



Department of **Planning,
Lands and Heritage**



Western
Australian
Planning
Commission

Leeuwin-Naturaliste Sub-regional Strategy

May 2019 (as amended)





The Department of Planning, Lands and Heritage acknowledges the traditional owners and custodians of this land. We pay our respect to Elders past and present, their descendants who are with us today, and those who will follow in their footsteps.

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Amendment schedule

Amendment	WAPC Decision Date	Description
1	22 January 2020	1. Change the land use designation of the following land parcels to 'Urban': Lot 634 on DP 252349; Lot 224 on DP 251375; Lot 176 on D 63890; Lots 201 and 9000 on DP 65898; Lot 501 on DP 70382, Lot 178 on D 65703, Lot 1445 on DP 140240, Lot 9003 on DP 49085 and the portion of un-named road reserve between Lots 224 and 176.
2	8 December 2021	<ol style="list-style-type: none"> 1. Insert 'Amendment Schedule'. 2. Insert 'Appendix 2 – PIA Outcomes'. 3. Delete strategic directions 4, 6 and 25. 4. Modify the strategic direction related to the Bunker Bay Tourism Investigation Area to provide direction on the form of the investigation, and to include Lot 683 on DP 81522. 5. Delete Section 8 – Townsite Strategies. 6. Modify Section 9 – Strategy Plan as follows: <ol style="list-style-type: none"> a. Reflect the PIA outcomes. b. Change the land use designation of the following land parcels to 'Urban': Lot 6 on DP 71498; Lot 21 on DP 51474; portion of Lot 2761 on DP 26681; portion of Lot 3 on D 46285; Lot 11 on D 83265; Lot 6 on D 52559. c. Show the Margaret River Perimeter Road as a primary distributor road. d. Upgrade the Busselton Outer Bypass spatial data. e. Remove the Biddle Road future transport infrastructure alignment. f. Modify the description of the 'Urban' land use designation. g. Add the 'Open Space Investigation' land use designation and associated description. 7. Update Map 2: Settlement and Transport.

Chairman's foreword



The Leeuwin-Naturaliste sub-region in Western Australia's south west is renowned as much for its unique natural environments and stunning landscapes, as it is for its world class wineries and notable settlement and tourism amenity.

It is important to maintain the overall attractors of this part of the South West to ensure the long term viability of the local communities in a way that will benefit and protect the environmental elements of the region as well as the amenity needs of future generations of Western Australians and visitors to the region.

Since publication of the Western Australian Planning Commission's State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1) in 1998, the sub-region has experienced substantial growth that has led to new challenges emerging. Current planning issues include managing urban growth and tourism, responding to coastal and bushfire hazards, and protecting biodiversity, agricultural uses and landscape values.

The Leeuwin-Naturaliste Sub-regional Strategy presents directions and actions to help meet these challenges and balance economic, social and environmental considerations over the next 20 years.

The Strategy provides guidance to the City of Busselton and the Shire of Augusta-Margaret River on strategic issues and will support the preparation of new local planning strategies and local planning schemes. Its strategic rationale will also be used in the review of SPP6.1.

The Strategy provides a greater level of detail for actions outlined in the South West Regional Planning and Infrastructure Framework and should therefore be read in conjunction with that document.

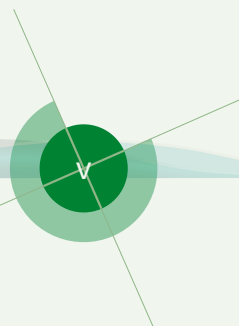
I commend the collaborative approach taken in the preparation of the Strategy and I extend my appreciation to the City of Busselton and Shire of Augusta-Margaret River, the South West Development Commission, and all other stakeholders who participated or made submissions during the course of its preparation.

David Caddy

Chairman
Western Australian Planning Commission

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Executive summary

The Leeuwin-Naturaliste sub-region is well known locally and internationally for its unique lifestyle, landscape values, environmental assets and overall amenity.

These attributes, together with the sub-region's proximity to Bunbury and Perth, make it a key tourist destination and attractive place in which to live or invest. The sub-region's attractiveness has resulted in significant change over the past two decades. Demand for change in the area will continue and it is vital change is managed appropriately to maintain and enhance the values that make it special.

The Leeuwin-Naturaliste Sub-regional Strategy is an overarching strategic land use planning document outlining the Western Australian Planning Commission's (WAPC) approach to future planning and development within the City of Busselton and the Shire of Augusta-Margaret River over the next 20 years.

The Strategy provides guidance to help the respective local governments implement State strategic priorities, and inform local planning strategies and schemes so that robust planning decisions are made.

It also provides background for the proposed review of State Planning Policy 6.1 Leeuwin-Naturaliste Ridge, which covers the area west of Bussell Highway plus the full extent of the townsites located on Bussell Highway.

In particular, the Strategy plans for population and visitor growth to be accommodated through a combination of urban infill, already-planned greenfield development and potential new expansion areas. A number of sites throughout the sub-region are identified as Planning Investigation Areas, which will require further detailed investigation by the WAPC to determine their suitability for a potential change of use.

Balancing the challenges of climate change, namely bushfire risk and changing coastal processes; conservation values, in particular retaining ecological corridors and linkages, and; the demands of a growing population and economy is a key challenge that the Strategy addresses.

Long term plans considered by this Strategy need to acknowledge and be sufficiently flexible to accommodate fundamental elements that will change over time. These include technology, communities, visitor and investor views and expectations, the climate and sea level, the economy, and the demand for and availability of natural resources.

With appropriate planning and implementation, and the consideration of cumulative impacts, the Leeuwin-Naturaliste sub-region will continue to be a unique and bio-diverse environment enjoyed by thriving and resilient local communities and appreciative visitors.



Introduction

The Leeuwin-Naturaliste Sub-regional Strategy (the Strategy) has been prepared for the Leeuwin-Naturaliste sub-region, which comprises the land and coastal waters within the City of Busselton and the Shire of Augusta-Margaret River.

The sub-region is renowned for its unique lifestyle, landscape, environmental values and amenity. These attributes are linked with a stable and diverse economic base and proximity to Bunbury and Perth, making the sub-region a key tourist destination and attractive place to live. The sub-region is now experiencing pressure to change due to a number of factors.

The purpose of the Strategy is to manage this change by guiding growth and development to achieve positive social, economic and environmental outcomes.

Strategic planning is the cornerstone of the planning system. The Strategy is a part of the Western Australian Planning Commission's (WAPC) intention to ensure a strategic planning system that is legible, transparent, efficient and delivers smart growth. The Strategy takes a long-term view to planning for the sub-region.

It provides guidance to assist local governments implement State strategic priorities, and to inform local planning strategies and schemes so that robust planning decisions are made.

This Strategy comprises two parts:

Part A: Strategy

Articulates the strategic directions and actions to achieve the vision for the sub-region.

Part B: Profile

Contains an overview of the study area's economy, environment and infrastructure to provide a general context for Part A.

Planning Issues



The sub-region has experienced strong and ongoing urban growth over the past 20 years, and population forecasts indicate a continuation of that trend.



The sub-region has valued natural landscapes that include recognised biodiversity values. Bushfire hazard is a risk that is of particular relevance to the sub-region. Changing coastal processes are expected to require active management and adaptation planning of coastal hazard risk into the future.



The sub-region has a strong and diverse economy. Agriculture and tourism are critical to the sub-region's ongoing economic performance. The natural and rural landscapes of the sub-region underpin its economy.



An efficient regional road network is critical to the economic and social viability of the sub-region. The Busselton-Margaret River Airport is regionally significant.

1. Scope

1.1 Strategy area

The Leeuwin-Naturaliste Sub-regional Strategy area is the extent of the City of Busselton and Shire of Augusta-Margaret River areas.

1.2 Purpose

The Western Australian Planning Commission (WAPC) has identified a range of issues that are widely experienced within the City of Busselton and Shire of Augusta-Margaret River. These include urban growth pressure, coastal erosion and inundation, protection of biodiversity, tourism, agriculture and landscape values, and bushfire planning.

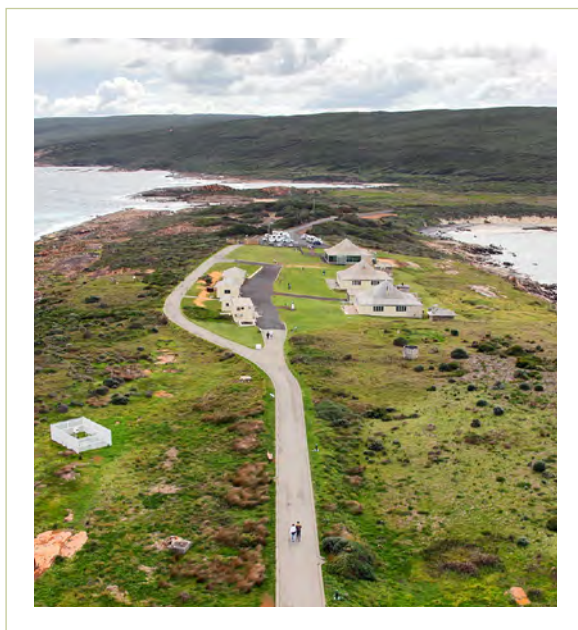
The WAPC will assist the City of Busselton and Shire of Augusta-Margaret River to implement State strategic issues in a sub-regional context by guiding decision-making, and informing local planning documents, including local planning strategies and local planning schemes.

The primary purpose of this Strategy is to manage and plan for growth in the sub-region and to inform a review of State Planning Policy 6.1 - Leeuwin-Naturaliste Ridge. Other purposes are:

- integrate local and regional land use planning to provide for population and economic growth
- respond to environmental and coastal landform change and
- guide planning for the development of urban, industrial and rural land uses and associated infrastructure.

The Strategy provides a greater level of detail for actions previously outlined in the WAPC's State Planning Strategy and the South West Regional Planning and Infrastructure Framework. By doing so, it provides a clear line of sight between the WAPC's high order planning strategies and the more detailed local planning strategies of the City of Busselton and Shire of Augusta-Margaret River.

The Strategy forms a part of the WAPC's State Planning Framework (Figure 1).



1.3 Key planning issues

Key planning issues evident in the sub-region are:

Settlement

- The need to review the settlement hierarchy prescribed in State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1) with particular focus on the growth and development of hamlets and enclaves since 1998 with view to their future over the next 20 years and beyond.
- Population forecasting indicates the trend towards an increasing population, and accordant demand for employment, infrastructure, services and housing.
- The high cost of developing and maintaining infrastructure to support rural living subdivision.
- The adverse impacts of rural living subdivision on agricultural, environmental and landscape values.
- The need to provide for housing diversity, including affordable housing.
- The influence of 'holiday homes' on local community cohesion and development.
- The need to retain each settlement's distinct sense of place, community and lifestyle.

Environment

- Balancing growth with the protection of areas with high biodiversity significance and other recognised natural assets.
- The heightened risk of bushfire hazard due to climate change and the outcomes of the publication of State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7) and its guidelines.

- Potential loss of valued natural and rural landscapes, and remnant vegetation, including when viewed from prominent coastal landforms and inland tourist routes.
- Increasing competition and demand for coastal access for recreation, industry and tourist use.
- The need to address impacts on the coastal and marine environment from coastal processes and climate change including rising sea levels.
- The adverse impacts of increased human activity along the coast on the marine environment.

Economy

- The increasing demand of tourist and visitor numbers on the provision of infrastructure and services.
- The need to protect the sub-region's strong tradition of producing a diverse range of high quality agricultural and food products.

Transport

- An efficient regional road network is critical to the economic and social viability of the sub-region.
- The expansion of the regionally significant Busselton-Margaret River Airport will provide significant opportunities for the sub-region.

1.4 Methodology

The Strategy was prepared by the Department of Planning, Lands and Heritage on behalf of the WAPC. A steering group was established to guide the preparation of the Strategy and included representation from:

- Western Australian Planning Commission (WAPC)
- Department of Planning, Lands and Heritage
- South West Development Commission
- City of Busselton
- Shire of Augusta-Margaret River
- An independent planning professional

The Steering Group met on seven occasions in Busselton and Margaret River, and was also informed by relevant experts from:

- Department of Planning, Lands and Heritage
- Department of Transport – Marine
- Main Roads WA
- Tourism WA
- The Office of the Environmental Protection Authority
- South West Development Commission
- City of Busselton
- Shire of Augusta-Margaret River

The draft Strategy was advertised from September to December 2017. In response, 63 submissions were received concerning a range of matters identified in that draft.

Submissions related to various topics and specific sites across a range of locations about issues including:

- development implications of proposed differences to the draft Strategy's settlement hierarchy and the settlement hierarchy set out in SPP6.1;
- restricting further rural living lots beyond those already identified in local planning strategies and schemes;
- tourism development and urban settlement opportunities relating to the sub-region's unique attractions such as rural landscapes, wilderness areas and agri-business;
- the loss of biodiversity and broad environmental impacts due to urban expansion and damaging recreational activities;
- approaches to improving housing affordability; and
- Aboriginal heritage, native title and historic heritage.

Infrastructure projects identified within the Strategy are based on indicative information from State government agencies and are subject to change. Unless otherwise stated, they should not be taken as a funded Government commitment, and are subject to Treasury budget processes.

1.5 Principles

Guiding principles for the Strategy are:

- promote growth in accordance with sustainable development principles;
- acknowledge the cumulative impacts of development within rural and landscape areas on the environment, agricultural productivity, tourism attractions and other employment generators, and ensure planning decision makers take this into account when considering future development;
- focus development in the larger settlements in a manner that will support existing facilities, services and infrastructure and minimise low-density urban sprawl and environmental impacts of new development;
- balance the development pressures of the sub-region in a manner that will retain and enhance landscape character, remnant vegetation and manage coastal access and the increasing pressure on key coastal sites;
- promote existing and new industries and the efficient use of land and infrastructure;
- facilitate improved transport and infrastructure for the sub-region; and
- manage the opportunities that will retain and enhance the sub-region's unique landscape, environment and important agricultural and food production areas.



2. Governance and context

2.1 Planning

The context for this Strategy within the State Planning Framework is shown in Figure 1. The Strategy is intended to be more detailed than the regional strategies, such as the South West Regional Planning and Infrastructure Framework, and provides guidance on matters that form part of a local planning strategy.

2.1.1 State planning policies

State planning policies provide the highest level of planning policy control and guidance in Western Australia. They are prepared by the Western Australian Planning Commission (WAPC) under Part 3 of the *Planning and Development Act 2005*, and are applied at all levels of planning decision-making including strategic planning, local planning strategies and schemes, structure plans, subdivision, and development.

The Leeuwin Naturaliste Sub-regional Strategy provides strategic direction based on the fundamentals prescribed in relevant State planning policies.

The following State planning policies have particular relevance to the sub-region:

State Planning Policy 1 State Planning Framework (SPP1) intends for sub-regional strategies to guide change and to establish a basis for cooperative action to be taken by State and local governments on land use change.

State Planning Policy 2 Environment and Natural Resources (SPP2) seeks to integrate environment and natural resource management with land use planning, protect, conserve and enhance the natural environment and promote and assist in the wise and sustainable use and management of natural resources.

State Planning Policy 2.5 Rural Planning (SPP2.5) provides the basis for planning and decision-making for rural and rural living land in Western Australia, and for basic raw materials outside of the Perth and Peel regions.

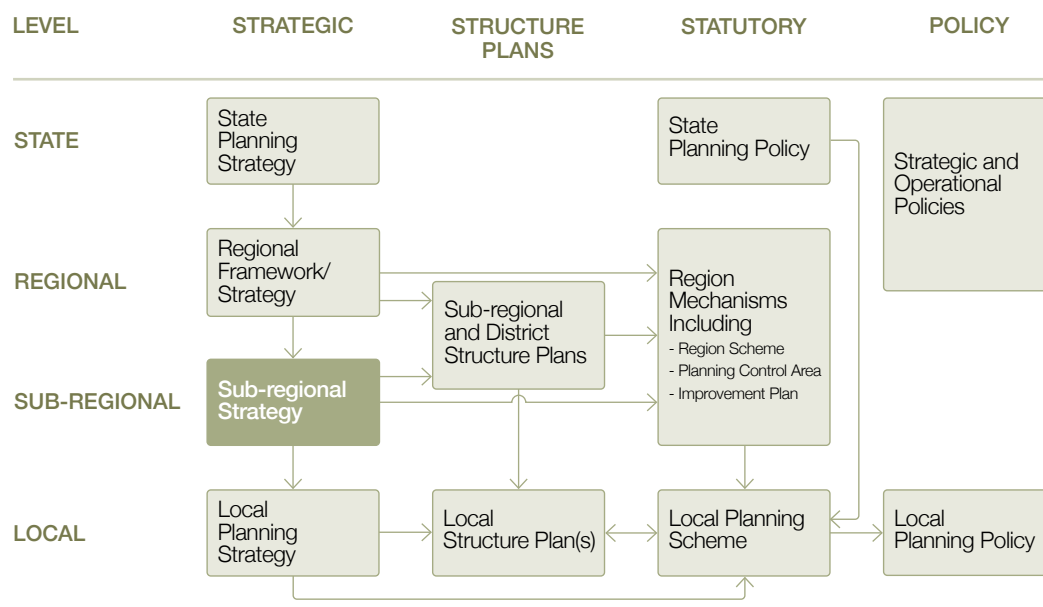


Figure 1: Western Australian Planning Framework

State Planning Policy 2.6 State Coastal Policy (SPP2.6) provides guidance for land use and development decision-making within the coastal zone, including requiring that coastal hazard risk management and adaptation is appropriately planned for.

State Planning Policy 2.7 Public Drinking Water Source (SPP2.7) seeks to protect and manage public drinking water sources from incompatible land uses and pollution in order to maintain the quality of the drinking water.

State Planning Policy 2.9 Water Resources (SPP2.9) seeks to protect, conserve and enhance water resources, ensure that suitable water resources are maintained to meet requirements for human and all other biological life; and achieve sustainable use and management of water resources.

State Planning Policy 3 Urban Growth and Settlement (SPP3) sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia.

State Planning Policy 3.5 Historic Heritage Conservation (SPP3.5) sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage.

State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7) seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1) sets out the principles and considerations for land use and development decision-making on the Leeuwin-Naturaliste Ridge. The policy was published in 1998 and amended in 2003 to include statements regarding development at Smiths Beach. SPP6.1 has provided a strategic and statutory planning framework for Cape Naturaliste to Cape Leeuwin and the land west of Bussell Highway, including the settlements on Bussell Highway.

2.1.2 Regional planning and infrastructure frameworks

Planning and infrastructure frameworks have been prepared for each of Western Australia's non-Perth and Peel planning regions.

The frameworks provide guidance to government agencies and local governments on land use, land supply, land development, environmental protection, infrastructure and for the delivery of physical and social infrastructure for each region. They also provide the framework for the preparation of sub-regional and local planning strategies and inform decisions made by the WAPC.

The South West Regional Planning and Infrastructure Framework (2015) provides the regional strategic context to planning for the Strategy area. The Framework outlines the WAPC's position on planning for population growth, transport, agriculture, community infrastructure, climate change and major infrastructure requirements for the South West region for a 20 year timeframe.

