

# SHIRE OF AUGUSTA-MARGARET RIVER

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## Local Planning Strategy

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Endorsed by the  
Western Australian Planning Commission

18 JANUARY 2022

### Disclaimer

This is a copy of the Local Planning Strategy at the date of endorsement produced from an electronic version of the Strategy held by the Department of Planning Lands & Heritage. Whilst all care has been taken to accurately portray the current Strategy provisions, no responsibility shall be taken for any omissions or errors in this documentation.

Consultation with the respective Local Government Authority should be made to view a current legal version of the Strategy.

Please advise the Department of Planning Lands & Heritage of any errors or omissions in this document.

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# Local Planning Strategy 2036

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Natural | Connected | Prosperous



# Adoption & Endorsement

The Local Planning Strategy is adopted when signed by the President and Chief Executive Officer on behalf of the Shire Council. The Strategy becomes a recognised and operative strategic planning document once endorsed by the WAPC.

## Advertising

The Shire of Augusta Margaret River Local Planning Strategy certified for advertising on 10 March 2020

Signed for and on behalf of the West Australian Planning Commission

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

Date 17 August 2020

## Adopted

The Shire of Augusta Margaret River hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the 12 day of May 2021.

Shire President

Chief Executive Officer

## Endorsement

Endorsed by the Western Australian Planning Commission on

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

Date 18.1.2022



# Acknowledgment of Country

Kaya, Nala Maat Kaya Noonduk (Hello, Our Family Welcomes You) to Wadandi Boodja (Saltwater People's Country) – we all come together on Boodja (Country). Whilst on Wadandi Boodja we ask that you respect the land by walking softly and take the time to listen to Boodja as she Wongi (Talks).

We respect the presence of the Demmala Goomala (Ancestors) whose Djanga (Spirits) reside on Boodja and whose djenna (feet) walk the land and whose Djanga Korda (heart spirit) flows through all creation.

Wooditup (Margaret River) is the heart of Wadandi Boodja (country), a meeting place between land and sea, connecting us all with Wadandi Boodja.

The Wadandi Boodja (Motherland) reaches from Bunbury, along the coast of Geographe Bay, extending to Yallingup (Place of Holes) to Talinup, Augusta (Place of Reeds) inland to Nannup (The Stopping Place), taking in the region of Undalup (Busselton) The Wadan Boodja (Sea Country) is of great spiritual significance to the coastal Wadandi people.

Boodja – Land, Country, Mother Earth – is our most important resource. No matter what culture or religion – all of us rely on Nala Boodja, Our Country.

It is up to all of us to listen to the land, understand the connection to Country that we all have and realise how urgent it is to work together to make better decisions on how we can create that balance, ensuring sustainability for the generations to come, in order to protect and preserve the beauty of Boodja.

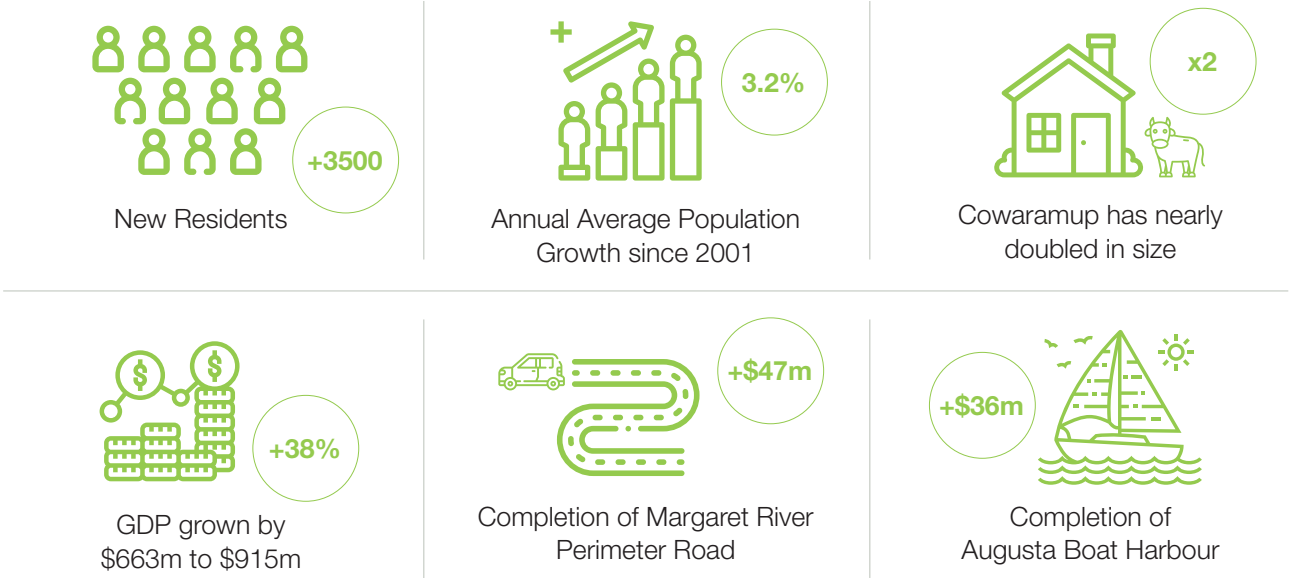
“Whilst living, travelling, visiting and holidaying on Wadandi Boodja (Saltwater People's Country) we ask that you respect the area and walk softly on the country, taking the time to listen to Boodja (Country) as she Wongi (Talks) of the Season, and leave nothing but footprints”.

Wadandi Traditional Cultural Custodian Wayne “Wonitji” Webb.



# Executive Summary

Since the adoption of the Shire’s previous Local Planning Strategy in 2011 (LPS2011):



Local Planning Strategy 2036 (LPS2036) will:



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# Introduction

The Shire is part of the traditional lands of the Wadandi and Pibelmen people, who have lived in the region for at least 50,000 years.

The Wadandi and Pibelmen live in strong connection with country, and numerous elements of their inhabitation of the land over this long period has provided valuable lessons for ongoing stewardship of the environment. Their significant history, experience and deep knowledge of the landscape will continue to guide our community into the future in their interactions with the natural environment.

The Shire is also historically significant to the European settlement of Western Australia. Augusta, located in the south of the Shire, was established in 1830 and became one of Western Australia's first colonial settlements. The formation of the timber industry and group settlement scheme characterised early development in the Shire, which transitioned into a strong agricultural industry through dairy, beef and sheep farming. Viticulture commenced in the region in 1967 and has become one of the Shire's key agricultural assets, fostering economic development and significant tourism interest. This, combined with the picturesque natural environment and world class

surfing locations, has led to the Shire becoming a key tourism destination that hosts significant events such as the Margaret River Pro (part of the World Surf League World Championship Tour), as well as the Gourmet Escape and numerous other renowned events.

As of 2018, the Shire had an estimated population of 15,700 people and experienced sustained growth of 2.6 per cent annually between 2001 and 2018. Over the future planning period of the Local Planning Strategy, the population of the Shire is expected to increase to over 25,000 people.

Despite this high growth and the expansion of the Shire's town sites, significant landholdings identified for residential expansion remain undeveloped and available to cater for future growth to ensure that development will progress in an orderly and sustainable manner beyond the planning period.









# Our Vision

The Shire has adopted the following vision contained within the Community Strategic Plan 2036:

“Adapt to changing climate, environment and social dynamics and celebrate a sense of place for our local Indigenous culture and our multicultural and creative community”.

To complement this vision, the Shire’s land use planning objectives seek to facilitate a vibrant, inclusive and resilient community through sustainable land use and development; encouraging diverse economic activity; and preserving and enhancing the natural environment for the benefit of existing and future generations.

This vision is supported through the following key result areas:

Key result area	
	<b>Goal 1</b> Valuing, protecting and enhancing the natural environment
	<b>Goal 2</b> Welcoming, inclusive and healthy communities
	<b>Goal 3</b> Ensuring sustainable development
	<b>Goal 4</b> Vibrant and diverse economy
	<b>Goal 5</b> Effective leadership and governance



## Core Principles

The Shire’s core principles have shaped the development of LPS2036. They are:

### Sustainability

The Council recognises that all life has intrinsic value, is interconnected and that biodiversity and ecological integrity are part of the irreplaceable life support systems upon which the Earth depends. Council is therefore committed to using its best endeavors to meet the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.

### Access and Equity

The Shire is committed to providing services to a diverse community, including people with disability, their families and carers. The Shire strives to continually improve access and inclusion for all its community members.

### Climate Change

The Shire and community have a pivotal role to play in addressing climate change over the next 20 years. This has therefore been integrated throughout the plan with specific strategies to mitigate economic, social and environmental impacts.

### Social Justice

Social justice principles refer to values that aim at decreasing or eliminating inequity, promoting inclusiveness of diversity, and establishing environments that are supportive of all people. The Shire and community have an ongoing responsibility to ensure opportunities are available within our region, particularly within employment, housing and access to information.

### Technology and innovation

The Shire and community wishes to embrace the anticipated continued growth in technology, and this is connected strongly to local economic development, access to information and knowledge for the region. Through awareness of and understanding the digital economy, the Shire aims to employ a systems approach to technology choices, be data driven and open to innovation.



# What is a Local Planning Strategy?

This Local Planning Strategy (LPS2036) sets a vision for the size, look and feel of the Shire’s neighborhoods, towns and natural areas over a 10 to 15-year period.

The strategy sets a direction for future planning to manage population growth, and establishes policy positions that flow through to day-to-day decision making. As required by Regulation 11(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, a local planning strategy must —

- Set out the long-term planning directions for the local government; and
- Apply any State or regional planning policy that is relevant to the strategy; and
- Provide the rationale for any zoning or classification of land under the local planning scheme.

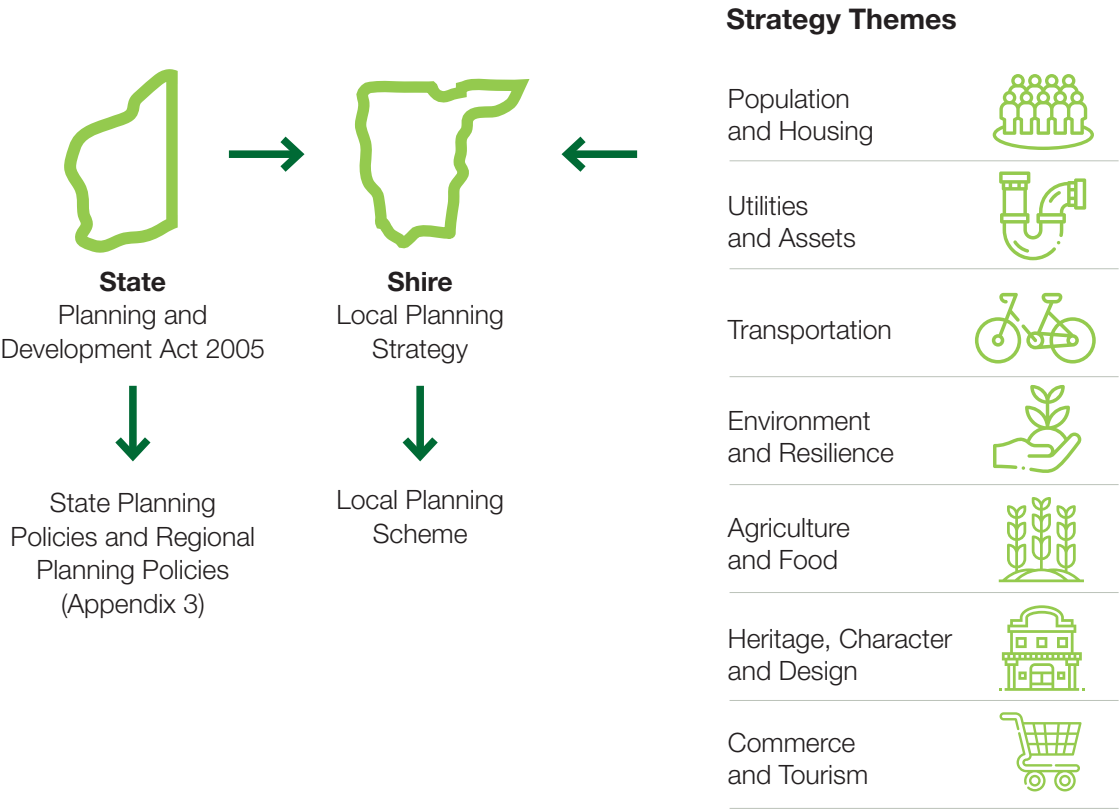
A local government is required to review its Local Planning Scheme periodically (generally every five years). It is commonplace and good practice to review the Local Planning Strategy in tandem with the scheme to ensure it takes into account contemporary

planning, and economic, social and environmental considerations. A new Local Planning Scheme is currently under preparation and will replace LPS1. The new Scheme will be consistent with the model provisions in the Regulations.

The structure of LPS2036 comprises explanatory text and supporting maps that:

- Provide a summary and analysis of the Shire at 2019 through several key themes;
- Outline the current challenges the Shire faces, or is anticipated to encounter over the planning period; and
- Outlines actions intended to be taken to address those issues, which are reflected as policy positions or required changes to Local Planning Scheme No. 1 (LPS1) and supporting policy framework.

The following diagram shows the role of LPS2036 in the context of the Planning Framework:



# The Review Process

The review of LPS2011 commenced in April 2018. A summary of the consultation process undertaken by the Shire is provided below:

## Pre-Consultation



**Planning for Resilience**  
Climate change adaptation, Environmental protection, Water, Renewable energy



**The Towns and Villages of the Future – Part 1**  
Affordability, Infill development, Sustainable building design



**The Future of Food**  
Subdivision and development controls for agricultural lands



**The Towns and Villages of the Future – Part 2**  
Demographic changes, size and structure of urban areas, local character



**Planning for Local Commerce**  
Planning environment for small business



**Planning Rules**  
Suggestions for improving planning rules and processes within the Shire

## Strategy Drafting

The process of assessing the latest information across a range of topics, together with community feedback, to arrive at policy positions and recommended changes to the planning framework.



## Engaging Youth

In recognition of the low youth attendance at the pre-consultation workshops, the Shire partnered with Margaret River Senior High to run workshop sessions with year 10 Geography students.



## Sharing Knowledge

The following groups generously provided significant input:

- Shire Councillors
- State government representatives including officers from DPLH and DWER
- Local developers and their representatives
- Nature Conservation Margaret River
- Lower Blackwood Catchment Land Conservation District Committee
- Friends of the Margaret River
- Undalup Association



## Formal Consultation TBC

The Planning and Development (Local Planning Schemes) Regulations 2015 require, at Regulation 13 (2) that a Local Planning Strategy must be subject to a period of public consultation of not less than 21 days. Subject to certification by the WAPC, the Shire will commence a comprehensive formal consultation process, which is likely to occur over a

period of three months. This will involve targeted consultation with interest groups as well as a particular emphasis on engaging with parts of the Shire’s demographic which are typically under represented in consultation campaigns. This may involve the creation of a ‘citizens reference group’ or similar.







## Pre-Consultation Workshop Program

Pre-consultation was undertaken between May and December 2018. During this time, members of the community were invited to take part in a series of themed workshops, which included presentations by guest speakers and required groups of participants to identify possible options to improve the Shire's planning framework.

Multiple expert guest speakers were engaged in each workshop to provoke thought and discussion amongst the participants. The speakers included representatives from the Western Australian Planning Commission (WAPC), Urban Development Institute of Australia (UDIA), Bureau of Meteorology, and metropolitan local governments; academics from Curtin University, Murdoch University and the University of Western Australia; local and urban-based farmers and food producers; and local authors, business group representatives, and development industry consultants. A question-and-answer session was held after each speaker's presentation.

Following the presentations, community members participated in group activities that allowed for discussion and the formulation of ideas in response to a series of predetermined questions specific to each workshop. Over 80 members of the community attended the workshop series, with a large number of community members attending multiple workshops.

