



IN PARTNERSHIP WITH



FUTURE BUSSELTON 2050

STRATEGIC GROWTH SCENARIOS

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SHAPE OUR PLACE... SHAPE OUR FUTURE



1.0 INTRODUCTION

The City of Busselton has been one of the fastest growing parts of WA for the last twenty years or so. That growth is expected to continue. Future growth will bring new opportunities – in terms of where and how we live, work, learn and play, and where and how we access services such as hospitals and schools. Future growth will also create challenges – in terms of preserving our valuable and beautiful environment, providing services to a larger and increasingly diverse population, adapting to and managing changes in the character of our streets, towns and landscapes and building and maintaining our infrastructure. There will be many other opportunities and challenges, some of which we cannot imagine currently.

We have choices to make about when, where and how growth occurs, as well as how much growth occurs. Some of those choices will be made by government, either local, State or Commonwealth. Other choices though, will be made by individuals, families or businesses as they decide where and when to invest, what is important to them and what is not. There are also many things we all need to consider in making those choices. We will want to ensure the protection of our environment and water resources. We will want our streets, suburbs and village/town/city centres to be attractive, safe and vibrant places. We will also want jobs and educational opportunities to be provided to ensure we can all earn a good living and have opportunities in life.

In planning for the future the City needs to consider all of these things and more. We need to make those choices though, on the basis of necessarily limited information about the future and with the knowledge that the future is intrinsically uncertain. We also need to recognise that the tools we use to shape the future are limited by practical, legal, financial, political and other constraints.

There are also instances especially in the shorter term where the direction has been largely set by decisions that have already been made.

One of the key, but far from the only tool we can use to shape our future growth is the town planning system. This document *Future Busselton 2050: Strategic Growth Scenarios*, sets out four different scenarios for our future *planning* – and how each scenario is likely to affect our future *growth*. Four scenarios have been developed –

- Scenario 1: Business as Usual
- Scenario 2: Constrained Growth
- Scenario 3: Focused Growth
- Scenario 4: Unfocused Growth

Part 2.0 of this paper provides some key background common to all of the scenarios. Parts 3.0-6.0 then set out some of the key potential outcomes of the four scenarios in words and pictures. Part 7.0 then provides a 'Growth Scenario Matrix', with a very short description of what the authors think would occur under each of the scenarios.

The key purpose of *Future Busselton 2050* is to give the community an opportunity to think about, discuss and communicate a range of different views about when, where and how growth should occur as well as how much growth should occur. That will assist the City in identifying and putting in place the appropriate planning guidelines and controls needed to support and encourage the kinds of growth, change and development that the community supports and discourage the kinds the community does not support.

We are seeking your views as to which scenarios you prefer but also: why particular scenarios are preferred; which aspects of each are attractive; and which are not attractive. You can provide your input in a number of ways –

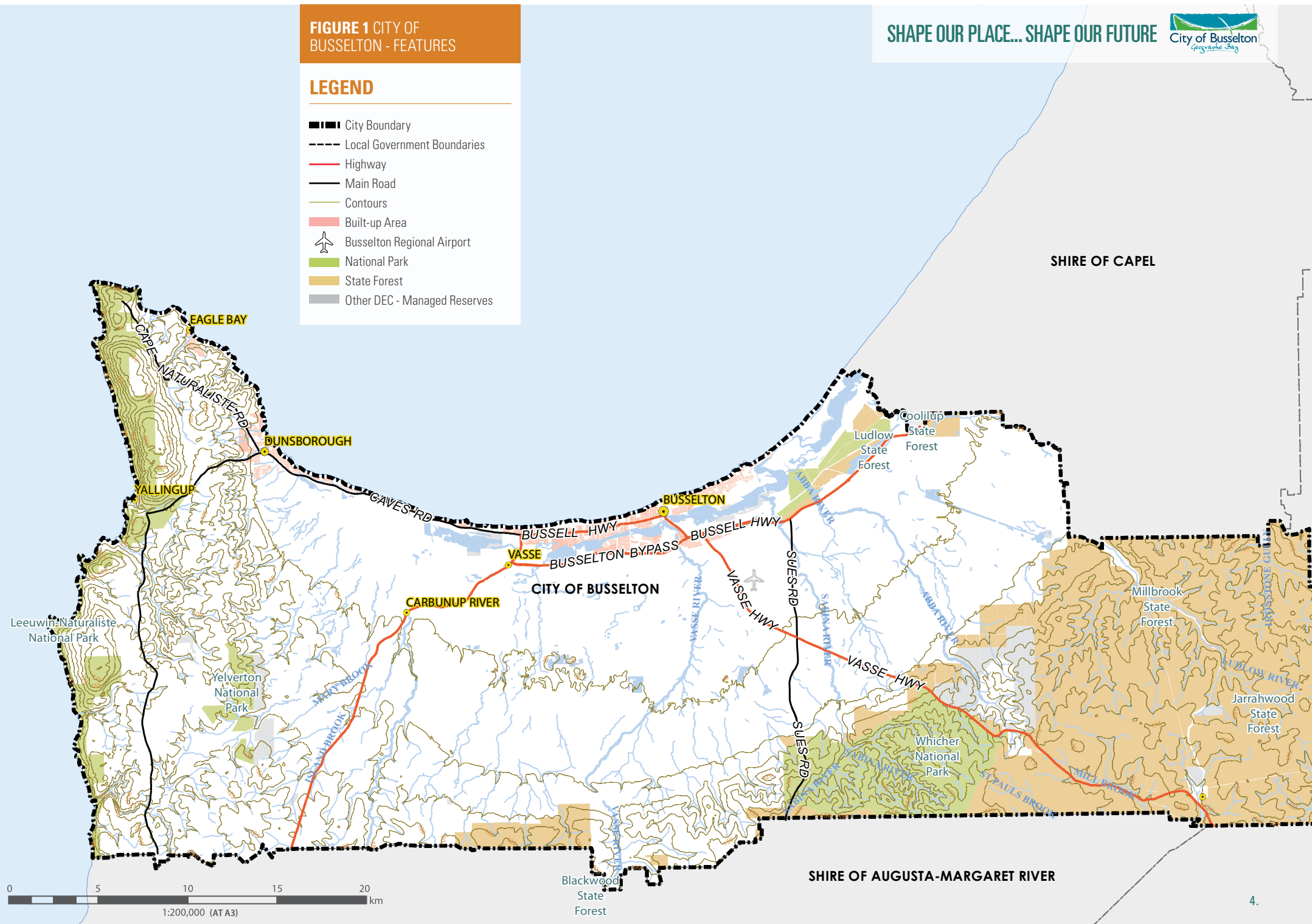
- At one of several forums that will be organised
- Written submissions – either in writing, via email or via website
- Discussion with Councillors or staff

Your feedback will assist the City in developing our overall 'local planning strategy', which will set out our future planning direction. It is expected that a draft local planning strategy, setting out the proposed planning direction for the City will be released for consultation early in 2013.

FIGURE 1 CITY OF BUSSETON - FEATURES

LEGEND

- City Boundary
- Local Government Boundaries
- Highway
- Main Road
- Contours
- Built-up Area
- Busseton Regional Airport
- National Park
- State Forest
- Other DEC - Managed Reserves



2.0 BACKGROUND

Before looking at the four scenarios it is worth considering some of the key background issues. These issues are discussed using the following ten themes –

- Population and housing
- Employment and economy
- Shopping and services
- Basic infrastructure
- Agriculture and rural areas
- Biodiversity and environment
- Environmental change and risks (climate change, sea level rise, flooding, coastal erosion, bushfire, water quality)
- Lifestyle and character
- Sustainability
- Governance and planning framework

A note about population projections, population growth and planning

Many planning documents include lots of detailed information about population projections, population growth and the planning implications of those projections. Whilst this is an important issue it can often draw attention away from other important considerations. For instance, we also need to ensure that jobs and infrastructure are in place so that those living here can actually make a living. We also need to think about what else is important to us and the people who will live here in the future – things like our environment or those aspects of the character of our towns and landscapes that we value and would like to protect.

There can also be disagreement and confusion about the relationship between planning controls and population growth. Population projections used for planning purposes in WA are based on established demographic techniques and are developed using sophisticated computer models that analyse patterns of births and deaths (i.e. natural increase or decrease) and immigration (intra-state, inter-state and international). Projections also assume that the planning system will allow the development of the new housing needed to accommodate projected growth. Essentially it is usually assumed that planning will not act to constrain population growth.

Population projections though, are not ‘predictions’ and nor are they ‘targets’. Patterns of natural increase and immigration can and sometimes do change in unexpected ways. Population projections developed in the late 1990’s for instance, generally did not anticipate increases in both the birth rate and international immigration that have been present over much of the last ten years and so often under-estimated recent growth. Similarly, projections did not and cannot anticipate events such as the global financial crisis or natural disasters. There may be other factors between now and 2050 that mean population projections developed today either over- or under-estimate our population in 2050. Planning controls though, will be reviewed on numerous occasions over that period and there will be an opportunity to adjust planning controls if required.

This document takes a relatively simple approach to population projections. Drawing on a range of reputable sources it is assumed that unless the planning system acts to constrain growth, the population of the City will grow considerably and consistently between now and 2050. The population is projected to increase from around 33,000 people today, to somewhere between 70,000 and 100,000 people in 2050. Only under one of the scenarios presented in this document and only if population growth is towards the higher end of this range, are planning controls likely to significantly constrain population growth. Even that is only likely to occur sometime beyond 2030 (by which time the City’s planning direction will have been subject to at least one more, major review).

If you would like more information about population projections and other demographic issues, you can find it in a number of places, including –

- In the Demography and Planning document on the City’s website - <http://www.busselton.wa.gov.au/demography>
- In the Western Australia Tomorrow document on the Western Australian Planning Commission’s website - <http://www.planning.wa.gov.au/publications/733>.

HOW DOES THIS PROJECT RELATE TO THE CITY’S ‘COMMUNITY STRATEGIC PLAN’?

You may be aware that earlier in 2012 the City undertook consultation to assist us in developing our ‘Community Strategic Plan’. When we did that consultation we also used the ‘Shape our place, shape our future’ tagline we are using throughout this document. It would be quite easy to be confused about the relationship between this project and the Community Strategic Plan. Whilst the two projects are related they are also quite different.

Like most government and business organisations, the City needs to develop plans to guide our operations and activities – setting out what is important to us, what services we will provide, how we will deliver those services, how we will work with others, what particular goals we will reach and what projects we will undertake. The Community Strategic Plan which we have just completed, is the most important plan for the City, setting out the big picture for organisation for the next 10 years. But other more detailed plans will also be needed.

The overall ‘local planning strategy’ that will be developed early in 2013 is one of those more detailed plans. In developing that strategy we will draw on both the feedback we receive to this document as well as drawing on our Community Strategic Plan. In preparing this document we have also been conscious of the issues the community identified as important through the Community Strategic Plan process and which are reflected in the six key themes set out in our Community Strategic Plan -

1. Caring and Inclusive Community

Services and facilities that affect all sections of our

population such as youth, aged, family, health and safety services.

2. Well Planned, Vibrant and Active Places

Vibrant and active places within our City that cater for recreation, culture and the enjoyment of open space so that people and families can engage in a range of activities and social interaction.

3. Robust Local Economy

A local economy that allows business to flourish, provides quality employment prospects and security which is supported by tourism/events that are less subject to seasonal variation.

4. Connected City

Reliable and safe transport links within the district, intrastate and interstate. This includes public transport such bus, rail and dedicated cycle ways.

5. A Cared For and Enhanced Environment

A natural environment that is valued, enhanced and cared for. This includes the development of population centres that best fit with the local environment.

6. Open and Collaborative Leadership

A Council that listens to and considers the needs of the community and demonstrates sound leadership.

2.1 POPULATION AND HOUSING

The population of the City of Busselton in 2012 is around 33,000 people. In 1980 our population was around 9,000 people. In just over 30 years our population has more than tripled. By 2050 some projections indicate our population could grow to nearly 100,000 people – in other words, another tripling. More conservative projections indicate a population of around 70,000 by 2050 – not quite so rapid but still a doubling of our population.

To double or triple between now and 2050, our population will need to increase by between around 750 and 1,500 people each year (and as some people will also leave each year, the number of ‘new’ residents each year will be even more). To accommodate those people 250 to 750 new houses/dwellings will need to be built each year. If a high demand for holiday houses continues then the number of new houses/dwellings needed will be more like 300 to 1,000 every year. Between now and 2050 then, the total number of new houses/dwellings needed will be 12,000 to 40,000 - this is quite a big range.

Most of the population growth will be in and around Busselton itself with Busselton growing from a little over 20,000 people today to between 50,000 and 70,000 in 2050. Dunsborough will also grow rapidly but the particularly high proportion of part-time/holiday houses there means that predicting population growth is more difficult. The population of the north-western part of the City (i.e. Dunsborough, Eagle Bay, Yallingup and Commonage) though, is likely to grow from around 7,000 to around 20,000. Some population growth will also occur in the broader rural areas.

If our population growth is towards the more conservative end of the projected range it is expected that most of the growth will be able to be accommodated within existing, planned, residential growth areas, especially the Yalyalup (Provence Estate, Via Vasse

Estate), Vasse Newtown, Dunsborough Lakes, Port Geographe, Ambergate North and South Broadwater areas. If our population growth is towards the higher end of the projected range though, new growth areas will be needed and/or we will need to plan for higher densities in those planned growth areas and/or greater redevelopment/consolidation of our existing urban areas. We may also want to plan new growth areas to ensure that a diversity of residential land supply is maintained over time and/or to encourage additional growth.

The growth of the City will take place within a broader pattern of rapid growth in the South-West of WA. Greater Bunbury (the City of Bunbury, plus the Shires of Harvey, Dardanup and Capel, including Australind, Eaton and Dalyellup) may grow from around 80,000 people today to over 200,000 by 2050. The Shire of Augusta-Margaret River is also projected to grow rapidly from around 13,000 people today to well over 20,000 by 2050. Together Busselton, Augusta-Margaret River and Greater Bunbury could form an inter-connected region with around 300,000 people. Perth

meanwhile will have grown from around 1.7 million people today to around three million.

As well as growing our population will become older. The proportion of our population aged over 65 will have increased from around 13% to nearly 20% (from around 4,000 people to up to around 18,000), with those over 85 growing from around three to nearly five percent (from around 1,000 people to up to around 4,500). Whilst our population will age and will remain older than the WA average, the rest of the State will actually age more quickly.

As well as growing larger and getting older it is likely that by 2050 our population, which currently has very low levels of ethnic and cultural diversity will be more diverse in almost every way. That will create a demand and a need for more diversity in terms of housing size and style, and greater diversity in terms of the services delivered to our community. It may also create some challenges in terms of community cohesion and inclusion but will also bring opportunities, including in terms of business, cultural and tourism links to more diverse parts of the world.

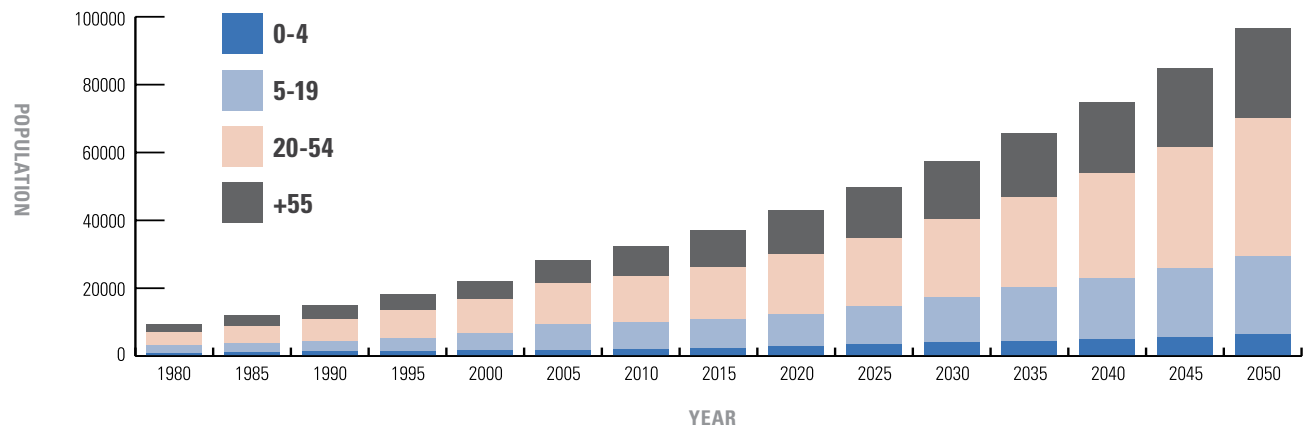


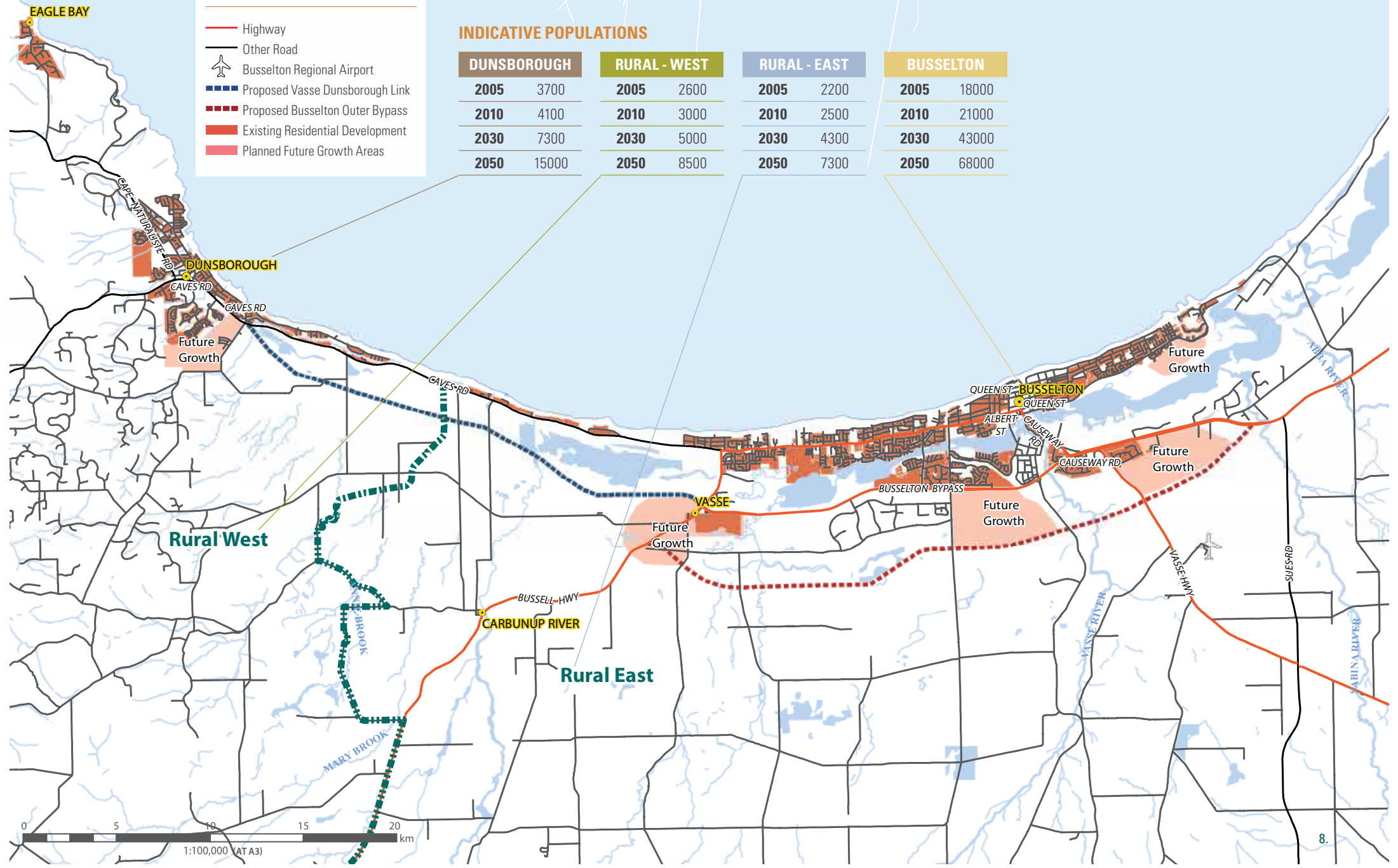
FIGURE 2 EXISTING URBAN AND PLANNED GROWTH AREAS

LEGEND

-  Highway
-  Other Road
-  Busselton Regional Airport
-  Proposed Vasse Dunsborough Link
-  Proposed Busselton Outer Bypass
-  Existing Residential Development
-  Planned Future Growth Areas

INDICATIVE POPULATIONS

DUNSBOROUGH		RURAL - WEST		RURAL - EAST		BUSSELTON	
2005	3700	2005	2600	2005	2200	2005	18000
2010	4100	2010	3000	2010	2500	2010	21000
2030	7300	2030	5000	2030	4300	2030	43000
2050	15000	2050	8500	2050	7300	2050	68000





2.2 EMPLOYMENT AND ECONOMY

Nearly two-thirds of the people in the City of Busselton are in the labour market – they are either employed or seeking employment. Despite the fact our population will get a little older, that proportion is expected to stay about the same (because the representation of women and older people in the workforce is expected to grow). Given the expected population growth that means approximately 25,000 to 40,000 people will be added to the local labour market between now and 2050.

A large proportion of the new jobs will involve us providing goods and services to each other – doing things like teaching, working in shops, or building houses. A proportion of the additional jobs though, will not be generated by population growth itself. This proportion is referred to as the ‘employment gap’.

Whilst the employment gap will vary and is quite difficult to project, analysis indicates that the employment gap will be around two thirds of the workforce which by 2050 would be 16,000 to 27,000 jobs.

The gap in local jobs might be filled in a number of ways including: through increasing the range and scale of goods and services produced and consumed locally; through the export of goods or services (which includes providing services mostly to tourists, part-time residents and potentially, students). Outside jobs could include commuting to jobs outside the City (including commuting to jobs in Bunbury, or elsewhere in the region, ‘fly-in-fly-out’ (FIFO) work, or tele-commuting, perhaps combined with occasional physical commuting to Perth or elsewhere).

Filling the employment gap will require a number of things, especially: sufficient transport and other key infrastructure to allow people working here to efficiently provide goods and

services to people living in other places, as well as allowing visitors to get here and workers living here to commute or tele-commute; ensuring that sufficient land is available for commercial, industrial and tourism development; providing a responsive and efficient regulatory environment to support and encourage investment and business development; and ensuring that the lifestyle and services offered here are sufficient to develop, retain and attract skilled workers. More direct business attraction and development strategies led or facilitated by the City, State Government, chambers of commerce and/or others may also play an important role. The main role of the planning system though, is to support the fundamentals of infrastructure and land supply.

We do not know with certainty what the industries will be that will fill the employment gap. Whilst they will make contributions though, our two main traditional industries – agriculture and intra-state tourism – will not fill the gap alone. Other industries will also need to expand and develop. Industries that might make significant contributions are: inter-state and international tourism; greater value-add/processing of agricultural products; cultural

and creative industries; professional services, especially those related to existing strengths in tourism, agriculture, environment and construction/property; and resource extraction. Some entirely new industries may also develop.

Whilst it is relatively simple to determine what land may be needed for housing development, it is more difficult to identify what land may be needed for commercial, industrial and tourism development, and therefore job creation. Significant amounts of land have already been identified for industrial and commercial development including a number of new commercial centres in growth areas at Yalyalup, Vasse Newtown, Dunsborough Lakes, Port Geographe and Ambergate North, and industrial areas at Airport North, Vasse Newtown, Dunsborough and Airport South. Much of the investment in commercial development though, will occur as redevelopment of already developed areas and as part of mixed-use development. Tourism-related development will also occur outside of the new urban areas, in rural and/or natural landscape settings and as redevelopment of existing urban areas.

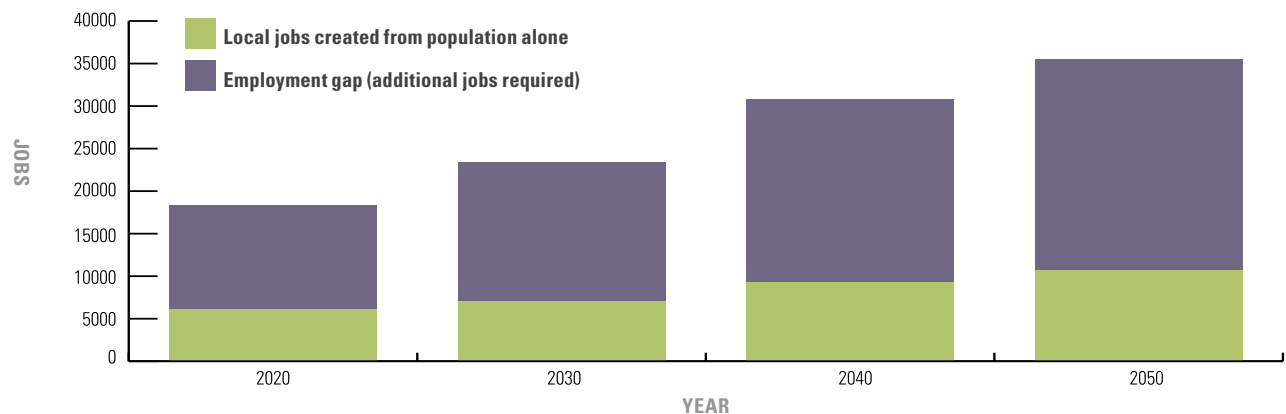















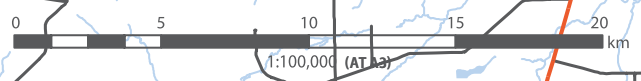
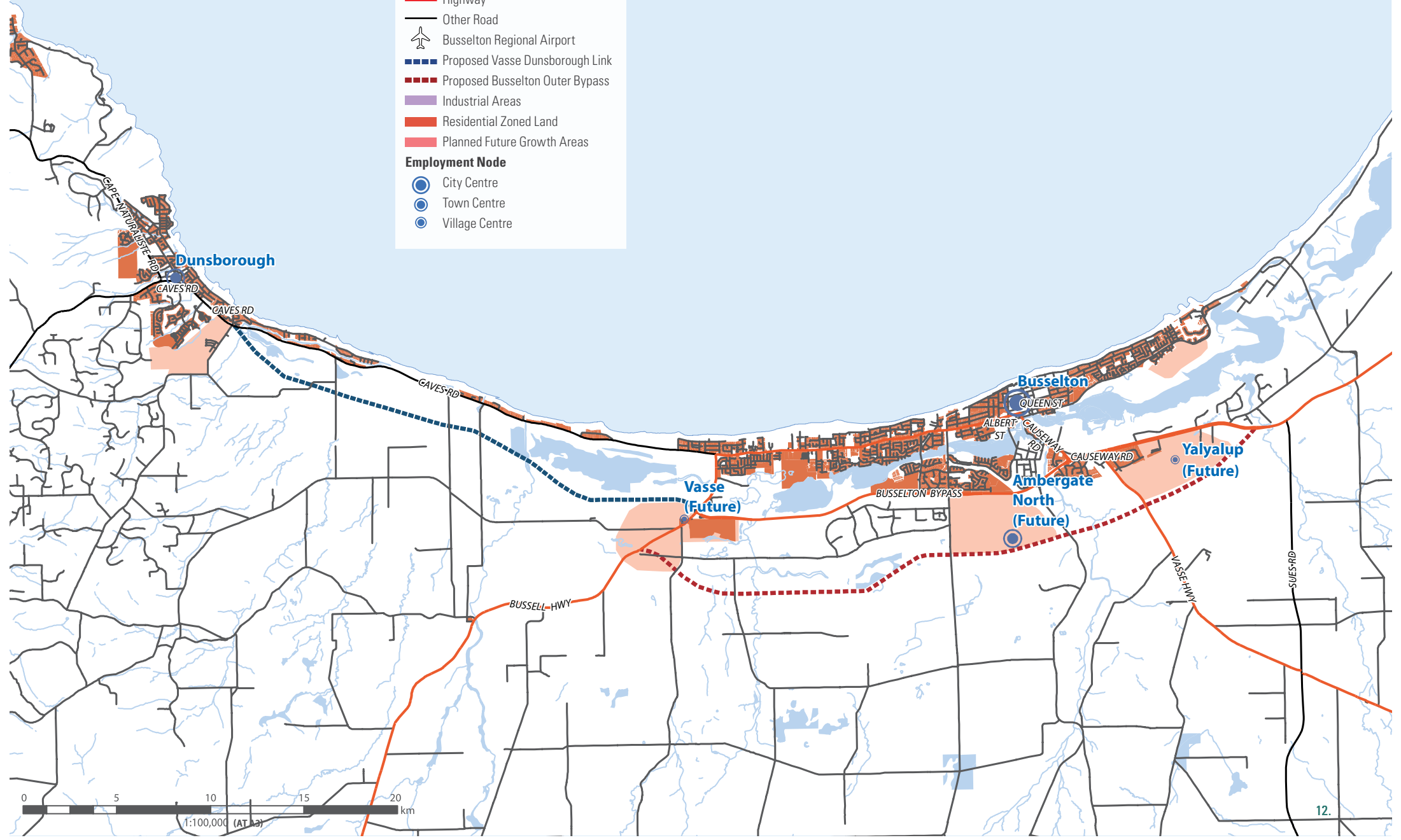
FIGURE 3
ECONOMY AND EMPLOYMENT

LEGEND

-  Highway
-  Other Road
-  Busseton Regional Airport
-  Proposed Vasse Dunsborough Link
-  Proposed Busseton Outer Bypass
-  Industrial Areas
-  Residential Zoned Land
-  Planned Future Growth Areas

Employment Node

-  City Centre
-  Town Centre
-  Village Centre



2.3 SHOPPING AND SERVICES

Everyone who lives in the City needs access to shopping facilities and a broad range of other services – including health, youth, aged-care, education, welfare, recreation and cultural services. Visitors to the region and people who live in the Augusta-Margaret River and Nannup Shires also often require access to services located here. With our population doubling or tripling between now and 2050 services will need to expand. The services we are able support will also grow – meaning many services that currently require a trip to Bunbury or Perth may be provided here. The way some services are delivered may also change substantially.

Planning for some services is relatively straight-forward. In relation to shopping facilities for instance, we can plan for new and expanded centres – and current planning is for new centres at Yalyalup, Vasse Newtown, Dunsborough Lakes, Port Geographe and Ambergate North as well as for further growth of the Busselton city centre and Dunsborough town centre. Over the last twenty years or so though, we have seen the emergence of a number of national chains selling bulky goods outside shopping or traditional town centres. Within Busselton that has mostly occurred along Bussell Highway west of the city centre or along Strelly Street in the Busselton light industrial area. In future we may need to identify other areas to accommodate that kind of development.

Planning for recreation facilities and government schools is also relatively straight-forward. New government primary schools are planned at Yalyalup, Vasse Newtown, Dunsborough Lakes and Ambergate North. A new government high school is also currently envisaged at Ambergate North but there is currently no planning

in place for a government high school in Dunsborough. New oval/recreation facilities and community centres are also planned in our growth areas.