The Leeuwin-Naturaliste sub-region is one of three sub-regions in the South West, along with the Bunbury-Wellington and Warren-Blackwood sub-regions. The Framework provides significant direction for this Strategy.

2.1.3 Local planning strategies and schemes

The City of Busselton and the Shire of Augusta-Margaret River each have a local planning scheme that governs land use and development in their respective local government areas.

The Shire of Augusta-Margaret River Local Planning Strategy was endorsed by the WAPC in 2011, and sets out the long term planning direction for the Shire. The Shire is currently in the early stages of updating the Local Planning Strategy.

The City of Busselton published a draft Local Planning Strategy for public consultation in March 2016 and subsequently sought WAPC endorsement. Further consideration of the Local Planning Strategy, by the WAPC, is delayed pending the finalisation of this sub-regional strategy.

An overview of current local planning strategies and schemes is provided in **Appendix 1**.

This Strategy is intended to provide direction and support to local governments to deal with issues of State and regional significance. The local schemes and strategies may need review to ensure consistency with the direction of this Strategy.

2.2 Regional development and context

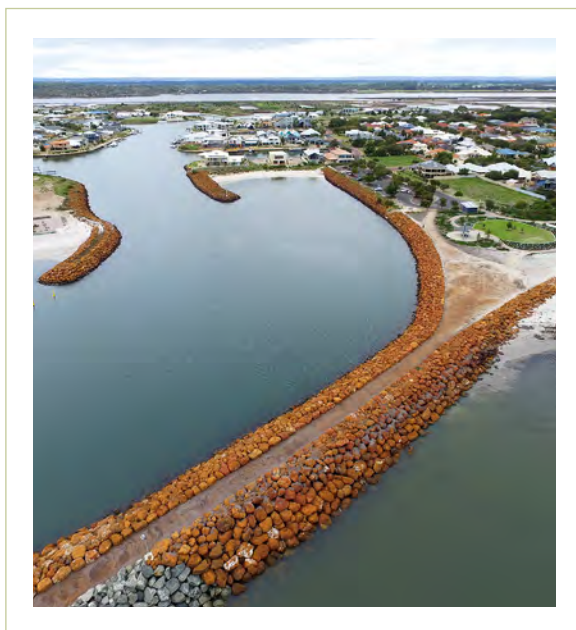
The Leeuwin-Naturaliste sub-region is one of the three planning sub-regions in the South West Region. The sub-region has a diverse economy that contributes significantly to the South West Region's strong economic growth.

The vision for the South West Region, as set out in the South West Regional Planning and Infrastructure Framework (2015) is for a region:

'that generates high standards of social amenity, diverse economic activities and high quality food, supported by effective and efficient infrastructure and at the same time preserving and enhancing the natural environment.' (p.6).

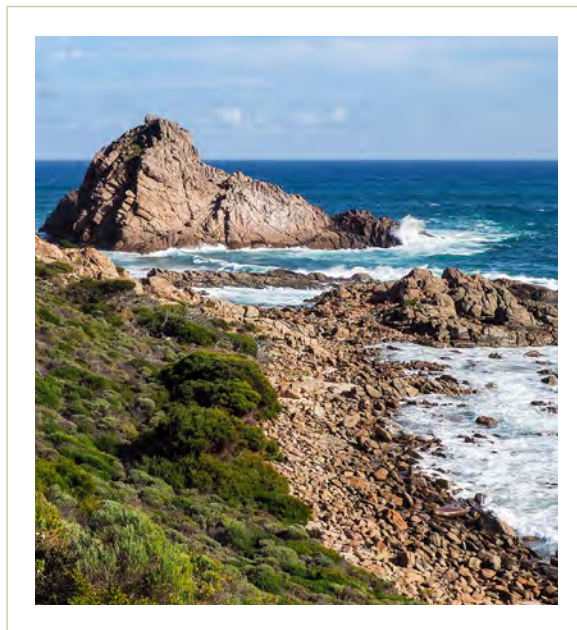
The sub-region has very strong economic and social connections with the Perth metropolitan, Peel and Greater Bunbury regions (Map 1). The opening of the Forrest Highway in 2009 reduced the time and demands of travel between Perth and the sub-region, creating both opportunities and challenges to the Leeuwin-Naturaliste communities. Federal and State Government

funding for the Bunbury Outer Ring Road was announced in May 2018 and its construction will further reduce travel time between the sub-region and Perth, possibly amplifying the need to address the key planning issues outlined in this Strategy.



2.2.1 South West Regional Blueprint

The South West Regional Blueprint (2015) outlines a guide for future development of the South West Region to 2050. The Blueprint takes an aspirational view on how the South West Region can grow, create new jobs, build prosperity and provide the kind of lifestyle that is important to living in the region. The Blueprint was jointly produced by the South West Development Commission and Regional Development Australia South West.





Part A: Strategy



3. Vision

The vision for the Leeuwin-Naturaliste sub-region is:

The Leeuwin-Naturaliste sub-region to continue to develop and be managed in a manner consistent with the character, amenity and value of the natural and built environments, and the efficient use and equitable distribution of resources.

4. WAPC strategic directions

To support implementation of the State Planning Framework, including the State planning policies outlined in section 2, the Western Australian Planning Commission (WAPC) will undertake the strategic directions listed below, in its decision-making for the sub-region.

Where possible, the strategic directions are spatially represented on the strategy plan. Bolded text denotes where a strategic direction is directly referenced on the strategy plan.

Settlement

1. Adopt the **settlement hierarchy** as defined in Section 6.
2. Promote the growth of Busselton townsite through consolidation of existing urban areas and urban expansion in the land bounded by Bussell Highway/Busselton Bypass, Queen Elizabeth Avenue and the proposed Busselton Outer Bypass.
3. Designate the **Abbey Planning Investigation Area** over land to the south west of the intersection of Caves Road and Bussell Highway for detailed investigation by the WAPC on the suitability of this land for potential uses including tourism, aged care, mixed use and/or medium density residential. The Abbey Planning Investigation Area comprises of the following land parcels: Lot 12 on Diagram 43998, Lot 4 on Diagram 46285, Lot 402 on Plan 252489, Lot 14 on Diagram 96590 and Lot 15 on Diagram 96590.

4. Designate the **Dunsborough Planning Investigation Area** over land to the south-east of Dunsborough for detailed investigation by the WAPC on the suitability of this land for a potential change of use.
5. Designate the **Vasse North Planning Investigation Area** over land to the north of Vasse for detailed investigation by the WAPC on the suitability of this land for a potential change of use. The Vasse North Planning Investigation Area comprises of the following land parcels: Lot S19 and Lot S20 on Plan 230941, Lot 9001 on Plan 69783 and Lot 9010 on Plan 409834.
6. Designate the **Vasse South Planning Investigation Area** over land to the south of Vasse for detailed investigation by the WAPC on the suitability of this land for a potential change of use.
7. Promote the growth of the Margaret River townsite through consolidation of existing urban areas and urban expansion consistent with the East Margaret River District Structure Plan (2017), generally in the area bounded by the Margaret River, Bussell Highway and the Margaret River Perimeter Road.
8. Designate the **Margaret River Planning Investigation Area** over land to the south of Margaret River for detailed investigation by the WAPC on the suitability of this land for a potential change of use.
9. Adopt a presumption against the creation of new urban and rural living areas beyond those identified in existing local planning strategies or local planning schemes.
10. Support the character and identity of Busselton and Dunsborough by protecting the natural and rural landscapes between them.

Environment

11. Adopt a presumption against planning proposals within areas identified to be affected by coastal hazards.
12. Adopt a presumption against planning proposals that may impact on matters of national or international environmental significance that require referral under the Environmental Protection and Biodiversity Act.
13. Balance bushfire risk, biodiversity conservation and economic growth.
14. Protect landscapes that are of high value and are viewed from the coastline, coastal bays, tourist routes and tourism activity sites.
15. Support identification in planning instruments of regional ecological corridors for biodiversity and wildlife, to connect environmental assets.
16. Identify and retain habitat and enhance ecological linkages within Busselton and Dunsborough urban areas to support critically endangered species, including the Western Ringtail Possum.

Economy

17. Designate the **Bunker Bay Tourism Investigation Area** over land to the east and south of the existing Pullman Bunker Bay Resort for potential tourism use, subject to detailed investigation to be led by the proponent/s on the suitability for such a use. The detailed investigation is to take the form of an amendment to the local planning scheme. The Bunker Bay Tourism Investigation Area comprises the following land parcels: Lot 50 on Deposited Plan 29164, Lot 203 on Deposited Plan 28563, and Lot 683 on Deposited Plan 81522.

18. Balance the protection of high value rural landscapes with the need for agricultural land uses to adapt and evolve.

Transport

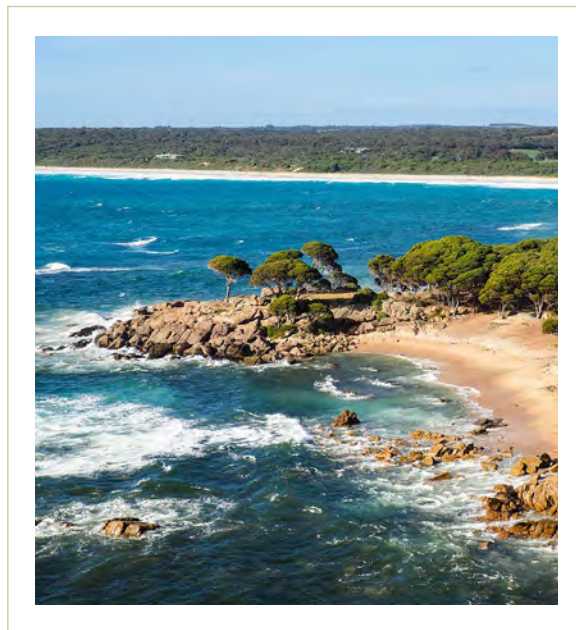
19. Recognise Caves Road as a **tourist route** and support the retention of its visual landscape and environmental values.
20. Support planning for land uses in the **Busselton-Margaret River Airport Precinct** that are compatible and complementary to the Airport and surrounding land uses.
21. Support the intent and alignment of the **Busselton Outer Bypass**, as shown on the Strategy Plan.
22. Support the intent and alignment of the **Vasse-Dunsborough Link**, as shown on the Strategy Plan.

23. Support the upgrade of **Bussell Highway** from Capel to Busselton.

24. Support the intent and alignment of the **Margaret River Perimeter Road**, as shown on the Strategy Plan.

Utilities and infrastructure

25. Support and encourage fit for purpose technology to deliver innovative waste management and other local services.



5. WAPC actions

To support implementation of the State Planning Framework, including the State planning policies outlined in section 2, the Western Australian Planning Commission (WAPC) will undertake the actions listed below in its decision-making for the sub-region.

1. Review State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1).
2. Undertake a strategic Bushfire Hazard Level assessment for the sub-region as part of the review of SPP 6.1.
3. Undertake a study of the supply and demand of basic raw materials within the sub-region and the opportunities for alternative building construction techniques to reduce demand from the building and construction industries.
4. Work collaboratively with the City of Busselton to prepare townsite strategies for Dunsborough and Vasse, for consideration by the WAPC.
5. Undertake detailed planning investigations to explore the suitability of the following areas for a possible change of use:
 - Dunsborough Planning Investigation Area
 - Margaret River Planning Investigation Area
 - Vasse North Planning Investigation Area
 - Vasse South Planning Investigation Area
 - Abbey Planning Investigation Area
6. Assist local governments to implement options for planned or managed coastal retreat, where identified as appropriate under a relevant coastal hazard risk management and adaptation planning (CHRMAP).

6. Settlement hierarchy

The Strategy's Settlement Hierarchy (Table 1) varies from that set out in the South West Regional Planning and Infrastructure Framework and the State Planning Policy 6.1 Leeuwin-Naturaliste Ridge. Several of the hierarchy tiers have been changed to more appropriately reflect the current role of the settlements within each tier, and a number of settlements have changed tiers within the hierarchy.

In addition, this Strategy does not recognize Carburnup and Metricup as settlements, a departure from the settlement hierarchy in State Planning Policy 6.1 Leeuwin-Naturaliste Ridge. The context and background for this determination is in Part B of the Strategy.

Table 1: Settlement hierarchy

Tier	Settlement	Description
Regional centre	Busselton	<p>Regional centres typically offer a diverse range of high-order services and functions, but to a lesser degree than a Regional city. They are also distinguished from regional cities as they generally service a smaller population.</p> <p>Regional centres are significant centres of economic activity, employment and population and form important hubs for regional industry, commerce and civic administration functions, including government offices and services. They generally provide comparative retail as well as higher-order education, recreation and health services.</p>
Sub-regional centre	Margaret River	<p>Sub-regional centres support the population and economic activities within their surrounding hinterlands through the provision of goods and services.</p> <p>The catchment areas of sub-regional centres usually extend beyond the immediate centre to include surrounding centres and districts and as such their services are utilised by a broader population.</p> <p>Sub-regional centres often provide local government administrative functions and a range of social infrastructure and services, including local recreation, health services and secondary education.</p>
Major Town	Dunsborough	<p>Settlements within these three tiers offer a level of service that generally deals with the daily needs of their service population. Three separate tiers allows for distinction to be made where particular settlements service a larger population catchment and/or offer a greater number of services relative to others. How settlements are assigned to the respective tiers is considered within the context of that particular region.</p>
Town	Augusta Cowaramup Vasse	
Village	Witchcliffe Karridale Kudardup Prevelly/ Gnarabup Yallingup Gracetown Eagle Bay	
Tourist Node	Hamelin Bay Bunker Bay Smiths Beach	<p>Tourism nodes contain a negligible population base and as such the functions they provide cater exclusively for the needs of tourists; and like tourism centres they experience significant seasonal population fluctuations.</p> <p>Tourism nodes primarily accommodate overnight visitors and generally contain the necessary infrastructure to facilitate this function. They can also offer some basic retail facilities that are secondary to the core function of accommodation</p>

7. Investigation areas

The Strategy (section 4 Strategic Directions) designates some areas of land that require further investigation as part of the strategic reconsideration of land use in the sub-region. These are defined in Table 2.

Table 2: Investigation areas

Type	Description
Planning Investigation Area	Land that will be subject to further planning investigation/s to consider its suitability, and the area of land to be identified, for a possible change of use.
Tourism Investigation Area	Land that may be suitable for tourism development but requires further investigation to determine its suitability and/or refine its area.

These investigations will determine whether it is possible and/or appropriate to rezone the land. The investigations are required to be undertaken prior to any related local planning scheme amendment process.

The designation of an Investigation Area should not be construed as WAPC support for a change from the existing zoning, as this will depend on the outcome of further investigations.

Universal key considerations for all investigation area sites include:

- Biodiversity value protection
- Bushfire risk
- Drainage
- Landscape value protection
- Protection of significant environmental values
- Utility services capacity
- Water source impact (groundwater and surface water)

In addition to the above universal key considerations, specific key considerations for the designated investigation areas are at Table 3.

Table 3: Investigation areas - key considerations

Site	Key considerations
Dunsborough*	Provision of land for employment generating activities Land assembly (possible diversity of owners) Planning Investigation Area extent definition
Margaret River*	Provision of land for employment generating activities Agricultural use protection Land assembly (possible diversity of owners) Planning Investigation Area extent definition
Vasse South*	Agricultural use protection Flood risk Basic raw materials demand (land fill to raise ground level) Land assembly (possible diversity of owners) Planning Investigation Area extent definition
Vasse North*	Biodiversity values (wetlands on Lots S19 and S20) Regional road access (Bussell Highway and Busselton Bypass) Flood risk Basic raw materials demand (land fill to raise ground level) Visual landscape separation between Vasse and Busselton
Abbey*	Biodiversity values (adjacent wetlands to south) Provision of land for employment generating activities Transition/interface with adjacent tourist uses (caravan park to west, boutique uses to east)
Bunker Bay	Coastal hazard risk management and adaptation Public access to beach Transition/interface with Pullman Bunker Bay Resort

* See [Appendix 2](#) for the outcomes of the WAPC's consideration of these planning investigation areas.

8. Strategy plan

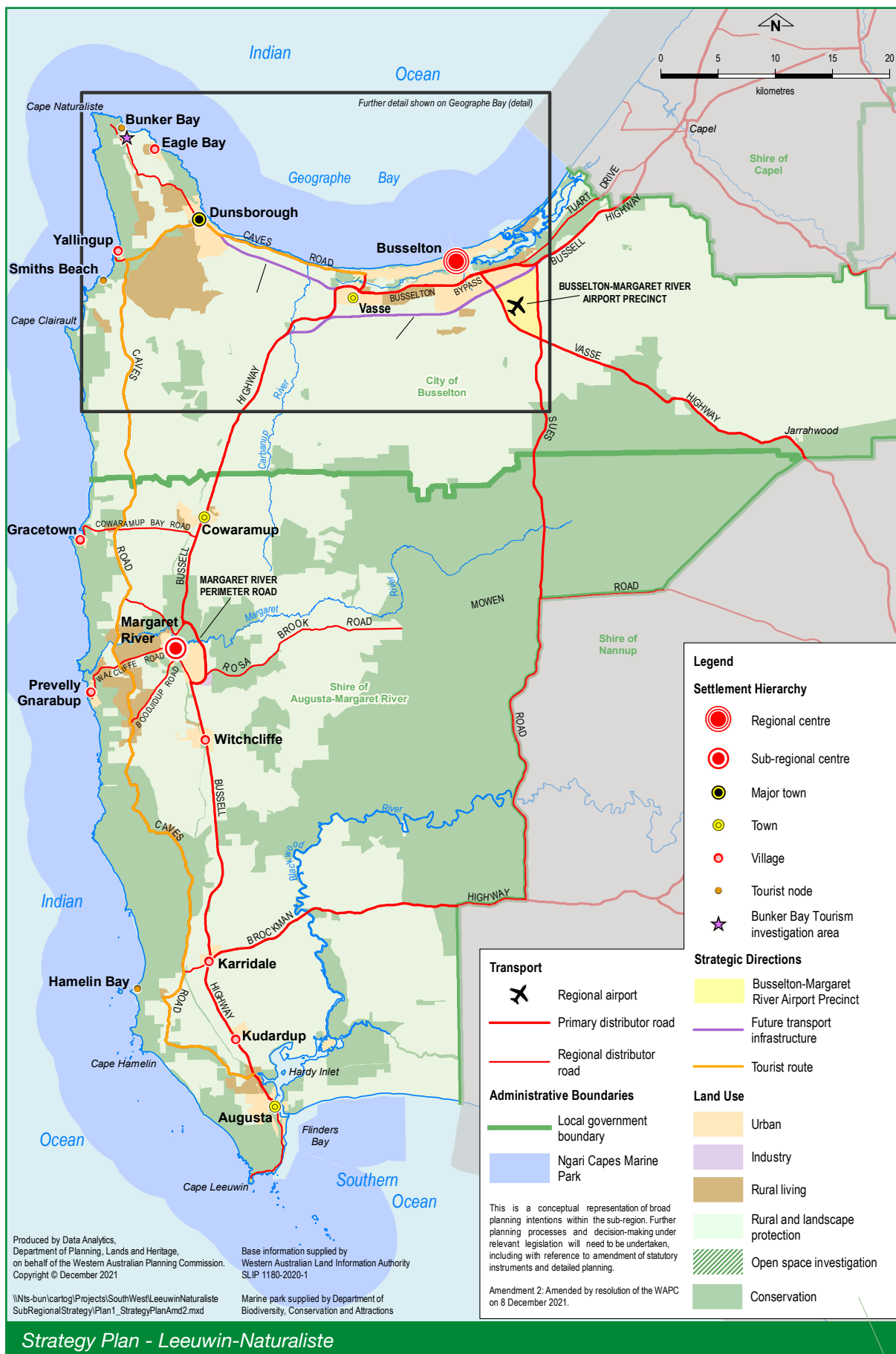
The strategy plan is a spatial representation of the Western Australian Planning Commission (WAPC) strategic directions and actions; however, not all are able to be represented in this manner.

