along with the Shire of Augusta-Margaret River, forms part of the Capes/Vasse sub-region.

The construction sector is a significant contributor to the City of Busselton's total GRP, accounting for 18.9 per cent of the City's total GRP for 2013/14.<sup>5</sup> This sector is likely to continue to make significant contributions to the City's GRP for a number of years, in light of an increasing projected population and the subsequent demand for housing.

Increasing employment opportunities and expanding local industry will involve attracting greater numbers of domestic and international tourists to the region, thereby increasing visitor expenditure as well as generating additional employment opportunities across the tourism, retail and hospitality sectors. Selected key industries in Busselton are described in the following sections.

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<sup>3</sup> City of Busselton (2015) *Economic and Demographic Profile*

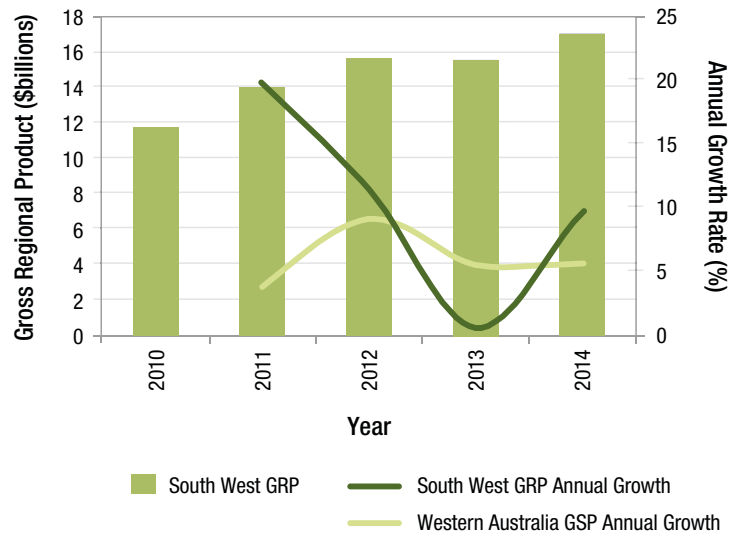
<sup>4</sup> South West Development Commission (2015) *Destination 2050: SWDC Annual Report (2014/15)*

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<sup>5</sup> City of Busselton (2015) *Economic and Demographic Profile*

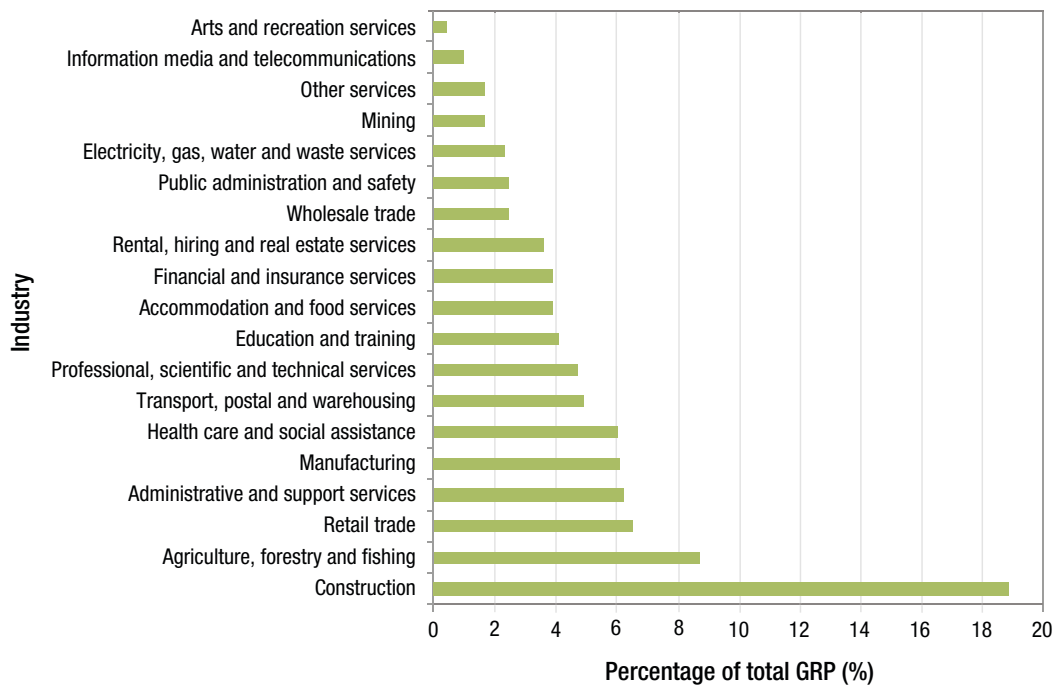


**Figure 10: Gross Regional Product 2010-2014 - South West region**



Source: South West Development Commission (2015) *Destination 2050: SWDC Annual Report 2014-15* and Australian Bureau of Statistics (2015) *Australian National Accounts: State Accounts, Catalogue No. 5220.0*

**Figure 11: Percentage of Gross Regional Product by industry 2013/14 - City of Busselton**



Source: City of Busselton (2015) *Economic and Demographic Profile*. Base data sourced from Lawrence Consulting

### 5.1.1 Construction

The City of Busselton's construction sector recorded a GRP of \$394 million for the financial year 2013/14. This accounted for 18.9 per cent of Busselton's total GRP, thereby making the industry the largest contributor to Busselton's total GRP.<sup>6</sup> For 2014/15, the City of Busselton approved the construction of new buildings with a total value of approximately \$281 million. During this period, approval was given for the construction of 688 new residential dwellings, valued at a total of \$242 million. The value of non-residential building approvals for the same period was approximately \$39 million.<sup>7</sup>

At the 2011 Census, 1,082 persons working within the City of Busselton worked within the construction sector, accounting for 10 per cent of the City's total workforce.

Increasing employment within the construction sector is highly dependent on population growth and the subsequent demand for land and housing. According to *WA Tomorrow* population forecasts, Busselton's population is expected to reach 43,950 persons by 2026; an increase of 12,430 from 2011.<sup>8</sup> The *WA Tomorrow* household projections forecast an additional 9,100 dwellings between 2011 and 2026 within Busselton.<sup>9</sup>

### 5.1.2 Tourism

Tourism WA estimates that during the three years to December 2013, an average of 626,300 persons per annum visited the City of Busselton, staying for a collective total of 1.9 million nights. Western Australian visitors accounted for 86 per cent of visitors per annum, with interstate visitors accounting for 9 per cent, followed by international tourists (5 per cent).

Further expansion to Busselton's tourism industry is expected (particularly with regard to interstate and overseas visitors), with the proposed expansion of the Busselton-Margaret River Regional Airport. Proposed upgrades to facilities at the airport, as well

as a proposed extension to the runway will enable the airport to introduce services to and from the eastern states as well as international destinations.

The accommodation and food services sector in Busselton recorded a GRP of \$88 million in 2014/15, accounting for 4.2 per cent of Busselton's total GRP.<sup>10</sup> Additionally, the accommodation and food services sector is Busselton's second largest employer, employing 1,336 persons who account for 12.3 per cent of Busselton's total workforce.<sup>11</sup>

As depicted in Figure 13, room occupancy rates as well as takings from accommodation are subject to substantial seasonal variations. This variation in demand for accommodation has the ability to affect workforce requirements, which vary throughout the year.

Busselton is host to a growing number of events, many of which attract large numbers of patrons. The *South West Regional Blueprint* envisages that Busselton will continue to attract large scale events that are strategically positioned on an annual calendar, in order to increase inbound tourism numbers and reduce seasonal variations.

<sup>6</sup> City of Busselton (2015) *Economic and Demographic Profile*

<sup>7</sup> Australian Bureau of Statistics (2015) *Building Approvals, Australia. Catalogue No. 8731.0*

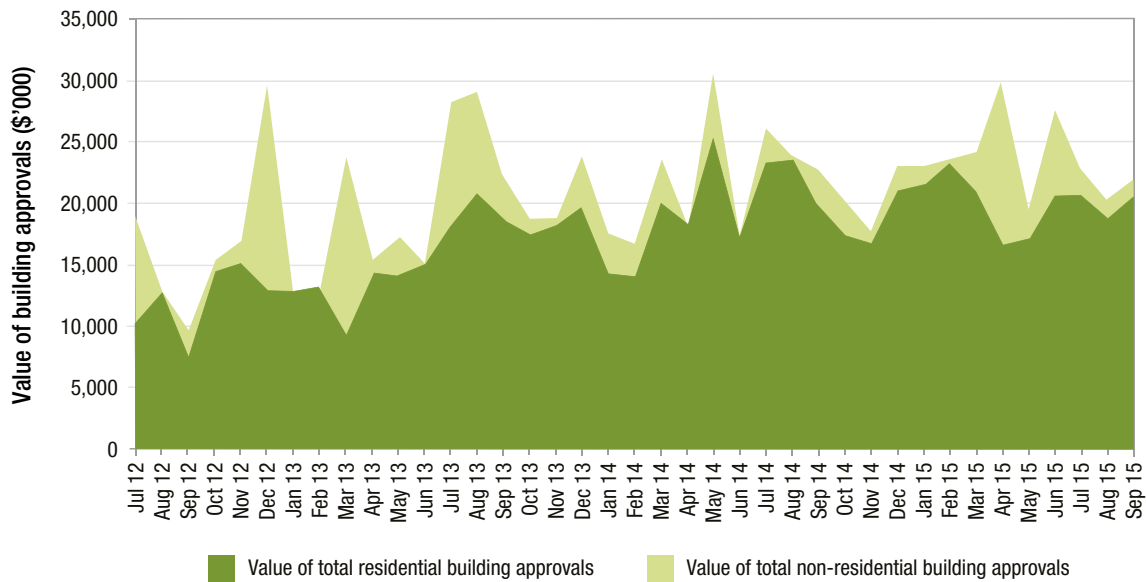
<sup>8</sup> Western Australian Planning Commission (2015) *Western Australia Tomorrow Population Report No. 10*

<sup>9</sup> Western Australian Planning Commission (2015) *Western Australia Tomorrow Population Report No. 8*

<sup>10</sup> City of Busselton (2016) *Economic and Demographic Profile*

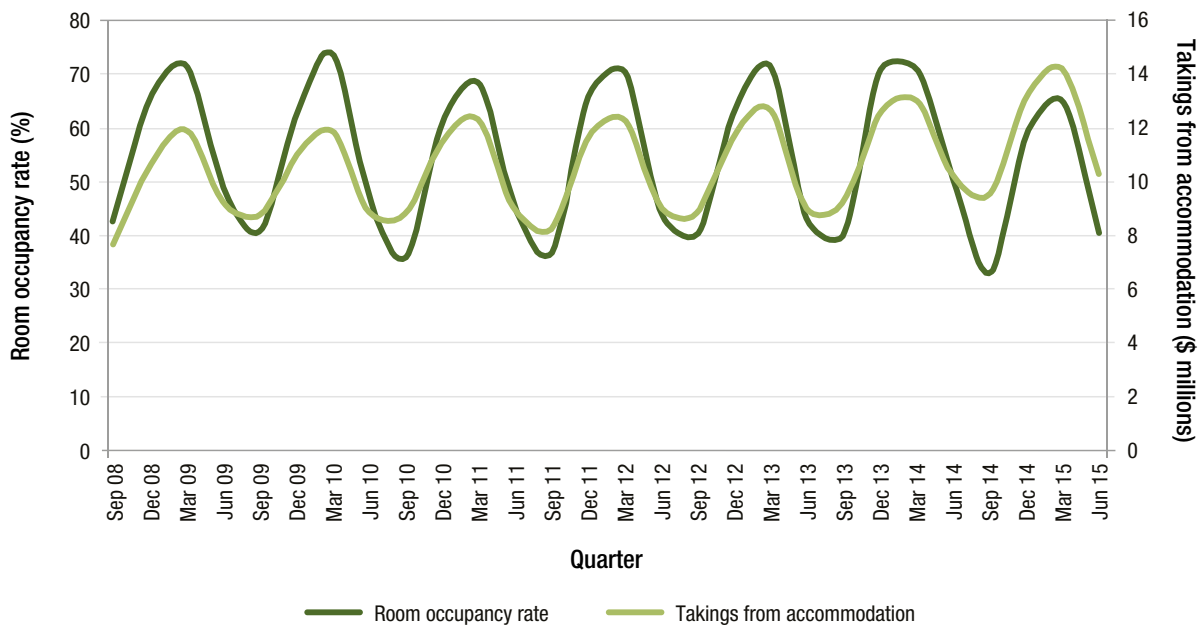
<sup>11</sup> Australian Bureau of Statistics (2011) *Census of Population and Housing: Working Population Profile. Catalogue No. 2006.0*

**Figure 12: Value of building approvals - City of Busselton**



Source: Australian Bureau of Statistics (2015) *Building Approvals, Australia. Catalogue No. 8731.0*

**Figure 13: Room occupancy rate and takings from accommodation - City of Busselton**



Source: Australian Bureau of Statistics (2015) *Tourist Accommodation, Australia. Catalogue No. 8635.0*

### 5.1.3 Agriculture

For 2014/15, Busselton's agricultural sector recorded a GRP of \$216 million. The agricultural sector was the second-largest contributor to Busselton's total GRP during this period, with a contribution of 11.6 per cent. Additionally, Busselton's agricultural sector accounted for 15.8 per cent of the total South West region agricultural GRP for the same period.<sup>12</sup>

At June 2015, 429 businesses were recorded as being within the agriculture sector, accounting for 11.8 per cent of the total number of businesses within Busselton.<sup>13</sup> At the 2011 Census, the sector employed 581 persons within Busselton, making up 5.3 per cent of the total Busselton workforce.<sup>14</sup>

Agricultural activities undertaken within Busselton include the growing of vegetables and grapes, as well as livestock production and dairying. For 2010/11, the Busselton region produced milk with a total value of \$25.1 million, accounting for 30.1 per cent of the Busselton total value of agricultural commodities produced. Grapes produced within the region were valued at \$22.9 million, with the majority used for wine making.<sup>15</sup>

The agricultural activities of horticulture, viticulture and dairying are expected to experience further growth as the industry capitalises on the increasing demand for high-quality food and wine from Asian countries. Significant opportunities exist for economic diversification and employment creation through the development of the agribusiness sector, which would also benefit from the proposed expansion of the Busselton-Margaret River Regional Airport.

Increasing dependency on groundwater supplies as a result of decreasing rainfall presents a constraint to the expansion of horticulture and dairying. Measures to conserve groundwater are already in place, with 77 per cent of available groundwater supply within the South West already allocated.<sup>16</sup>

The *South West Regional Blueprint* proposes for the development of value adding of agricultural sub sectors, development of new markets and strengthening the relationships between the South West region and its export markets.

### 5.1.4 Creative industries

The creative industries sector is emerging as a significant contributor to Busselton's GRP, as well as the wider South West region. The federal Department of Communications and the Arts describe the creative industries as "the generation of creative intellectual property with the potential to be commercialised".<sup>17</sup> The creative industry comprises of the following sub sectors:

- music and performing arts;
- film, television and radio;
- advertising and marketing;
- software development and interactive content;
- writing, publishing and print media; and
- architecture, design and visual arts.<sup>19</sup>

For the South West region, the creative industry is valued at \$306 million and employs 1,095 people. This figure is inclusive of creative specialists, support workers employed in creative industries, and those who hold a creative occupation but are employed outside of the creative industry. Forty-four per cent of the South West creative industries workforce is employed within the Capes/Vasse region (City of Busselton and Shire of Augusta-Margaret River).<sup>20</sup>

<sup>12</sup> City of Busselton (2015) *Economic and Demographic Profile*

<sup>13</sup> City of Busselton (2015) *Economic and Demographic Profile*

<sup>14</sup> Australian Bureau of Statistics (2011) *Census of Population and Housing: Working Population Profile. Catalogue No. 2006.0*

<sup>15</sup> Australian Bureau of Statistics (2012) *Value of Agricultural Commodities Produced, Australia. Catalogue No. 7503.0*

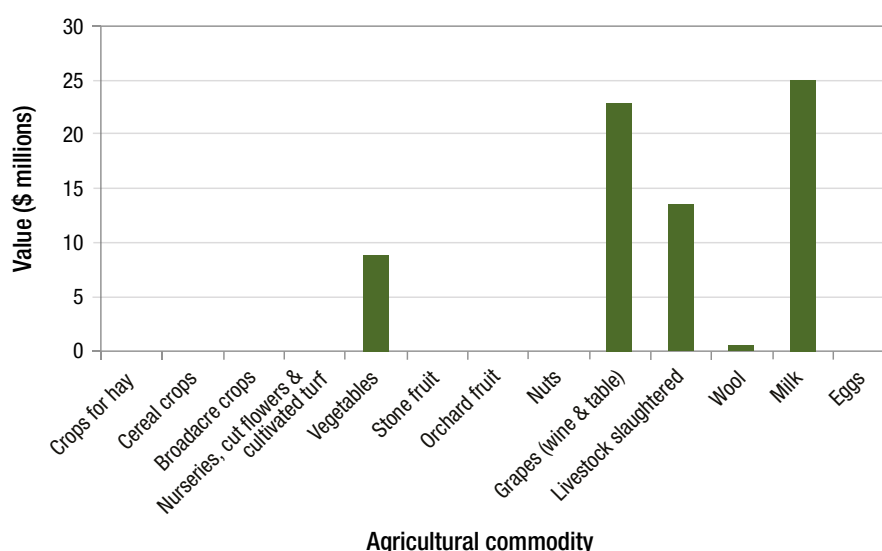
<sup>16</sup> Regional Development Australia South West, South West Development Commission and WA Department of Agriculture and Food (2015) *Action Plan for Transforming Agriculture in South West Western Australia* (prepared by Deloitte Access Economics)

<sup>17</sup> Australian Government: Department of Communications and the Arts (2011) *Creative Industries, a strategy for 21st Century Australia*

<sup>18</sup> Cultural Ministers Council (2008) *Building a Creative Innovation Economy*

<sup>19</sup> South West Development Commission (2013) *Economic Opportunities for Creative Industries in Western Australia's South West Region* (prepared by SGS Economic and Planning)

**Figure 14: Value of agricultural commodities produced 2010/11 - City of Busselton**



Source: Australian Bureau of Statistics (2012) *Value of Agricultural Commodities Produced, Australia. Catalogue No. 7503.0*

**Table 2: Creative workforce in the South West region**

Creative workforce in the South West region	2011
Creative specialists (A)	383
Support workers (B)	444
<b>Total workers in creative industries (A+B)</b>	<b>827</b>
Embedded workers (C)	268
<b>Total employed in creative occupations (A+C)</b>	<b>651</b>
<b>Total creative workforce (A+B+C)</b>	<b>1,095</b>

Source: South West Development Commission (2013) *Economic Opportunities for Creative Industries in Western Australia's South West Region* (prepared by SGS Economic s and Planning).

High-performing sub-sectors of the creative industry include architecture, design and visual arts; publishing; software development; and film, TV and radio. The aforementioned sub sectors are also the creative industry's biggest employers, with a collective total of 341 workers employed within these sub sectors.<sup>20</sup>

The creative industry has been identified as one of the fastest growing industries in Australia. Growth trends within the South West region reflect the national trend, with the South West's creative industry workforce growing at a rate of 3.6 per cent per annum over the five years to 2011. This figure is only marginally lower than the growth rate recorded for Western Australia's creative industry workforce, which grew at a rate of 4 per cent per annum over the same period.<sup>21</sup>

<sup>20</sup> South West Development Commission (2013) *Economic Opportunities for Creative Industries in Western Australia's South West Region* (prepared by SGS Economic and Planning)

<sup>21</sup> South West Development Commission (2013) *Economic Opportunities for Creative Industries in Western Australia's South West Region* (prepared by SGS Economic and Planning)

The *South West Regional Blueprint* has set a target of tripling the creative industries employment base from 1,000 jobs to 3,000 jobs by 2050. The Blueprint proposes to achieve this through facilitating the development of a stronger industry identity within the South West region. The construction of a high capacity broadband network with a high upload capacity will help facilitate the expansion of the creative industries.<sup>22</sup>

### 5.1.5 Commercial/retail

The Busselton city centre is the commercial, retail and administrative centre for the City of Busselton. A wide range of business activities are undertaken within Busselton, including retail, commercial and tourism related services, as well as civic and community land uses. For the financial year 2014/15, Busselton's retail industry generated a GRP of \$108.8 million, accounting for 5.8 per cent of Busselton's total GRP. Additionally, Busselton's retail industry GRP accounted for 22.4 per cent of the South West region's total retail GRP.<sup>23</sup>

At the 2011 Census, 1,665 persons identified as being employed within the retail trade, comprising 15.3 per cent of the total Busselton workforce.<sup>24</sup> At June 2015, 218 businesses were counted as being within the retail trade, making up 6 per cent of Busselton's businesses.<sup>25</sup>

There are a number of significant infrastructure projects within the City of Busselton, which are expected to boost economic development and generate employment. Major projects include the Busselton and Dunsborough foreshore redevelopments, the Busselton Jetty refurbishment and the development of a new Civic and Administration Centre building.

Strong population growth within the City of Busselton and increased inbound tourism numbers are expected to be major drivers of retail growth and employment within the commercial and retail sector. Proposed upgrades to the Busselton-Margaret River Regional Airport are expected to increase tourism numbers and visitor spend. The *South West Regional Blueprint* envisages

Busselton will become a thriving commercial centre, supported by the region's major industries such as tourism, viticulture and the creative industries.

## 5.2 Workforce

Since December 2013, the unemployment rate in the City of Busselton has been slightly lower than the rate for Western Australia as a whole (Figure 15). In June 2015, the unemployment rate for Busselton (LGA) was 3.9 per cent, compared to 5.9 per cent for Western Australia. Map 2 shows the distribution of unemployed residents of SA1 areas across the City of Busselton.

At the 2011 Census, 84.3 per cent of the City of Busselton's employed residents work within the City area, with a further 5.2 per cent travelling to the City of Bunbury for work, and 2.7 per cent to the Shire of Augusta-Margaret River. Approximately 2.6 per cent of the City's residents travel to the Pilbara region for work.<sup>26</sup>

<sup>22</sup> South West Development Commission (2014) *South West Regional Blueprint*

<sup>23</sup> City of Busselton (2015) *Economic and Demographic Profile*

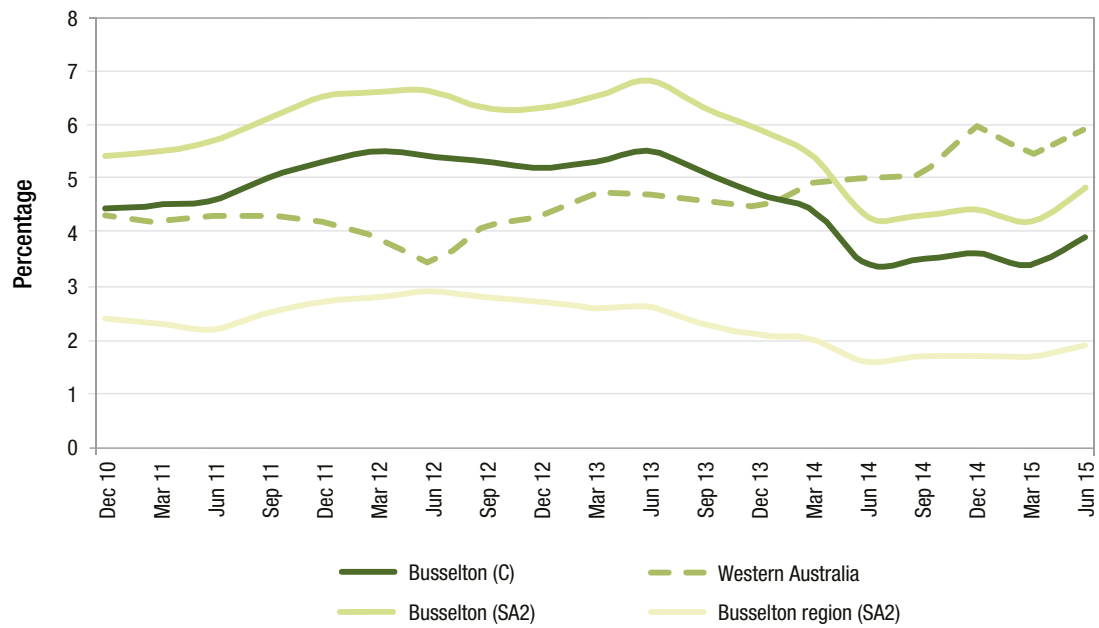
<sup>24</sup> Australian Bureau of Statistics (2011) *Census of Population and Housing: Working Population Profile. Catalogue No. 2006.0*

<sup>25</sup> City of Busselton (2015) *Economic and Demographic Profile*

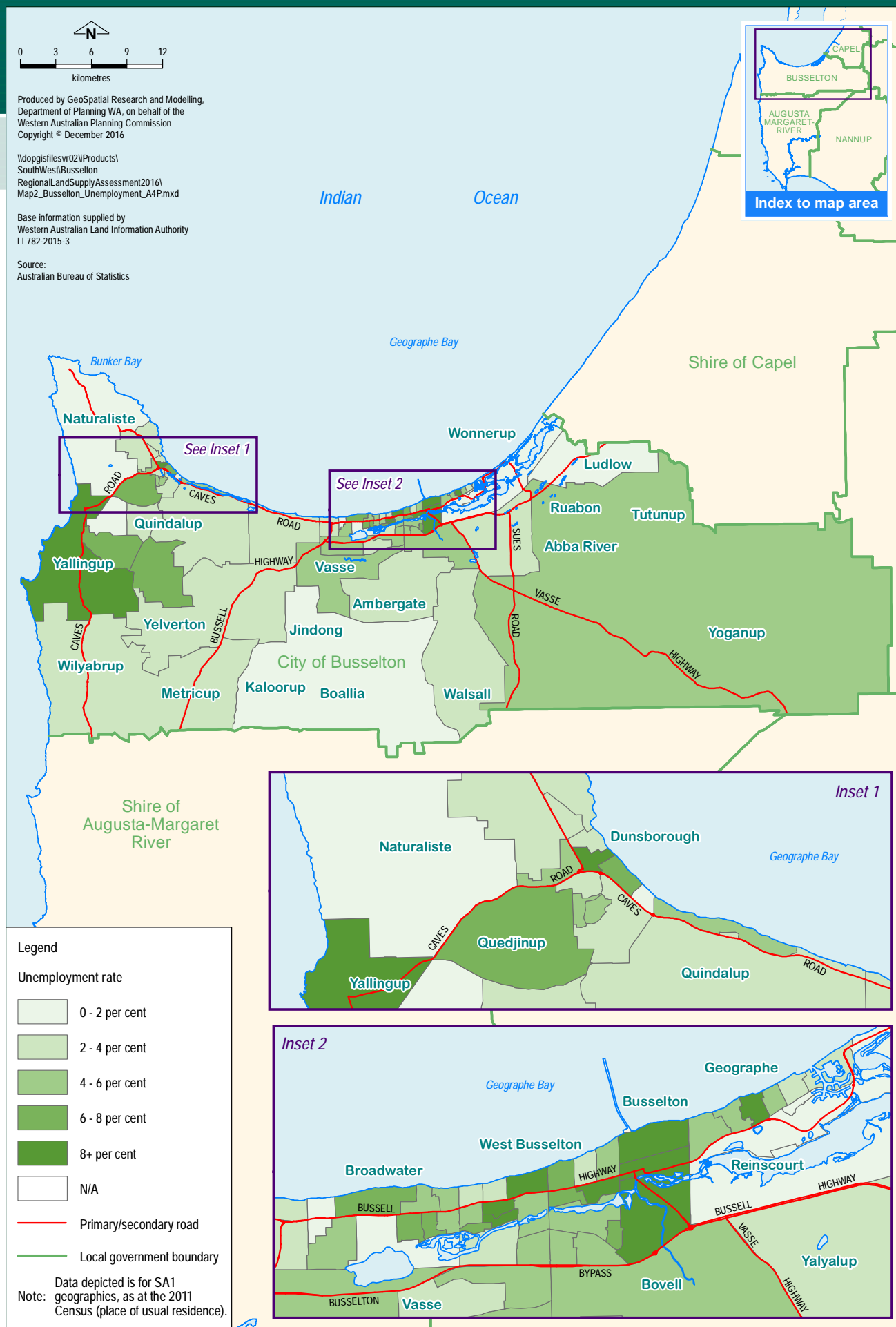
<sup>26</sup> City of Busselton (2015) *Economic and Demographic Profile*



Figure 15: Unemployment rate - Busselton and Western Australia



Source: Department of Employment (2015) *Small Labour Area Market Data*

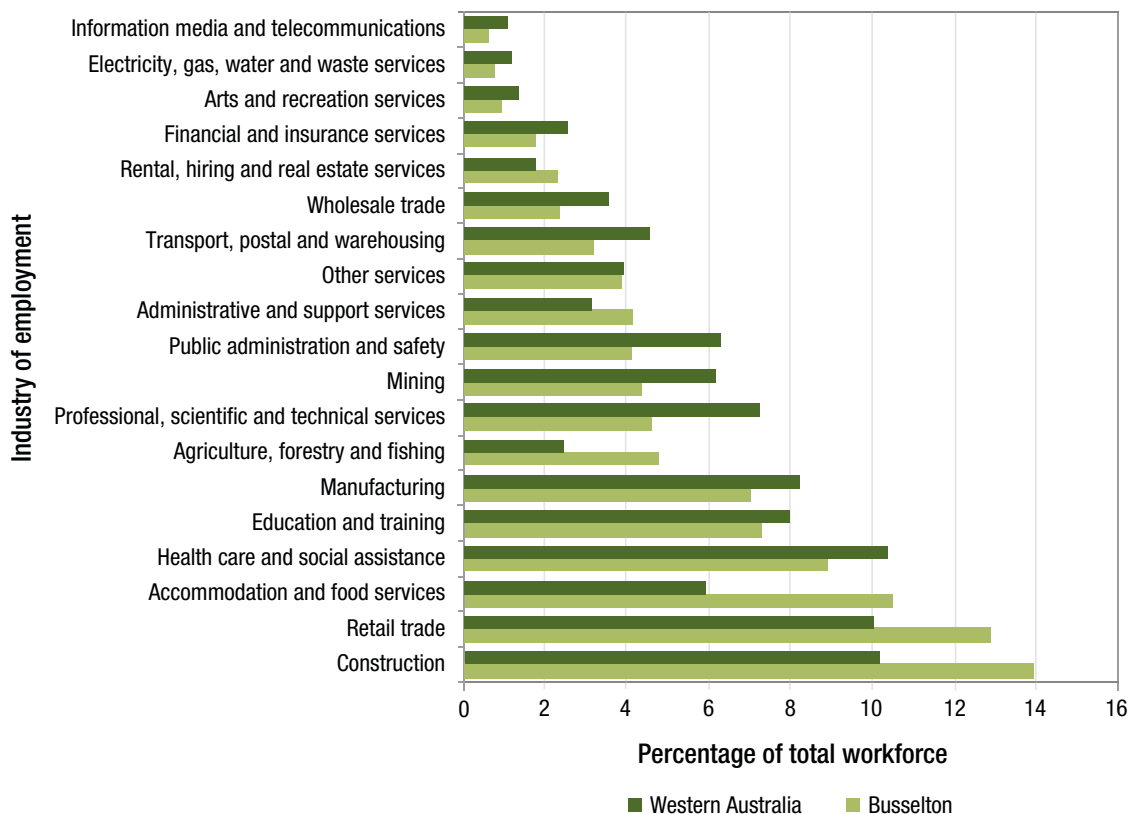


Map 2: Unemployment rate – 2011 Census (SA1)

### 5.3 Industry of employment

Employment data for the City of Busselton reflects the importance of tourism to the local economy, with the accommodation and food services sector employing 10.5 per cent of the City's resident working population, compared to 5.9 per cent for Western Australia at the 2011 Census (Figure 16). The construction sector employed 14 per cent of the City's resident working population, which may be reflective of the high levels of construction activity experienced at that time.