It was critically important to demonstrate to the community that feedback would not only be heard and recorded, but would also go directly towards informing outcomes. Accordingly, an 'Issues and Options Paper' was prepared following each workshop. The papers recorded the issues identified by the participants, as well as possible options for response. A significant number of the issues and actions that this strategy identifies originated from these preconsultation sessions, which were immensely important to the formulation of LPS2036.

Over 80 members of the community attended the workshop series, with a large number of community members attending multiple workshops.

## Engaging with Youth

A complimentary engagement process was run in conjunction with Margaret River High School's Year 10 geography program. A preliminary consultation exercise was carried out over several classes in December 2018, which required students to respond to a hypothetical development scenario.

This exercise was repeated in April 2019, but the timing allowed the program to be expanded to form a part of the school's curriculum, with students producing scale models of development scenarios for future development sites identified in LPS2011. The students presented their models to teachers, Shire staff and Councillors in May 2019. Some of the key learnings from this exercise are:

- Housing affordability is a key concern for our youth, who are open to alternative development forms, such as multiple dwellings (apartments), in order to provide more affordable housing options;
- Preservation of the natural environment was often a motivating factor in design approach, with closer development at a greater density used as a means to retain vegetation and larger undisturbed areas for public use; and
- Renewable power and community facilities, such as urban gardens, featured consistently throughout the students' work in response to climate change concerns.

The students gave an important insight into what is of value and concern to youth, and provides confidence that LPS2036 will be relevant to the adults of the future.



# Planning Analysis, Issues and Actions

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# Population and Housing

Since 2011, there has been a growth in the resident population of over 3500 people.

The population of Cowaramup has nearly doubled, making it one of the fastest growing towns in the state, with the overall population growth in the Shire one of the highest in the South West region.

## Current Population and Settlement Status

In 2020, the Shire's population was estimated to be 16,701. As depicted in the table below, the majority of residents continued to be located in the Margaret River townsite. Notably, the population of Cowaramup has almost doubled since 2011 and is now the Shire's second largest town (previously Augusta).

Location	Settlement Type	2001	2006	2011	2016	2018	2020
Margaret River	Sub-regional Centre	3,826	4,713	5,549	6,717	7,134	7,484
Augusta	Town	1,153	1,147	1,053	1,131	1,198	1,241
Cowaramup	Town	395	620	834	1,580	1,648	1,869
Witchcliffe	Village	47	48	54	93	153	263
Prevelly/Gnarabup	Village	604	525	550	690	728	745
Gracetown	Village	130	112	119	116	116	119
Karridale	Village	28	30	30	30	53	65
Molloy Island	-	103	128	125	113	113	116
Rural Residential	-	1,170	1,345	1,546	1,760	1,877	2,000
Rural	-	2,731	2,384	2,377	2,457	2,740	2,799
Total	-	10,187	11,052	12,228	14,687	15,700	16,701

The 2020 population estimates are based on the number building permits issued per location, with census data on occupancy and people per dwelling used to inform estimates.

The Shire has experienced an annual average growth rate of 2.6 per cent between 2001 and 2018, similar to the City of Busselton (3.1 per cent) but higher than Greater Bunbury (2.23 per cent) and Western Australia (2.04 per cent).

The overall population change in the Shire since 1991 is summarised below:

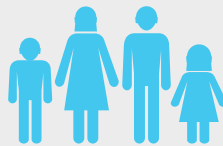
Period	1991-1996	1996-2001	2001-2006	2006-2011	2011-2016	2016-2018	Annual Average
% Change	5.4	4.8	1.6	2	3.7	3.4	3.48%

Population  
2020 ERP

16,701



Male 50%  
Female 50%



Families  
3,678

Median Age  
(Australian 38)

39

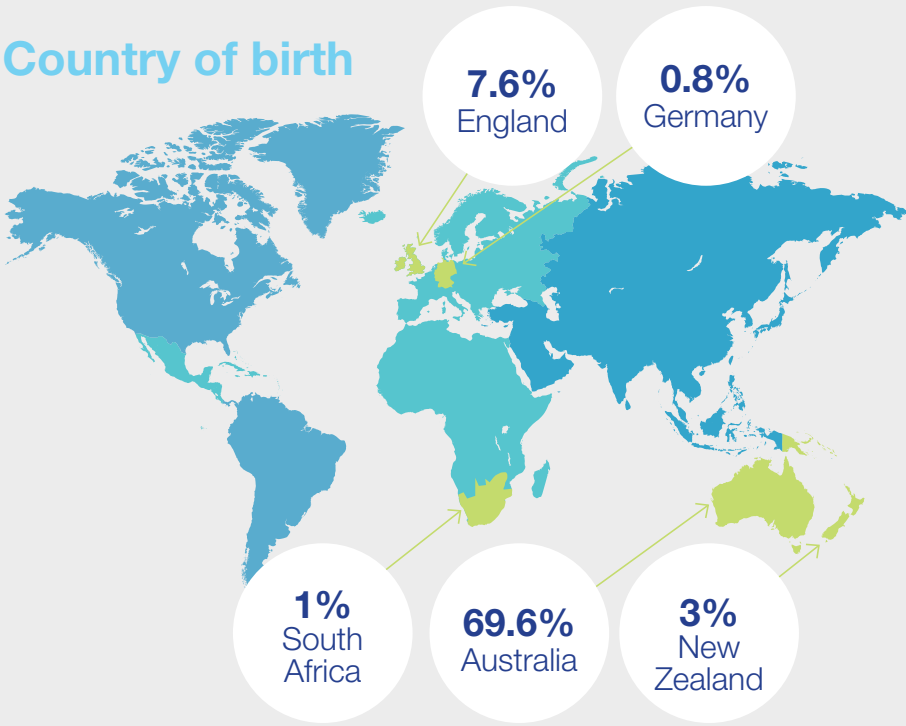
Aboriginal  
people

Shire 1.4%  
Australia 2.8%



Average annual growth  
rate 2001-2018

Country of birth



Source: ABS, 2016 Census of Population and Housing unless stated otherwise





### Population Projections

Central to the provision of adequate housing in the Shire is the identification of suitably located land supply. It is necessary to make assumptions as to future population in order to establish that this supply meets the future needs of Shire residents.

Historically, the State demographer has underestimated the growth in the Shire’s population. For example, WA Tomorrow Population Report No. 10 (2015) anticipated that the Shire would not reach its 2018 population until 2021, and more recently the 2020 population estimates has exceeded 2021 projections. Given the inherent difficulties and uncertainty in predicting the future growth of what is relatively a small population, three scenarios have been used to inform this strategy:

- Scenario 1 – WA Tomorrow Band C (median) growth rates from Report No.11;
- Scenario 2 – WA Tomorrow Band E (high) growth rates from Report No.11;
- Scenario 3 – Annual average growth rate between 1991 and 2018 of 3.48 per cent projected forward (NB. Scenario 2 and 3 are for comparison purposes only)

Scenario	2021	2026	2031	2036
Scenario 1	16,500	18,880	21,600	24,712
Scenario 2	17,870	20,700	23,620	26,724
Scenario 3	17, 442	20,696	26,292	31,196

The Shire is expected to have a population of between 24,712 and 31,196 people by 2036. For the purpose of identifying land requirements, Scenario ‘1’ is used which represents the most likely population projection (band C) provided by the State demographer. It is envisioned that the main part of this growth will occur between the inland settlements of Margaret River and Cowaramup; however, the potential development of Witchcliffe could see this area subject to an increasing share of future growth.

### Occupancy

The rate of occupancy is a key factor that may influence the number of houses required to cater for future population growth. As much as 30 per cent of the Shire’s housing stock comprises second homes, some of which are used for short term accommodation. Others serve as a recreational dwellings used intermittently by their owners throughout the year. The rate of occupancy across the Shire was 70.8 per cent at 2016, which was lower than the occupancy rates of Greater Perth and the remainder of the state (89 per cent and 86.7 per cent respectively); however, the Shire’s rate of occupancy has increased 1.46 per cent annually between the 2011 and 2016 censuses.

Occupancy varies greatly across the Shire and will continue to change. Of particular note is the increase in occupancy within Gnarabup and Prevelly which occurred between 2011 and 2016, increasing from 48.4 per cent to 60 per cent. In areas such as Augusta where occupancy is close to 50%, it has the effect of doubling the number of dwellings required to house permanent population growth. Lower occupancy rates result in inefficient use of land, demand greater resources to construct additional dwellings and lower community interaction and vitality. A higher proportion of vacant homes is however, a natural result of the desirability of the Shire for second homes/holiday accommodation.

Overall, since 2011 there is a prevailing trend upwards in occupancy, the most dramatic being Gnarabup/Prevelly, but small increases in occupancy have been

observed in Cowaramup, Augusta and across the Shire overall. This is despite a small but consistent decline in occupancy in Margaret River.

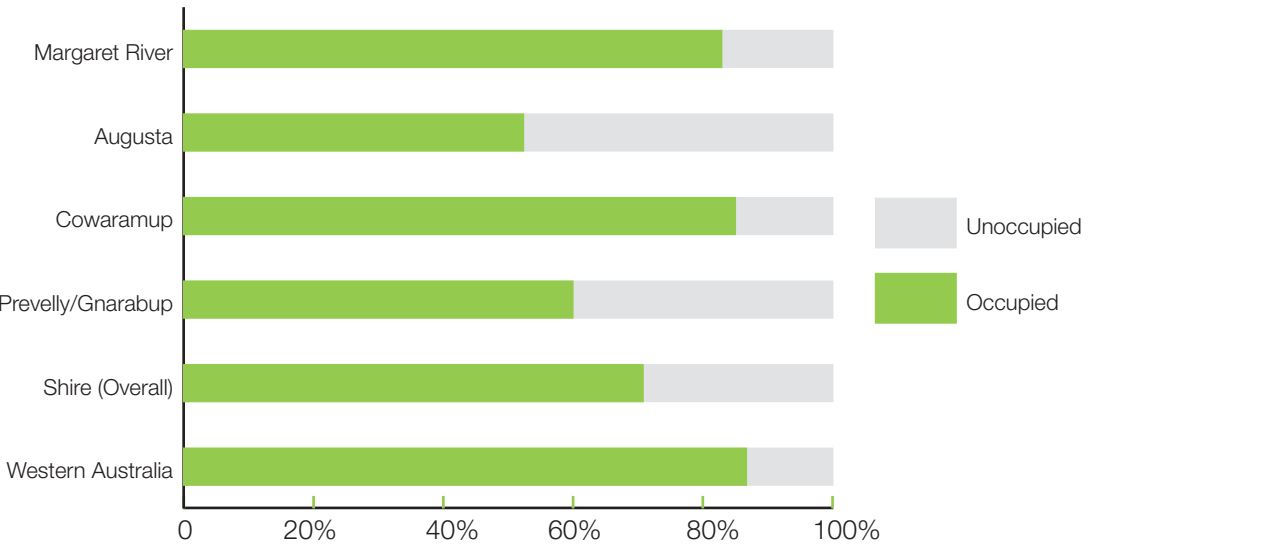
### Future Land Supply Requirements

An understanding of the future population allows decisions to be made regarding the amount of land that needs to be identified for urban purposes. A detailed analysis of the land requirements for each of the Shire’s primary settlements can be found within the Townsite Profiles at the end of this strategy.

It is clear that LPS2011 considerably over estimated the amount of land required to accommodate growth over the planning period. As such, a significant portion of these areas remain undeveloped and are not likely to be required to support the Shire’s population growth over the planning period.

The LPS review process enables not only reconsideration of the need for ‘new’ urban land but also allows land previously identified to be assessed against contemporary community values, and planning policies, and the social, environmental, economic and cultural impacts of climate change. It is clear that some Development Investigation Areas (DIAs) identified in LPS2011 are heavily vegetated, have poor access and appear unlikely to be able to meet current Planning for Bushfire Protection criteria. A Bushfire Hazard Level Assessment (BHL) has been prepared to inform LPS2036 (Appendix 4), which focuses on areas where there may be a change to the zoning or revisits areas previously identified for growth where no bushfire risk assessment has been undertaken.

Figure 1 - 2016 Occupancy Rates in the Shire





Overall, determining whether previously identified urban growth areas remain appropriate has been based on the following criteria:

- Whether the land is needed based upon the WAPC's preferred population growth forecast (Scenario 1);
- Likelihood of a site complying with the Planning for Bushfire Protection criteria, informed by the BHL assessment outcomes;
- Ensuring staging of development that is contiguous with the existing town sites and efficiently serviced;
- The extent of forward planning undertaken to date. Areas where structure planning has been undertaken will be retained unless surplus to Scenario 1 projections.

Sites meeting the above criteria are classified as either Residential, where development is currently progressing, or Future Urban, where limited forward planning has been done, but are required to meet Scenario 1 projections. Those previously identified sites that do not meet the above criteria are classified as Long-Term Urban Growth Areas, which, based upon the highest level of anticipated growth, will not be required during the planning period.

In addition to the above, the Leeuwin Naturaliste Sub-Regional Strategy (LNSRS), released in May 2019, has implications for the location of future growth areas. Through the LNSRS, the WAPC has removed previously identified DIAs to reduce the amount of rural residential development outside of town sites, as well as the enclave previously proposed for the old Karridale town site. The strategy favours urban consolidation and strategically located urban growth areas over committing further areas for low density rural residential development.

In order to ensure that development outcomes in urban growth areas are of a high quality, provide a high level of amenity for residents, and achieve the Shire's sustainability objectives, the Rural Hamlet Design Guidelines will be maintained as the Shire's guiding document for development of new residential growth areas. Measures that act counter to the intended objectives of the Shire, namely estate covenants that impose minimum floor areas and restrict the placement of solar energy or water heating infrastructure, are not supported. The Shire will also actively work with the development industry to ensure that such requirements are no longer applied.

## Alternative Approaches to Conventional Infill

The supply and demand for residential lots in the Shire has been predominantly focused on relatively large, single green title lots. This situation is driven by factors such as the relative costs of higher-density development, amenity of larger lots and the reasonable proximity of most residential land to the town centre, but has resulted in a low-density pattern of suburban development. This has also led to a distinct lack of diversity in housing stock with 92 per cent of new houses being detached dwellings, and 80 per cent of those dwellings being three bedrooms or more. Whilst this is quite typical in new residential growth areas, it does little to provide a diversity of housing options required to service a broad population within the Shire, and without intervention, this pattern of development is likely to continue.

The Shire's objectives of achieving greater diversity and affordability of housing warrant changes to the planning framework to allow better use of land that may already be developed with a single house. Future consolidation of urban form requires both incentives for supply and changes in the nature of demand to improve housing variety and increase efficiency in residential land use.

Conventional approaches to urban infill applied frequently in the Perth metropolitan area, and in some cases in the Shire, can lead to development outcomes that are not sympathetic to established character, and result in poor livability levels, such as limited northern orientation, small garden spaces and removal of mature trees. In some cases, these undesirable outcomes discourage people from considering urban infill, which is otherwise crucial in housing the Shire's growing population in a more sustainable manner.

## Tiny Houses

Tiny houses are an emerging form of accommodation, the expansion of which is currently limited by the regulatory framework. Tiny houses (on wheels) are a hybrid between a conventional house and caravan. If they are regulated as a caravan, they are only permitted to be used three days in any month. Their popularity stems in part from the fact that they can be built off site in controlled conditions inside a workshop or similar. Another key feature is that once the tiny house is purchased, ongoing accommodation costs are limited to rent of a suitable land parcel, with the house able to be moved should the need or want arise.

The Shire will use the LPS as the mechanism through which to explore opportunities with relevant agencies, the Department of Planning, Lands and Heritage (DPLH) and the WAPC to recognise Tiny Houses as a legitimate form of long term accommodation. Matters to be explored could include:

- ensuring appropriate design and construction requirements to ensure dwellings are provided to facilitate long term occupancy;
- identifying specific areas where a 'Tiny House' could be considered; and
- development of scheme provisions to:
  - establish a mechanism for the consideration and approval of 'Tiny Houses' (e.g. creation of a 'Tiny House' use class; use of 'ancillary dwelling' alternative);
  - minimise impacts on residential character, amenity, and streetscapes.
  - ensure that Tiny Houses are not used for short stay accommodation; and
  - ensure that the approval of a Tiny House is not used as a basis for subdivision to create additional lots.