Planning for some other kinds of services and facilities though, is less straight-forward. Planning for private schools for instance, is often difficult, especially as private schools can come in all sorts of ‘shapes and sizes’ and there is no overall, coordinating body. Some land has been identified for a private school at Vasse Newtown but no other sites are strategically identified. Unless sites are identified early in the development process though, it will often be difficult for private education providers to secure well-located sites. The same is often true for aged care, higher education, cultural and many other facilities. Some of the kinds of new or expanded services and facilities we may want to secure sites for between now and 2050 include –





















- Bulky goods retailing
- Aged-care and disability services and accommodation
- Higher education, both TAFE and university
- Private hospital
- Government and private schools
- Performing arts/entertainment centres, cinemas, theatres
- Museums and exhibition centres
- Venues for events of all kinds
- Ovals, recreation centres and other sporting facilities (for junior, recreational/amateur and elite levels) and ‘noisy sports’ (i.e. shooting, motor sport and other similar activities)
- Youth and child-care facilities

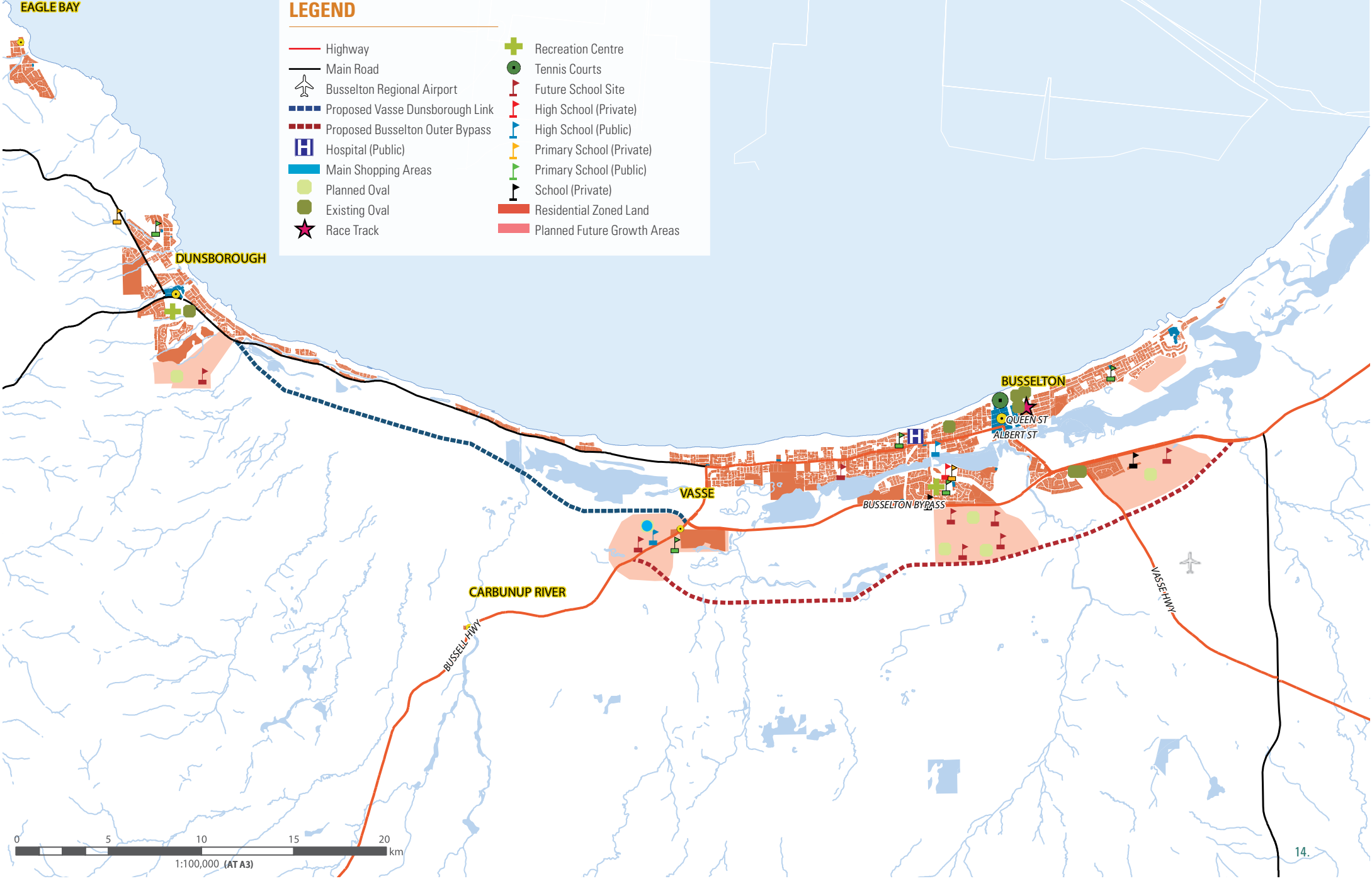
- Places for religious worship or cultural purposes
- Coastal and marine facilities – beach facilities, boat ramps, mooring and berthing facilities
- Waste disposal, transport and recycling facilities
- Recreational/environmental/heritage walking, cycling and horse-riding trails and facilities

Whilst it may be difficult to determine exactly when and where such services may be required or be able to be supported, we know that land will be needed for many of these services between now and 2050.

FIGURE 4
SHOPPING AND SERVICES

LEGEND

 Highway	 Recreation Centre
 Main Road	 Tennis Courts
 Busselton Regional Airport	 Future School Site
 Proposed Vasse Dunsborough Link	 High School (Private)
 Proposed Busselton Outer Bypass	 High School (Public)
 Hospital (Public)	 Primary School (Private)
 Main Shopping Areas	 Primary School (Public)
 Planned Oval	 School (Private)
 Existing Oval	 Residential Zoned Land
 Race Track	 Planned Future Growth Areas



0 5 10 15 20 km
1:100,000 (AT A3)



2.4 BASIC INFRASTRUCTURE (ROADS, WATER, POWER ETC.)

As our population and economy grow the amount of traffic carried on our roads, as well as our demand for water, wastewater treatment, waste disposal, energy and telecommunication services will also grow. A bigger population and economy will also support additional basic infrastructure. For instance the range and scale of air transport services that can be supported will increase. In addition, new technologies and infrastructure investment may change the way we do things and make new ways of doing things possible. For instance improvements in telecommunications, such as through the National Broadband Network (NBN) will change the way some medical services are delivered.

The basic infrastructure many of us are most aware of is transport infrastructure – roads, railways, airports and ‘end-of-trip facilities’ (parking, bike racks etc). Planning to expand and improve our transport infrastructure has and continues to advance on a numbers of fronts including –

- Continued, progressive upgrading of Bussell Highway between Busselton and Margaret River, together with eventual creation of a ‘freeway-standard’ road between Busselton and Bunbury (and onto Perth)
- Extension of the existing Busselton Bypass from Vasse through to Dunsborough (sometimes referred to as the Vasse-Dunsborough Link)
- Development of a Busselton Outer Bypass
- Completion of the Busselton-Dunsborough Dual-Use Path
- Identification of a passenger rail corridor linking Busselton to Bunbury and Perth
- Significant upgrade to Busselton Regional Airport making it the principal airport for the South West of WA

There are however, several areas that have been identified as potentially important but which may have received insufficient attention to date –

- Improvement in the capacity of the local road network within our urban areas especially north-south road links in Busselton (such as Ford Road), which are made challenging because of wetlands and other environmental constraints and the future principal road network in and around a significantly bigger Dunsborough
- North-south pedestrian/cycle links in Busselton
- High-frequency public transport for local transport needs such as light-rail or high performance bus routes
- Passenger rail corridor that might link Busselton to Dunsborough or Margaret River

To date most transport infrastructure in Western Australia has been built by government. In future though, private investment may play a greater role such as through toll roads. There may also be an increasing private sector role in relation to other basic infrastructure.

It is not anticipated that water supplies for domestic use will emerge as a significant issue subject to continued investment in infrastructure. Access to groundwater however, is more difficult in the western part of the City and there may be benefit at some point in integrating the Busselton and Dunsborough water supply systems. Water supplies for use on ovals and parks however, are already emerging as a concern, again especially in the western part of the City. Wastewater re-use may play an important role in meeting those demands and that may also have environmental benefits in reducing nutrient inflow into our waterways and reducing demands on our aquifers.

Progressive upgrades of both the Busselton and Dunsborough wastewater treatment plants will be required to meet growing demands. In the main that is expected to involve technological improvements, rather than simply replicating or growing existing facilities.

The difficulties in finding waste disposal sites are expected to grow in future as are the costs of transporting waste. The City is currently working to secure a new waste disposal site to meet demands for the next few decades but additional capacity will be needed again before 2050. It is also likely that recycling and waste minimisation will become ever more important in the future.

Investments in gas, wind, geothermal and solar energy are expected to continue as an alternative to the region’s reliance upon coal-fired power stations. While access to electricity supplies is not expected to be constrained, progressive upgrades of links to the State electricity network will need to continue to ensure certainty of supply.

The Dampier to Bunbury natural gas pipeline has been extended to Busselton but not to Dunsborough. In addition to this, localised gas resources may be used in future to supplement regional supply. These resources include: the Whicher Range gas reserves (conventional natural gas); and the unconventional gas reserves within the Dunsborough Basin. The environmental controversies surrounding unconventional gas resources will pose a significant constraint on their use.

Busselton is part of the initial rollout of the National Broadband Network. Through the NBN and other initiatives it is likely that the speed and scope of telecommunication services will expand progressively and considerably. That will create a range of new

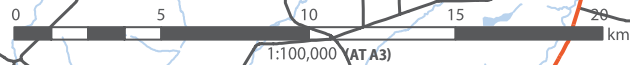
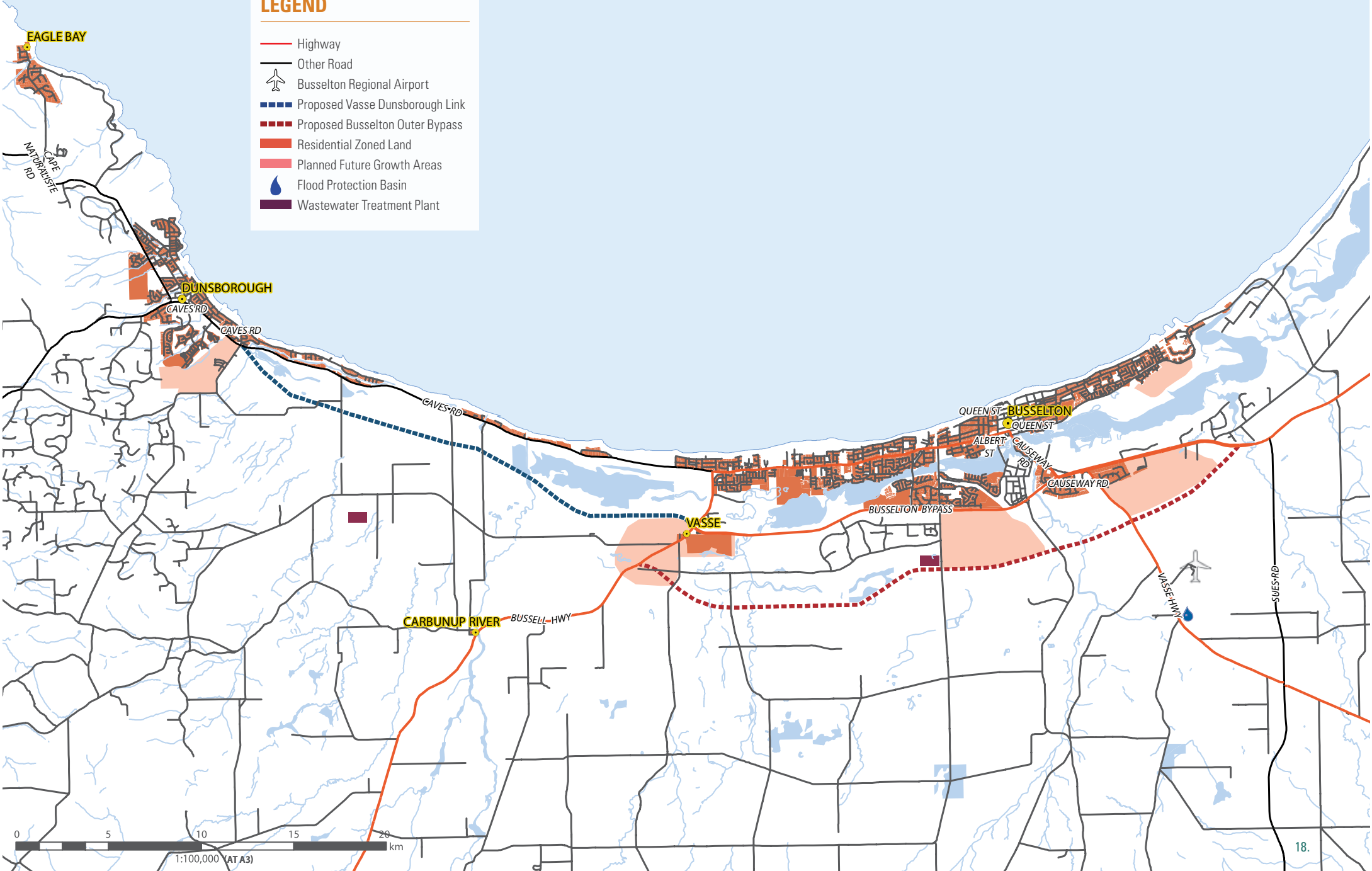
opportunities and may displace some demand for transport. It will be important that we ensure that the City is at the forefront of these changes – otherwise opportunities could be lost to better connected regions and cities. Improvements in communications technologies are expected to have profound effects on the way many services are delivered and that could have significant impacts on how, when and why our region develops.

Continual change and improvement in communications technologies is something we have learnt to accept. Technological change however, may fundamentally change the way some other basic infrastructure services are provided. For instance, major advances in solar power and/or self-driving/autonomous vehicles, both of which are subject of research activity and commercial interest, could radically alter the way we think about energy and transport respectively. There are also a lot of other similar examples – some of which will actually arise, some of which will not.

FIGURE 5 BASIC INFRASTRUCTURE

LEGEND

-  Highway
-  Other Road
-  Busselton Regional Airport
-  Proposed Vasse Dunsborough Link
-  Proposed Busselton Outer Bypass
-  Residential Zoned Land
-  Planned Future Growth Areas
-  Flood Protection Basin
-  Wastewater Treatment Plant



2.5 AGRICULTURE AND RURAL AREAS

Historically, agriculture has been the predominant land use within our district and we have some of the most productive agricultural land in WA. Our agriculture sector is diverse and includes a variety of cropping, viticulture and wine, fruit, flower and vegetable production, olives and olive oil, pasture production and livestock (beef and dairy cattle, sheep and deer), timber and artisan cheese production.

Our rural areas also provide opportunities for tourism through holiday accommodation (e.g. chalets, B&Bs and caravan parks/camping grounds), wineries and cellar door sales, microbreweries, restaurants, galleries and artisan produce outlets. The diversity within our rural areas including the non-agricultural activities, makes a significant contribution to our local and the State economy.

The variety of agricultural activities combined with diverse landscapes (ranging from escarpments and limestone ridges to the coastal plain and undulating hills), forms a unique rural landscape. Our agricultural and rural areas also have a rich history as evidenced by local halls, hamlets, churches and group settlement precincts. Combined with many natural resources such as remnant vegetation, wetlands, rivers and creeks, beaches and coastline, our rural areas have significant landscape values.

Our rural areas also have significant mineral and basic raw material resources. The supply of basic raw materials (principally sand and gravel) is a key contributor to the economic development of our City. Extensive mineral sands deposits occur within two broad east-west bands on the coastal plain and also at the base of the Whicher Scarp. There are also significant energy deposits in parts of the City – conventional gas in the Whicher Range,

unconventional gas in the Dunsborough basin as well as coal and thorium deposits in the western part of the City. Any extraction of these last three however, has and/or would be controversial and difficult.

There are a number of issues that have and will continue to impact on our agricultural and rural areas. These issues are –

- Changing agricultural economics and investment patterns, caused both by fluctuating prices and demand, and by changes to input costs including land, labour and water
- Competing land uses – rural land being taken up for expansion of our towns, demand for rural residential ‘lifestyle’ lots, tourist development and other non-agricultural activities
- Conflicting land uses – potential conflict between agricultural and resource extraction operations (noise, dust, spray drift, odour and traffic) and residential and/or tourism land uses as well as differing land management practices (e.g. organic vs non-organic)
- Fragmentation of land - subdivision of rural land that reduces its viability and sustainability to be used for agricultural purposes
- Maintaining the diversity of our natural and rural landscapes - preserving the rural mosaic of land uses and visual landscape amenity
- Sustainable use of land and water resources and maintenance of the natural environment including remnant vegetation and wetlands
- Increasing pressure on agricultural activities to reduce nutrient run-off – such run-off is the major contribution to water quality problems in our waterways
















- Separation of settlements and retention of rural areas as ‘green belts’
- Bushfire protection and management
- Protection of bushland and wetlands

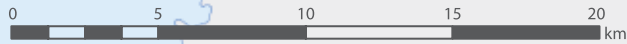
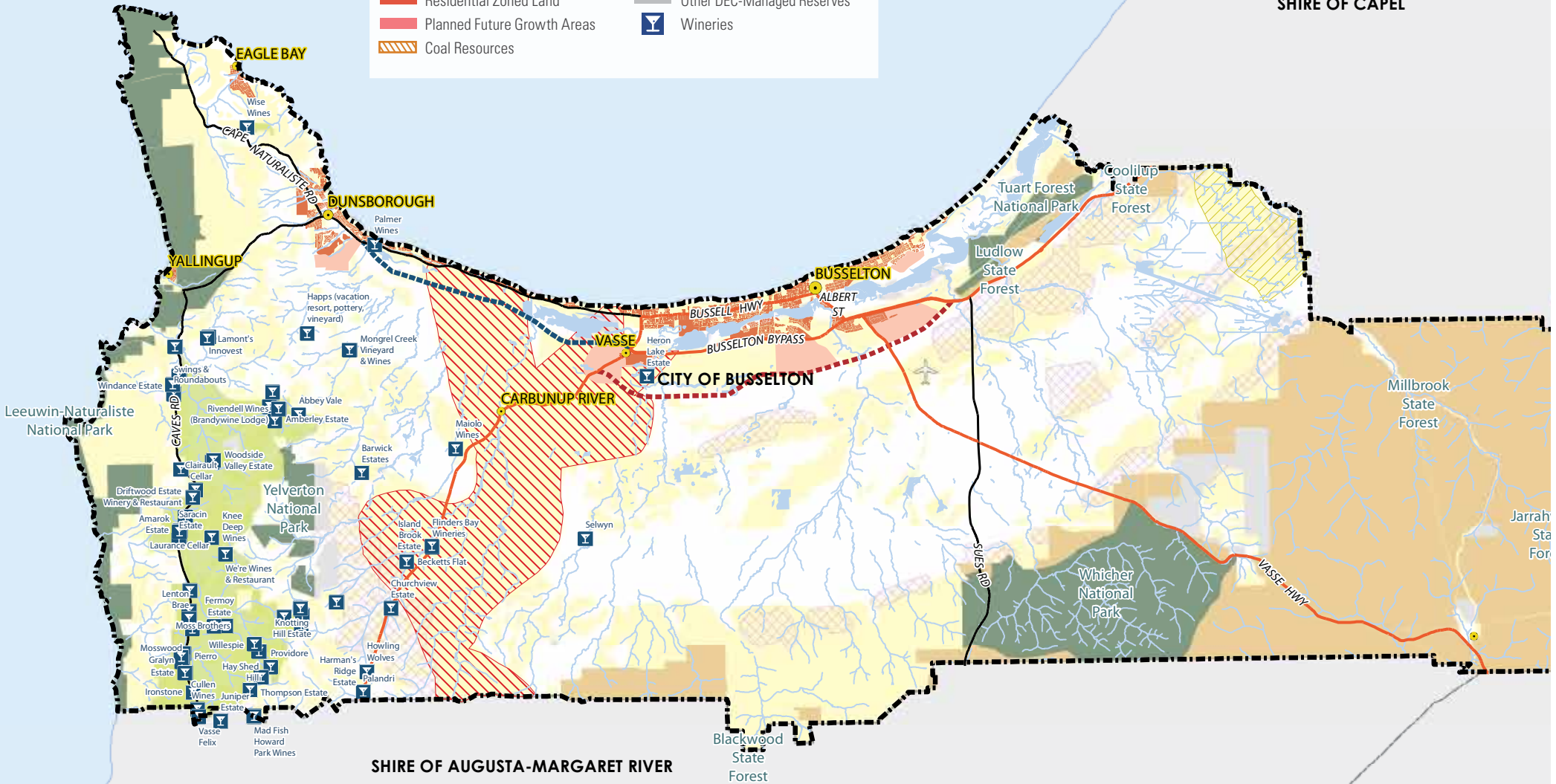
The values of the agricultural and rural areas and recognition of the need to manage these values, has occurred through designations in the City’s local town planning scheme (Landscape Value Area, Conservation Zone, Rural Landscape Zone and Bushland Protection Zone) and supporting local planning policies (such as extractive industry, rural tourist and food/wine sales provisions) as well as the WAPC Leeuwin Naturaliste Ridge State Planning Policy (which applies to the western portion of our rural area). However, we will need to carefully consider change and further land use pressures in planning for our future growth. As the growth picture in places like China and India though, shifts from an ‘investment-driven’ model to a more ‘consumption-driven’ model, there may be significant opportunities for new and expanded agricultural investment and markets.



FIGURE 6 AGRICULTURE AND RURAL AREAS

LEGEND

-  Highway
-  Main Road
-  Busselton Regional Airport
-  Proposed Vasse Dunsborough Link
-  Proposed Busselton Outer Bypass
-  Residential Zoned Land
-  Planned Future Growth Areas
-  Coal Resources
-  Deposit - Titanium Zircon
-  Basic Raw Materials (BRM)
-  Main Viticulture Area
-  National Park
-  State Forest
-  Other DEC-Managed Reserves
-  Wineries



1:200,000 (AT A3)

2.6 BIODIVERSITY AND ENVIRONMENT

We are fortunate to live in an area that has a rich and diverse array of environmental and natural assets. Western Australia is one of the most biologically diverse regions in the world and the south west of WA is one of only 34 internationally recognised terrestrial 'Biodiversity Hotspots'.

Our district is the location of the Ramsar-listed Vasse-Wonnerup Wetlands and other valuable wetlands. We have an unusually high occurrence of declared rare flora with the majority of these being endemic to our region (i.e. they occur nowhere else in the world). There are some 50 different vegetation complexes or types present within the City and for many of these complexes only 30% or less of their original distribution remains. This is because much of our City (approximately 52%) has been cleared since European settlement. Much of the vegetation that remains is also fragmented and degraded. Urban growth and rural activities are likely to continue to put pressure on the remaining natural areas within the City particularly as approximately 56% of the remaining remnant vegetation and wetland areas are located on private property.

Preservation and enhancement of native vegetation and wetlands is critical in ensuring the long-term survival of many threatened, vulnerable and endangered fauna species – including the Western Ringtail Possum (the core habitat for which largely overlaps with our urban areas), various species of black cockatoo and the Dunsborough Burrowing Crayfish. Native vegetation and wetlands however also perform other functions. That includes reducing nutrient run-off into our waterways, mitigating flood risk and contributing to the character and identity of our urban, rural and natural landscapes.

'Ecological linkages' are patches of contiguous or non-contiguous vegetation that due to their proximity to each other act as stepping stones and facilitate movement of fauna and maintenance of genetic diversity. The Department of Environment and Conservation and the Western Australian Local Government Association have undertaken a project that identifies ecological linkages in the south west of WA including our City. The South West Regional Ecological Linkages project highlights the importance of considering ecological linkages in land use planning policy. Such linkages could ultimately contribute to the retention of remnant native vegetation and fauna habitat, and reduce the loss of biodiversity and key ecological functions in our City and more broadly, the south west of WA.

Water quality is fundamental for the health of our wetlands, rivers and waterways, vegetation, groundwater and marine environments. Similarly many of our daily living and economic activities are dependent on good water quality including our agriculture and tourism industries. Groundwater aquifers underlie much of our City and we are reliant upon this resource for our urban and much of our agricultural water supplies. Our water resources that is our groundwater, wetlands, rivers, waterways and ocean are closely linked with each other and impacts on water quality largely arise from what we use our land for and how we manage those land uses.

Management and improvement of water quality has been and currently is an ongoing issue facing our City. Algal blooms in some of our rivers and Geographe Bay are attributable to an excess of nutrients. Further growth and development will bring challenges in managing stormwater runoff from our existing and

new urban areas. A number of studies have been undertaken that have identified nutrient levels and sources of pollution in our wetlands, waterways and Geographe Bay. Those studies have led to the establishment of management plans including the Vasse-Wonnerup Water Quality Improvement Plan, Vasse River Action Plan as well as the Lower Vasse River Cleanup Programme. Water quality is one of the biggest environmental challenges facing our City.



2.7 ENVIRONMENTAL CHANGE AND RISKS

Parts of the City are potentially subject of a number of environmental risks. Some of the principal risks are –

- Inland flooding (associated with extreme rainfall events)
- Coastal flooding/inundation (Cyclone Alby being the most extreme event in our memory)
- Coastal erosion (where the coast erodes and the shoreline moves)
- Biodiversity loss or degradation (due to over-use, clearing, weeds or pests)
- Bush fires
- Water and environmental quality issues in our rivers, wetlands, Geographe Bay and other waterways such as at Port Geographe (due in part to nutrient rich runoff from urban areas and especially agricultural activities)

Additional development in vulnerable areas and climate change especially climate change related sea level rise may exacerbate these risks. A significant amount of work has been done by both the City and the State Government to identify, adapt to and/or reduce these risks. That includes –

- Mapping areas that may be subject of flooding during a 1 in 100 year rainfall event and development of flood retention basins inland from Busselton
- Mapping areas potentially subject of coastal erosion and/or coastal flooding/inundation including mapping how climate change and especially sea level rise may increase those risks
- Consideration of coastal erosion risk when assessing development proposals within areas identified as being at potential risk of coastal erosion

- Development of sea walls and groynes along portions of the City's coast
- Development of planning policies to ensure that future subdivisions and development are designed to reduce bush fire risk and achieve a balance between management of bush fire risk and protection of biodiversity
- Ensuring that firebreaks and low fuel areas are developed and maintained on properties in bush fire prone areas and generally across the City
- Implementation of nutrient management requirements for new urban development and new agricultural activities
- Pro-active efforts to reduce nutrients and water quality problems in our waterways such as the Lower Vasse River
- Plans to find a long-term solution to weed build-up and odour issues at Port Geographe
- Development of emergency management and response plans.

Because of our long, low sandy and inevitably developed northern coastline the City will face major challenges in planning for and adapting to coastal erosion and flooding risks. This may well be one of the biggest issues our community needs to face over coming decades, creating significant risks of legal liability and/or costs associated with protecting out coast.

Whilst a lot of work has already been done, we will need to carefully consider environmental change and risks in planning our future growth. Responses to a risk in one location may exacerbate that risk in another location and/or may exacerbate other risks. For instance, development of a groyne or seawall in one location may cause coastal erosion somewhere else (potentially protecting private property whilst depriving the community as a whole of coastal reserves or beaches), or management of vegetation to reduce bush fire risk may cause biodiversity loss. Similarly, land-use and environmental controls to reduce nutrient export from new urban areas and/or agriculture may affect the viability of those land-uses.

2.8 LIFESTYLE AND CHARACTER

Why do we love living here in the City of Busselton and why do other people who don't live here want to share in what we have? When you ask local residents, be it ones who have lived here all their lives or people who have recently chosen to settle in our City from other parts of WA, interstate or overseas "Why Busselton?", the most common response is because of the lifestyle and character of the place.

There are many elements that contribute to the great lifestyle that we enjoy. The intimate and human scale of Busselton and Dunsborough city/town centres fosters a sense of community and provides the social and cultural focus of our communities. These are places where we eat, relax, gather, exchange ideas and enjoy special events, not just places where we shop. There is not the hustle and bustle of the 'big city'. It is a great place to bring up kids and spend time with our families. We have clean air and a safe community. There are many recreational opportunities such as organised sport, swimming at the beach, boating and fishing, walking/sightseeing in the Leeuwin-Naturaliste and Meelup Parks, walk and bike trails, and playgrounds and parks.

Our lifestyle and character fosters a flourishing artisan element exemplified by local furniture makers, jewellers, artists and other cottage and creative industries, as well as the various markets held in Vasse, Dunsborough and Busselton. Events and festivals are also a major part of our lifestyle, character and identify, as well our economic base. We have good community infrastructure and a range of health, aged-care, education, welfare, recreation and cultural services. Most of our shopping and commercial needs can be met locally.

Our unique character and identity is based on our location on Geographe Bay and Cape Naturaliste, the high concentration of significant natural and cultural assets, and accessibility for people wishing to experience the special lifestyle and recreational opportunities. Our natural environment is spectacular and scenically varied from the calm sandy sweep of Geographe Bay, to the rugged, rocky western coast, the picturesque mosaic of agricultural land uses, bushland, the unique visual experience of driving or cycling down Caves Road as well as our rich European and Aboriginal heritage. There is a clear distinction between our urban and rural areas, and the 'green belts' that separate our settlements provide a backdrop to our towns, helping those us who live in towns remain connected to the natural and rural landscapes on which we depend. There are many opportunities for tourism activities and recreational experiences that reflect to our character and identity and are integrated with our local community.

There is a risk that the very qualities that attract people to our City could be compromised or diminished through growth and development, especially if the growth process is not managed carefully. We want to ensure that growth is managed to avoid adverse impacts on our lifestyle or our built and natural environments, whilst not losing sight of the benefits that growth can provide.

SHAPE OUR PLACE... SHAPE OUR FUTURE



2.9 SUSTAINABILITY

The concept of 'sustainability' is increasingly important in planning and many other aspects of life. Sustainability or 'sustainable development' is commonly defined as: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The concept of sustainability has emerged out of growing environmental concerns and awareness especially global environmental concerns like climate change. The concept of sustainability however, is usually seen as relating to a 'triple bottom line' with economic and social factors as well as environmental factors being considered. Sometimes consideration of these three factors leads to the same conclusions. Increased energy efficiency for instance, helps to reduce emissions of carbon dioxide but also makes our businesses and households less vulnerable to increasing power and fuel costs. Sometimes though these factors can be in conflict. For instance, protection of small areas of bushland in an urban area may be seen as environmentally beneficial at a local scale but it may mean that more housing or services, like aged-care facilities or schools need to be built in more isolated or costly locations.

Planning regulations are one of the ways by which we try to move towards greater sustainability. Some of the key ways that the planning system can support sustainability are seen as being by: encouraging the development of compact towns and cities, with a greater focus on redeveloping and consolidating existing urban areas rather than development of new urban areas, especially avoiding development of smaller settlements in more isolated locations; supporting integrated transport especially public transport, walking and cycling; and ensuring that jobs, shops, schools and services are highly accessible by public transport, walking and cycling. Many would add to this brief list, and there is also considerable scope for discussion about exactly how sustainability principles should be applied in any given situation.

In particular, some people would also focus on making homes and other buildings more energy efficient encouraging renewable energy, reducing water use and encouraging water and waste recycling.