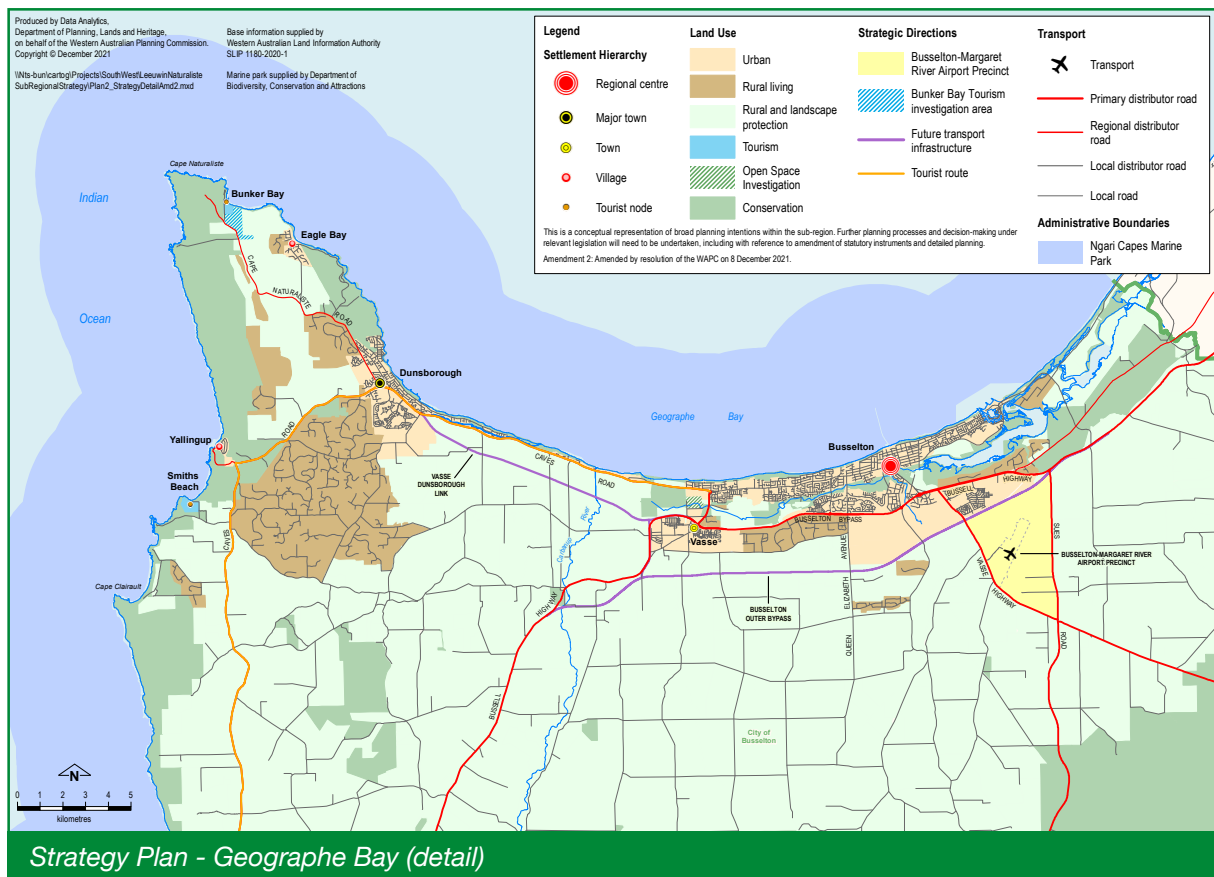
Background and contextual spatial information is in the Strategy's Part B: Profile.

The land use designations are defined in Table 4.

Table 4: Strategy plan designations

Designation	Colour	General description
Urban	Tawny	Land that is: i) within the extent of an established townsite and is used for a range of uses typically undertaken within a town, including: residential, industrial, commercial, tourism, public and private institutions, and public purposes use including recreation, open space, utilities, emergency services, and cemeteries; AND/OR ii) adjoining the extent of an established townsite and is classified in a local planning scheme as a zone that identifies it is suitable for urban use as defined at (i) and/or that has structure planning in place; AND/OR iii) identified as being suitable for the range of uses listed at (i) in the future.
Industry	Purple	Land that is: zoned 'Industry' or similar in a local planning scheme; and not within an 'urban' area as defined above.
Rural Living	Brown	Land that is zoned 'Rural Living' (includes all zone types sitting under the Rural Living umbrella)
Rural and Landscape Protection	Light green	Land that is: used for agriculture; and/or identified for landscape protection; and/or remote from established townsites and used for other purposes, such as tourism and public purposes.
Conservation	Dark green	All State forests and National parks.
Tourism	Dark blue	The extent of land defined as a 'Tourism Node' in the settlement hierarchy.
Busselton-Margaret River Airport Precinct	Yellow	The extent of land defined as the Busselton-Margaret River Airport Precinct by this Strategy.
Ngari Capes Marine Park	Light blue	The Ngari Capes Marine Park is gazetted as a Class A Marine Park. Its approximate extent is shown on the Strategy plan, broadly being the seaward boundary of the marine park and is congruent with the seaward limit of Western Australian waters (three nautical miles from the territorial baseline). The park is the subject of the Ngari Capes Marine Park Management Plan 74 (2013-2023).
Open Space Investigation	Green/white hatch	Land that may be suitable for open space (nature/passive recreation) purposes but requires further investigation to determine its suitability and/or refine its area. Further investigation is to consider factors that may be relevant to the intended open space purpose, such as wetland buffer and flood management requirements. The final extent of land required for open space purposes is to be determined through the investigation process and informed by appropriate studies, and may be larger, smaller or the same size as the area designated as 'Open Space Investigation'.





9. Timeframe, monitoring and review

The Strategy takes a long-term view to planning for the sub-region. The Strategy document has a 20 year time horizon, after which it will require thorough review.

The Western Australian Planning Commission (WAPC) will be responsible for monitoring the implementation of this Strategy and determining the scope and nature of any updates or reviews such as:

- resolution of the South West Native Title Settlement (see Part B for further details).
- WAPC validation of relevant townsite strategies (see Strategic Directions and Actions for further details).
- WAPC validation of relevant planning or tourism investigation areas (see Strategic Directions and Actions for further details).
- changes to WAPC policy and positions on relevant issues.
- WA Tomorrow forecasts and Australian Bureau of Statistics data.

Part B: Profile



10. Settlement

Land use planning in the Leeuwin-Naturaliste sub-region will encourage growth in appropriate locations, within or contiguous to, existing larger settlements. This growth must be carefully managed to encourage the development of efficient, inclusive communities that support a high level of social amenity while maintaining the values that attract people to live in the sub-region.

10.1 Population

Since publication of the draft Leeuwin-Naturaliste Sub-Regional Strategy in September 2017, data from the 2016 Australian Bureau of Statistics (ABS) Census has become available. This has enabled the population and housing figures from the Western Australian Planning Commission's regional land supply assessments for both the sub-region as a whole and the City of Busselton and Shire of Augusta-Margaret River to be updated.

In line with unprecedented rates of growth throughout Western Australia in recent times, particularly for 2011-14, the rates of growth in the Leeuwin-Naturaliste sub-region have been greater than those set out in the forecasts in the most-recent WA Tomorrow (WAPC, 2015). However, the rates of population growth have slowed year-on-year from 2012 to 2017, in line with the general slowdown across the whole State.

A fundamental characteristic of the sub-region is the high proportion of unoccupied dwellings, reflecting the strong demand for secondary or holiday homes throughout much of the area. The proportion of second homes reached a peak of 28 per cent at the 2011 Census. At the following 2016 Census, the proportion had dropped back

to 25.7 per cent. This decline may be due to the general economic downturn.



10.1.1 City of Busselton

The City of Busselton's population has grown at a rapid rate in recent years with the City's population at the 2016 Census recorded as 36,686, being a 67 per cent increase since 2001. This is almost double the rate of increase for the State over the same period. The annual rates of population growth have varied considerably within this time, and over the five years 2012-16 there was a year-on-year decline in the rate of growth from 4.83 per cent to 2.99 per cent.

At the 2016 Census 18,677 private dwellings were recorded of which 25 per cent were unoccupied. This is significantly higher than a rate of 12 per cent for the State. A large proportion of these unoccupied properties are likely to be used as holiday or second homes throughout the local government area but particularly in the localities of:

• Quindalup	48 %
• Yallingup	57 %
• Wilyabrup	52 %
• Eagle Bay	89 %
• Dunsborough	39 %
• Yallingup Siding	34 %
• Quedjinup	46 %
• Wonnerup	36 %

Population growth will continue although the rates that will be achieved are likely to be dependent on external economic and social trends. Significant regional and local economic development initiatives such as the expansion of the Busselton-Margaret River Regional Airport and the revitalisation of the Busselton foreshore will assist the region's continued economic well-being, thereby increasing the sub-region's employment opportunities.

Overall the City of Busselton has a comparatively old population with a median age at the 2016 Census of 41 years, compared to the State median of 36 years. Twenty-five per cent of the population were 60 or over as compared to 19 per cent across the State. The median age varied considerably across the City area, from 34 years in Vasse to 64 years in Eagle Bay.

The majority of undeveloped residential zoned land is located south of the Busselton wetland system.

It is anticipated that demand for non-residential employment generating land, including industrial uses, will increase once expansion of the airport is complete.

Under the median (Band C) WA Tomorrow (2015) forecasts, there are sufficient stocks of residential land identified in the local government area to meet growth in the short, medium and long term, with a land supply of 32 years (Busselton Regional Land Supply Assessment, WAPC, 2016). This would accommodate a resident population of approximately 54,000 by 2050, beyond the timeframe of this Strategy.

However, these supply figures do not take into account factors including the demand and distribution of the permanent residents, absentee owners, the high proportion of holiday homes and the potential for multiple dwellings in higher density, mixed-use development. It also does not account for a likely reduction in the extent of land suitable for residential use due to bushfire risk and habitat protection.

10.1.2 Shire of Augusta-Margaret River

As at the 2016 Census there were 14,258 permanent residents within the Shire of Augusta-Margaret River, housed in 7,740 dwellings. Of these, 27 per cent (2,081) were unoccupied, which is also significantly higher than the State average of 13 per cent.

This high proportion of unoccupied dwellings across the Shire would predominantly be used as holiday homes and are distributed as follows:

- Margaret River 20 %
- Augusta 43 %
- Gracetown 63 %
- Prevelly-Gnarabup 40 %
- Molloy Island 60 %

The staged development strategies prepared by the Shire of Augusta-Margaret River and State government agencies have historically identified sufficient stocks of land to meet the future land requirements up to 2040. Over the whole of the Shire it is estimated there is a residential land supply of at least 40 years with a residential population capacity of 23,200 people (Augusta-Margaret River Regional Land Supply Assessment, WAPC, 2016). Most of the future population growth and housing construction is expected to occur in the northern parts of the Shire.

Land has been set aside for industrial purposes in Margaret River, Augusta and Cowaramup. These contain primarily light industrial and service commercial uses. Modelling for the 2016 Augusta-Margaret River Regional Land Supply Assessment identified 168 lots of land within the Shire zoned for industrial purposes, covering a total land area of approximately 60 hectares. In addition, several industrial land uses, such as the production of wine and beer, are undertaken as permitted uses in rural zones.

10.2 Settlement and growth

Urban growth in the sub-region must be carefully managed to encourage the development of efficient, inclusive communities that support a high level of social amenity while maintaining the values that attract people to live in the sub-region.

10.2.1 Settlement pattern

The South West Regional Planning and Infrastructure Framework (2015) includes a settlement hierarchy for the South West Region that identifies the role and function of activity centres based on current focal points for people, services, employment and leisure at that time.

State Planning Policy 6.1 Leeuwin-Naturaliste Ridge defines a settlement hierarchy. That policy does not include Busselton.

The primary characteristics and issues evident in the existing and identified settlements within the sub-region are discussed in more detail below.

10.2.2 Busselton

Busselton is the largest centre in the sub-region. The town has grown significantly in recent years, supported by its role as a key holiday destination and retirement location. At the 2016 Census, Busselton's population (excluding Vasse) was recorded as 23,010, an increase of 16 per cent from the 2011 Census.

The Strategy categorises Busselton as a 'Regional centre' in the settlement hierarchy. The town centre and adjacent foreshore provide a focus for activity while the wider town area provides many regional-level services and facilities, including the Busselton Hospital and Health Campus.

Busselton has developed rapidly over the past two decades, and is expected to continue to consolidate into the future.

The Busselton Regional Land Supply Assessment (WAPC, 2016) identifies Busselton, based on the WA Tomorrow Band C projections, as having a potential residential land supply of 50 years, equating to a resident population of approximately 44,900 people.

Given Busselton's relatively low residential density and ageing housing stock there is potential for urban infill and redevelopment within the existing urban footprint. A significant constraint, however, is the high conservation status of the Western Ringtail Possum and the need to retain its habitat. Other limitations include drainage, bushfire issues and the absence of reticulated sewerage in some locations.

A substantial area of land south of the Bussell Highway / Busselton Bypass alignment has been identified as suitable for urban purposes in the local planning scheme. Yalyalup, colloquially known as 'Provence Estate' has been substantially developed over the past decade, and is expected to continue to grow. Ambergate North and Bovell remain undeveloped, which provides an opportunity to review and improve existing structure plans and activity centre plans to reflect current best practice.

Older structure plans across the sub-region are encouraged to be reviewed to reflect more contemporary planning design and practice. In particular, these may address improving housing diversity and choice with higher densities, walkability and integrated water management. There is also potential to explore opportunities for less use of fill and more use of efficient lightweight construction.

Abbey is a beach-front locality within the Busselton urban area. The area of Abbey that is south-west of the intersection of Caves Road and Bussell Highway, and north of the adjacent wetlands is currently a mix of tourism uses and agriculture. That land may be suitable for a range of purposes other than the existing uses, but would require further careful investigation.

10.2.3 Margaret River

Margaret River is a major service and tourist centre for the central and southern part of the sub-region and accordingly the Strategy categorises the town as a 'Sub-regional centre'. The townsite of Margaret River had a population at the 2016 Census of 6392, an increase of 20 per cent since 2011.

Margaret River has developed steadily over the past two decades, and is expected to continue to do so.

Land has been identified for future residential and ancillary uses in the Local Planning Strategy (2011) primarily within the area of the endorsed East Margaret River Structure Plan. This area is anticipated to accommodate the majority of the land stock requirement for the next 30 years for the whole townsite inclusive of Prevelly/ Gnarabup. The available land supply also includes approximately two years stock of vacant lots.

There is a substantial rural residential population in the Margaret River locality, extending west to Prevelly. The 2016 Census estimates this population to be 1262. While infill subdivision is broadly endorsed for this area, it is subject to bushfire planning constraints. It is not proposed to identify additional rural residential growth areas.

The land east of the Margaret River Perimeter Road was excluded from the East Margaret River Structure Plan (2017), following advice that the land has an extreme bushfire hazard that cannot be adequately mitigated.

There are opportunities for increasing infill and redevelopment within the existing urban area of Margaret River townsite subject to the implementation of an infill sewer program and overcoming bushfire hazards. Infill and redevelopment will also contribute to improving housing diversity and choice to address the significant mismatch between dwelling size/type and number of people per household.

The Margaret River Perimeter Road will assist in taking vehicles away from the main street, particularly heavy freight vehicles which have an adverse effect on the amenity of the town centre.

Agricultural land to the south of the existing extent of the Margaret River townsite may possibly be required for non-agricultural uses in the future. Although there is substantial land currently set aside for urban purposes in the local planning scheme it is possible that additional land may be required for employment generating activities. Land south of the Margaret River townsite may be suitable for a range of purposes other than the existing uses, but would require further careful investigation.

10.2.4 Dunsborough

Dunsborough acts as the service and visitor centre for the surrounding localities of Quindalup, Quedjinup, Naturaliste and Yallingup. The area has grown rapidly over the past 20 years with a population of 6,039 recorded for the urban area of Dunsborough and neighbouring Quindalup at the 2016 Census. There is also a substantial rural residential population in the Commonage area between Dunsborough and Yallingup.

Dunsborough has developed rapidly over the past two decades. Consideration of the future form that Dunsborough will take requires consideration to establish an agreed vision and supporting strategy.



There are significant residential infill and redevelopment opportunities in the existing urban areas in the older residential areas of Dunsborough. The town centre could benefit from improved connectivity and permeability through redevelopment and a rationalisation of car parking.

Land to the south-east of the existing extent of Dunsborough may be suitable for a range of purposes other than the existing uses, but would require further careful investigation.

10.2.5 Augusta

Augusta services the southern part of the sub-region, with a level of infrastructure services meeting most daily needs.

The town is largely a holiday and retirement centre with 45 per cent of the dwellings unoccupied at the 2016 Census. The Local Planning Scheme has zoned areas to the west of the town as 'Future development' and this, together with significant infill and redevelopment opportunities, provide for expansion and growth of the town well into the longer term. Augusta's future growth rates are not anticipated to be significantly higher than have been achieved in the past.

The development of the Augusta boat harbour has provided enhanced opportunities for the fishing industry, and particularly the abalone industry, to grow. Based on recent past trends there is likely to be a continued slight increase in the permanent resident population over time. Growth is expected to derive mostly from

migration of older persons, demand for second/holiday homes and labour demand from the tourism, aged care, fishing and agricultural sectors.

10.2.6 Cowaramup

Cowaramup townsite has seen substantial population and housing growth, particularly between the 2011 and 2016 Census, where a 68 per cent increase in population was recorded, from 1131 to 1902. The town's convenient location between Margaret River and Busselton makes it an attractive residential location. There is land identified for 'Future Development' in the Local Planning Strategy surrounding the existing urban area providing opportunities for continued growth and expansion for up to another 15 years, depending on demand.

The alignment of a potential bypass route for Cowaramup townsite will be an important factor in the extent of future development to the east of the townsite.

10.2.7 Vasse

Vasse is located between Busselton and Dunsborough at the intersection of the Bussell Highway and the Busselton Bypass. It is physically separated from Busselton by the Broadwater Nature Reserve and an east-west running watercourse connecting with Locke Nature Reserve.

Vasse has experienced a 43 per cent resident population increase between the 2011 and 2016 censuses, from 1733 to 2479. The establishment of a commercial centre (Vasse Village), education facilities (Vasse Primary School and Cape Naturaliste College) and the Vasse Sporting Complex are likely to consolidate Vasse as an attractive option to new residents in the Busselton-Dunsborough urban area.