## Backyard infill with Small Houses

More conventional small houses will continue to be supported as examples of alternative, affordable and sustainable models of urban development where supported by the R-codes. Examples of these may include single bedroom dwellings or aged and dependent dwellings.

However, other 'backyard infill' development opportunities are likely to be required that encourage the retention of existing street character and residential amenity, via the establishment of small houses on small lots. The Shire will use the LPS as the mechanism to investigate with the community, and relevant government agencies, the DPLH and the WAPC, the opportunity for statutory planning controls which seek to:

- allow additional small dwellings to be built in the backyard of established dwellings, where open space and tree retention standards are met;
- only permit these dwelling's, and any associated subdivision, to limited and targeted infill areas;
- limit the maximum floor space (e.g. 120m<sup>2</sup>) and apply variations to the R-Codes site or lot area criteria to achieve appropriate minimum private open space, retention of existing trees and adequate garden areas inclusive of both the existing and new small dwelling.

It is intended to limit these infill initiatives to discrete and targeted areas, within a one-kilometre radius or a five-minute ride from Margaret River town and sub-centres, to meet the Shire's aspiration to increase density close to these centres, to improve the sustainability and vibrancy of these centres and to maximise the use of existing infrastructure.

## Conventional infill

At present, approximately 22 per cent of new lots created in the Margaret River area are within a five-minute ride of the town centre, with 77.5 per cent created within a five-minute ride of the future village centre at Rapids Landing. The Shire supports a higher percentage of development around both these areas being maintained into the future, with an aspirational target of 80 per cent of new lots being created within these catchments.

Conventional infill approaches will continue to be supported to promote consolidation of inner residential areas as:

- Maintaining the Shire's split R-coding system as a method of promoting infill of a higher sustainable design standard.
- Investigating changes to this model to facilitate improvements to the existing dwelling and bring about service extensions (development can proceed at higher density to offset costs of service extensions).





The key barriers to all infill approaches discussed above are listed as follows:

- Gaps in servicing within the existing residential areas of the Shire. Previously, connection to reticulated sewerage and district drainage has been a prerequisite to development. A combination of service extension and alternative site-based drainage approaches will be considered to encourage infill development;
- The timing of the delivery of the Village Centre in Rapids Landing.

The Shire will work with the proponent to facilitate early delivery to compliment growth of the area and minimise car dependence.

### Affordability

The cost of purchasing a house is significantly higher in the Shire than elsewhere in the South West region and throughout regional Western Australia generally. A simple but critically accepted measure of housing affordability is the price to income index, which is determined by dividing the median house price by the median income, the resultant value being the 'median multiple'. A median multiple of up to 3 is regarded as being affordable (three times the median salary) with multiples over 5 representing severely unaffordable housing. The Shire's housing is classified as severely unaffordable, with a median multiple of 7.3, and a significant number of renters are suffering 'housing stress', explained by the high cost of housing relative to incomes. The cost of housing has risen disproportionately compared to income levels, and the housing market does not adequately deliver appropriate product for households earning low to middle incomes.

The Shire adopted an Affordable Housing Strategy in July 2015. The recommendations of this Affordable Housing Strategy remain the key source of direction in addressing this issue, with the actions relevant to the planning framework reflected through the strategy. The Shire's key strategy is to provide greater opportunities for a diversity of housing options within proximity to the town centres through a combination of 'up-coding', special provisions and addressing servicing gaps. Via a collaborative approach with the Homelessness and Affordable Housing Working Group, the Shire continues to pursue suitable land parcels that might be made available for social housing.

In order to provide greater potential for families to reside together on the same rural residential lot, it is proposed to increase the minimum size of ancillary dwellings from 70m<sup>2</sup> to 120m<sup>2</sup> in the Rural Residential zone. This would provide additional affordable housing on already committed land and would also allow for ageing in place.

### Key Challenges

- Maintaining an orderly approach to the development of growth areas given the historic over identification of land for development;
- Locating housing within reasonable proximity to retail, recreation and employment opportunities to enhance the use of non-motorised forms of transport;
- Overcoming impediments to small and sustainable housing that work against the Shire's sustainability objectives and increase the cost of housing;
- Townsite growth has the potential to diminish the established character of smaller towns and villages, detracting from their unique appeal to residents and tourists;
- Modifying the regulatory environment to suitably recognise 'tiny houses' as a legitimate form of permanent accommodation; and
- Balancing improved sustainability outcomes with affordability concerns;
- Improving the energy efficiency of existing housing stock, thereby reducing greenhouse gas emissions from heating and cooling and reducing the living costs for residents;
- Servicing gaps which create a constraint to infill development.





<b>Objective:</b> To accommodate residents in well located, suitably serviced locations, with reasonable proximity to education, employment and recreational facilities, without exceeding environmental limits.		
<b>Development Assessment Policies:</b>		<ul style="list-style-type: none"> <li>Policy variations will be positively considered where the resultant housing achieves higher levels of affordability and sustainability.</li> <li>The location, design and density of new housing should be affordable, sustainable and make best use of land committed to housing.</li> </ul>
<b>Code</b>	<b>Policy Response</b>	<b>Response in planning framework</b>
Response Area: Supply		
PH1	Identify land for development commensurate with the anticipated need based on population projections, bushfire protection imperatives and in a way that maintains an orderly development front.	<ul style="list-style-type: none"> <li>i. Classify previously identified land beyond that required to support a 15-year growth horizon as 'Long Term Urban Growth Area'. In this area, rezoning will not be supported within the planning period unless unanticipated demand requires and the WAPC supports an area as being suitable and needed via the existing or amended LNSRS and an endorsed amendment to LPS2036.</li> <li>ii. Increase Ancillary Dwelling floor limit up to 120sqm in Rural Residential areas to allow 'ageing in place' and affordable housing options only where minimal clearing is necessary.</li> <li>iii. Undertake detailed supply assessments of the main townsites at 5-year intervals to coincide with the release of Census data to ensure sufficient supply of residential land over the life of the strategy"</li> <li>iv. In the case of Cowaramup, if land supply becomes constrained a review the Cowaramup Townsite Strategy shall be undertaken, including a detailed assessment comparing the relative merits of potential development sites against each other. The review will include consideration of rural land directly abutting the town as a priority.</li> </ul>
PH2	Modify the regulatory environment to suitably recognise 'tiny houses' as a legitimate form of permanent accommodation.	<ul style="list-style-type: none"> <li>i. In consultation with the community and DPLH/WAPC, investigate the opportunity to legitimise 'Tiny Houses' as a form of permanent residential accommodation and the possible statutory planning controls required to control this use, including, but not limited to: <ul style="list-style-type: none"> <li>locational criteria, design and construction standards;</li> <li>minimising impacts on residential character, amenity and streetscapes;</li> <li>restricting occupancy of short stay/tourist accommodation;</li> <li>a limit on subdivision.</li> </ul> </li> </ul>

PH3	Limiting rural residential development to land which is already zoned, structure planned and/or developed for this land use.	<ul style="list-style-type: none"> <li>i. Carry over existing rural residential zoned land into the new scheme LPS2.</li> <li>ii. Investigate the Additional Use (A52 and A54) areas bounded by Wooditch, the Margaret River, Caves Rd &amp; Wallcliffe Rd, for possible conversion to rural residential and rural with specific additional uses in the new Scheme, to reflect the existing land uses, lot yield and configuration consistent with the existing structure plans.</li> <li>iii. Carry over to LPS2, the minimum lot size of 3 hectares for rural residential lots, unless otherwise specified in the associated Schedule in the Scheme and shown on an applicable Structure Plan.</li> <li>iv. Include appropriate provisions in the new Scheme LPS2 to restrict further subdivision of the following proposed rural residential zoned lots: Lot 121 Caves Road/Horseford Road, Burnside; Lot 51 Gimble Road, Deepdene.</li> <li>v. A planning precinct on Lots 1-3, 401, 503, 918 and 5021 at the corner of Wallcliffe and Caves Road have been identified as an area which may be suitable for further intensification of land use as rural residential development, subject to further detailed planning being carried out.</li> </ul> <p>The planning precinct will require a precinct level structure plan to be prepared due to the fragmented ownership, the need to coordinate strategic road connections, address bushfire management, and to ensure appropriate staging, to ensure and facilitate orderly and proper planning of this area.</p> <p>The precinct plan will need to demonstrate compliance with the following planning matters:</p> <ul style="list-style-type: none"> <li>Consistency with State Planning Policy 3.7 – Planning in Bushfire Prone</li> <li>Areas and the associated Guidelines, including the consideration of locality wide improved vehicular access, landscape context both within and adjoining the precinct; and</li> <li>Environmental protection of remnant vegetation;</li> <li>Enhancement and preservation of landscape values of the site, including views from travel route corridors; and</li> <li>Any other relevant planning matters required by the Planning and Development (Local Planning Schemes) Regulations 2015, and as determined by the local government.</li> </ul> <p>The precinct plan should determine areas that are suitable for future rural residential development. The precinct plan may determine some areas within the precinct unsuitable for future rural residential development, based on bushfire and landscape value characteristics.</p>
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Response Area: Environment		
PH4	Strategic planning and land use decisions are to be made in the context of the Shire's 'environment first' policy.	<ul style="list-style-type: none"> <li>i. Remove DIA designations from heavily vegetated land and retain within agricultural zone or appropriate reserve status where applicable;</li> <li>ii. Provide guidance as to the Shire's expectations for subdivisional works to be climate resilient in the long term.</li> <li>iii. Waterways are to be protected in the Planning Precincts through the provision of foreshore reserves, with the foreshore reserve width determined in accordance with Operational policy 4.3: Identifying and establishing waterways foreshore areas (DoW 2012) and the methodology outlined within SPP 2.9, including the consideration of future management and vesting of foreshore reserves.</li> </ul>
Response Area: Character		
PH5	The Shire's Hamlet Design Guidelines (HDG) is the Shire's guiding document for development of new residential growth areas.	<ul style="list-style-type: none"> <li>i. Require new structure plans to be developed in accordance with the HDG;</li> <li>ii. Rescind Local Planning Policy 14, which confuses the implementation of HDG;</li> <li>iii. Establish a 'style guide' to outline the Shire's expectations for subdivisional works (retaining, bush habitat retention, etc.).</li> </ul>
Response Area: Location		
PH6	At least 40 per cent of new dwellings/lots are to be within a five-minute ride of Town Centre/Village Centre and Local Centre zones	<ul style="list-style-type: none"> <li>i. Up-code areas that are adequately serviced within a five-minute ride from Town Centre/Village Centre zones and Local Centres;</li> <li>ii. In consultation with the community and DPLH/WAPC, explore planning mechanisms to facilitate 'backyard infill' via the development of 'small houses' (and associated subdivision) in discrete infill locations within the 'Town/Village Centre Catchment' on the Townsite Profile for Margaret River, being within a kilometre radius of the centre and sub-centres (see map page 88);</li> <li>iii. Allow for conversion of existing houses to multiple dwellings to retain streetscape character;</li> <li>iv. Utilise incentives, such as split codings to facilitate higher lot creation and service extension within the infill catchment where applicable;</li> <li>v. Identify innovative responses to servicing in the infill areas of the Shire which support climate change mitigation and adaptation.</li> <li>vi. Promote and incentivise the development of social housing and affordable housing in infill areas of the Shire;</li> <li>vii. Carefully consider car parking requirements for small infill dwellings to ensure they do not act as a disincentive to their development.</li> </ul>
Response Area: Sustainability		
PH7	The imposition of 'estate covenants' which create a minimum house size, prevent solar energy or water heating infrastructure or work against solar passive design and orientation are not supported.	<ul style="list-style-type: none"> <li>i. The shire will advocate against covenants through subdivision clearance, and actively engage with the development industry to ensure matters such as minimum house size, prevent solar energy or water heating infrastructure or work against solar passive design and orientation, are not included within covenants."</li> <li>ii. A provision to limit covenants that impose development standards at variance with future Scheme provisions/development standards will be proposed in the new Scheme. Further consultation with the community and DPLH/WAPC will be undertaken to ensure compatibility with the state planning framework.</li> </ul>

At present, approximately 22 per cent of new lots created in the Margaret River area are a five minute ride from the town centre.



# Environment and Resilience



The Shire is located in one of 36 global biodiversity hotspots, and one of only two in Australia.

8000 species of flora can be found in the South West of Western Australia, 2000 of which are listed as threatened.

Approximately 45 per cent of the Shire's land area is National Park or has a high level of protection.

## Importance of the Natural Environment within the Shire

The sustainability of life within the Shire is dependent on our ability to live in harmony with the natural environment. Maintaining and rehabilitating biodiversity is of great importance in order to maintain stable ecosystems, upon which all life depends. Our natural environment is not only home to a wide range of flora and fauna, but it also defines the character of the Shire and our sense of place within it. Natural landscapes ranging from karri forests, cave systems, the Leeuwin Naturaliste Ridge and sandy beaches are all synonymous with the Shire of Augusta Margaret River. These areas play a crucial role in supporting tourism, with visitor surveys indicating that interaction with the natural environment makes up more than 25 per cent of experiences attracting tourists to the Shire. Preservation of the Shire's natural landscapes will benefit long-term prosperity and allow the Shire to maintain the associated economic benefit that comes with tourism.

Significant parcels of State Forest and National Parks, including the southern half of the Leeuwin Naturaliste National Park, are located within the Shire, contributing to the retention of over 60 per cent of native vegetation cover. In addition, restrictive covenants protect a further 406 hectares of remnant vegetation on private land, which is likely to increase into the future.

The Shire forms part of the Southwest Australia Ecoregion (SWAE), which is one of 36 international biodiversity hotspots recognised by Conservation International, attributed in part to the high levels of endemism in the Shire, with 75 per cent of flora and

fauna not found anywhere else in the world and the threatened nature of many of the endemic species. Despite the extent of protections in place, there are still a number of plant communities and fauna that are under threat, including:

- Eight threatened ecological communities;
- 57 vegetation complexes including 20 that are endemic to the Shire, 33 per cent of which are below poorly reserved or protected (state and national targets for >30 per cent retained and 17 per cent protected).
- 69 declared rare and priority flora species;
- 28 declared threatened fauna species including the Western Ringtail Possum; and
- A number of endangered species are endemic to the Shire, such as the Margaret River Hairy Marron and Burrowing Crayfish, White-bellied Frog and Cape Leeuwin Freshwater Snail.
- The Shire contains three true river systems (Margaret River, Blackwood River and Scott River) and 18 creek systems. The waterways have immense natural value and are home to a diverse range of flora and fauna. Recent river health assessments of the Blackwood River have identified overall good ecological health of the waterway, and the Margaret River has been confirmed as one of the best quality river systems in the state though recent assessments undertaken by local environmental groups. However, due to declining rainfall, flow rates have decreased significantly in the past few decades.



### Habitat and Vegetation Protection

The planning system plays a key role in the preservation of our natural environment, particularly with respect to private landholdings. State government approval is required for larger-scale clearing proposals and comes with obvious environmental consequences. The incremental impacts of land clearing at a smaller-scale through bush fire risk mitigation, facilitating new development or agricultural pursuits, can be equally destructive when considered on a cumulative basis. Protection mechanisms in the LPS and Planning Scheme are the most effective way of dealing with the cumulative effects of piecemeal clearing, where balanced against the reasonable use of residential properties and bushfire risk mitigation requirements.

In the past, the Shire has utilised available scientific data to inform decision making so as to avoid impacts on poorly represented flora and habitat for threatened species. Whilst appropriate for the time, the cumulative impact of the removal of vegetation has resulted in a need to minimise clearing of any kind in the future. It will be necessary at times to balance competing economic, social, cultural and environmental factors when considering development proposals that require clearing; however, such decisions will be informed by the Shire's 'environment first' policy, which acknowledges that our society and economy is intrinsically reliant on maintaining the health of the natural environment.