Sustainability is an element of all of the other themes and more growth may actually mean greater sustainability in some instances. For instance, a larger population may mean that a greater variety of opportunities and services can be provided locally, reducing our need to travel to other places. A higher density of population will also assist in supporting public transport services. Development of a small, isolated settlement with very few services and facilities and almost total reliance on cars for transport though, will reduce sustainability – even if the actual buildings and houses are highly water and energy efficient.

Over the last few years the City has taken a number of steps to improve the sustainability of our own operations – especially through reducing our energy and water consumption. The City joined the 'Cities for Climate Protection' programme in 2008 with the intent of developing a coordinated approach to reducing our organisational carbon footprint and its impact on climate change. The Council endorsed emission reduction goals of: a 50% per capita reduction by 2015 and a 70% per capita reduction by 2020 in organisational emissions on 2006/07 levels. In 2010 the Council endorsed a Corporate Energy Action Plan to reduce greenhouse gas emissions and energy usage of the City's assets and services.

The City is also a participant in the 'Water Campaign' programme which is a voluntary water management programme that aims to assist local governments reduce water consumption and improve local water quality. A Water Action Plan was adopted by the City in 2010 which outlines actions and policies to achieve water conservation and water quality goals.

Other organisations such as water services providers, have also put in place programmes to assist us in becoming more sustainable in our water and energy use. The State government has also been progressively increasing energy efficiency requirements for new buildings. Despite these various initiatives however, medium-size coastal settlements like Busselton and Dunsborough are amongst the most energy and carbon intensive settlements in Australia – which is itself one of the most energy and carbon intensive countries in the world.



2.10 GOVERNANCE AND PLANNING FRAMEWORK

As has been mentioned in a number of the preceding sections some decisions about our future growth have effectively already been made. That includes approved plans for development of new growth areas that, whilst they can conceivably be changed would be difficult to change significantly especially if the landowners/developers do not support change. Key documents are the approved development guide plans for the Yalyalup, Vasse Newtown, Ambergate North, Dunsborough Lakes, Port Geographe and South Broadwater residential growth areas as well as for the planned expansion of Smiths Beach. There is also an approved development guide plan for the Airport North Industrial Area.

The City has also developed a number of other documents that will influence our future growth. That includes the City’s own Community Strategic Plan (which sets out the direction for the City as an organisation over the next ten years) and the Busselton Foreshore Master Plan. Over the last few years we have also developed five planning strategies looking at particular aspects of the City’s future planning and growth, they are the: Local Rural Planning Strategy, Local Commercial Planning Strategy, Local Tourism Planning Strategy, Local Environmental Planning Strategy and Local Cultural Planning Strategy.

There are also a wide range of State-level plans and policies that we need to consider. Possibly the most important of those is the Western Australian Planning Commission’s (WAPC) South-West Framework. The Framework sets out the broad State Government planning direction for the South-West of WA and identifies Busselton as a ‘high growth potential, sub-regional centre’ and Dunsborough as a ‘medium growth potential, major town’. Other important State-level plans and policies are –

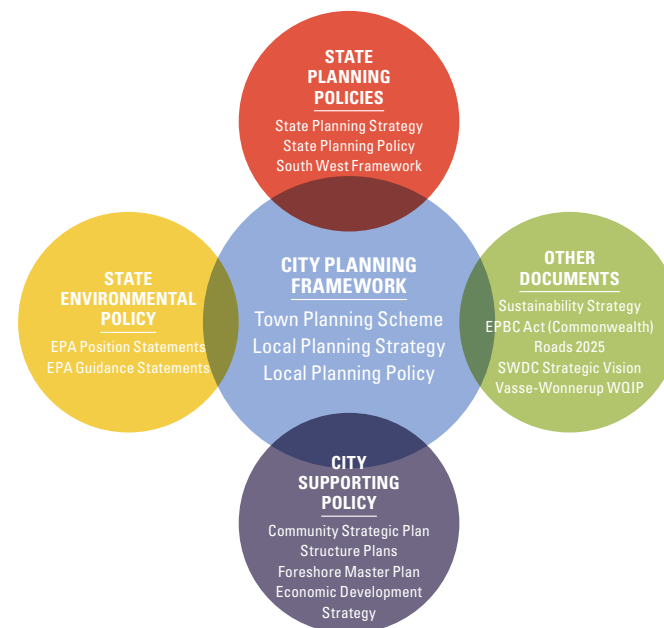
- State Planning Policies (SPPs), especially those relating to environment and natural resources (SPP2), agricultural and

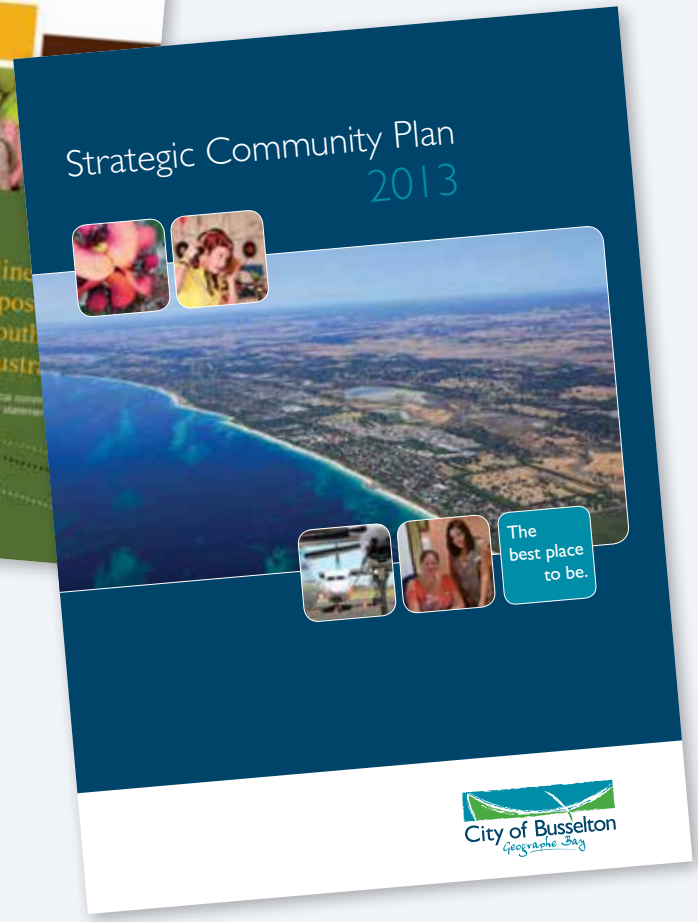
rural land use planning (SPP2.5), coastal planning (SPP2.6), urban growth and settlement (SPP3), residential design (SPP3.1 - which is usually referred to as the ‘R-Codes’), and development in the Leeuwin-Naturaliste region (SPP6.1), as well as the WAPC Liveable Neighbourhoods: Community Design Code

- State-level infrastructure plans and policies – for things like roads/transport, power, water, sewer/wastewater, schools, health facilities and a range of other things
- Environmental Protection Authority (EPA), Department of Environment and Conservation (DEC) and Department of Water (DoW) guidance relating to land clearing, habitat/vegetation protection, wetlands and water quality

One of the questions that the State Government, the City and our community will need to consider over coming years and decades is whether state-level, statutory/legal planning controls are necessary or desirable for the City of Busselton. Such controls in the form of regional planning schemes currently exist for the Metropolitan, Peel and Greater Bunbury regions. The Busselton/ Augusta-Margaret River area would probably be the next most appropriate region to have such a scheme given the rate of growth and complexity of planning and development issues. Such schemes can provide for more integrated planning across local government boundaries and provide a mechanism for the State to protect and fund acquisition of regional open space and land/ infrastructure corridors. Inclusion in such a scheme would though increase the regulatory burden for some kinds of development and reduce local autonomy over decision-making. Even if the district is not included in a regional planning scheme there may be an increasing trend to consider the planning of our City in the broader context of planning for the Metropolitan, Peel and/or Greater Bunbury regions.

Increasingly, the Commonwealth Government is also exerting an influence over planning and growth at the local level. It is doing that in two key ways: firstly through infrastructure funding as well as funding of health, aged-care, child-care, education and a range of other services; secondly through Commonwealth environmental powers established by the Environmental Protection and Biodiversity Act 1999. Any development that may affect matters of national environmental importance needs to be approved by the Commonwealth – that includes development that may affect the Vasse-Wonnerup Wetlands (which is internationally recognised migratory bird habitat) and the habitat of the Western Ringtail Possum, as well as various species of cockatoo.





The City has an important role in guiding development outcomes, making planning decisions and representing the community. The community should be aware though, that the City needs to consider community expectations and aspirations in the context of the broader State and Commonwealth planning and environmental framework.

3.0 SCENARIO 1: BUSINESS AS USUAL

This scenario assumes that our current planning direction is essentially maintained through to 2050 with incremental and relatively minor changes occurring only. This could also be called the 'consensus-driven' scenario and represents what might occur if no firm decisions are made about the direction, character and amount of growth that is considered desirable and the existing planning direction is largely maintained.

This scenario assumes that four important planning/development outcomes that are currently being progressed all eventuate -

1. The planned footprint of the Busselton city centre expands to the south-west to include some additional land along Bussell Highway and West Street.
2. Development of the Busselton foreshore along the lines set out in the Busselton Foreshore Master Plan.
3. The Busselton Regional Airport is upgraded and attracts regular inter-state and ultimately international services.
4. Additional land is identified for industrial and commercial development to the south and east of the airport (Airport South).

Scenario 1 is illustrated at the end of this chapter in indicative form and described in terms of the ten key themes identified in the background section of this document.



Population and housing

Most population growth and new housing will be accommodated within existing, planned residential growth areas at Yalyalup, Vasse Newtown, Dunsborough Lakes, Port Geographe, Ambergate North and South Broadwater. Beyond 2030 there will be a need for development to occur in Bovell and/or Ambergate South. There may also be a need to identify relatively minor expansions of existing growth areas, especially in Dunsborough and especially after 2030 to ensure that planning regulations do not prevent development of new housing. The choice of new lots and housing product will be reduced though and there will be increased upward pressure on housing prices.

The average lot size in the growth areas would remain around 500 square metres (i.e. 'R20' residential densities) with a small number of larger lots and a small number of smaller lots and unit sites but very little at densities higher than 'R40'. Some redevelopment and consolidation will occur in existing urban areas especially in and around the Busselton city centre and Dunsborough town centre but very little at densities higher than 'R40' and mostly as 'units' or 'villas' rather than apartments. Using the powers set out in clause 58 in our current town planning scheme relatively unplanned development at 'R30' or 'R40' densities in generally lower density areas will increase. Units at 'R30' or 'R40' densities in existing urban areas will become a large part of our new housing supply as we move beyond 2030.

Larger rural-residential or 'lifestyle' lots will continue to be developed in already zoned areas in Commonage and Vasse through until around 2030, following which those areas will likely be fully developed and there will be no further creation of larger

lots. Finding sites for aged persons' accommodation will also become increasingly difficult and pressures to allow residential occupation of tourism developments will grow.

Employment and economy

Industrial areas at Airport North, Vasse Newtown, Dunsborough and Airport South will ensure sufficient land is available for industrial, transport and service commercial employment allowing the range of employment and services available in the City to grow substantially. Expansion of the Busselton city centre footprint will also allow growth of office and retail jobs in Busselton. Land supply issues though may limit office and retail employment in Dunsborough.

Upgrading of the airport and other transport and infrastructure improvements will also assist in development of inter-state and international tourism and development of new industries. Increases in the density and vibrancy of the Busselton city centre and Dunsborough town centre though, that would assist in creating an environment that would further encourage creative and professional workers to locate in the City may not occur, reducing our capacity to develop or grow industries that require those skills.

If pressures to allow residential occupation of tourism developments result in tourism land being converted to residential use, many of the sites most attractive for tourism use will cease to be available for tourism. Land availability issues may also reduce our ability to attract aged-care, education and other service related jobs and industries.

Shopping and services

Most new shops will be developed as expansions of the Busselton city centre, Dunsborough town centre and currently planned new centres at Yalyalup, Vasse Newtown and Ambergate North. Beyond 2030 there may be a need for further but relatively small new centres in Bovell, Ambergate South and Dunsborough. Expansion of the Busselton city centre footprint will delay the time when major redevelopment is needed in the existing Busselton city centre, perhaps until beyond 2030.

New government primary schools will be developed at Yalyalup, Vasse Newtown, Ambergate North and Dunsborough Lakes, with the possibility of further schools being developed in Bovell, Ambergate South and Dunsborough beyond 2030. A third government high school for the Busselton urban area will be developed at Ambergate North sometime beyond 2030 but there may still be no government high school in the Dunsborough urban area. Significantly expanded and improved higher education facilities will be developed, possibly including university facilities beyond 2030.

Lack of suitably located and serviced sites may hinder development of bulky goods retailing and some community, recreation and educational facilities, notably aged care and private education. Alternatively, there may be pressure to allow these kinds of services to be developed in poorly serviced or inappropriately located sites due to the lack of suitable alternatives.

The scale and scope of facilities accessible locally will grow considerably and consistently but may not always be conveniently located.

Basic infrastructure (roads, water, power etc.)

Transport infrastructure will continue to be upgraded as needs require and funds allow, with the Vasse-Dunsborough Link being developed around 2030 and the Busselton Outer Bypass around 2040. A passenger rail corridor linking Busselton to Bunbury and Perth will have been identified by 2030 and may be developed before 2050. Locals and visitors will enjoy direct air services from Busselton Regional Airport to the Eastern States and South-East Asia with the range of destinations steadily growing over time. Lack of planning and funds however will hamper improvements in the local road, pedestrian/cycle and public transport networks, especially north-south links.

Water and wastewater infrastructure will continue to be expanded to cope with growing demands, but lack of planning and funds however, may mean wastewater re-use schemes may not be developed. Energy and telecommunications infrastructure will also be progressively upgraded.

Agriculture and rural areas

Existing, planned, residential and industrial growth areas will take up land that was previously used for agriculture. Rural land at Ambergate South and Bovell may be taken up for urban development sometime after 2030.

No more rural land around Commonage and Vasse would be developed for large rural lifestyle lots other than that already identified for that purpose by the current planning framework.

The rural remainder of our City would be largely unaffected under

this scenario. The diversity of our rural and natural landscape will be maintained.

The value of our agricultural and rural areas in terms of agricultural production, extractive industry, food and wine sales and tourism generally would continue to make a significant contribution to our economy.

Biodiversity and environment

Significant areas of remnant vegetation will be protected mostly by State and Commonwealth laws. More creative and integrated ways of supporting biodiversity, such as the development of ecological linkages may however, not emerge.

New urban areas will be developed in a way that minimises potential affects on water quality. Active steps to reduce the water quality impacts of existing urban areas and agricultural activities may though not receive significant attention. The affect will be slow but steady and continued declines in water quality.

Environmental change and risks

Progressive intensification of development in near-coastal areas will progressively add to risks associated with coastal flooding and erosion. Relatively ad hoc responses in the form of sea walls and groynes to treat erosion risks in particular areas will also add to the overall risks over time.

Continued development of rural-residential areas, especially in the Commonage will increase bush fire risk over time as more people will be living in these kinds of higher-risk areas.

Lifestyle and character

Continued growth and other changes will inevitably change the character of our district but that will occur in a fairly progressive way. Some of the 'small town' feel of Busselton especially though, will be lost. Busselton and Dunsborough will remain separated by 'green belts' and maintain unique and separate characters.

The character of some areas and some streets will change more significantly as units are developed or new growth areas extend into what is currently farming land. An increasing proportion of our population will live a little further away from the coast, probably having a less intimate relationship with the coast and the beach and orientating their lives around new shopping streets, schools and community facilities in our growth areas.

Growth in the range of services and facilities available locally will reduce the need to travel to Bunbury or Perth and promote a greater sense of local identity.

Sustainability

Urban development will be predominantly low density and spread over a broad area around Busselton and Dunsborough, with limited and relatively unplanned pockets of higher density.

Additional urban development will not however, be supported in rural and coastal areas. There will be some increase in the housing choices available, but the majority of housing will remain single, detached dwellings.

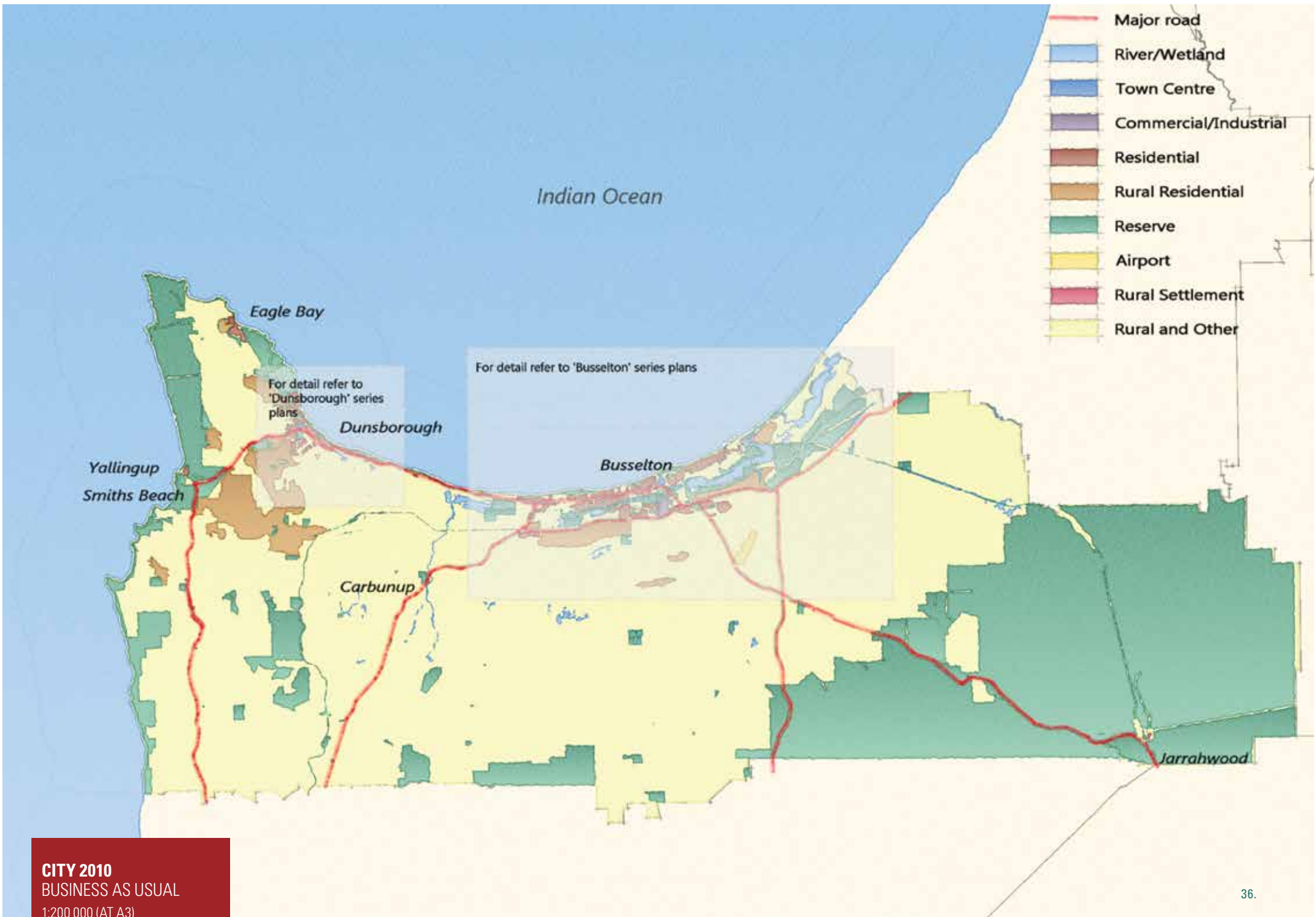
Transport will continue to be car-based with only limited opportunity for viable public transport.

Governance and planning framework

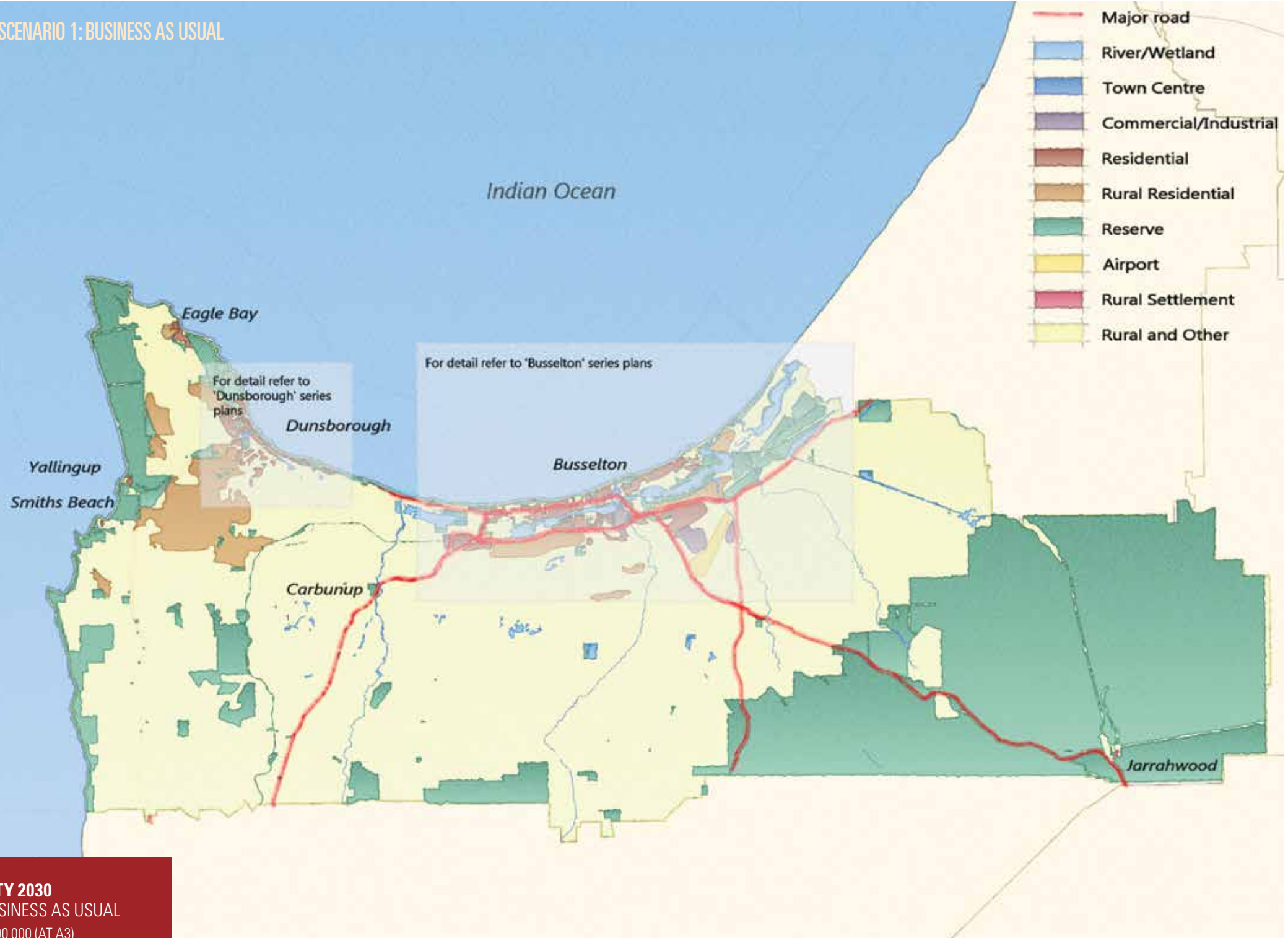
Most of our existing planning framework would be retained until around 2030, after which some relatively minor changes would be needed. Relatively small ad hoc changes however would be made from time-to-time. Because of continued growth pressures and the lack of new planning, conflicts and inconsistencies between Commonwealth, State and local plans and initiatives (including infrastructure development and environmental protection) would grow and increase costs and uncertainties for the community and developers. The need to resolve some of those inconsistencies may result in a regional planning scheme sometime beyond 2020.

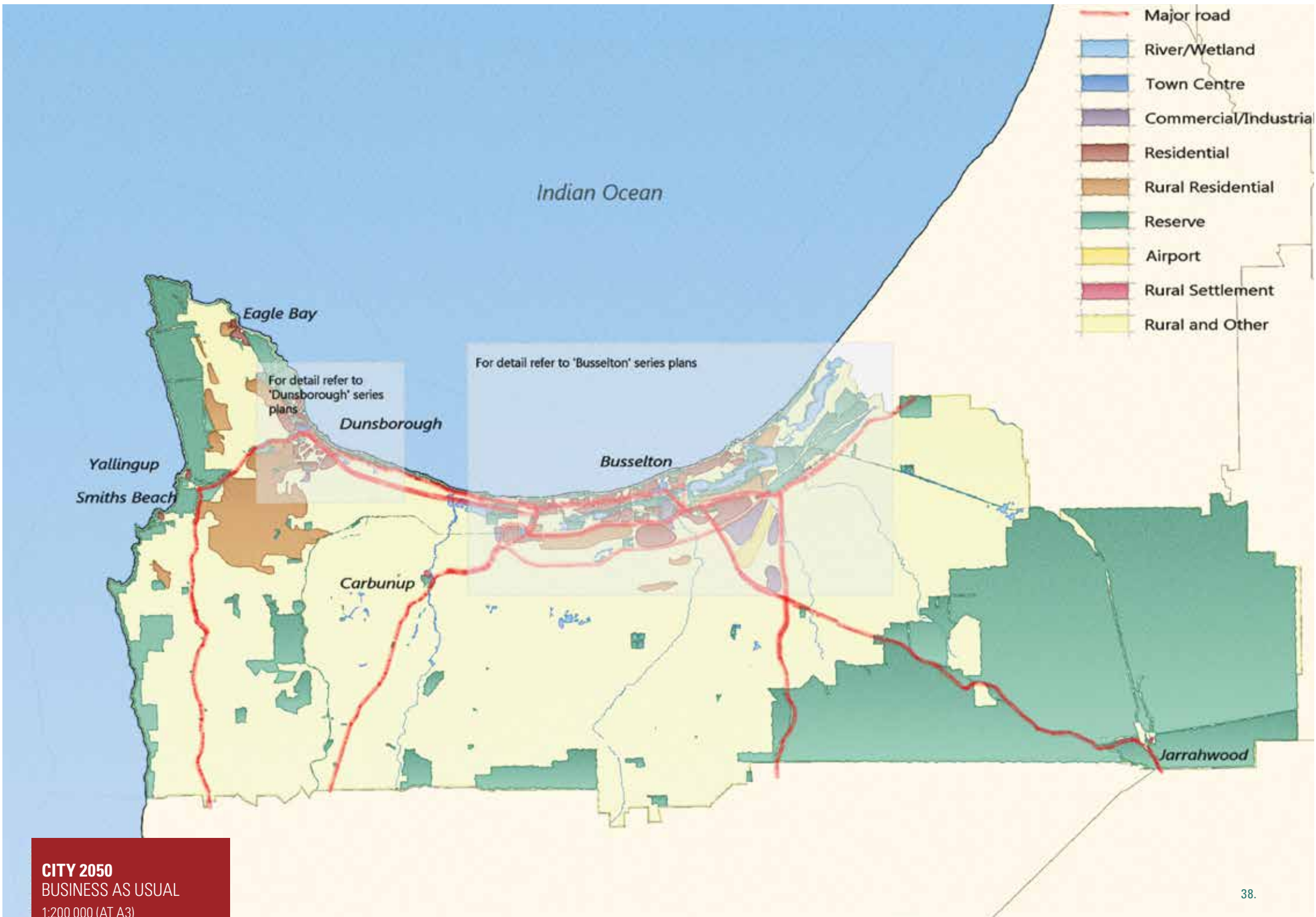






SCENARIO 1: BUSINESS AS USUAL

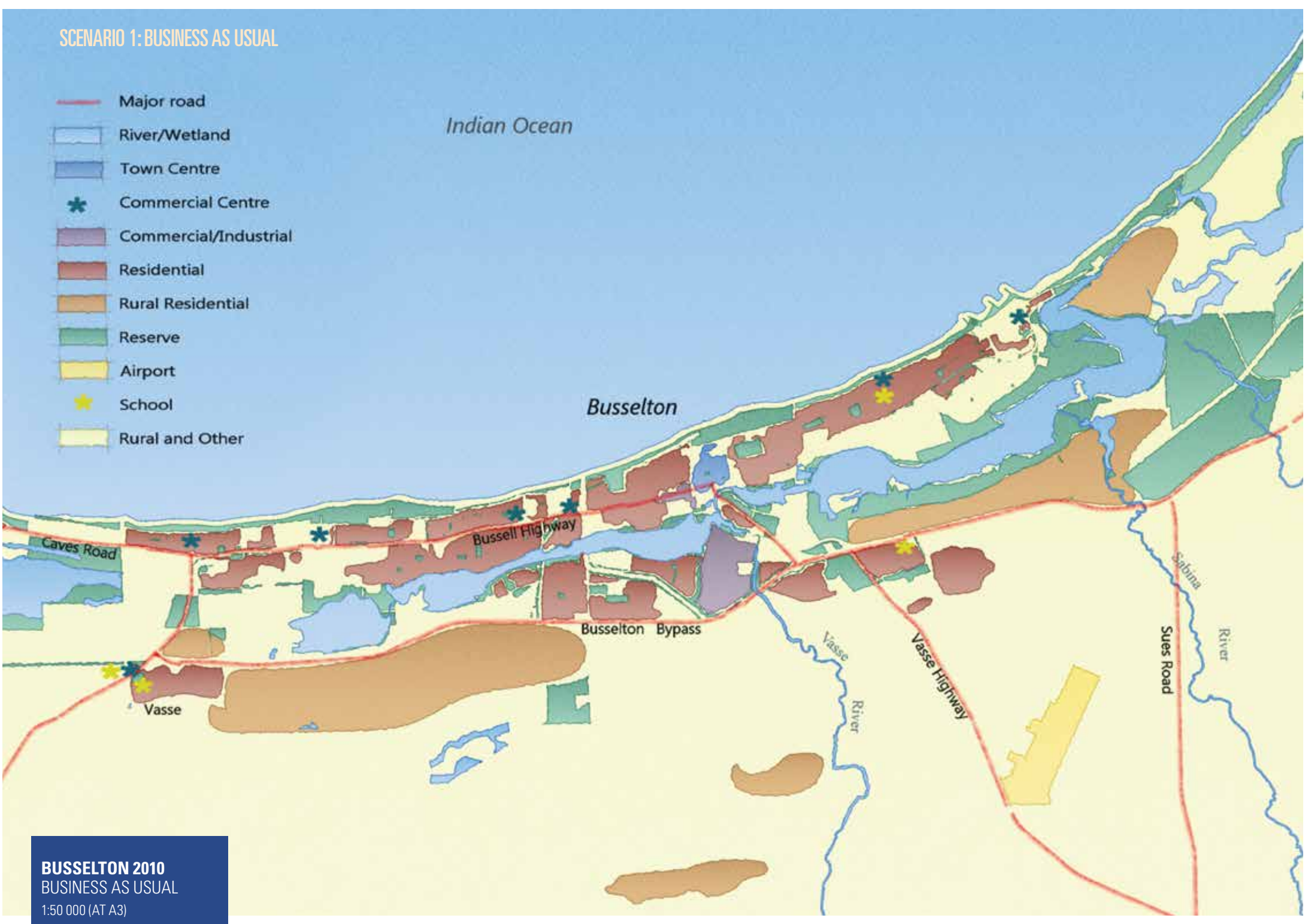




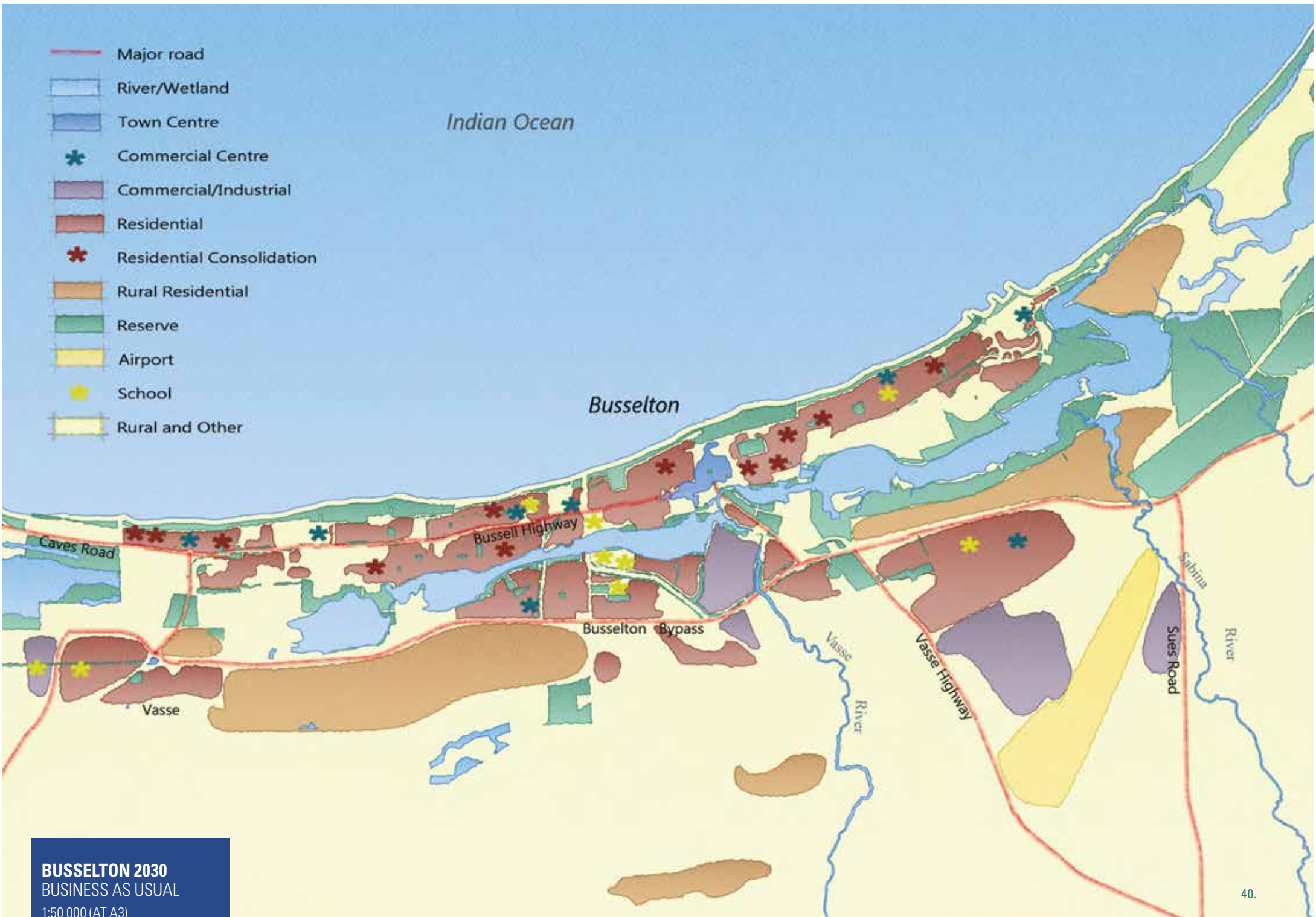
- Major road
- River/Wetland
- Town Centre
- Commercial/Industrial
- Residential
- Rural Residential
- Reserve
- Airport
- Rural Settlement
- Rural and Other