Vasse has developed rapidly over the past decade. Consideration of the future form that Vasse will take requires consideration to establish an agreed vision and supporting strategy.

The extent of the 'Vasse Development Zone' in the Local Planning Scheme includes land for a light industrial business park, a lifestyle village for aged persons, a private education facility and new residential estates. The future development of the Busselton Outer Bypass is likely to form a hard southern boundary for Vasse.

Land to the north and south of the existing extent of Vasse may be suitable for a range of purposes other than the existing uses, but would require further careful investigation.

10.2.8 Villages

Witchcliffe

The Shire of Augusta-Margaret River's Local Planning Strategy 2011 and the Witchcliffe Village Strategy identify significant residential and rural residential enclaves within development investigation areas, providing for approximately 1,000 lots in the Witchcliffe village area.

There are also approved structure plans, including proposals for an eco-village to the east of the existing townsite creating approximately 300 residential lots, complementary agricultural pursuits, community facilities, and public open space, committed to renewable and self-sufficient servicing infrastructure. The absence of mains reticulated sewer and water create significant constraints to timely settlement. Proposals have been put forward to address these constraints through on-site waste water disposal, innovative (closed loop) waste water treatment systems and diversified water supply options.

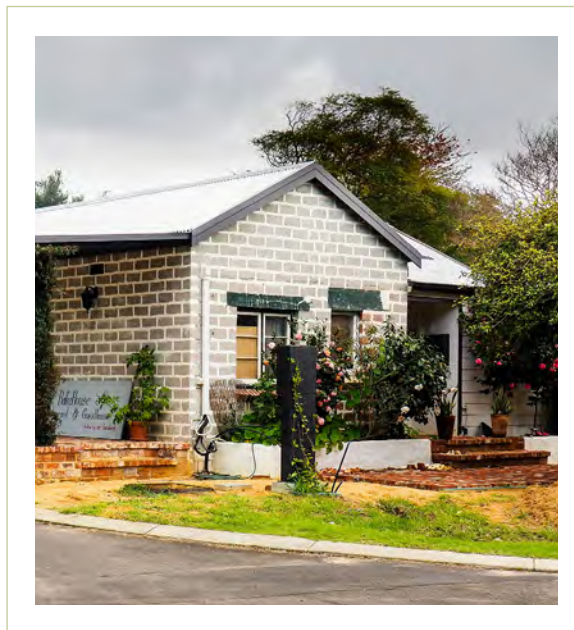
The Water Corporation has indicated that, subject to the appropriate funding, there is an opportunity to connect Witchcliffe to the Margaret River Wastewater Treatment Plant via an extension of the existing pipeline. This would require commitment and contribution from proponents and/or the Shire.

The future population of Witchcliffe is dependent on the rate of take up of the development proposals in and around Witchcliffe. Past growth rates have been very modest, although residential development has progressed over the past 5 years immediately south-west of the townsite. The provision of regulated drinking water and waste water services would be a significant stimulus to the development of Witchcliffe.

Karridale

The small townsite of Karridale is located on the Bussell Highway some 27 kilometres south of Margaret River. It is a historic settlement identified as a hamlet with enclaves in State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1). It has retained permanent residents and small local convenience services.

The Local Planning Scheme, and the Karridale Hamlet Settlement Strategy (2011) both identify Lots 102, 103 and 104 to the west of Bussell Highway and Lot 9001 on the eastern side of the highway as having a 'Future Development' zoning.



Kudardup

The small historic townsite of Kudardup is located on Bussell Highway approximately six kilometres north of Augusta and 35 kilometres south of Margaret River. Kudardup has retained a small permanent population with some community uses and village centre uses in proximity to the crossroads between Bussell Highway and Kudardup Road. It is also a settlement identified as a hamlet with enclaves in SPP6.1.

A Kudardup Settlement Strategy was endorsed by the WAPC in 2016 which identified two development investigation areas with residential and rural residential development on Lots 1 and 2 Kudardup Road, north and north-east of the crossroads. Lot 1 has a subdivision granted to create 26 lots for productive rural residential and residential purpose. Structure planning has been approved to guide the expansion but no development has yet commenced.

With this anticipated expansion, Kudardup is classified as a village in the settlement hierarchy.

Prevelly/Gnarabup

Prevelly and Gnarabup are the two neighbouring beachside settlements immediately south of the Margaret River. Being a largely holiday location almost 40 per cent of the private dwellings are unoccupied.

There is some land zoned under the Local Planning Scheme that remains undeveloped but beyond these already identified areas there is limited scope for further development given the single access into the area via Wallcliffe Road.

Yallingup

Yallingup is comprised of three broad areas:

- the coastal settlement
- the Caves House precinct - covered by the State Heritage Register
- the inland rural residential area.

At the 2016 Census, 57 per cent of the private dwellings were 'unoccupied', predominantly being holiday homes.

Much of the settlement is adjacent to the Leeuwin-Naturaliste National Park and consequently there is no prospect of expansion of the existing coastal settlement. The area is also covered by Aboriginal heritage listings, including for Yallingup Cave and Yallingup Brook

Some lots zoned Rural Residential in the Local Planning Scheme remain to be developed, subject to overcoming any bushfire constraints.

Gracetown

A future development zone was approved to the south of Gracetown by the Minister for Planning in 2016. The proposed townsite expansion provides for approximately 140 lots and the potential for alternative servicing arrangements. Given that future expansion is subject to significant bushfire risk issues, the construction of a secondary access route requires further consideration.

Eagle Bay

Eagle Bay is a small coastal village situated on Cape Naturaliste, some 10 kilometres north-west of Dunsborough. The Eagle Bay Structure Plan (2007) applies to the settlement area. The settlement contains approximately 265 dwellings, of which, approximately 80 per cent are unoccupied (ABS 2011). Apart from a community hall, Eagle Bay has no other community or retail facilities.

Further subdivision of undeveloped parts of Eagle Bay will be subject to satisfying current policy, particularly bushfire criteria, at subsequent planning stages. No further infill subdivision or subdivision beyond the current settlement footprint is supported due to slope and other environmental constraints, bushfire accessibility and lack of access to mains sewerage.

10.2.9 Tourist nodes

Hamelin Bay

Hamelin Bay contains a low impact tourist and holiday accommodation area with boat launching facility. Separated from the coastal tourist node area is an established rural residential estate situated with frontage to Caves Road approximately 2.5 kilometres inland and 13 kilometres north-west of Augusta. The general locality is very isolated from more established or existing planned areas and is highly bushfire prone.

SPP6.1 identifies a tourist node at Hamelin Bay and states that an enclave of Karridale 'may be developed at "Old Karridale" and at part Sussex Location 1362, part Sussex location 246 and part Sussex location 251'. In accordance with this, a previously advertised proposal for rural residential subdivision on Lot 21 Caves Road, Hamelin Bay, is subject to assessment and a decision via a Local Planning Scheme Amendment (No.49).

The Strategy designates Hamelin Bay as a 'Tourist Node' within the settlement hierarchy. Beyond the outcome of the above Amendment, no further subdivision is supported in relation to the 'enclave' status identified by SPP6.1.

Bunker Bay

Bunker Bay is a north facing beach three kilometres from Cape Naturaliste, and ten kilometres north-west of Dunsborough. The beach is protected from the large swells and strong south-westerly winds that come in from the Indian Ocean. Public beach access is limited.

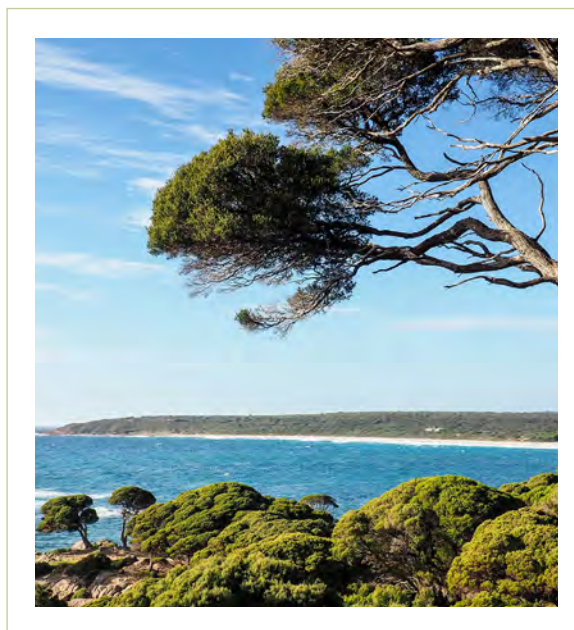
Development at Bunker Bay is currently limited to the Pullman Bunker Bay Resort and four rural living lots. The resort provides a range of accommodation options and associated facilities. The resort is zoned 'tourist', and the local planning scheme permits some associated permanent residential occupation.

The land abutting the eastern and southern boundaries of the resort is in single ownership and, combined has access to the beach and Cape Naturaliste Road. That land is predominantly cleared and is zoned 'Agriculture'. The land may be suitable for tourism purposes, but would require further careful investigation.

Smiths Beach

Smiths Beach is a tourist node located three kilometres south of Yallingup townsite. It currently incorporates a tourist resort, and short-stay villas and apartments.

SPP6.1 provides for primarily short-stay tourist accommodation and a lesser area of residential development. Further subdivision and development opportunities of approximately 35 hectares are subject to the Smiths Beach Structure Plan (2011) which provides for additional tourism and residential uses in accordance with SPP6.1.



Notwithstanding the opportunities provided by SPP6.1, the prospect of residential or unrestricted length-of-stay component is significantly constrained by bushfire risk criteria. The prospect of any development expansion is also constrained by remoteness to water and waste water servicing infrastructure and consequent challenges of implementing innovative and alternative solutions.

10.2.10 Carbunup and Metricup

Carbunup River and Metricup have historically been provided with a minor settlement opportunity under SPP6.1. This opportunity has not progressed to date and Metricup has no formed townsite, while Carbunup River has retained a petrol station and a small number of permanent residents (about 20 dwellings).

Urban development at Carbunup River and Metricup is no longer supported as there is no demonstrated need for a new settlement and providing additional servicing or social infrastructure to these locations is considered an inefficient use of State and local government resources, particularly given the availability of land stock in existing endorsed areas that are contiguous to established urban areas. In addition, residents at these locations would be

isolated from jobs and services, and urban development would result in an unnecessary loss of productive agricultural land.

A relatively small-scale mixed-use agri-business and tourism proposal was approved in 2017 on nearby Lots 1 and 2 Wildwood Road, Carbunup. This development was considered in the context of existing development

controls that limit adverse impacts on surrounding productive agricultural land and environmental values.

10.2.11 Holiday homes

The sub-region has a high proportion of homes that are vacant for significant periods of the year and used as holiday homes for non-residents. This characteristic affects the ability of local governments to plan for permanent residents to be in close proximity to community services as affordable housing options are often pushed further from town centres.

Much of the tourist accommodation is based on single residential medium-density housing, which exacerbates urban sprawl. The Strategy's emphasis on a higher-density new housing stock will limit urban sprawl and reduce impacts on amenity for local residents, and provide for more affordable home owner, rental and investment options.

10.2.12 Rural residential

The sub-region has significant areas of land already created for lifestyle lots, including land zoned for rural residential and special residential use, as well as, low-density residential. The majority of these lots are in close proximity to Dunsborough and Margaret River, as shown in the Strategy Plan, and are less than five hectares in area.

These lots can provide an attractive lifestyle option with rural outlooks and potential for small-scale animal husbandry, horticulture and creative

industries. Many landowners have invested in rehabilitation of their land, improving habitat and water quality.

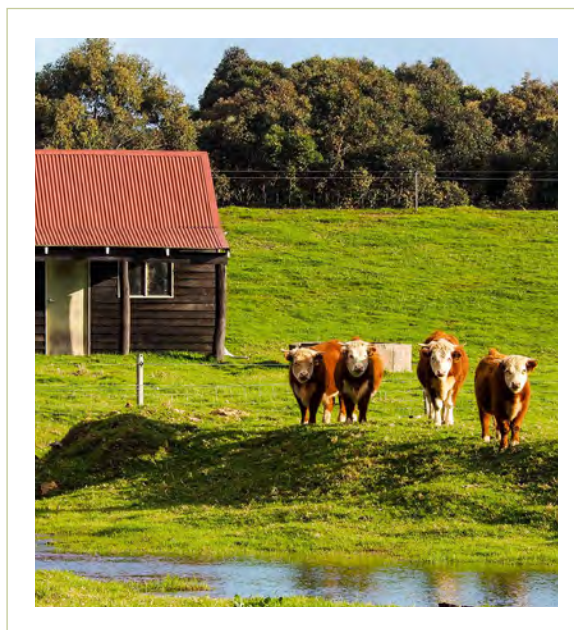
However, disadvantages include:

- The cost to local government of servicing these areas is comparatively high.
- conflicts with surrounding agricultural land and their respective conflicting expectations.
- the removal of vegetation and loss of high value biodiversity habitat to comply with bushfire criteria often conflicts with landowner and community expectations.

State Planning Policies 2.5 (Rural planning) and 3 (Urban growth and settlement) and the South West Regional Planning and Infrastructure Framework (2015) are not generally supportive of the expansion of rural residential and low density residential beyond that already identified in the local planning strategies.

In relation to Lots 2, 945 and 946 Wallcliffe Road and Lot 722 Trinder Drive, Margaret River, these are identified in SPP6.1 for rural residential use.

These lots are not identified for rural residential use in the Shire's Local Planning Strategy or Scheme. In accordance with the established WAPC position of limiting new rural residential areas, no further intensification of these lots is supported. It is recommended that SPP 6.1 is revised to identify the existing Priority Agriculture use, over these lots, containing established vineyards, as recognised by the Local Planning Strategy and Scheme.



10.2.13 Housing diversity and affordability

The sub-region has a substantial supply of market housing and lifestyle lots. The private housing market is inflated by the strong presence of second home owners from Perth and inland towns but has remained fairly static in terms of median price for more than 10 years.

The housing stock is dominated by detached houses (89 per cent, Census 2016) with only a very small number (97) and proportion of apartments and units (0.5 per cent). The housing stock is also heavily skewed to three and four bedroom properties at the exclusion of smaller properties.

While the sub-region has generally cheaper housing than Perth the lower average and median wages locally (80 per cent of state average) and greater reliance on part-time employment (51.2 per cent) results in a lack of affordable accommodation options for both purchase and for rent for permanent residents; and smaller, more manageable and efficient housing configurations for singles, people with disabilities, the elderly and those who require supported accommodation.

This lack of housing diversity is a key issue for the sub-region. Local Planning Strategies are strongly encouraged to seek a much greater housing diversity in new residential developments than has been achieved in the past. The Department of Communities (Housing) supports higher density housing stock, particularly units, townhouses and semi-detached houses to provide more affordable home ownership, rental and investment options. The Strategy supports measures outlined by the State Government's Affordable Housing Strategies.

10.3 Aboriginal heritage and native title

This Strategy acknowledges the traditional owners of the Leeuwin-Naturaliste sub-region, past and present. The Leeuwin-Naturaliste sub-region is predominantly within South West Boojarah Noongar country.

The *Native Title Act 1993* provides for the recognition and protection of Aboriginal and Torres Strait Islander people's native title rights and interests. Certain government actions, such as grants of freehold have been found to extinguish native title.

When planning for urban growth and development native title is an important consideration as land in and around towns identified for certain development options may be subject to a native title claim or determination. However, broadly speaking native title has been extinguished on the majority of land in the study area by the granting of freehold title.

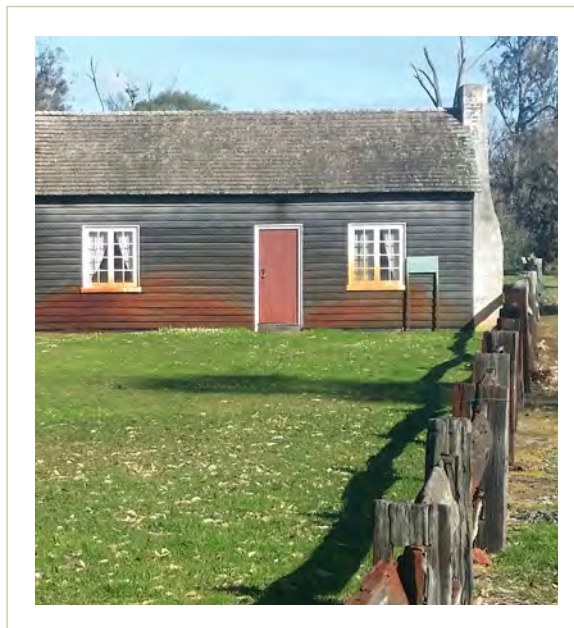
The recognised traditional owners for the Leeuwin-Naturaliste sub-region are the South West Boojarah people, one of the six groups collectively recognised as the Noongar traditional owners of the South West under the South West Native Title Settlement. This has been recognized in the Noongar (Koorah, Nitja, Boordahwan) (Past, Present, Future) *Recognition Act 2016*. Broadly, the South West Boojarah region includes the coastal areas from Wonnerup east of Busselton to Point d'Entrecasteaux, south of Northcliffe, and also includes inland areas such as Nannup and Pemberton.

On 8 June 2015, after extensive negotiations, and authorisation by the Noongar people, the Western Australian Government signed (executed) the six South West Native Title Settlement Agreements with the Ballardong, Gnaala Karla Booja, South West Boojarah, Wagyl Kaip & Southern Noongar, Whadjuk and Yued groups. Following successful

registration of the Settlement Agreements, and Settlement commencement, any native title rights that may exist will be surrendered in exchange for a negotiated package of benefits, including formal recognition of the Noongar people as traditional owners (already complete – see above), land, investments and the establishment of Noongar Regional Corporations.

A major component of the Settlement is the establishment of the Noongar Land Estate through the transfer of a maximum of 320,000 hectares of Crown land for cultural and economic development, comprising 300,000 hectares as reserve land and 20,000 hectares as freehold title. Under the Settlement, the Noongar Boodja Trust will be a major landholder in the Wheatbelt and South West regions. Traditional owners are expected to be more closely involved in land use planning in the district upon commencement of the Settlement. This land will provide cultural and economic development opportunities for the Noongar Regional Corporations representing the recognised Noongar groups. Until the South West Native Title Settlement commences the *Native Title Act 1993* (Cth) still applies to all land users' planning activities in the Settlement Area. The area covered by the South West Native Title Settlement is shown in [Map 3](#).

Across the sub-region the *Aboriginal Heritage Act 1972* (WA) applies at all times, and will continue to do so after all native title processes are resolved. Land users must always consider Aboriginal Heritage in their planning processes. The Department of Planning, Lands and Heritage is able to provide advice in relation to the application of the Aboriginal Heritage Act.



The South West Native Title Settlement is not yet finalised. Once it is, the South West Boorah people are expected to be more closely involved in land use planning in the sub-region. Following resolution of the South West Native Title Settlement the Strategy will need to be reviewed in consultation with the South West Boorah people and possibly amended to incorporate any changes that may be required.