**Figure 16: Industry of employment - Busselton (LGA) and Western Australia**

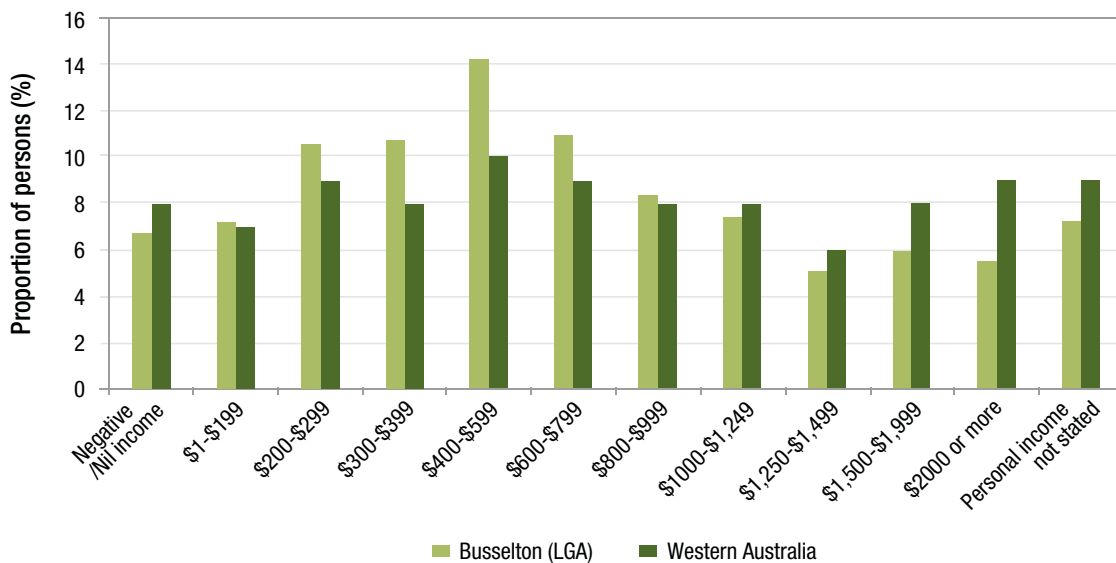


Source: Australian Bureau of Statistics (2011) *Census of Population and Housing: Basic Community Profile. Catalogue No. 2001.0*

## 5.4 Income

At the 2011 Census, the median weekly income for Busselton (LGA) residents aged 15 years and over was \$555; this is substantially less than the median weekly income recorded for Western Australia (\$662) (Figure 17). Busselton (LGA) residents with weekly incomes of \$2,000 or greater are typically employed in the mining, construction or professional, scientific and technical services sector. Generally speaking, incomes tended to be higher for residents living in the western half of the local government area (Map 3).

**Figure 17: Income distribution - Busselton (LGA) and Western Australia (2011 Census)**



Source: Australian Bureau of Statistics (2011) *Census of Population and Housing: Basic Community Profile*. Catalogue No. 2001.0



## 5.5 Regional Price Index

The Regional Price Index (RPI) is produced by the Department of Regional Development. The Index compares location-based prices for a common 'basket of goods' to create a spatial index measuring prices against the Perth metropolitan area, which has an index value of 100 for each category.

RPI data comparing Busselton and the South West region to the Perth metropolitan region is shown in Table 3. Comparisons show that most living costs in Busselton are reasonably consistent with those experienced in Perth (baseline index of 100). The greatest difference can be seen in the higher cost of clothing, which recorded an index of 115.2 in 2013. Costs associated with recreation and education and cigarettes, tobacco and alcoholic drinks are also higher in Busselton. In contrast, costs associated with food, housing, health and personal care, and transport are lower than those experienced in Perth, recording index numbers of less than 100.

## 5.6 Additional information

- South West Development Commission website: [www.swdc.wa.gov.au](http://www.swdc.wa.gov.au)
- South West Workforce Development Alliance (2013) *South West Workforce Development Plan 2013-2016*. Available online at: [www.dtwd.wa.gov.au](http://www.dtwd.wa.gov.au)
- Department of Regional Development (2013) *Regional Price Index 2013*. Available online at: [www.drd.wa.gov.au](http://www.drd.wa.gov.au)
- Tourism Western Australia (2014) *Busselton Region Overnight Visitor Fact Sheet (Years Ending 2011/12/13)*. Available online at: [www.tourism.wa.gov.au](http://www.tourism.wa.gov.au)
- City of Busselton website: [www.busselton.wa.gov.au](http://www.busselton.wa.gov.au)

**Table 3: Regional Price Index**

	Index numbers 2011		Index numbers 2013	
	South West	Busselton	South West	Busselton
Basket	100.2	99.8	99.9	100.3
Food	104.9	103.0	98.6	98.5
Cigarettes, tobacco, alcoholic drinks	100.9	101.9	102.8	104.3
Clothing	108.6	110.5	112.2	115.2
Housing	93.4	93.1	95.0	97.4
Household equipment and operation	100.6	101.2	100.9	100.4
Health and personal care	99.7	98.9	100.7	96.9
Transport	100.9	99.9	100.2	98.7
Recreation and education	106.2	106.1	106.7	106.9

Source: Department of Regional Development (2013) *Regional Price Index 2013*

## 6 Residential land and housing

### 6.1 Overview

At the 2011 Census, approximately 85 per cent of the City of Busselton's population resided in the City's two main settlements, Busselton and Dunsborough. The draft City of Busselton Local Planning Strategy sets out a plan to concentrate future growth in and around these centres, with rural areas to be protected from urban encroachment.

Urban expansion in Busselton (townsite) has traditionally been shaped by the town's unique location on the north-facing shoreline of Geographe Bay. As such, Busselton's urban form has evolved into an east-west lineal shape, extending to Abbey in the west and to Geographe in the east. The extensive coastal wetlands and estuaries running parallel to the coastline initially acted as a southern boundary to Busselton's urban form; however, development in recent years has extended south of the wetland system. Much of Busselton's greenfield expansion over the coming years is expected to be accommodated in proposed urban expansion areas identified south of the wetlands.

Like Busselton, Dunsborough's urban form has traditionally expanded along the coast, from Old Dunsborough in the west to Quindalup in the east. From the 1990s the town began to expand in land through new greenfield developments, such as Dunsborough Lakes. Outside the City's two main centres, the draft Local Planning Strategy supports limited development in proposed settlements at Metricup and Carburnup River, and a tourism node at Smiths Beach.

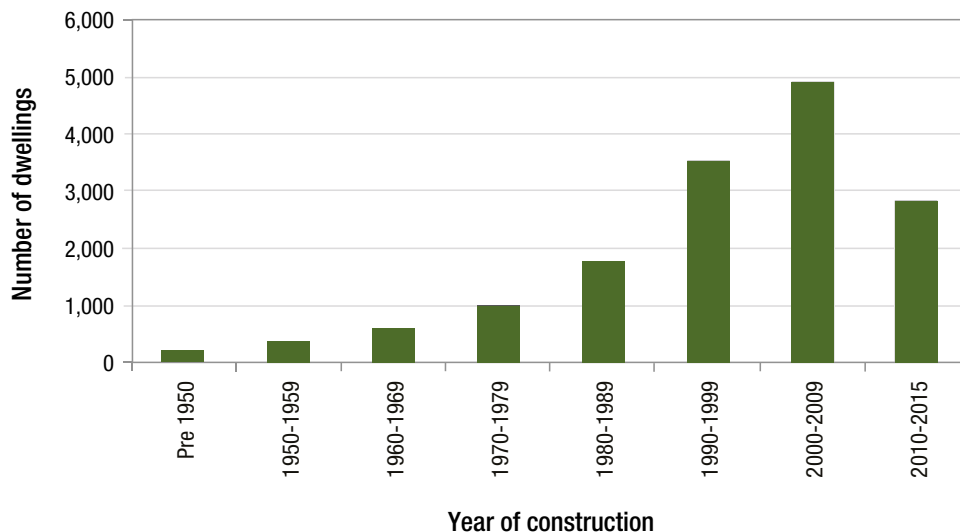
## 6.2 Existing housing stock

At the 2011 Census, a stock of 15,252 dwellings was recorded in the City of Busselton. Of these, 27.9 per cent were unoccupied, which is significantly higher than the rate for Western Australia as a whole (12.1 per cent). This is likely to be related to the large number of dwellings in the City of Busselton used as holiday homes. Low occupancy rates were recorded in coastal suburbs such as Eagle Bay (18.9 per cent), Yallingup (43.9 per cent) and Quindalup (49.0 per cent); Dunsborough recorded an occupancy rate of 57.8 per cent.

The dwelling stock in the City of Busselton is generally quite 'new', with 76 per cent of homes constructed since 1990 (Figure 18). Maps 4 and 5, which depict the spatial distribution of dwelling age in Busselton's main settlements, show most of the older dwelling stock located in areas adjacent to the coastline.

Within the Busselton-Vasse urban area, the majority of the newer stocks of dwellings are located south of the wetland system. Within the Dunsborough urban area, most of the newer stocks of dwellings are located in the Dunsborough Lakes residential development, south of Caves Road.

**Figure 18: Age of dwelling stock - Busselton (LGA)**



Source: Department of Planning (2015) *Integrated Regional Information System*



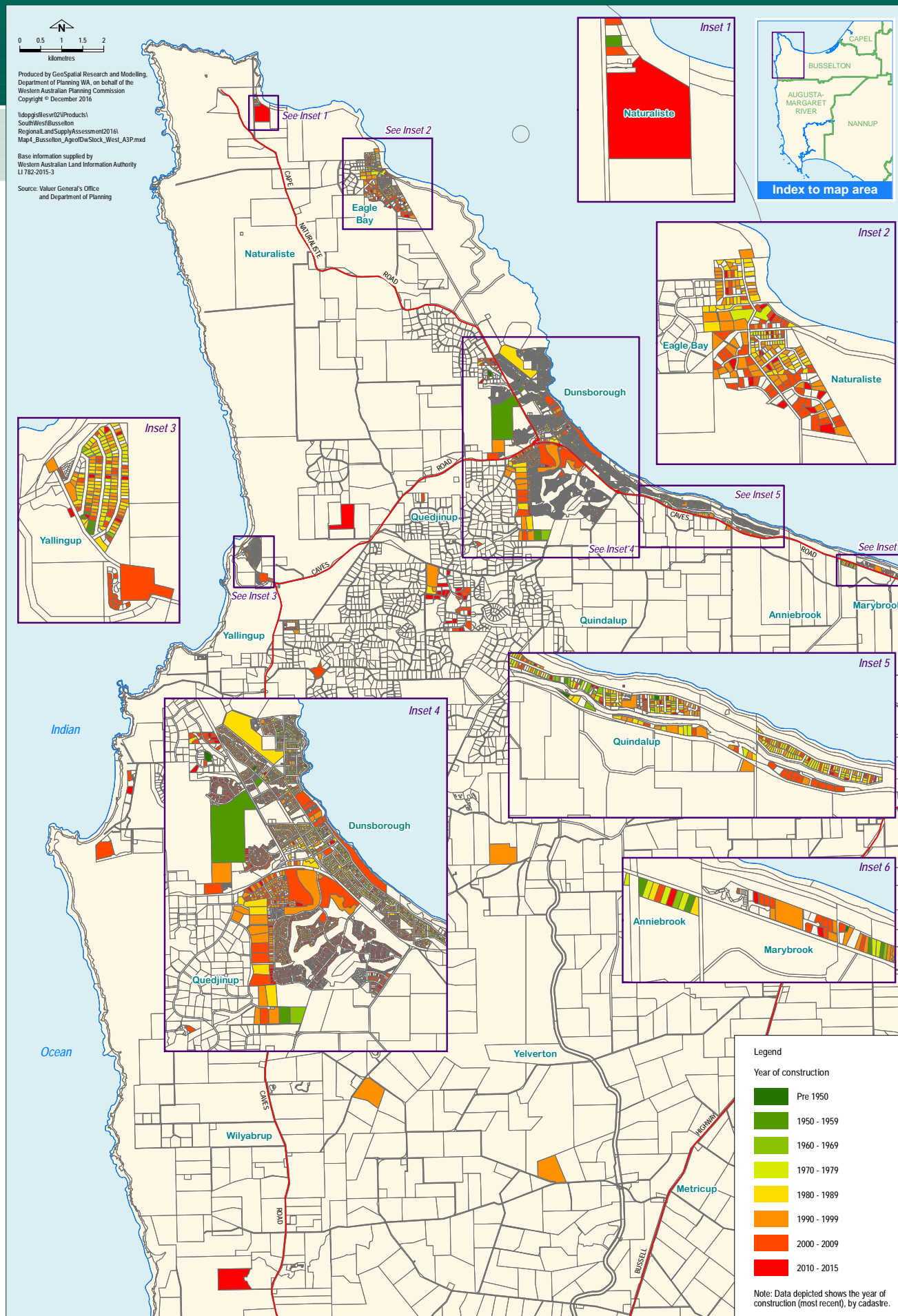
At the 2011 Census, the majority of dwellings in the City of Busselton (87.6 per cent, compared to 80.4 per cent for Western Australia) were detached houses, with three bedroom dwellings the most common (Table 4).

Approximately 61.2 per cent of dwellings in Busselton were occupied by one or two residents, which suggest a mismatch between the stock and occupancy rates (Table 4). There may, therefore, be opportunities for the development of more diverse housing products.

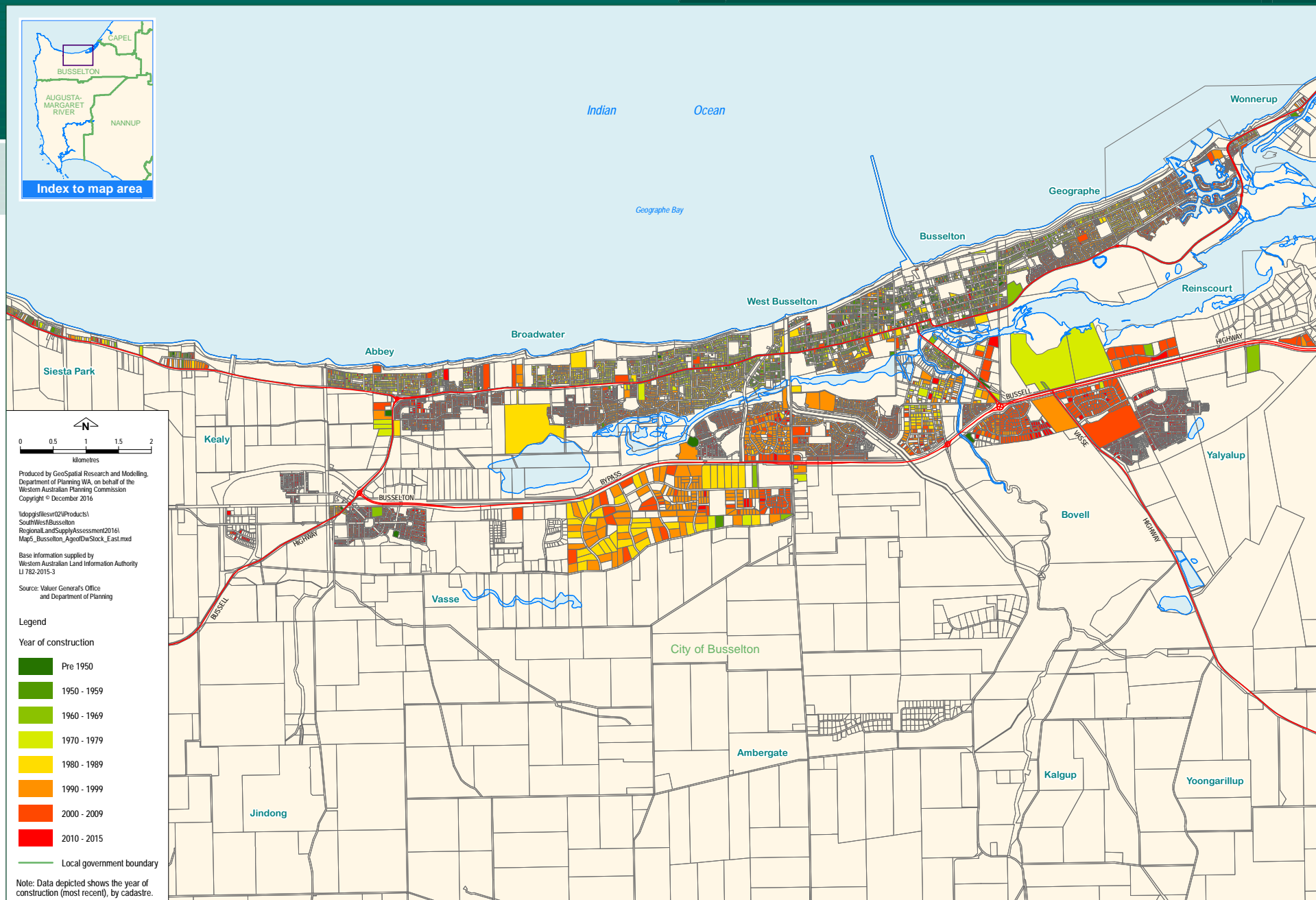
**Table 4: Dwelling stock and number of residents - Busselton (2011 Census)**

	Number of residents								
	1	2	3	4	5	6	7	8+	Not applicable
<b>None (includes bedsitters)</b>	22	9	0	0	0	0	0	0	10
<b>One bedroom</b>	240	60	8	3	3	0	0	0	31
<b>Two bedrooms</b>	535	568	54	35	9	6	0	0	41
<b>Three bedrooms</b>	1,117	1,869	629	468	100	33	4	3	83
<b>Four bedrooms</b>	456	1,566	789	1,124	478	101	20	5	57
<b>Five bedrooms</b>	32	88	68	90	90	48	5	5	19
<b>Six bedrooms or more</b>	6	25	16	15	11	12	6	4	3
<b>Not stated</b>	100	43	4	8	6	0	0	0	358
<b>Not applicable</b>	0	0	0	0	0	0	0	0	4,309

Source: Australian Bureau of Statistics (2011) *Census of Population and Housing: Basic Community Profile. Catalogue No. 2001.0*



Map 4: Age of Dwelling Stock - 1 of 2



Map 5: Age of Dwelling Stock - 2 of 2

## 6.3 Local property market

House prices in Busselton rose sharply through the middle part of last decade. The median house price in Busselton doubled during that period, increasing from \$237,000 in 2004 to \$480,000 (an increase of 102 per cent) in 2008.

The increase in house prices during this period was likely aided by strong population growth, with the City of Busselton's ERP increasing by an average of approximately 3.7 per cent per annum over the four years to June 2008. This was higher than Western Australia's average annual growth rate of 2.3 per cent for the same period.

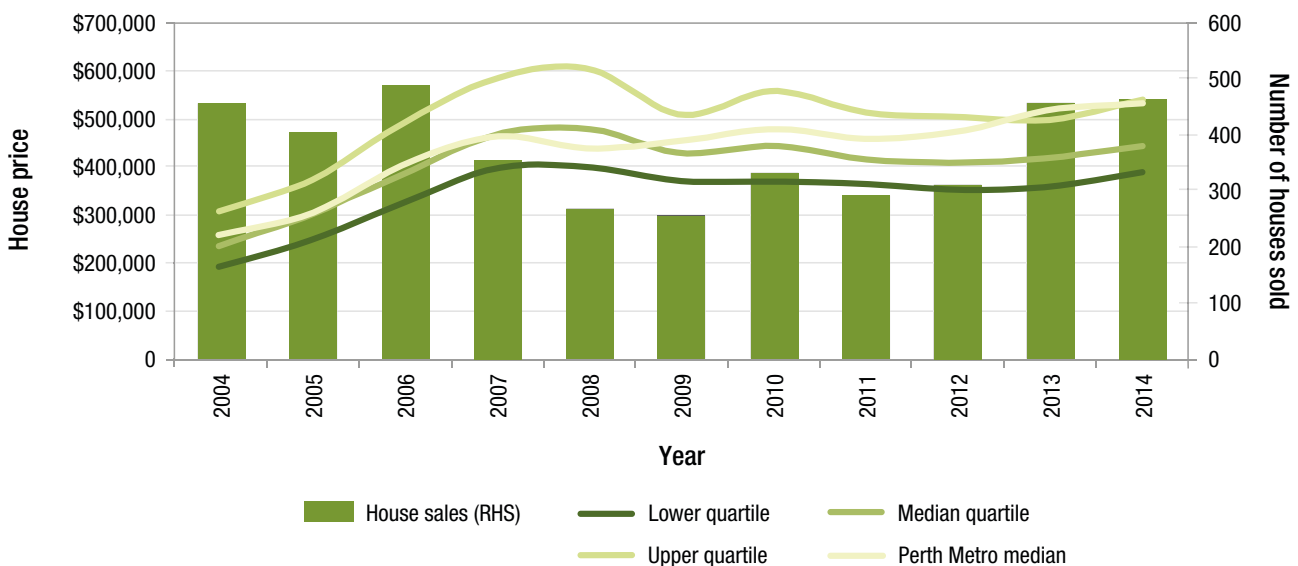
The median house price slumped after 2008; falling sharply (10.4 per cent) to \$430,000 in 2009. While some price growth was experienced the following year, the general trend of decline continued until 2013. At this point some modest gains were experienced; however, as at 2014, the median house price remained approximately 7 per cent below 2008 levels.

Figure 19 shows that, during the period of rapidly increasing prices to 2008, Busselton prices were following a similar trajectory to those in the Perth metropolitan area.

The median unit price in Busselton grew steadily from \$198,500 in 2004 to \$344,000 in 2008. REIWA define units as attached grouped dwellings such as apartments or flats (see glossary for full description). An average of 90 units per annum was sold by REIWA member agents in the decade prior to December 2014 (Figure 20). The median sales price for units peaked in 2014 (\$377,500).

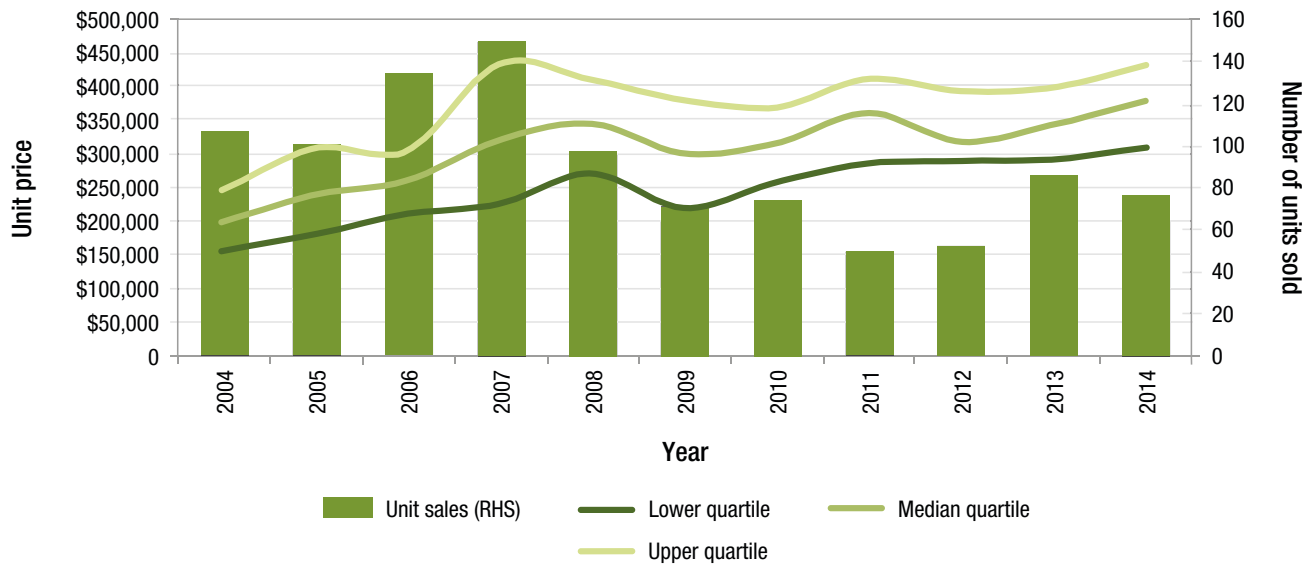
The median residential lot price in Busselton increased by 120 per cent, from \$88,500 in 2004 to \$195,000 in 2008 but experienced a sharp decline in 2009 (20.5 per cent). While gains have been made in the years since then, the median value of lots in Busselton has remained lower than what was experienced during the housing boom, with the median lot price in 2014 being 6.3 per cent lower than in 2008. In 2014, the median price of a residential lot in Busselton was 70.3 per cent of the median lot value in Perth (Figure 21).

**Figure 19: House sales - City of Busselton 2004-2014**



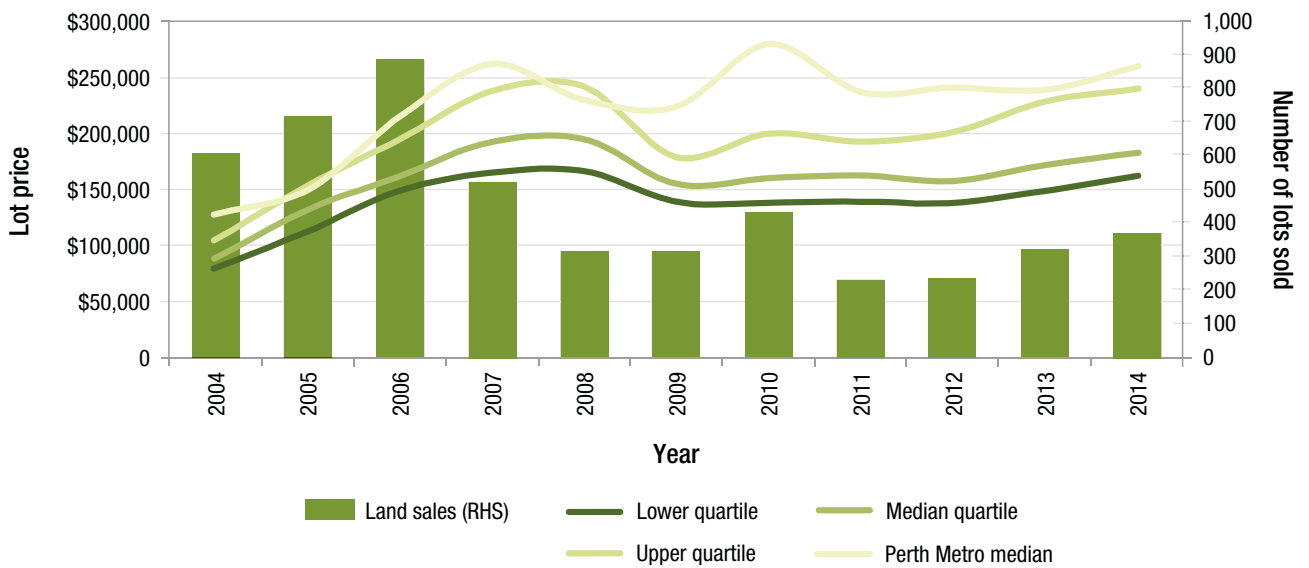
Source: Real Estate Institute of Western Australia (2015)

Figure 20: Unit sales - City of Busselton 2004-2014



Source: Real Estate Institute of Western Australia (2015)

Figure 21: Residential lot sales - City of Busselton 2004-2014



Source: Real Estate Institute of Western Australia (2015)

The average selling time for properties in Busselton during the March 2015 quarter was 89 days; this was longer than the average time in Perth (68 days) but less than in Bunbury and Augusta-Margaret River (96 days and 123 days respectively).

In general, REIWA data suggests that demand for residential property has been relatively consistent in Busselton since the late 2000s; however, while median prices for lots, units and houses have increased recently, they are still not as high as they were during the mid-2000s.

## 6.4 Land identified in local planning strategies

The draft City of Busselton Local Planning Strategy identifies a settlement framework and an urban growth area framework for the Busselton local government area. The draft local planning strategy identifies 17 urban growth areas; the majority of which are already reflected in the local planning scheme with appropriate land use zoning in place. Exceptions to this include the Ambergate North, Bovell and Dunsborough South urban growth areas. Land within these future urban growth areas are currently zoned Agriculture.

Land within the Ambergate North urban growth area has been partially rezoned to 'Special Purpose – Ambergate North Development Area'. The Ambergate North urban growth area has also been identified in this report's development outlook analysis as site BUS98. The Bovell urban growth area (site BUS179) is identified for future development by the draft Local Planning Strategy; however, amendments to land use zoning will be required prior to development. Ambergate North (site BUS98) is the most substantial future development area within Busselton. There are some uncertainties surrounding the capacity of the land for development, which may affect the ultimate dwelling yield and development timeframe.