### Environmental Management at the Landscape Scale

Whole of landscape planning in an environmental management context is a process of identifying and studying the interrelationships between various environmental features and the opportunities and threats which may impact their health. Whole of landscape planning allows decision makers to make informed decisions about future land use, development and management measures by considering the impact of those decisions within a broader context.

Whole of landscape mapping contained in this strategy will be used primarily for the purposes of identifying opportunities to positively influence environmental health (rather than determining what vegetation can/cannot be removed). The Environmental Assets Map (EAM), is a representation of areas of environmental significance based on the best data available to the Shire at the time of writing. The data is primarily sourced from relevant State Government environmental authorities, in particular, the Species Recovery Plans for key threatened species such as the hairy marron and Geocrinia. In order for the map to be legible, it contains a limited amount of

features however those that are shown have been chosen on the basis that they are geographically representative of a range of other considerations. For example the Scott Coastal Plain is home to proteaceous communities, ephemeral wetlands, ironstone communities and Quindalup dunes.

The clearing of vegetation will be subject to a hierarchy of protection mechanisms with the optimal outcome being protection, but with other options available such as the avoidance of impacts, mitigation or, if necessary, offsets. In the event it is necessary, flora/fauna studies will be required to ensure that evidence-based decisions are made on the best available information, however the starting premise will be that all vegetation is important. Scheme standards will be variable when it can be demonstrated that a positive environmental outcome can be achieved, providing greater flexibility for people with vegetated lots. Areas depicted on the EAM are discussed further below:

### Scott Coastal Plain

Features: Scott River, ephemeral, seasonal and permanent wetlands and waterways, proteaceous communities, Quindalup dunes, concentration of rare, restricted and threatened plan communities, threatened aquatic fauna.

Threats: Clearing for agriculture, phytophthora dieback, drying climate, water abstraction and usage by horticulture and plantation forests.

### Leeuwin-Naturaliste Ridge

Features: Major landform and regional corridor containing caves and associated communities, phascogale, leeuwin snail, gondwanan species, karri communities, coastal wetlands and heathland, granite communities, tufa and rimstone pools.

Threats: Drying climate, increased impacts of wildfires and fire management, weeds (especially arum lily), clearing for development and recreational pressures along the coast.

### Wetland Systems

Features: Organic acid wetlands include peaty swamps, 'Reedia' swamps and the Blackwood plateau wetlands, populations of the endangered white-bellied frog, alkaline wetlands on limestone associated with the Leeuwin-Naturaliste Ridge, tufa and occurrence of the endangered leeuwin freshwater snail.

Threats: Hydrology change from a drying climate, water abstraction, altered fire regimes, water impoundment and increased water use from adjoining agricultural activities, weed encroachment and grazing pressures.

### Environmental Asset Map

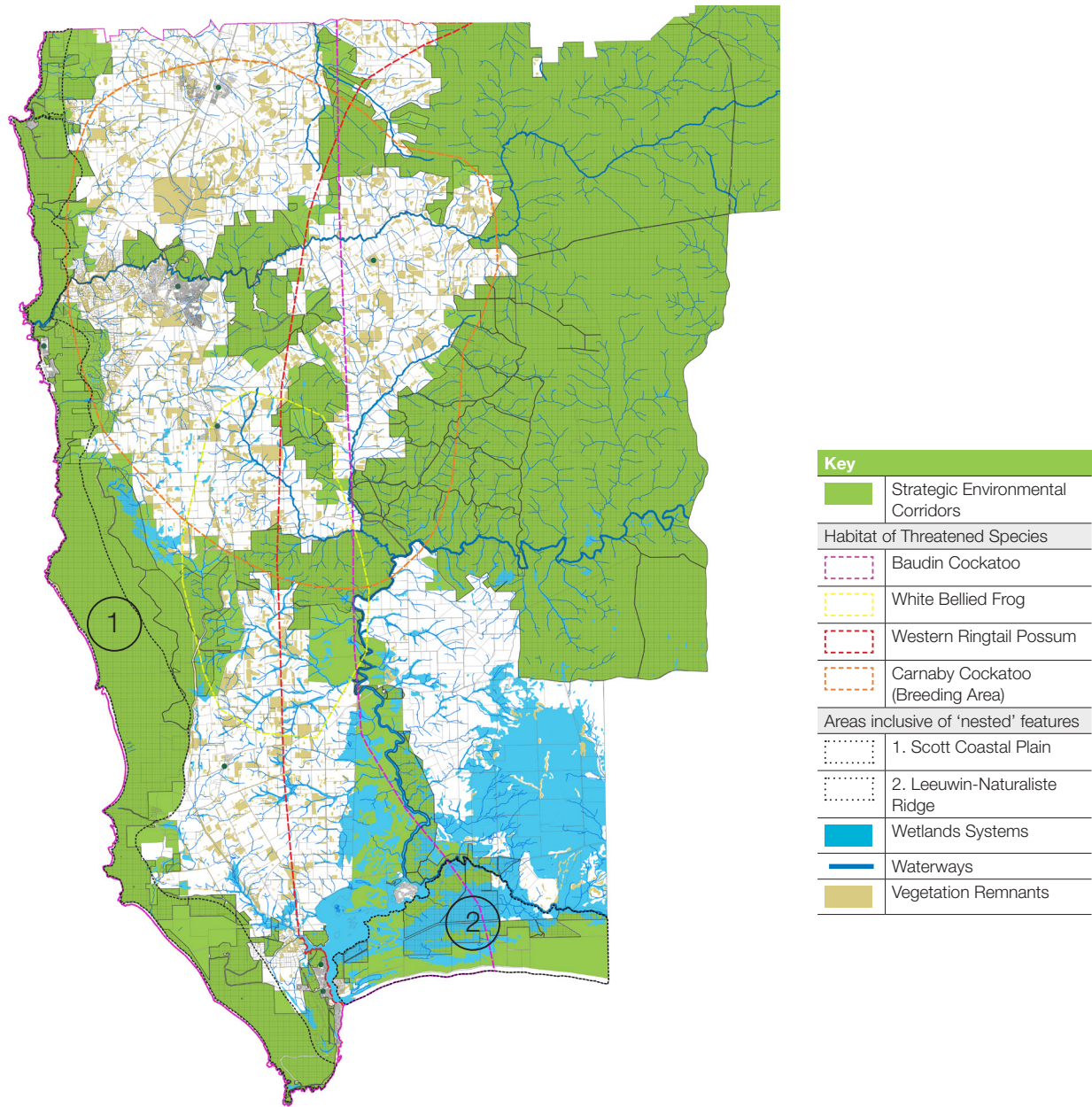


Figure 2 - Hierarchy of Environmental Management Features



**Uncontrolled fires threaten the natural environment, human life and property.**



## Waterways

Features: Margaret River, Scott River, Lower Blackwood River, short coastal streams flowing off the Leeuwin-Naturaliste Ridge, supporting habitat and corridors for the Western Ringtail Possum, native fish, water rats, mussels and crayfish. Waterways support species that are highly threatened and/or endemic including the Margaret River hairy marron, Margaret River burrowing crayfish, White-bellied frog, Orange-bellied frog and Balston's pygmy perch.

Threats: Salinisation of the Blackwood River from clearing in the upper catchment, eutrophication of the Scott River, drying climate and increasing pressure and demand for water resources, feral aquatic fauna.

## Vegetation Remnants

Features: Small mammals, nectar feeding birds, black cockatoos, phascogale, black-gloved wallaby, chuditch. These systems support a wide diversity of understorey species and habitat and food sources for fauna.

Threats: Phytophthora dieback, tree decline and cankers, feral animals impacting on fauna and ecological processes and climate change.

## Zoning

The Shire currently has four conservation themed zones applying to land that is primarily for private conservation use and purpose. It is proposed to amalgamate the four zones (Leeuwin-Naturaliste Ridge Conservation, Leeuwin-Naturaliste Ridge Landscape Amenity, Southern Ocean Foreshore and Protection Bushland Protection) into a single "Environmental Conservation" zone. The new zone will contain relevant zone objectives, land use and development standards given the intended outcome for the zone is primarily the same, except with minor variations applicable to some specific localities. These variations can be conveyed via associated additional development control standards set out in a specific section of the Scheme.

## Bushfire

Uncontrolled fires threaten the natural environment, human life and property. However, mitigation measures which require the wide-scale removal of vegetation are also a threat to the natural environment and can have consequential impacts on the comfort and desirability of the Shire as a place to live. The state government sets the planning controls for bushfire prone areas via SPP 3.7 and the associated guidelines.

The Shire seeks to put in place Asset Protection Zones (APZ), which are sensitive to shield radiant heat, but are also sensitive to environmental concerns. As such, the Shire is seeking to explore the possibility for a regional variation to the APZ standards contained within the Guidelines for Planning in Bushfire Prone Areas.

## Water

The three true river systems and 18 creek systems within the Shire have immense natural value and are home to a diverse range of flora and fauna. Additionally, these waterways are of significant importance to the Wadandi and Pibelmen traditional owners, and are highly valued by the local community. Of equal importance are the volumes of water in the landscape that are unseen (groundwater), including the associated karst habitats supported by these sub-surface systems. There is an inherent relationship between creeks and rivers, groundwater and stormwater, and each require careful but different management approaches.

The Shire has minimal influence on the volume of water available in the environment. This is subject to rainfall patterns and the ability for water to be extracted or held by way of bores and dams and the State controlled water allocation system. The Shire does, however, have a key role in protecting the

quality of water, whether that be in creeks and rivers or underground. The Shire will resist any proposal that has the potential to negatively impact water quality, and will promote the positive effects that are implemented through any developments impacting water resources.

Best practice urban stormwater management will be employed to ensure water exiting the urban environment and entering the natural environment is of acceptable quality. A focus on sedimentation control will ensure that appropriate measures are put in place by developers to prevent sediment export.

Where development is supported, it will be conditional upon positive outcomes being achieved for waterway health where applicable. Scheme provisions will provide statutory weight to achieve appropriate setbacks, buffer distances, rehabilitation, habitat creation and measures, such as fencing through planning approval.





Resilience to Climate Change

The potential impacts associated with climate change are not yet fully understood, as it is unclear as to the ability of native fauna and flora to thrive under the likely changed climatic conditions. The Shire is partnered with the community in mitigating against climate change at a local level through its Climate Action Plan. Planning responses, however, are necessarily targeted at climate change adaptation. Examples include:

- Minimising the exposure of urban development to sea level rise;
- Locating public infrastructure along the coast so as to maximise its longevity, having regard to sea level rise and storm surges;
- Minimising the exposure of residential development to bushfire risk by avoiding the rezoning of land for that purpose where there is unacceptable risk;
- Taking into account flooding around the Shire’s river systems and estuaries when determining setback distances;
- Minimising the urban heat island effect by maintaining and increasing tree canopy cover in urban areas; and
- Increasing the sustainability of all new housing in a manner that does not significantly impact affordability. The Shire will investigate this issue further and aim to clarify:
- aspirational goals and vision including consultation with industry; and
- the optimal method of conveying examples of what will apply at various dwelling scales

Key Challenges

- Rising sea levels threaten the built environment in coastal locations;
- Housing stock that requires active heating and cooling costs more to run, consumes non-renewable fuel sources, creates carbon emissions and is not resilient in the face of the challenges posed by climate change;
- The removal of vegetation to provide for subdivision and development has numerous negative environmental consequences and results in less desirable places to live;
- Elements of the bushfire management requirements articulated in relevant state government policies work directly against some of the environmental objectives of the Shire; and
- Water sustains all life and its quality and availability is fundamental to environmental health.

Objective: A resilient, low carbon, water sensitive, ecologically healthy and self-sustaining Shire.		
Development Assessment Policies:		<ul style="list-style-type: none"><li>• A hierarchal approach will be taken to any land clearing proposals, with enhancement, protection and avoidance prioritized over minimisation and offsetting.</li><li>• Strategic planning proposals will be required to demonstrate that clearing required for bushfire protection will not create an unacceptable environmental outcome.</li></ul>
Code	Policy Response	Response in planning framework
Response Area: Resilience to Climate Change		
ER1	<ul style="list-style-type: none"><li>i. Continue to monitor and inform on the specific effects of sea level rise upon coastal locations. Presently, the Coastal Hazard Risk Management and Adaptation Plan 2015 have projected impacts of sea level rise in inhabited coastal areas of the Shire, with a detailed study of effected areas (Augusta) to determine exact impacts on residential properties;</li><li>ii. Share information regarding sea level rise with the community in a transparent way which allows individuals to make informed development choices;</li><li>iii. Take proactive steps to apply information in ways which minimize the severity of future sea level rise impacts upon coastal communities.</li><li>iv. Maintain a position against native forestry, favoring the preservation of the forests of the South-West as a tourist attraction, for the protection for the native flora and fauna habitat, the protection of the quality of water resources and to mitigate the impacts of climate change.</li></ul>	<ul style="list-style-type: none"><li>i. Convey information regarding the predicted impact of sea level rise on coastal locations in a transparent way;</li><li>ii. Down code affected lots (if necessary) to reduce development potential in high risk areas;</li><li>iii. Include scheme provision that allows the application of a ‘notification on title’ where available scientific studies suggest approved development may be subject to future sea level rise. The precautionary principle will be applied when applying a notification on title.</li><li>iv. Develop a Local Planning Policy on Climate Change Mitigation, Adaptation and Response.</li></ul>
ER2	Maintain and enhance tree cover within the urban environment, to maintain habitat in urban areas and maintain the amenity and comfort that come with cooler urban areas.	<ul style="list-style-type: none"><li>i. Identify established trees and clusters of established trees with high conservation value in the urban area with high canopy cover and place them on significant tree register;</li><li>ii. Remove exemption from planning approval if a dwelling will impact a street tree;</li><li>iii. Limit the percentage of impervious area that can be provided in higher density development to secure the ability for innovative stormwater management measures, and avoid heat storage in urban areas;</li><li>iv. Set an aspirational target of 20 per cent canopy to be achieved in new growth areas over the life of the strategy;</li><li>v. Review urban lands designated as bushfire prone with a view to reducing extent, which is a consistent cause of vegetation removal in our urban areas.</li><li>vi. Redraft land clearing provisions to protect ‘significant’ trees.</li></ul>



ER3	Promote sustainable building design as a means of countering the effects of climate change in a manner that has minimal impact on housing affordability.	i. Investigate approaches to include scheme text which requires sustainability measures to be implemented on all dwellings on a sliding scale, i.e. fewer requirements for small dwellings and greater requirements for larger dwellings. Sustainability measures are to include such things as: rain water tanks plumbed to house, solar PV systems, heat recovery systems and low energy hot water systems. Further consultation with the community and DPLH/ WAPC will be undertaken to ensure compatibility with the planning framework.
Response Area: Ecological Health		
ER4	i. Private owned land with high biodiversity conservation values is an important resource to be protected against incompatible land uses in exchange for subdivision and development incentives.	i. Create a single environmental conservation zone to contain the four existing conservation themed zones of Leeuwin- Naturaliste Ridge Conservation, Leeuwin- Naturaliste Ridge Landscape Amenity, Southern Ocean Foreshore and Protection Bushland Protection. ii. Outline associated additional subdivision requirements specific to areas of land identified on the zoning maps in accordance with the Leeuwin Naturaliste Ridge State Planning Policy, the Augusta Walpole Coastal Strategy and the Shire's Local Planning Policy 16 – Subdivision for Conservation, and where supported by an endorsed structure plan.
ER5	i. All native vegetation, irrespective of its age, type or relative scarcity, plays an important part in sustaining and enhancing life in the Shire; ii. Use the best information available to inform planning decisions, enabling a strategic approach to environmental management and an understanding of the broader consequences of specific environmental interventions.	i. Maintain standards that determine when planning approval is required for the removal of vegetation; ii. Include scheme provisions that reference the Environmental Assets Map (EAM) and instil a strong presumption against clearing remnant vegetation; iii. Provide for subdivision and development conditions to be imposed for environmental conservation, enhancement and revegetation to enhance strategic environmental linkages, as identified on the EAM; iv. Update the Conservation Subdivision Policy to ensure it is consistent with the EAM and maintain conservation subdivision as a mechanism to protect remnant vegetation on private land; v. Introduce a clause to allow variation to scheme development standards to facilitate environmental conservation or enhancement; vi. Prepare a policy framework to consider environmental offsets in specific circumstances.
ER6	i. Avoid locating development in vegetated areas which would otherwise require modification to achieve bushfire safety requirements; ii. Take a risk management approach that requires BMPs to avoid the requirement for clearing in low risk developments.	i. Remove DIA designations from strategy maps where areas have been assessed to be of an unacceptable risk in accordance with the Shire's Bushfire Hazard Level Assessment; ii. Investigate the potential to create bespoke bushfire management responses that replace those created by the State to ensure that bushfire and environmental objectives are aligned. iii. Promote the inclusion of fire retardant species in landscape plans, for areas surrounding homes.