10.4 Historic heritage and culture

The Leeuwin-Naturaliste sub-region was one of the earliest areas of Western Australia explored by Europeans, first by Matthew Flinders on the Investigator (1801/02) and Nicolas Baudin in the Geographe and Jacques Hamelin in the Naturaliste (1800/03).

By 1830 a settlement was established at Augusta, a year after the Swan River Colony was founded. In 1834, Busselton was settled and with the growth in the agricultural and timber industries in the vicinity and with the construction of the Busselton jetty the settlement prospered.

These early beginnings have given rise to a significant number of heritage places within the sub-region including Cape Naturaliste lighthouse, Busselton jetty, Wonnerup House precinct, Ellensbrook and Hamelin Bay jetty.

When planning for development, the identification and conservation of historic heritage places is important in representing sense of identity and its history.

State Planning Policy 3.5 Historic Heritage Conservation sets out the principles of sound and responsible planning for the conservation and protection of Western Australian historic built heritage places.

As one of the first parts of the State settled after the establishment of the Swan River Colony the Leeuwin-Naturaliste sub-region has a rich history and this is represented through the 340 places recognised on local government heritage inventories and 44 places on the State Register of Heritage Places, 33 in the City of Busselton and 11 places in the Shire of Augusta-Margaret River (see [Map 4](#)).

Historic heritage places have the potential to contribute to the cultural and economic diversity of the sub-region. In particular, heritage assets can play a significant role in local tourism development.

11. Environment

The Leeuwin-Naturaliste sub-region is an area of extremely high environmental value, which is the basis for much of the sub-region's success and growth, and also the development pressures that come with that. The coastal and estuarine landscapes, the significant areas of remnant vegetation, the waterways and the wide range of endemic native flora and fauna make the area hugely significant.

The conservation and management of key environmental linkages are particularly important to the vitality of the area's biodiversity with contiguous vegetated east-west linkage from the State Forests and Blackwood River and Whicher National Parks in the east to the Leeuwin-Naturaliste National Park on the coast.

The sub-region sits within three surface-water catchment areas, which represent key differences in landscape, soils and geology and biodiversity. The three catchments are:

- Geographe - those waterways that flow north and north-east into Geographe Bay, including the Vasse-Wonnerup wetland system and Abba River (Geographe Catchment Management Strategy, Geocatch, 2008)
- the Capes - including Margaret River and smaller creeks flowing west into the Indian Ocean
- the lower Blackwood - including the lower reaches of the Blackwood River and its tributary the Scott River flowing south and west into Hardy Inlet.

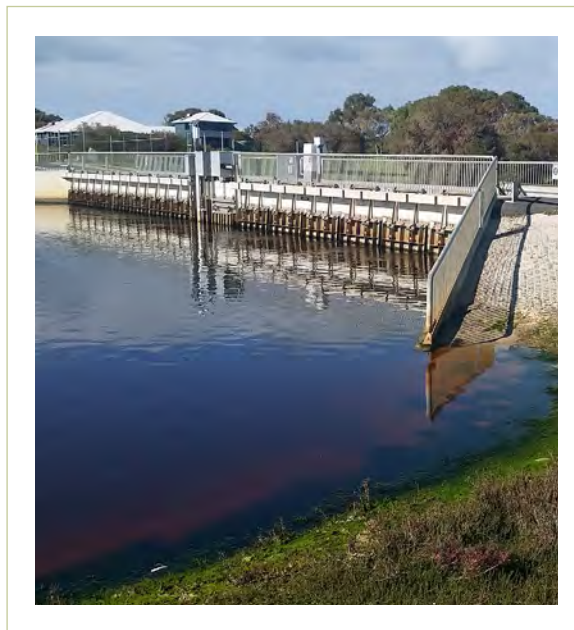
There are also five distinct soil landscape zones within the sub-region:

- coastal zone - Dunsborough to the north-eastern City of Busselton boundary
- Bassendean sands - inland of the coastal zone, within the wider Pinjarra sands
- Pinjarra sands - also inland of the coastal zone, Dunsborough to north-eastern City of Busselton boundary
- Leeuwin zone - Cape Naturaliste in the north to Cape Leeuwin in the south and inland to the east of Bussell Highway
- the Scott coastal zone - Hardy Inlet to the Shire's eastern boundary
- Donnybrook sunkland - the inland rural area.

11.1 Climate

The sub-region has a Mediterranean climate with dry and warm to hot summers and wet and mild winters. Average annual rainfall within the study area ranges from 811 millimetres in Busselton to 1033 millimetres in Witchcliffe (Bureau of Meteorology, 2017).

The Bureau of Meteorology (2017) notes that the observed mean annual temperature from 1970-2016 has been increasing. This is consistent with the observed trend in global annual temperature over the same time period.



The implication of future temperature increases, both locally and globally, needs to be considered within future planning work. This includes consideration of the long-term effects on the environmental systems and biodiversity. Further, there is an increased likelihood of extreme events such as bushfires, storm events and coastal impacts within the strategy area. Proactive planning within this context can address otherwise irreversible impacts on the environment and on both public and private infrastructure. Guidance for addressing several of these issues is provided through State planning policies.

11.2 Biodiversity

Biodiversity, or biological diversity, is the variety of life forms - plants, animals, micro-organisms and the ecosystems of which they form a part. The Leeuwin-Naturaliste sub-region forms a part of the much wider internationally recognised biodiversity 'hotspot' – one of 35 worldwide, and one of 15 national terrestrial biodiversity 'hotspots' (www.environment.gov.au/biodiversity/conservation/hotspots/national-biodiversity-hotspots).

These hotspots are areas supporting natural ecosystems, where native species and communities associated with these ecosystems are well represented. They are also areas, including the heathlands and shrublands of the coastal plains with a high diversity of locally endemic species rarely found or not found outside the hotspot. Many of the species are endangered.

Notably, the Vasse-Wonnerup Wetlands are on the list of internationally recognised RAMSAR Convention wetlands, in recognition of their value as waterbird habitats and role as summer drought refuges.

The sub-region has many caves systems with significant aquatic invertebrates found only in Western Australia. Changes in groundwater movement are causing significant stress to threatened cave communities.

The biodiversity is under threat from a number of sources including clearing of native vegetation, changes to hydrology associated with land uses and practices, weeds and pests, disease spread, bushfires and the changing climate.

11.2.1 Remnant vegetation

The extensive areas of remnant vegetation within the sub-region on private land, State reserves and forests and National and Regional Parks (see Map 5) contribute significantly to regional and local biodiversity, landscape value, water quality and natural ecological processes.

These areas of remnant vegetation should be protected from clearing to the greatest possible extent. This protection should also ensure that potential impacts to the vegetation from required bushfire protection adjacent to urban development are avoided.

11.2.2 Native fauna

The Western Ringtail Possum is a critically-endangered species reliant on peppermint trees (*Agonis flexuosa*), jarrah/marri woodland and tuart ecosystems. It is prevalent in areas in and around Busselton and Dunsborough and future development will need to reflect the need to conserve this species.

Western ringtail possums are among the species most likely to be impacted by recent and predicted climate change in the south-west as they have specific habitat requirements, a poor ability to migrate, the loss of significant areas of habitat and sensitivity to climatic changes. The long-term survival of the species requires linkages between suitable habitats and as such habitat that are critical to the species' survival must incorporate these linkages (Western Ringtail Possum Recovery Plan, DPAW 2017).

Other sensitive fauna include the endangered Orange bellied frog (*Geocrinia vittelina*) and the critically endangered white-bellied frog (*Geocrinia alba*) are locally endemic to small areas in the southern half of the sub-region and are sensitive to changes in hydrology which affect their specific habitat requirements.

Reductions in water flow through limestone cave systems can have significant consequences for karst ecosystems and threatened subterranean ecological communities (Subterranean fauna). Karst formations are a critical natural asset in the sub-region occurring in parts of the Leeuwin-Naturaliste Ridge. Protection of these formations require a strong emphasis on protecting the quality and quantity of the surface water and groundwater that support the karst. Therefore, planning proposals need to adequately demonstrate consideration of local and cumulative impacts of dam proposals, including impact on the water catchment, water quality, ecology, other water user needs, structural integrity and public safety.

11.2.3 Landscape

The unique landscapes of the sub-region are inherently linked to the desirability and liveability of the area, and provide a significant enabler, attracting investment and income from tourism and agriculture, and creating an attractive place to live, work, visit and play.

The landscape value includes vegetated areas, land cleared for agricultural uses, waterways and wetlands, and geological features including ridges, rocky outcrops and caves.

State Planning Policy 6.1 Leeuwin-Naturaliste Ridge identifies and protects exceptional landscape areas within the ridge area under six different classifications. SPP6.1's statement of intent with respect to landscape in the ridge area amplifies its:

"extraordinary landscape which is part of the nation's heritage. Its unique values will be conserved by land use strategies and development assessment processes, having particular regard for:

- protection of the natural character of the Leeuwin-Naturaliste Ridge, including the coastal and marine interfaces and areas of remnant vegetation.
- maintenance of the mosaic of land uses evident in existing agricultural areas, while providing for change in agricultural land uses, and
- recognition of the role and importance of human activity and its contribution to cultural landscape."

11.3 Water resources

The Western Australian Planning Commission (WAPC) will continue to play a supporting role to the Department of Water and Environmental Regulation and service providers in achieving sustainable water use and water management in the sub-region.

Due to climate change the most likely long-term scenario for the sub-region is that there will be less rainfall, higher average temperatures and more frequent droughts. Consequently both groundwater and surface water are likely to become even more vulnerable resources, with many water resources at, or close to, allocation limits.

Both are also susceptible to the pressures of urban growth and industries requiring significant water inputs including agriculture, and demand for water resources in the sub-region increasing as the population and economy expand. The Water Corporation's South West Water Forever (2015) projects that across the entire South West Region of Western Australia over the next 50 years water demand may increase by two and half times.

There is a need for existing and new businesses to use water efficiently and effectively. Climate change, salt-water intrusion and nutrient enrichment are all increasingly challenging water managers and users and will continue to do so in the future.

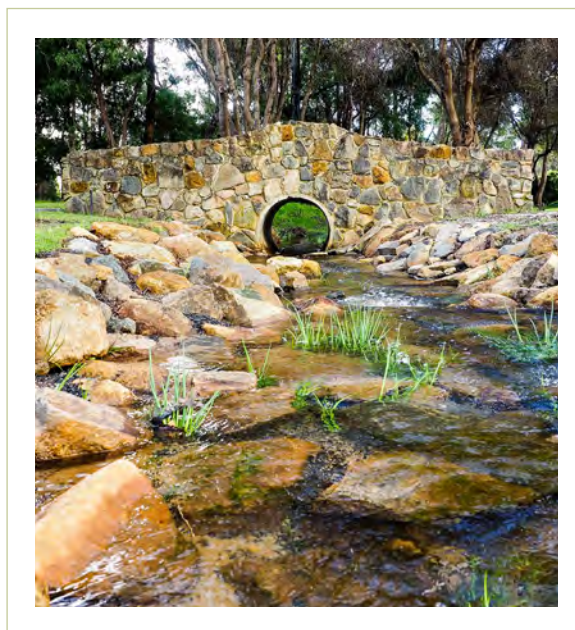
Investigation of alternative water resources will become a priority in the future with a priority on wastewater management, non-potable water treated to a fit for purpose standard, industry reuse and desalination of ground, surface and seawater sources.

11.3.1 Improving water quality

Large-scale clearing, combined with integrated surface drainage and flood mitigation for urban and agricultural development on the coastal plain has resulted, over time, in large nutrient loads being discharged in waterways, particularly the Vasse-Wonnerup Wetlands, Geographe Bay and Hardy Inlet. This will continue to increase with greater urbanisation and intensive agriculture. In contrast, the strong emphasis on tourism and liveable communities in the sub-region creates an expectation of healthy waterways, estuaries and oceans. Finding a balance and continuously improving land use practices will be required.

The Vasse Wonnerup Water Quality Improvement Plan was prepared in 2010 by the former Department of Water. This document provides a strategic approach to reducing nutrients in the Vasse Wonnerup Wetlands and Geographe Bay. The plan's aim is to provide clear and achievable advice about the best possible mix of management tools to meet reduction targets for total nitrogen and total phosphorus loads from the catchment over the next 10 years and in the longer term.

The WAPC endorsed Better Urban Water Management (2008), ensures water and land use planning are integrated for urban development. This also requires consideration of water sensitive urban design, which assists in creating an improved water quality of storm and ground water discharged from these sites.



11.3.2 Wetlands

The Vasse Taskforce has been established to review and develop strategies for the Vasse-Wonnerup Wetlands, Lower Vasse River and Toby Inlet systems. Amongst their work the Taskforce is overseeing the 'Revitalising Geographe Waterways' program to develop an operational plan for the Vasse-Wonnerup Wetlands, in anticipation of associated areas being vested in the Conservation and Parks Commission for nature conservation purposes. Flood mitigation, water levels and water quality in the wetlands are issues that will be addressed in the operational plan.

The WAPC recognises local governments have an important role in protecting and managing the environment and natural resources to making the sub-region a unique, attractive and healthy place to live and visit. These values are embedded in the local governments' key strategic documents. Environmental attributes within rural areas are governed by several regulations and policies, some of which require separate approvals outside the planning system.

11.3.3 Dams

The sub-region contains hundreds of dams, ranging from gully dams and hillside dams for stock and rural purposes through to large ornamental dams which provide an attractive setting for tourism ventures.

State and local government and land owners have a role in the approval and management of dams and water catchments, depending on the size and potential impacts including:

- environmental impacts when altering stream flows and impact on the water quality and ecology of the systems
- structural integrity and construction of the dam and emergency management plans should the dam fail
- water allocation and what is considered to be the highest and best use of the water
- aesthetics and impact of the structures on the landscape
- cumulative impact of dams on a water catchment and impacts up and down stream.

Since 2007 the Department of Environmental Regulation (now the Department of Water and Environmental Regulation) has administered a licensing and regulatory framework that considers water resource management aspects, accounting for the take of surface water from commercial dams on proclaimed watercourses.

The WAPC considers local governments are in the best position to determine whether a dam requires development approval, and to consider the matters outlined above and advice from the Department of Water and Environmental Regulation before making a decision.

11.4 Coastal planning

Coastal erosion, storm surge, flooding of wetlands and waterways and rises in the frequency and intensity of weather events are likely to have an increasingly physical impact on existing housing, public spaces, community and commercial premises, servicing infrastructure, biodiversity and habitat as well as emotional and financial impacts on individuals and businesses. These areas hold social, heritage, environmental and economic values.

A response to this issue has been the preparation of sea-level rise and storm-surge modelling for Busselton localities and a collaborative partnership between coastal local governments from south of Perth to Augusta-Margaret River in the 'Peron-Naturaliste Partnership'. Any proposed policy changes will be assessed by the WAPC to ensure that actions are equitable and accountable across the sub-region.

It should also be noted that investment in adaptation responses may only provide protection for a limited time. As climate change continues, susceptible land at risk that has received protection, may eventually need to retreat and be abandoned.

While significant direct implications of sea-level rise in this sub-region are unlikely to be seen within this Strategy's 20 year time horizon, the implications of sea-level rise must be taken into account when planning for long-term. The lifespan of existing and future buildings and infrastructure will, in many cases, be impacted in the long term. Future investment and maintenance decisions for such infrastructure in the short and medium term should take into account the anticipated risks as alternative locations and designs which may be more viable or beneficial in the long term.

State Planning Policy 2.6: Coastal Planning Policy (SPP2.6) establishes a framework to determine a response to coastal erosion through the preparation of coastal hazard risk management and adaptation planning. SPP2.6 sets up an adaptation hierarchy of “avoid, retreat, accommodate or protect”.

Avoidance is the preferred option for greenfield sites but in existing built-up coastal areas local governments need to carry out hazard risk assessments to inform comprehensive adaptation planning. Extensive community engagement is required as part of the development of an adaptation plan where the values of the coast are identified and choices about how the adaptation options may apply at a particular location. Good adaptation planning should be flexible as to take into account changing values over time.

The key factors in identifying any preferred risk treatment option are the societal costs and benefits of the options considered and the triggers for implementation. Affected communities and others who have an interest in the physical and natural assets of the locality are central to placing a value on these assets and participating in the selection of a preferred risk treatment option. This includes considerations about the age and relative value of houses, beaches, parks and how communities interface with the coast. Existing historical, cultural and economic assets, such as those in the Busselton central business district may justify investment in new infrastructure to protect the current coastal alignment and minimise damage during storm surge events.

New development in areas at risk should be avoided. In areas already developed, the WAPC promotes adaptation as a way of preparing for changing climate to manage the risks and maximise opportunities.

11.5 Flood

Much of the coastal plain is subject to flooding and seasonal inundation creating many of the valuable wetland habitats. The risk of flooding being exacerbated as climate change is predicted to bring less rain fall but more intense rainfall events over both summer and winter. These changing patterns will increase the risk to both urban and rural areas. For coastal urban and rural areas this risk will be further compounded by rising sea level and more intense storms as a result of climate change.

The Vasse Diversion Drain is actively managed for flood risk and inundation by the Water Corporation. Infrastructure assets include drains, bridges, levee banks and storm surge barriers. In the past these were managed purely to facilitate the movement of water across the catchment. However, the Water Corporation is now working towards integrating these drainage assets into liveable community assets which will involve assessment of risk and redesign where practicable.

11.6 Bushfire

State Planning Policy 3.7: Planning in Bushfire Prone Areas introduced significant implications for the planning sector and formalised the integration of fire protection into the planning process. It requires higher-order planning documents, such as sub-regional strategies, to include high-level consideration of relevant bushfire hazards when identifying or investigating land for future development.

Most of the sub-region is identified as being bushfire prone (Map 8) with large areas of native vegetation, pine and eucalypt plantations and areas with significant slopes. Significant bushfire risks exist for many existing developments,

settlements and infrastructure. The State and local government, industry and the community will need to work collaboratively to reduce the risk to these vulnerable areas.

Expansion areas within the sub-region are already cleared of most remnant vegetation to avoid bushfire risks. More detailed bushfire assessments will need to be undertaken at the structure plan, subdivision and development application stages.

11.7 Marine environment

The marine environment of the sub-region is an hugely significant natural asset on which the local tourism and fishing industries are dependent and the local communities are strongly connected to. The marine environment of the sub-region is one of the most diverse temperate marine environments in Australia.

The Ngari Capes Marine Park covers 1238 square kilometres, including much of the foreshore along the Geographe Bay coast and most of the remaining coast in the sub-region out to the edge of Western Australian coastal waters (three nautical miles from the territorial baseline). This marine park adjoins a range of tenure types particularly in Geographe Bay and coastal townships.

The *Ngari Capes Marine Park Management Plan 2013–2023* was produced on behalf of the Marine Parks and Reserves Authority, in consultation with the community, to help conserve marine biodiversity and provide

special places for people to enjoy, appreciate and learn about the marine life of this unique area. A major concern of the management plan is the effect of development on the seascapes in the area.

The management plan seeks to integrate the preservation of seascapes into local town planning schemes and planning policies. The plan identifies 15 ‘sanctuary zones’, covering over 10 per cent of the total marine park area (Map 7), and providing the highest level of protection of representative habitats and examples of marine aquatic life, particularly the Geographe Bay seagrasses.