SCENARIO 1: BUSINESS AS USUAL

- Major road
- River/Wetland
- Town Centre
- Commercial Centre
- Commercial/Industrial
- Residential
- Rural Residential
- Reserve
- Airport
- School
- Rural and Other

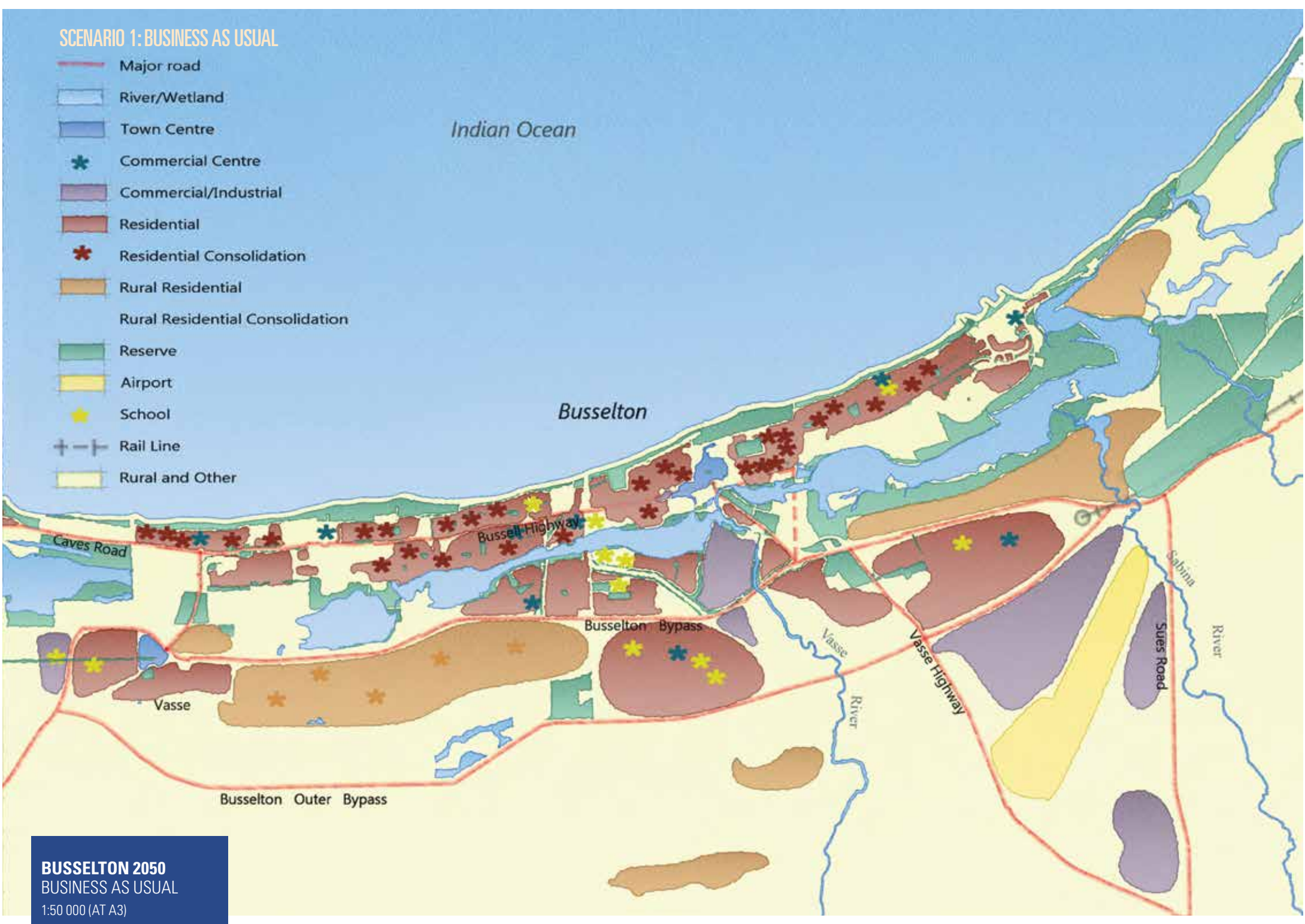


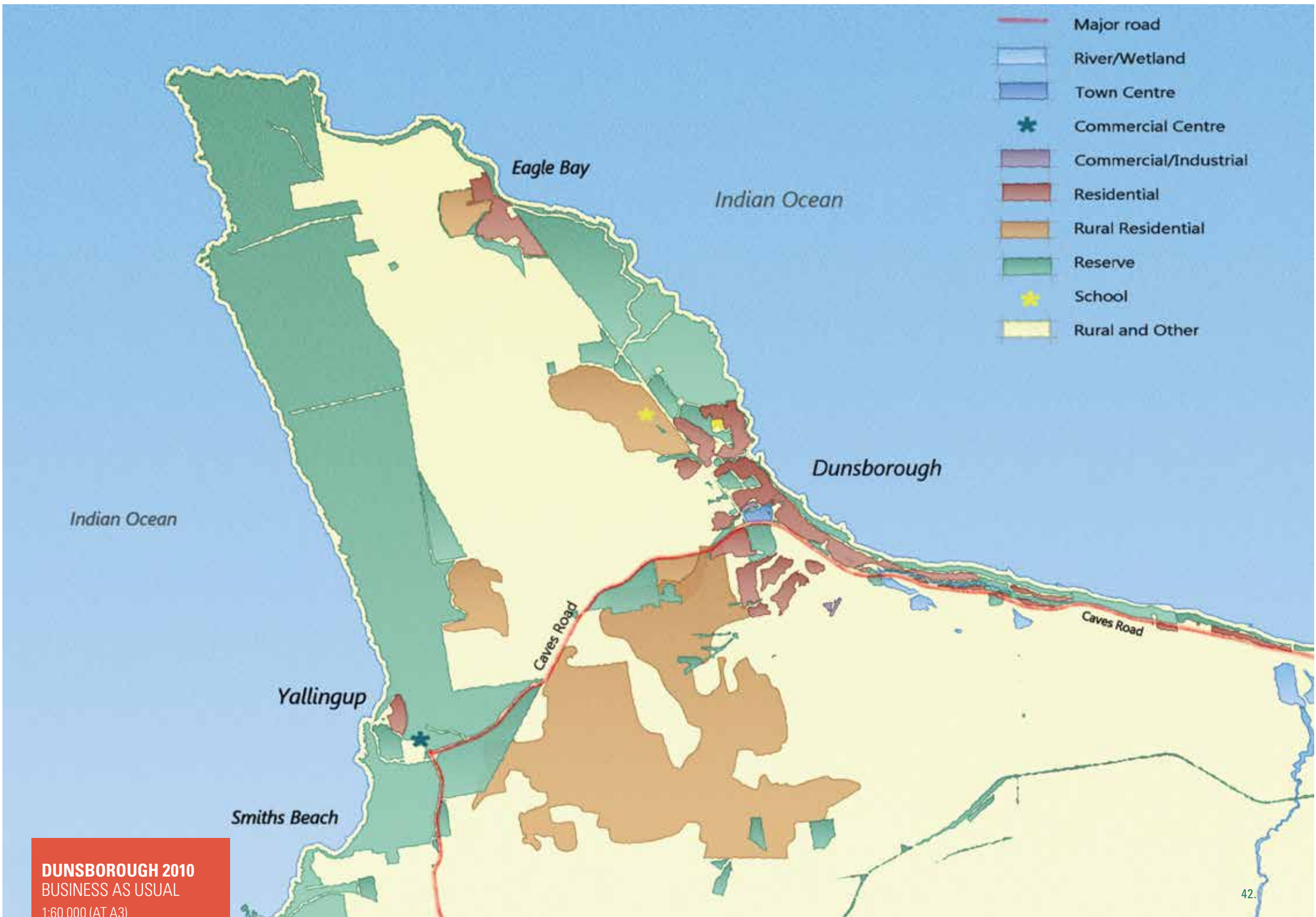
-  Major road
-  River/Wetland
-  Town Centre
-  Commercial Centre
-  Commercial/Industrial
-  Residential
-  Residential Consolidation
-  Rural Residential
-  Reserve
-  Airport
-  School
-  Rural and Other



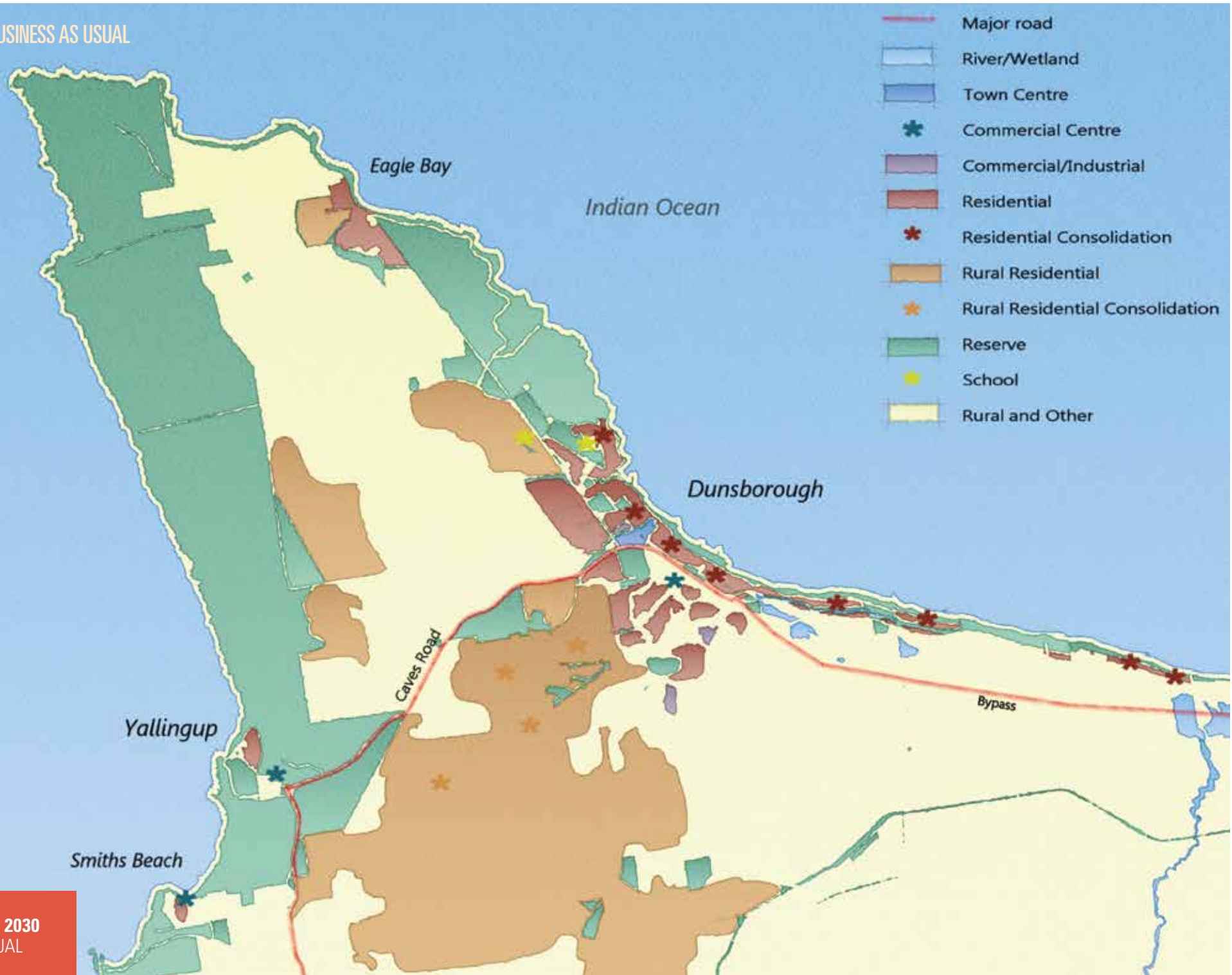
SCENARIO 1: BUSINESS AS USUAL

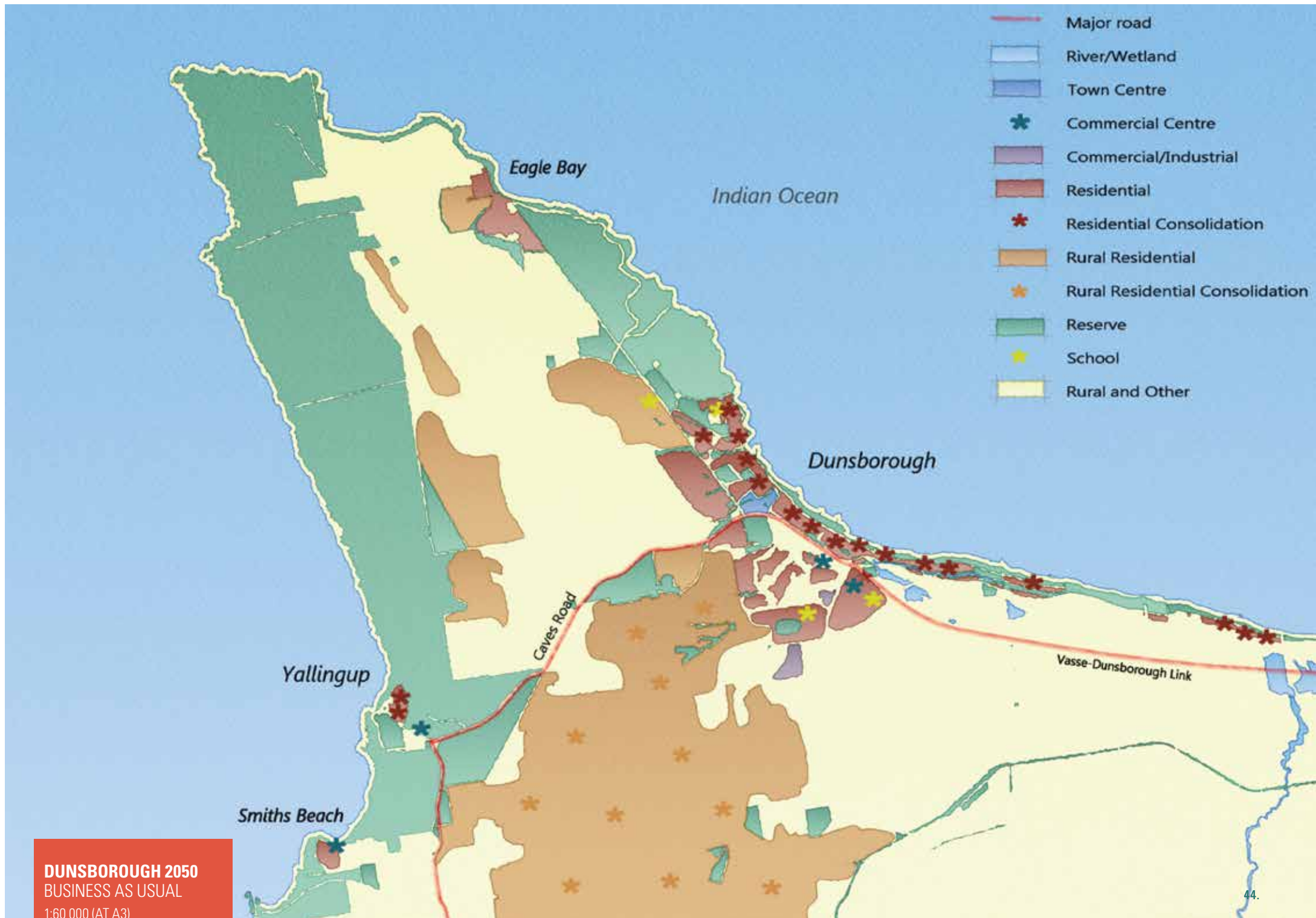
- Major road
- River/Wetland
- Town Centre
- Commercial Centre
- Commercial/Industrial
- Residential
- Residential Consolidation
- Rural Residential
- Rural Residential Consolidation
- Reserve
- Airport
- School
- Rail Line
- Rural and Other





SCENARIO 1: BUSINESS AS USUAL





4.0 SCENARIO 2: CONSTRAINED GROWTH

This scenario assumes that planning regulations to the extent that might be reasonably possible are changed so that growth and change are constrained and changes that would encourage growth or change are not supported. This could also be called the 'character-driven' scenario and represents the outcomes that might occur if the maintenance of the existing visual and physical character of the City was seen as the highest priority.

This scenario assumes that four important planning/development outcomes that are currently being progressed do not eventuate:

1. The planned footprint of the Busselton city centre does not expand to the south-west to include some additional land along Bussell Highway and West Street.
2. Development of the Busselton foreshore (in terms of tourist accommodation, cafes etc.) along the lines set out in the Busselton Foreshore Master Plan does not occur.
3. The Busselton Regional Airport is not upgraded and does not attract inter-state or international services.
4. Additional land is not identified for industrial and commercial development to the south and east of the airport (Airport South).

Scenario 2 is illustrated at the end of this chapter in indicative form and described in terms of the ten key themes identified in the background section of this document.



Population and housing

Most population growth and new housing will be accommodated within existing, planned residential growth areas at Yalyalup, Vasse Newtown, Dunsborough Lakes, Port Geopraphe, Ambergate North and South Broadwater. No further growth areas will be supported and sometime after 2030 planning regulations will begin to restrict population growth. The choice of new lots and housing product will also be substantially reduced and there will be significantly increased upward pressure on housing prices.

The average lot size in the growth areas would remain around 500 square metres (i.e. 'R20' residential densities) with a small number of larger lots and a small number of smaller lots and unit sites but very little at densities higher than 'R40'. Some redevelopment and consolidation will occur in existing urban areas, especially in and around the Busselton city centre and Dunsborough town centre but almost nothing at densities higher than 'R40' and almost entirely as 'units' or 'villas' rather than apartments. The powers set out in clause 58 in our current town planning scheme would be removed avoiding relatively unplanned development at 'R30' or 'R40' densities in generally lower density areas. Units at 'R30' densities in existing urban areas will become a major part of our new housing supply as we approach 2030.

Larger rural-residential or 'lifestyle' lots will continue to be developed in already zoned areas in Commonage and Vasse through until around 2030 but flexibility in relation to lot sizes and density will be reduced, reducing effective land supply. Finding sites for aged persons' accommodation will also become extremely difficult and pressures to allow residential occupation of tourism developments will grow substantially.

Employment and economy

Industrial areas at Airport North and Vasse Newtown will provide land supply for industrial, transport and service commercial employment but the available supply will be limited beyond about 2030. Loss of identified light industrial land at Dunsborough will substantially reduce potential for industrial, transport and service commercial employment and services in the western part of the City. Growth of office and retail jobs will also be limited by lack of land supply.

Increases in inter-state and international tourism and development of new industries reliant upon air travel will not occur. Increases in the density and vibrancy of the Busselton city centre and Dunsborough town centre that would assist in creating an environment that would further encourage creative and professional workers to locate in the City will also not occur reducing our capacity to develop or grow industries that require those skills.

If pressures to allow residential occupation of tourism developments result in tourism land being converted to residential use, many of the sites most attractive for tourism use will cease to be available for tourism. Land availability issues will also reduce our ability to attract aged-care, education and other service related jobs and industries.

The proportion of the workforce commuting to jobs outside the City will be higher than the Business as Usual scenario with this scenario.

Shopping and services

All new shops will be developed as intensification of the Busselton city centre, Dunsborough town centre and in currently planned new centres at Yalyalup, Vasse Newtown and Ambergate North. Beyond 2030 any further development of shops will occur as redevelopment/intensification of existing centres. Retention of the existing Busselton city centre footprint will result in major redevelopment in the existing Busselton city centre in coming years and on most major sites between now and 2030.

New government primary schools will be developed at Yalyalup, Vasse Newtown, Ambergate North and Dunsborough Lakes, but without the possibility of further schools being developed beyond 2030. A third government high school for the Busselton urban area will be developed at Ambergate North sometime beyond 2030 but there will be no government high school in the Dunsborough urban area. Significantly expanded and improved higher education facilities will be developed but university facilities are unlikely.

Lack of suitably located and serviced sites will hinder development of bulky goods retailing and some community, recreation and educational facilities, notably aged care and private education. Pressure to allow these kinds of services to be developed in poorly serviced or inappropriately located sites due to the lack of suitable alternatives will be resisted.

The scale and scope of services accessible locally will grow but more slowly than under the other scenarios, especially beyond 2030 and we will have to travel to Bunbury or Perth more often to access services than under other scenarios.

Basic infrastructure (roads, water, power etc.)

Transport infrastructure will continue to be upgraded as needs require and funds allow but the Vasse-Dunsborough Link may not be developed until after 2030 and the Busselton Outer Bypass may not be viable before 2050. A passenger rail corridor linking Busselton to Bunbury and Perth will have been identified but is unlikely to have been developed by 2050. The Busselton Regional Airport may remain as a small-scale civil airport but commercial services will instead have developed at an expanded or new airport in Greater Bunbury. Lack of planning and funds will also hamper improvements in the local road, pedestrian/cycle and public transport networks, especially north-south links.

Water and wastewater infrastructure will continue to be expanded to cope with growing demands, but lack of planning and funds however, may mean wastewater re-use schemes are not be developed. Energy and telecommunications infrastructure will also be progressively upgraded but because of lower growth beyond 2030, improvements will occur later than under other scenarios.

Agriculture and rural areas

Existing, planned, residential and industrial growth areas will take up land that was previously used for agricultural purposes. Rural land at Ambergate South and Bovell will not be taken up for urban development.

No more rural land around Commonage and Vasse would be developed for large rural lifestyle lots other than that already identified for that purpose by the current planning framework.

The rural remainder of our City will be largely unaffected under this scenario. The diversity of our rural and natural landscape will be maintained.

The value of our agricultural and rural areas in terms of agricultural production, extractive industry, food and wine sales and tourism generally would continue to make a significant contribution to our economy.

Biodiversity and environment

Significant areas of remnant vegetation will be protected mostly by State and Commonwealth laws. More creative and integrated ways of supporting biodiversity such as the development of ecological linkages may however, not emerge.

New urban areas will be developed in a way that minimizes potential affects on water quality. Active steps to reduce the water quality impacts of existing urban areas and agricultural activities may though, not receive significant attention. The affect will be slow but steady and continued declines in water quality.

The winding back of existing development expectations and opposition to identification of further growth areas will reduce biodiversity risks.

Environmental change and risks

Coastal flooding and inundation risks would be addressed via a conscious 'managed retreat' strategy with intensification of development in near-coastal areas not permitted and with existing development being removed to allow the shoreline to progressively move inland.

A winding back of development expectations in rural-residential areas especially in the Commonage will reduce potential bush fire risk as less people will be living in higher-risk locations.

Lifestyle and character

Continued growth and other changes will inevitably change the character of our district but that will occur in a fairly progressive way. Some of the 'small town' feel of Busselton especially though, will be lost. Busselton and Dunsborough will remain separated by 'green belts' and maintain unique and separate characters. After 2030 the rate of change will slow considerably.

The character of some areas and some streets will change more significantly as units are developed or new growth areas extend into what is currently farming land. An increasing proportion of our population will live a little further away from the coast, probably having a less intimate relationship with the coast and the beach and orientating their lives around new shopping streets, schools and community facilities in our growth areas.

Less growth in the range of services and facilities available locally will mean less reduction in the need to travel to Bunbury or Perth, reducing the growth of local identity.

Sustainability

Urban development will be predominantly low density and spread over a broad area around Busselton and Dunsborough with very limited pockets of higher density.

Additional urban development will not however, be supported in rural and coastal areas. There will be a small increase in the housing choices available, but the vast majority of housing will remain single, detached dwellings. Housing affordability concerns will grow as delivery of new housing is constrained.

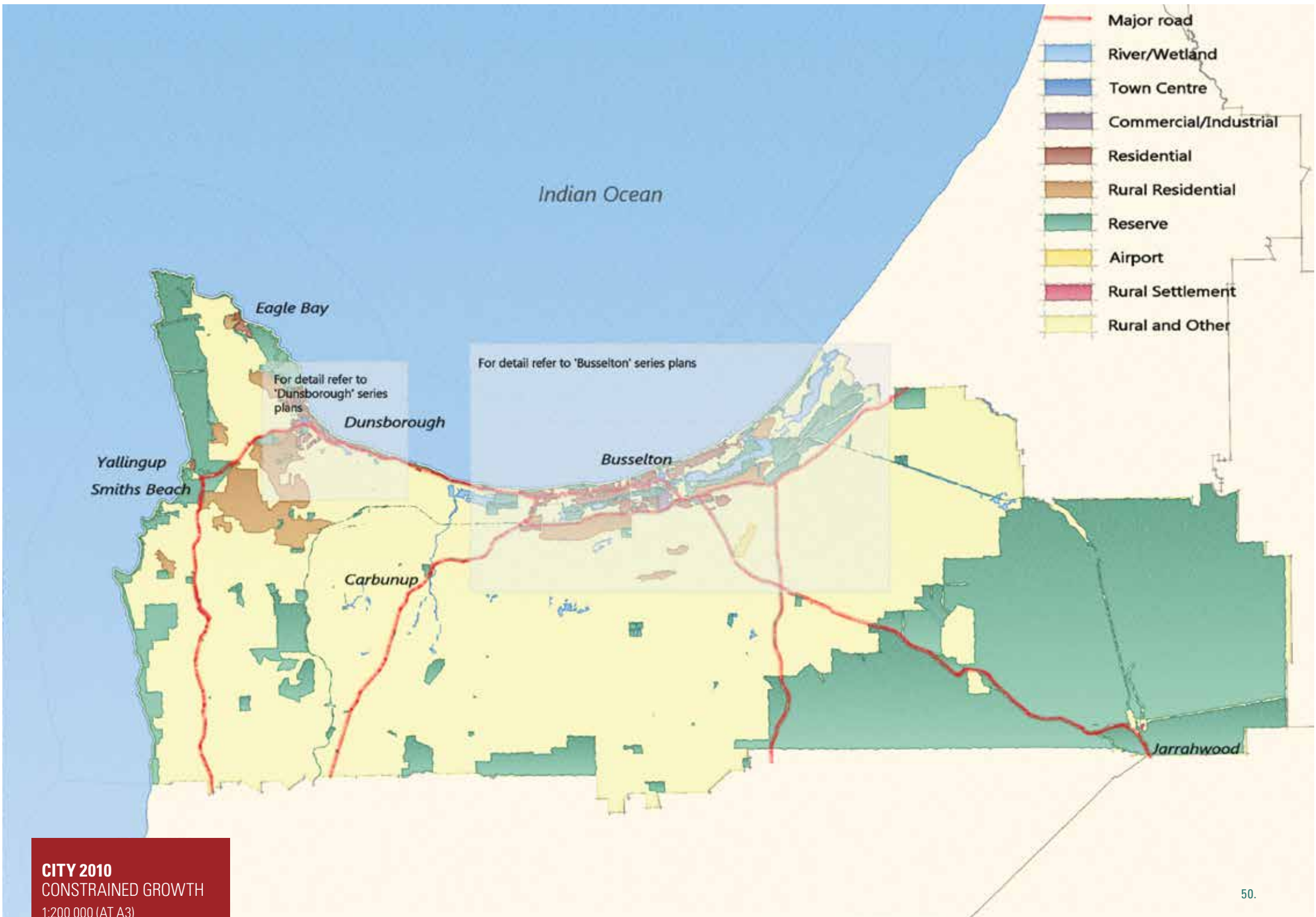
Transport will continue to be car-based with very limited opportunities for viable public transport.