ER7	i. Identify habitat for known occurrences of threatened species, tailoring specific responses to deal with development that may pose unacceptable risk to remaining populations.	i. Very strong presumption against clearing habitat for threatened species, as identified on EAM; ii. Allow conditions to be imposed for preservation and enhancement of threatened species habitat protection areas, as identified on the EAM; iii. Investigate the potential to update the Shire's Conservation Subdivision Policy to lower or vary land area threshold to facilitate protection of habitat for particular threatened species in perpetuity. The Shire's revised policy is to be endorsed by the WAPC when finalised.
Response Area: Water		
ER8	i. Identify risk areas/catchments susceptible to loss in water quality through the EAM.	i. Allow for conditions of planning/ subdivision approval to be applied in risk areas that require fencing and rehabilitation of watercourses, waterways and wetlands and their foreshore areas and buffers; ii. Specify positive actions that should be taken to preserve and enhance water quality when considering development proposals that impact water resources; iii. Review development setbacks from watercourses (particularly intensive horticulture), with ability for setback to be relaxed where fencing and rehabilitation is provided. iv. Prohibit the placement of pumping infrastructure within foreshore reserves.

The Shire’s  
 ‘environment first’  
 policy acknowledges  
 that out society  
 and economy is  
 intrinsically reliant  
 on maintaining the  
 health of the natural  
 environment.





# Agriculture and Food

The Shire’s agriculture and food industry employs 1014 people, which represents 11.8 per cent of residents working in the Shire;

The Margaret River wine region supports 18,387 kilometres of vines, which is the most in WA;

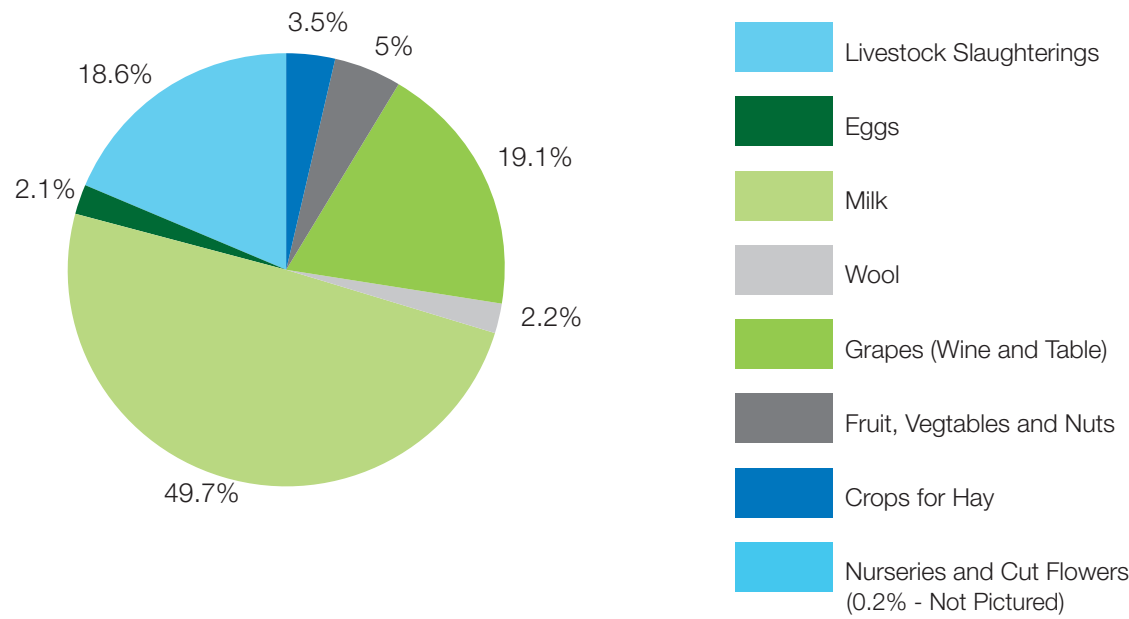
The Scott River area is a significant source of milk production, with the Shire accounting for around 20 per cent of the overall milk production value in WA.

## Agriculture and Food Production in the Shire

Close to 35 per cent of land within the Shire is zoned for agriculture, and the development and use of this area is significant not only in terms of food production, but for economic development (exports), tourism experiences, and its inherent landscape values and visual character.

Agricultural output in the Shire is worth around \$80m, and is the second largest employment area. The Shire forms part of the Margaret River wine region, regarded internationally for its premium wine production, and contains the Scott River plain, which is of regional and state significance for milk production. Key industries in the Shire include dairy, beef, fruit, vegetable and raw milk production, as shown in Figure 3 below.

Figure 3 - Agricultural Production in the Shire





The Shire has large areas of moderately capable land for viticulture, horticulture and grazing interspersed with unique areas of fertile and highly capable land. This, combined with the local temperate climate and surface and groundwater supplies for irrigation, means most rural land in the Shire is high quality agricultural land.

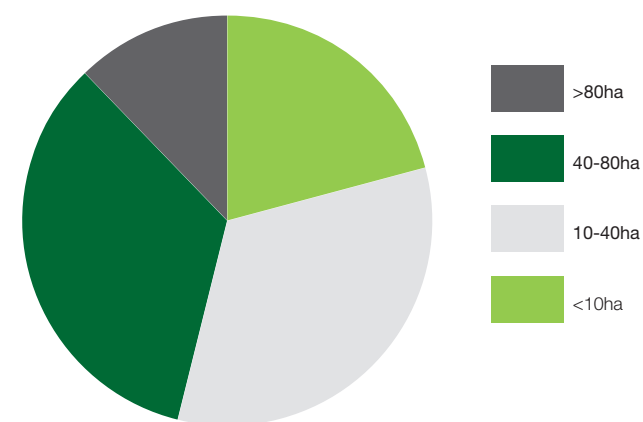
The impacts of climate change, namely declining rainfall, the increasing demand for surface water due to the expansion of agriculture, and the pressure to retain biodiversity are some of the drivers that have led to the proclamation of the Shire's surface water. This may limit the capacity for more intensive agriculture into the future, but, at the time of writing, water allocations remain.

Lower water dependence is characteristic of emerging agricultural industries, with hemp already being farmed within the Shire and expanding within the region, likewise native ingredients are becoming increasingly mainstream and do not require the same level of soil treatment and irrigation as conventional agricultural produce. Aquaculture is anticipated to continue to be a growth area, and the Shire is well placed to respond via the Augusta Harbour and established abalone industry.

## Planning Issues and Actions

The planning framework influences the agricultural sector in the following key areas, further discussed below:

Figure 4 - Composition of Agricultural Lots by Size



- Determines lot sizes for subdivision of agricultural land;
- Outlines land use that can be considered within and surrounding the agricultural zone;
- Provides development controls around the type, location and form of development within the zone.

## Subdivision Controls

The Shire's agricultural area is made up of a wide range of lot sizes that are capable of supporting a diverse array of agricultural land uses, as depicted at Figure 4 below:

In terms of the creation of new lots (subdivision), rural lot subdivision has been trending downwards over the last 11 years, with an increasing proportion of the lots created in the agriculture zone being for conservation purposes. This is likely due to lower land prices and introduction of conservation subdivision incentives.

The diversity of available lots in the Shire, across all sizes, suggests that there is no justification for allowing existing lots to be further subdivided to create smaller agricultural lots. Conversely, the amalgamation of smaller agricultural lots, where desired, should be supported without loss of development rights to assist in removing a key disincentive for amalgamation and to increase overall percentage of lots over 80 hectares.

Subdivision controls will be guided by SPP 2.5 (see Appendix 3) and WAPC Development Control Policy 3.4, which support measures to preserve agricultural land for that purpose, and preventing further subdivision of rural lots.

## Zoning

All of the Shire's agricultural land is important and worthy of protection, with the minor exception of land identified by this strategy for townsite growth. All agricultural land is to be within a single agricultural zoning, to ensure consistent development control exists to best maintain the productivity of this land.

The prioritisation of one area over another through separate zones (priority and general zones), as was the case historically, may give the impression that some agricultural land is more important than others. This approach was employed by LPS2011 and has proven problematic through the exclusion of areas of significance, or future significance, as was the case with the highly productive Scott River area not previously being given 'priority' status.

## Environmental Stewardship

Farmers have long been regarded as environmental stewards given the interrelationship between a healthy environment and the quality and productivity of their land for agricultural purposes. By land size, a significant portion of the Shire's natural environment is owned in freehold by farmers and zoned for agriculture.

Whilst agricultural practices can create environmental

impacts, these can be mitigated by positive actions that also create biodiversity and landscape protection outcomes. Scheme provisions recognising possible impacts and tools to require environmental protection and enhancement have been proposed. The relationship between the impacts and response need to be clear, such as where there is a risk of sedimentation, eutrophication or diminished waterway health as a consequence of a development.

## Low Key Tourism

The Shire's agricultural areas are a major tourism drawcard for the region, with an increasing trend both locally and internationally for tourists to seek opportunities to experience food and beverages at source. Ancillary tourist development provides an opportunity for farmers to reinforce the Shire's reputation as growing clean, healthy and responsible products, and showcase the natural beauty of the region. At present approximately 6.5 per cent of agricultural lots have some form of tourism development on site. Ancillary tourism development also enables farmers to subsidise agricultural income and production, where the use remains subsidiary to production and the prevailing landscape character, with opportunities limited accordingly.

Historically, tourism development has been directed to land with low agricultural capacity. Whilst this avoids impacts to arable land, it does not realise the experiential potential an agricultural property can offer. Furthermore it does not account for emerging crops and local supply chains which can be grown with low irrigation needs (hemp) or on small lots close to local distribution points (farmers markets). The scheme will be modified to ensure the provisions around rural tourism support those developments that provide opportunities for tourists to interact with and better understand agricultural processes.

## Intergenerational Farming

Farm management practices, including succession planning to keep farm management within the family unit, are of importance to the viability of farming operations within the Shire. To this end, the ability for farmers to 'age in place' is a potential solution to allow for care of ageing family members and provision of affordable housing options. By increasing the size of an allowable ancillary dwelling, farmers will have the ability to reside in a moderately sized dwelling alongside family or farm managers residing in the primary dwelling or vice versa.



## Key Challenges

- Recognising the importance of all agricultural areas and maintaining them in a productive state for the future food security and prosperity of the Shire;
- Avoiding the further fragmentation of agricultural land, which is inconsistent with state government policy;
- Appropriate location of complimentary tourism operations that maintain the primacy of agricultural use in the zone and do not give rise to land use conflict, environmental or visual impacts;
- Avoiding increased management burdens and cost on adjoining agricultural properties due to the inappropriate location of sensitive land uses;
- Allowing for ageing farmers and land managers to remain 'on the land' whilst younger family members can find farm ownership cost prohibitive;
- Allowing flexibility in the use of land to support a variety of potential agricultural enterprises;
- Time delays and extra costs caused by over regulation that can be a disincentive to own farm investment;
- Improving or maintaining the health of creeks, rivers, groundwater and native flora and fauna and the extent to which they can sustainably co-exist with agricultural uses on freehold land;
- Supporting urban food production as density within our town centres increases.



**Objective:** The Shire is a part of a sustainable, innovative, environmentally responsible agricultural sector, supported by subsidiary tourism experiences maintaining the landscape amenity values.

<b>Development Assessment Policies</b>		<ul style="list-style-type: none"><li>Applications for non-rural uses are to demonstrate that they allow for the preservation and enhancement of the productive capacity of rural lands.</li><li>Where a 'Rural' zoning is in place, it should not be construed to be support for clearing of substantially vegetated lots for the purposes of agriculture.</li></ul>
<b>Code</b>	<b>Policy Response</b>	<b>Response in planning framework</b>
Response Area: Zoning		
AF1	i. Agricultural land is an important resource, which should be protected against other incompatible land uses irrespective of its current use, soil type and size.	i. Create a single agricultural 'Rural' zone by consolidating existing rural themed zones of Priority Agriculture, General Agriculture and Cluster Farm; ii. Include scheme provisions that protect land from inappropriate development.
Response Area: Subdivision		
AF2	i. With the exception of conservation subdivision, subdivision in accordance with the Leeuwin Naturaliste Ridge State Planning Policy, Augusta-Walpole Coastal Strategy and Development Control Policy 3.4, further subdivision will not be supported in the Agricultural Zone.; ii. Investigate the removal of disincentives for the amalgamation of smaller agricultural lots by allowing transference of dwelling entitlement.	i. Prohibit further subdivision of rural lots; ii. Investigate the potential to include a standard that allows for the transference of dwelling development rights (where not used) to amalgamated lots.
Response Area: Intergenerational Farming		
AF3	i. The strong connection between farmers and their land holdings is acknowledged; ii. The ability for farmers to transition operation of farms to family members whilst remaining on the land is supported; iii. Agricultural enterprises with significant labour requirements should have the ability to accommodate workers 'on site'.	i. Increase Ancillary Dwelling floor area limit up to 120sqm in agricultural areas to allow 'ageing in place'; ii. Review development standards for rural workers accommodation to ensure these are workable for contemporary agricultural operations. This will require the inclusion of design criteria which establish workers accommodation as clearly distinguishable from a second dwelling.

**All of the Shire's agricultural land is important and worthy of protection, with the minor exception of land identified by this strategy for townsite growth.**



Response Area: Low Key Tourism		
AF4	i. Support limited and ancillary tourist uses where they are complimentary to existing or proposed agricultural uses and where they can be designed to showcase the Shire's agricultural assets; ii. Ensure ancillary development fits within the environmental limits of the site.	i. Update criteria informing the placement of tourism uses in the Rural zone as per the Local Tourism Planning Strategy; ii. Introduce standards that place the burden on new tourism development to mitigate risk of land use conflict, environmental and visual impacts.
Response Area: Supporting Investment in Agriculture		
AF5	i. Ensure planning approval is only required in order to manage higher order issues, such as environmental protection, visual amenity and land use conflict.	i. Modify Local Planning Policy 1 to remove approval requirement for low risk Farm Building/Outbuilding development and increase the size of shed allowable without need for a development approval.
Response Area: Environmental Stewardship		
AF6	i. Ensure remnant vegetation, waterways and wetlands and their foreshore areas and buffers are protected and enhanced through the Planning process, particularly those of strategic significance, as identified on the Environment Asset Map and other relevant environmental policies.	i. Maintain need for development approval to remove vegetation in the Agricultural zone, as well as objectives to retain remnant vegetation wherever possible; ii. Introduce development standards that require fencing and rehabilitation of watercourses through subdivision and development applications where a nexus exists; iii. Support watercourse rehabilitation or revegetation in strategic areas through development incentives; iv. Prohibit aesthetic dams that do not serve an agricultural production purpose.
Response Area: Urban Food Production		
AF7	i. Support the production of food within our urban areas, particularly through community gardens, as urban consolidation occurs.	i. Identify locations for community gardens through the Shire's Public Open Space strategy to ensure adequate opportunities exist for urban food production as urban consolidation occurs.



# Utilities and Community Assets



Residents of Margaret River and Augusta are some of the lowest scheme water users in the South West region.