Land use activities, both in the catchment and along the coast, have the potential to affect the health and function of the coastal and marine environment particularly through water quality and changes and mobilisation of sediments.

The interface between the land and sea is a major focus for human activity and access points such as boat ramps, swimming and surf beaches and car parking areas are particularly vulnerable during peak tourism periods. These assets are largely managed by the local government and the Department of Transport and the Department of Biodiversity, Conservation and Attractions.

Community education is essential to minimise degradation, erosion, litter, contamination and overfishing of the marine environment.



12 Economy

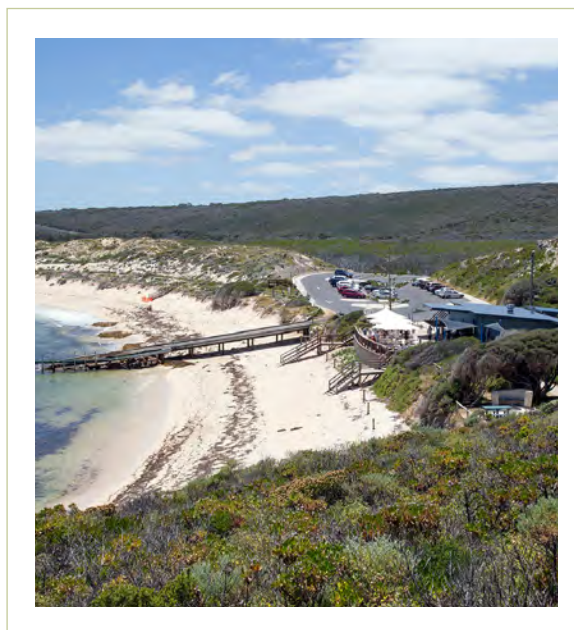
The Leeuwin-Naturaliste sub-region supports a strong and diverse economy that attracts people to live and work in the area. Principal economic and employment generating activities include:

- construction
- agriculture, viticulture and horticulture
- timber and forestry industries
- mineral extraction
- processing and manufacturing
- retail
- tourism
- artistic and creative industries
- manufacturing
- service industries
- fishing and aquaculture

The Western Australian Planning Commission (WAPC) recognises the need to promote both traditional and new industries that are innovative, appropriately regulated and monitored, through proactive land use planning.

The economy in the sub-region is considered relatively strong with varying levels of growth in most sectors.

Construction is the most important industry in the City of Busselton and is also a significant industry in the Shire of Augusta-Margaret River. Agriculture, forestry and fishing, retail and rental, hiring and real estate services are also important industries throughout the sub-region.



12.1 Employment

According to the Small Area Labour Market report (the Commonwealth Department of Jobs and Small Business, September 2017) the labour force in the Shire of Augusta-Margaret River was 8,066 people, of which three per cent (318) was estimated to be unemployed. At the same time, the labour force in the City of Busselton was 19,701, of which 4.4 per cent (857) were estimated to be unemployed.

There is a strong emphasis on part-time employment in the sub-region with about 40 per cent of employed people working part-time, significantly greater than the state and national averages, with about 53 per cent working full-time (ABS Census 2016). This is also reflected in the lower than average median incomes compared to the state and national medians.

The rural areas also support the tourism sector, providing attractive rural landscapes for holiday accommodation through chalets and bed-and-breakfasts, family attractions such as animal parks, mazes, water parks, wineries, microbreweries, cellar door sales, restaurants and gallery space for creative and artistic ventures. Ongoing improvement to communication technology and innovation means the sub-

region has improving connection to and better access to the rest of the world and international markets.

12.2 Tourism

With the wide variety of tourism experiences based around wine and wineries, high-quality local produce and dining, arts and wellbeing, activities and adventures, together with the unique natural environment and cultural heritage tourism is a significant industry sector for the Sub-region.

The area is also synonymous with a wide range of sporting, arts and music events and festivals with a number of regular events gaining national and international attention, including:

- Margaret River Open Studio's Arts Event
- Margaret River Readers and Writers Festival
- Margaret River Pro-surfing competition
- Margaret River Ultra-Marathon
- Busselton Jetty Swim
- Busselton Ironman

The sub-region is the most visited regional destination in Western Australia and approximately 70 per cent of the South West region's tourism businesses are located within the sub-region. Businesses that are supported by visitors to the sub-region are significant local employment generators and greatly benefit the local economy. However, many of the jobs created are part-time, seasonal and relatively low-paid.

Tourism WA estimated

that for 2015-17 the Shire of Augusta-Margaret River received 702,000 visitors per year, spending an average of 3.5 nights in the Shire. Of these visitors:

- 528,600 were intra-state (75%)
- 82,700 were inter-state (12%)
- 90,400 were international (13%).

For the same period the City of Busselton was estimated to have received 892,600 visitors annually, spending on average 3.6 nights in the City. Of these visitors:

- 782,300 were intra-state (88%)
- 63,900 were inter-state (7%)
- 46,400 were international (5%).

These figures highlight that the total annual visitor numbers are almost 1.6 million plus day visitors. This represents a ratio of 31 visitors per year for each permanent resident, which represents a comparatively high ratio compared to many other well visited areas around the world.

The figures also indicate that Western Australian tourists tended to visit the City of Busselton more than the Shire of Augusta-Margaret River, while a higher proportion of inter-state and international visitors visited the Augusta-Margaret River. This is in line with the trends from previous years.

As with most tourist destinations the area experiences significant seasonal variation in tourist numbers. Consequently tourism accommodation occupancy rates also vary substantially, between 33 and 77 per cent (Tourism WA), depending on the time of year.



The influx of visitors during the peak periods, particularly during summer and Easter school holidays and long weekends, can result in detrimental impacts to the environment through over-use and uncontrolled access to various attractions. Formalising access of foot/trail paths, river foreshore and coastal car parking areas is recommended. These issues are best managed by relevant State government agencies in collaboration with each local government, community conservation-based and tourism bodies.

To support tourism in the sub-region it is necessary to:

- protect and maintain the environment, particularly the coast, forests and regional or national parks
- provide complementary tourism accommodation options throughout the sub-region
- provide access to beaches while protecting the foreshore and coastline
- maintain significant cultural heritage assets, walking and bicycle trails
- provide complementary tourism attractions with agricultural pursuits within rural land, for example: wineries, breweries and restaurants

Many of the sub-region's natural assets have little on-site management and therefore access to these areas may not be controlled or generate a direct income to reinvest back into its ongoing maintenance.

To maintain the sub-region as a tourism destination a range of accommodation types, ranging from campsites through to 5-star hotels, need to be supported and maintained to suit different visitor budgets.

The Busselton-Margaret River Airport expansion and the new cruise ship facility will allow further increased tourism opportunities by opening the door to other inter-state and international markets.

The land abutting the eastern and southern boundaries of the Pullman Bunker Bay Resort has locational, topographic and servicing characteristics that indicate that it may be suitable for tourism development.

12.3 Mining and gas extraction

Mining continues to be an important economic driver in the Leeuwin-Naturaliste sub-region. It is a major source of employment in the sub-region (892 workers at heavy mineral sands sites in 2016, Department of Mines, Industrial Regulation and Safety) and has a significant flow-on effect to other sectors of the economy. The sub-region is prospective for a range of commodities including titanium-zircon (heavy mineral sands), petroleum and silica sand (Map 10).

Currently, heavy mineral sands are extracted via two operating mines and Wonnerup and Tutunup South, and four proposed operations/extensions at Wonnerup North, Wonnerup South, Tutunup South extension and Yoongarillup.

The sub-region also has deposits of Permian coal known as the Vasse River Coalfield. In 2012, the Government refused a proposed underground coal mine based on advice from the Environmental Protection Authority that coal mining in the area posed an unacceptable risk to groundwater supplies. Subsequently a number of applications for mineral exploration licences targeting coal were also refused.

All mining proposals are subject to approval under the *Environmental Protection Act 1986*. The identification of strategic mineral resources does not presume that extraction would be environmentally acceptable or that subsequent approval for extraction would be guaranteed.

It does not remove the requirement for authorities or proponents to meet their obligations to identify those environmental constraints which may determine the extent and/or manner in which a proposal may be implemented.

Section 120 of the *Mining Act 1978* does not allow a planning scheme to prohibit the issuing of a mining lease, meaning that land use planning control cannot control mining operations. There is no similar clause in the *Petroleum and Geothermal Energy Resources Act 1967*.

Any mining proposals will need to be managed to ensure minimal impacts to the environment, significant landscapes, water resources, appropriate management of rehabilitated sites and local amenity.

The Department of Mines, Industry Regulation and Safety advise that the Whicher Range gasfield which is held under Exploration Permit EP 408 R2 has considerable in-place volumes of tight gas. However, due to the complex geology and other factors, commercial productivity remains unviable and elusive at this time. The State Government's position is that no coal mining or hydraulic fracturing for unconventional gas will occur in the sub-region.

12.4 Basic raw materials

Basic raw materials (BRM) include sand, limestone, gravel, clay, gypsum and other construction and road building materials. The materials are finite and as the supply becomes more problematic the cost of them will increase thereby increasing the cost of housing.

These materials are required for a number of uses with most relating to the construction industry including buildings, fill, roads and retaining walls and it is important to have access to local sources as this reduces costs and pollution associated with their transport.

There are numerous operating and potential extraction sites in the sub-region. More than half of these are on Crown reserves vested with the local or State government for gravel.

The remaining extraction sites are administered by the City of Busselton and the Shire of Augusta-Margaret River under the *Planning and Development Act 2005*.

In 2012 the then Department of Planning and WAPC prepared a Basic Raw Materials Demand Study for the Bunbury and Busselton Region, which identified the main raw material deposits and estimated future demand. The study identifies a number of regionally significant deposits that need protection from potential land uses that would restrict future extraction of these resources.

The Department of Mines, Industry Regulation and Safety has recommended that basic raw material areas with State significance are designated as Significant Geological Supplies, with indicative separation distances or buffers from other land uses. Identification of significant geological supplies does not presume that extraction would be environmentally acceptable or that subsequent approval for extraction would be guaranteed. It does not remove the requirement of authorities or proponents to meet their obligations to identify those environmental constraints which may determine the extent and/or manner in which a proposal may be implemented.

12.5 Agriculture

Rural land in the Leeuwin-Naturaliste sub-region is widely recognised for its high-quality agricultural produce grown on fertile soils, and with a reliable climate and water availability.

State Planning Policy 2.5: Rural Planning is the basis for planning and decision-making for rural and rural-living land across Western Australia, providing policy guidance for managing horticulture, intensive agriculture and managing areas where land uses are transitioning from rural to urban land uses. The SPP2.5 confirms the WAPC's position that the highest and best use of rural land is agricultural, horticultural and ancillary complementary uses. This planning principle applies throughout the rural areas of the sub-region.

Agriculture, together with its ancillary uses such as processing, is an important industry and employment sector in the sub-region. It contributes greatly to the character and culture of the area and is a significant attractor for both visitors and those seeking lifestyle changes.

The sub-region supports a diverse agricultural sector, dominated by beef, dairy and sheep as well as silage and hay production.

Map 6 identifies the land with high viticulture, horticulture and grazing capability in the sub-region. Wine grapes cover approximately 6,000 hectares, forming the basis for the sub-region's world-renowned wine industry. Seasonal vegetables, seed potatoes, avocados, olives and stone fruit are some other crops grown in the sub-region.



The sub-region's soil types, rainfall, climate and the existing infrastructure mean the area is well placed to continue to provide a significant proportion of the State's food. The potential expansion of the Busselton-Margaret River Airport offers an increased emphasis on export markets.

In order to retain the potential for a range of agricultural uses into the future, SPP2.5 sets out that rural land holdings and lot sizes should remain unchanged. Maintaining larger lot sizes and protecting productive areas of land provide better opportunities for landholders to be flexible and versatile to meet changing market and consumer demands.

Climate change impacts including reduced rainfall, more summer rain, increased temperatures, and more intense storm events, will require changes to farming systems, varieties, different crops and investment in new technologies. Many water resources are at or close to allocation limits.

Agriculture is also subject to fluctuations in global demand and market prices. This has been recently evident across the beef, dairy and wine industries.

The WAPC seeks to protect and preserve rural land for rural purposes including primary production, basic raw materials, regional

facilities and protection of biodiversity and landscape. Rural land accommodates a diverse range of land uses, primarily associated with primary production. Its intent is to protect rural land and encourage a diversity of compatible rural land uses.

12.6 Forestry

Forestry, tree plantations, farm forestry and marine and fresh water fishing industries have historically contributed to the economy in the sub-region. New ventures, such as the aquaculture business near the Augusta Marina, together with new and emerging industries, such as alternative timber species and manufacturing techniques, fine timber furniture craftsmanship, fresh water aquaculture ventures will diversify the local economy and contribute towards economic growth and employment opportunities in the area.

There are forestry plantations in close proximity to urban areas, including the pine plantations to the north of the Margaret River townsite. As these plantations reach maturity, there is an opportunity to reassess the management and structure of these plantations to minimise bushfire risk to urban areas and infrastructure.

Pine plantations will continue to be an important renewable building material. However, new plantations should be located to minimise bushfire risk to urban settlements. Plantation managers, local governments and other relevant stakeholders shall continue to work together to develop management plans for these forests.

12.7 Industrial land supply

The Busselton Regional Land Supply Assessment 2016 indicates large stocks of land are available for industrial expansion. Currently only 12 per cent of land zoned for industrial purposes in the City of Busselton is developed.

Approximately 360 hectares of land surrounding the Busselton-Margaret River Regional Airport is currently zoned for industrial land use in the local planning scheme. This Strategy foreshadows an additional approximately 820 hectares of industrial land surrounding the airport. While surplus to foreseeable requirements, it is important to

safeguard this land for compatible uses consistent with the Busselton-Margaret River Regional Airport Master Plan 2016-2036.

An area to the south of the Dunsborough townsite (Lot 6 Deposited Plan 71498, Area 10 in the City of Busselton's Draft Local Planning Strategy, 2016) is zoned Industrial. However, in the current context, this parcel of land should be considered through the proposed Dunsborough Townsite Strategy for alternative uses, including residential, due to its proximity to other residential areas and schools and the lack of demand for industrial uses over many years.

There are areas provided for service commercial and light industry in Dunsborough adjacent to Commonage Road. The closest alternative industrial area is in Vasse and Busselton.

The townsites of Augusta, Margaret River, Cowaramup, Dunsborough, Vasse and Busselton all have locally zoned and established light industrial/ service commercial areas. Approximately 467 hectares and 200 hectares of currently identified industrial land remains undeveloped across the Busselton and Augusta-Margaret River local government areas, respectively.

The existing zoned industrial land in Augusta contains native vegetation presenting a significant constraint to further development. Therefore, it is recommended that alternative sites be explored via the anticipated Local Planning Strategy phase. At present, the existing light industrial area, combined with the marina precinct, provides adequate land for the medium term.

In Margaret River, the East Margaret River Structure Plan (2017) has recently identified approximately 70 hectares of land as set aside for future light industrial uses south-east of the Margaret River Perimeter Road. Provision of reticulated services to this site is largely predicated on residential staging from the north. However, the prospect of 'dry' industry may be considered subject to onsite waste water disposal constraints.

13. Transport

Future population and economic growth will place increasing pressure on the area's regional road network and provision of other capital and social infrastructure. The timely provision of new transport infrastructure and the maintenance of existing assets are therefore critical to the region's continued growth.

13.1 Roads

A high standard of roads within the sub-region and linking to other regions including: the Margaret River Perimeter Road, Busselton Outer Bypass, Vasse to Dunsborough Link, upgrading of Bussell Highway, and increasing the capacity of road access to the expanded Busselton-Margaret River Airport will support the economic prosperity of the area.

13.1.1 Caves Road

Caves Road runs from Busselton to Bussell Highway just north of Augusta. The section from Yallingup to Augusta is one of the most picturesque drives in the State and connects many of the tourist and visitor hotspots of the sub-region.

State Planning Policy 6.1 Leeuwin Naturaliste Ridge includes a statement of intent to conserve the unique landscape values of the Leeuwin-Naturaliste Ridge, including

those along travel route corridors. Both local governments have planning instruments that seek to protect and enhance the visual landscape values of Caves Road. The City of Busselton's Caves Road Visual Management provisions guide development within the Caves Road viewshed. The Shire of Augusta-Margaret River's Local Planning Strategy requires that developments or changes of land use in areas of high scenic quality, sensitivity and visibility do not have any significant adverse impact on the visual quality of the location.

Caves Road is categorised as a 'Primary Distributor' and Main Roads Western Australia has operational responsibility for its maintenance. Main Roads will be required to undertake maintenance and improvements to Caves Road from time to time. Any works should ensure that the public experience and enjoyment of Caves Road is maintained in terms of landscape character, significance, access and views.

13.1.2 Busselton Outer Bypass

The Busselton Outer Bypass from Sues Road to Marbellup Road (Vasse), a proposed four-lane freeway standard road, has been subject to a planning study by Main Roads, in collaboration with the Department of Planning, Lands and

Heritage and the City of Busselton. The study has been subject of a public consultation process. The Busselton Outer Bypass is not a funded project.



13.1.3 Vasse Dunsborough Link

Vasse and Dunsborough are currently connected by Caves Road. Although Caves Road is expected to continue to be an important tourist route it is not considered to be a long term viable option to manage projected demand. In 2010 the City of Busselton and the Western Australian Planning Commission endorsed a preferred alignment for a new road between Vasse and Dunsborough. That preferred alignment is from the intersection of Caves and Commonage Roads Dunsborough to the intersection of Busselton Bypass and Bussell Highway, Vasse. The Vasse-Dunsborough Link is not a funded project.

13.1.4 Margaret River Perimeter Road

The Margaret River Perimeter Road is a seven kilometre extent of the Bussell Highway that bypasses Margaret River town. The road has been planned as a four lane dual carriageway, but is initially a two lane single carriageway with major roundabouts at the northern and southern intersections with Bussell Highway. The Margaret River Perimeter Road provides an alternative route for heavy vehicles around the town of Margaret River, reducing congestion and enhancing safety for pedestrians and local traffic.

13.1.5 Bussell highway duplication - Capel to Sabina

The 46-kilometre section of Bussell Highway between Bunbury and Busselton is a four lane dual carriageway, for all but a 17-kilometre section between Capel and Busselton, which is a two lane single carriageway with passing lanes at approximately five kilometre intervals in each direction. Traffic volumes in this section exceed the capacity of the single carriageway section at times resulting in congestion and delays.

The average annual daily traffic on the single carriageway section varies from approximately 14,000 vehicles per day (vpd) at the northern end to approximately 13,000 vpd at the southern end. Traffic volumes fluctuate significantly, with Friday traffic typically around 16,000 vpd or greater. Extreme peaks are experienced on most holiday long weekends when traffic flows can be in the order of 13,000 vpd in one direction alone.

13.1.6 Bicycle and walking routes

The provision of high-quality walking and cycling infrastructure within settlements, as well as longer distance recreational and tourism opportunities, in the sub-region is an important part of encouraging less reliance on the private car and providing opportunities for healthy lifestyles.



13.2 Rail

A potential rail corridor for a railway line serving Busselton and potentially other key settlements in the sub-region to Bunbury and Perth should be safeguarded through the provision of the Busselton Outer Ring Road and other regional road improvements.