Once the draft Local Planning Strategy has been formally endorsed by Council and the WAPC, it will supersede the *Busselton Urban Growth Strategy* (1999).

## 6.5 Land zoned for residential purposes

There are several land use zones under the *City of Busselton Local Planning Scheme No. 21* that permit residential development (rural living residential land is discussed in a later section). Residential land use zones included in this analysis are listed below:

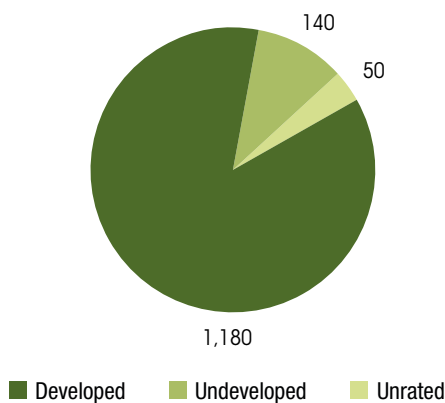
- Residential;
- Special Purpose (Dunsborough Lakes Development Area);
- Special Purpose (Yalyalup Development);
- Special Purpose (Yalyalup Deferred Development);
- Vasse Development Zone; and
- Deferred Vasse Development Zone.

Using the Integrated Regional Information System (IRIS) land supply model, major residential land use zones are grouped together to provide a snapshot of residential land stocks. As at December 2015, the model showed a stock of 2,142 hectares; 1,360 hectares of which was deemed to be developed. Based on the IRIS model, 722 hectares of residential land is either undeveloped or unrated. Lots identified as unrated are those that are zoned for development for the purpose of the specified primary land use category for which no vacant land or premises valuation information has been captured in Landgate's property valuation database. For the purposes of this document, unrated land zoned for residential development is considered to be available for future development. The majority of the stocks of undeveloped and unrated residential land are located in Dunsborough, Vasse and Yalyalup.



Figure 22 show the stock of land zoned Residential under the local planning scheme by development status; land zoned Special Purpose, Vasse Development Zone and Deferred Vasse Development Zone have not been included. This is due to the assignation of some land within these zones for industrial and/or commercial uses, despite being primarily zoned for residential purposes.

**Figure 22: Stock of land (hectares) zoned for residential purposes - Busselton (LGA)**



Department of Planning (2015) *Integrated Regional Information System*

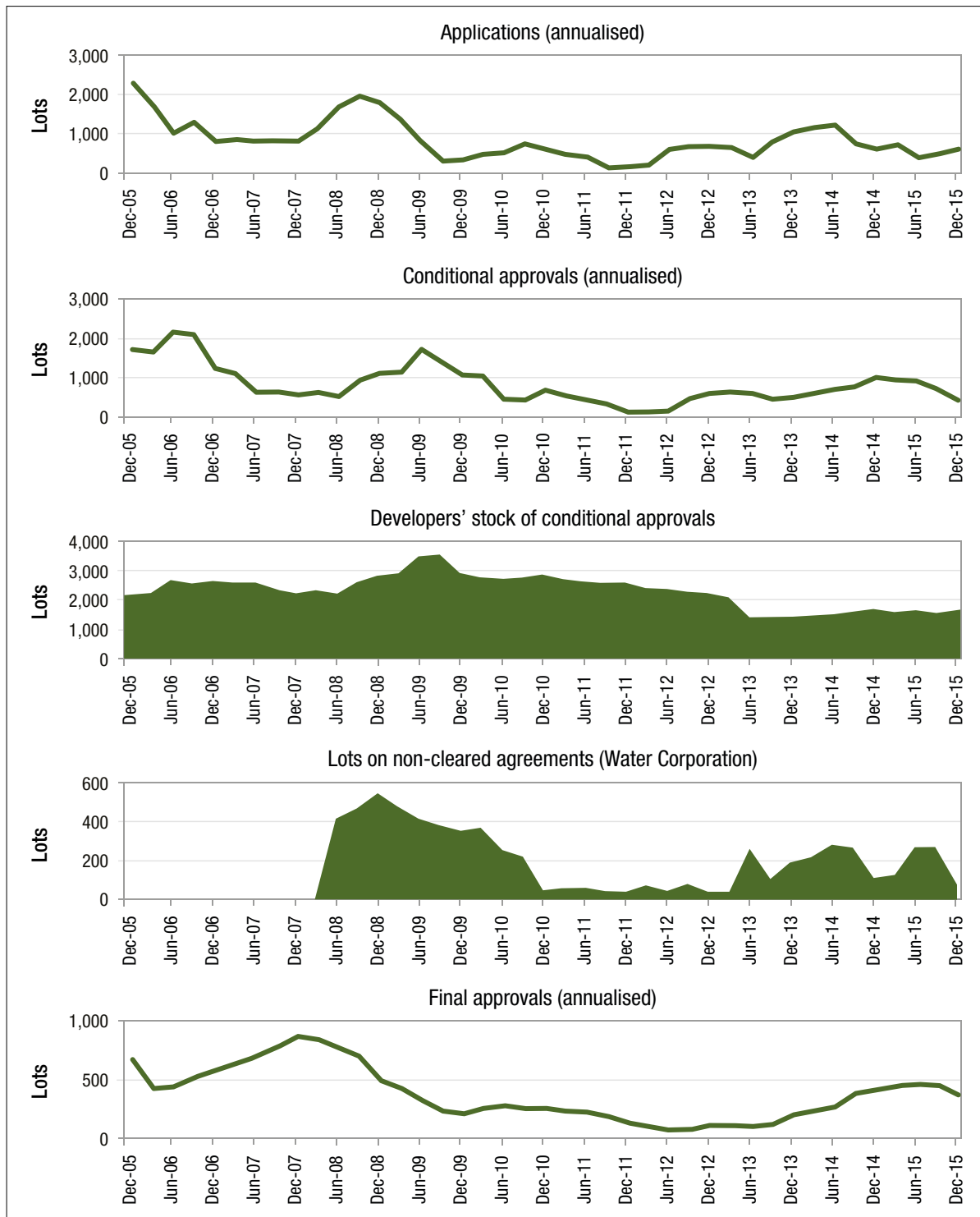
## 6.6 Lot supply pipeline

From July 2007 to June 2008, applications were lodged to create an average of 419 residential lots per quarter. Over the decade to December 2015, an average of 183 lots per quarter was lodged for subdivision approval. The twelve months to June 2008 marked the peak period of subdivision activity in Busselton over the decade to December 2015; however, this was followed by a considerable decline in the number of lots lodged for subdivision approval.

High numbers of lots lodged for subdivision approval in 2005 led to a decade-high record in the number of lots with conditional approval in the 2005/06 financial year; from July 2005 to June 2006, there was an average of 536 lots per quarter with conditional approval. The June 2009 quarter marked another peak period in the number of lots with conditional approval; however, following this period, the stock of lots with conditional approval has remained consistently low.

The graph in Figure 23, titled 'Lots on non-cleared agreements' shows the stock of conditionally approved residential lots for which a service provision agreement has been signed by the developer and Water Corporation. This indicator provides a measure of the number of lots which are likely to be developed in the short term. Data for this indicator is only available from 2009, but the available data shows a decline in the number of lots on non-cleared agreements over the two years to December 2010. As at December 2015, agreements were in place to service 120 new residential lots in the City of Busselton.

Figure 23: Residential subdivision activity and lot supply pipeline



Source: Western Australian Planning Commission (2015) *State Lot Activity* and Water Corporation (2015) unpublished data

No data is available for lots on non-cleared agreements prior to 2009.



## 6.7 Dwelling approvals

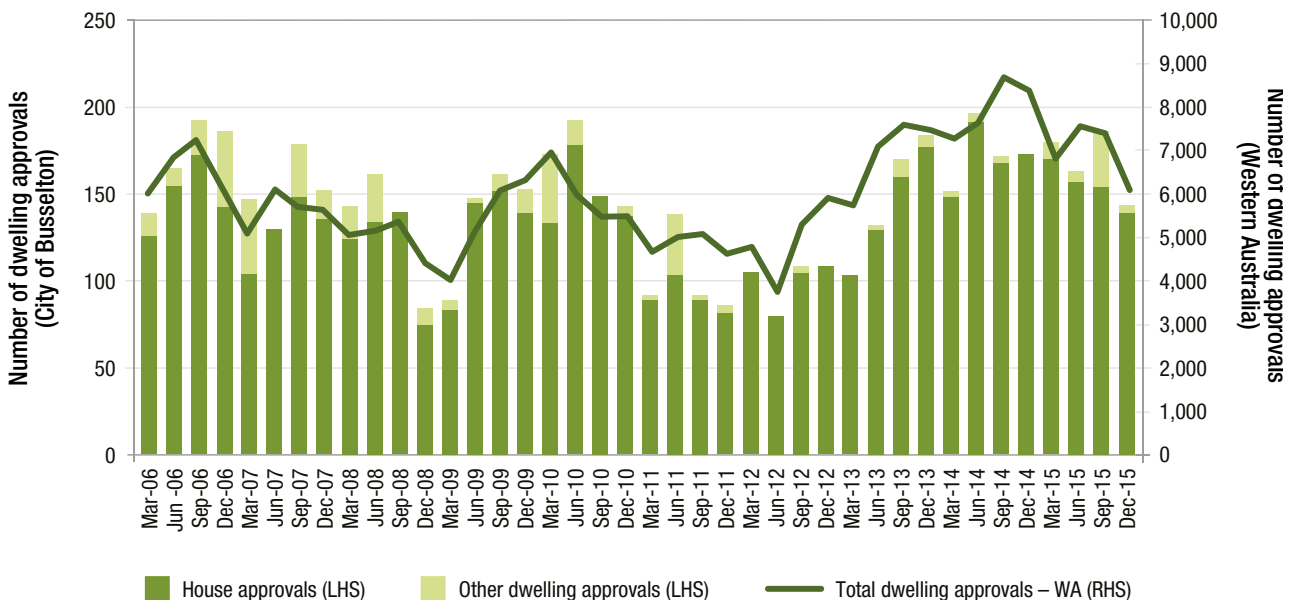
Dwelling approvals are a key demand indicator, representing either owner-occupier demand or investor confidence. As most dwelling approvals proceed to construction and eventually completion, they also provide a leading indicator of dwelling supply.

There has recently been a significant increase in dwelling approvals in the City of Busselton, with 679 house approvals in 2014 and 622 approvals in 2015, compared to the ten-year average of 533 house approvals per annum.

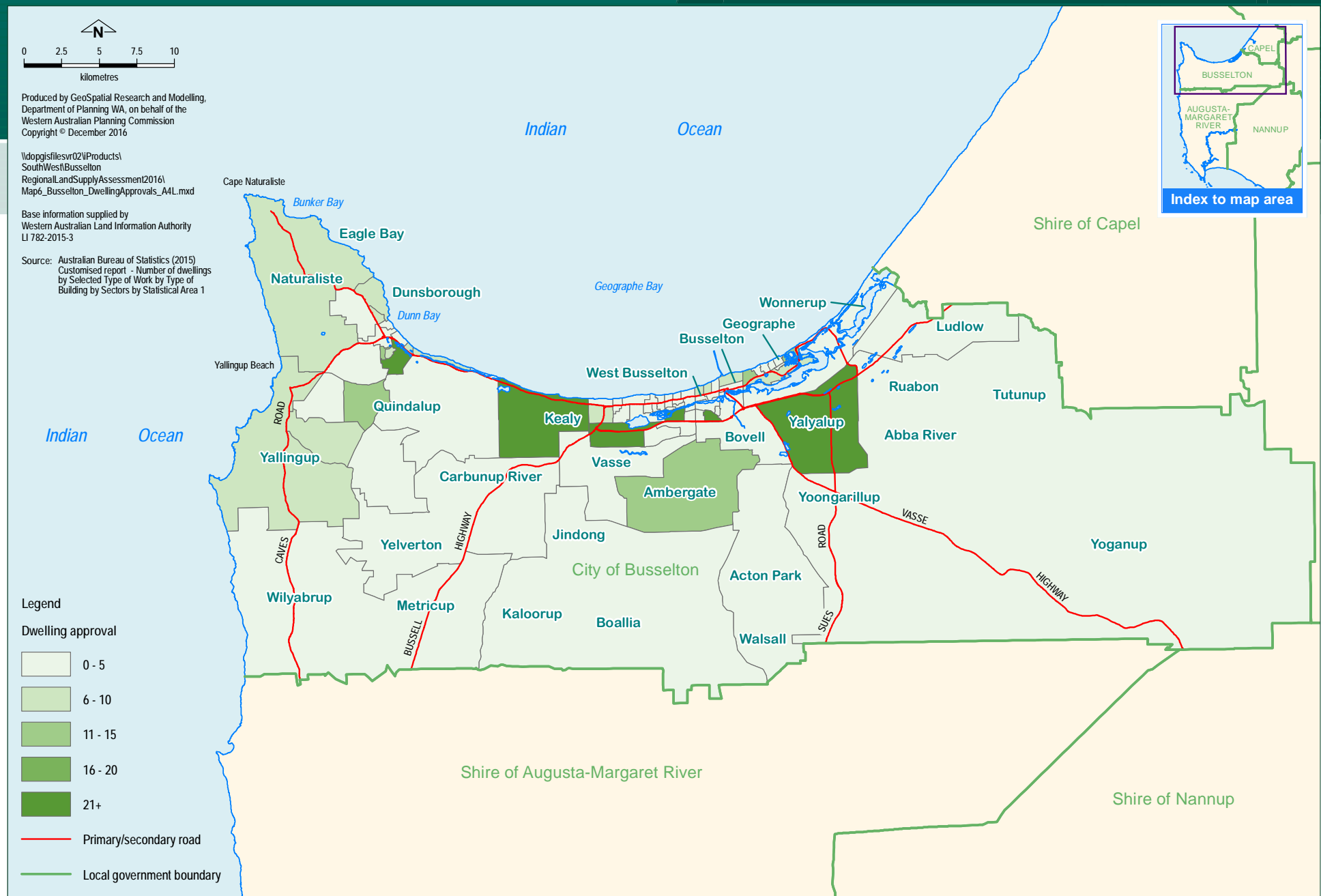
The number of approvals issued for 'other' dwellings (see Glossary for definition) increased to 50 for 2015, following a three-year period of limited development activity for 'other' dwellings.

Map 6 shows the spatial distribution of dwelling approvals in the City of Busselton for the 2014/15 period, based on the most recent ABS SA1 data. Areas with the greatest number of dwelling approvals during this time were Yalyalup, Vasse, Kealy and Dunsborough, which form the sites of large-scale residential developments such as Provence, Vasse Newtown and Dunsborough Lakes.

**Figure 24: Dwelling approvals - City of Busselton**



Source: Australian Bureau of Statistics (2015) *Building Approvals, Australia. Catalogue 8731.0*



Map 6: Dwelling approvals 2014/2015 (SA1)

## 6.8 Development outlook

Table 6 and Maps 7, 8, 9 and 10 show possible development projects identified in the City of Busselton. Projects are included where intent has been demonstrated (by government or the development industry) to develop the site at some point in the future. Projects are identified through a variety of means including:

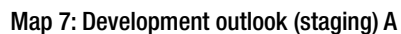
- local planning scheme zonings and amendments;
- developer intentions;
- consultation with local stakeholders;
- subdivision applications/approvals;
- local government development applications/approvals; and
- structure planning.

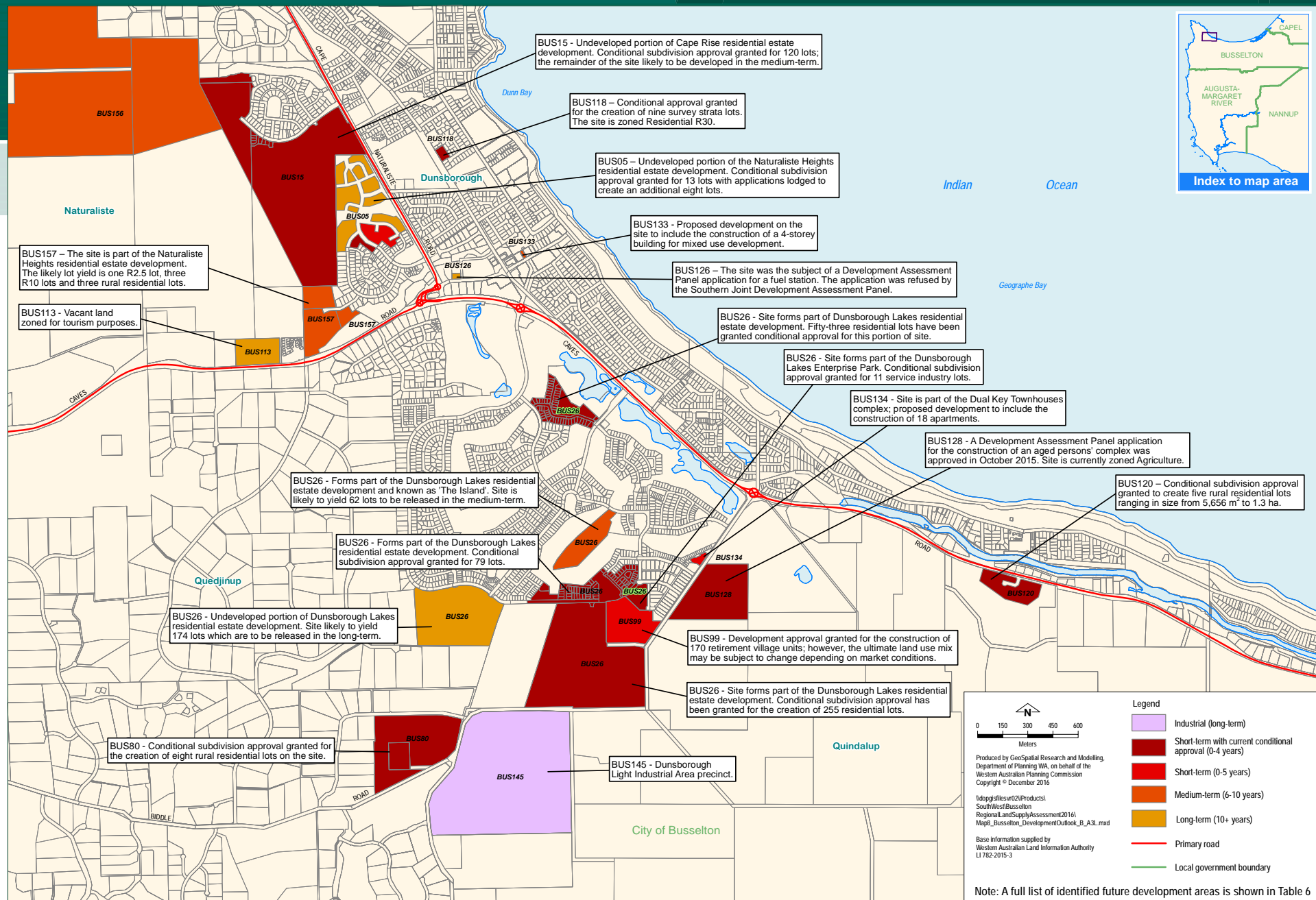
Most of the identified growth areas are located within the boundaries of the Busselton SA2, with these areas constituting 89 per cent of the entire stock of proposed dwellings in identified areas (Table 5). It is also evident that almost all of the identified project areas are located in the northern half of the Busselton local government area. Approximately 68 per cent of dwelling yield anticipated for release in the short term are located in the suburbs of Dunsborough, Kealy, Vasse and Yalyalup. The majority of growth in the medium to long term is expected to occur in Yalyalup, Ambergate and Bovell. The proposed Ambergate North urban growth area is proposed to accommodate a population of 12,500 within approximately 4,300 residential lots.

**Table 5: Estimated dwelling yield from identified future development areas**

Suburb	Short-term (0-5 years)	Medium-term (5-10 years)	Dwelling yield (10+ years)	Total
Ambergate	13	0	4,300	4,313
Bovell	0	0	3,426	3,426
Yalyalup	186	1,438	0	1,624
Kealy, Vasse	383	315	563	1,261
Dunsborough	554	491	174	1,219
Geographe	126	705	0	831
Broadwater	15	6	498	519
West Busselton	231	24	66	321
Vasse	97	57	115	269
Yallingup	103	0	141	244
Busselton	26	33	139	198
Abbey	14	52	0	66
Quindalup	29	14	8	51
Naturaliste	0	0	44	44
Reinscourt	0	0	18	18
Yallingup Siding	0	0	9	9
Quedjinup	8	0	0	8
Marybrook	0	5	0	5
Wilyabrup	0	5	0	5

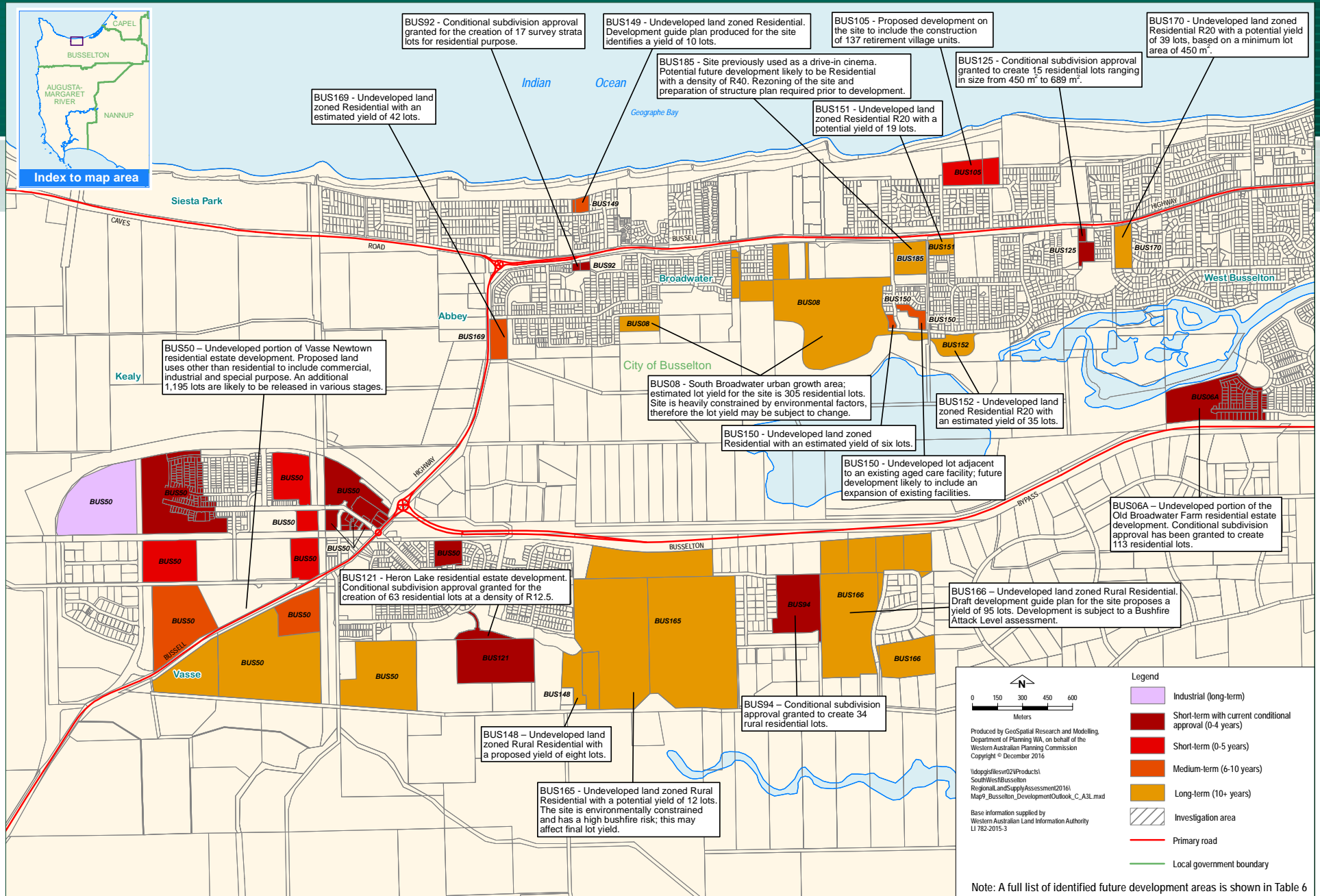
Source: Department of Planning (2016)