Approximately 12 per cent of the Shire's energy use is from renewable sources, avoiding the equivalent to 133 tons of carbon entering the atmosphere per annum.

On average, 802 kilolitres of treated wastewater is reused daily by the Shire;

Over \$3.5million of developer contributions has been collected for the improvement of community facilities.

## Water

There are two water supply schemes operating within the Shire, located in Margaret River and Augusta. Margaret River, Cowaramup, Prevelly/ Gnarabup and adjacent rural residential areas are provided water from the Ten Mile Brook Dam and a nearby bore, which is licensed to take approximately 1.6 billion litres from the Yarragadee Aquifer. This scheme was upgraded in 2014 to accommodate anticipated population growth through to 2021 and better accommodate seasonal fluctuations in population. Augusta's water supply is via groundwater extraction from the Lesuer Sandstone aquifer on Fisher Road, adjacent to the Blackwood River, which was upgraded in 2013, and scheduled for further upgrades in 2023. Dwellings outside scheme areas collect potable water in rainwater tanks (see Figure 5).

Residents of Augusta and Margaret River use on average 310 and 345 litres of water per person per day, which is amongst the lowest in the South West. The highest users are from Nannup, at 557 litres per day. Despite this, existing water supply schemes will not cater for predicted population growth over the long term. Both the Augusta and Margaret River supplies will require a 50 per cent increase beyond current capacities at some time between 2030 and 2060. Expansion of groundwater take is earmarked by the Water Corporation as a potential source to cater for long term demand, however this is not preferred by the Shire given concerns regarding impacts on groundwater dependant ecosystems. Groundwater re-charge is also being considered although this is unlikely to be progressed before 2050.

Scheme	# Connections	Annual use per person	Supply Capacity	Water Use	2060 Demand
Margaret River	4,400	126, 000L	2,000*	1080*	3180*
Augusta	1,100	113, 000L	320*	265*	480*

\* million litres per year



There is evidence that rainfall has been declining and will continue to decline. The ability to provide potable water will be a major limitation to growth in our Shire. Household collection and storage of water and reduction of water consumption will be increasingly necessary with rainfall variability due to climate change.

## Wastewater

There are three reticulated wastewater schemes in the Shire (Margaret River, Augusta and Gnarabup), with the Margaret River scheme extending to Cowaramup (see Figure 5). Outflows of wastewater from the Augusta and Margaret River facilities are predicted to quadruple by 2060.

The treated water from the Margaret River plant is used to irrigate tree plantations surrounding the airport, the Margaret River Golf Course and public open space within the town site area. Wastewater from the treatment plants in Augusta and Gnarabup dispose of water through pre-treatment and infiltration into the ocean and a modified wetland respectively. Upgrades to the Margaret River wastewater treatment plant are currently underway, and include the installation of new treatment equipment and the construction of new tanks and pond.

In the case of the key townsites, the patchy extent of reticulated services in established residential areas has resulted from difficulties in the logistics and funding of retrofitting infrastructure and represents a key challenge to urban consolidation. Gap analysis studies have been undertaken for Margaret River in order to identify where service impediments are capable of being removed at low cost, which will assist in informing the opportunities for higher densities within the townsites. The Shire will continue to work with the Water Corporation to encourage the provision of reticulated services in established residential areas in proximity to the town centre; however, this is dependent on increased funding from the state government's infill sewerage program. Augusta faces similar issues, and requisite studies should be undertaken into the longer term to better understand the limitations of consolidation within the townsite. At the time of writing, the current and historic population growth in Augusta is not of a level to warrant immediate action on this issue.

Dwellings outside scheme areas are currently using onsite wastewater treatment systems for effluent disposal. Wastewater servicing issues will present challenges during the realisation of growth planned for Gracetown and Witchcliffe. Witchcliffe is presently unserved by either reticulated water or sewerage

infrastructure. Whilst potable water can be readily sourced via onsite catchment, the lack of a sewerage solution significantly limits future growth of the settlement. Substantial townsite expansion planned for Witchcliffe was originally premised on a localised waste water treatment plant. The business case underpinning this option found this was unable to be realised and the Shire subsequently withdrew its support. Since that time, developers have been unable to arrange an alternative option, with the exception of the eco-village, and have sought to modify structure plans to provide for larger lots serviced by on-site means.

The Water Corporation has advised that Witchcliffe's connection to the Margaret River sewerage treatment plant is technically feasible, but this will require substantial prefunding by either developers or the state government before it could progress. The Shire has been unable to secure the necessary funding from the state, hence small lot development west of Bussell Highway cannot progress at this time. LPS2036 sets out a strategy to continue to allow development to progress (see Planning Profile: Witchcliffe).

At present, the industrial areas of Margaret River and Cowaramup are not serviced with reticulated sewerage, and a decision is yet to be made by the state government in respect to serving levels for the future industry area located on the south-eastern side of the perimeter road. This has a limiting effect because it excludes high water use industries from the Shire. On a positive note, the need for on-site wastewater treatment has positive sustainability outcomes.

Figure 5 - Reticulated Water and Sewerage in the Shire





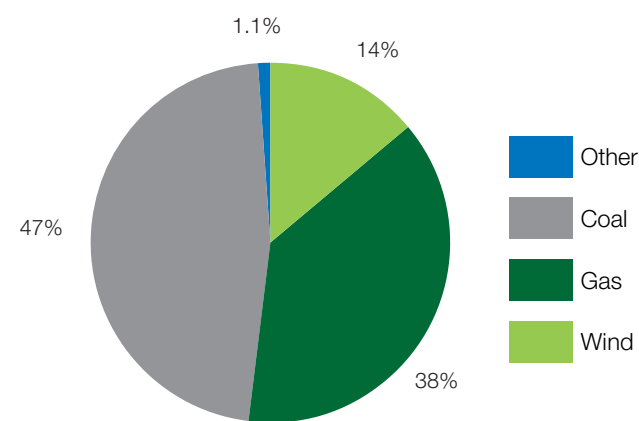


## Power

Western Power provides electricity services to all of the Shire's towns, settlements and rural areas. Gas and coal-based power generation predominantly supply the South West Interconnected System. Forward planning undertaken by Western Power identifies that the supply into Margaret River from the north is constrained by the existing 66 kilovolt transmission capacity, and assuming an upwardly trending demand forecast, will need to be upgraded to a 132 kilovolt line to cater for future growth.

However, there may be opportunities for sourcing power to meet future requirements on a more sustainable basis. There is strong local support for renewable energy sources and for being more self-sufficient in meeting energy needs. To this end, Western Power has identified that over the next five years they will, 'be making network changes to support customer needs. Specifically, [they] are considering not just augmentation of the network, but also non-traditional options such as demand management, local generation and non-standard connections.' To this end, the pursuit of sustainable energy supply solutions can be mutually beneficial, also delaying or offsetting the requirement for Western Power to invest in network and infrastructure upgrades.

Figure 6 - Energy Source in South West



The Shire continues to support and coordinate organisational and community efforts to achieve increased energy from renewables and energy security via the Climate Action Plan. The plan includes projects of varied scale, from a proposed community-owned wind farm to expansion of solar photovoltaic (PV) systems across residential and civic buildings.

**Community infrastructure contributes to community wellbeing and fosters social interaction and participation.**

## Stormwater Management

Due to the Shire's residential settlement areas being predominantly underlain by impervious clay soils, infiltration of stormwater is very limited and leads to high risks of fine silt erosion into nearby waterways. The Shire's objective for stormwater management is to direct water away from where it would be problematic for residents and road users, slow its flow to reduce erosion, treat the water to an acceptable quality and release it into the natural environment. Another key challenge is increased frequency and intensity of storms due to climate change, which are difficult to accurately predict.

In new residential areas, the Shire is committed to developing stormwater infrastructure in accordance with the principles of water sensitive urban design. Water sensitive urban design should be central to the Shire's approach to drainage to ensure the ongoing protection of the Shire's environmentally significant waterways and river systems. A review of the state government's water resources policy framework is currently underway, and any consequential changes will be incorporated into the Local Planning Scheme as necessary.

A particular focus for the Shire in recent times has been improving development practices that manage erosion and sedimentation, which have a deleterious impact on the Shire's waterways. This has been achieved through a combination of approaches, including education and a new local law that allows the Shire to enforce compliance. Improved scheme provisions that provide statutory weight for the imposition of appropriate conditions on subdivision and development approvals will also lessen the impacts on Shire waterways.

In existing urban areas where infill development is desirable, the lack of appropriately sized stormwater infrastructure is a limiting factor. To address this issue, the Shire has commissioned a servicing 'gap analysis' (see Appendix 5), which has investigated extension options for the Shire's drainage infrastructure, as well as drainage management approaches that can be implemented on a site-by-site basis. When coupled with suitable development controls, for example, limits on site coverage, impervious areas, and tank storage

requirements, this may allow for infill development to occur at minimal expense to the Shire and in a timeframe more suitable to proponents.

In circumstances where required drainage improvements are known and their cost quantified, they can be included within the Shire's developer contributions framework and their cost shared amongst those landowners who benefit from its improvement. An example is the Station Road drainage improvements scheme, which will provide funding for a \$220,000 bio detention basin.

## Community Infrastructure

Community infrastructure can be described as the buildings and spaces that provide services, activities and opportunities for community to actively engage. Community infrastructure contributes to community wellbeing and fosters social interaction and participation.

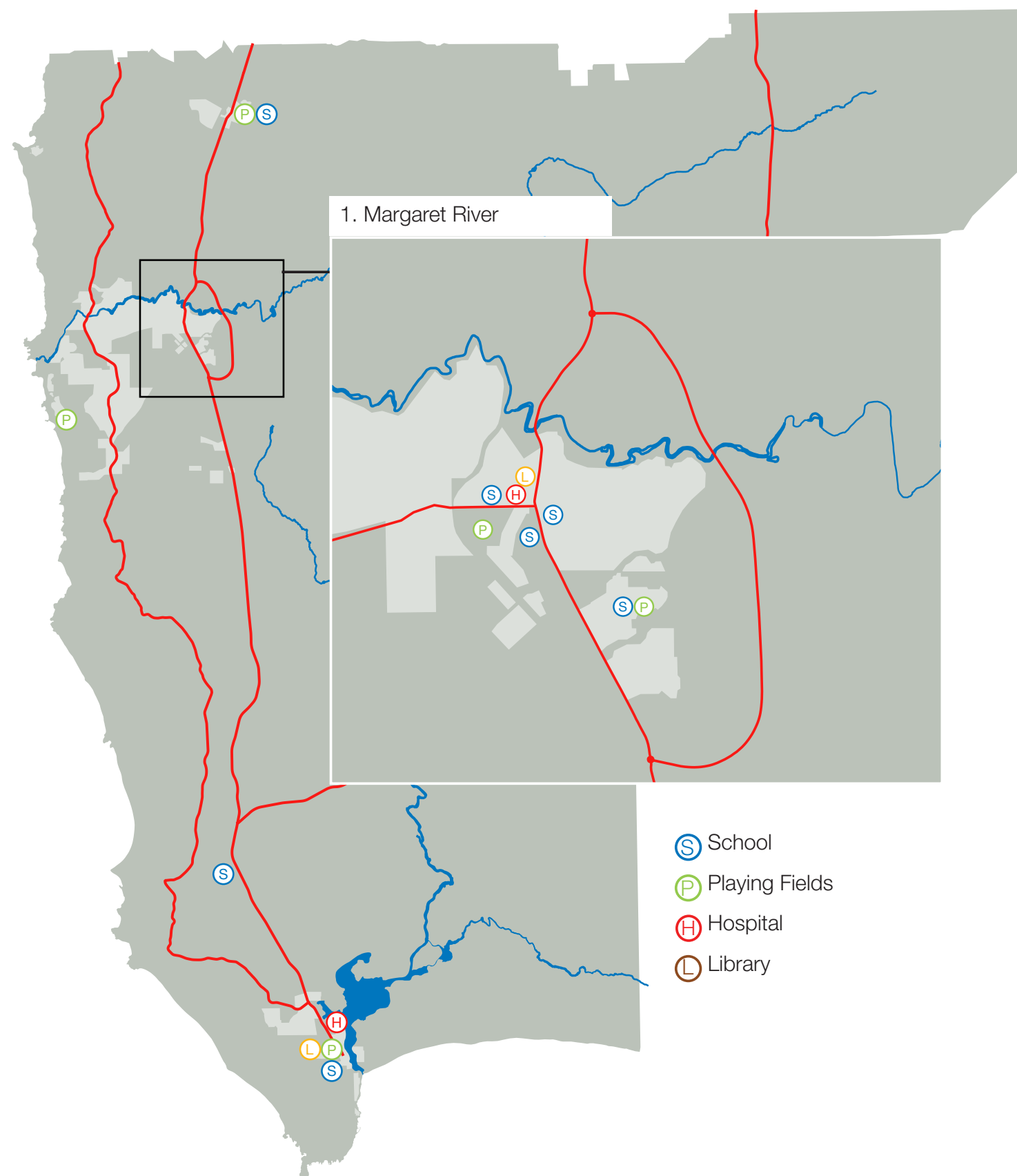
The Shire's Draft Community Infrastructure Plan 2018, undertakes a detailed analysis of existing community infrastructure to determine its adequacy for the current and future population, and measures provision against established benchmarks. It finds that current infrastructure together with planned future provision 'is in most cases sufficient for the communities population projections for another 15–20 years'. This confirms the Shire's approach to structure planning, which is seen as the appropriate time to identify land for necessary future infrastructure items. The Shire will ensure the planned facilities are funded, where appropriate, through long-term financial planning and development contributions and delivered in a timely way.

In accordance with the guidance provided by the WAPC Policy SPP3.6, the Shire has in place a developer contributions scheme to ensure that developers make an appropriate contribution towards the infrastructure necessary to support the future population arising from their developments. In this regard, contribution requirements for community infrastructure will continue for identified projects and further projects incorporated as required through the rezoning of new growth areas.

Some of the Shire's key community assets are under threat due to their land tenure. The well-loved and well-utilised Organic Garden located with the grounds of the Margaret River High School is subject to removal, should expansion plans for the school require this space. The immensely popular 'pines' mountain bike trails are located on land managed by the Forest



Figure 6 - Community Facilities and Assets



Products Commission and their ongoing existence is subject to support from that agency. Efforts will be maintained by the Shire to ensure that these important community facilities are retained into the future. Current and future community infrastructure is also at risk of damage due to climate change-induced events such as major storms and fires.

### Public Open Space

The Shire prepared a Public Open Space Strategy which was adopted in 2014. The strategy outlines that, at the time of writing, the quantity of public open space (POS) meets with contemporary standards and that its spatial arrangement allows easy access by most residents.

Notable projects that have been progressed since publication of the POS strategy include:

- Addition of a new playing surface at Gloucester Park Margaret River—the 'Lower Western Oval';
- Major expansion/redevelopment of Margaret River skate park and youth precinct; and
- New shared school/community playing field at Rapids Landing Margaret River.

The strategy highlights the importance of strengthening the maintenance budget to ensure POS is kept to the high standards expected by the community and of the Shire as a destination

of high amenity. It emphasises the requirement to incorporate sustainability measures into the current and future management of POS, particularly though the promotion of water efficiency and alternative water sources, with the supply of scheme water as a last resort. This aligns with the Shire's broader objectives and could lower associated maintenance costs. In terms of infill development, the POS strategy indicates that there is generally an adequate provision of POS within the Shire's town centres, recommending that improvements to local POS would be of greater benefit to the community rather than the provision of small, fragmented areas of POS, which carry a high maintenance burden. Funding for these improvements is recommended to be undertaken through cash-in-lieu of the provision of POS (where a POS contribution has not previously been made), with funds received used to provide additional facilities in existing parks. The strategy does highlight a potential shortage of POS on the western side of town, north of Wallcliffe Road, which would need to be considered should infill occur in this area.

The POS strategy recommends that a comprehensive review be undertaken five years following its adoption by Council, which is overdue. It is recommended that this review is undertaken as an opportunity to ensure adequate POS exists with an increased emphasis on urban infill into the future.