The local government will need to ensure that any possible negative impacts to the adjoining residential areas and major wetland habitats are appropriately managed through structure planning and provisions within the local planning scheme. The expansion and the Airport's future operation will also be required to comply with relevant State and Federal legislation. Notably, the Environmental Protection Authority will need to assess any changes to the number and timing of aircraft movements, particularly at night.

13.3 Busselton-Margaret River Airport

The major expansion of Busselton–Margaret River Regional Airport, situated six kilometres south-east of the Busselton town centre, is a significant economic driver for the sub-region and the South West Region as a whole. The expanded airport, together with the surrounding industrial zoned land, will provide important opportunities for direct links for tourism and the trade of local goods within Australia and overseas.

The expanded airport will be capable of accommodating flights to the Eastern States as well as international destinations such as Singapore, Denpasar and Kuala Lumpur and potentially further afield into the future (Busselton-Margaret River Regional Airport Masterplan, 2016).

In June 2018, the Environmental Protection Authority recommended conditional environmental approval for the Busselton-Margaret River Airport expansion, with restrictions on noise levels and night-time flying. The future operation of the Airport will be subject to the following Ministerial Statements issued by the Minister of Environment:

- Ministerial Statement 901 - Statement to Amend Conditions Applying to a Proposal
- Ministerial Statement 1009 - Statement to Change the Implementation Conditions Applying to a Proposal

14. Utilities and services

14.1 Water supply

The provision of water supply for residential, agricultural, mining and industrial uses, as well as water quality management of drinking water resources, will be a key challenge for future planning in the sub-region. Busselton Water provides potable water to the urban area of Busselton and Vasse (26,000 customers). The Water Corporation provides water to the remainder of the sub-region.

Dunsborough, Eagle Bay, Yallingup and Bunker Bay are supplied by groundwater from a Water Corporation pump station off Quindalup Siding Road. Busselton is supplied by nine bores in the Busselton Water license area from groundwater reserves from the Yarragadee aquifer, the major freshwater resource under the Swan Coastal Plain.

Demand for water in Busselton is expected to double over the next 50 years according to the first long-range forecast of consumption trends. As part of its plan to ensure Busselton and Dunsborough have a sustainable water supply in the future, Busselton Water examined the area's water sources and projected demand. The milestone study, released in 2015, showed that demand for water was expected to grow from five billion litres per annum to 10.1 billion litres per annum by 2060.



Busselton Water has an existing licensed entitlement to 8.1 billion litres per annum, of which it uses about 4.6 billion litres per year. A further 8.1 billion litres per annum will be available from a reserve for public drinking water.

For the settlements in the central part of the sub-region: Margaret River, Cowaramup, Prevelly and Gnarabup; the Margaret River Water Supply Scheme provides 1 billion litres of potable water per year with water from the Ten Mile Brook Dam and a Yarragadee bore.

The Water Corporation is licensed to take up to 1.6 billion litres from Yarragadee bores for the Margaret River water supply scheme and that it estimates that the current system has capacity until about 2030 although the scheme is susceptible to dry winters and the summer peak tourist demands, which may impact the timing of new water sources.

Water consumption in the Margaret River area has reduced by recycling treated wastewater for irrigation purposes. Augusta is supplied by groundwater from the Lesueur Sandstone Aquifer with a total water demand of around 265 million litres per year, with peak tourist periods providing a spike in water demand.

Gracetown, Witchcliffe, Karridale, Kudardup, Hamelin Bay and rural residential properties use domestic rainwater tanks.

14.2 Waste water

The Water Corporation operates reticulated mains sewer for six settlements in the sub-region: Busselton, Dunsborough, Margaret River, Cowaramup, Augusta and Gnarabup. The tourist node of Bunker Bay also has access to mains sewer. Significant parts of Margaret River townsite are not connected to the reticulated sewer network which limits the redevelopment opportunities in these areas significantly.

Approved future development at Witchcliffe, Gracetown and Smiths Beach is predicated on acceptable alternative waste water treatments systems being installed on-site. For planning proposals in these locations, consideration will be required as to whether the land is within a sewage sensitive area as defined in the draft Government Sewerage Policy (2016).

14.3 Electricity

The sub-region is supplied with energy from Western Power's South West Interconnected System (SWIS), which is an interconnected network emanating from Western Australia's major base load power generators. Electricity in Busselton is supplied by a single 132kV circuit which runs from Picton to Busselton, as well as the 66kV transmission network from Picton to Margaret River.

There are electricity sub-stations at Margaret River and Busselton (Vasse). Transmission and distribution lines connect the various settlements, rural residential and farming properties to provide electricity from the grid. Renewable energy sources are being increasingly used to access off-grid electricity.

14.4 Gas

ATCO Gas Australia manages natural gas supply to the Busselton area. The covered high-pressure main pipeline runs parallel to Bussell Highway from Capel and through the Busselton town centre and west to Abbey.

14.5 Telecommunications

A range of telecommunications services exist within the sub-region, depending on location and accessibility to settlements. Some parts of the sub-region are more remote, and telecommunications services in these areas can be limited.

Mobile services are generally available throughout the sub-region, however, there are gaps in coverage in some rural areas. The State Government has recently completed the delivery of the Regional Mobile Communications Project, which has resulted in improved mobile telecommunications services in the sub-region, including Gracetown, Molloy Island and Wilyabrup through new and upgraded infrastructure.

The National Broadband Network (NBN) can enable improved access to information and services and provide opportunities for the establishment of new technology based businesses. Most settlements in the sub-region either already have, or shortly will have, access to NBN.

14.6 Waste management

Both local governments in the sub-region recognise imminent problems regarding the capacity of existing waste management sites. Particularly given that the sub-region is an area of such high-value landscape and environmental value there will need to be ongoing management of waste, requiring spatial planning, practical infrastructure, operational management and public awareness education (Western Australian Waste Strategy, 2012).

There is an opportunity for the South West Region as a whole to strategically manage waste in a more sustainable, efficient and cost-effective manner.

14.7 Public health and adaptive technologies

The *Public Health Act 2016* has repealed much of the previous *Health Act of 1911*. As there is a significant amount of work required to transition to the new regulatory framework, the Act will be progressively introduced over the next three to five years. There is a timeline for implementation, which outlines five key stages to the implementation of the new Act, with many of the functions carried out by local government environmental health officers.

The transitional arrangements involved with the new Act are intended to provide a reasonable timeframe to adapt to changes which relate to matters such as asbestos, terminology, authorised officers, reporting requirements, infectious diseases, public health, the built environment, water and enforcement. With many settlements in the strategy area not having deep sewerage, and with limited access to affordable water and power supply, the use of fit-for-purpose

infrastructure and innovative technologies is broadly supported, provided it can meet health and safety requirements.

14.8 Health and education services

The major health facilities in the sub-region are based at Busselton Health Campus, opened in 2015, and the Margaret River District Hospital. Both facilities offer a 24 hour-a-day Emergency Department. There are more limited medical services located in Dunsborough and Augusta.

As referred to earlier in the Strategy the sub-region has a significantly ageing population, proportionally much older than the State average. This characteristic, with retirees from the Perth Metropolitan Area attracted to the sub-region's relaxed lifestyle and local people wishing to be able to age in their local area presents additional medical requirements for communities.

A further health provision challenge for this area is the issue of the increased demand on health services created by visitors and tourists, particularly during the peak holiday periods.

The sub-region is served by a wide range of educational facilities, including:

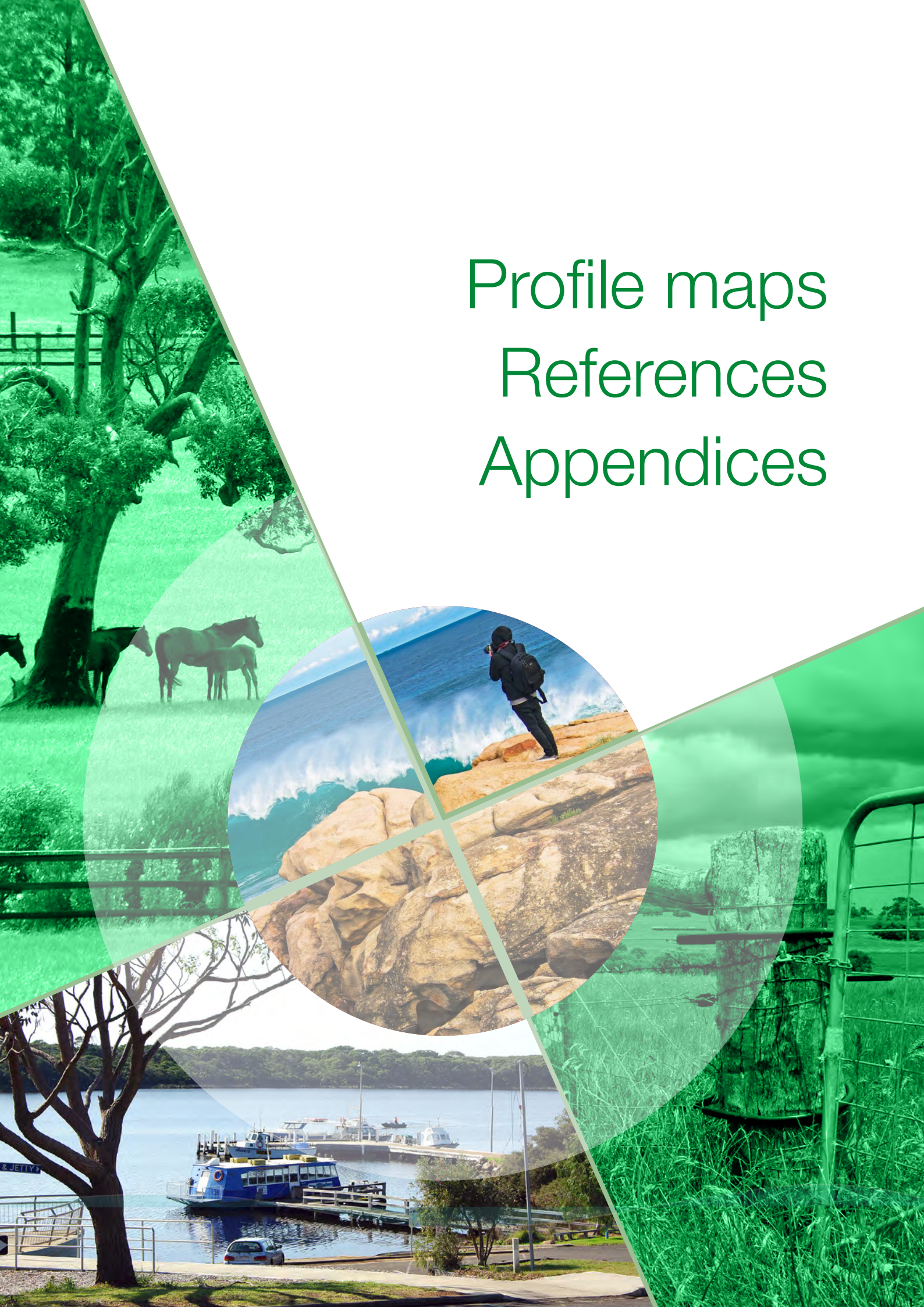
- TAFE colleges in Busselton and Margaret River
- three public senior high schools
 - Busselton Senior High School, Margaret River Senior High School and Cape Naturaliste College
- a number of public primary schools in Busselton, Vasse, Dunsborough, Cowaramup, Margaret River, Karridale and Augusta
- several independent private schools and
- nursery schools.