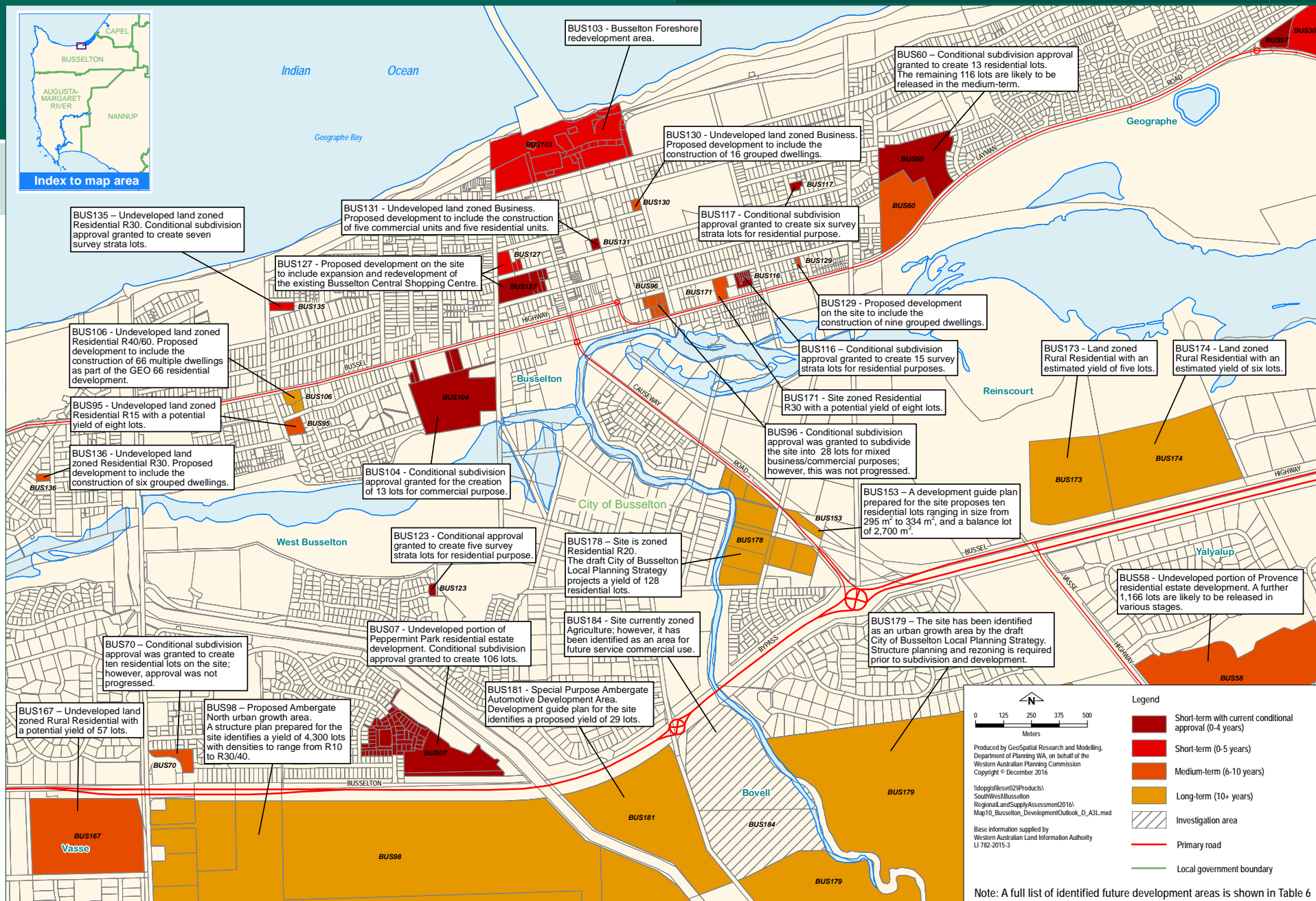


Map 8: Development outlook (staging) B





Map 9: Development outlook (staging) C



Map 10: Development outlook (staging) D

Table 6: Project summaries - Busselton

Identifier	Location	Suburb	Map number in this document	Existing tenure <sup>1</sup>	Purpose	Zoning/planning			Area/yard <sup>2</sup>			Subdivision approvals <sup>3</sup>		Anticipated dwelling release <sup>4</sup> (commencing early 2015)			Constraints <sup>5</sup>			Comments
						Current zoning	Amendment required	Other planning under way	Area (ha)	Yield (lots)	Yield (units)	Approvals pending	Current approvals	Short term (0-5 yrs)	Medium term (5-10 yrs)	Long term (10+ yrs)	Concern but resolution anticipated	Critical but resolution anticipated	Critical and resolution not definite	
BUS05	Part Lot 9017 Martingale Drive	Dunsborough	Map B	M Edwards, Tapaum Pty Ltd & Waitaki Pty Ltd	Residential	Residential	No	Naturaliste Heights - Dunsborough Development Guide Plan	10.5	121	121	8	15	21	100	0	MC, P	E		Undeveloped portion of the Naturaliste Heights residential estate development. Thirteen residential lots ranging in size from 484 m <sup>2</sup> to 700 m <sup>2</sup> have been granted conditional subdivision approval. A subdivision application to create an additional eight lots ranging in size from 567 m <sup>2</sup> to 571 m <sup>2</sup> has been lodged and is awaiting determination. Proposed residential densities for the remaining undeveloped portion of the site include a mix of R10, R20 and R30; lot yield has been calculated based on the aforementioned specified residential density.
BUS06A	Lots 9503 & 9504 New River Ramble	West Busselton	Map C	M R Hair, C A Packard, Fairway Developments WA Pty Ltd & Zaph Pty Ltd	Residential	Special Purpose (Old Broadwater Farm Development Area)	No	Old Broadwater Farm Development Guide Plan	13.7	113	113	0	113	113	0	0	E			Undeveloped portion of the Old Broadwater Farm residential estate development. Conditional subdivision approval has been granted for the creation of 113 residential lots on the site, ranging in size from 480 m <sup>2</sup> to 1240 m <sup>2</sup> .
BUS07	Lots 9502 & 9503 Clydebank Avenue	West Busselton	Map D	Bambil Pty Ltd & Boyanup Grazing Co Pty Ltd	Residential	Residential	No	N/A	10.1	106	106	0	106	106	0	0	E			Undeveloped portion of the Peppermint Park residential estate development. Conditional subdivision approval has been granted for the creation of 106 residential lots on the site.
BUS08	Lots 0, 1, 4, 10, 30, 50, 9008 & 9009 Bussell Highway	Broadwater	Map C	J W Bell, M B Craigie, D R H Gregory, E J Gregory & Gold Estates Holdings Pty Ltd	Residential	Residential	No	Broadwater - Precinct 1, 2 - Busselton Structure Plan	52.9	305	305	0	0	0	0	305	MC, P	E		The site forms the majority of the South Broadwater urban growth area as identified by the draft City of Busselton Local Planning Strategy. The draft local planning strategy identifies an approximate potential population of 587 for the South Broadwater urban growth area. The site is heavily constrained by environmental factors.
BUS15	Lot 9006, Pt Lot 9008 & Lot 9009 Cape Naturaliste Road	Dunsborough	Map B	A J D'Espeissis, J S F D'Espeissis, Cape Naturaliste Investments Pty Ltd & Ladywell Holdings Pty Ltd	Residential	Residential	No	Bayview Estate - Busselton Structure Plan	51.4	398	398	0	120	120	274	0	E, MC, P			Undeveloped portion of the Cape Rise residential estate. Conditional subdivision approval has been granted for the creation of 120 residential lots. Lot yield for the remaining portion of site has been estimated based on a density of R20.
BUS26	Lot 9033 Commonage Road, Lot 9054 Dunsborough Lakes Drive, Lot 9055 Congressional Drive & Lot 9059 Clubhouse Drive	Dunsborough	Map B	Daws and Son Pty Ltd & Daws Nominees Pty Ltd	Residential, Service Industry	Special Purpose (Dunsborough Lakes Development Area)	No	Dunsborough Lakes Estate Development Guide Plan	69.7	634	634	0	398	387	62	174	E, MC			Undeveloped portion of the Dunsborough Lakes residential estate development and Dunsborough Lakes Enterprise Park. Conditional subdivision approval has been granted for the creation of 387 residential lots and 11 service industry lots. It is expected that lots located within the portion of site surrounded by the golf course ('The Island') will be released in the medium term; with an additional 174 lots to be released in the long term.
BUS30	Lot 9507 Layman Road	Geographe	Maps A and D	Aigle Geographe Pty Ltd	Residential	Residential	No	Port Geographe Development Plan	46.3	660	660	71	0	71	0	589	E, P			The Port Geographe residential estate has been partially developed, with residential properties set along man-made canals. It was intended for the remainder of the site to be developed in a similar manner; however, development is now likely to be configured in a more conventional manner. A subdivision application for the creation of 71 residential lots has been lodged and is awaiting determination.
BUS37	Lot 9003 Biddle Road	Yallingup	Map A	Ernest George Nominees Pty Ltd	Residential & General Farming	Rural Residential	No	Commonage Precinct 6 - Quindalup Development Guide Plan	6.4	7	7	0	7	7	0	0	E, P			Conditional subdivision approval has been granted for the creation of seven lots for residential and general farming purpose.
BUS49	Lots 9002 & 9510 Ambergate Road, Lot 9550 Chapman Hill Road	Ambergate	Map A	J C Kruger, J W Tomcala, J Tomcala & Tremec Pty Ltd	Special Rural	Rural Residential	No	Sussex Locations 1611 & Pt 2318 & Lot 20 Ambergate Road, Busselton - Development Guide Plan	16.5	20	20	20	0	20	0	0	E			Undeveloped portion of the Ambergate Heights rural residential estate. A subdivision application for the creation of 20 rural residential lots (as well as four lots for rural production purposes) has been lodged and is awaiting determination.
BUS50	Lot 20 Dowell Road, Lot 250 Kaloorup Road, Lots 221 & 461 Bussell Highway, Lots 1102 & 9542 Napoleon Promenade, Lots 9000 & 9545 Vasse-Yallingup Siding Road	Kealy, Vasse	Map C	F R Reading, Perron Developments Pty Ltd, Stawell Pty Ltd, Wescom Pty Ltd	Residential	Vasse Development Zone, Deferred Vasse Development Zone	No	Vasse Newtown Development Guide Plan	155.1	1261	1261	0	269	383	315	563	E, MC, P			Undeveloped portion of the Vasse Newtown residential estate. Conditional subdivision approval has been granted for the creation of 250 residential lots and 19 commercial lots. A further 429 residential lots located on land zoned Vasse Development Zone are likely to be released in the medium term. An additional 516 lots are also likely to be released on land zoned Deferred Vasse Development Zone in the long term. A total of 47 lots for industrial purpose are also likely to be released in the long term.



Table 6: Project summaries - Busselton

Identifier	Location	Suburb	Map number in this document	Existing tenure <sup>1</sup>	Purpose	Zoning/planning			Area/yard <sup>2</sup>			Subdivision approvals <sup>3</sup>		Anticipated dwelling release <sup>4</sup> (commencing early 2015)			Constraints <sup>5</sup>			Comments
						Current zoning	Amendment required	Other planning under way	Area (ha)	Yield (lots)	Yield (units)	Approvals pending	Current approvals	Short term (0-5 yrs)	Medium term (5-10 yrs)	Long term (10+ yrs)	Concern but resolution anticipated	Critical but resolution anticipated	Critical and resolution not definite	
BUS58	Lot 2 Bussell Highway, Lots 31 & 32 Lyddy Road, Lot 501 Vasse Highway, Lot 9005 Paterson Drive, Lot 9031 Joseph Drive, Lots 6 & 9032 Cable Sands Drive	Yalyalup	Map A	B A Blum, D A Blum, East Busselton Estate Pty Ltd, IPE Packaging Pty Ltd, Mary Donald Nominees Pty Ltd, Redire Pty Ltd & Silverbay Enterprises Pty Ltd	Residential	Special Purpose (Yalyalup Development), Special Purpose (Yalyalup Deferred Development)	Yes	Busselton Airport - Yalyalup Structure Plan	187.7	1096	1096	21	192	213	102	781	E, MC			The site comprises of the undeveloped portion of the Provence residential estate development. Conditional subdivision approval has been granted for the creation of 192 residential lots; additionally, a subdivision application for the creation of 21 residential lots is outstanding and awaiting determination. A further 102 lots is likely to be released in the medium term, as well as a further 781 lots to be released in the long-term.
BUS60	Lot 9 Ford Road & Lot 9501 Layman Road	Geographe	Map D	I I Wilmott & Santine Developments Pty Ltd	Residential	Residential	No	Draft Sandilands Concept Plan	11.7	129	129	0	13	13	116	0	D, E, MC			The site comprises of two parcels of undeveloped land zoned Residential R20. Conditional subdivision approval has been granted for the creation of 13 residential lots with an average area of 551 m <sup>2</sup> ; there is scope for the creation of a further 116 residential lots to be released in the medium to long term.
BUS70	Lot 499 Queen Elizabeth Avenue	West Busselton	Map D	Cornerstone Church of Christ Inc.	Residential	Residential	No	N/A	1.0	10	10	0	0	0	10	0	MC		E	A subdivision application to create 10 residential lots on the site was granted conditional approval in 2007; however, this was not progressed. No new subdivision application has since been lodged with the WAPC and the City of Busselton has advised that the site is heavily constrained.
BUS78	Pt Lot 37 O'Byrne Road	Quindalup	Map A	Marshall Bennett Pty Ltd	Rural Residential	Rural Residential	No	Commonage Precinct 2 - Quindalup Development Guide Plan	11.9	9	9	0	0	0	9	0	E			A subdivision application to create nine rural residential lots was granted conditional approval in August 2007; however, this was not progressed. A new application was lodged in 2011, but was cancelled by the applicant. No new application has been lodged.
BUS80	Lot 525 Biddle Road & Lot 9000 Commonage Road	Quedjinup	Map B	G R Burt, W M Burt, D J Lucas & J A Lucas	Rural Residential	Rural Residential	No	N/A	17.2	8	8	0	8	8	0	0	E			Conditional subdivision approval has been granted for the creation of eight rural residential lots on the site.
BUS92	Lots 11 & 14 Bussell Highway	Abbey	Map C	White Rose Property Group Pty Ltd	Residential	Residential	No	Broadwater - Precinct 1, 2 - Busselton Structure Plan	0.5	14	14	0	14	14	0	0	E, MC			Conditional subdivision approval has been granted for the creation of 17 survey strata lots on the site for residential purpose.
BUS94	Lot 9000 Woodswallow Drive	Vasse	Map C	Vasse Property Pty Ltd	Rural Residential	Rural Residential	No	Lots 123, 1444, 176 & 177 Rendezvous Road Vasse Proposed Development Guide Plan	9.5	34	34	0	34	34	0	0	E			Conditional subdivision approval has been granted to create 34 lots for special rural purposes.
BUS95	Lot 151 Seymour Street	West Busselton	Map D	Slok Pty Ltd	Residential	Residential	No	N/A	0.6	8	8	0	0	0	8	0	E, MC			The site is currently zoned Residential R15 under the local planning scheme. Approval was granted in 2009 for the creation of 20 survey strata lots; however, this was not progressed and the approval has lapsed.
BUS96	Lots 4, 5, 10 & 110 Harris Road, Lots 6, 7, 181 & 182 Peel Terrace	Busselton	Map D	City of Busselton	General Commercial	Business	No	N/A	0.9	28	28	0	0	-	-	-	E, MC			An application to subdivide the site into 28 lots for commercial and retail purposes was granted approval in 2011; however, this was not progressed and approval has since lapsed. No new application has been lodged.
BUS97	Lot 9004 Layman Road	Geographe	Map D	Ozzieplant Pty Ltd	Residential	Residential	No	N/A	1.1	42	42	0	42	42	0	0	E			Conditional subdivision approval has been granted for the creation of 42 survey strata lots for residential purposes on the site.
BUS98	Numerous lots bounded by Queen Elizabeth Avenue, Busselton Bypass, Vasse Diversion Drain & Busselton Outer Bypass Alignment	Ambergate	Maps A and D	Numerous landowners	Residential	Special Purpose (Ambergate North Development Area), Agriculture	Yes	Ambergate North District Structure Plan	437.7	4300	4300	0	0	0	0	4300	D, E, L, PW, S, W	MC, P, Z		Ambergate North District Structure Plan. An approximate lot yield of 4,300 has been identified by the relevant structure plan; this is to comprise predominantly of R20 lots with pockets of R10 and R30/40. The north-east portion of the site has been zoned Special Purpose (Ambergate North Development Area); the remainder of the site is currently zoned Agriculture. The draft City of Busselton Local Planning Strategy estimates the potential population of the structure plan area to be 12,500. The site is significantly constrained by drainage and landfill requirements.

Table 6: Project summaries - Busselton

Identifier	Location	Suburb	Map number in this document	Existing tenure <sup>1</sup>	Purpose	Zoning/planning			Area/yield <sup>2</sup>			Subdivision approvals <sup>3</sup>		Anticipated dwelling release <sup>4</sup> (commencing early 2015)			Constraints <sup>5</sup>			Comments
						Current zoning	Amendment required	Other planning under way	Area (ha)	Yield (lots)	Yield (units)	Approvals pending	Current approvals	Short term (0-5 yrs)	Medium term (5-10 yrs)	Long term (10+ yrs)	Concern but resolution anticipated	Critical but resolution anticipated	Critical and resolution not definite	
BUS99	Lot 1150 Commonage Road	Dunsborough	Map B	Swancare Group Inc.	Retirement Village	Special Purpose	No	Dunsborough Lakes Estate Development Guide Plan	6.7	1	170	0	0	-	-	-		MC		Development approval has been granted for the creation of 170 retirement village units on the site; however, unit yield is highly dependent on market conditions, which are currently unfavourable.
BUS100	Lot 701 Curlew Rise	Quindalup	Map A	J H Currie & M M Currie	Rural Residential	Rural Residential	No	Commonage Precinct 5A - Quindalup Development Guide Plan	50.7	10	10	0	10	10	0	0	E			Conditional subdivision approval has been granted for the creation of 10 lots for rural residential purposes on the site; lot sizes range from 1 hectare to 31 hectares.
BUS102	Lot 4131 Smiths Beach Road	Yallingup	Map A	Smiths 2014 Pty Ltd	Residential, Tourism	Tourist	No	Draft Smiths Beach Development Guide Plan	31.7	96	88	0	96	88	0	0	PW, S, TG, W		E, P	The Draft Smiths Beach Development Guide Plan was produced in 2009; it identifies a beach club/village centre, backpackers' accommodation, attached, semi-detached and detached tourist units and residential dwellings as proposed land uses for the site. In June 2013, the State Administrative Tribunal (SAT) approved an application for the creation of 88 residential lots and eight superlots for tourist purposes on the site.
BUS103	Lots 343, 338, 340, 400, 405, 418, 431, 432, 448, 500 & 3001 Queen Street	Busselton	Map D	Australian Boy Scouts' Association WA Branch, State of WA	Mixed Use	Special Purpose (Busselton Foreshore)	No	Busselton Foreshore Master Plan	14.3	0	0	0	0	-	-	-	E			The site forms the area of the Busselton Foreshore redevelopment, which is guided by the Busselton Foreshore Master Plan. A modified version of the Master Plan was released in 2015, with the purpose of fast tracking the remaining stages of redevelopment.
BUS104	Lots 2, 3, 11 & 300 Bussell Highway, Lot 17 West Street	West Busselton	Map D	Gold Coast Mortgage Services Pty Ltd, Greatwave Holdings Pty Ltd, Not Sure Pty Ltd & Realview Holdings Pty Ltd	Commercial	Restricted Business	No	N/A	9.1	13	13	0	13	-	-	-	E			Conditional subdivision approval has been granted for the creation of 13 lots for commercial purposes. Lot sizes range from 1,094 m <sup>2</sup> to 35,310 m <sup>2</sup> . The site has also been identified by the draft City of Busselton Local Planning Strategy as a service commercial precinct, specifically for bulky goods retailing.
BUS105	Lots 29 & 30 William Drive	Broadwater	Map C	Grand Lodge of WA Freemasons Homes for the Aged Inc.	Retirement Village	Special Purpose (Aged Persons' Housing)	No	N/A	5.1	2	137	0	0	-	-	-	E			The site is currently zoned Special Purpose under the local planning scheme. A total of 137 retirement village units are proposed for development on the site. Development approval process expected to commence in 2018.
BUS106	Lot 202 Bussell Highway & Lot 201 Seymour Street	West Busselton	Map D	Allworld Investments Pty Ltd & Delstrat Pty Ltd	Residential	Residential	No	N/A	0.6	2	66	0	0	0	0	66	E	MC		The site is currently zoned Residential R40/60 under the local planning scheme. A total of 66 multiple dwellings are proposed for development on the site as part of the GEO 66 residential development. Development is proposed to take place over two lots; Lot 202 Bussell Highway and Lot 201 Seymour Street.
BUS111	Lots 1 & 22 Dawson Drive	Yallingup	Map A	C F Brearley & R J Brearley	Tourism	Tourist	No	N/A	0.2	2	0	0	0	-	-	-	E			Conditional subdivision approval was granted in 2011 to amalgamate Lots 1 and 22 into one lot; however, this was not progressed.
BUS113	Lot 200 Caves Road	Dunsborough	Map B	Caves Road 1676 Pty Ltd	Tourism	Tourist	No	N/A	4.1	50	50	0	0	-	-	-	E	P		An application for the creation of 50 survey strata lots was refused in February 2016; it is unknown if/when a new application will be lodged, and if the unit yield will be modified.
BUS115	Lots 17, 203, 204, 205, 9009 & 9501 Vasse Highway	Yalyalup	Map A	Lowe Pty Ltd, Mary Donald Nominees Pty Ltd, Provence 2 Pty Ltd, Reinscourt Grazing Co Pty Ltd & Southern Districts Agricultural Society Inc	Industrial	Special Purpose (Yalyalup Industrial Development)	No	Busselton Airport - Yalyalup Structure Plan, Draft Lots 9009, 203-205 Airport Drive - Yalyalup Development Guide Plan	347.7	372	372	0	43	-	-	-	D, MC, P, S, W	E, TG		Airport North Industrial Area, as identified by the draft City of Busselton Local Planning Strategy. Conditional subdivision approval has been granted for the creation of 43 lots on parent Lot 9501; this approval is due to lapse in October 2016. The draft Lots 9009, 203-205 Airport Drive - Yalyalup Development Guide Plan identifies a total lot yield of 372 to comprise of a mix of general industrial, light industrial and service industrial lots. It is anticipated that these lots will be released over a broader timeframe.
BUS116	Lot 93 Harris Road	Busselton	Map D	Peel Terrace Pty Ltd	Residential	Residential	No	N/A	0.5	15	15	0	15	15	0	0	E			Conditional subdivision approval has been granted for the creation of 15 survey strata lots for residential purpose on the site.
BUS117	Lot 24 Georgette Street	Busselton	Map D	D M Davies	Residential	Residential	No	N/A	0.2	6	6	0	6	6	0	0	E, H			Conditional subdivision approval has been granted for the creation of six survey strata lots for residential purposes on the site.
BUS118	Lot 76 Cygnet Cove	Dunsborough	Map B	A J D'Espeissis & I D Reid	Residential	Residential	No	N/A	0.5	8	8	0	8	8	0	0	E			Conditional subdivision approval has been granted for the creation of eight survey strata lots for residential purposes on the site.

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Identifier	Location	Suburb	Map number in this document	Existing tenure <sup>1</sup>	Purpose	Zoning/planning			Area/yield <sup>2</sup>			Subdivision approvals <sup>3</sup>		Anticipated dwelling release <sup>4</sup> (commencing early 2015)			Constraints <sup>5</sup>			Comments
						Current zoning	Amendment required	Other planning under way	Area (ha)	Yield (lots)	Yield (units)	Approvals pending	Current approvals	Short term (0-5 yrs)	Medium term (5-10 yrs)	Long term (10+ yrs)	Concern but resolution anticipated	Critical but resolution anticipated	Critical and resolution not definite	
BUS119	Lots 2, 3 & 5 Commonage Road	Quindalup	Map A	Corrib Developments Pty Ltd	Rural Residential	Rural Residential	No	Commonage Precinct 2 - Quindalup Development Guide Plan	42.2	14	14	0	14	14	0	0	E			Conditional subdivision approval has been granted for the creation of 14 rural residential lots on the site; lot sizes range from 1.92 hectares to 5.5 hectares.
BUS120	Lot 21 Caves Road	Quindalup	Map B	K A Mouritz & N Mouritz	Rural Dwellings	Special Purpose	No	N/A	4.2	5	5	0	5	5	0	0	E			A subdivision application to create 10 lots for rural dwellings and reserve purposes was granted conditional approval. A portion of the site is currently zoned Special Purpose under the local planning scheme; the remainder of the site is zoned Recreation.
BUS121	Lot 27 Rendezvous Road	Vasse	Map C	Heron Lake Pty Ltd	Residential	Special Purpose (Heron Lake Development Area)	No	N/A	13.8	63	63	0	63	63	0	0	E			Conditional subdivision approval has been granted for the creation of 63 residential lots at a density of R12.5; lot sizes range from 802 m <sup>2</sup> to 1,222 m <sup>2</sup> .
BUS123	Lot 363 Chaplain Gardens	West Busselton	Map D	W D Alexander	Residential	Residential	No	N/A	0.2	5	5	0	5	5	0	0	E			Conditional subdivision approval has been granted for the creation of five survey strata lots on the site for residential purposes.
BUS125	Lots 2 & 100 Bussell Highway	Broadwater	Map C	L F Gardiner, R J Gardiner, K J Lewis & S C Lewis	Residential	Residential	No	Broadwater - Precinct 1, 2 - Busselton Structure Plan	1.7	15	15	0	15	15	0	0	E			Conditional subdivision approval has been granted for the creation of 15 lots for residential purposes on the site; these lots range from 450 m <sup>2</sup> to 689 m <sup>2</sup> . An additional lot has been reserved for public open space; additionally, proposed Lot 542 is 4,847 m <sup>2</sup> in area and all existing infrastructure within this proposed lot is to be retained.
BUS126	Lot 108 Dunn Bay Road	Dunsborough	Map B	DCSC Pty Ltd	Service Station, Convenience Store	Business	No	N/A	0.2	1	1	0	0	-	-	-	D, PW, S, W		P	Identified as a potential development area in SPPs 2.5 and 6.1. The Southern Joint Development Assessment Panel has refused an application for the construction of a fuel station on the site.
BUS127	Lots 12, 121, 122, 371, 376, 395 & 600 Kent Street, Lots 20, 124, 308 & 309 Prince Street	Busselton	Map D	Trust Co Australia Pty Ltd, City of Busselton & State of WA	Commercial	Business	No	N/A	3.1	1	1	0	1	-	-	-	E, MC	P		A Development Assessment Panel application was received in August 2015 for the expansion and redevelopment of the existing Busselton Central Shopping Centre. The Southern Joint Development Assessment Panel resolved to approve the application in November 2015.
BUS128	Lot 21 Commonage Road	Quindalup	Map B	Toby's Inlet Estate Pty Ltd	Retirement Village	Agriculture	Yes	N/A	12.2	1	1	0	1	-	-	-	E, S, W, Z			A Development Assessment Panel application for the construction of an aged persons complex on the site was approved by the Southern Joint Development Assessment Panel in October 2015.
BUS129	Lot 38 Harris Road	Busselton	Map D	B Hook & R J Scarth	Residential	Residential	No	N/A	0.1	9	9	0	0	0	9	0		MC		A development application has been submitted for the construction of nine grouped dwellings on the site.
BUS130	Lot 223 Brown Street	Busselton	Map D	Housing Authority	Residential	Business	Yes	N/A	0.2	1	16	0	0	0	16	0	D, E, PW, S, W	P, Z		The site is currently zoned Business under the local planning scheme. Proposed development on the site includes the construction of 16 grouped dwellings on the site. The project is in early planning stages; as such, no development applications have been submitted.
BUS131	Lot 154 Kent Street	Busselton	Map D	A Stavretis	Commercial, Residential	Business	No	N/A	0.2	2	10 (5 commercial, 5 residential)	0	2	5	0	0	E	P, Z		The site is currently zoned Business under the local planning scheme. Proposed development on the site includes the creation of five commercial units and five residential units.
BUS132	Lot 400 Cape Naturaliste Road	Naturaliste	Map A	Koren Holdings Pty Ltd	Tourism	Conservation	Yes	N/A	26.5	1	9	0	0	-	-	-	D, S, PW, W	E, P, Z		The site is currently zoned Conservation under the local planning scheme. Proposed development on the site includes the conversion of nine chalets.
BUS133	Lot 104 Dunn Bay Road	Dunsborough	Map B	Down South Developments Pty Ltd	Commercial, Residential	Business	No	N/A	0.1	1	11	0	0	0	8	0	E	MC		Proposed development for the site include the construction of a four storey structure for mixed use development, with three of 11 units set aside for commercial purposes. An open space corridor and a cafe is also proposed as part of the development.
BUS134	Lot 62 Inverness Avenue	Dunsborough	Map B	Bird WA Pty Ltd	Residential	Special Purpose (Dunsborough Lakes Development Area)	No	Dunsborough Lakes Estate Development Guide Plan	0.4	1	18	0	0	18	0	0	E, MC			The site is part of the Dual Key Townhouses residential development; 18 apartments are proposed to be built on the site.
BUS135	Lot 50 King Street	West Busselton	Map D	St Andrews Yanchep Pty Ltd	Residential	Residential	No	N/A	0.4	7	7	0	0	7	0	0	E			An application for the creation of seven survey strata lots has been lodged. Proposed lot sizes are to range between 334 m <sup>2</sup> and 851 m <sup>2</sup> .
BUS136	Lot 21 Alpha Road	West Busselton	Map D	E A Trew & P S J Trew	Residential	Residential	No	N/A	0.2	1	6	0	0	0	6	0	E	MC		The site is currently zoned Residential R30 under the local planning scheme. Proposed development on the site includes the construction of six grouped dwellings.
BUS137	Lot 41 Wildwood Road	Yallingup	Map A	AGL Property Investments Pty Ltd	Tourism	Viticulture/Tourism	No	N/A	2.0	1	8	0	0	-	-	-	E			The site is currently zoned Viticulture/Tourism under the local planning scheme. Proposed development on the site include the construction of eight units for tourist accommodation purposes as well as a wellness centre and a dwelling.

Table 6: Project summaries - Busselton

Identifier	Location	Suburb	Map number in this document	Existing tenure <sup>1</sup>	Purpose	Zoning/planning			Area/yard <sup>2</sup>			Subdivision approvals <sup>3</sup>		Anticipated dwelling release <sup>4</sup> (commencing early 2015)			Constraints <sup>5</sup>			Comments
						Current zoning	Amendment required	Other planning under way	Area (ha)	Yield (lots)	Yield (units)	Approvals pending	Current approvals	Short term (0-5 yrs)	Medium term (5-10 yrs)	Long term (10+ yrs)	Concern but resolution anticipated	Critical but resolution anticipated	Critical and resolution not definite	
BUS138	Lots 1, 660, 725 & 1046 Cape Naturaliste Road, Lots 152, 430,1045 & 1303 Vidler Road	Naturaliste	Map A	A J D'Espeissis & J S F D'Espeissis	Rural Residential	Rural Residential, Agriculture, Conservation	No	Ridgeland Precinct Structure Plan	364.6	44	44	0	0	0	0	44	D, L, P, PW, S, TG, W	MC, Z	E	The site forms the majority of the Ridgeland Precinct Structure Plan area. The primary proposed land use is rural residential with a portion of land to be set aside for parks, recreation and conservation. Flanked by reserves to the west and agricultural land to the east, the eventual lot yield may be subject to review. The land has significant environmental value and is considered to have a high bush fire risk.
BUS139	Lot 5 Wildwood Road	Yallingup	Map A	Tagara Pty Ltd	Special Rural	Rural Residential	No	Commonage Precinct 4 - Quindalup Development Guide Plan	23.3	8	8	8	0	8	0	0	E			Conditional subdivision approval has been granted for the creation of eight lots for special rural purposes on the site.
BUS140	Lot 117 Marrinup Drive	Yallingup	Map A	A Marshall & R J Marshall	Rural Residential	Rural Residential	No	Commonage Precinct 5B - Quindalup Development Guide Plan	91.0	34	34	0	0	0	0	34	E	MC		The site is an undeveloped area which has been zoned Rural Residential. It is within the boundaries of the Commonage Policy Area Structure Plan. Based on an average lot size of 3 hectares, the site is capable of yielding 34 lots.
BUS141	Lot 500 Autumn Rise	Yallingup	Map A	M Stratton & P J Stratton	Rural Residential	Rural Residential	No	Commonage Precinct 5B - Quindalup Development Guide Plan	20.2	6	6	0	0	0	0	6	E	MC		The site is an undeveloped area which has been zoned Rural Residential. It is within the boundaries of the Commonage Policy Area Structure Plan. Based on an average lot size of 3 hectares, the site is capable of yielding six lots.
BUS142	Lot 3965 Commonage Road	Yallingup	Map A	T A B Mantaras, J W Nicol & J R Nicol	Rural Residential	Rural Residential	No	Commonage Precinct 5B - Quindalup Development Guide Plan	103.0	34	34	0	0	0	0	34	E	MC		The site is an undeveloped area which has been zoned Rural Residential. It is within the boundaries of the Commonage Policy Area Structure Plan. Based on an average lot size of 3 hectares, the site is capable of yielding 34 lots.
BUS143	Lot 4069 Commonage Road	Yallingup	Map A	A E Hebbert, D R Hebbert, R E Hebbert & G C Reynolds	Rural Residential	Rural Residential	No	Commonage Precinct 5B - Quindalup Development Guide Plan	29.0	9	9	0	0	0	0	9	E	MC		The site is an undeveloped area which has been zoned Rural Residential. It is within the boundaries of the Commonage Policy Area Structure Plan.
BUS144	Lot 2656 Wildwood Road	Yallingup	Map A	Kerygma Pty Ltd	Rural Residential	Rural Residential	No	Commonage Precinct 5B - Quindalup Development Guide Plan	40.0	13	13	0	0	0	0	13	E	MC		The site is an undeveloped area which has been zoned Rural Residential. It is within the boundaries of the Commonage Policy Area Structure Plan.
BUS145	Lot 6 Commonage Road	Quindalup	Map B	E M Atkins, L F Atkins & P H Atkins	Industrial	Industrial	No	Dunsborough Industrial Park - Lot 6 Commonage Road, Dunsborough - Structure Plan	54.0	80	80	0	0	-	-	-	E	P, MC		The site forms the Dunsborough Light Industrial Area, as identified by the draft City of Busselton Local Planning Strategy. A subdivision application was lodged in 2000 for 59 industrial lots was refused; no new application has been lodged.
BUS148	Lot 9000 Rendezvous Road	Vasse	Map C	K J Bell	Rural Residential	Rural Residential	No	Lot 177 Rendezvous Road, Vasse - Development Guide Plan	3.2	8	8	0	0	0	0	8	E, S	MC, W		The site covers the remaining area of Lot 177 Rendezvous Road Vasse Development Guide Plan area that is yet to be subdivided. The development guide plan proposes for the creation of eight rural residential lots on balance Lot 9000, ranging in size from 2,001 m <sup>2</sup> to 1 hectare.
BUS149	Lots 1 & 9503 Jones Way	Abbey	Map C	J Busby, M E Desmond & Lakewest Pty Ltd	Residential	Residential	No	Lot 1 Bussell Highway, Vasse - Development Guide Plan	0.9	10	10	0	0	0	10	0	E, D, S	MC		The site covers the remaining area of Lot 1 Bussell Highway, Vasse - Development Guide Plan area that is yet to be subdivided. The development guide plan proposes for the creation of 10 residential lots on Lots 1 and 9503 Jones Way.
BUS150	Lots 200, 201 & 202 Bell Drive	Broadwater	Map C	Aegis Aged Care Group Pty Ltd	Aged Care, Residential	Residential	No	Broadwater - Precinct 1, 2 - Busselton Structure Plan	2.6	6	6	0	0	0	6	0	E	MC		The site was subject to a previous subdivision which sought to create three lots. Lot 201 contains an existing aged care facility; Lot 202 is undeveloped and proposed development is likely to be an extension of the existing aged care facility on Lot 201. Lot 200 has been set aside for residential purposes and is zoned R40; it is likely to yield six lots which may be released in the medium term.
BUS151	Lot 9100 Bussell Highway	Broadwater	Map C	D J G Weir & M E Weir	Residential	Residential	No	Broadwater - Precinct 1, 2 - Busselton Structure Plan	1.5	19	19	0	0	0	0	19	E	MC		The site is an undeveloped portion of land zoned Residential R20. Dwelling yield has been estimated based on 13 dwellings per gross hectare. A subdivision application for the site is yet to be lodged.
BUS152	Lot 9003 Broadwater Boulevard	Broadwater	Map C	C E Edwards & K A Warmington	Residential	Residential	No	Broadwater - Precinct 1, 2 - Busselton Structure Plan	2.8	35	35	0	0	0	0	35	E	MC		The site is an undeveloped portion of land zoned Residential R20. Dwelling yield has been estimated based on 13 dwellings per gross hectare.