Governance and planning framework

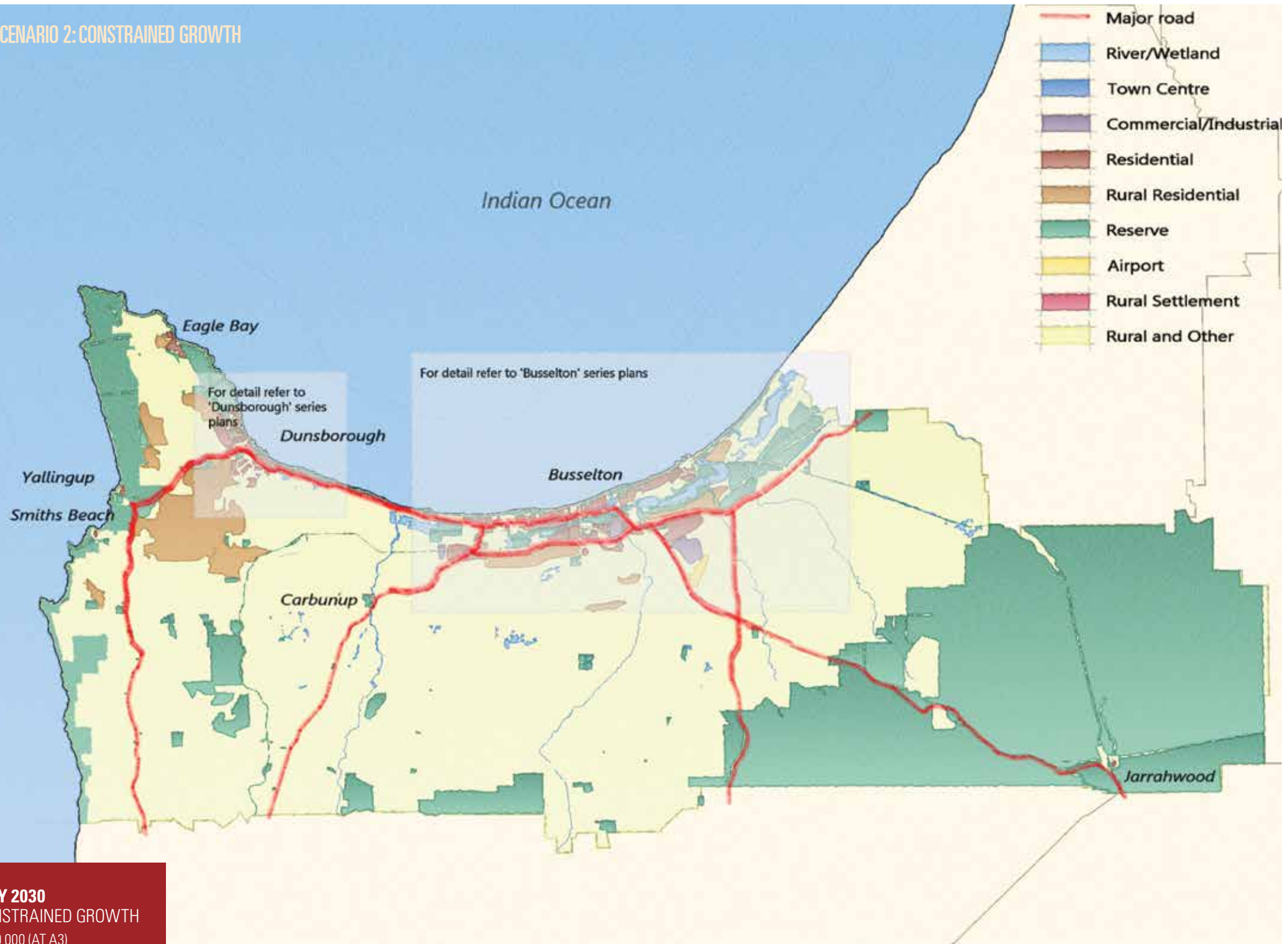
Most of our existing planning framework would be retained with the exception of two key elements. Firstly, provisions allowing redevelopment or consolidation of existing urban areas would be removed. Secondly, identified new growth areas where development has not commenced would not be allowed to develop. Because of continued growth pressures and the lack of new planning, conflicts and inconsistencies between Commonwealth, State and local plans and initiatives (including infrastructure development and environmental protection) would grow and increase costs and uncertainties for the community and developers. The City would strongly resist becoming part of a regional planning scheme area as that could lead to the State allowing development that the City did not support.

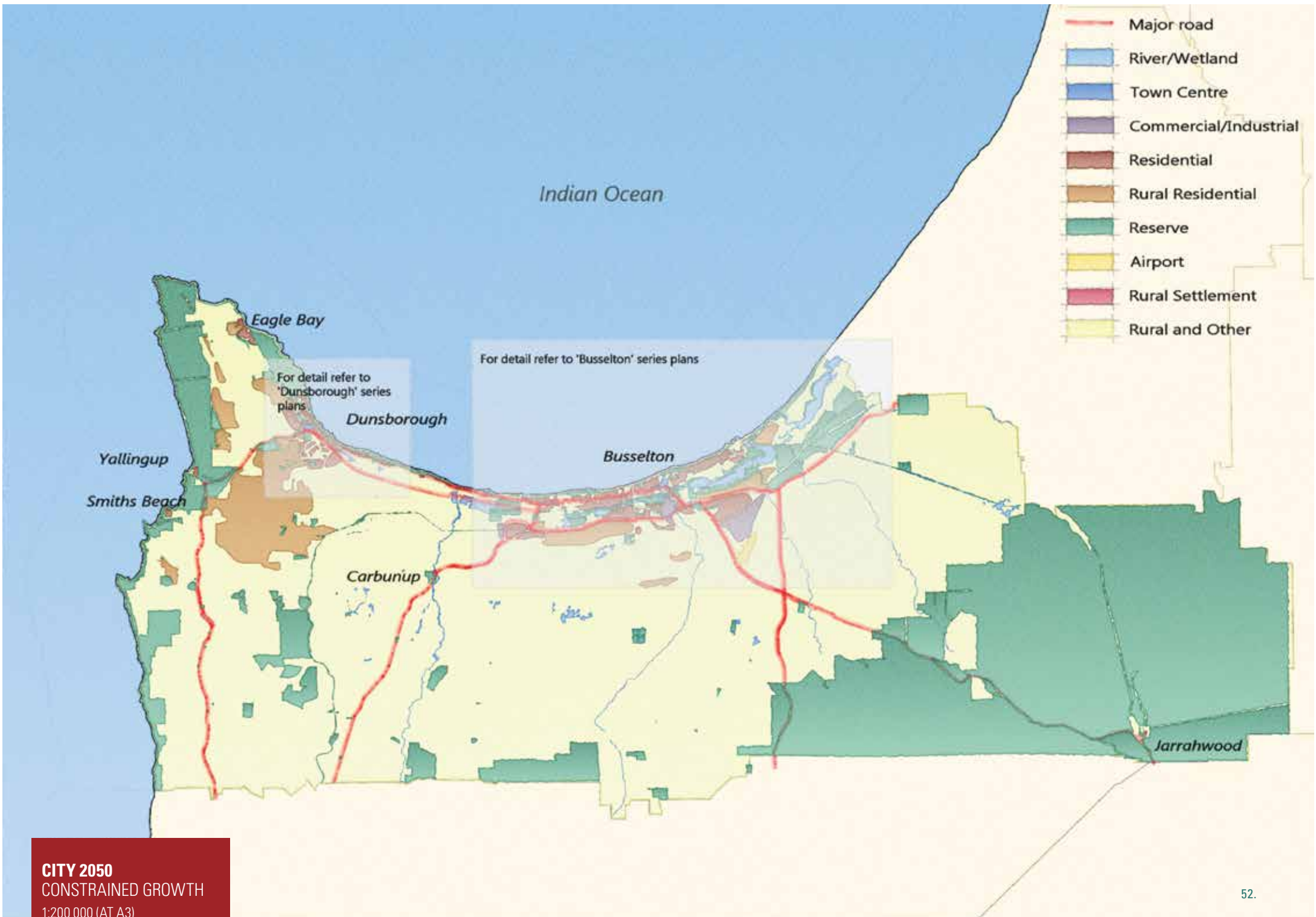






SCENARIO 2: CONSTRAINED GROWTH



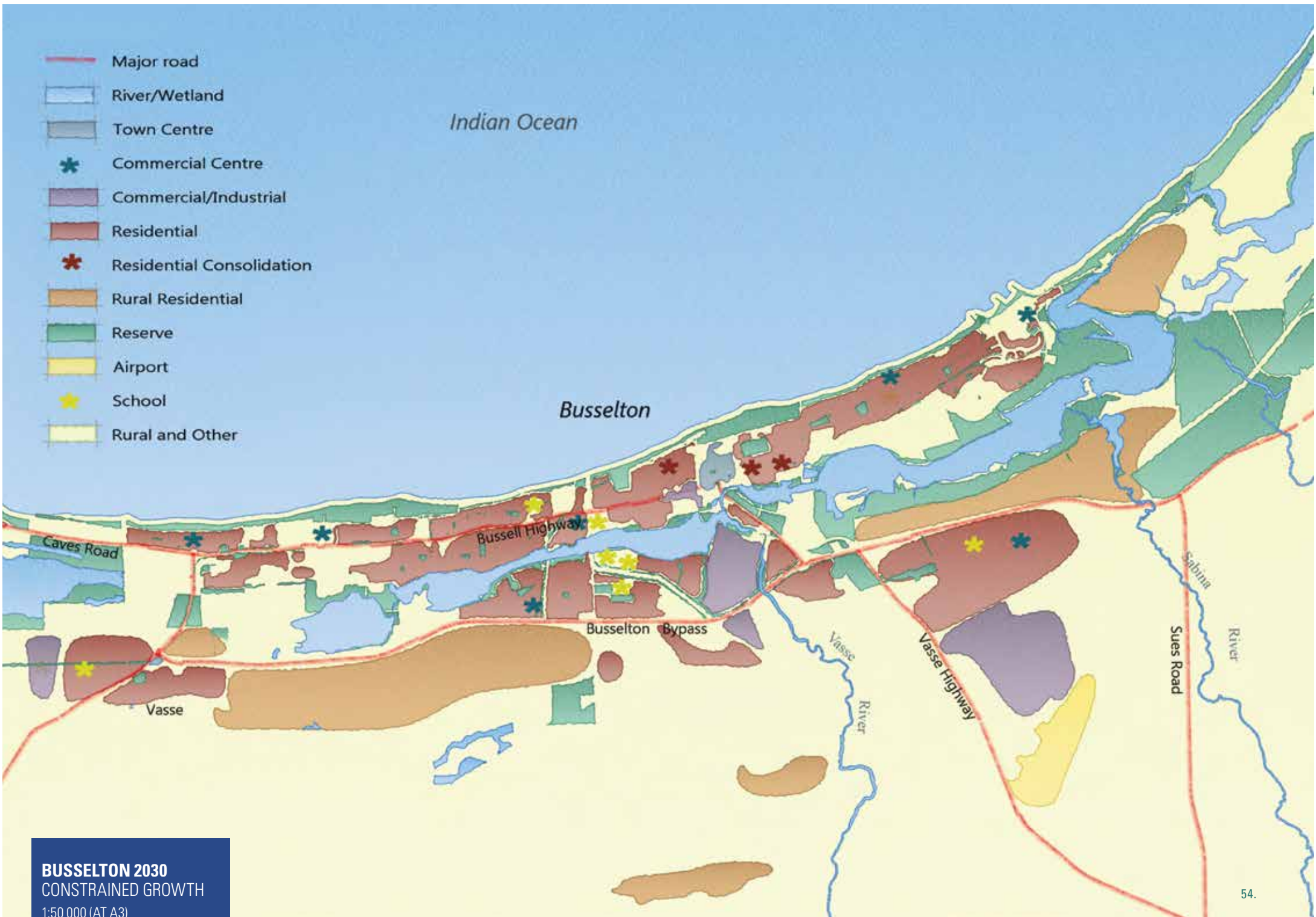


- Major road
- █ River/Wetland
- █ Town Centre
- █ Commercial/Industrial
- █ Residential
- █ Rural Residential
- █ Reserve
- █ Airport
- █ Rural Settlement
- █ Rural and Other

SCENARIO 2: CONSTRAINED GROWTH

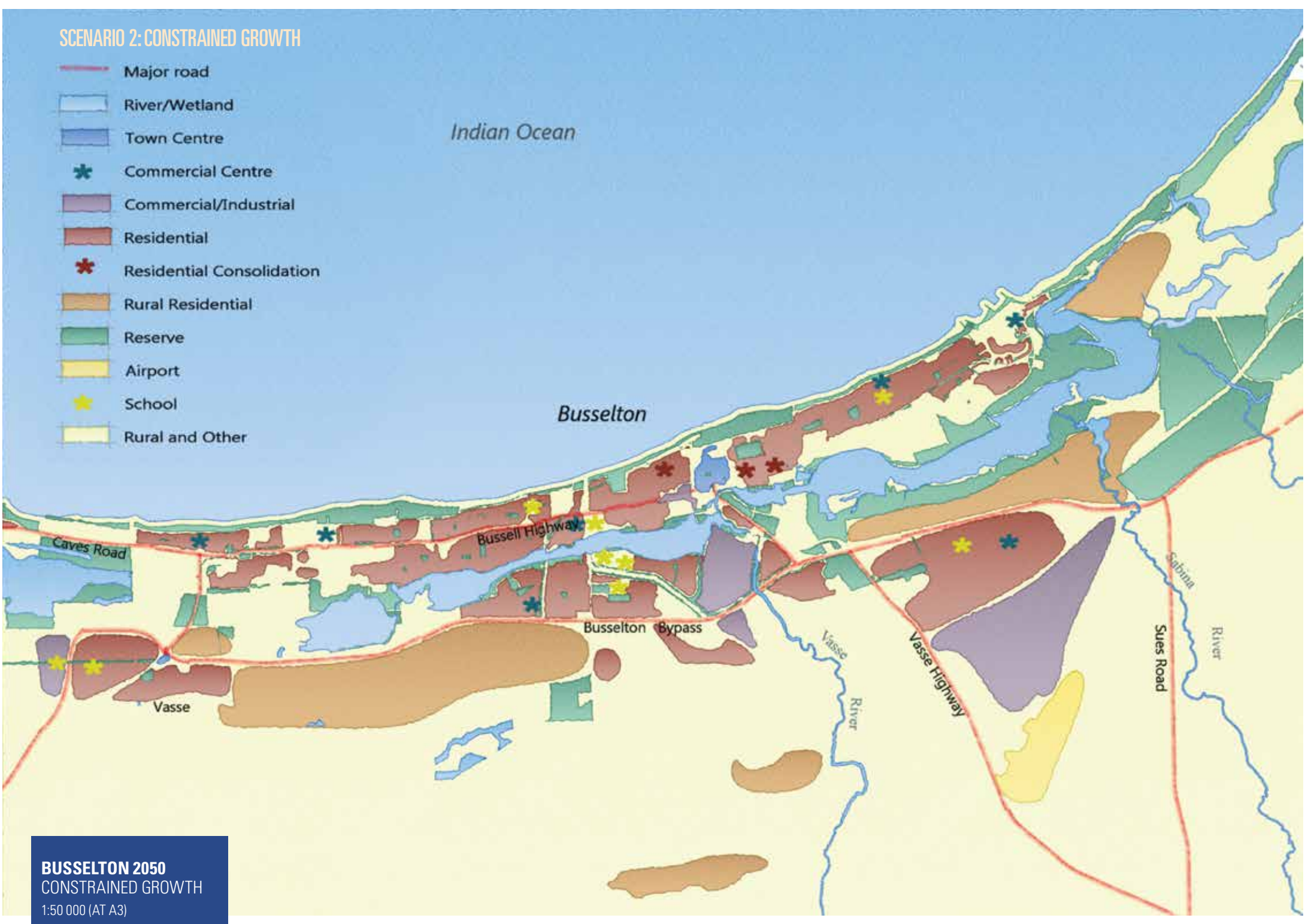


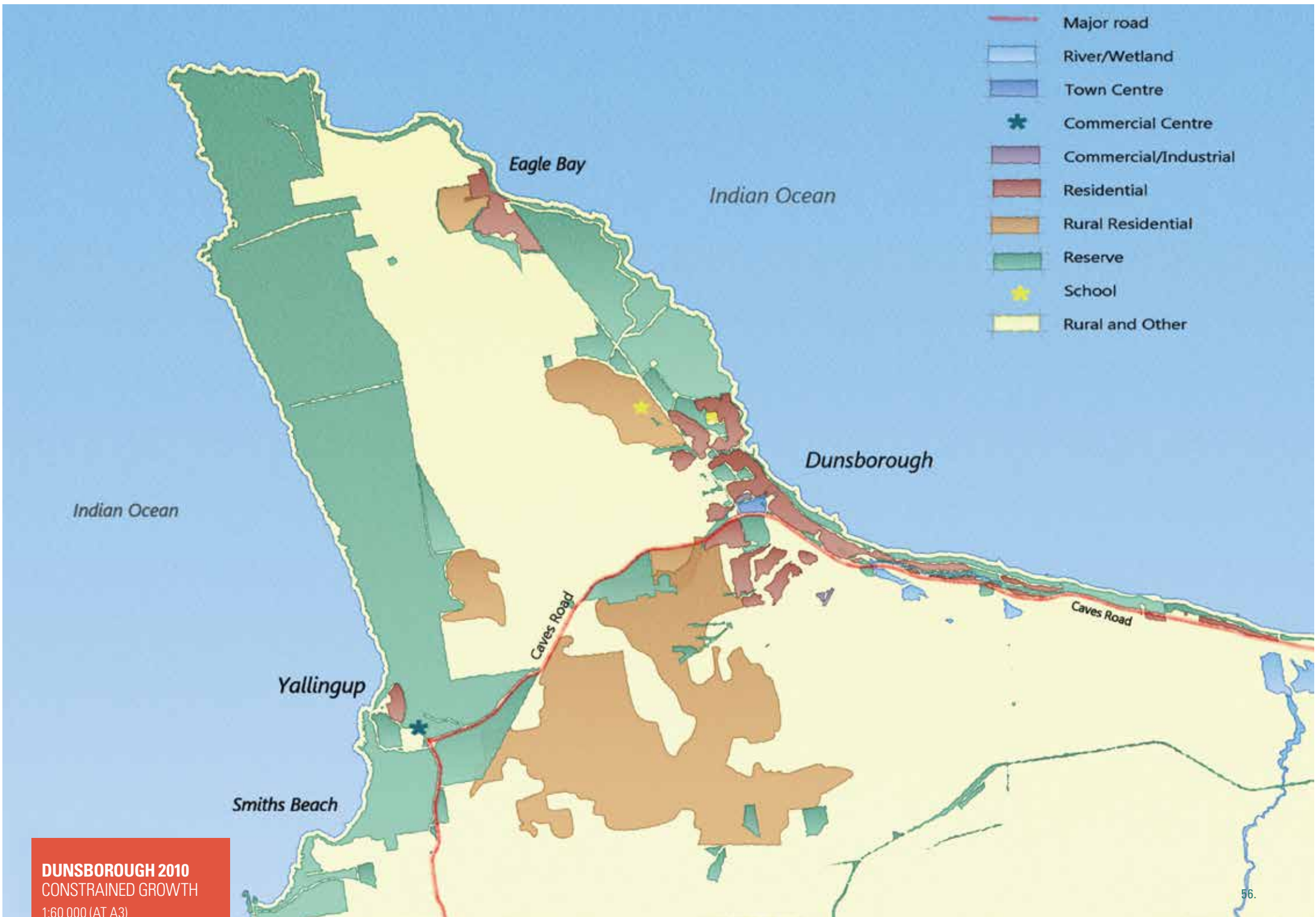
-  Major road
-  River/Wetland
-  Town Centre
-  Commercial Centre
-  Commercial/Industrial
-  Residential
-  Residential Consolidation
-  Rural Residential
-  Reserve
-  Airport
-  School
-  Rural and Other



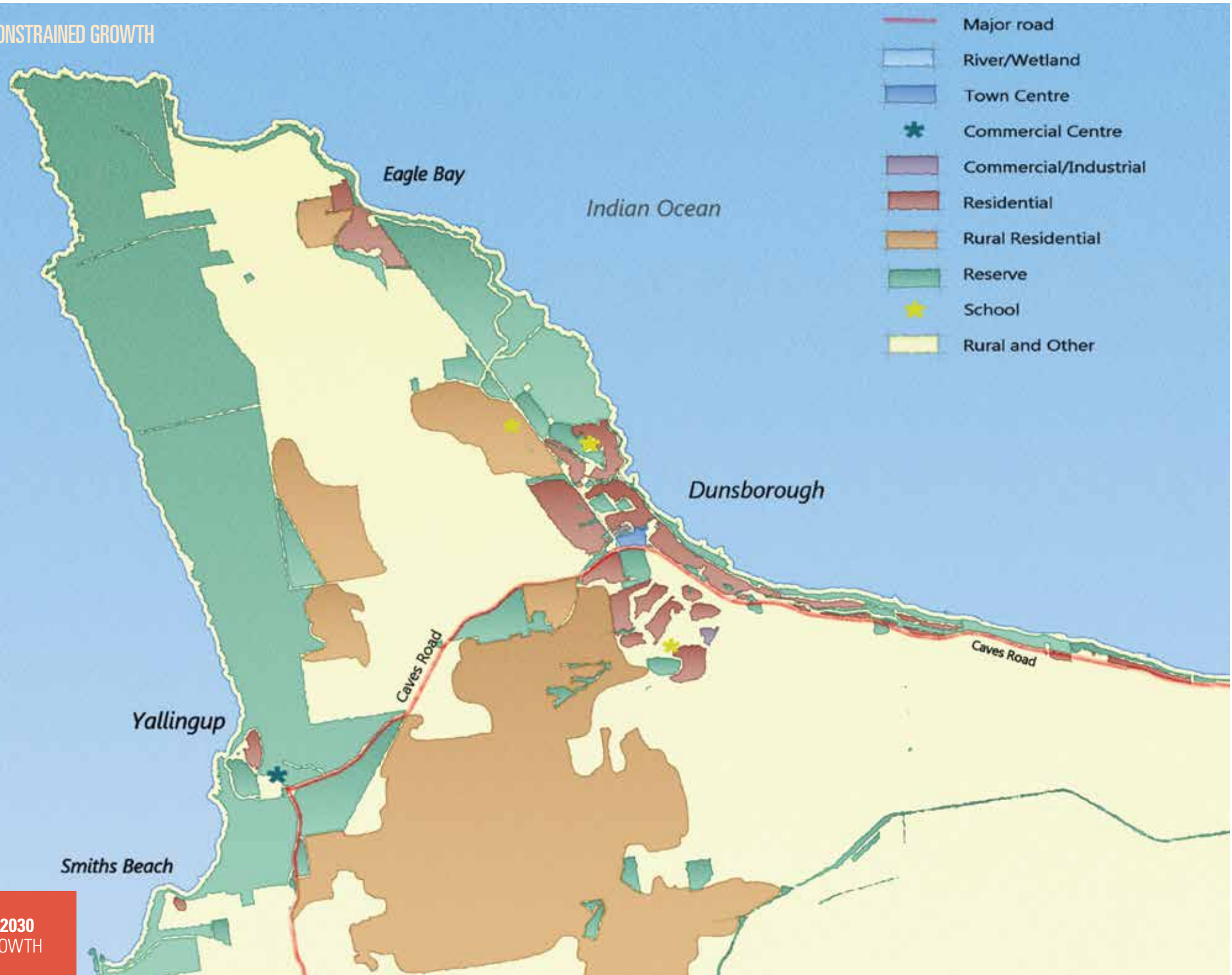
SCENARIO 2: CONSTRAINED GROWTH

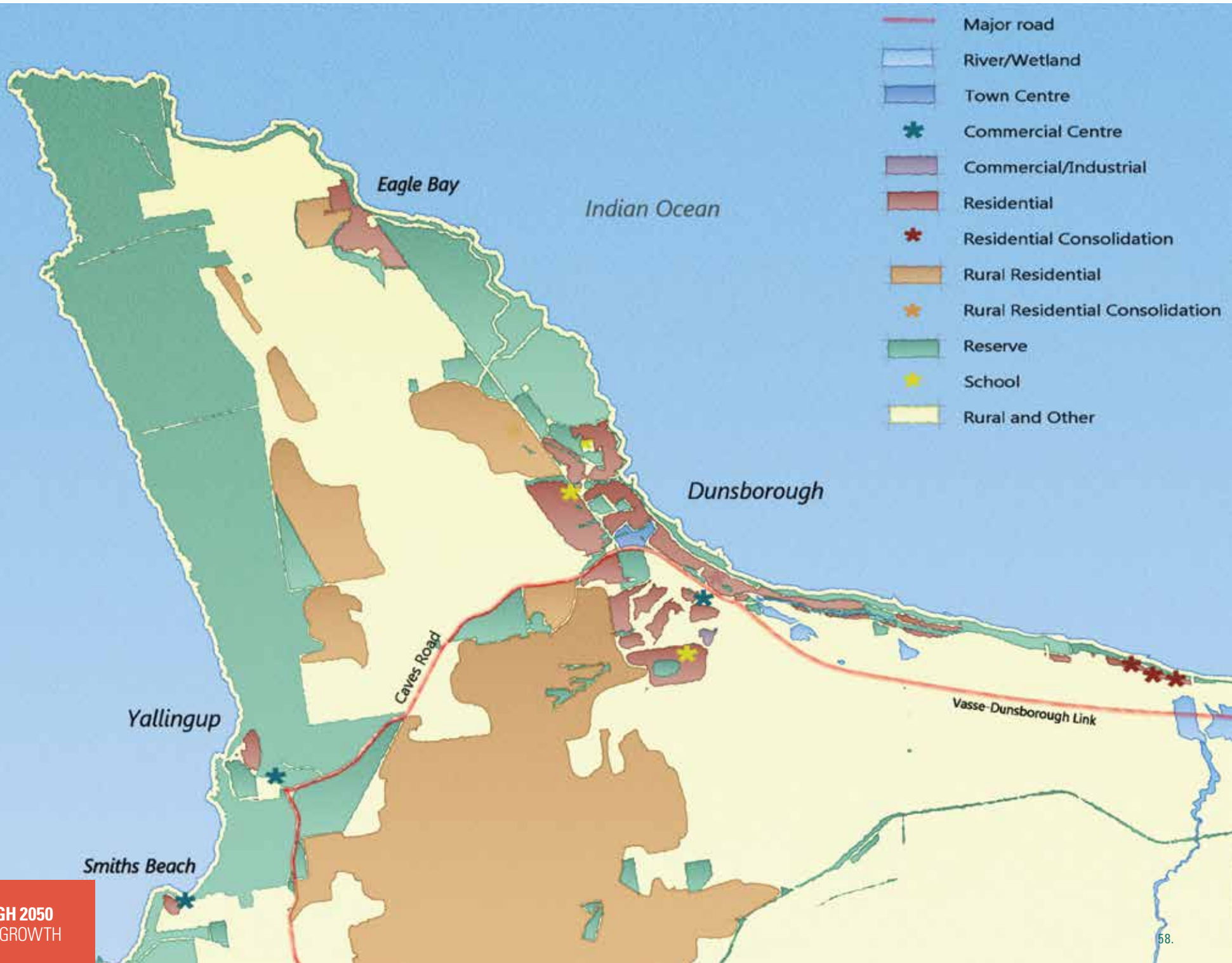
- Major road
- River/Wetland
- Town Centre
- Commercial Centre
- Commercial/Industrial
- Residential
- Residential Consolidation
- Rural Residential
- Reserve
- Airport
- School
- Rural and Other





SCENARIO 2: CONSTRAINED GROWTH





5.0 SCENARIO 3: FOCUSED GROWTH

This scenario assumes that planning regulations are supportive of growth but to the extent that might be reasonably possible, strongly encourage growth to be focused in particular areas and to deliver particular outcomes. This scenario could also be called the 'sustainability-driven' scenario and represents what might typically be considered the 'best practice', orthodox, contemporary approach to planning.

This scenario assumes that three important planning/development outcomes that are currently being progressed all eventuate:

1. Development of the Busselton foreshore along the lines set out in the Busselton Foreshore Master Plan.
2. The Busselton Regional Airport is upgraded and attracts regular inter-state and ultimately international services.
3. Additional land is identified for industrial and commercial development to the south and east of the airport (Airport South).

This scenario though, assumes that the planned footprint of the Busselton city centre does not expand.

Scenario 3 is illustrated at the end of this chapter in indicative form and described in terms of the ten key themes identified in the background section of this document.



Population and housing

Most population growth and new housing will be accommodated within existing, planned, residential growth areas at Yalyalup, Vasse Newtown, Dunsborough Lakes, Port Geographe, Ambergate North and South Broadwater. Minor expansions of planned growth areas especially in Dunsborough will be identified now and development at Bovell will only be considered if absolutely needed. Alternative less environmentally constrained areas will be identified and considered before a firm decision is made to support development at Ambergate South.

Opportunities to increase densities in existing planned residential growth areas will also generally be supported, steadily increasing effective land supply and allowing more population growth to occur before new growth areas need to be developed. The average lot size in the growth areas would be progressively reduced to around 300 square metres (i.e. 'R30' residential densities), with the number of lots larger than 500 square metres being reduced and opportunities for apartments and other kinds of medium to high density development being increased in new growth areas.

Opportunities for redevelopment and consolidation in existing urban areas will be increased, especially within 1.0-1.5 kilometres of the Busselton city centre and Dunsborough town centre with densities of up to 'R160' in or close to the two centres and up to 'R80' or 'R100' over a broader area. In some instances in existing urban areas within around 500 metres of smaller commercial centres, development at up to an 'R80' or 'R100' density might also be supported. The areas where more intensive development is allowed would be progressively expanded. The powers set out in clause 58 in our current town planning scheme would be

removed avoiding relatively unplanned development at 'R30' or 'R40' densities in generally lower density areas.

Larger rural-residential or 'lifestyle' lots will continue to be developed in already zoned areas in Commonage and Vasse through until around 2030 but opportunities to reduce average lot sizes in new areas and re-subdivide some existing lots will be supported to increase effective land supply. Expansion of existing and planned areas identified for lifestyle lots will however, not be supported and by 2050 there will be no further opportunities for subdivision of new lifestyle lots. In the planning of new growth areas, identification of land for aged persons' accommodation, education and community facilities will be a high priority. Because a number of other opportunities for apartment style development in appropriate locations will be provided for pressures to allow residential occupation of tourism developments will reduce.

There will be greater diversity of housing supply but less change in most existing residential areas (other than adjacent to commercial centres and community focal points) than would occur under either of the first two scenarios. There will also be less upward pressure on housing prices generally although the premium paid for larger lots may increase.

Employment and economy

Industrial areas at Airport North, Vasse Newtown, Dunsborough and Airport South will ensure sufficient land is available for industrial, transport and service commercial employment, allowing the range of employment and services available in the City to grow substantially. Not expanding the Busselton city centre footprint may reduce growth of retail jobs in Busselton but allowing office uses in residential areas near the centre will mean that growth

in office employment is not constrained. Additional land for office and retail uses will be identified in Dunsborough, increasing opportunities for business development and employment there.