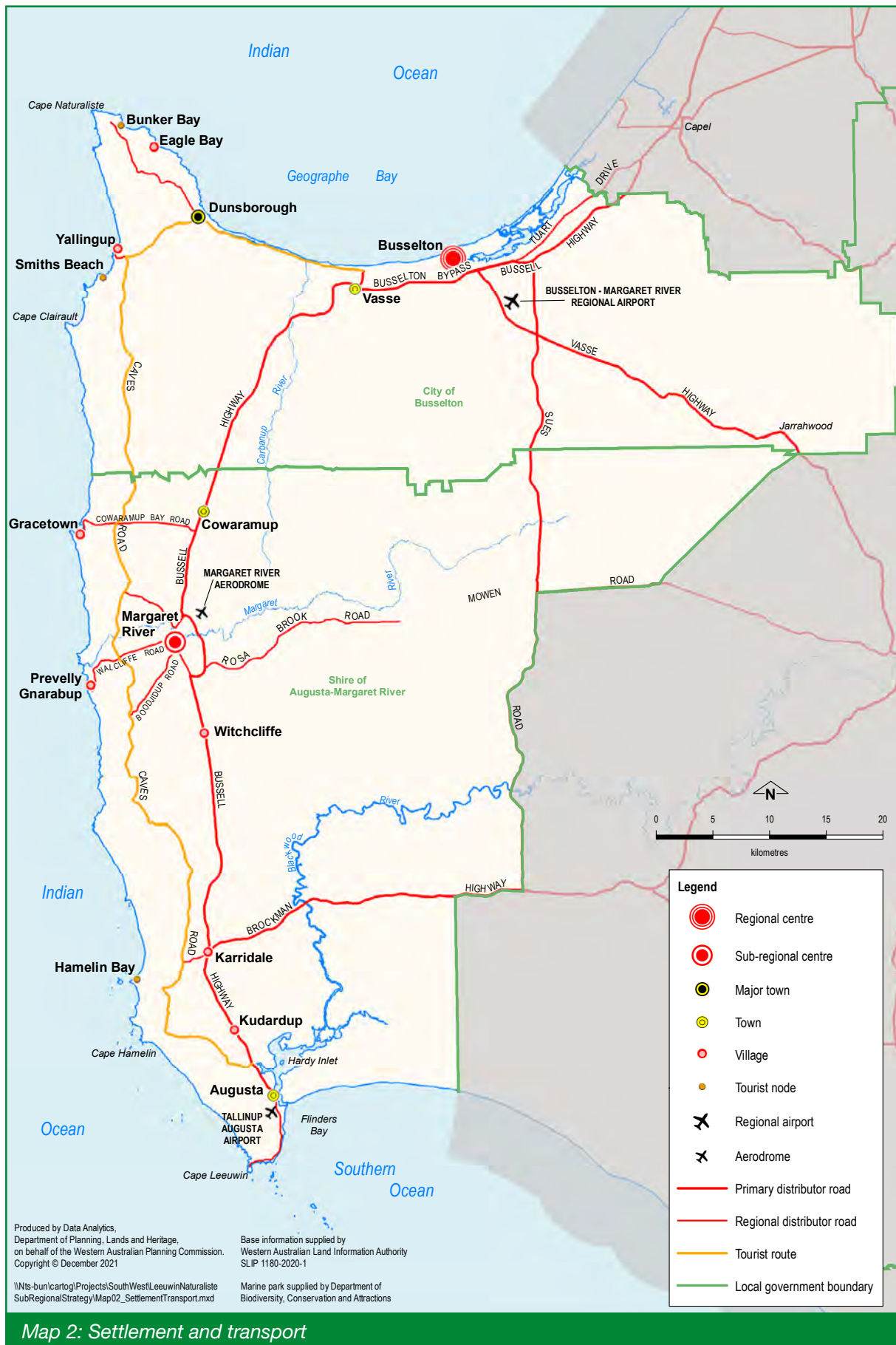


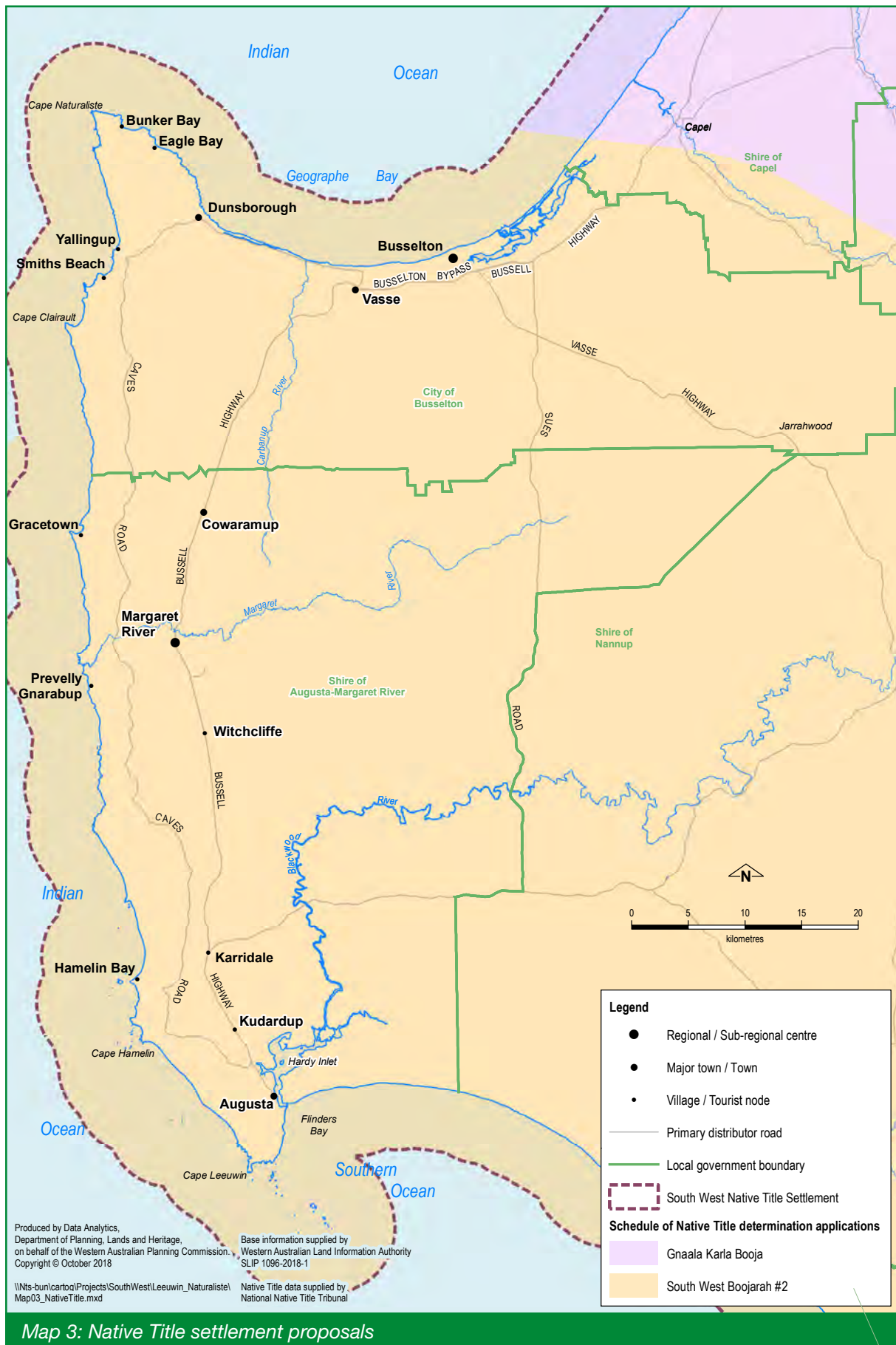
Profile maps

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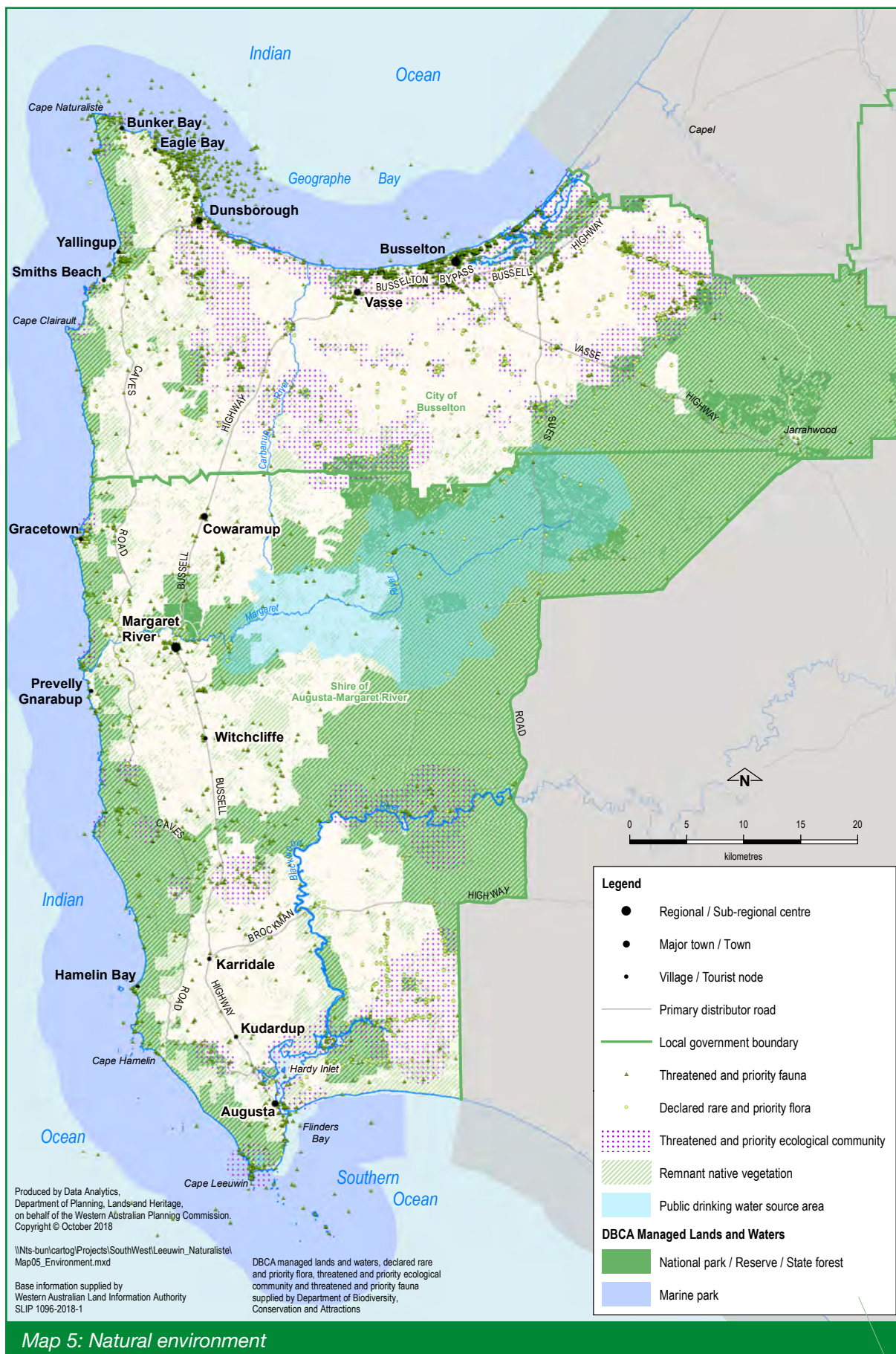
Appendices



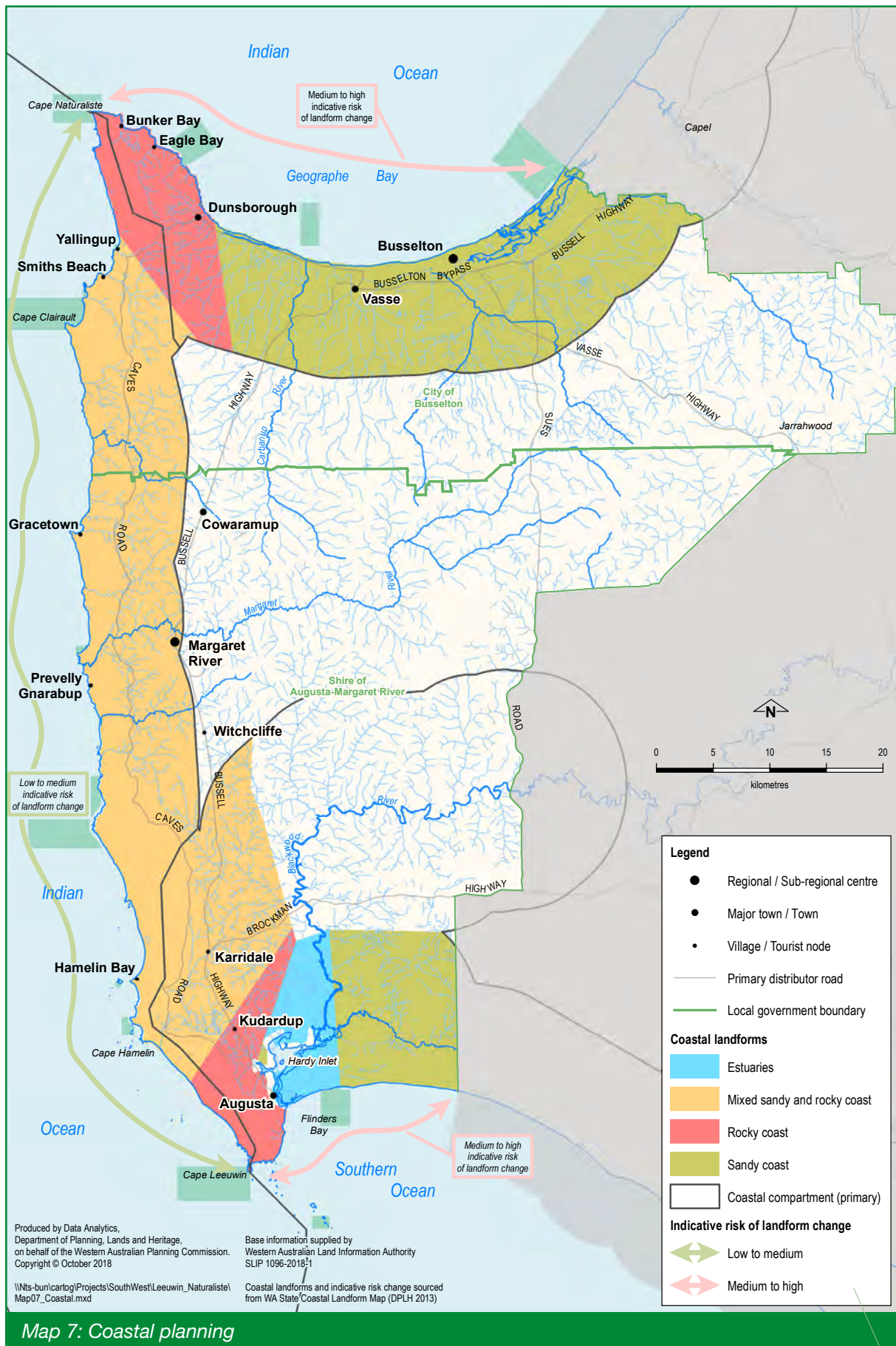




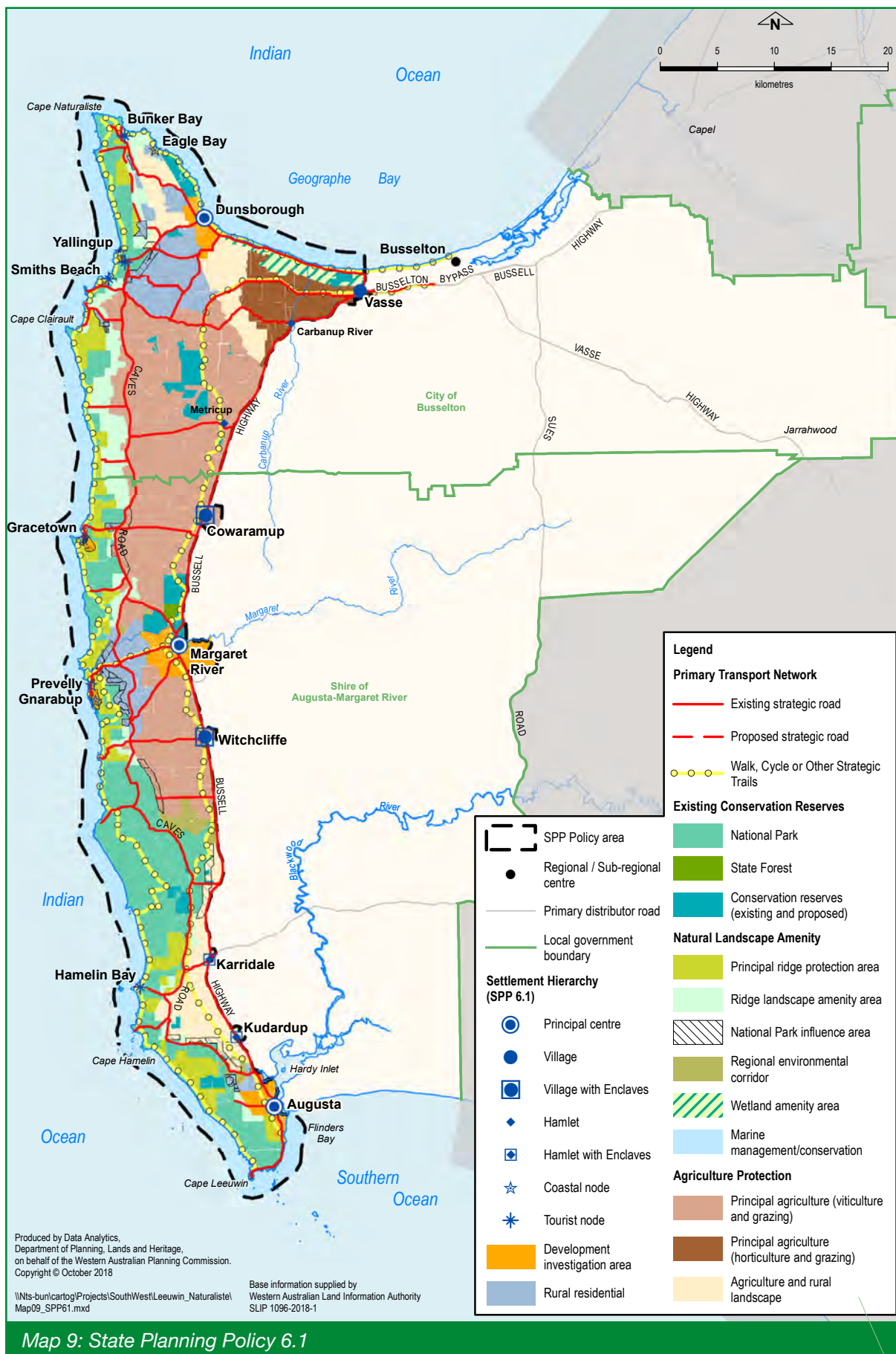




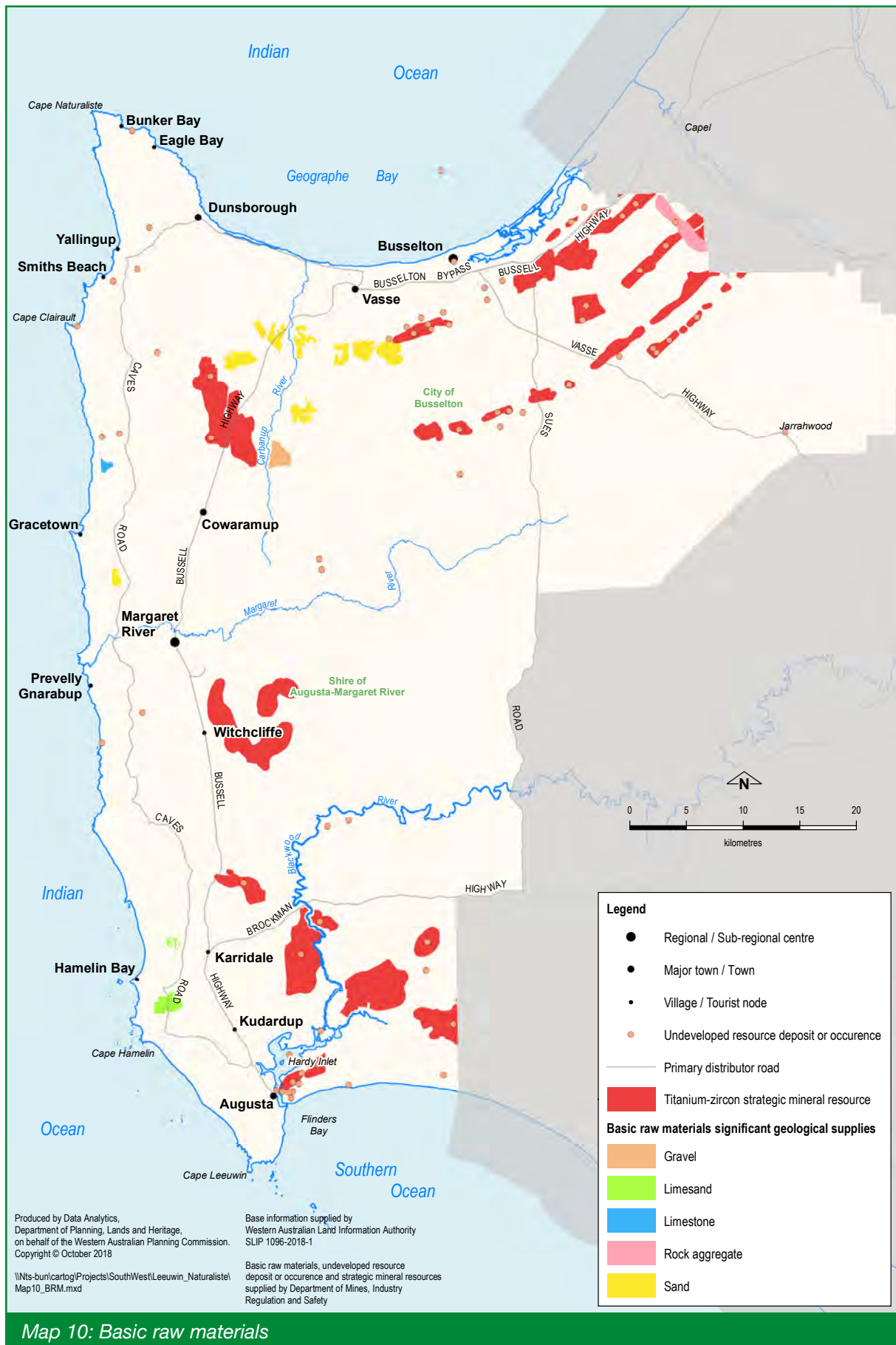








Map 9: State Planning Policy 6.1



Map 10: Basic raw materials

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Appendix 1

– Local government planning

Local government	Planning strategies and planning schemes
Shire of Augusta-Margaret River	Shire of Augusta-Margaret River Local Planning Scheme No. 1 (2010) Shire of Augusta-Margaret River Local Planning Strategy (Endorsed February 2017)
City of Busselton	City of Busselton Local Planning Scheme No. 21 (2014) Draft City of Busselton Local Planning Strategy (2016)

Appendix 2

– Planning investigation area outcomes

In 2021 the Department of Planning, Lands and Heritage, on behalf of the Western Australian Planning Commission, undertook detailed investigation of the planning investigation areas (PIAs) identified in the Strategy in order to determine their suitability for a possible change of use.

The investigation of each PIA included the universal and specific key considerations outlined in Section 7 of the Strategy.

The outcomes of the Western Australian Planning Commission's consideration of the PIAs are outlined below:

Abbey Planning Investigation Area

The land identified as the Abbey Planning Investigation Area was investigated in accordance with Section 7.

The Western Australian Planning Commission resolved to amend the Strategy as follows:

1. Designate the following lots as 'Urban':
 - Lot 12 on Diagram 43998
 - Lot 14 on Diagram 96590
 - Lot 15 on Diagram 96590
 - Lot 402 on Deposited Plan 252489
 - Northern portion of Lot 4 on Diagram 46285
2. Designate the following lots as 'Open Space Investigation':
 - Southern portion of Lot 4 on Diagram 46285

3. Remove the Abbey Planning Investigation Area from the Strategy Plan.
4. Require the preparation of a single structure plan over the entirety of the land identified in (1) and (2) above. In addition to the information to be included in a structure plan outlined in Clause 16 of the Deemed Provisions, the structure plan is to set out the following:
 - a water management report that takes into consideration the land to the south and addresses all water-related matters relevant to the proposal.
 - measures to manage risk from coastal inundation.
 - open space requirements.

Vasse North Planning Investigation Area

The land identified as the Vasse North Planning Investigation Area was investigated in accordance with Section 7.

The Western Australian Planning Commission resolved to amend the Strategy as follows:

1. Designate the following lots as 'Urban':
 - Lot 9001 on Deposited Plan 69783
 - Lot 9010 on Deposited Plan 409834
2. Designate the following lots as 'Open Space Investigation':
 - Lot S19 on Deposited Plan 230941
 - Lot S20 on Deposited Plan 230941
3. Remove the Vasse North Planning Investigation Area from the Strategy Plan.

4. Require the preparation of a single structure plan over the entirety of the land identified in (1) and (2) above. In addition to the information to be included in a structure plan outlined in Clause 16 of the Deemed Provisions, the structure plan is to set out the following:
 - a water management report that takes into consideration the land to the north and addresses all water-related matters relevant to the proposal.
 - measures to minimise the impact on visual landscape values.
 - measures to manage risk from coastal inundation.
 - open space requirements.

Dunsborough Planning Investigation Area

Land to the south-east of Dunsborough was investigated in accordance with Section 7.

The Western Australian Planning Commission resolved to amend the Strategy as follows:

1. Designate the following lots as 'Urban':
 - Lot 2 on Diagram 53663
 - Lot 3 on Diagram 53663
 - Lot 11 on Diagram 90086
 - Lot 12 on Diagram 90086
 - Lot 22 on Deposited Plan 51474
 - Lot 726 on Deposited Plan 251194
2. Remove the Dunsborough Planning Investigation Area from the Strategy Plan.
3. Require the preparation of a single structure plan over the entirety of the land identified in (1) above.

Vasse South Planning Investigation Area

Land to the south of Vasse was investigated in accordance with Section 7.

The Western Australian Planning Commission resolved to remove the Vasse South Planning Investigation Area from the Strategy Plan.

Margaret River Planning Investigation Area

Land to the south of Margaret River was investigated in accordance with Section 7.

The Western Australian Planning Commission resolved to remove the Margaret River Planning Investigation Area from the Strategy Plan.