Table 6: Project summaries - Busselton

Identifier	Location	Suburb	Map number in this document	Existing tenure <sup>1</sup>	Purpose	Zoning/planning			Area/yield <sup>2</sup>			Subdivision approvals <sup>3</sup>		Anticipated dwelling release <sup>4</sup> (commencing early 2015)			Constraints <sup>5</sup>			Comments
						Current zoning	Amendment required	Other planning under way	Area (ha)	Yield (lots)	Yield (units)	Approvals pending	Current approvals	Short term (0-5 yrs)	Medium term (5-10 yrs)	Long term (10+ yrs)	Concern but resolution anticipated	Critical but resolution anticipated	Critical and resolution not definite	
BUS153	Lot 23 Causeway Road	Busselton	Map D	Endeavour Enterprises WA Pty Ltd	Residential	Residential	No	Lot 23 Causeway Road, Busselton - Development Guide Plan	0.7	11	11	0	0	0	0	11	E	MC		The development guide plan prepared for the site proposes for the creation of 10 residential lots, ranging in size from 295 m <sup>2</sup> to 334 m <sup>2</sup> , as well as a balance lot of 2,700 m <sup>2</sup> .
BUS156	Lots 454, 455 & 1302 Bruce Road, Lot 9008 Butterworth Springs Avenue	Dunsborough	Map B	A J D'Espeissis	Rural Residential	Rural Residential	No	N/A	167.0	40	40	0	0	0	40	0	E	MC		Undeveloped land zoned Rural Residential. Lot yield has been estimated based on an average lot size of 2 hectares, with approximately one-third of the gross area consumed with alternate uses. The site has expansive tree cover and high environmental value, which may affect yield and development configuration.
BUS157	Lot 377 Clinker Drive & Lot 9017 Caves Road	Dunsborough	Map B	M Edwards, Tapaum Pty Ltd & Waitaki Pty Ltd	Residential, Rural Residential	Residential, Rural Residential	No	Naturaliste Heights - Dunsborough Development Guide Plan	8.0	7	7	0	0	0	7	0		MC	E	The site forms part of the Naturaliste Heights residential estate development and is zoned Residential R2.5, R10 and Rural Residential. It is likely to yield one R2.5 lot, three R10 lots and three rural residential lots. The site is heavily vegetated which may affect yield and development configuration.
BUS158	Lots 81 & 82 Dugdale Road	Yallingup	Map A	L J Hayley & S L Hayley	Rural Residential	Rural Residential	No	Commonage Precinct 6 - Quindalup Development Guide Plan	40.5	13	13	0	0	0	0	13	E	MC		The site is an undeveloped portion of land zoned Rural Residential and forms part of the Commonage precinct. Lot yield has been estimated based on an average lot size of 3 hectares per lot.
BUS159	Lot 470 Gonyulgup Valley Drive	Yallingup	Map A	B Walker	Rural Residential	Rural Residential	No	Commonage Precinct 4 - Quindalup Development Guide Plan	56.2	19	19	0	0	0	0	19	E	MC		Undeveloped land zoned for rural residential purposes - forms part of the Commonage precinct. Lot yield has been estimated based on an average lot size of 3 hectares per lot.
BUS160	Lot 115 Wildwood Road	Yallingup	Map A	D B Butterfly, S J Butterfly & W M Butterfly	Rural Residential	Rural Residential	No	Commonage Precinct 4 - Quindalup Development Guide Plan	62.6	13	13	0	0	0	0	13	E	MC		Undeveloped land zoned for rural residential purposes - forms part of the Commonage precinct. Lot yield has been estimated based on an average lot size of 3 hectares per lot.
BUS161	Lots 200 & 495 Moses Road	Wilyabrup	Map A	C R Ladyman & W H Ladyman	Rural Residential	Rural Landscape	No	N/A	57.8	5	5	0	0	0	5	0	E			The site is zoned Rural Landscape; lot yield has been estimated based on a minimum average area of 10 hectares per lot.
BUS162	Lot 40 Woodbridge Vale	Yallingup Siding	Map A	R A Deszoeke, E M Rowson, Doig 2000 Pty Ltd & Rowson Nominees Pty Ltd	Rural Residential	Rural Residential	No	Commonage Precinct 1 - Quindalup Development Guide Plan	26.3	9	9	0	0	0	0	9	E, MC			Undeveloped land zoned for rural residential purposes - forms part of the Commonage precinct. Lot yield has been estimated based on an average lot size of 3 hectares per lot.
BUS163	Lot 4525 Commonage Road	Quindalup	Map A	A Marshall & R J Marshall	Rural Residential	Rural Residential	No	Commonage Precinct 5A - Quindalup Development Guide Plan	39.4	8	8	0	0	0	0	8	E	MC		Undeveloped land zoned for Rural Residential purposes - forms part of the Commonage precinct. Lot yield has been estimated based on an average lot size of 3 hectares per lot.
BUS164	Lot 9 Creekview Road	Quindalup	Map A	Sam Investors Pty Ltd	Rural Residential	Rural Residential	No	Commonage Precinct 2 - Quindalup Development Guide Plan	28.9	5	5	0	0	0	5	0	E, MC			Undeveloped land zoned for Rural Residential purposes - forms part of the Commonage precinct.
BUS165	Lots 178, 501 & 1445 Rendezvous Road, Lot 9003 Vasse-Yallingup Siding Road	Vasse	Map C	K M Terry, M A Terry, B A Zabaznow, J Zabaznow, KD Power Pastoral Pty Ltd & Saracen Properties Pty Ltd	Rural Residential	Rural Residential	No	N/A	73.0	12	12	0	0	0	0	12	E, L, MC			Undeveloped land zoned for rural residential purposes. Approximately 40 hectares of the site area has been excluded from lot yield calculations due to environmental constraints. A further one-third of the site area has also been excluded to account for alternative uses. Final lot yield is subject to change and development configuration is yet to be determined.
BUS166	Lot 180, 781, 9504, 9505, 9507 & 9508 Busselton Bypass	Vasse	Map C	D A Jensz, Bambil Pty Ltd & Cotton Holdings Pty Ltd	Rural Residential	Rural Residential	No	Lots 11, 12 Rendezvous Road & Lots 180 & 781-783 Busselton Bypass, Vasse - Development Guide Plan - Draft	41.9	95	95	0	0	0	0	95	E, L, MC			Undeveloped land zoned for rural residential purposes. A draft development guide plan for the site identifies a yield of 95 lots, which are yet to be released. Development on the site is subject to a Bushfire Attack Level (BAL) assessment. Lots are likely to be released in the medium to long term.



Table 6: Project summaries - Busselton

Identifier	Location	Suburb	Map number in this document	Existing tenure <sup>1</sup>	Purpose	Zoning/planning			Area/yield <sup>2</sup>			Subdivision approvals <sup>3</sup>		Anticipated dwelling release <sup>4</sup> (commencing early 2015)			Constraints <sup>5</sup>			Comments
						Current zoning	Amendment required	Other planning under way	Area (ha)	Yield (lots)	Yield (units)	Approvals pending	Current approvals	Short term (0-5 yrs)	Medium term (5-10 yrs)	Long term (10+ yrs)	Concern but resolution anticipated	Critical but resolution anticipated	Critical and resolution not definite	
BUS167	Lot 2 Busselton Bypass	Vasse	Map D	Qube Busselton Development Pty Ltd	Rural Residential	Rural Residential	Yes	N/A	17.0	57	57	0	0	0	57	0	E, MC			Undeveloped land zoned for rural residential purposes. The City of Busselton is currently progressing a revised structure plan application for 57 lots.
BUS168	Lot 106 Caves Road	Marybrook	Map A	D J Richardson-Bunbury	Residential	Residential	No	N/A	2.1	5	5	0	0	0	5	0	E			The site is zoned Residential R2.5; lot yield has been estimated based on a minimum lot area of 4,000 m <sup>2</sup> , yielding five lots in total.
BUS169	Lot 212 Cookworthy Road	Abbey	Map C	Barbican Pty Ltd	Residential	Residential	No	Broadwater - Precinct 1, 2 - Busselton Structure Plan	2.5	42	42	0	0	0	42	0	E	MC		Approximately 0.8 hectares of the total lot area is zoned R20; a further 1.4 hectares is zoned R30. Lot yield has been estimated based on minimum lot areas of 450 m2 and 410 m <sup>2</sup> for R20 and R30 respectively, yielding a total of 42 lots (18 R20 lots and 24 R30 lots).
BUS170	Lot 3 Bussell Highway	Broadwater	Map C	M A Hutton	Residential	Residential	No	N/A	2.7	39	39	0	0	0	0	39	E, MC			The site is zoned Residential R20; lot yield has been estimated based on a minimum lot area of 450 m <sup>2</sup> .
BUS171	Lot 9000 Peel Terrace	Busselton	Map D	Peel Terrace Pty Ltd	Residential	Residential	No	N/A	0.6	8	8	0	0	0	8	0	E, MC			The site is zoned Residential R30. Based on a minimum lot area of 410 m2, the site is capable of yielding eight lots.
BUS173	Pt Lot 500 Bussell Highway	Reinscourt	Map D	D H Lindberg, H D Lindberg & J H Stoate	Rural Residential	Rural Residential	No	N/A	12.5	5	5	0	0	0	0	5	E			Approximately 12 hectares of the lot area is zoned Rural Residential, with the remainder of the lot zoned Recreation.
BUS174	Pt Lot 9001 Bussell Highway	Reinscourt	Map D	Manjimup Bakery Pty Ltd	Rural Residential	Rural Residential	No	N/A	19.1	6	6	0	0	0	0	6	E, MC			The site is zoned Rural Residential; lot yield has been estimated based on an average lot size of 2 hectares, with one-third of the site reserved for alternative purposes.
BUS175	Pt Lot 243 Bussell Highway	Reinscourt	Map A	V H W Norman	Rural Residential	Rural Residential	No	N/A	22.6	7	7	0	0	0	0	7	E, MC			The site is zoned Rural Residential; lot yield has been estimated based on an average lot size of 2 hectares, with one-third of the site reserved for alternative purposes.
BUS178	Lots 1, 2, 3, 5, 26 & 228 Molloy Street. Lots6, 8, 25 & 384 Causeway Road	Busselton	Map D	Numerous landowners (including the State of Western Australia)	Residential	Residential, Tourism	No	Lots 1, 2, 3, 5 & 228 Molloy Street - Development Guide Plan - DRAFT	11.2	128	128	0	0	0	0	128	MC			Site identified in the draft City of Busselton Local Planning Strategy. Zoned Residential (R20) under the local planning scheme. A Draft Development Guide Plan for part of the site has been prepared proposing 73 residential lots and public open space. Structure planning will be required for the remainder of the site prior to development.
BUS179	Pt Lot 41 Drovers Road & Lot 803 Chapman Hill Road	Bovell	Map A	D V Vines & P C Vines	Residential	Agriculture	Yes	Identified in draft Local Planning Strategy	230.2	3,426	3426	0	0	0	3426	0		E, H, MC, P, Z		The site is currently zoned Agriculture under the local planning scheme. It has been identified by the draft City of Busselton Local Planning Strategy as an urban growth area with an approximate potential population of 6,600. It is likely to be developed in the long term, as the site requires further planning (e.g. structure planning) to be undertaken prior to development.
BUS181	Lot 11 Busselton Bypass	Bovell	Map A	ARW Nominees Pty Ltd	Automotive, Service Commercial	Special Purpose (Ambergate Automotive Development Area)	No	Lot 11 Chapman Hill Road, Bovell - Development Guide Plan	20.6	29	29	0	0	-	-	-	H, P	W		The site has been identified by the draft City of Busselton Local Planning Strategy as an area for future automotive and service commercial use. The Development Guide Plan produced for the site identifies a total yield of 29 lots. Water quality issues are present, given the site's close proximity to Vasse River and the Vasse Diversion Drain.
BUS182	Lot 203 Bussell Highway	Yalyalup	Map A	Provence 2 Pty Ltd	Residential	Tourist	No	Busselton Airport - Yalyalup Structure Plan	24.4	430	430	0	0	0	0	430	P, Z, W, E, MC			The site is zoned Tourist under the local planning scheme and forms the Yalyalup East urban growth area as identified by the draft City of Busselton Local Planning Strategy. The site has also been considered for a caravan park.
BUS184	Lots 801, 802 & 803 Chapman Hill Road	Bovell	Map D	ARW Nominees Pty Ltd	Service Commercial	Agriculture	Yes	Identified in Busselton Urban Growth Strategy	29.3	0	0	0	0	0	0	0	P, Z, E			The site has been identified by the draft City of Busselton Local Planning Strategy as an area for future service commercial use. Water quality issues are present due to the site's close proximity to Vasse River. The site is currently zoned Agriculture.
BUS185	Lot 3 Bussell Highway	Broadwater	Map C	Jones Cinewest Drive-ins Pty Ltd	Residential	Special Purpose (Drive In)	Yes	Broadwater - Precinct 1, 2 - Busselton Structure Plan	3.9	100	100	0	0	0	0	100	P, Z			The site was previously used as a drive-in cinema. Future land use for the site is likely to be residential with a density of R40. A rezoning of the site will be required prior to development, as well as the preparation of a structure plan. Amendment 6 to the local planning scheme seeks to rezone the site to Special Purpose (Broadwater Development Area) and Special Provision Area - development to be in accordance with a structure plan with land to be designated Residential R40 and POS. However WAPC decision/modifications requires that prior to subdivision, the development portion of the site is to be zoned to reflect a WAPC endorsed structure plan with the balance of the land reserved for recreation.

1 Organisation or individual/s

2 In some cases the yield for the project is indicative only. Final lot/dwellings yields will be determined by further detailed planning.

3 Refers to the number of lots/units with current subdivision or strata approval, and the number of lots/units for which a subdivision/strata application has been lodged but which is yet to be determined (pending). Does not include local government development approvals.

4 Estimate only. In most cases the precise timing of lot release is uncertain. This could be for reasons such as market conditions, demand/supply of services or a requirement to resolve issues and constraints.

5 Constraints and issues codes: Drainage (D), environmental (E), heritage (H), land assembly (L), market conditions (MC), planning (P), power (Pw), sewer (S), water (W), topography and geology (TG), mining lease (M) and zoning (Z).

### 6.9 Vacant lots

Data from Landgate's property valuation database shows that there is a substantial stock of vacant lots on land zoned for residential purposes in the City of Busselton. As at December 2015, 1,578 vacant lots were identified on land zoned for residential purposes, accounting for 11 per cent of the total stock of existing residential lots. Outside of the Perth and Peel regions, the City of Busselton contains the second-highest stock of vacant lots on land zoned for residential purpose; the City of Greater Geraldton holds the largest stock of vacant residential lots with a total of 1,847 lots.

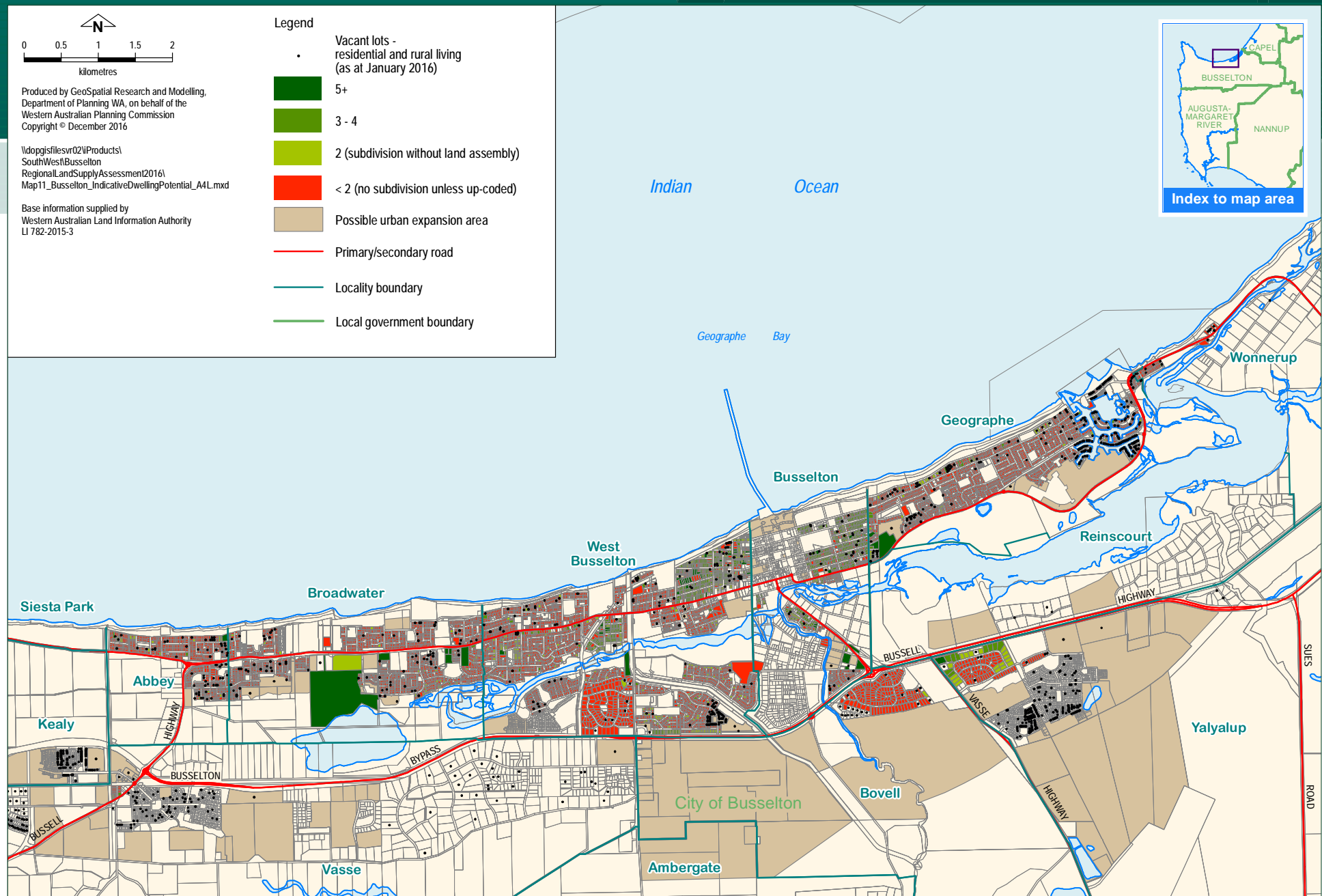
Table 7 shows the stock of vacant lots on land zoned for residential and rural living purposes in the City of Busselton. Large stocks of vacant lots are evident in the high growth areas of Dunsborough and Geographe. Substantial stocks of vacant land can also be seen in the suburbs of Yalyalup and Vasse. The establishments of large-scale residential estate developments such as Dunsborough Lakes, Provence and Vasse Newtown indicate the significant high growth experienced by these suburbs in recent years. Smaller stocks of vacant lots are located in Abbey and Broadwater. The distribution of vacant lots in Busselton's main settlements is shown in Maps 11 and 12.

**Table 7: Stock of vacant lots - City of Busselton**

Suburb	Number of vacant lots
Abbey	61
Bovell	18
Broadwater	73
Busselton	33
Dunsborough	355
Eagle Bay	52
Geographe	284
Kealy	86
Marybrook	9
Quedjinup	5
Quindalup	110
Reinscourt	1
Siesta Park	9
Vasse	141
West Busselton	125
Wonnerup	11
Yallingup	12
Yalyalup	173
<b>Total number of vacant lots</b>	<b>1,558</b>

Source: Landgate (2016) and Department of Planning (2016)

Note: Data included lots on land zoned for residential and rural living purposes. Data shown in Table 7 has been filtered to exclude lots already included as part of development outlook projects.



Map 11: Vacant lots and Indicative dwelling potential (high) – Busselton





Map 12: Vacant lots and Indicative dwelling potential (high) – Dunsborough

## 6.10 Urban consolidation and infill

The Department of Planning's Integrated Land Information Database (ILID) compares density outcomes with those set out by the R-Codes under local planning schemes. Using the ILID model, the latent development capacity of residential land stocks can be measured based on existing lot size and R-Code zonings.

The ILID model outputs for residential land in the City of Busselton are shown in Table 8. Table 8 shows ILID outputs for all areas with an R-Code within the local government area.

The 'additional dwelling potential' columns show the sum of possible net dwelling gains for each lot within each R-Code category. For example, a single 1,000 m<sup>2</sup> lot with one dwelling in an area zoned R20 under the local planning scheme can be developed with two dwellings and would therefore contribute a value of one to the additional dwelling potential for lots zoned R20.

It must be noted that the data depicted in Maps 11 and 12, as well as Table 8, is indicative only and should in no way be used as a guide to development potential on a site-by-site basis. The model does not take into account factors such as heritage, environmental and/or infrastructure constraints or other provisions of the local planning scheme, which may mean that the additional potential shown in Maps 11 and 12 cannot be realised.

The spatial distribution of lots with additional dwelling potential is shown in Maps 11 and 12. Map 11 shows potential for residential consolidation through subdivision within the localities of Busselton and West Busselton; however, there is limited potential for residential consolidation through subdivision within the coastal localities of Geographe, Broadwater and Dunsborough (Map 12).

**Table 8: Dwelling density zonings and additional dwelling potential - City of Busselton**

R-Code	Sum of Area (ha)	No. lots	Additional dwelling potential*	
R2	14	28	7	
R2.5	121	346	53	
R5	148	667	96	
R10	20	220	4	
R12.5	47	516	59	
R15	363	4,310	416	
R17.5	-	3	-	
R20	489	4,138	2,978	
R20/40	1	7	2 (low)	15 (high)
R25	1	14	1	
R30	141	1,623	1,904	
R40	14	84	200	
R40/60	2	8	46 (low)	70 (high)
R60	1	18	3	

\*Where split R-Codes apply, (e.g. R20/40), additional dwelling potential (low) is calculated based on the lower density (R20 in this case). Additional dwelling potential (high) is calculated based on the higher density (R40 in this case).

Source: Department of Planning (2016) *Integrated Land Information Database*

Where potential for residential consolidation through subdivision exists within Busselton and West Busselton, land is zoned Residential R30 under the local planning scheme; the majority of these lots are capable of being subdivided into two or more lots. Additionally, there are significant stocks of vacant lots within the localities of Yalyalup, Vasse and Dunsborough.

The draft City of Busselton Local Planning Strategy outlines an initiative to support and plan for urban consolidation and redevelopment in existing urban areas. This includes residential zoned land in close proximity to the Busselton city centre and Dunsborough town centre, as well as other activity centres identified in the activity centre framework. The draft Local Planning Strategy also proposes to facilitate infill development through the up-coding of some residential areas within Busselton; however, further planning and investigation is required.

The proposed Omnibus Amendment No. 1 to the *City of Busselton Local Planning Scheme No. 21* includes a number of significant zoning changes to the Busselton city and Dunsborough town centres. Approval of the proposed amendment to the local planning scheme would facilitate mixed use and medium to high density residential development within the Busselton and Dunsborough centres. As at August 2016, it is awaiting the approval of the Minister for Planning.

### 6.11 Adequacy of supply

Assessing the adequacy of residential land supply in the City of Busselton is complicated to a degree by substantial variations for dwelling occupancy rates, demand for housing and development constraints.

This analysis assumes that existing (at the 2011 Census) rates of dwelling occupancy will be maintained in order to provide a sufficient stock of holiday homes, in addition to those developed for “full time” residents. Analysis in this section considers scenarios for the City of Busselton, the Busselton SA2 area, the Busselton Region SA2 area and the Dunsborough townsite.

#### City of Busselton

The median (Band C) *WA Tomorrow* population forecast for the City of Busselton shows an average annual population increase of 829 residents from 2011 to 2026. Population growth of this

**Table 9: Adequacy of supply - City of Busselton**

Timeframe	Estimated dwelling requirement	Identified dwelling yield
2015-2020	2,261	1,785
2020-2025	2,226	3,145
2025-2030	2,210	4,751
2030-2035	2,210	4,751
<b>Total</b>	<b>8,906</b>	<b>14,431</b>
<b>Stock of vacant lots</b>	<b>1,558</b>	

Source: Department of Planning (2016)

nature will require the construction of an additional 442 dwellings per annum (based on an average household size of 2.6 persons per dwelling and an occupancy rate of 72 per cent) in order to accommodate growth.

Under this growth scenario, there are sufficient stocks of land available to accommodate growth well into the long term, with a sizeable surplus of dwellings identified as being potentially available for development in 2020 and beyond. It is noted, however, that the identified short-term dwelling yield may need to be supplemented with existing vacant lots in the short term in order to maintain supply.

Based on these assumptions, there is a hypothetical temporal land supply of 32 years (36 years if the stock of vacant lots is included in the supply capacity). Under this scenario, the identified stocks of land are capable of supporting a population of 54,000 in the City of Busselton.

#### Busselton (SA2) and Busselton Region (SA2)

The outlook for population growth and land supply dynamics differ substantially throughout different areas of the City of Busselton. The ABS divides the City of Busselton into two SA2 areas; the Busselton SA2 (which can be broadly defined by the Busselton–Vasse urban area) and the Busselton Region SA2, which incorporates the Dunsborough urban area as well as the remainder of the local government area.

## Busselton (SA2)

The median (Band C) *WA Tomorrow* population forecast for the Busselton Region SA2 shows an average population increase (from 2011 to 2026) of 249 residents per annum. Population growth of this nature will require the construction of an additional 172 dwellings per annum (based on an average household size of 2.6 persons per dwelling and an occupancy rate of 56 per cent) in order to accommodate growth.

**Table 10: Adequacy of supply - Busselton (SA2)**

Timeframe	Estimated dwelling requirement	Identified dwelling yield
2015-2020	1,419	1,091
2020-2025	1,353	2,635
2025-2030	1,367	4,563
2030-2035	1,376	4,563
<b>Total</b>	<b>5,514</b>	<b>12,851</b>
<b>Stock of vacant lots</b>	<b>1,024</b>	

Source: Department of Planning (2016)

Under this growth scenario, there are sufficient stocks of land available to accommodate growth, well into the long term, with a sizeable surplus of dwellings identified as being potentially available for development in 2020 and beyond. It is noted, however, that the identified short-term dwelling yield may need to be supplemented with existing vacant lots in the short term in order to maintain supply.

Based on these assumptions, there is a hypothetical temporal land supply of 46 years (50 years if the stock of vacant lots is included in the supply capacity). Under this scenario, the identified stocks of land are capable of supporting a population of 50,000 in the Busselton SA2.

In addition to the proposed dwellings identified in urban growth areas, the draft City of Busselton Local Planning Strategy includes an assumption of 2,896 infill dwellings being developed in the 20 years to 2035/36 in its projections. If these dwellings are included in assumptions regarding the population capacity of the

Busselton SA2 area, an estimated population of approximately 50,000 residents can be supported in the SA2 area. It is, however, noted that some of these infill dwellings may be constructed on vacant lots or in identified development areas.

## Busselton Region (SA2)

The median (Band C) *WA Tomorrow* population forecast for the Busselton Region SA2 shows an average population increase (from 2011 to 2026) of 249 residents per annum. Population growth of this nature will require the construction of an additional 172 dwellings per annum (based on an average household size of 2.6 persons per dwelling and an occupancy rate of 56 per cent) in order to accommodate growth.

**Table 11: Adequacy of supply - Busselton Region (SA2)**

Timeframe	Estimated dwelling requirement	Identified dwelling yield
2015-2020	856	694
2020-2025	820	510
2025-2030	853	188
2030-2035	862	188
<b>Total</b>	<b>3,392</b>	<b>1,580</b>
<b>Stock of vacant lots</b>	<b>534</b>	

Source: Department of Planning (2016)

Under this growth scenario, insufficient sites are identified in the development outlook to support population growth as projected in the *WA Tomorrow* forecasts. The sites identified are anticipated to yield an estimated 1,580 additional dwellings, which would be sufficient to support a population of 10,900 residents, or 11,600 residents if all of the vacant lots are also available and consumed.

In addition to the potential dwellings identified as part of the development outlook, the draft City of Busselton Local Planning Strategy's housing projections include:

- 550 infill dwellings in Dunsborough;
- 227 dwellings at a proposed settlement in Carburnup;
- 227 dwellings at a proposed settlement in Metricup; and
- 116 dwellings constructed as background development across rural areas of the LGA.

While residential development in these areas is expected to contribute to meeting demand in the long term, a proportion of anticipated population growth may be accommodated outside of the Busselton Region SA2 area.

### Dunsborough townsite

The Department of Planning does not prepare population forecasts at townsite level; however, the draft City of Busselton Local Planning Strategy states a projected population of 15,000 for the Dunsborough townsite. For this scenario, it is assumed that most of the population growth (since the 2011 Census) within the Busselton Region SA2 has occurred in the Dunsborough area, and that the town's population remains at approximately 3,800 residents fewer than that of the entire SA2 area (making Dunsborough's estimated population 6,500 residents at June 2016).<sup>27</sup>

Based on the development outlook and vacant lot analysis for Dunsborough, approximately 1,000 additional residents could be accommodated in, and around, Dunsborough, based on current occupancy rates and average household size. This framework accommodates a theoretical population of approximately 7,500 residents. If the infill housing projections outlined in the draft City of Busselton Local Planning Strategy are achieved, a population of approximately 8,200 residents may be supported.