Upgrading of the airport and other transport and infrastructure improvements will also assist in development of inter-state and international tourism and development of new industries. Increases in the density and vibrancy of the Busselton city centre and Dunsborough town centre that will assist in creating an environment that would further encourage creative and professional workers to locate in the City will occur, increasing our capacity to develop or grow industries that require those skills.

Pressures to allow residential occupation of tourism developments will be less and tourism land will remain available for that purpose. A focus on identifying sites for aged care, education and other service related purposes will assist in attracting jobs in those areas.

The proportion of the workforce commuting to jobs outside the City will be lower than the Business as Usual scenario with this scenario.

Shopping and services

Most new shops will be developed as intensification of the Busselton city centre, Dunsborough town centre and in currently planned new centres at Yalyalup, Vasse Newtown and Ambergate North. Beyond 2030 there may be a need for further but relatively small new centres in Bovell, Ambergate South and Dunsborough. Retention of the existing Busselton city centre footprint will result in major redevelopment in the existing Busselton city centre in coming years and on most major sites between now and 2030.

SCENARIO 3: FOCUSED GROWTH

New government primary schools will be developed at Yalyalup, Vasse Newtown, Ambergate North and Dunsborough Lakes, with the possibility of further schools being developed in Bovell, Ambergate South and Dunsborough beyond 2030. A third government high school for the Busselton urban area will be developed at Ambergate North sometime beyond 2030 and a site will have been identified for a government high school in the Dunsborough urban area to be developed beyond 2030. Significantly expanded and improved higher education facilities will be developed possibly including university facilities beyond 2030.

Bulky goods retailing and community, recreation and educational facilities, notably aged care and education facilities will be planned for and conveniently located.

The scale and scope of facilities accessible locally will grow considerably and consistently and facilities will generally be conveniently located.

Basic infrastructure (roads, water, power etc.)

Transport infrastructure will continue to be upgraded as needs require and funds allow with the Vasse-Dunsborough Link being developed around 2030 and the Busselton Outer Bypass around 2040. A passenger rail corridor linking Busselton to Bunbury and Perth will have been identified by 2030 and may be developed before 2050. Locals and visitors will enjoy direct air services from Busselton Regional Airport to the Eastern States and South-East Asia with the range of destinations steadily growing over time. Pro-active planning and funds will facilitate improvements in the local road, pedestrian/cycle and public transport networks, especially north-south links. More contained and intensive

development will assist in delivery of improved public transport and support walking and cycling.

Water and wastewater infrastructure will continue to be expanded to cope with growing demands with wastewater re-use schemes improving the sustainability of our water supplies, especially for parks and ovals in the western part of the City. Energy and telecommunications infrastructure will also be progressively upgraded and because development will be more contained and intensive in some locations it will be cheaper and easier to provide those upgrades.

Agriculture and rural areas

Existing planned residential and industrial growth areas will take up land that was previously used for agricultural purposes. Rural land at Bovell may be taken up for urban purposes rather than Ambergate South.

No more rural land around Commonage and Vasse would be developed for large rural lifestyle lots other than that already identified for that purpose by the current planning framework. This scenario would support the consolidation of existing rural residential areas.

The emphasis on compact and consolidated urban growth would see the rural remainder of our City largely unaffected under this scenario. The diversity of our rural and natural landscape will be maintained.

The value of our agricultural and rural areas in terms of agricultural production, extractive industry, food and wine sales and tourism generally would continue to make a significant contribution to our economy.

Biodiversity and environment

Significant areas of remnant vegetation will be protected mostly by State and Commonwealth laws. More creative and integrated ways of supporting biodiversity such as the development of ecological linkages will however, be encouraged.

New urban areas will be developed in a way that minimises potential affects on water quality. Active steps to reduce the water quality impacts of existing urban areas and agricultural activities will also receive significant attention. It is not clear those initiatives alone though would address all of our water quality concerns.

Environmental change and risks

Planned intensification of development in near-coastal areas will only occur in areas where sustainable risk-management strategies for coastal flooding and erosion have been developed and where that is not possible a 'managed retreat' strategy will be applied. Coastal defences will be developed but in a planned and careful way to avoid side-effects and maintain community values (such as coastal reserves and beaches) and only where equitable and sustainable funding mechanisms are in place.

In the planning and development of rural-residential areas bush fire risk will be very carefully considered with cul-de-sacs and housing set within dense vegetation not permitted. Retro-fitting of some existing areas to reduce risks will also occur.

Lifestyle and character

Continued growth and other changes will inevitably change the character of our district but that will occur in a fairly progressive

way. Some of the 'small town' feel of Busselton especially though, will be lost. Busselton and Dunsborough will remain separated by 'green belts' and maintain unique and separate characters.

The character of some areas and some streets will change more significantly as units are developed or new growth areas extend into what is currently farming land. An increasing proportion of our population will live a little further away from the coast, probably having a less intimate relationship with the coast and the beach and orientating their lives around new shopping streets, schools and community facilities in our growth areas. Positive steps to support redevelopment in and around town centres, however, will reduce pressures for unit development in more suburban areas and allow more people to live close to the beach if they wish.

Growth in the range of services and facilities available locally will reduce the need to travel to Bunbury or Perth and promote a greater sense of local identity.

Sustainability

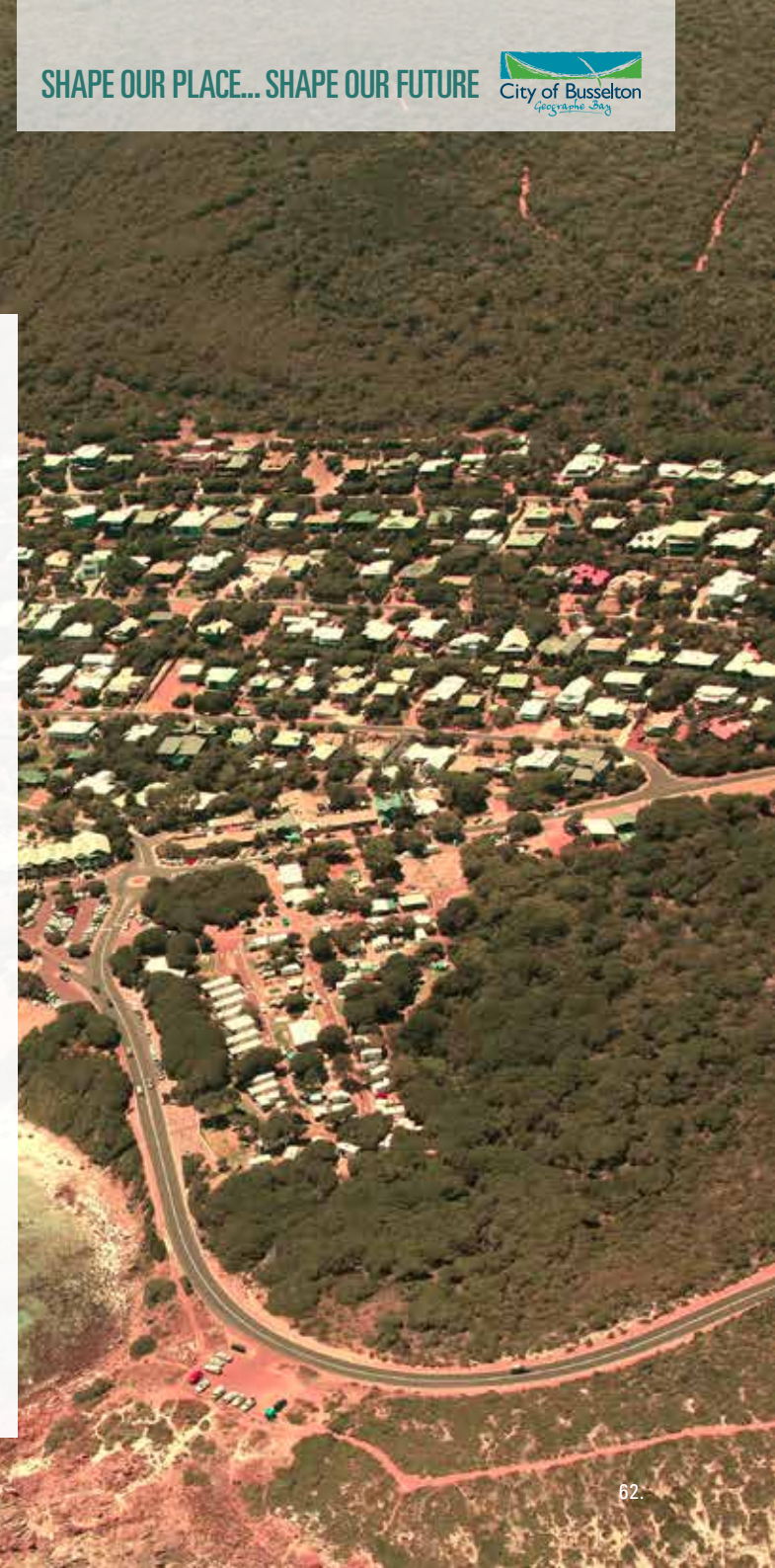
Urban development will still be predominantly low density and spread over a broad area around Busselton and Dunsborough, but there will be more planned pockets of higher density close to centres and the coast.

Additional urban development will not, however, be supported in rural and coastal areas. There will be significant increase in the housing choices available, but the majority of housing will remain single, detached dwellings.

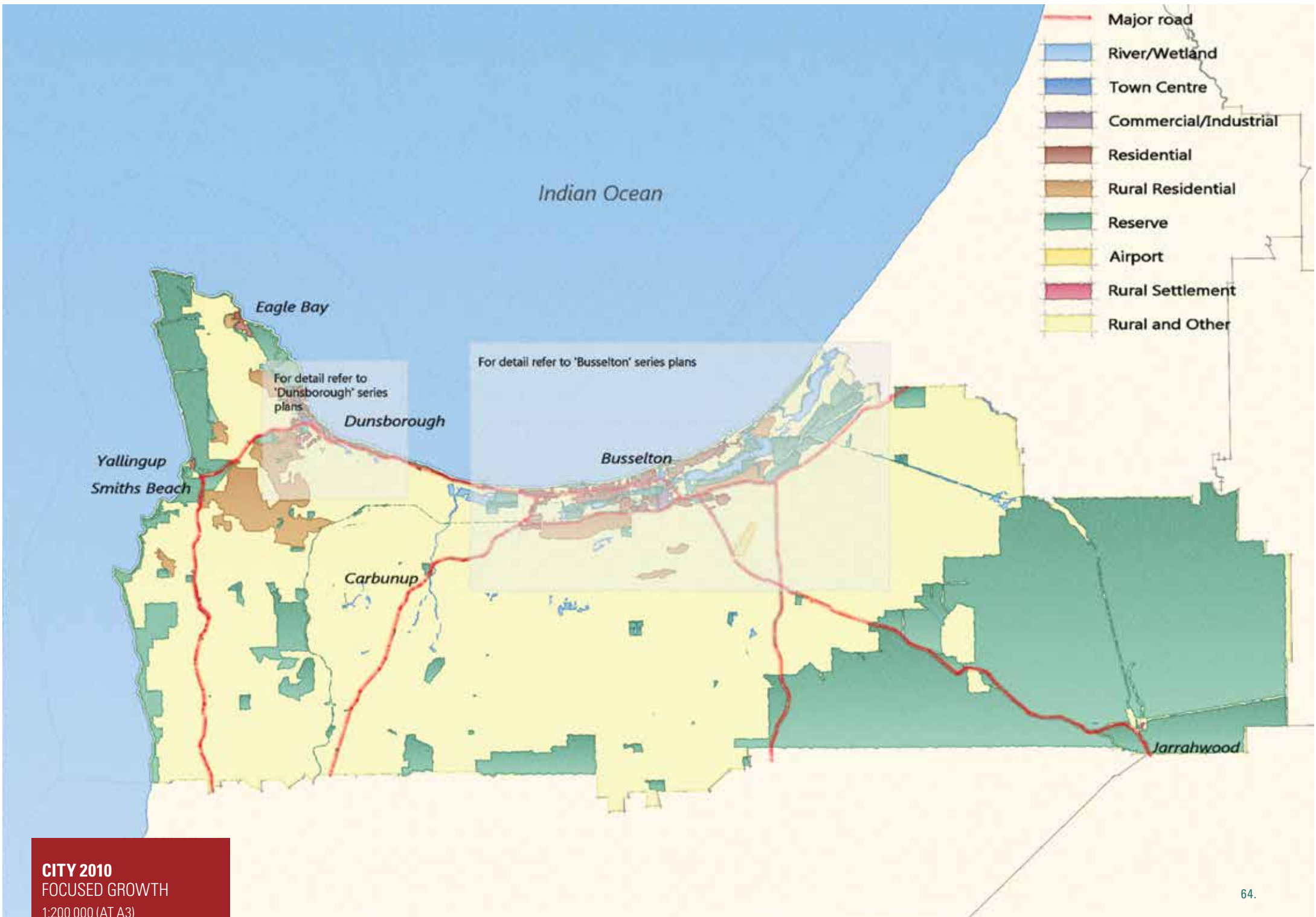
Transport will continue to be car-based, but with greater opportunities for viable public transport because of more compact urban form and more pro-active planning.

Governance and planning framework

Much of our existing planning framework would be retained, but significant changes would be made in some areas.— namely increasing permissible densities in some urban areas, identifying sites for community facilities at an early stage, limiting development in other coastal and rural areas, as well as promoting mixed residential and retail/commercial use in the town centres. The City would support creation of a regional planning scheme, as that would assist us in planning for and funding new infrastructure and open space/environmental corridors.







SCENARIO 3: FOCUSED GROWTH

- Major road
- River/Wetland
- Town Centre
- Commercial/Industrial
- Residential
- Rural Residential
- Reserve
- Airport
- Rural Settlement
- Rural and Other

Indian Ocean

Eagle Bay

For detail refer to 'Dunsborough' series plans

Dunsborough

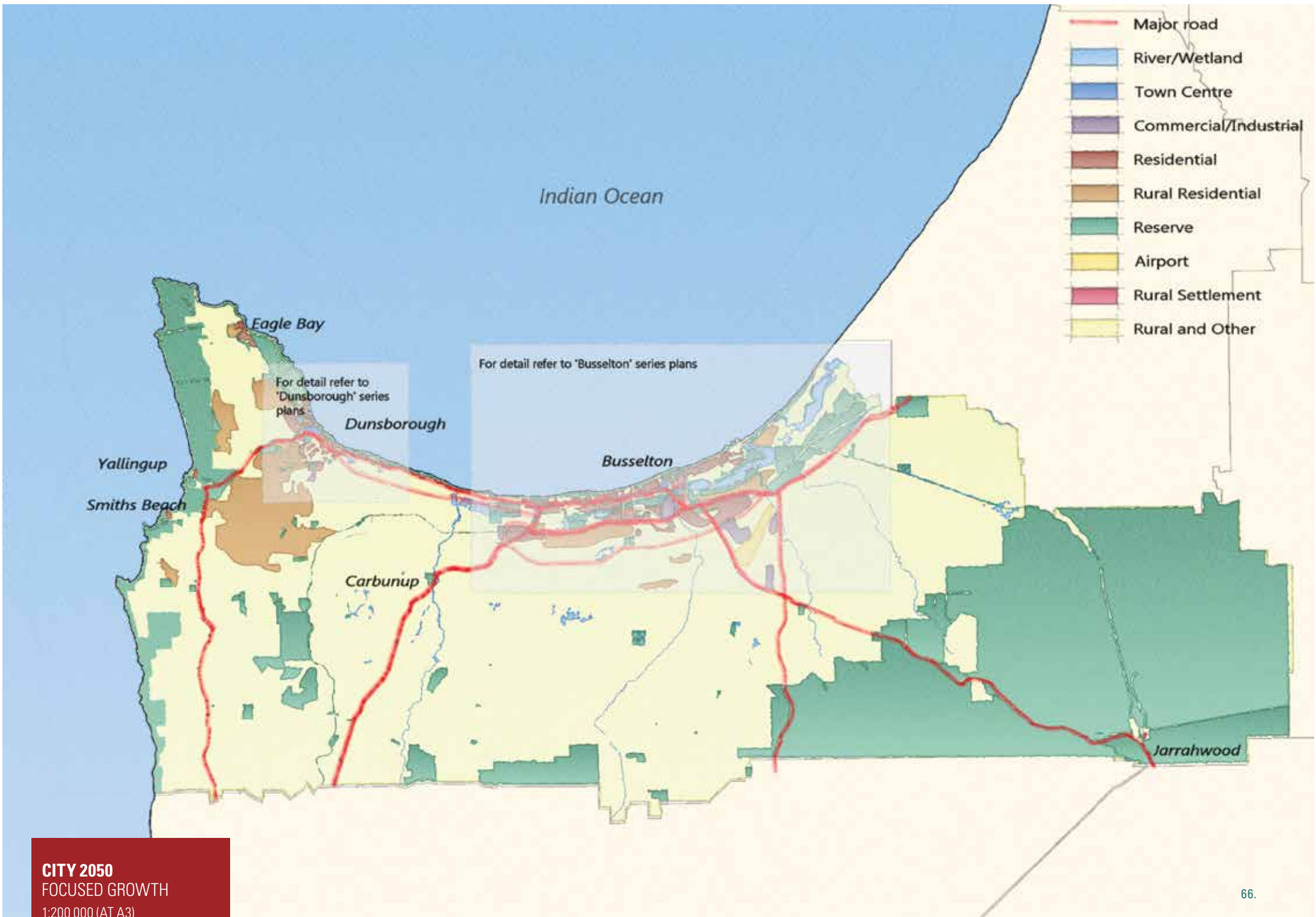
For detail refer to 'Busselton' series plans

Busselton

Yallingup
Smiths Beach

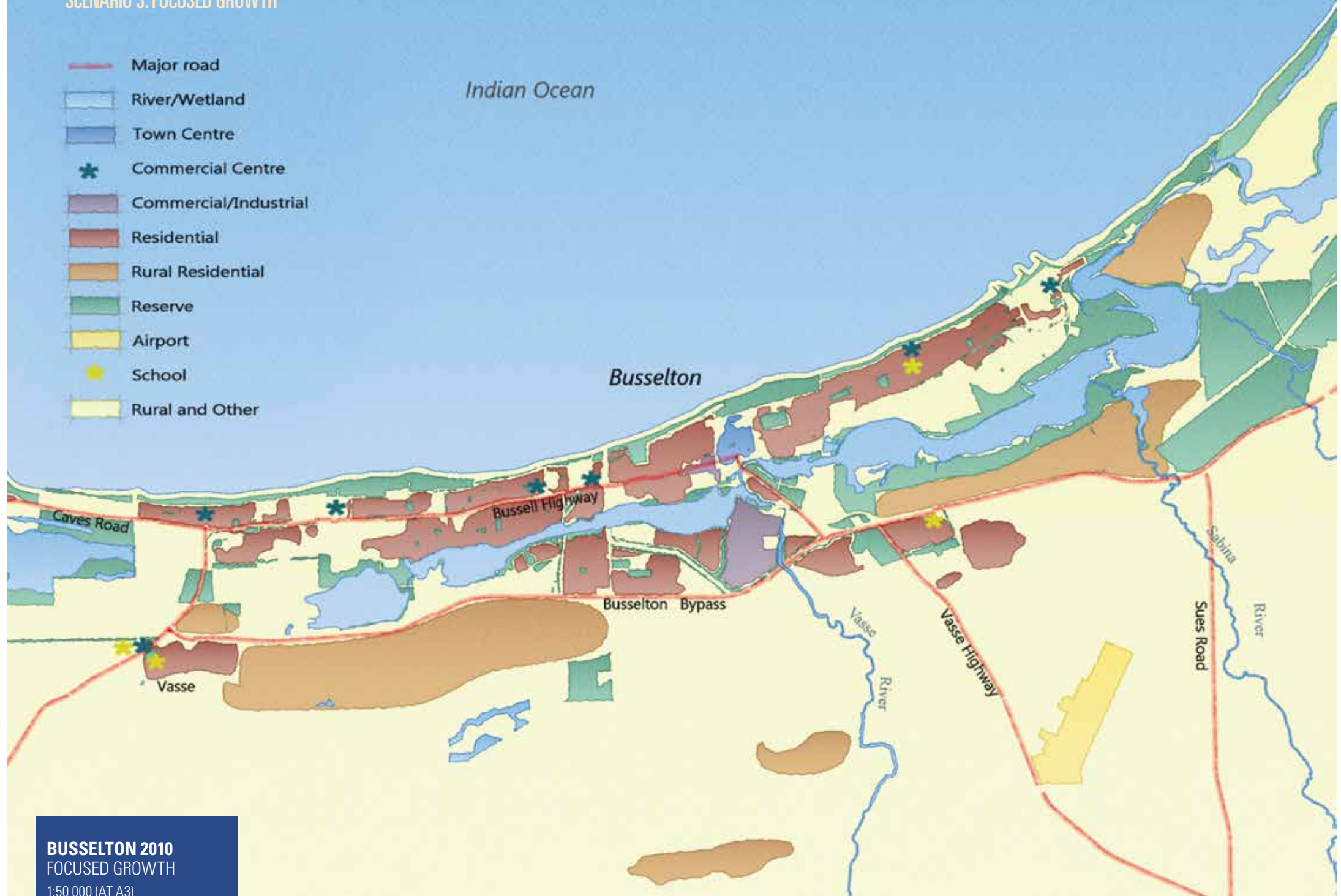
Carbunup

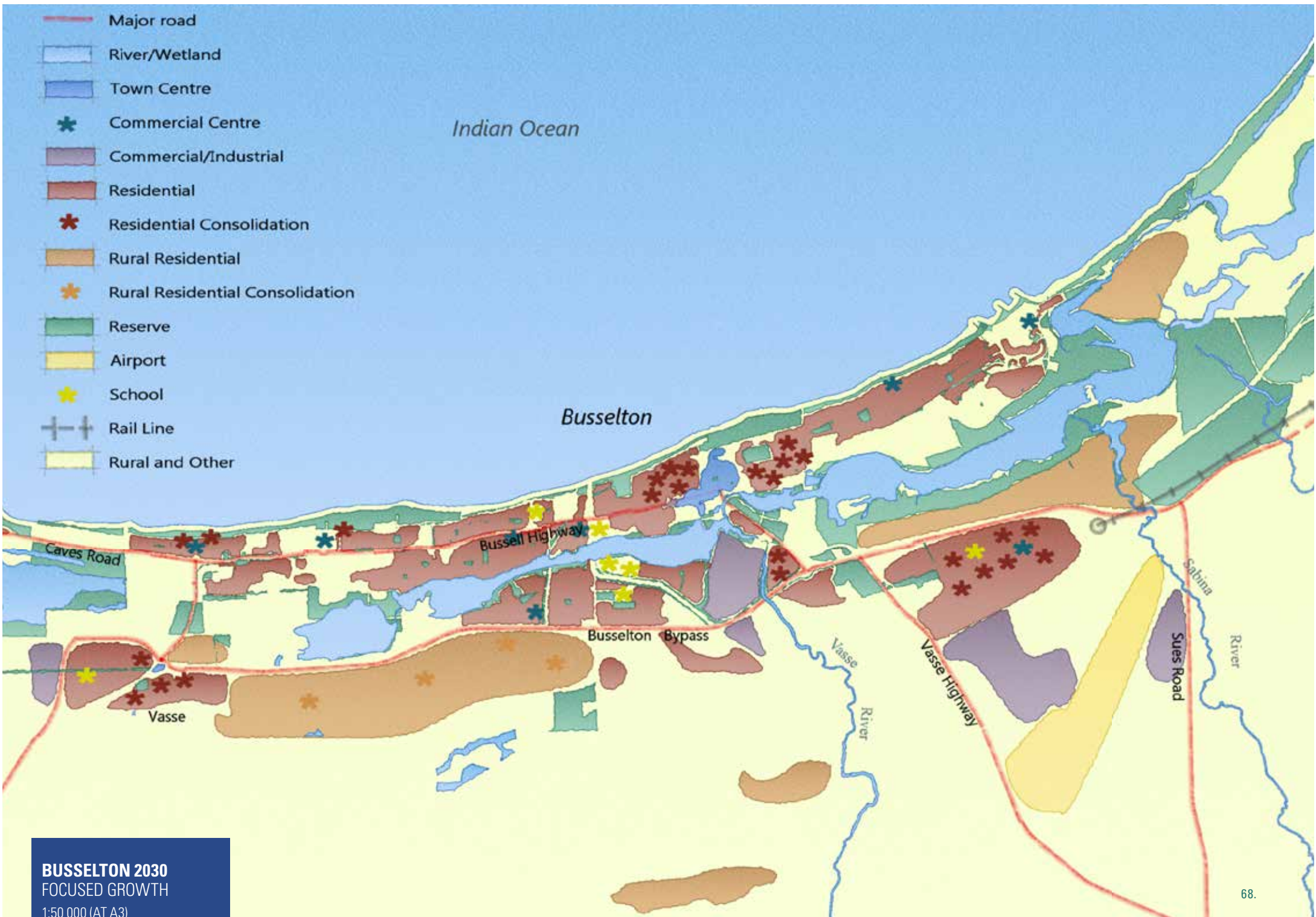
Jarrahwood



SCENARIO 3: FOCUSED GROWTH

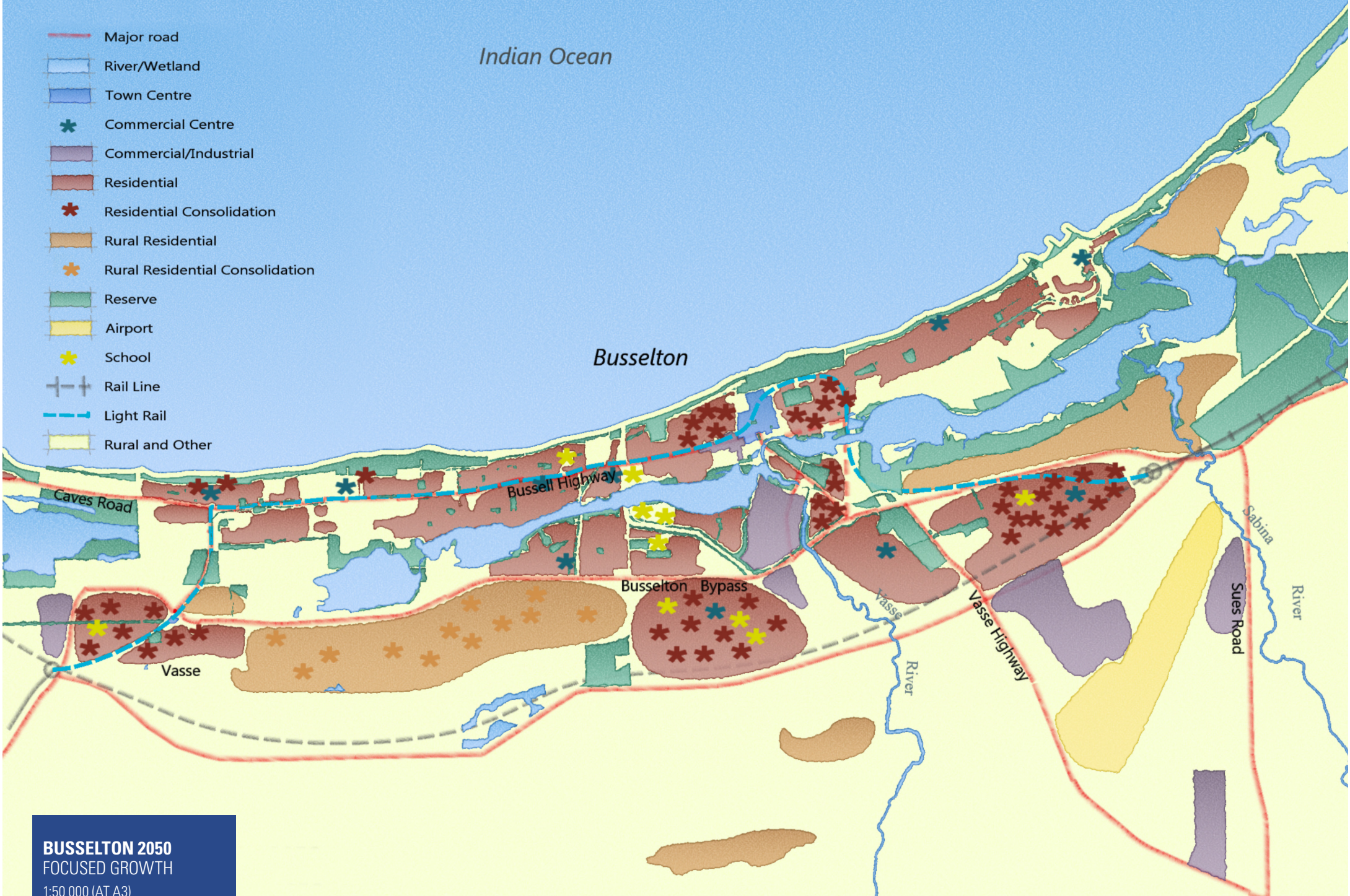
- Major road
- River/Wetland
- Town Centre
- Commercial Centre
- Commercial/Industrial
- Residential
- Rural Residential
- Reserve
- Airport
- School
- Rural and Other