Key Challenges

- Meeting the increased infrastructure demands of a growing community requires investment in both construction and ongoing maintenance of existing infrastructure;
- Promoting and exploring the use of recycled water in irrigating parks and gardens, which is dependent on meeting the stringent requirements set by the Department of Health;
- The lack of a sewerage service limiting townsite growth and redevelopment in Witchcliffe;
- Transitioning to micro grid technology coupled with renewable energy generation and battery storage, which provides an opportunity for the community to decouple from coal-fired power, and become self- sufficient in energy production; Service gaps within close proximity to town centres that limit opportunities for infill and small house development, particularly in the case of Margaret River;
- Water-sensitive urban design has been mainstreamed across the Shire; however, room exists for improvement in response to erosion and sediment movement into waterways;
- Application of the growing body of evidence that supports organic methods of park and weed management for community and environmental benefit.
- Climate change-induced events such as storms and fires are likely to significantly impact access to, and quality of, utilities and community assets.
- Increasing costs to access essential utilities can disadvantage people on a low income.

Objective: Provide community infrastructure and services that meet the needs of a growing community and which embody the sustainable use of water, energy and financial resources.		
Development Assessment Policies:		<ul style="list-style-type: none"><li>• Whole of life costs are to be taken into account when designing community infrastructure to be managed by the Shire.</li><li>• Community assets should be durable, sustainable, able to be used by people of all abilities and be in keeping with the established aesthetic.</li></ul>
Code	Policy Response	Response in planning framework
Response Area: Community Infrastructure		
UA1	Ensure that the community have ongoing access to the services that augment the experience of living within the Shire, commensurate with expected population growth.	<ul style="list-style-type: none"><li>i. Undertake a comprehensive review of the Community Facilities Plan to ensure that it meets the expected growth and best practice in community facility planning;</li><li>ii. Update the Shire’s Developer Contribution Scheme and cost apportionment schedule to incorporate findings of the Community Facilities Plan review;</li><li>iii. Undertake a comprehensive review of the Shire’s Public Open Space strategy, with a particular focus on open space within the Margaret River town centre area to accommodate population increase through infill development.</li><li>iv. Accentuate the need for ‘deep cool shade’ which can be created in POS areas and along road verges through sensible planting, in a revised POS Strategy and proposed subdivisional guidelines</li></ul>

Response Area: Servicing		
UA2	Close servicing gaps to allow for at least 40 per cent of new dwellings/lots to be within a five-minute ride of Town Centre/Village Centre zones. Where possible site-based approaches to stormwater management will be supported to allow development to progress on a site-by-site basis wherever possible.	<ul style="list-style-type: none"><li>i. Increase densities where servicing is available to support infill development;</li><li>ii. Investigate site-based approaches for stormwater, along with alternative developer contribution approaches to support service extension within the town centre areas.</li><li>iii. Continue the review of the Witchcliffe Waste Water Treatment Plant Business Case within a sustainability framework that prioritises a solution with the least environmental impact and lowest embodied energy, and implement findings;</li><li>iv. Review the Witchcliffe Village Strategy and set density coding's in a manner responsive to the outcomes of the business case review.</li></ul>
Response Area: Transition to Renewable Energy		
UA3	Support appropriately located renewable energy facilities to progress towards increased percentage of Shire power supplies coming from local, renewable supplies.	<ul style="list-style-type: none"><li>i. Introduce a ‘renewable energy facility’ use class into the scheme, as well as criteria that recognise the different impacts between key types (particularly windfarms and solar arrays);</li><li>ii. Update Local Planning Policy 23 Renewable Energy Systems to clarify approval requirements. Domestic scale lower risk facilities are to be exempt from the need for planning approval, with specific criteria guiding the placement of larger-scale systems;</li><li>iii. Ensure that applicable land use planning related outcomes from the Shire’s Local Energy Action Plan and the community’ Climate Action Plan are reflected and reinforced in the Shire’s Planning Framework.</li></ul>
Response Area: Water		
UA4	Support development outcomes that promote water conservation, reuse, water-sensitive urban design and water-wise landscaping.	<ul style="list-style-type: none"><li>i. Retain the Ten Mile Brook Priority Catchment Special Control Area and designate the Leeuwin Spring Catchment Area and the Fisher Road Wellfield Water Reserve as Special Control Areas to ensure the protection of the Shire’s water supply into the future;</li><li>ii. Continue to work with the Water Corporation to investigate the use of treated waste water to irrigate public open space in Gnarabup;</li><li>iii. Prepare a Local Planning Policy to outline a clear approach to stormwater storage and treatment, promoting water-sensitive urban design responses in areas adjacent to key Shire water ways;</li><li>iv. Extend the existing recycled water reuse scheme throughout new growth areas in Margaret River.</li><li>v. Integrate household water storage with intended sustainability requirements to be investigated, for possible inclusion in the Local Planning Scheme.</li><li>vi. Include buffers to Water Corporation Infrastructure in Special Control Areas where appropriate in the Local Planning Scheme to allow for their continued operation and to protect residents against amenity impacts</li></ul>



# Transportation



The most congested areas of the Shire are at the entrance to the Margaret River and Cowaramup townsites, with an average of around 6500 vehicle movements per day recorded north of Cowaramup in 2017–18.

Around 64 per cent of people travel to work by private car, six per cent less than the state average.

One million electric vehicles were sold worldwide in the first six months of 2018.

## Transport

The Shire's population is primarily accommodated in distinct settlements that are geographically separated and of comparatively low density.

The progressive growth of settlements over time, the manner in which growth is concentrated and/or dispersed, and the location of key industries introduces issues for the movement of people and goods. To deal with these constraints, specific strategies for transport need to be prepared in a manner relevant to the Shire's context.

There is a direct connection between transportation and land use planning, both of which are influenced by the LPS and the provisions of the planning scheme, as well as other factors including public and private investment and the development of new technologies. Transportation modes and facilities influence land use outcomes, character and quality of the built environment. Transportation infrastructure influences decision making about journey planning, and can impact the natural environment through resource use, air and water quality, climate change and landscapes. How communities develop spatially also affects how convenient and appealing public transportation, bicycling and walking are.

## Transport by Air

The Busselton Margaret River Airport is the regional airport facility serving the Shire, located to the south-east of the Busselton town centre in the City of Busselton. In 2018, major works on the expansion of the Busselton Margaret River Airport were completed, and included lengthening, widening and strengthening the runway to accommodate larger passenger aircraft, as well as upgrades to supporting infrastructure. It is envisioned that the new airport will serve as a major tourism and economic driver, linking the region to interstate and overseas visitors, and providing freight hub opportunities, particularly for local agribusiness.

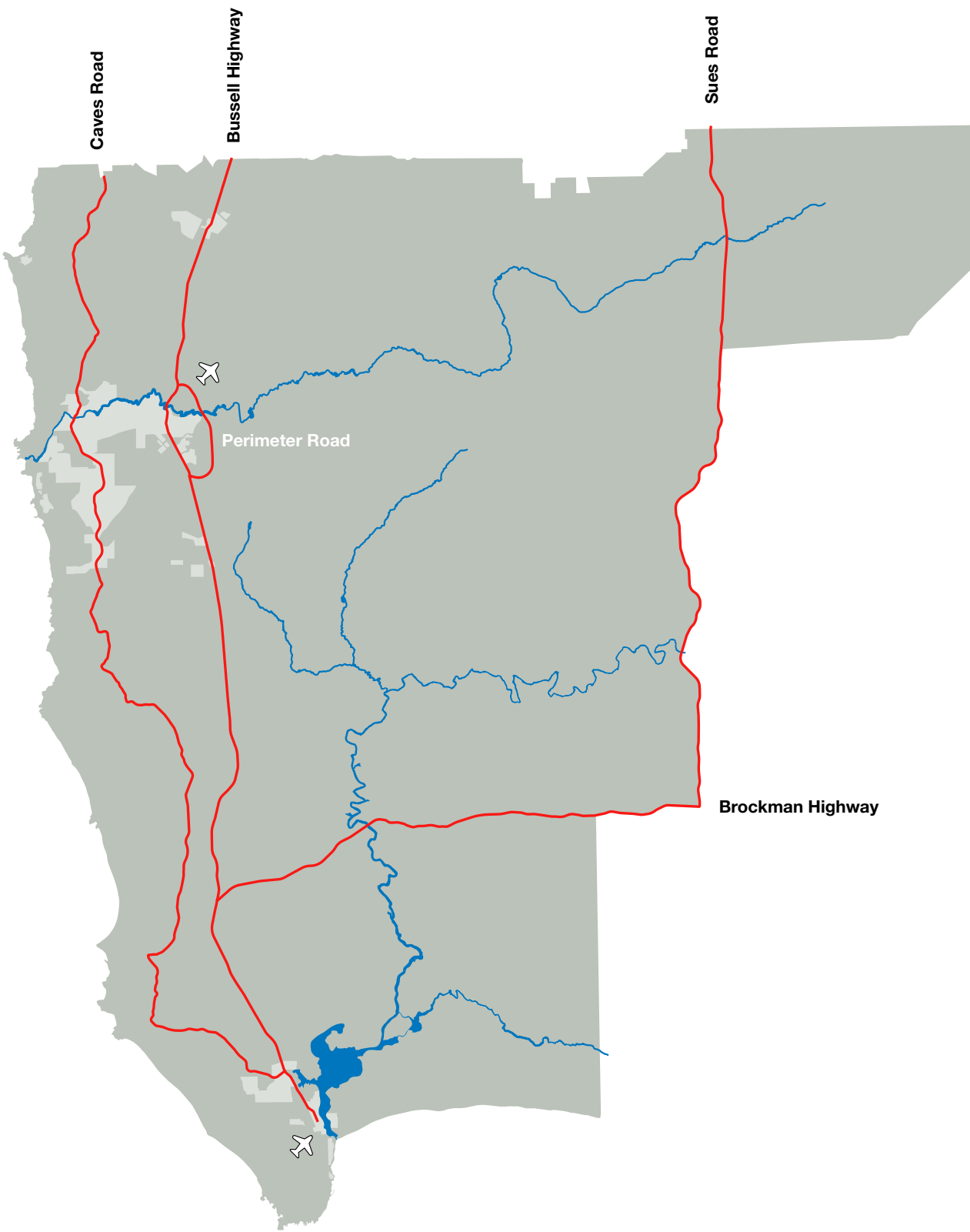
Two dedicated public landing strips are located at Margaret River and Augusta (see Figure 5), providing opportunities for limited recreational and commercial air transport, together with facilities for the Royal Flying Doctor Service. A number of private landing strips are also located within the Shire, which have limited impacts owing to the low level of airport operations in the Shire.

## Major Roads Moving People and Freight

A Primary Road network consisting of Bussell Highway, Brockman Highway, Caves Road and a portion of Sues Road links population centres and facilitates movement of freight and tourist traffic within the Shire and abroad (see Figure 7).



Figure 7 - Primary Roads in the Shire



Lower order roads, such as those that service rural areas, link the productive agricultural sector to processing and market destinations. Many such roads are at standards unsuitable for inclusion in the Restricted Access Vehicle network. Further analysis is being undertaken to identify and prioritise road improvements in rural areas to facilitate the efficient movement of goods by larger vehicles.

An emerging issue facing the tourism industry is the inconsistency in policy positions between state government departments with an interest in road planning. This has become particularly notable in relation to vulnerable land uses (which includes tourist accommodation) where two road access points are often required for bushfire compliance purposes. This is counter to objectives relating to minimising access points in the interests of road safety. The issue is exacerbated by the fact that some of the Shire's key tourism nodes front state government controlled roads such as Caves Road and Bussell Highway.

LPS2036 articulates the Shire's position that, where land is appropriately zoned and identified for tourism use, and where access points can be designed to meet safety and environmental standards, second access points are conditionally supported. Where this cannot be achieved, alternative fire safety measures will be required.

Caves Road not only plays a key transportation role in the Primary Road network, but also provides a scenic tourism experience in its own right. Safety improvements planned by the state government need to be undertaken in a manner that does not detract from the scenic qualities and character of the road. LPS2036 articulates the Shire's strong position with respect to heritage, character and environmental protection, all of which are embodied by the Caves Road reserve.

The state government has undertaken preliminary route identification studies to provide alternative access to the Gnarabup/Prevelly and Gracetown townsites. While preferred routes have been identified, no formal endorsement of the route alignments has been made or funding made available for implementation.

In 2020 a major upgrade of the main street of Margaret River occurred, funded by the Shire and state government. The development included improvements to Bussell Highway between Tunbridge Street and Wallcliffe Road. Intersection improvements were implemented at the Wallcliffe Road – Bussell Highway and Tunbridge Street – Bussell Highway junctions, which has improved traffic waiting times at these points. The intended design has improved



amenity and prioritised pedestrian movement within town, incorporating parklets, additional pedestrian crossing points and a town square area. Continued improvement of the pedestrian experience within the Cowaramup and Margaret River town centres is central to maintaining these critical economic entities, which trade in part on their desirability as central destinations within the state's primary regional tourism area.

### Margaret River Perimeter Road

The Margaret River Perimeter Road is seven kilometres long, and extends from the Airport Access Road north of Margaret River and links back to the Bussell Highway in the south. The route enables heavy vehicles to bypass the Margaret River townsite, minimising congestion and the volume of heavy vehicles in the town centre, and providing a safer environment for pedestrians. The Perimeter Road also provides access to the proposed industrial area to the south-east of the Margaret River townsite. The Perimeter Road is directly adjacent to significant future urban development to the east of the Margaret River townsite, and requires careful management to ensure acceptable visual management and noise mitigation outcomes.

### Modal Shift – Walking, Cycling, Trails and Public Transport

Reducing the use of fossil fuels is central to mitigating climate change and achieving the sustainability goals of the Shire. The integration of transport and land use planning, specifically in relation to people being located closer to their destinations, provides more choice for travel modes. Additional choice makes it easier



to incorporate physical activity into daily routines, reduces transportation costs, and gives more freedom and mobility to low income earners, seniors, people with a disability, and others who cannot or choose not to drive or own a car.

Journey to work statistics from the 2016 census confirmed the trends observed in the Shire's 2012 Integrated Transport Strategy (ITS), specifically that the Shire has slightly higher use of walking and cycling modes than the state average. The efficiencies of public transport are unlikely to be realised over the life of the strategy due to low population, disparity of destinations and the lack of critical mass to make traditional forms of public transport viable. On this basis, the most effective option is the encouragement of cycling and walking, potentially coupled with on demand public transport. The 2012 ITS sets modal shift targets to reduce car transport from over 70 per cent of all journeys to around 60 per cent. Achievement of this objective can be supported by land use planning outcomes included in this strategy, including:

- Removing barriers and implementing incentives for infill development around town centres;
- Consolidating commercial development into town centres with the exception of day to day convenience retail;
- The establishment of end-of-trip facilities into major new developments;
- The incorporation of linkages through new development areas as part of a strategic path network;
- Supporting the development of strategic cycle routes and walkways and, where demand is influenced by new residents, supporting the achievement of these through development contributions;
- Ensuring pedestrian-friendly working and recreation environments.

**The sale of electric vehicles in Australia increased by 67 per cent in 2017 and is predicted to increase steadily as more charging infrastructure is rolled out.**

## Efficiency, Resource Use and Climate Change

Aside from reducing the need for motorised forms of transit through modal shift, there are a number of other opportunities provided by the land use planning system to reduce or mitigate the effects of fossil fuel driven transport.

Whilst electric vehicle (EV) take up in Australia still lags behind countries such as Norway, where EV counted for half of all cars sold in 2018, sales did increase in 2017 by 67 per cent and are predicted to continue to increase steadily as more charging infrastructure is rolled out. The Shire can assist in this regard, both through advocacy and by creating incentives (such as car parking concessions) to achieve fast charge stations in appropriate locations.