## Adequacy of supply summary

Based on these scenarios, there are sufficient stocks of land identified for residential development in the City of Busselton to support growth well into the long term. There are, however, substantial variations in land supply dynamics within the City, whereby residential development is more constrained in the western areas of the City, which suggest that a greater proportion of the City's population growth is likely to occur in and around the Busselton urban area, where there is likely to be spare capacity for residential development.

There may also be additional opportunities for residential intensification within the Busselton city and Dunsborough town centres. The proposed Omnibus Amendment No. 1 to the *City of Busselton Local Planning Scheme No. 1* seeks to apply a number of zoning changes in the aforementioned centres. Approval of the proposed amendment would facilitate mixed use and medium to high density residential development. As at August 2016, it is awaiting the approval of the Minister for Planning.

<sup>27</sup> In the absence of up-to-date data for the population of the Dunsborough townsite, an estimated population of 6,500 is used for this scenario. Given the data available, this population estimate is likely to be on the high side of the actual resident population at June 2015.

## 7 Rural living

### 7.1 Overview

Within the City of Busselton, land zoned for rural living purposes covers a total area of more than 5,700 hectares. A large majority of Busselton's rural living land is located within the Commonage precinct, which is located across the suburbs of Quedjinup, Quindalup, Yallingup and Yallingup Siding.

Other suburbs containing land zoned for rural living purposes include Eagle Bay, Naturaliste, Dunsborough, Abbey, Broadwater, Vasse, Ambergate, Reinscourt, Yalyalup and Wonnerup.

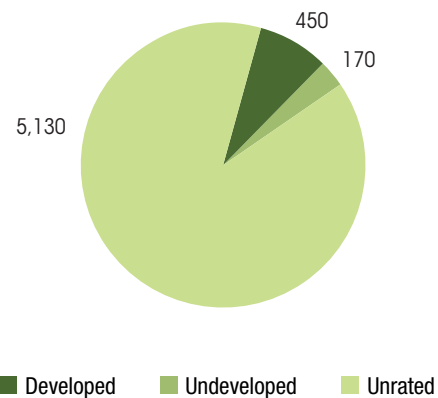
### 7.2 Land zoned for rural living purposes

Using the IRIS land supply model, areas of land zoned for rural living purposes are assessed to provide a snapshot of rural living land stocks within the City of Busselton as at December 2015. Land zoned Rural Residential under the local planning scheme is included in this analysis. A more detailed description of the IRIS modelling methodology is included in Appendix 2 of this document.

IRIS modelling showed that as at December 2015, there were 2,498 lots zoned for rural living purposes within the City of Busselton, covering a total land area of more than 5,700 hectares (Figure 25). The majority of this stock is located within the Commonage precinct, located south west of Dunsborough. Section 6.8 of this report identifies 16 project sites within the Commonage area. Collectively, these sites cover a total land area of approximately 670 hectares and are capable of yielding approximately 211 rural living lots based on an average lot size of 3 hectares, as specified by the *Commonage Policy Area Consolidated Structure Plan*.

The suburb of Naturaliste also contains significant stock of land zoned Rural Residential under the local planning scheme. Approximately 360 hectares of rural residential land within Naturaliste has been identified as site BUS138 under Section 6.8. A total yield of 44 rural living lots have been identified; however, the site is heavily constrained by environmental factors as it is flanked by reserves and agricultural land.

**Figure 25: Stock of land (hectares) zoned for rural living purposes - Busselton (LGA)**



Source: Department of Planning (2016) *Integrated Regional Information System*

### 7.3 Development activity

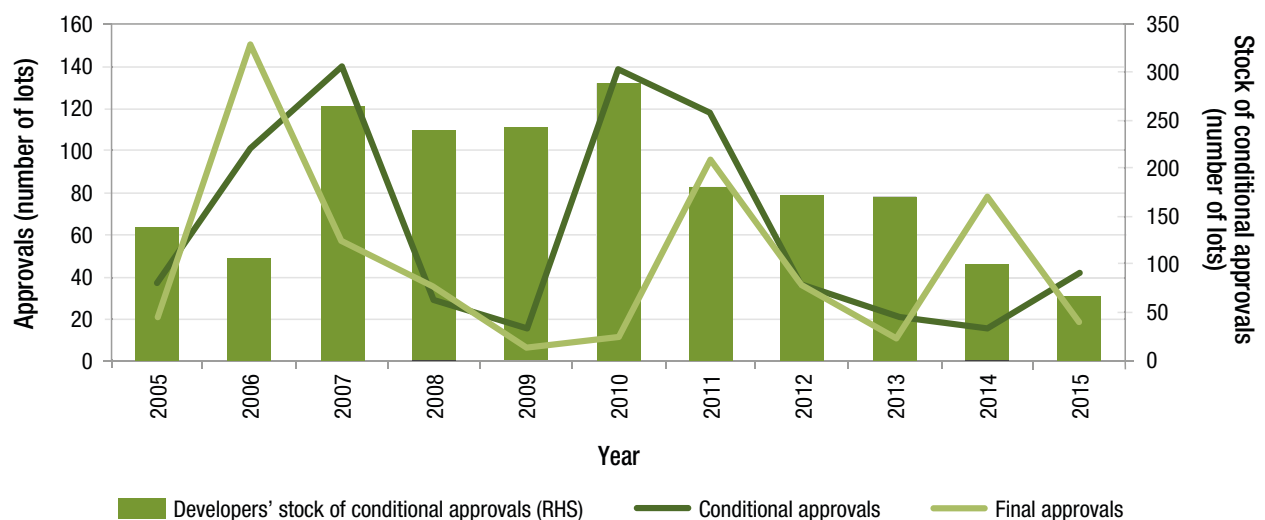
Figure 26 depicts data for rural living subdivision activity in the City of Busselton over the decade to December 2015. Generally speaking, Figure 26 shows a reduction in subdivision activity over this period, with a stock of 68 lots approved for completion at the end of 2015, compared to 265 lots in 2007. Unlike many regional centres, most of the rural living lots granted conditional subdivision approval in the City of Busselton progressed to final approval.

### 7.4 Summary

There are substantial stocks of land zoned for rural living purposes within the City of Busselton, covering more than 5,700 hectares. The bulk of Busselton's stock of rural living land is located within the Commonage precinct. The majority of lots within the Commonage precinct are deemed to be developed; however, there is potential to create an estimated 211 additional rural living lots as identified through the development outlook analysis (Section 6.8). The suburb of Naturaliste also contains significant tracts of undeveloped rural living land; however, the site is heavily constrained by environmental factors.

The draft City of Busselton Local Planning Strategy, the *State Planning Policy 2.5 Rural Planning Policy* and *State Planning Policy 6.1 Leeuwin Naturaliste Ridge Policy* do not support the rezoning of additional land for rural living development; rather, rural living development will be permitted only within designated areas as identified by SPP 6.1's Land Use Strategy Plan.

Figure 26: Rural living subdivision activity - City of Busselton (2006-2015)



Source: Western Australian Planning Commission (2015) *State Lot Activity* and Water Corporation (2015) unpublished data



## 8 Industrial

### 8.1 Overview

Within the City of Busselton, land zoned for industrial purposes covers a total area of 510 hectares; 390 hectares of which is located in Yalyalup, adjacent to the Busselton-Margaret River Regional Airport. The City's two main centres, Busselton and Dunsborough, also contain significant areas of land zoned for industrial purposes.

#### Strelly Street/Busselton Light Industrial Area

The Strelly Street/Busselton Light Industrial Area occupies 70 hectares of land within Busselton. It is located south of the Busselton CBD and is bounded by Vasse River to the north and east, Busselton Bypass to the south, and the Vasse Diversion Drain and residential zoned land to the west. The majority of this industrial precinct is considered to be developed, with service commercial and light industrial uses being the predominant forms of activity.

#### Clark Street Industrial Area

The Clark Street Industrial Area occupies over 3 hectares of land within Dunsborough. This industrial precinct comprises of 17 lots located to the north of the Dunsborough town centre. The precinct acts as a transition between the town centre to the south and residential zoned land to the north; as such, the precinct's primary land use is service commercial.

#### Dunsborough Lakes Enterprise Park

The Dunsborough Lakes Enterprise Park is located on land zoned Special Purpose (Dunsborough Lakes Development Area) and occupies approximately 7 hectares of land. The majority of lots at the site are developed, with service commercial and service industry uses being the predominant types of activity. The undeveloped portion of the precinct has been identified as part of site BUS26 (see Section 6.8); a further 11 lots are likely to be released in the short term.

#### Vasse industrial area

The Vasse industrial area is located west of the Vasse Newtown residential development on land zoned Vasse Development Zone. The majority of the industrial area has been subdivided, with developed lots occupied by light industry and service commercial

uses. Approximately 17 hectares of land within the industrial area is yet to be subdivided; affording the opportunity for further expansion of the Vasse industrial area (site BUS 50).

#### Future industrial land

A number of sites within the City of Busselton have been identified for future industrial development; the most significant of which is the proposed Airport North precinct, likely to occupy 220 hectares of land. The Airport North precinct is located approximately 5 kilometres south-east of the Busselton city centre, in Yalyalup. Proposed land uses for the Airport North precinct include a mix of general industrial, light industrial and service commercial uses. The precinct has been identified as site BUS115 as part of the development outlook analysis (Section 6.8).

The proposed Dunsborough Light Industrial precinct is located on Lot 6 Commonage Road, Quindalup (site BUS145). The precinct occupies 54 hectares of land and is expected to be developed for light industrial purpose.

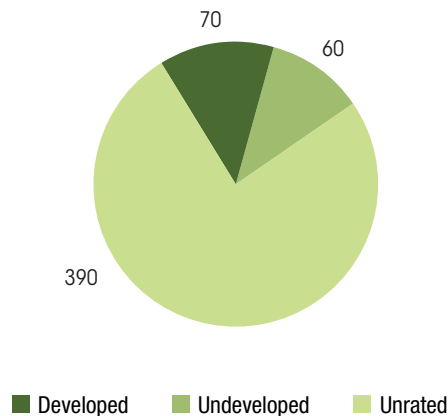
### 8.2 Land zoned for industrial purposes

Using the IRIS land supply model, major industrial land use zones as according to the local planning scheme are grouped together to provide a snapshot of industrial land stocks in the City of Busselton as at December 2015. Land zoned Industrial and Special Purpose (Yalyalup Industrial Development) under the local planning scheme are included in this analysis. A more detailed description of the IRIS modelling methodology is included in Appendix 2 of this document.

IRIS modelling identified 277 lots on land zoned for industrial purposes in the City of Busselton, covering a total land area of 510 hectares. Of these 277 lots, 234 are considered to be developed, with 14 and 29 lots deemed undeveloped and unrated respectively. A visual audit of unrated industrial land within Busselton indicated that the majority of unrated land is essentially undeveloped. Figure 27 shows how large the stock of land zoned for industrial purposes within the City is compared to developed industrial centres, with an estimated 65 hectares of developed industrial land, while 460 hectares are undeveloped/unrated.



**Figure 27: Stock of land (hectares) zoned for industrial purposes - Busselton (LGA)**



Source: Department of Planning (2016) *Integrated Regional Information System*

The majority of industrial zoned land identified as undeveloped is located in Dunsborough and forms the site of the proposed Dunsborough Light Industrial precinct. Land zoned Special Purpose (Yalyalup Industrial Development) accounts for almost all unrated industrial land. In addition to the stocks of industrial land identified in this analysis, approximately 17 hectares of vacant land located within the Vasse Development Zone has been set aside for industrial purposes.

### 8.3 Development activity

Figure 28 shows subdivision activity in the City of Busselton during the decade to December 2015. The majority of industrial subdivision activity involves two large applications. In 2006, conditional subdivision approval was granted to create 57 lots in Vasse; final approval was granted and certificates of titles for lots were subsequently issued in 2008. An application to create 47 industrial lots in Yalyalup was granted conditional subdivision approval in 2012; however, as at June 2016, it has not progressed to final approval.

The scale of investment in industrial projects is also a key indicator for industrial development activity. The ABS publishes data for the value of industrial construction approvals in the City of Busselton on a quarterly basis. Figure 29 shows the quarterly value of industrial buildings approved in the City of Busselton for

the three years to June 2015. The largest investment in industrial construction during this period was approved in the September quarter 2013.

### 8.4 Summary

Very large areas of land have been identified for industrial expansion in the City of Busselton. As at December 2015, 450 hectares (87 per cent) of the stock of land zoned for industrial purposes was undeveloped or unrated. Based on these figures, there is sufficient stock of land available to facilitate a seven-fold expansion in the City's industrial sectors.

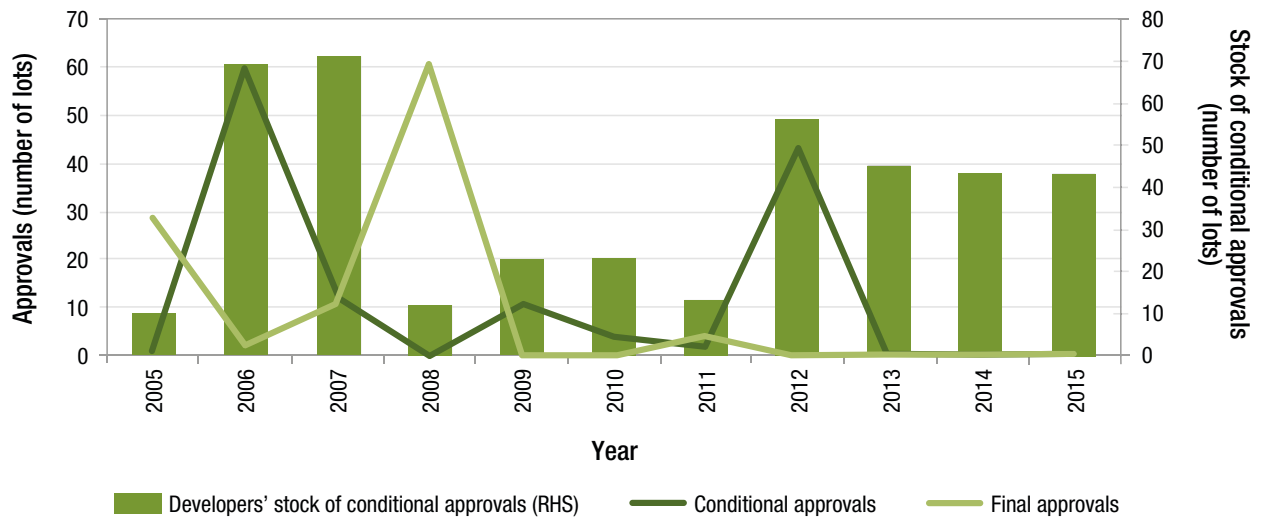
Given that just four lots have been created for industrial purposes in the City of Busselton since 2008, this appears to be a very generous allocation; however, the scale of the proposed expansion of Busselton's industrial areas presents significant opportunities for economic diversification and the promotion of local agribusiness enterprises.

The largest site identified for future industrial development is the proposed Airport North precinct, likely to occupy 220 hectares of land adjacent to the airport in addition to the 450 hectares of industrial land identified as undeveloped/unrated under IRIS modelling, a further 17 hectares of land within the Vasse Development Zone has been identified for industrial purposes and currently remains undeveloped.

The bulk of future industrial development within the City of Busselton will be accommodated by the Airport North and Dunsborough Light Industrial precincts; however, it is unlikely that either of these sites will be developed in the short term. The Dunsborough Light Industrial precinct, in particular, is subject to a number of constraints due to its close proximity to residential and tourist uses; as such, relocation of the precinct to a more suitable location is to be considered through the Leeuwin Naturaliste Sub-Regional Strategy.

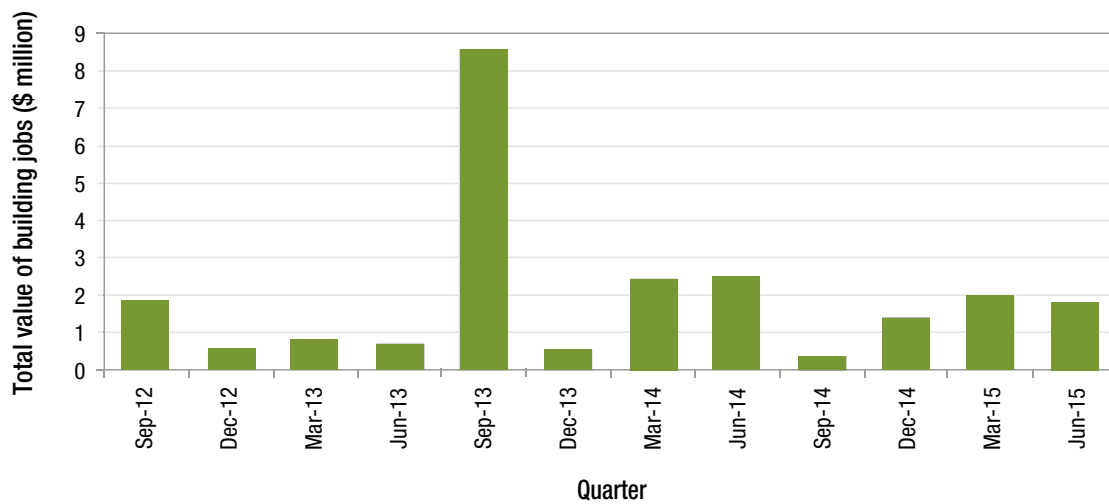
At present, the subdivided portion of the Vasse industrial area is serviced with reticulated sewerage, as well as parts of the Strelly Street/Busselton Light Industrial Area, the Clarke Street industrial area and the Dunsborough Lakes Enterprise Park. The proposed Airport North precinct is also within close proximity to the proposed Busselton Outer Bypass alignment.

**Figure 28: Industrial subdivision activity - City of Busselton (2006-2015)**



Source: Western Australian Planning Commission (2015) *State Lot Activity* and Water Corporation (2015) unpublished data

**Figure 29: Value of industrial construction approvals - City of Busselton (2012/13-2014/15)**



Source: Australian Bureau of Statistics (2016) *Building Approvals, Australia. Catalogue No. 8731.0*

## 9 Commercial

### 9.1 Overview

The draft City of Busselton Local Planning Strategy identifies the commercial centres of Busselton and Dunsborough as a city centre and town centre respectively. Both centres are currently in the process of being revitalised, with redevelopment being guided by the *Busselton City Centre Conceptual Plan* and *Dunsborough Town Centre Conceptual Plan*.

#### Busselton city centre

The Busselton city centre is the primary hub of commercial and retail activity, as well as administrative services for the City of Busselton. Located within the city centre are several supermarket and department stores, along with various specialty stores, commercial and tourism services. Centrally positioned within the city centre is the Busselton Shopping Centre, which is proposed to be redeveloped. Proposed improvements include the addition of a full-size discount department store, various specialty stores and restaurants.

The revitalisation of the Busselton foreshore is a key priority project of the Busselton city centre redevelopment. Improvements include the completion of a \$2.1 million foreshore skate park which was officially opened on 13 December 2015. The Railway House is currently under construction; additionally, construction of the Youth & Community Activities Building is earmarked to commence in mid-2016. A hotel/short stay accommodation facility is also proposed for the foreshore precinct, with construction likely to commence in the medium to long term. Additionally, Lots 16 and 17 West Street, Busselton (site BUS104) has been identified as a service commercial precinct by the draft City of Busselton Local Planning Strategy; approval has been granted in April 2016 for the construction of an Aldi supermarket at the site.

#### Dunsborough town centre

The Dunsborough town centre services the western portion of the City of Busselton area. Initiatives identified as part of the Dunsborough Town Centre redevelopment include streetscape reconfiguration in the central town area and improving connectivity between Clark Street to Cape Naturaliste Road. Additionally, there is potential to expand "low-key commercial

development and increased residential density into adjoining residential streets which connect to the town centre and foreshore".<sup>28</sup>

#### Ambergate North town centre

The draft City of Busselton Local Planning Strategy identifies Ambergate North as a future Town Centre with an approximate maximum potential shop retail floorspace of 14,000 m<sup>2</sup>. The *Ambergate North Structure Plan* also proposes for medium density and aged persons' housing to be developed in close proximity to the proposed town centre.

#### Local and neighbourhood centres

The draft City of Busselton Local Planning Strategy identifies seven existing local centres, as well as two planned neighbourhood centres and nine planned local centres. Proposed neighbourhood and local centres are to be located at Vasse, Yalyalup, Clydebank Avenue, Airport North, Old Broadwater Farm, Ambergate Northwest, Port Geographe, Dunsborough Lakes, Eagle Bay, Carburnup River and Smiths Beach. The draft Local Planning Strategy identifies a maximum potential shop retail floorspace of 5,000 m<sup>2</sup> for the proposed neighbourhood centres at Vasse and Yalyalup.

### 9.2 Land zoned for commercial purposes

Using the IRIS land supply model, major commercial land use zones as according to the local planning scheme are grouped together to provide a snapshot of commercial land stocks in the City of Busselton as at December 2015. A more detailed version of the IRIS modelling methodology is included in Appendix 2 of this document.

Commercial land use zoned incorporated in this analysis include:

- Business;
- Restricted Business;
- Special Purpose (Busselton Foreshore);
- Special Purpose (Service Station);

<sup>28</sup> City of Busselton (2014) *Dunsborough Town Centre Conceptual Plan*.

- Special Purpose (Ambergate Automotive Development Area);
- Special Purpose (Mixed Use);
- Special Purpose (Drive In);
- Public Purpose (Museum); and
- Tourist.

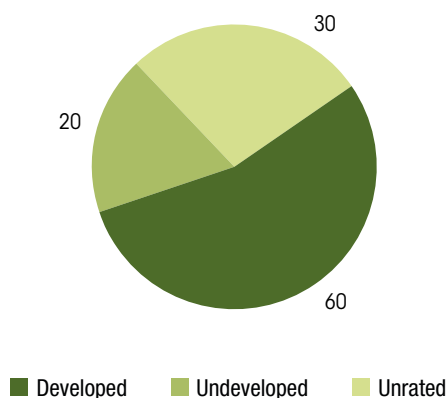
IRIS analysis identified 737 lots on land zoned for commercial purposes in the City of Busselton, covering a total land area of 290 hectares. Approximately 180 hectares is considered to be developed, with a further 20 hectares and 90 hectares of commercial-zoned land considered to be undeveloped and unrated respectively. In terms of locational distribution, undeveloped and unrated land are scattered fairly evenly across the Busselton area, with no concentrations of vacant lots in any particular commercial precinct.

Figure 30 shows the stock of land zoned for commercial/business purpose by development status. Note that the base data for Figure 30 includes lots on land zoned Business, Restricted Business, Special Purpose and Public Purpose only; lots zoned Tourism have been excluded.

In addition to undeveloped and unrated land zoned for commercial purposes, future commercial development is also expected to occur on land within the following local planning scheme zones, as identified by the draft City of Busselton Local Planning Strategy:

- Special Purpose (Ambergate North Development Area);
- Special Purpose (Yalyalup Development);
- Special Purpose (Yalyalup Industrial Development);
- Special Purpose (Old Broadwater Farm Development Area);
- Special Purpose (Dunsborough Lakes Development Area); and
- Vasse Development Zone.

**Figure 30: Stock of land (hectares) zoned for commercial purposes - Busselton (LGA)**

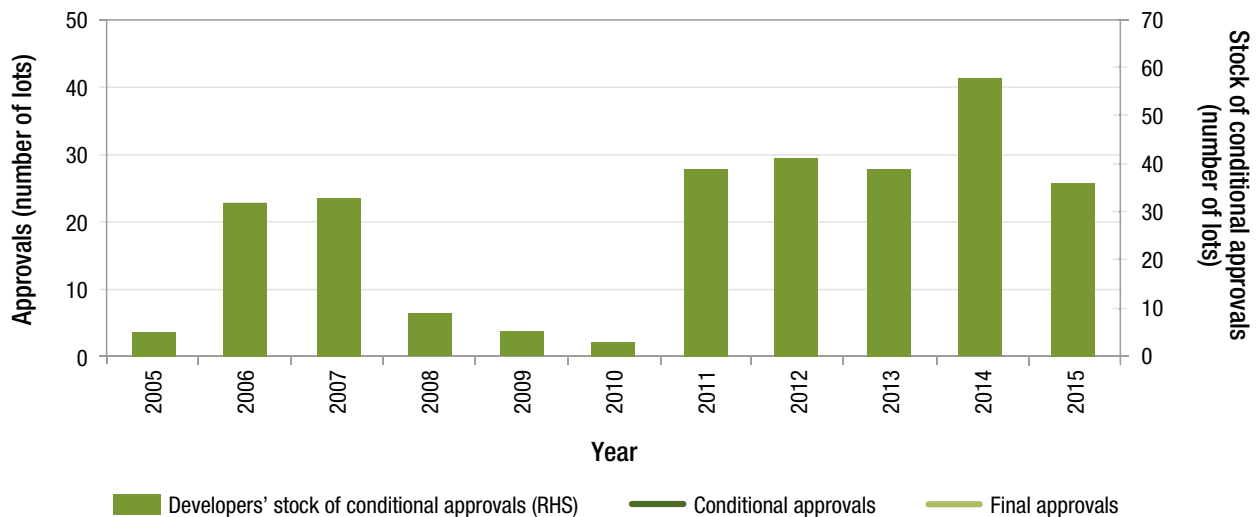


Source: Department of Planning (2016) *Integrated Regional Information System*

### 9.3 Development activity

Figure 31 shows data for commercial subdivision activity in the City of Busselton during the decade to December 2015. During the seven-year period to December 2015, only seven commercial lots were granted final approval. In 2014, conditional subdivision approval was granted to create 19 commercial lots; however, as at June 2016, this application had not yet progressed to final approval.

Figure 31: Commercial subdivision activity - City of Busselton (2006-2015)



Source: Western Australian Planning Commission (2015) *State Lot Activity* and Water Corporation (2015) unpublished data

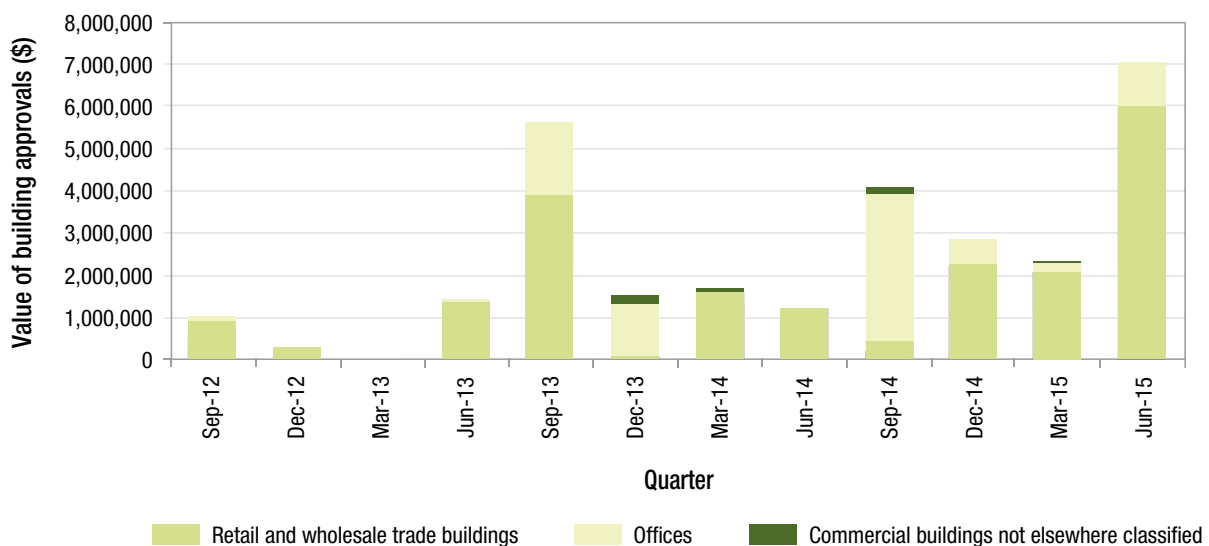
Although few lots have been created for commercial purposes in recent years, there is a significant amount of commercial development in the pipeline in the City of Busselton. Approval has been granted in 2014/15 to develop commercial buildings with a total value of \$17.3 million. Approximately \$10.9 million is accounted for by retail and wholesale trade buildings, with office buildings accounting for \$5.3 million (Figure 32).

## 9.4 Summary

The majority of commercial activity in the City of Busselton has occurred within the Busselton city centre and Dunsborough town centre, where the bulk of commercial land is deemed to be developed. Seven per cent of total commercial land within the City of Busselton is categorised as undeveloped. These lots are evenly distributed throughout the Busselton city centre and Dunsborough town centre, as well as within neighbourhood and local centres. Commercial zoned land deemed unrated account for 32 per cent of total commercial/business land within the City of Busselton.

The Busselton commercial area extends from the foreshore to the Vasse River, bounded by Brown Street and West Street to the east and north respectively. The *City of Busselton Local Commercial Strategy* states that the local planning scheme has a height limit of 10 metres and three storeys for new development; however, the strategy also suggests that these height limits be reconsidered to encourage further development in the city centre.

Figure 32: Value of commercial construction approvals - City of Busselton (2012/13-2014/15)



Source: Australian Bureau of Statistics (2016) *Building Approvals, Australia. Catalogue No. 8731.0*

## 10 Service infrastructure

The following section outlines the broad service infrastructure capacity for the City of Busselton and identifies upgrades that may be required to facilitate future residential, commercial and industrial growth in the City of Busselton area.

### 10.1 Water

#### Busselton Water

Busselton Water has an operating licence that covers an area of just under 700,000 hectares, incorporating the City of Busselton and the Shire of Augusta-Margaret River, as well as parts of the shires of Capel and Nannup. During the 2014/15 period, Busselton Water provided drinking water to 12,545 properties and, as at June 2015, had approximately 316 kilometres of water mains in its distribution network.<sup>29</sup>

Busselton Water has groundwater licences to extract from the Yarragadee and Leederville aquifers, located within the proclaimed Busselton-Capel groundwater area.<sup>30</sup>

A total of 505 new properties were connected to the Busselton Water network in 2014/15, representing an increase of 4.2 per cent from 2013/14. Water consumption for 2014/15 was 4.3 gigalitres. Busselton Water predicts that demand for water in Busselton and Dunsborough will more than double, from five gigalitres to 10.1 gigalitres per annum by 2060.<sup>31</sup>

Busselton Water estimates 400 new connections over 2016 and 2017, with a linear growth of 353 new connections per year going forward. Busselton Water envisages that their existing licensed annual quota of 8.1 gigalitres per year would be sufficient for the next 30 years if water efficiency savings are achieved. This would be much earlier should water use efficiency savings not be met (for the next 17 years).