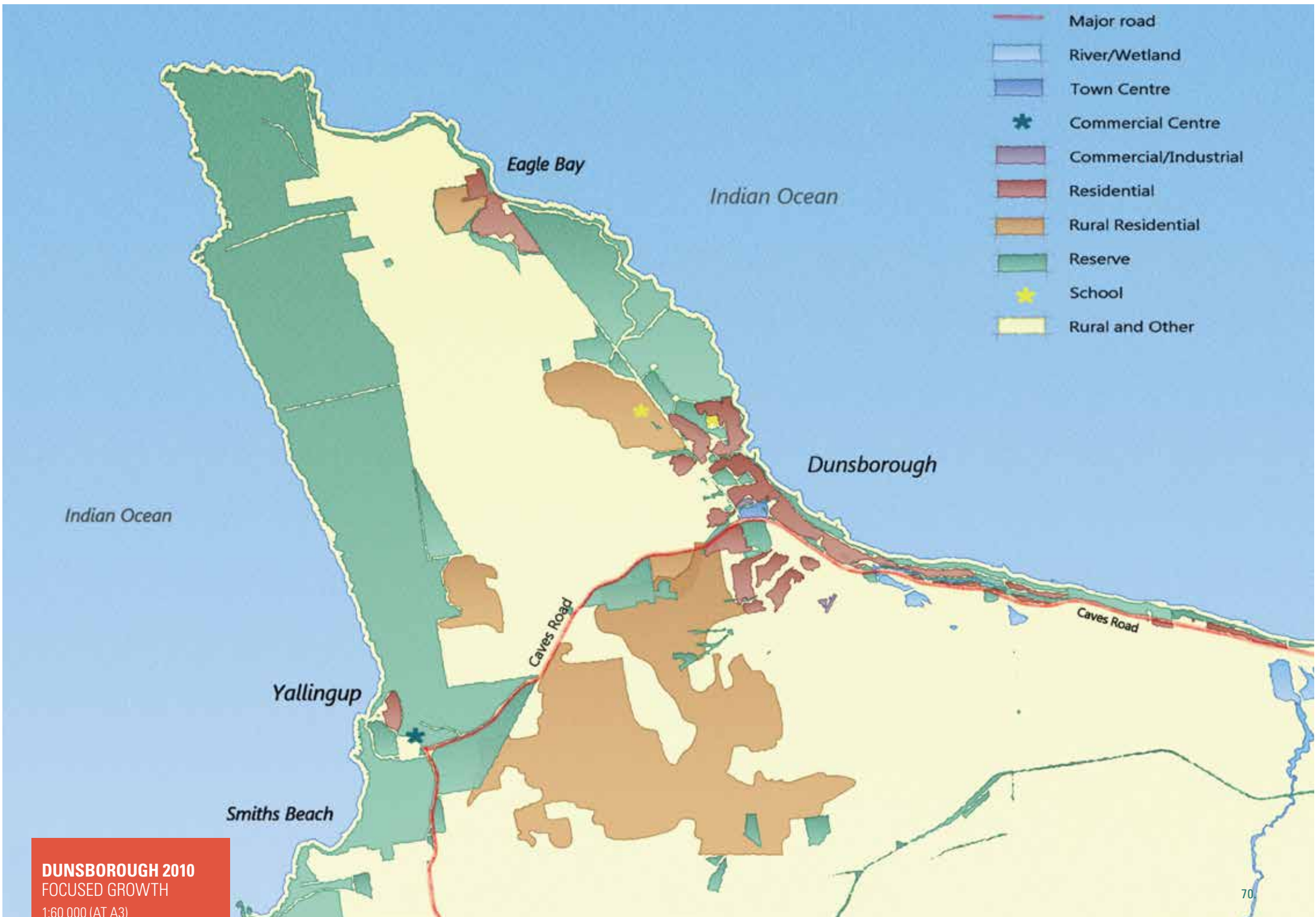














SCENARIO 3: FOCUSED GROWTH

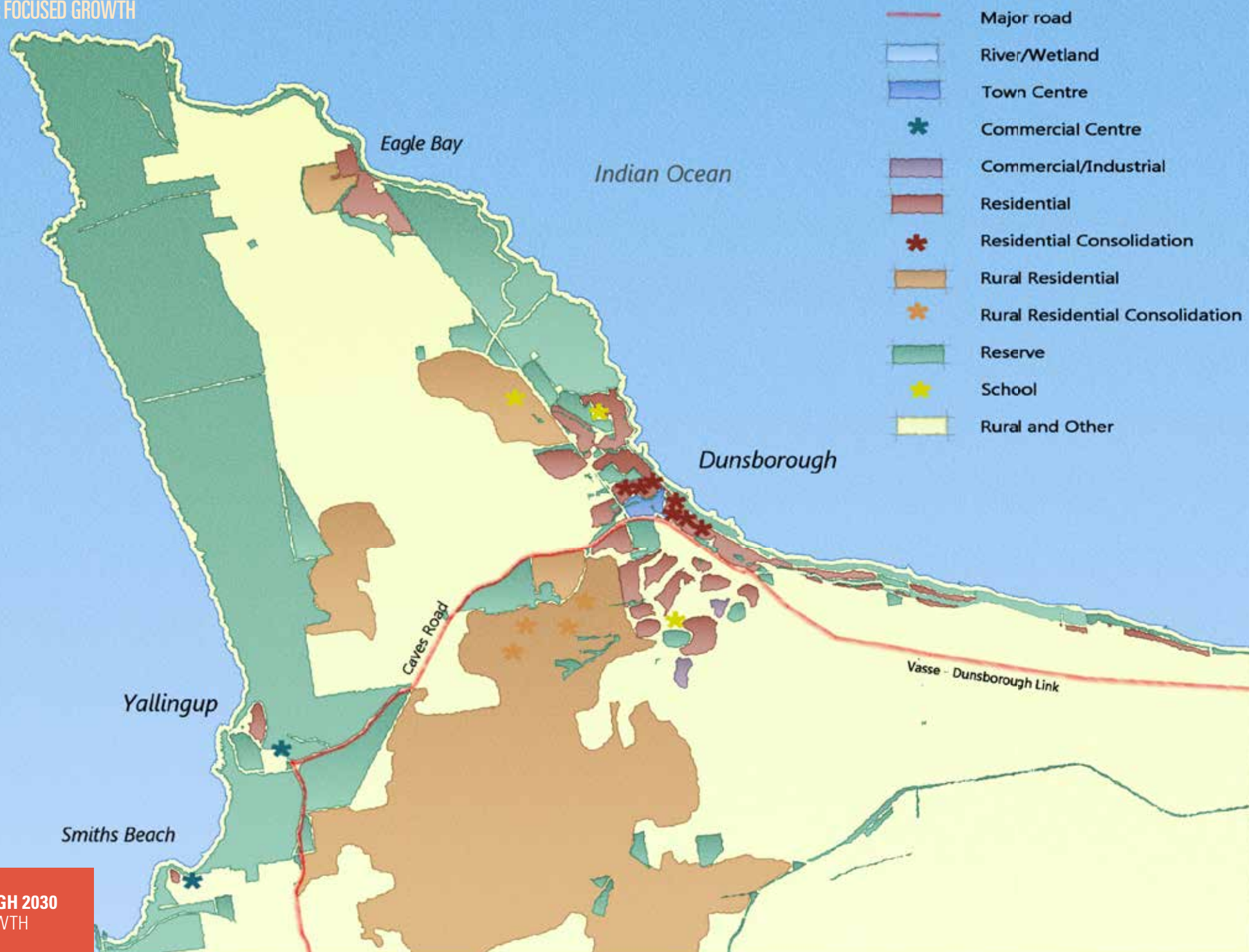
- Major road
- River/Wetland
- Town Centre
- Commercial Centre
- Commercial/Industrial
- Residential
- Residential Consolidation
- Rural Residential
- Rural Residential Consolidation
- Reserve
- Airport
- School
- Rail Line
- Light Rail
- Rural and Other

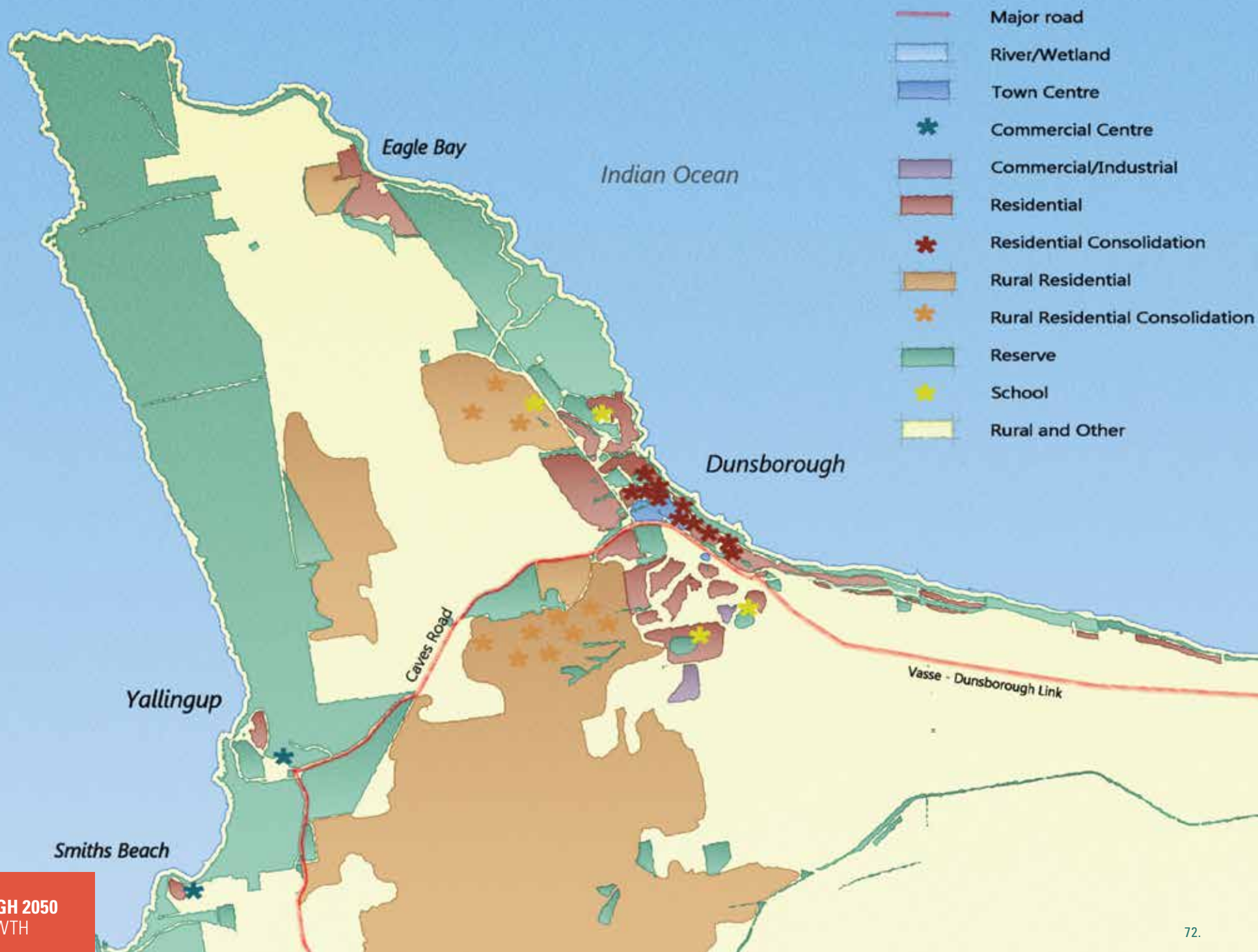




-  Major road
-  River/Wetland
-  Town Centre
-  Commercial Centre
-  Commercial/Industrial
-  Residential
-  Rural Residential
-  Reserve
-  School
-  Rural and Other

SCENARIO 3: FOCUSED GROWTH





-  Major road
-  River/Wetland
-  Town Centre
-  Commercial Centre
-  Commercial/Industrial
-  Residential
-  Residential Consolidation
-  Rural Residential
-  Rural Residential Consolidation
-  Reserve
-  School
-  Rural and Other

6.0 SCENARIO 4: UNFOCUSED GROWTH

This scenario assumes that planning regulations to the extent that might be reasonably possible are developed so that they do not constrain growth and change, that growth is actively encouraged and decisions made by individuals, families and businesses largely determine the direction, character and amount of growth that occurs. This could also be called the 'market-driven' scenario and represents what might occur if market forces largely determine development outcomes.

This scenario assumes that four important planning/development outcomes that are currently being progressed all eventuate:

1. The planned footprint of the Busselton city centre expands to the south-west to include some additional land along Bussell Highway and West Street.
2. Development of the Busselton foreshore along the lines set out in the Busselton Foreshore Master Plan.
3. The Busselton Regional Airport is upgraded and attracts regular inter-state and ultimately international services.
4. Additional land is identified for industrial and commercial development to the south and east of the airport (Airport South).

Scenario 4 is illustrated at the end of this chapter and described in terms of the ten key themes identified in the background section of this document.



Population and housing

Most population growth and new housing will be accommodated within existing planned, residential growth areas at Yalyalup, Vasse Newtown, Dunsborough Lakes, Port Geographe, Ambergate North and South Broadwater. However this scenario would potentially see many new areas (outside of the areas already identified) being developed, slowing growth and service delivery in currently planned growth areas. High value and high amenity coastal areas would potentially become available for development, separation of settlements would become diluted and agricultural land fragmented.

Beyond 2030 there may be a need for development to occur in Bovell and/or Ambergate South but this may also not happen because other areas may be taken up for development first. A number of minor expansions of existing growth areas will also occur especially in Dunsborough and especially after 2030. It is likely that development in Dunsborough and the western parts of the City generally will accelerate but development in Busselton and the eastern parts of the City will be the same as under the 'Business as Usual' scenario or may even be less. New settlements will develop along our western coast and existing settlements will expand and consolidate. The choice of new lots and housing product will be increased and there will be increased downward pressure on housing prices especially in urban fringe locations.

The average lot size in the growth areas would remain around 500 square metres (i.e. 'R20' residential densities) but might actually increase if broader economic trends result in an increase in housing affordability. The number of larger lots will probably

increase and the variety of locations and densities for unit sites and other kinds of medium/high density will increase. Less redevelopment and consolidation will occur in most existing urban areas but higher density development will occur in a variety of high amenity, especially beachside locations scattered around our urban areas including in the coastal strip in the Quindalup, Marybrook and Siesta Park areas. Using the powers set out in clause 58 in our current town planning scheme, relatively unplanned development at 'R30' or 'R40' densities in generally lower density areas will continue. Most of our new housing supply will be in the form of new lots on the fringe with some higher density apartment style development in coastal locations.

Larger rural-residential or 'lifestyle' lots will continue to be developed in already zoned areas in Commonage and Vasse through until around 2030, but portions of those areas will be resubdivided and additional areas will also be subdivided, especially in western parts of the City like Naturaliste and Wilyabrup. The potential for conflict between rural-residential and agricultural uses will grow and upward pressure on agricultural land values will increase. The costs of servicing small isolated rural residential areas will grow. There will be increased pressure to subdivide rural land for lifestyle purposes outside of those areas already planned. This will lead to a reduction in the ongoing viability of agriculture as a land use as other uses compete for land.

There will be greater diversity of housing supply but less change in most existing residential areas than would occur under either of the first two scenarios. There may however be unexpected and significant changes in some locations. There will also be less upward pressure on housing prices generally and the premium

paid for larger lots may reduce. It is probable that there will be a significant increase in servicing/headworks costs to service dispersed development, along with an increase in transport costs associated with a dispersed urban form.

Employment and economy

Industrial areas at Airport North, Vasse Newtown, Dunsborough and Airport South will ensure sufficient land is available for industrial, transport and service commercial employment, allowing the range of employment and services available in the City to grow substantially. Expansion of the Busselton city centre footprint will also allow growth of office employment and retail jobs in Busselton. Additional land for office and retail uses will be identified in Dunsborough, increasing opportunities for business development and employment there.

Upgrading of the airport and other transport and infrastructure improvements will also assist in development of inter-state and international tourism and development of new industries. Increases in the density and vibrancy of the Busselton city centre and Dunsborough town centre though that would assist in creating an environment that would further encourage creative and professional workers to locate in the City though may not occur, reducing our capacity to develop or grow industries that require those skills.

Land availability issues may also reduce our ability to attract aged care, education and other service related jobs.

The proportion of the workforce commuting to jobs outside the City will be similar to the Business as Usual scenario with this scenario.

Shopping and services

Many new shops developed will be outside the existing and currently planned centres at Busselton city centre, Dunsborough town centre, Yalyalup, Vasse Newtown and Ambergate North, and some of the currently planned centres may not develop at all. Expansion of the Busselton city centre footprint will delay the time when major redevelopment is needed in the existing Busselton city centre, perhaps until beyond 2030. It is likely that further and significant 'ribbon' commercial development will occur along major roads and highways. More new shops will be developed than under other scenarios but more existing shops will fail or close.

New government primary schools will be developed at Yalyalup, Vasse Newtown, Ambergate North and Dunsborough Lakes, but in some cases may be delayed because the dispersal of residential growth will make planning and delivery of new schools more difficult. A third government high school for the Busselton urban area may be developed at Ambergate North sometime beyond 2030 but there will still be no government high school in the Dunsborough urban area. Significantly expanded and improved higher education facilities will be developed possibly including university facilities beyond 2030.

Lack of suitably located and serviced sites may hinder development of bulky goods retailing and some community, recreation and educational facilities, notably aged care and private education. Alternatively there may be pressure to allow these kinds of services to be developed in poorly serviced or inappropriately located sites due to the lack of suitable alternatives.

The scale and scope of facilities accessible locally will grow considerably and consistently but will not always be conveniently located.

Basic infrastructure (roads, water, power etc.)

Transport infrastructure will continue to be upgraded as needs require and funds allow, with the Vasse-Dunsborough Link being developed around 2030 but greater dispersal of development and less development in and around the eastern parts of the City may delay development of the Busselton Outer Bypass until closer to 2050. A passenger rail corridor linking Busselton to Bunbury and Perth will have been identified by 2030 but is unlikely to have been developed. Locals and visitors will enjoy direct air services from Busselton Regional Airport to the Eastern States and South-East Asia with the range of destinations steadily growing over time. Lack of planning and funds however, will hamper improvements in the local road, pedestrian/cycle and public transport networks, especially north-south links.

Water and wastewater infrastructure will continue to be expanded to cope with growing demands. Lack of planning and funds however, may mean wastewater re-use schemes are not be developed. Energy and telecommunications infrastructure will also be progressively upgraded but because of more dispersed development improvements will be later more expensive and less consistent.

Agriculture and rural areas

Rural land particularly in the western parts of the City will be taken up by new settlements and the expansion of existing settlements. Loss of 'green belts' between settlements, especially in coastal or near-coastal areas will also occur.

Increasing development in the rural areas for non-rural and non-agricultural purposes will fragment our rural land. 'Rural sprawl' will become evident throughout the City with a proliferation of very low density lifestyle lots. Rural villages, rural residential

development and other urban type land uses would consume land that was once agriculturally productive. This will lead to an increase in conflicts between agricultural and new land uses. Rural land prices are likely to increase and make land less viable for agricultural production. Over time our agricultural and rural base would be eroded.

There will be a significant shift in the economic base of our City as the value of and contributions made by the rural areas in terms of agricultural production, extractive industry, food/wine sales and tourism would be progressively compromised and diminished.

Biodiversity and environment

Significant areas of remnant vegetation will be protected mostly by State and Commonwealth laws. More creative and integrated ways of supporting biodiversity such as the development of ecological linkages will however, not emerge. Failure to introduce plans that reduce risks of land clearing at a strategic level will also make it harder and more costly for developers and regulators to manage impacts of development on vegetation.

New urban areas will be developed in a way that minimises potential affects on water quality. Less integration of planning and development however, will mean that in an overall sense water sensitive urban design will be more expensive and less effective. Active steps to reduce the water quality impacts of existing urban areas and agricultural activities will not receive significant attention. The affect will be slow but steady and continued declines in water quality.



Environmental change and risks

Significant intensification of development in near-coastal areas will progressively add to risks associated with coastal flooding and erosion. Relatively ad hoc responses in the form of sea walls and groynes to treat erosion risks in particular areas will also add to the overall risks over time.

Continued development of rural-residential areas especially in the Commonage, will increase bush fire risk over time as more people will be living in these kinds of higher-risk areas. Failure to carefully consider risk-mitigation strategies, further rural-residential areas and new isolated settlements will also significantly increase bush fire risks.

Lifestyle and character

Continued growth and other changes will inevitably change the character of our district but that will occur in a fairly progressive way. Some of the 'small town' feel of Busselton especially though, will be lost. Busselton and Dunsborough will merge together physically and struggle to maintain unique and separate identities.

The character of some areas and some streets will change more significantly as units are developed or new growth areas extend into what is currently farming land. An increasing proportion of our population will live a little further away from the coast probably having a less intimate relationship with the coast and the beach and orientating their lives around new shopping streets, schools and community facilities in our growth areas.

New settlements in isolated areas may struggle to develop any real character or identity or may develop new identities not closely

linked to Busselton, Dunsborough or the rest of the district at all. Development of new, out-of-town shopping centres not actually required to service growth areas will result in the decline and potential failure of some existing centres.

Growth in the range of services and facilities available locally will reduce the need to travel to Bunbury or Perth and promote a greater sense of local identity but a more dispersed population pattern will dilute that identity.

Sustainability

Urban development will be predominantly low density and spread over a broad area around Busselton, Dunsborough and throughout the western part of the district with limited and relatively unplanned pockets of higher density.

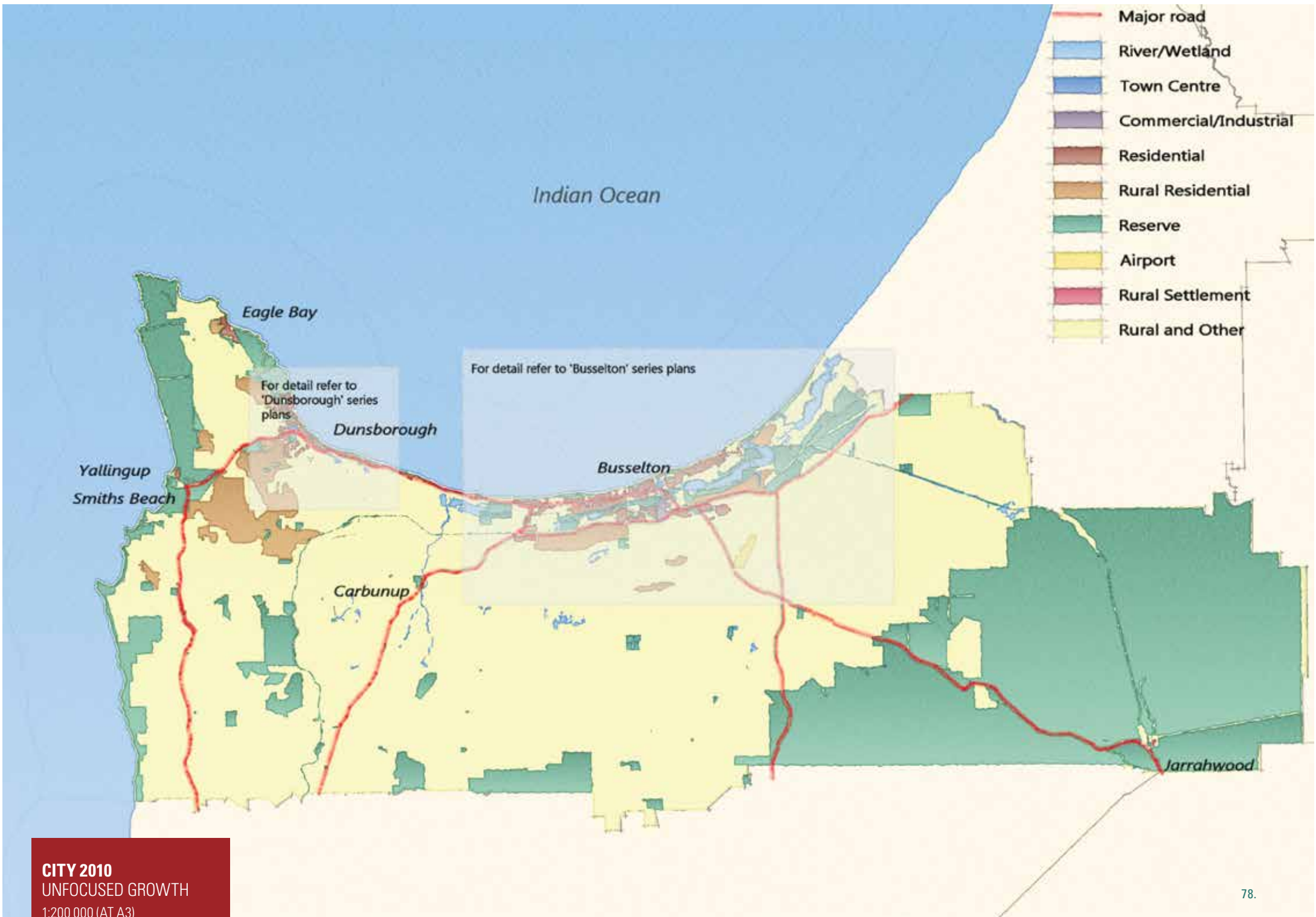
Additional urban development will be supported in rural and coastal areas. There will be some increase in the housing choices available including high-rise apartments in coastal locations but the majority of housing will remain single, detached dwellings.

Transport will continue to be car-based with very limited opportunity for viable public transport.

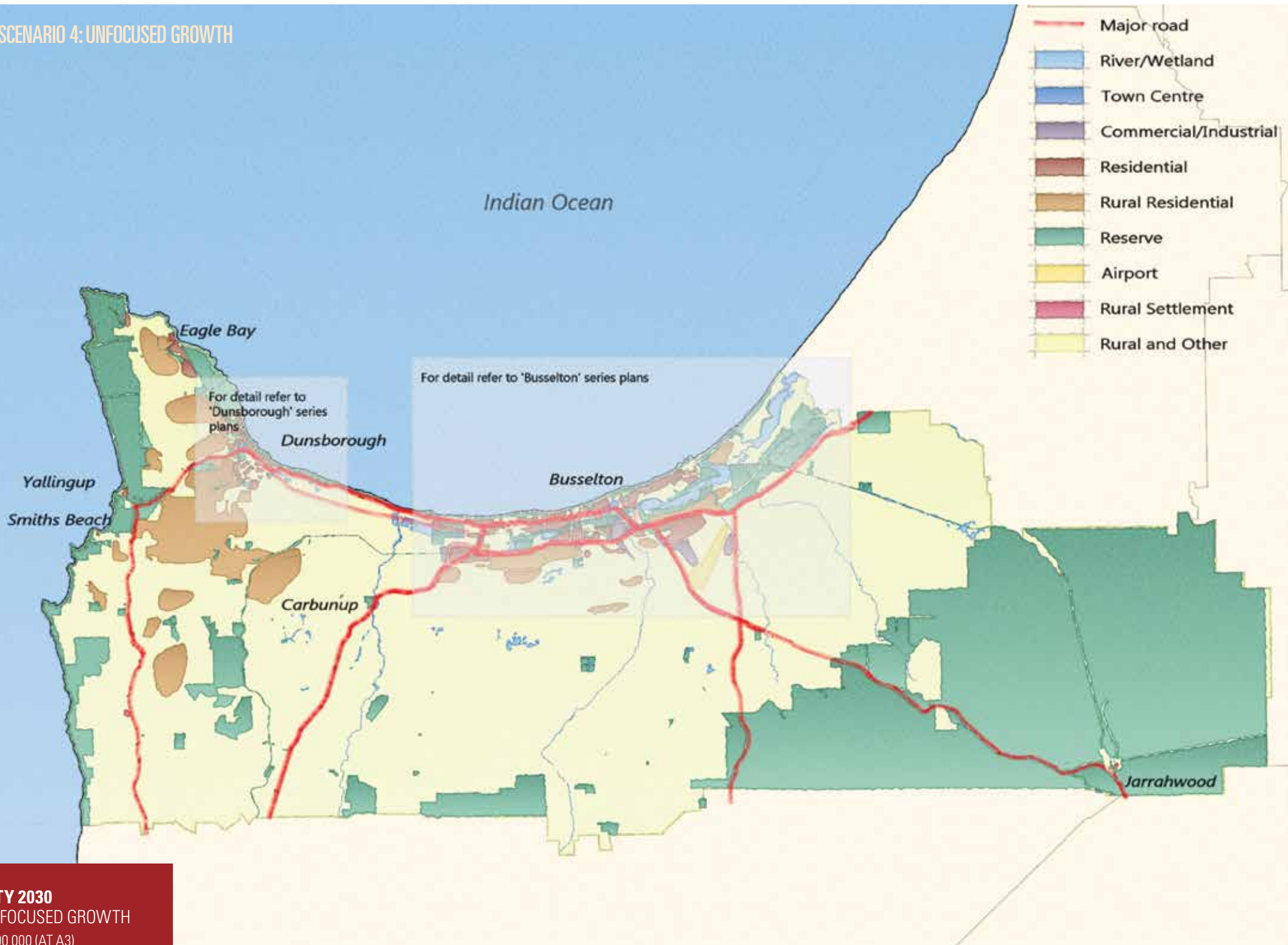
Governance and planning framework

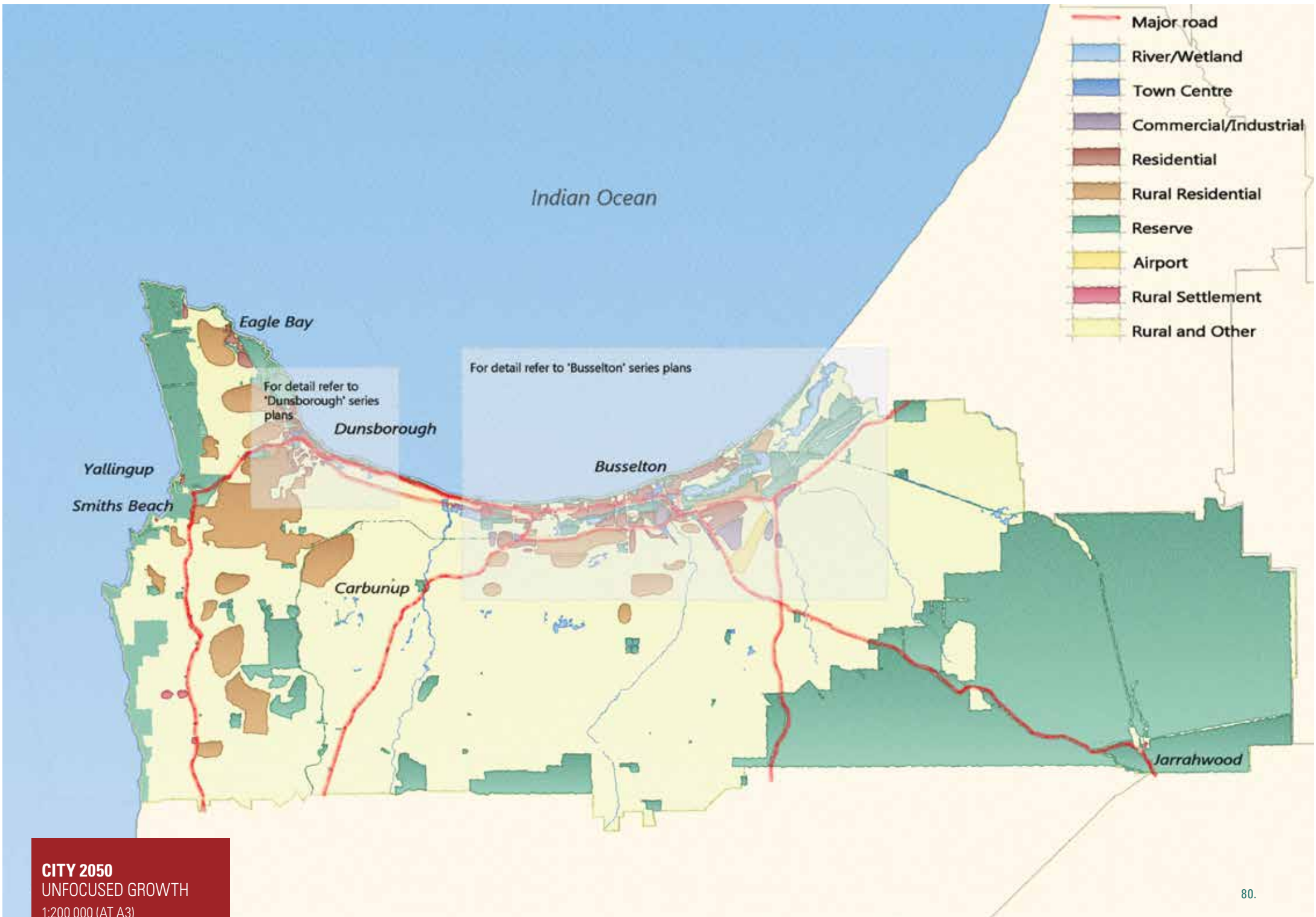
Significant change to the City's planning framework will be required. Planning controls would need to be substantially loosened at both a local and State level. Because of the lack of integrated planning, conflicts and inconsistencies between Commonwealth, State and local plans and initiatives (including infrastructure development and environmental protection) would

grow and increase costs and uncertainties for the community and developers. The City would strongly resist becoming part of a regional planning scheme area as that could lead to the State refusing development that the City supports.