Busselton Water delivered a \$3.3 million capital works program in 2014-15. The installation of a 700 kV ampere diesel generator enhanced Busselton Water's emergency supply capability to 80 per cent of full production capacity, while extensive improvements to the water distribution network was also carried out, giving the scheme greater flexibility and ensuring continuity of supply.

#### Water Corporation

The Water Corporation operates the Dunsborough Regional Water Supply Scheme, which supplies Dunsborough, Yallingup, Eagle Bay and Bunker Bay with reticulated water. The water is sourced from groundwater bores in the Leederville and Sue Coal Measures aquifers. The groundwater sources are supplemented with supply from Busselton Water through a link to their system along Bussell Highway. The raw water is treated at a water treatment plant at Quindalup. Treated water is then transferred to storage tanks for supply to the reticulation.

<sup>29</sup> Busselton Water (2015) *Annual Report 2015*

<sup>30</sup> Department of Water (2016)

<sup>31</sup> Busselton Water (2015) *Annual Report 2015*

The most recent Water Corporation forecast projects an average growth in the permanent resident population supplied by the scheme of 0.9 per cent per annum over the next 20 years; as shown in Figure 33. Planning for the future also includes the significant increase in demand experienced during peak tourism times.

In Dunsborough, key water projects planned to meet future demand include the:

- construction of an additional service tank at Forrest Road;
- construction of an additional service tank at Caves Road;
- construction of an additional service tank at Eagle Bay; and
- upgrading of the Quindalup transfer pump station.

Farmers, households and local governments “self-supply” water using their own infrastructure from a number of groundwater resources within the Busselton-Capel groundwater area and surface water resources within the Busselton Coast surface water area. Self-supplied water use comprises about 83 per cent (54.47 gigalitres) of the water allocated in the area with the remaining volume distributed through the town water supply scheme.

Limited water is available from licensing from groundwater and surface water resources. Water availability is likely to reduce in a drying climate. Changes to land zoning needs to account for this.

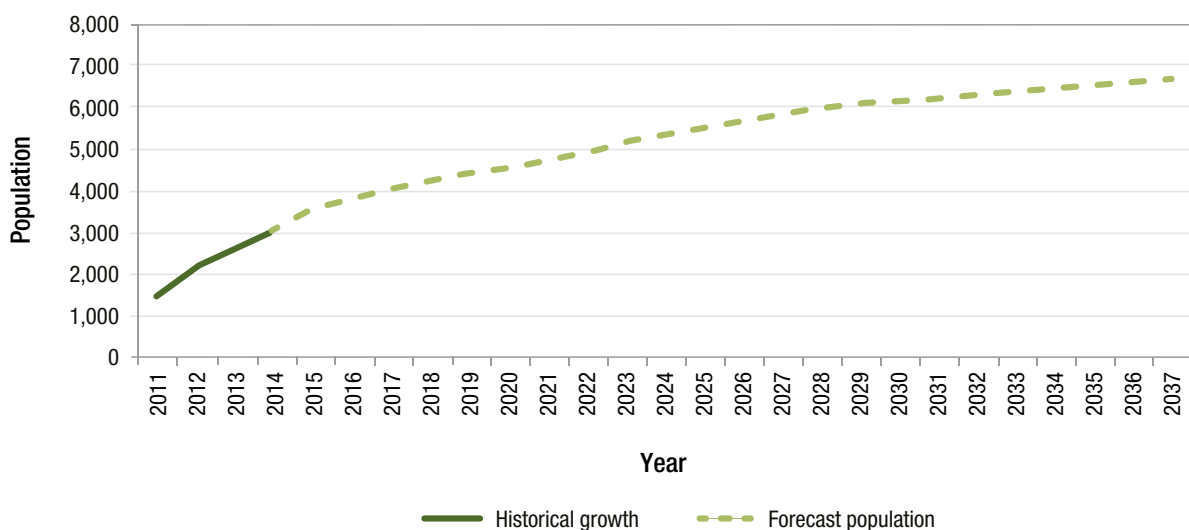
### Fit for purpose water

Fit for purpose water is required to maintain urban green infrastructure, and the supply is currently managed in an uncoordinated manner by end users. For the Vasse and Dunsborough areas in particular, there is a need for a more coordinated approach to securing a climate resilient source due to proclaimed surface and groundwater resources being fully allocated or difficult to access, making them commercially unviable.

### Flood management infrastructure

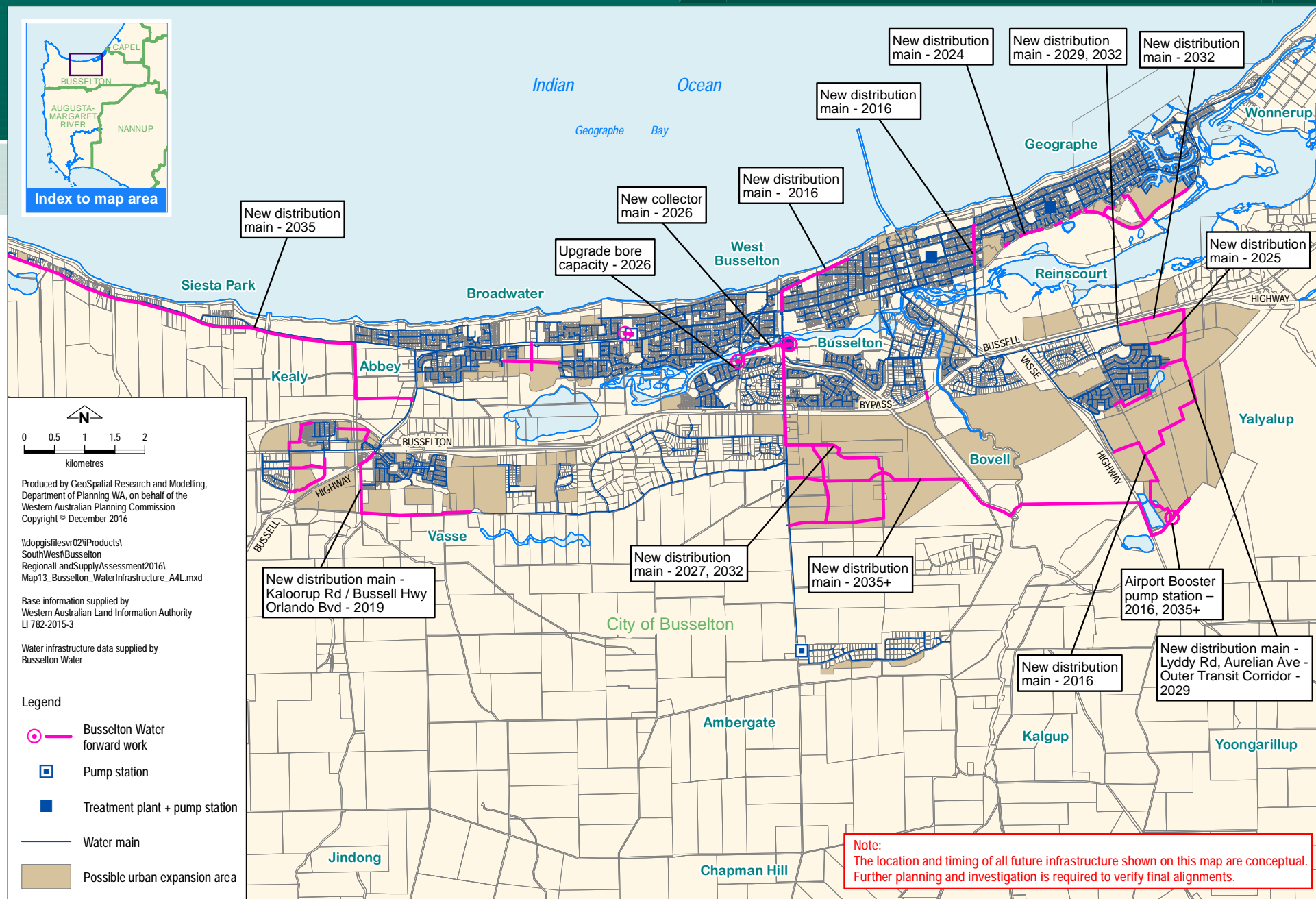
The City of Busselton is protected by a series of flood management infrastructure. This includes the Vasse Diversion Drain and three large regional compensating basins in the upper catchment. Two of the basins have been installed with an Event Reporting Radio Telemetry System (ERRTS), which collects rainfall and river flow data and facilitates early flood detection by the Bureau of Meteorology. Floodgates at the Vasse-Wonnerup Wetlands protect these wetlands against coastal storm surge and also help to control water levels in the wetlands.

**Figure 33: Residential population - Dunsborough Regional Water Supply Scheme**

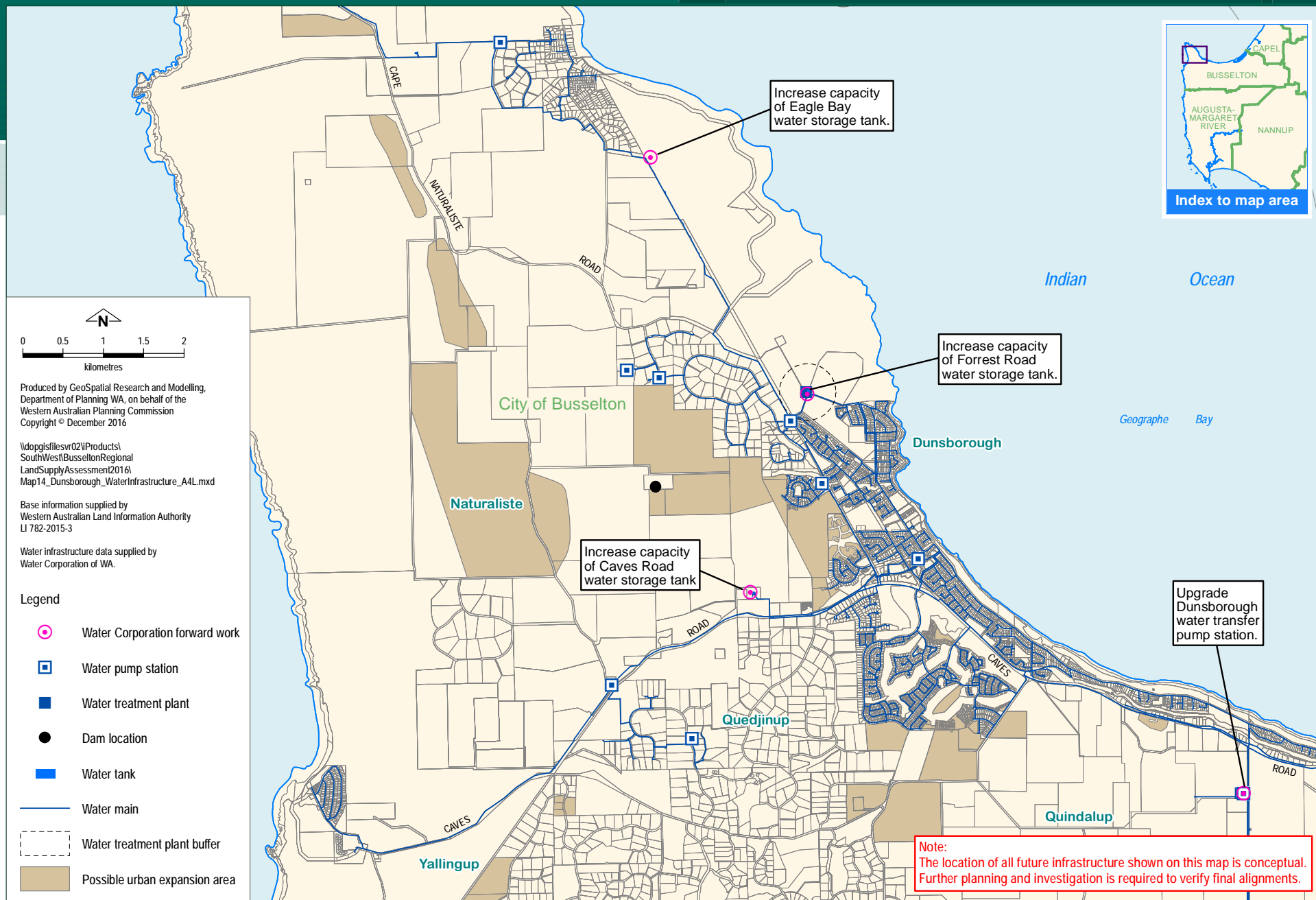


Source: Water Corporation (2016)





Map 13: Busselton – Water infrastructure



Map 14: Dunsborough – Water infrastructure

## 10.2 Wastewater

### Busselton

The Water Corporation operates the Busselton Wastewater Scheme. It is currently serviced by 34 wastewater pump stations, as well as a number of private pump stations. The Busselton Wastewater Treatment Plant was recently upgraded and treats wastewater by an activated sludge system. Treated wastewater is reused for public open spaces and the golf course in summer, with surplus water directed to on-site wetlands.

In recent years, significant capital investment has also been made to the conveyance network to ensure capacity for the Busselton Wastewater Scheme. Large new pump stations have been constructed at Vasse and Yalyalup, to transfer wastewater from these developing areas directly to the Wastewater Treatment Plant. A sewerage infill project has recently been completed in Abbey, providing reticulated sewerage to approximately 420 lots.

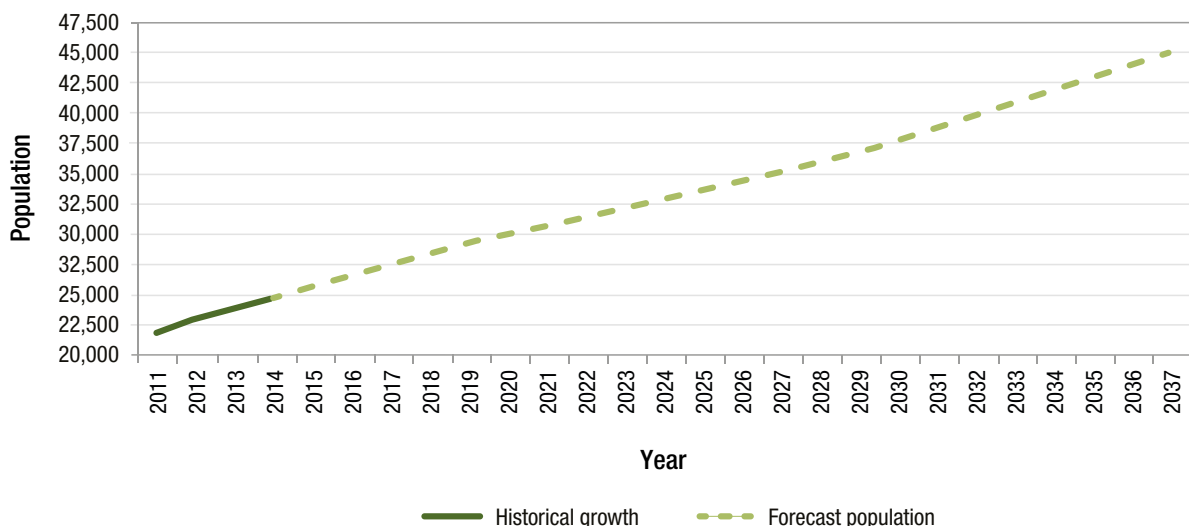
The wastewater conveyance network of pipes and pumps is now well established in the planned areas; and, for the most part, there is adequate capacity for future growth.

In Busselton, key wastewater projects (shown on Map 15) planned to meet future demand include the upgrading of:

- the West Street pump station and pressure main;
- the Layman Road vacuum pump station and pressure main;
- the Bussell Highway West pump station and pressure main; and
- the Busselton Wastewater Treatment Plant.

The most recent Water Corporation forecast projects an average growth in the permanent resident population serviced by the scheme of 2.5 per cent per annum over the next 20 years. Planning for the future also includes the significant increase in demand experienced during peak tourism times.

**Figure 34: Residential population - Busselton Wastewater Scheme**



Source: Water Corporation (2016)

## Dunsborough

Water Corporation operates the Dunsborough wastewater scheme, which services Dunsborough and Bunker Bay. It is currently serviced by 10 wastewater pump stations, and a number of private pump stations. The wastewater conveyance network of pipes and pumps is well established in the planned areas; and, for the most part, there is adequate capacity for future growth.

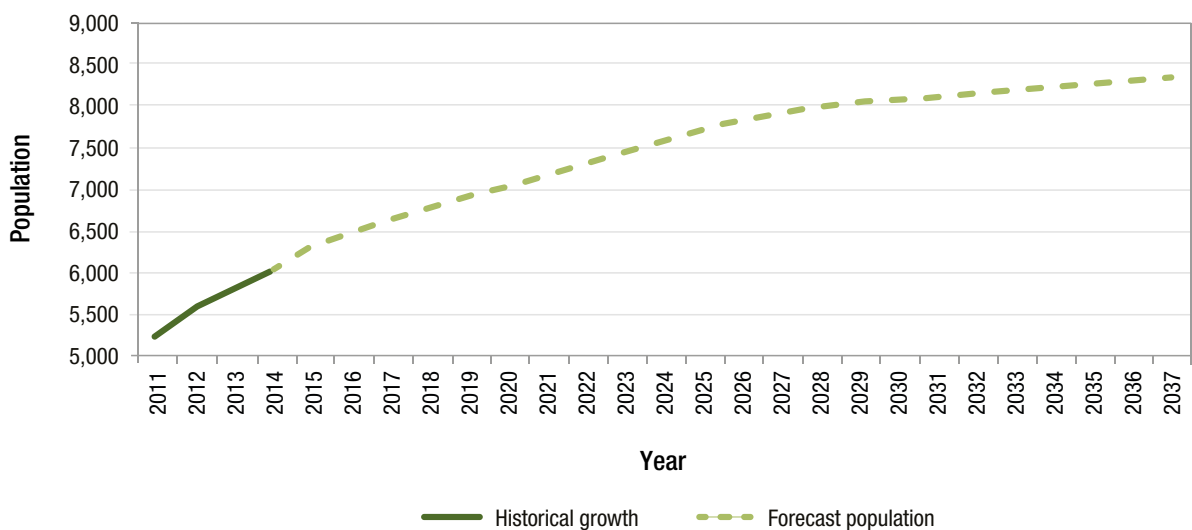
The Dunsborough Wastewater Treatment Plant is an intermittently decanting extended aeration plant. Treated wastewater is reused to irrigate a pine plantation adjoining the Wastewater Treatment Plan.

In Dunsborough, key wastewater projects planned to meet future demand include the upgrading of:

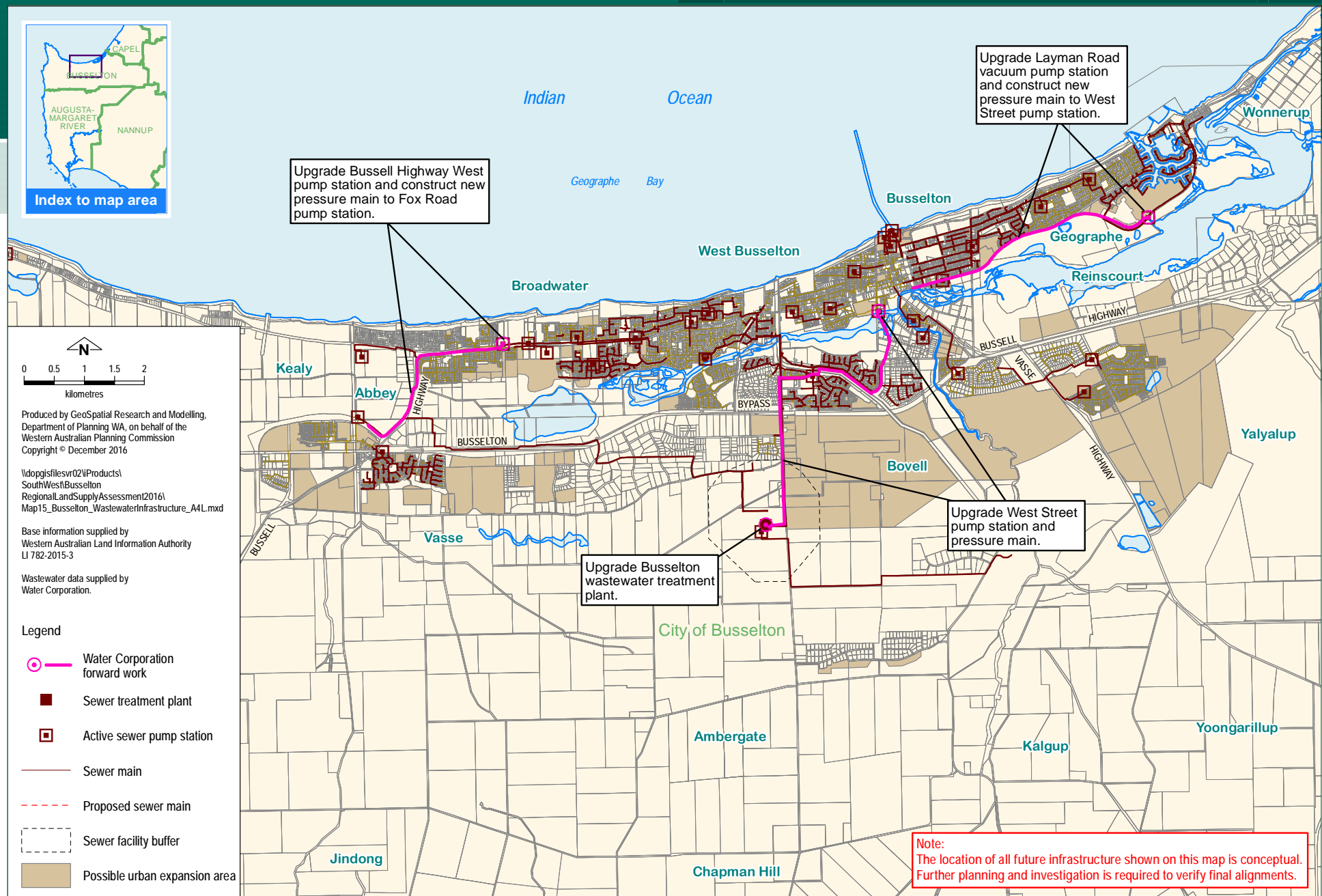
- the Clubhouse Drive pump station and pressure main;
- the Vincent Street pump station and pressure main;
- the Chester Way pump station and pressure main; and
- the Dunsborough Wastewater Treatment Plant.

The most recent Water Corporation forecast projects an average growth in the permanent resident population supplied by the scheme of 1.1 per cent per annum over the next 20 years. Planning for the future also includes the significant increase in demand experienced during peak tourism times.

**Figure 35: Residential population - Dunsborough Wastewater Scheme**



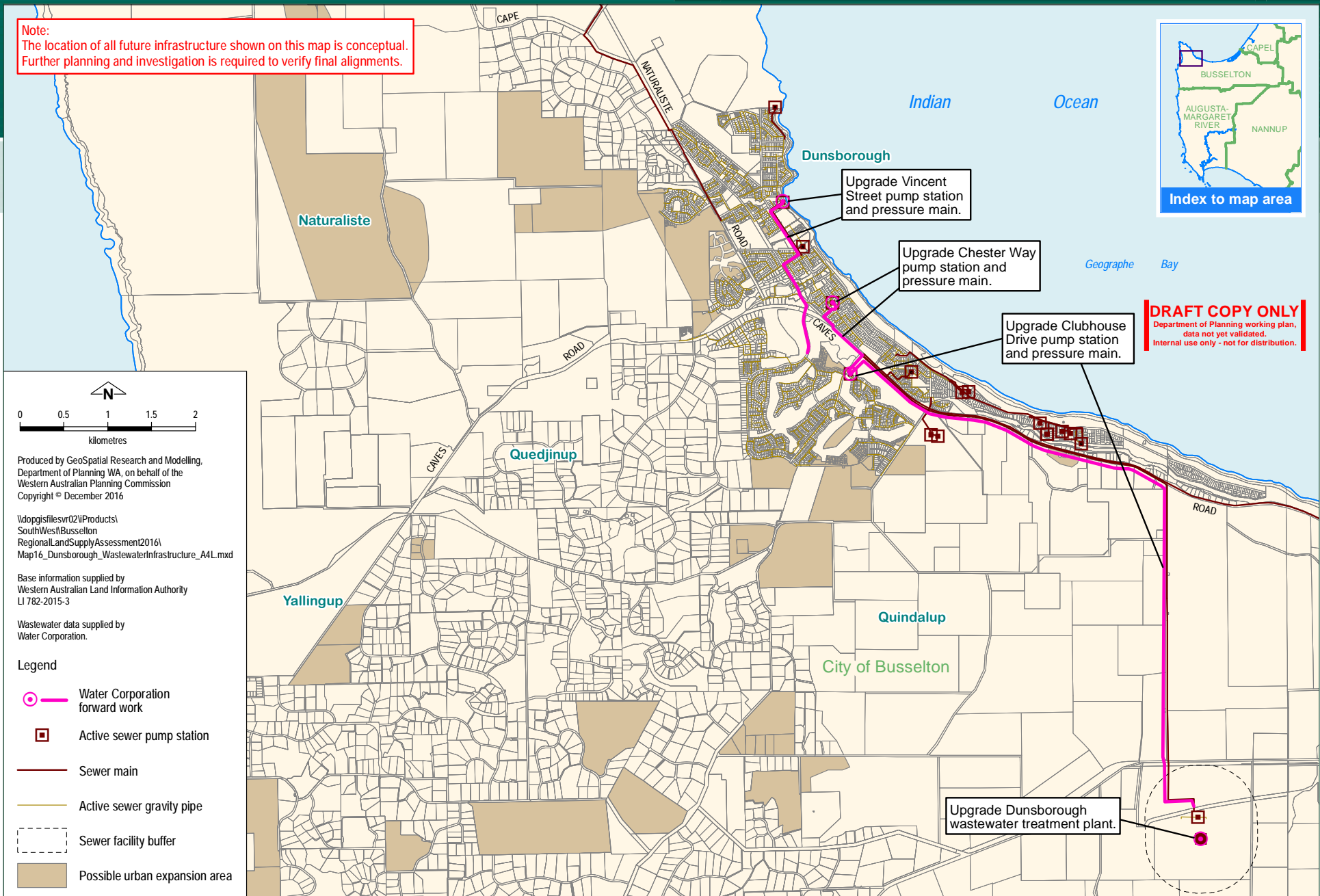
Source: Water Corporation (2016)



Map 15: Busselton – Wastewater infrastructure



Note:  
The location of all future infrastructure shown on this map is conceptual.  
Further planning and investigation is required to verify final alignments.



Map 16: Dunsborough – Wastewater infrastructure



### 10.3 Energy

Western Power manages energy supply to the South West region. The City of Busselton is covered by the Bunbury load area; customer demand at Busselton, as well as Capel and Margaret River represents a significant proportion of total demand in the load area. Electricity in Busselton is supplied via a single 132 kV circuit which runs from Picton to Busselton, as well as the 66 kV transmission network that extend from Picton to Margaret River.

The transmission network south of Picton has reached its capacity limit; as such, network reconfiguration is required to ensure demand can be met under peak conditions. To ensure sufficient long term network capacity, Western Power is investigating options to rebuild the 66 kV transmission network at 132 kV. Sections of the Picton to Capel-Busselton 66 kV line are already built to a 132 kV standard. Load forecasts indicate that the capacity of Busselton, Capel and Bunbury Harbour substations will be exceeded within the five year outlook.

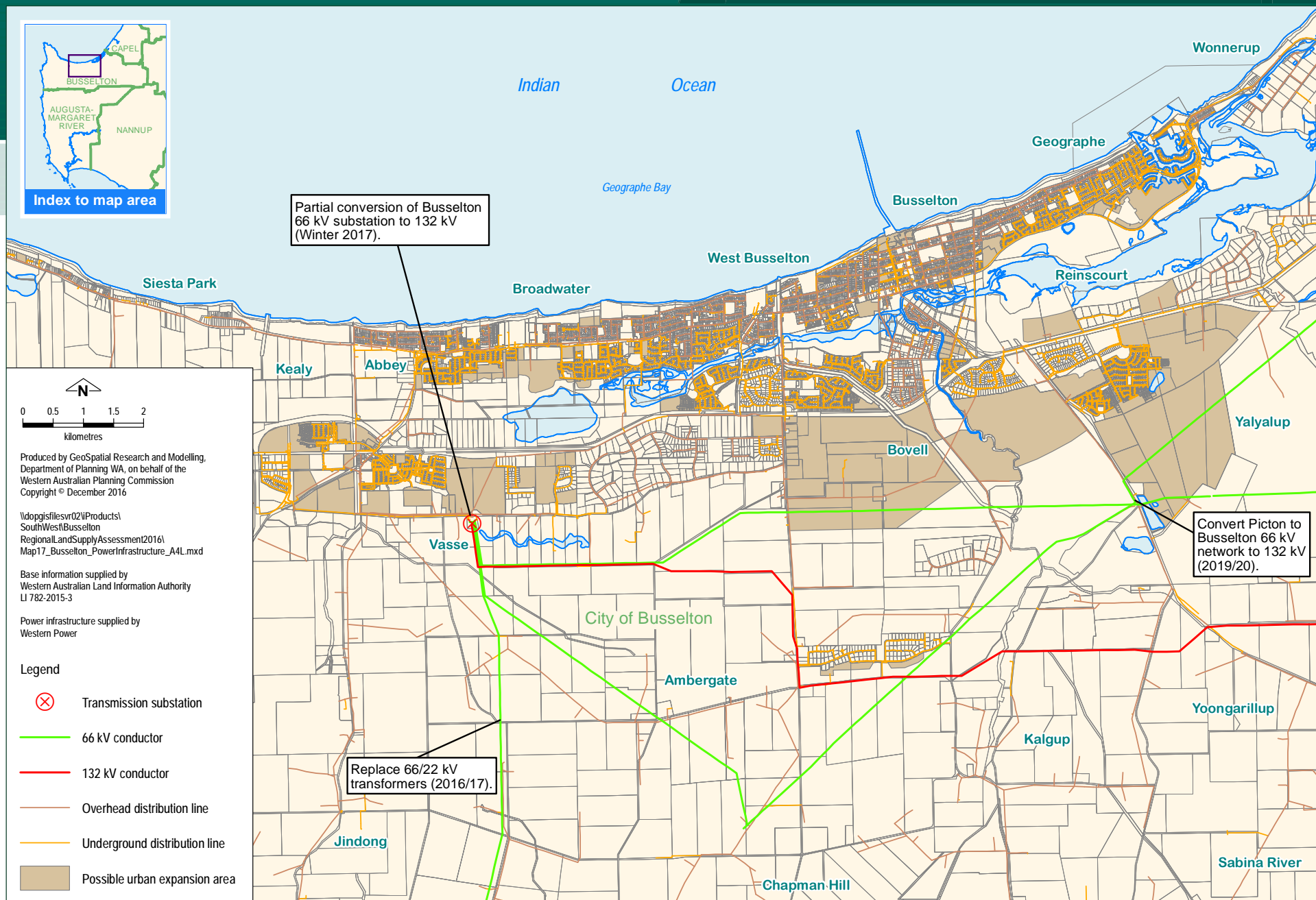
Western Power has liaised with Main Roads Western Australia (MRWA) and the City of Busselton seeking a co-located corridor alignment adjacent to the proposed MRWA Outer Busselton Bypass for sections of the future 132 kV line between Busselton Airport and the Rendezvous Road substation. Western Power has proposed that existing transmission line infrastructure easements and clearances from new/infill subdivision and development are maintained through structure planning and subsequent planning mechanisms, minimising the likelihood that there is no encroachment or intensification of conflicting land use and development within these corridors.