SCENARIO 4: UNFOCUSED GROWTH

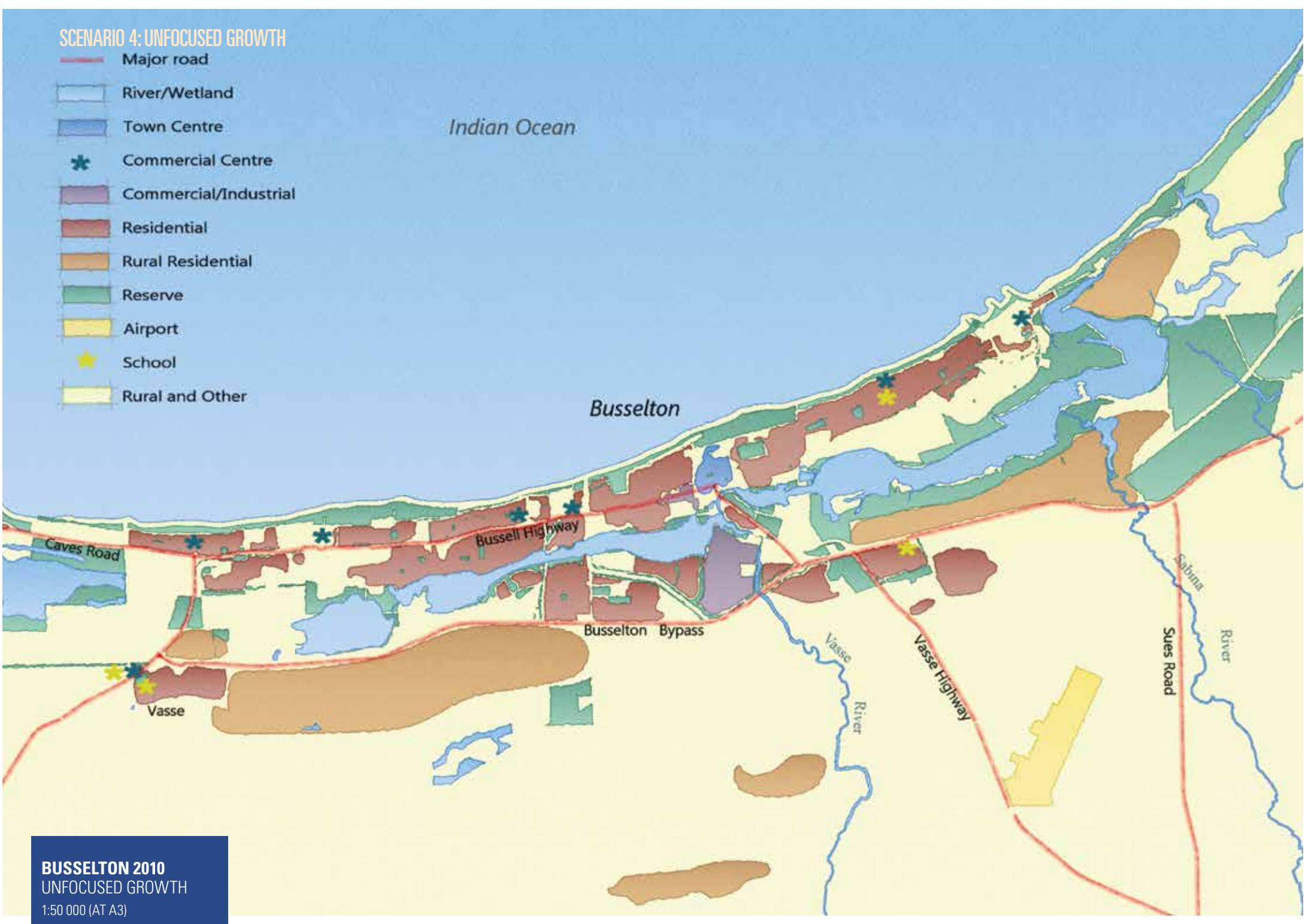


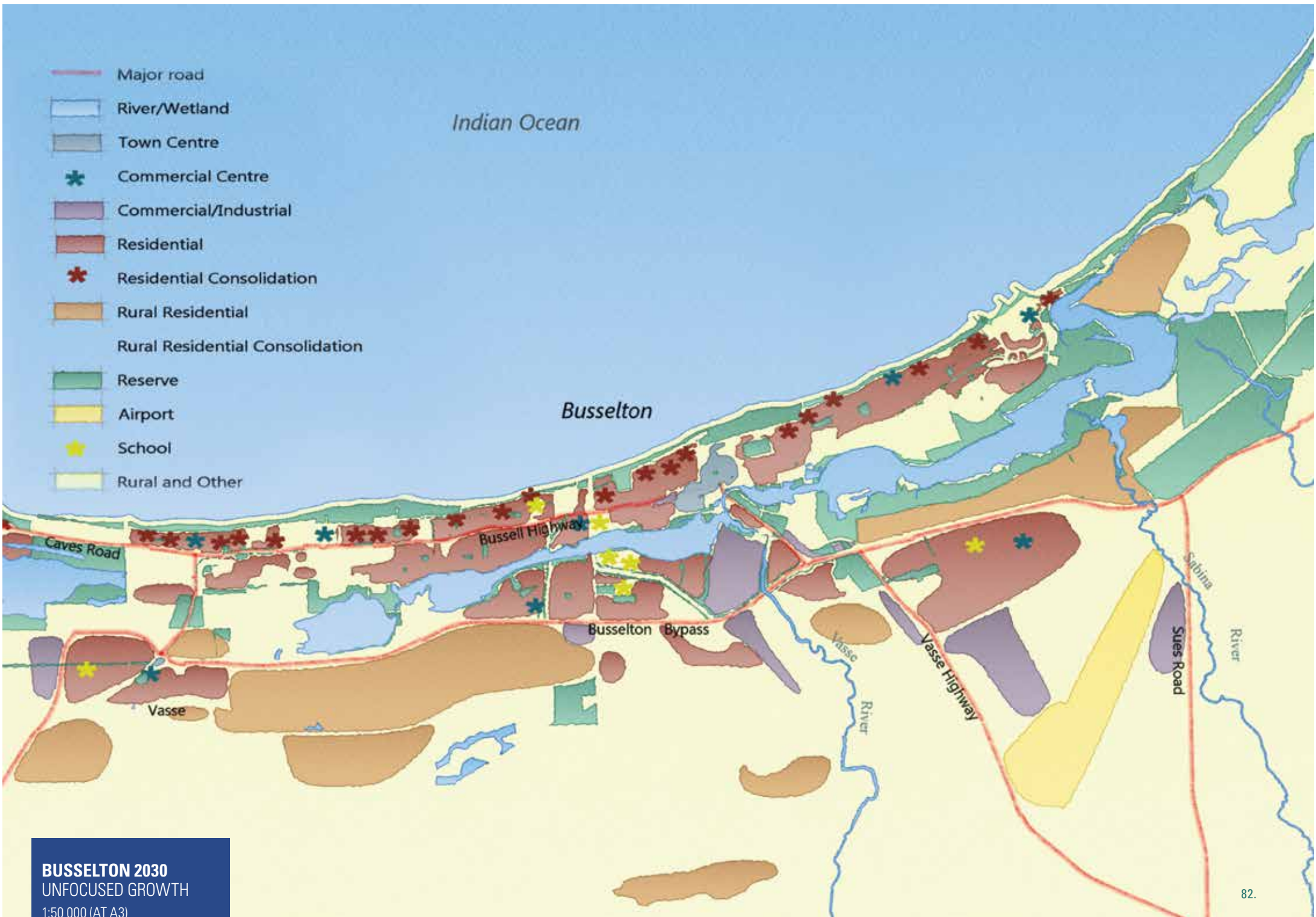


- Major road
- River/Wetland
- Town Centre
- Commercial/Industrial
- Residential
- Rural Residential
- Reserve
- Airport
- Rural Settlement
- Rural and Other

SCENARIO 4: UNFOCUSED GROWTH

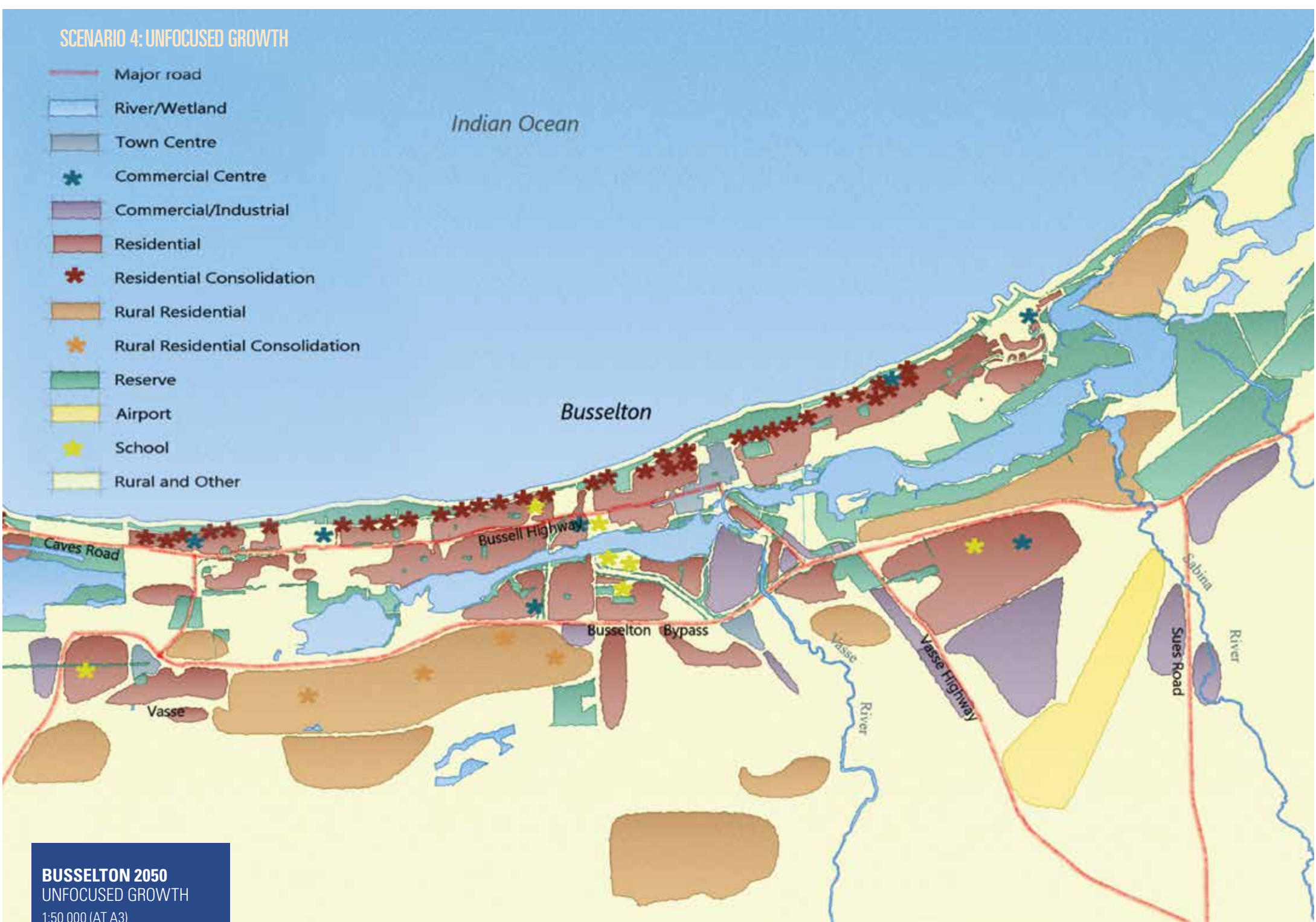
- Major road
- River/Wetland
- Town Centre
- Commercial Centre
- Commercial/Industrial
- Residential
- Rural Residential
- Reserve
- Airport
- School
- Rural and Other

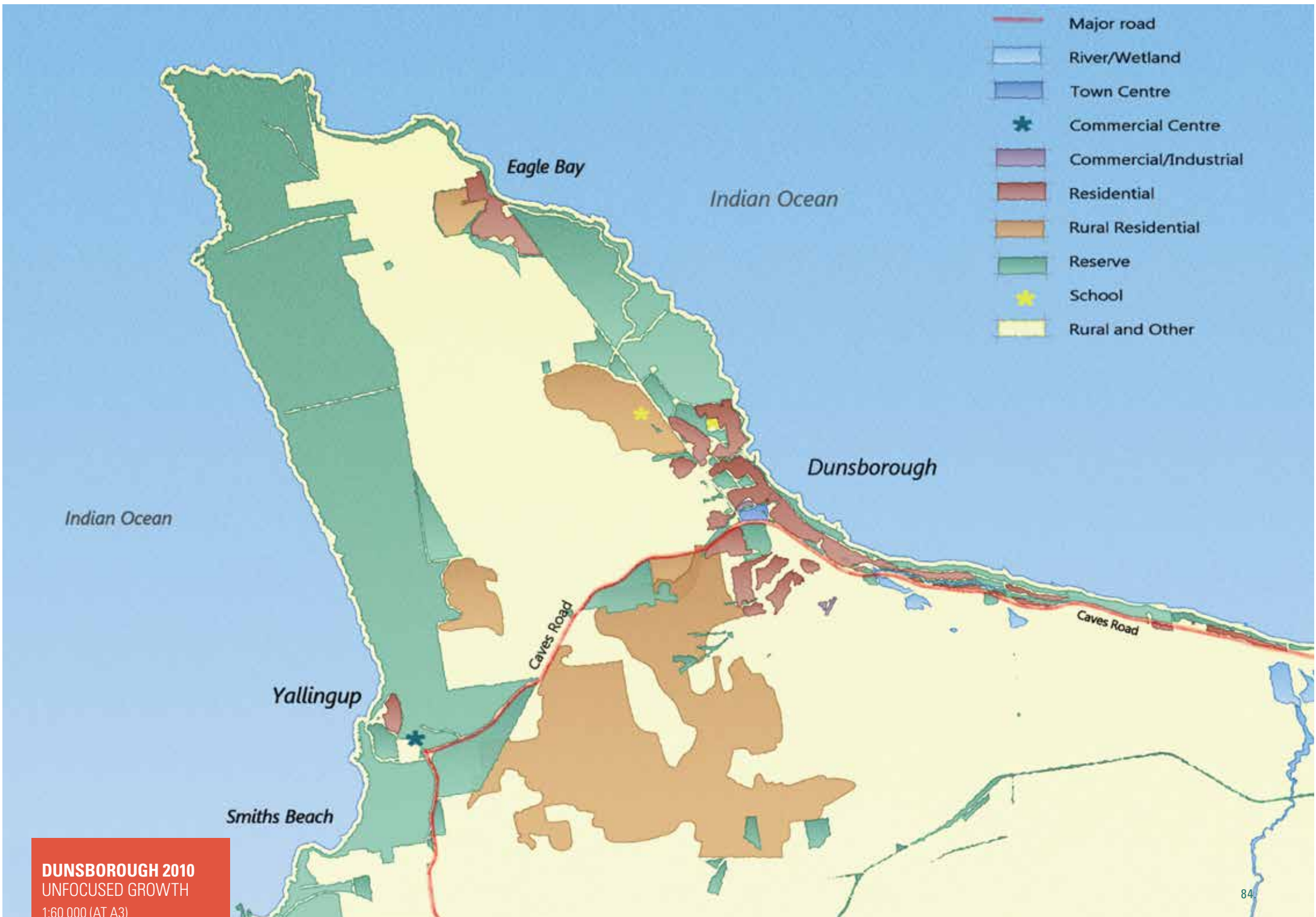














SCENARIO 4: UNFOCUSED GROWTH

- Major road
- River/Wetland
- Town Centre
- Commercial Centre
- Commercial/Industrial
- Residential
- Residential Consolidation
- Rural Residential
- Rural Residential Consolidation
- Reserve
- Airport
- School
- Rural and Other

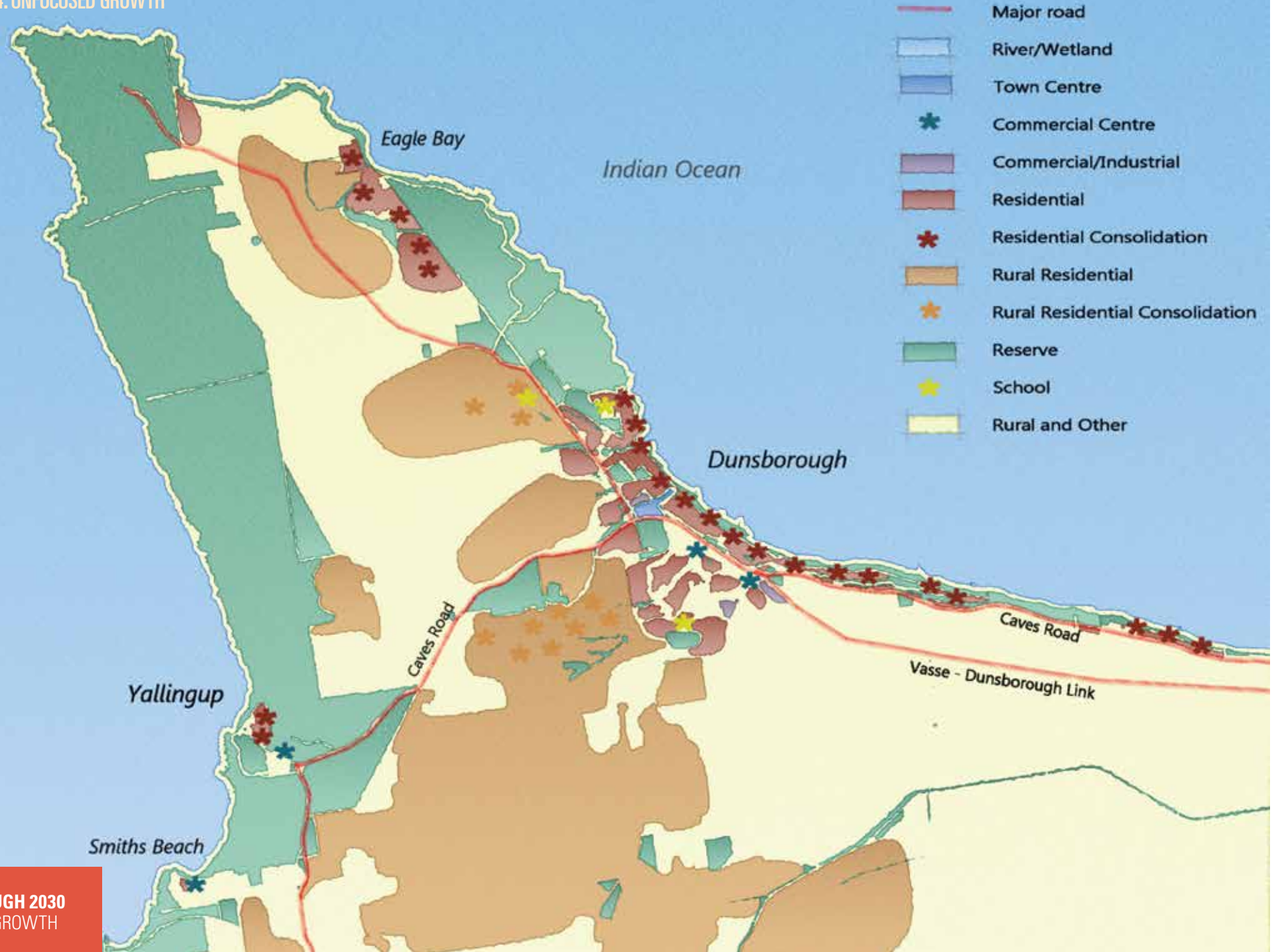


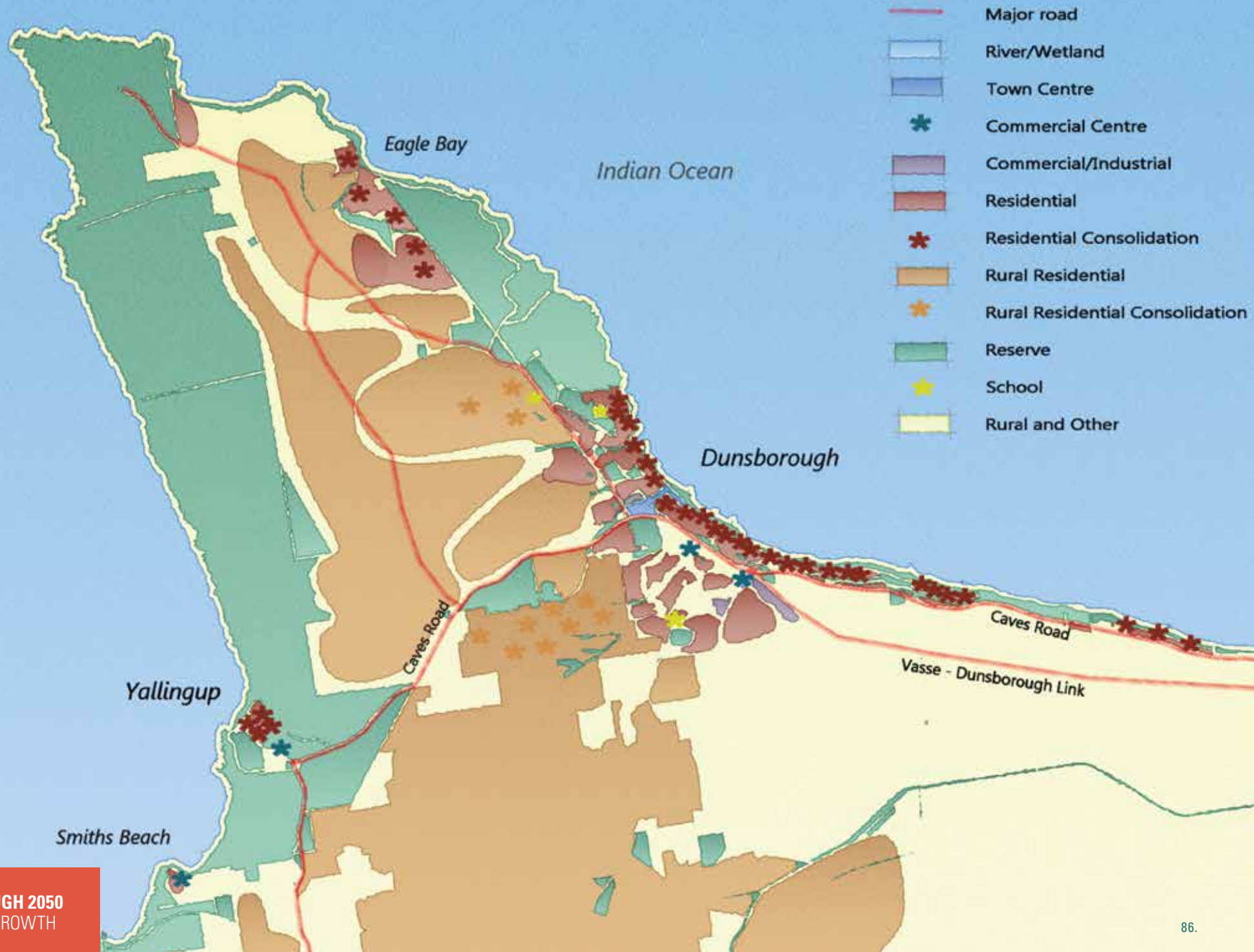


-  Major road
-  River/Wetland
-  Town Centre
-  Commercial Centre
-  Commercial/Industrial
-  Residential
-  Rural Residential
-  Reserve
-  School
-  Rural and Other

DUNSBOROUGH 2010
 UNFOCUSSED GROWTH
 1:60 000 (AT A3)

SCENARIO 4: UNFOCUSED GROWTH





7.0 GROWTH SCENARIO MATRIX

	SCENARIO 1: BUSINESS AS USUAL	SCENARIO 2: CONSTRAINED GROWTH	SCENARIO 3: FOCUSED GROWTH	SCENARIO 4: UNFOCUSED GROWTH
Population & housing	<p>Single, detached houses on small lots dominate; Some grouped dwellings (townhouse/villa), some double storey; Possibility of mixed use in longer term in/around city centre.</p> <p>Housing prices will remain relatively affordable. The lack of new housing stock in and around the existing residential areas of Busselton and Dunsborough may push prices higher.</p>	<p>Single, detached houses.</p> <p>Opportunities for affordable development limited due to predominant form of development being large single residential.</p>	<p>Single, detached houses continue to dominate, however with a larger number of grouped dwellings (townhouse/villa) and multiple dwellings (apartments). Mixed use encouraged.</p> <p>A greater diversity of housing types can be developed providing significant opportunities for more affordable development.</p> <p>There will be less reliance on private transport and households can choose to use public transport, cycling or walking for many trips .</p>	<p>Single, detached houses, some grouped dwellings, larger proportion of multiple dwellings (apartments) up to 12 levels in certain locations. Rural land, particularly in the Cape, would be taken up by dispersed lifestyle lots.</p> <p>The increased costs of land acquisition, servicing and development will likely reduce affordability.</p>
Employment & economy	<p>Identified industrial areas will provide a sufficient area of land for employment-generating activities. Airport and other transport/infrastructure will provide additional opportunities.</p>	<p>Identified industrial areas will provide sufficient land supply until about 2030. Interstate and intrastate tourism opportunities will be stifled and there will be a greater reliance on employment opportunities outside of the district.</p>	<p>Industrial areas at Airport North, Vasse Newtown, Dunsborough and Airport South will ensure sufficient land is available allowing the range of employment and services available in the district to grow substantially.</p>	<p>Industrial areas at Airport North, Vasse Newtown, Dunsborough and Airport South will ensure sufficient land is available allowing the range of employment and services available in the district to grow substantially.</p>
Shopping & services	<p>Some moderate, organic growth of the city/town centres will occur supported by commercial and larger retail activities on outskirts.</p> <p>Additional community services will be required – these will generally be located in the newly developing urban areas.</p>	<p>The extent of existing shopping and services will remain largely unchanged. Residents will need to travel to other centres to meet some shopping and community service needs.</p>	<p>The more concentrated nature of urban development in Busselton and Dunsborough will mean that it become more viable and therefore attractive to provide additional shopping opportunities and community services to these communities.</p>	<p>Growth and maintenance of existing city town centres will become more difficult, with pressure for shopping centres and other large-scale commercial activities to be developed on key access routes to each of the towns.</p>

	SCENARIO 1: BUSINESS AS USUAL	SCENARIO 2: CONSTRAINED GROWTH	SCENARIO 3: FOCUSED GROWTH	SCENARIO 4: UNFOCUSED GROWTH
<u>Basic infrastructure (roads, water, power etc.)</u>	Transport and Infrastructure provided as growth occurs over time. Provision will therefore largely be reactionary to growth/demand.	There will be less demand for transport and infrastructure beyond 2030 and some planned upgrades may be delayed or abandoned.	This scenario would deliver cost effective public transport, improvements to infrastructure and better access to and improved utilisation of community and commercial assets.	There will be fewer opportunities for cost effective public transport due to continued dispersal of settlements with an increased area to service. Transport and infrastructure assets are generally seen to be performing less efficiently on a capital cost/benefit ratio under this scenario – in short a less efficient and sprawling urban form.
<u>Agriculture & rural areas</u>	Some loss of existing agricultural land will occur due to already planned urban development and further expansions beyond 2030. The remainder will be largely unaffected.	Some loss of existing agricultural land will occur due to already planned urban development. The remainder will be largely unaffected.	Some loss of existing agricultural land will occur due to already planned urban development and further expansions beyond 2030. The remainder will be largely unaffected.	Rural land particularly in the western parts of the district will be taken up by new settlements and the expansion of existing settlements.
<u>Biodiversity & environment</u>	This scenario limits pressure of urban growth on the environment including coastal and rural lands.	This scenario limits pressure of urban growth on the environment including coastal and rural lands. A key risk of this scenario is that retrofitting/ upgrading of the drainage and sewer infrastructure in areas of existing residential development may be inhibited and therefore negative impacts of existing residential development and future residential redevelopment on ground and surface water quality may continue.	Protection of the environment is a key feature of this scenario.	Natural and environmental assets are most at risk under this scenario.
<u>Environmental change & risk</u>	Future development will be planned to take into account emerging information on environmental change and risk but it may be compromised by legacy planning.	The limited expansion of urban areas in Busselton and Dunsborough along the coast and in the City’s rural areas would limit exposure to environmental change and risk.	Environmental change and risk under this scenario will be minimised. Development in inappropriate coastal locations and rural areas will be limited.	Environmental risk and change is greatest under this scenario.

	SCENARIO 1: BUSINESS AS USUAL	SCENARIO 2: CONSTRAINED GROWTH	SCENARIO 3: FOCUSED GROWTH	SCENARIO 4: UNFOCUSED GROWTH
Lifestyle & character	Some redevelopment of the city/town centres will occur however the majority of new development will occur outside the city/town centres.	The city centre of Busselton and the Dunsborough town centre would remain largely unchanged under this scenario and will probably continue to develop in a similar style to that which has occurred in the last decade.	This scenario will see higher order local and regional activity become focused on the Busselton city centre and Dunsborough town centre. This scenario would deliver mixed use redevelopment that increases the diversity, vibrancy and activity of the Busselton city centre and Dunsborough town centre.	Increased risk of loss of character, community, sense of place and lifestyle.
Sustainability	<p>Social: greater housing choice and reliance on private transport.</p> <p>Economic: development costs can reduce with smaller, integrated dwellings; infrastructure and servicing can be shared; greater land utilisation.</p> <p>Environmental: more efficient use of land; standard dwelling design that is not climate responsive can still dominate, however innovation can be encouraged with higher density; cost of environmental sustainability systems can be cost effective if installed across several dwellings.</p>	<p>Social: limited housing choice, less affordable housing, reliance on private transport.</p> <p>Economic: higher development costs; higher infrastructure and servicing costs; lower land utilisation rate.</p> <p>Environmental: less efficient use of land; standard dwelling design that is not climate responsive; can be expensive to retrofit or install stand-alone environmental sustainability systems.</p>	<p>Social: significantly greater housing choice, more affordable housing, less reliance on private transport.</p> <p>Economic: development costs can reduce with smaller, integrated dwellings; infrastructure and servicing can be shared; significantly greater land utilisation.</p> <p>Environmental: more efficient use of land; innovation can be encouraged with higher density; cost of environmental sustainability systems can be cost effective if installed across several dwellings.</p>	<p>Social: More housing choice, more reliance on private transport.</p> <p>Economic: development costs will likely increase; purchase costs likely to be higher; speculative increase in land values likely to occur; lack of planning constraints may allow new development concepts and business ideas to emerge.</p> <p>Environmental: less efficient use of land; potential impact on coastal locations and sensitive rural areas.</p>
Governance and planning framework	Existing framework maintained. Regional planning scheme after 2020.	Framework tightened with opportunities for development and infill removed or significantly reduced. No regional planning scheme.	Planning framework tweaked to provide greater opportunity for development and sustainable infill within existing urban areas. Regional planning scheme, possibly before 2020.	Planning framework loosened significantly. No regional planning scheme.





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PLANNING DESIGN ENVIRONMENT

1/1 Alvan Street, Mt Lawley WA 6050 | PO Box 289, Mt Lawley WA 6929
Phone: (08) 9271 8506 | Fax: (08) 9370 5786 | Email: admin@landinsights.com.au