Busselton substation has two switchyards operating at different voltages. The 66 kV yard has three 66/22 kV transformers, and the 132 kV yard has one 132/22 kV transformer. Western Power intends to decommission the 66 kV infrastructure and upgrade to 132 kV, with an additional 132/22 kV transformer proposed to be installed by summer 2016/17.

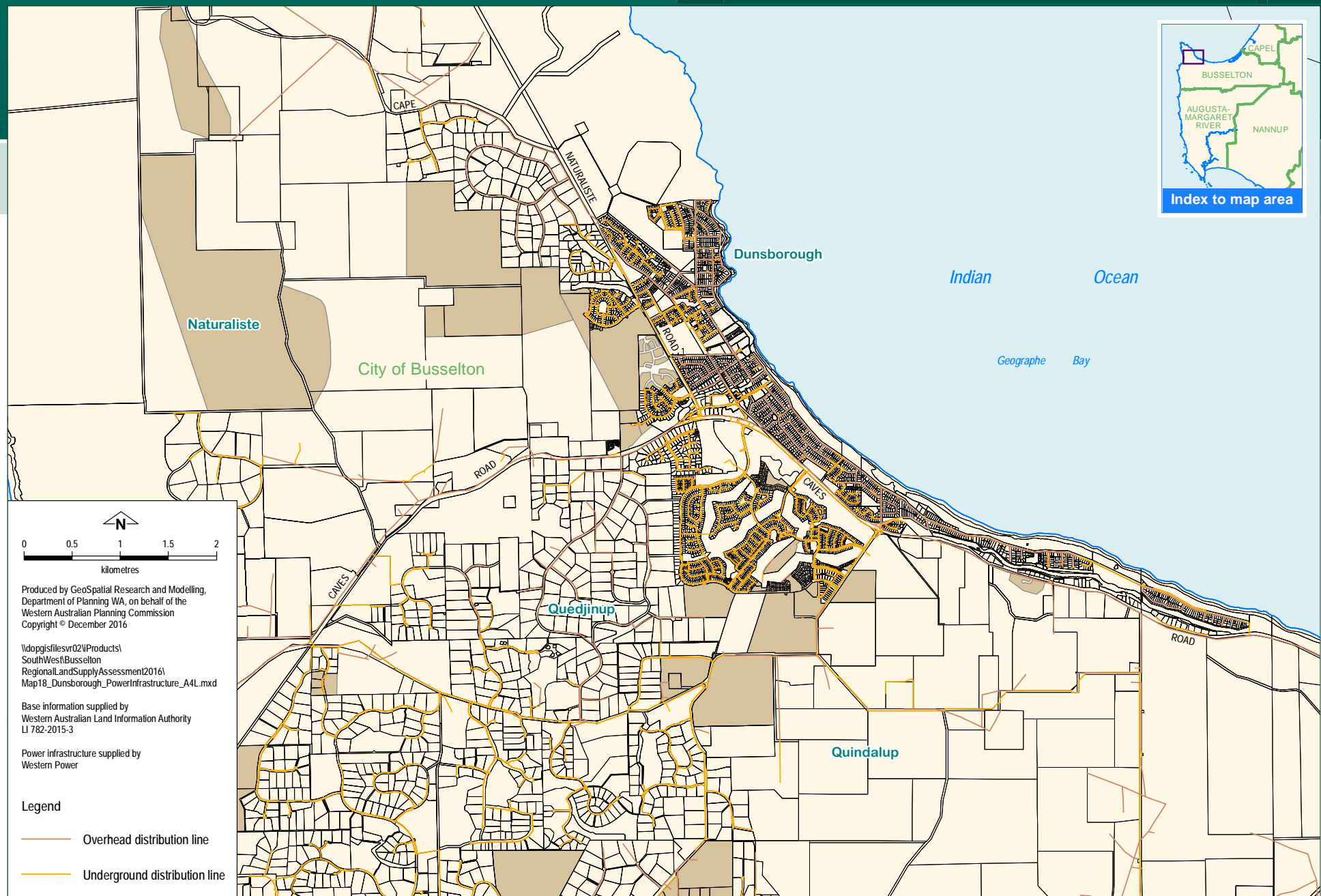
The Western Power Network Capacity Mapping Tool shows a constrained supply in Busselton at 2016 of less than 5 MVA; this is expected to be alleviated by the partial conversion of Busselton 66 kV substation to 132 kV, as well as the conversion of one of the Picton to Busselton 66 kV circuits to 132 kV. Energy supply at

2021 is forecasted to be at 15-20 MVA for the western part of the City area, and 10-15 MVA for the eastern part of the City area. By 2026, energy supply capacity is forecasted to decrease to 5-10 MVA.

ATCO Gas Australia manages natural gas supply to the Busselton area. The Busselton area is covered by the Mid West and South-West Gas Distribution System (MWSWGDS), which also services the Bunbury, Capel, Brunswick, Harvey and Albany areas. The MWSWGDS is a covered pipeline and is subject to an Access Arrangement that is approved by the Economic Regulation Authority of Western Australia. The MWSWGDS contains more than 12,000 kilometres of gas distribution pipelines in its network and services over 700,000 residential and business customers.



Map 17: Busselton – Power infrastructure



Map 18: Dunsborough – Power infrastructure

## 10.4 Transport

### Airport

Busselton and the South West region is serviced by the Busselton-Margaret River Regional Airport (previously known as the Busselton Regional Airport), which is located 6.5 kilometres from the Busselton city centre. It is 220 kilometres from the Perth International Airport and is used for a variety of purposes including transporting fly-in, fly-out workers to various workplaces across Western Australia. In May 2015, a \$1.44 million upgraded terminal was officially opened, after the old terminal was struggling to cope with the large number of FIFO passengers during peak travel times. The extra capacity and design of the new terminal improved traveller comfort and allowed for the future growth.<sup>32</sup>

In 2015 a \$59.7 million expansion of the Busselton-Margaret River Regional Airport was announced. Key phases of the project include lengthening, widening and strengthening of the runway to facilitate B737 and A320 jet aircraft; construction of two new apron parking bays and connecting taxi way; and a new car park and terminal building. It is envisioned, that, once complete, the new airport will serve as a major tourism and economic driver, linking the region to FIFO, interstate and overseas tourism and providing freight hub opportunities, particularly for food exports and the expansion of the agribusiness sector. Detailed planning is currently underway on the expansion of the Busselton-Margaret River Regional Airport, with construction expected to commence in 2017.<sup>33</sup>

### Roads

Busselton and the South West region are linked by modern bitumen-sealed roads and highways with the transit time from Perth to Busselton less than two hours and thirty minutes by road.

Due to the high population growth in the sub-region and the topography and natural constraints around Busselton, it is anticipated that there will be issues accessing the Busselton CBD from south of the Broadwater wetlands in the future.<sup>34</sup>

North-south access routes linking the Busselton city centre and areas south of the wetland system include Bussell Highway, Fairway Drive, Queen Elizabeth Avenue, West Street, Causeway Road and Layman Road. The City of Busselton is currently undertaking a traffic movement study to inform consideration of options for the provision of an additional north-south access route.

### Vasse-Dunsborough Link

The proposed Vasse-Dunsborough Link is planned as a four-lane divided highway. The link will connect with the existing Caves Road/Commonage Road roundabout in the west and the existing Busselton Bypass/Bussell Highway roundabout in the east. The link will also connect with the Busselton Outer Bypass to the south, via the Vasse Bypass.

### Vasse Bypass

Construction of the \$12.8 million Vasse Bypass section of Bussell Highway began in April 2015 and is due for completion in 2016. The project realigns 4.2 kilometres of the Bussell Highway and aims to improve safety for pedestrians and to allow for expansion west of the Vasse Newtown townsite.

The Bypass will provide an improved route for vehicles not needing to access Vasse, and in future years, can be further upgraded to a dual carriageway to cater for potential traffic growth into the Capes Region. It will also improve road safety and amenity within the Vasse town site by removing large volumes of traffic and providing a safer route for motorists around the town site.<sup>35</sup>

<sup>32</sup> Government of Western Australia (2015) *Busselton Regional Airport terminal upgraded*. Media Statement

<sup>33</sup> South West Development Commission (2016)

<sup>34</sup> Western Australian Planning Commission (2015) *South West Regional Planning and Infrastructure Framework*

<sup>35</sup> Main Roads Western Australia (2016) *Vasse Bypass*

### Busselton Outer Bypass

Main Roads is progressing a planning study to finalise the alignment of the future Busselton Outer Bypass. It was identified that traffic growth on the existing Busselton Bypass would result in delays, congestion and reduced safety for road users. A Busselton Outer Bypass would cater for the expected future traffic volumes, while the existing bypass will operate as a district distributor road for local traffic.<sup>36</sup> At this stage, funding for the Busselton Outer Bypass is yet to be secured. It is likely that the Busselton Outer Bypass will not be constructed for another 20+ years, subject to funding and traffic growth and demand.

### Rail

The *South West Regional Planning and Infrastructure Framework* identifies fast rail access to Busselton as a regional priority in the long term with the need to plan for the alignment and corridor as part of road planning for the region. The requirement for a freight rail line to link the airport and adjacent industrial area with the Bunbury Port and State freight rail network has also been identified.<sup>37</sup>

### Port

There is no working cargo port in the City of Busselton; however, the City has identified an opportunity to provide cruise ship tender facilities at Busselton Jetty (or an alternative jetty location) to facilitate the berthing off-shore of cruise ships. The Federal Government has allocated funding to commence construction of a new landing platform on the Busselton Jetty. The existing 15 metre landing platform is proposed to be extended to 35 metres, in order to accommodate the temporary berthing of cruise ship tender vessels, charter boats and other recreational vessels. Work on the project is scheduled for completion by June 2016.<sup>38</sup>

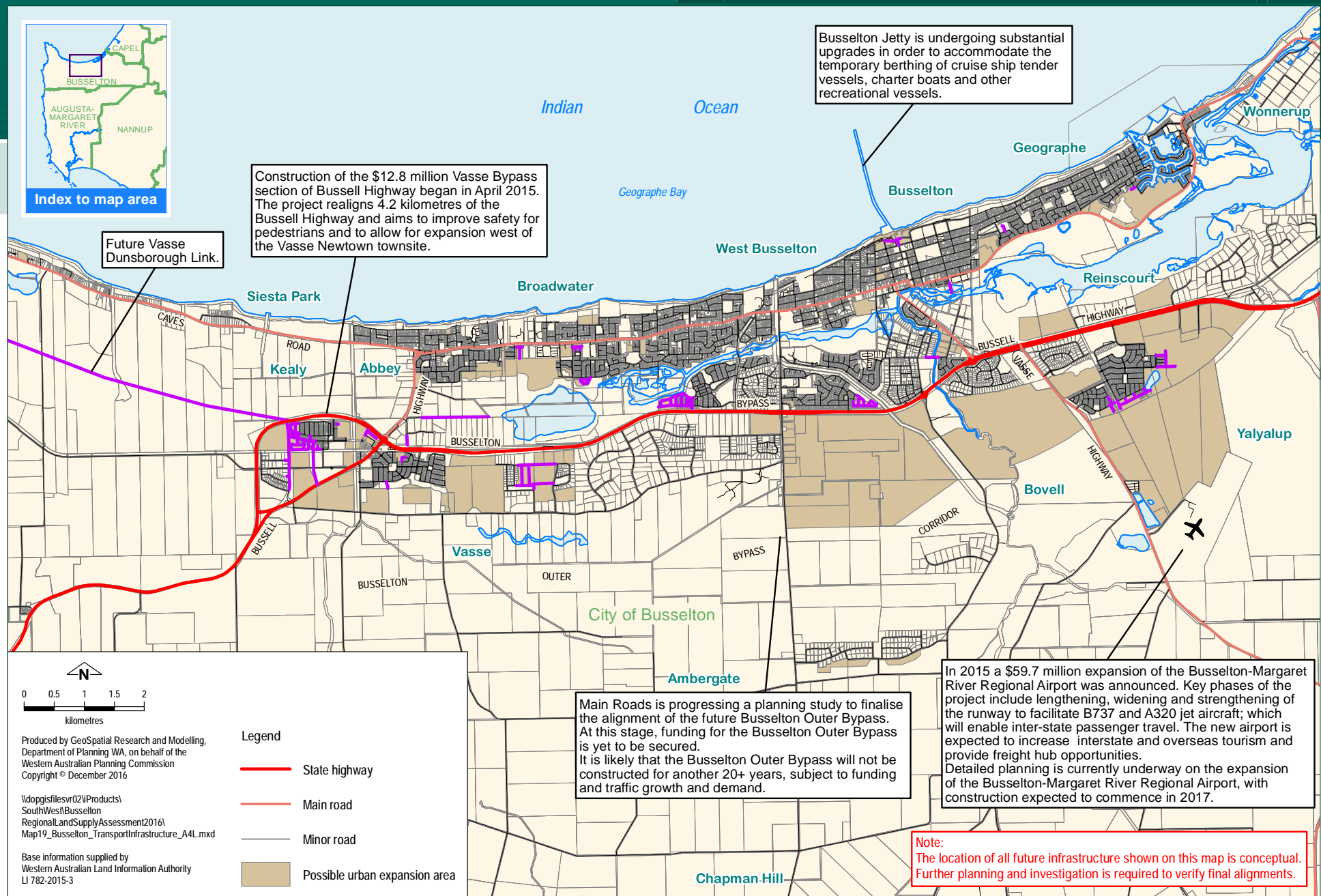
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<sup>36</sup> Main Roads Western Australia (2015) *Busselton Outer Bypass (BOB) Planning Study*

<sup>37</sup> Western Australian Planning Commission (2015) *South West Regional Planning and Infrastructure Framework*

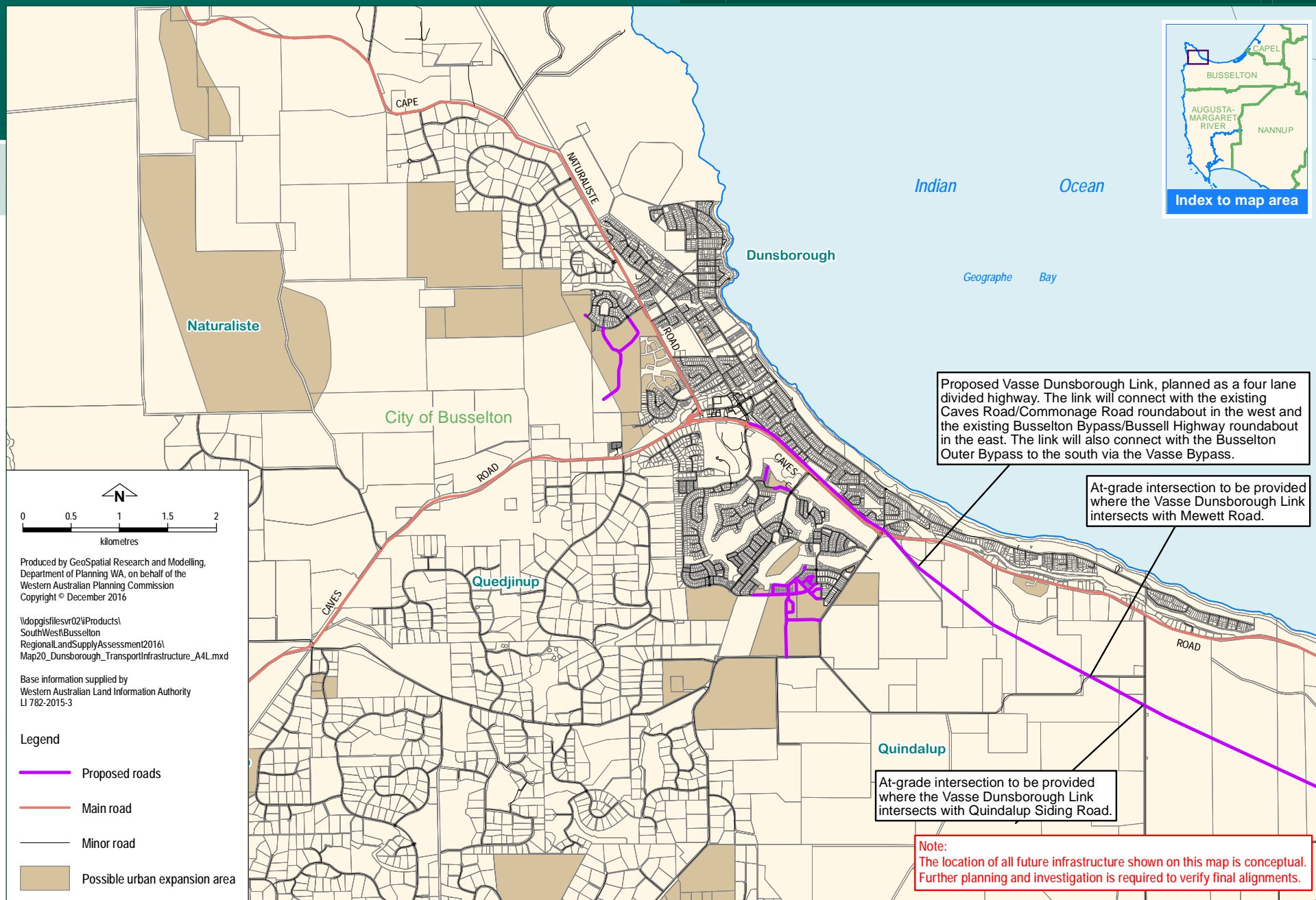
<sup>38</sup> City of Busselton (2015) *Cruising Takes Off in Busselton*. Media Release





Map 19: Busselton – Transport infrastructure





Map 20: Dunsborough – Transport infrastructure

## Glossary

### Building approvals

A **house** is a detached building primarily used for long-term residential purposes. It consists of one dwelling unit. For instance, detached 'granny flats' and detached dwelling units (for example, caretaker's residences) associated with a non-residential building are defined as houses. Also includes 'cottages', 'bungalows' and rectories.

**Other dwellings** include all dwellings other than houses. They can be created by: the creation of new other residential buildings (for example, flats); additions/alteration work to an existing residential building; either new or alteration/addition work on a non-residential building; conversion of a non-residential building to a residential one, creating more than one dwelling unit.

### Population

**Estimated resident population (ERP)** - Available for local government areas and SA2 geographies, this figure represents the number of people counted in an area on 30 June. It is calculated by:

- adding the people who were temporarily absent from the area on census night;
- subtracting the overseas visitors counted in the area on census night;
- augmenting the figure for estimated net undercount in the census;
- adjusting for difference between census night and 30 June; and
- updating each year using administrative data from a variety of sources.

ERPs are the official population figures for Australia. They are widely used as a basis for Government decision-making, including the allocation of seats in federal parliament and distribution of Commonwealth grants.

### Geography

**The South West Region** is one of the nine regions of Western Australia, as defined by the Regional Development Commissions Act 1993. The Region is comprised of 12 local government areas including the City of Busselton.

**Significant Urban Areas (SUAs)** represent concentrations of urban development with populations of 10,000 people or more using whole Statistical Areas Level 2 (SA2s). They do not necessarily represent a single Urban Centre, as they can represent a cluster of related Urban Centres with a core urban population over 10,000. They can also include related peri-urban and satellite development and the area into which the urban development is likely to expand.

**Statistical Areas Level 1 (SA1s)** have been designed as the smallest unit for the release of Census data. SA1s generally have a population of 200 to 800 persons, and an average population of about 400 persons. They are built from whole Mesh Blocks and there are approximately 55,000 SA1s covering the whole of Australia.

**Statistical Areas Level 2 (SA2s)** are a general-purpose medium sized area built from whole SA1s. Their aim is to represent a community that interacts together socially and economically. SA2s generally have a population range of 3,000 to 25,000 persons and have an average population of about 10,000 persons. The SA2 is the lowest level of the ASGS structure for which Estimated Resident Population (ERP), Health and Vitals and other non-Census ABS data are generally available. There are 2,196 SA2s covering the whole of Australia.

**Statistical Areas Level 3 (SA3s)** provide a standardised regional breakup of Australia. The aim of SA3s is to create a standard framework for the analysis of ABS data at the regional level through clustering groups of SA2s that have similar regional characteristics. SA3s are built from whole SA2s and in general have populations between 30,000 and 130,000 persons. They are often the functional areas of regional cities and large urban transport and service hubs.

**Mesh Blocks** are the smallest geographic region in the Australian Statistical Geography Standard (ASGS), and the smallest geographical unit for which Census data are available. Most residential Mesh Blocks contain approximately 30 to 60 dwellings. Mesh Blocks have been designed to be small enough to aggregate accurately to a wide range of spatial units and thus enable a ready comparison of statistics between geographical areas, and large enough to protect against accidental disclosure. Due to the small size of Mesh Blocks, data are confidentialised and are only released for Basic Person Counts and Dwelling Counts.

## Subdivision approvals

**Conditional approval** is granted by the Western Australian Planning Commission (WAPC) for subdivision to begin subject to certain conditions being met. The approval is preceded by an assessment of the proposed subdivision plan by statutory referral agencies, including servicing authorities. On receipt of conditional approval, the proponent may commence subdivision development in accordance with the conditions of approval. A conditional approval remains valid for three years where five lots or less are approved and for four years where six lots or more are approved.

**Current valid conditional approvals** refer to those conditional approvals that are still valid but have not yet been issued with final approval. In general, these are approvals for which construction/servicing has not yet commenced or is currently under way (see **active conditional approvals**).

**Active conditional approvals** refer to conditionally approved lots where a servicing agreement (agreement to construct) has been signed between the Water Corporation and the developer. These are termed lots on non-cleared agreements.

**Inactive conditional approvals** are where conditional approval has been granted and the approval is still valid, but where a servicing agreement (agreement to construct) has not been signed between the Water Corporation and the developer.

**Lapsed conditional approvals** are those where the approval has expired and the conditions have not been met.

**Final approval** is the WAPC endorsement of the proponent's submitted plan/diagram(s) of survey describing the now complete subdivision; constructed in accordance with the conditions set down in the conditional approval. Final approvals are then registered with the Office of Titles where certificates of titles for the newly created lots can be issued.

**Developers lodged application** - subdivision application and its accompanying lots received by the WAPC for subdivision approval.

**Application under assessment** - is the number of applications and accompanying lots awaiting decision for subdivision. Statistics include deferred applications.

## Planning

**Local planning schemes** are detailed planning schemes developed by local governments to identify the range of permitted land uses within specified locations. Within the Metropolitan Region Scheme and Peel Region Scheme areas, local planning schemes must be consistent with the provisions identified within the relevant region scheme where applicable.

**Local planning strategies** contain the strategic plan and policy context of a local planning scheme. The strategy sets out the general aims, intentions and desired outcomes for long-term growth and change, having regard to social, economic and environmental factors. An assessment of the capacity of infrastructure such as water, sewerage, electricity and roads is also usually considered in a local planning strategy. Residential densities and commercial centres may also be identified.

A **scheme amendment** is the process of changing zones or reservations from one use to another. The amendment process requires proposed amendments to be advertised for wider community and government comment. The amendment process is regulated by the ***Planning and Development Act 2005***, allowing for extensive community consultation to review the proposal before a final decision is made.

**Structure plan** refers to a document including spatial plans that details the proposed layout of a future development area. The preparation of a structure plan is one of the first steps in progressing proposals for the development of new areas. In addition to illustrating details such as road configuration and the location of retail and community facilities such as shops, schools and public open space, a structure plan can also show details such as housing density, land use classifications and buffer zones. Structure plans highlight opportunities and constraints in an area, and can provide the basis for amendments to local planning schemes. Structure plans can generally be categorised as region, district or local structure plans.

**Temporal land supply** is an estimate of the number of years it will take to completely consume land that is currently zoned for urban development. Temporal land supply can vary based on different development scenarios, particularly where different rates of density and infill are applied.

**Underlying housing demand** refers to the need for additional dwellings that will satisfy the requirements of a population (and population growth), irrespective of the demand actually expressed by the market.

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## Appendix 1

### Integrated Land Information Database (ILID)

#### ILID 2015 – Background:

The ILID is a net land-use assessment and capability model that is generated at a cadastral level for the whole of Western Australia. The database can be used to identify the current range of land uses within a number of predefined boundaries. It can also model future capability based on what is known about the current (or proposed) planning policies and statutory instruments.

The model is produced within a Geographic Information System by overlaying a variety of layers to compute the coincidence of two or more parameters. For example, if a dataset containing the locations of school sites is overlayed with another dataset that shows the areas that are within two kilometres of the coast, it is possible to generate a single dataset with schools that are within two kilometres of the coast. This process can be repeated with a variety of datasets in endless combinations to help with multi-criteria decision analysis through the process of elimination.

The ILID works by linking the spatial extent of many different input layers with all the unique cadastral identifiers that exists at a particular point in time. The result of this overlay process creates many versions of the cadastre attributed with discrete pieces of information i.e. cadastre version of the local planning scheme zones, region schemes, R-Codes and so on. The 'integrated' component of the database means that once all of the individual inputs have been identified, they can all be joined together using a tabular join through the common PIN number field across all datasets.

For this document the ILID has been used to identify the lot potential and additional dwelling potential of all residential lots (with an R-Code identified in the City of Busselton Local Planning Scheme) in the local government area. Vacant lots were not included in this analysis.

ILID analysis in this document includes three key inputs: lot size, R-code value and dwelling count/location. Constraints to subdivision such as heritage, infrastructure supply and environment are not variables included in this analysis, and as such, a significant proportion of the development potential may not be realised.

#### Definitions:

**Lot potential** is used to determine how many potential lots the R-Code intends to yield as a maximum. For example a lot that has an R-Code of R20 has a planned density of a single 450m<sup>2</sup> lot. Or a 900m<sup>2</sup> lot has the potential to create two 450m<sup>2</sup> lots. In any case the lot potential can only be calculated if there is an existing R-Code present.

**Net dwellings**, also known as **additional dwelling potential**, identifies the extra amount of dwellings a single lot can add on (disregarding the location of the current dwelling footprint and has a hundred percent take-up rate). This is determined by the size of the lot and the current lot potential based on the R-Code planning and any existing dwellings.

## Appendix 2

### Integrated Regional Information System (IRIS)

The sections of this report discussing the development status of land zoned for residential, rural living, industrial and commercial purposes draw heavily on the tiered land supply assessment model, the central output of the Integrated Regional Information System (IRIS). The model is a geographic information system (GIS)-based tool used to assess key measures of land use dynamics across Western Australia.

The IRIS model groups zones under all local planning schemes into primary, secondary and tertiary categories. This grouping of local planning scheme zones forms the zone 'catchment' for each category.

Tier one of the IRIS model groups local planning scheme zones into primary categories for analysis. The table below shows the groupings of City of Busselton Local Planning Scheme land use zones for each primary land use discussed using IRIS analysis in this document.

Primary category (IRIS analysis)	City of Busselton Local Planning Scheme No. 21 category
Residential	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Special Purpose (Dunsborough Lakes Development Area)</li> <li>• Special Purpose (Yalyalup Development)</li> <li>• Special Purpose (Yalyalup Deferred Development)</li> <li>• Vasse Development Zone</li> <li>• Deferred Vasse Development Zone</li> </ul>
Rural living	<ul style="list-style-type: none"> <li>• Rural Residential</li> </ul>
Industrial	<ul style="list-style-type: none"> <li>• Industrial</li> <li>• Special Purpose (Yalyalup Industrial Development)</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>• Business</li> <li>• Restricted Business</li> <li>• Special Purpose (Busselton Foreshore)</li> <li>• Special Purpose (Service Station)</li> <li>• Special Purpose (Ambergate Automotive Development Area)</li> <li>• Special Purpose (Mixed Use)</li> <li>• Special Purpose (Drive In)</li> <li>• Public Purpose (Museum)</li> <li>• Tourist</li> </ul>

Tier two of the IRIS model addresses the development status of each lot within the specified primary land use category. Each cadastre (lot) within each primary land use category is attributed one of three values (developed, undeveloped or unrated), based on information from the Valuer General's Office of Western Australia.



**Developed** refers to lots that are zoned for development for the purposes of the specified primary land use category for which premises information is captured in Landgate's property valuation database.

**Undeveloped** refers to lots that are zoned for development for the purpose of special residential and rural living that are recorded as vacant in Landgate's property valuation database.

**Unrated** refers to lots that are zoned for development for the purpose of the specified primary land use category for which no vacant land or premises valuation information has been captured in Landgate's property valuation database. This may include State or local government owned lots or premises exempt from rates, Crown allotments, common property within lots on survey, newly created lots on survey, land otherwise exempt from rates and some public roads which are zoned for the primary land use under the local planning scheme.

Tier three of the IRIS model refers to the nature of development by assessing the premises type against the land use as indicated by the local planning scheme. Tier three of the IRIS model has not been included in analysis for this report as sites with identified development potential are described detailed in Table 6 and Maps 7-10 of this document.