Measures to reduce the demand for transport can be facilitated through the scheme, including:

- Providing opportunities to work from home;
- Encouraging the diversification of the agricultural sector to provide for local supply of produce;
- Fostering consolidation of commercial areas;
- Encouraging well located residential infill development;

Travel demand management measures, most appropriately linked to potential parking concessions through the adoption of transportation demand management strategies for a particular development, which investigate development implications on the broader transport network and how trips are shared between various development types.

## Vehicle Parking

Parking standards have historically been based on the quantities required to cater for near-peak demand for stand-alone developments. The Shire's 2014 carparking strategy reviewed parking standards that had been based on such assumptions, adopting a revised approach based on usage surveys for the Margaret River town centre, projections for floor space and accounting for the 85th percentile of demand. The findings indicated that uniform parking standards could be applied for the Margaret River town centre at a lower rate. This approach has proven successful and it is a reasonable assumption that the mix of uses in both the Cowaramup and Augusta town centres are subject to the same levels of supply and should be treated in a similar manner.

Ensuring that parking supply is limited to what is necessary, in turn, provides an incentive for modal shift, which is a central objective of this strategy.

While recognising that parking may be at capacity at certain times with this approach, it encourages behavioural change, consideration of alternative transport options, and, by default, management of demand through timing of trips.

It is also evident that the relatively high proportion of tourism and hospitality-based uses within town centres occur outside of peak demands. Particular criteria should be included to consider reductions in parking requirements, targeted towards uses that operate outside of normal working hours where reciprocal parking options exist.

Good urban form outcomes could be achieved by consolidating parking areas in the main centres. While there is an opportunity for consolidated parking to be supported by the provision of cash-in-lieu of physical parking provision, necessary projects need to be identified, costed and those costs apportioned prior to implementing such a mechanism. Despite this fact, it would be appropriate to include a mechanism for cash-in-lieu in the scheme, with actual application of this mechanism pending further work to identify potential shared public/private funding opportunities.

Further opportunities are available to restrict parking demand requirements through measures such as timed or metered parking, particularly in the Margaret River town centre.

## Key Challenges

- Congestion within town sites reduces the efficiency in movement of people and goods;
- Ensuring that towns are welcoming places for pedestrians and facilitate safe movement by foot, including at night;
- Preserving the function and landscape amenity along key travel route corridors by managing the interface between where people live and key transit routes;
- Current spatial patterns of development favour use of private vehicles and do not encourage modal shift to lower emission forms of transport such as walking and cycling;
- Ensuring that sufficient parking is provided to support our town centres, whilst avoiding impacts on amenity and environment that come with an oversupply of large stands of parking;
- Ensuring that walking and cycling infrastructure is built in a timely way to avoid gaps that detract from its use.





<b>Objective: A highly efficient transport network that allows for the movement of people and goods in a manner that promotes equity of access, facilitates modal shift and minimises environmental consequences, resulting in positive urban form outcomes and community health benefits.</b>		
<b>Development Assessment Policies</b>		<ul style="list-style-type: none"> <li>Within the Town and Village Centres of the Shire, movement of non-motorised transport (pedestrians and cyclists) is prioritised, outside of the Town and Village Centres efficiency of the transport network shall be maintained for motorised transport.</li> <li>Development which would unacceptably impact on the proper functioning of the transport network will not be supported.</li> </ul>
<b>Code</b>	<b>Policy Response</b>	<b>Response in planning framework</b>
Response Area: An Efficient Transport Network		
TP1	Provide the necessary infrastructure to support the efficient movement of people and goods, thus increasing time and resource efficiency and productivity.	<ul style="list-style-type: none"> <li>i. Reduce the potential for pedestrian and vehicular conflict in town centres by prohibiting the creation of new vehicle access points from Bussell Highway to high traffic generating developments;</li> <li>ii. Ensure that broader impacts in the transport network are identified when more detailed planning is undertaken for the development of future growth areas, including access points to primary roads;</li> <li>iii. Identify and require the provision of key transport linkages through the structure planning process;</li> <li>v. Support road and infrastructure improvements for a complete Restricted Access Vehicle (RAV) network that services agribusiness;</li> <li>vi. Identify strategic road improvements required as a consequence of growth and apportion the costs of that infrastructure fairly between existing and new residents through the collection of development contributions.</li> <li>vii. Monitor the progress of driverless technologies and how they may influence the form and function of the townsites of the Shire into the future.</li> </ul>
Response Area: Safety and Amenity		
TP2	Prioritise movement by transportation means other than the private car, within the central urban areas of the Shire.	<ul style="list-style-type: none"> <li>i. Include design-based provisions in the scheme for carparking and pedestrian access areas, including separated pedestrian access;</li> <li>ii. Avoid vehicle conflicts with pedestrian and cycling facilities by restricting new vehicle access to locations that do not interfere with primary pedestrian and cycle routes.</li> <li>iii. Prohibit fast food outlets which are inclusive of a 'drive through' component for those lots having frontage to Bussell Highway.</li> <li>iv. investigate measures to improve the movement of pedestrians within the Cowaramup and Witchcliffe town centres including speed limit changes and traffic calming;</li> <li>v. should speed limit changes and traffic calming not lead to an improvement on the pedestrian experience in the Cowaramup town centre, explore the feasibility and community desire for a Cowaramup bypass road.</li> </ul>

TP3	Plan for new urban areas adjacent to travel route corridors so that landscape impacts and noise conflicts are minimised.	<ul style="list-style-type: none"> <li>i. Include requirements in the scheme for residential use in the Town Centre and Village Centre zones to mitigate noise impacts by design and construction;</li> <li>ii. Incorporate provisions for identified Urban Growth Areas via structure plan requirements that require assessment and mitigation of noise impacts from travel route corridors and the mitigation of landscape impact through design, layout and landscaping treatments.</li> </ul>
Response Area: Encouraging Modal Shift		
TP4	Plan in a way that reduces the need to travel and encourages modal shift to walking and cycling.	<ul style="list-style-type: none"> <li>i. Apply incentives for the establishment of infill development;</li> <li>ii. Consolidate commercial development through limiting out-of-centre development potential and application of commercial zonings outside established town and village centre zonings with the exception of day to day convenience retail;</li> <li>iii. Require end-of-trip facilities and bicycle parking for new commercial developments, with the level of infrastructure required commensurate with the size of the development;</li> <li>iv. Identify and support the development of strategic cycle routes and walking paths through planning for new urban areas, with an emphasis on safety and universal access.</li> <li>v. Provide safe cycling paths or designated lanes.</li> </ul>
Response Area: Parking		
TP5	Balancing parking supply requirements with efficiency of land use in town centres, promoting behavioural change and the use of other transport options.	<ul style="list-style-type: none"> <li>i. Identify uniform parking requirements in the Town Centre and Village Centre zones;</li> <li>ii. Restrict parking requirements to those necessary to cater for the 85th percentile of demand;</li> <li>iii. Allow for parking variations that support shared parking provision for uses that operate at different times;</li> <li>iv. Include provisions that support parking demand management initiatives including implementation of travel management plans for larger developments;</li> <li>v. Incorporate provisions for cash-in-lieu of parking in the planning scheme and seek to identify projects for the strategic location of parking facilities;</li> <li>vi. Allow for parking variations up to five per cent to facilitate design improvement, improved sustainability credentials or affordable housing provision;</li> <li>vii. Include scheme provisions which allow for a reduction in number of parking bays where provision is made for a dedicated future car/bike charging station, applicable to large carparks only.</li> </ul>



## Heritage, Character and Design

Archaeological finds at Devils Lair, Witchcliffe, confirm human habitation dating back 50,000 years.

Caves Road is currently being considered for State Heritage listing, reflecting changing community values regarding heritage.

Policy reform being undertaken across the state, which is focusing on good design, is projected to create \$120 billion in community benefits over 20 years.

### Indigenous Heritage

*Aboriginal Culture is the oldest living culture and the longest continuing religion in the world. To Aboriginal people the land is life. We are connected spiritually to the land, water, flora and fauna. These are written into the country of place names and songlines. They are our kinship that connects us through cultural lore.*

*We don't own the land, the land owns us.*

*The Wadandi people are the traditional owners of the South West corner of WA. These people have family ties to this Country and a strong cultural, language and historical connection to this land, known as Continuous Cultural Connections to Country. CCCC.*

*The Wadandi people have a long association with the environment of the South West and its natural resources. We utilise the Country's natural resources according to our lore (learning and knowledge of tradition) to look after Country.*

*"The inter-dependence of all life within Country constitutes a harsh but essential lesson – those who destroy their Country ultimately destroy themselves." (Hill, Bradby & Pearce, 1997).*

*Therefore maintenance of biodiversity has always been linked to the health of the local Wadandi people both spiritually and physically.*

*The Wadandi people have a complex and holistic framework of understanding in their role of looking after Country. The Dreamtime is the heart of the spirituality of the Wadandi people and the traditional mythologies taught from the Elders, provided a blue print for respect and utilisation of resources in a sustainable way. It is a relationship between the people, the land and all its creatures. Throughout Wadandi Boodja there are many creation stories, in particular the 'Waugal' (hairy face snake) being one of the most influential creative spirits that transformed the landscape creating hills, lakes, rivers and animals, infusing it with a living spirit.*

*The Kaaditjin (knowledge) and understanding of Wadandi Boodja (Country) reflects the deep spiritual and physical connection to country and to places of significance. Sprawled across the Australian continent, lies a network of invisible pathways known as 'Footprints of our Ancestors', known as 'Song Lines' and 'Dream-Tracks', they are part of the creation.*



*All places have a Creation story and associated Songlines that marks the path across Country (like a GPS). Each family has their own Songlines and it is the Knowledge Holders who help pass these down through the generations. It is our responsibility to preserve these sacred chants and follow the lores and traditions contained within. We have a duty to protect our songlines, by singing a landmark creation song, the country comes to life and flourish with health and vigour.*

*Connection to Country has spiritual and physical meaning to the Aboriginal people. It is where families are connected, it is their identity.*

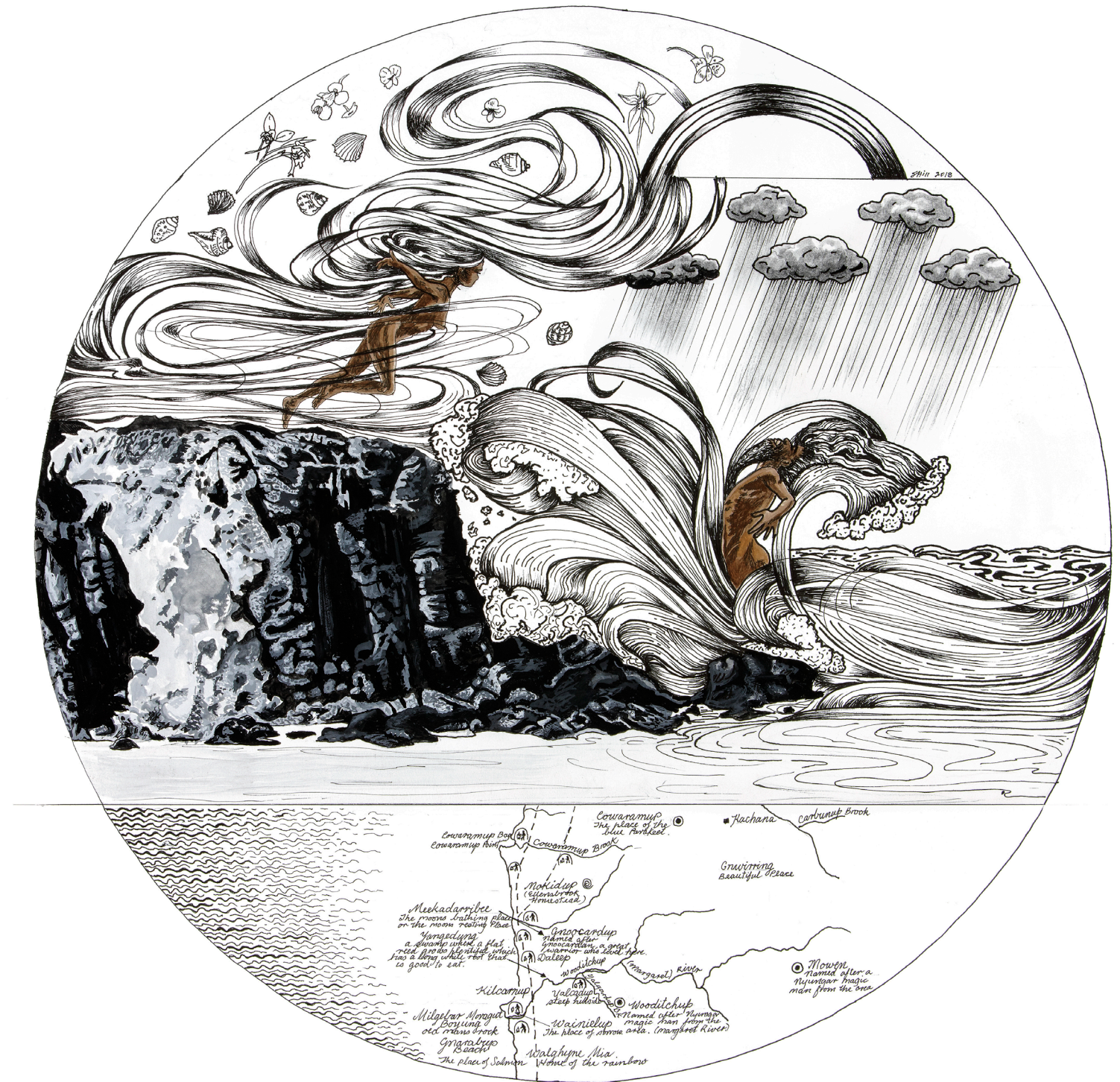
*We live on the Country, we grow with the Country.  
There has to be balance. Only take what you need  
and the Country will take care of you.*

*We can all take time to maintain our personal relationship with Country and to embrace culture, as this is important for our identity, of who we are.*

*Listen to the land, understand the connection to country and realise how urgent it is to work together to make better decisions on how we can create that balance in order to protect and preserve the beauty of Boodja.*

**Wadandi Cultural Custodian,  
Isaac 'Waalitj' Webb**

The Shire is committed to working with knowledge holders to ascertain the most appropriate way to recognise and protect the heritage of the traditional owners.



Artwork by Sandra Hill



## European Heritage

The Shire was also one of the first areas settled by Europeans in Western Australia, over 180 years ago. There are many archaeological and historical places of cultural heritage significance in the Shire. An overview of the European heritage of the Shire at Figure 9.

There are 11 properties located within the Shire that are on the State Heritage Register, with 72 places on the Shire's Heritage List. The Heritage Inventory was adopted in July 2012 and at time of writing is subject to review. Periodic review of the inventory is crucial to ensuring that the heritage list protects places that the community identify with, which will necessarily change over time.

Places of local heritage significance need to be considered in any changes to zoning or density, such that undue development pressure is not placed on heritage properties. A discrete issue but of similar importance is ensuring that efforts are being made to counter demolition by neglect, a key example being locally listed 'Ravenswood', located at the visually prominent corner of Caves and Wallcliffe Roads, which is currently in a state of disrepair.

## Local Character

Local character is made up of all the tangible elements of an area that go towards creating a dominant perception about a place. In broad terms, there are four key landscape classifications exhibited throughout the Shire, being natural, rural, urban and coastal. Given the importance that the Shire and community place on maintaining local character, the planning tools used to maintain character are addressed in turn below.

## Special Control Areas

Special Control Areas (SCA) have been used historically to preserve the character of discrete areas within the Shire. LPS2036 maintains the Special Control Areas for Molloy Island, identified for its natural qualities and amenity, and Flinders Bay, identified for its heritage and low-key coastal characteristics.

Molloy Island's environment is an example of a location which has experienced increasing pressure following the introduction of the State Planning Policy 3.7 – Planning in Bushfire Prone Areas, which has prevented new development from maintaining the natural wilderness feel, with considerable areas of vegetation required to be removed to facilitate compliant development.

Still of concern, but to a lesser degree, are instances of character dwellings being removed and replaced with new dwellings in Flinders Bay that are not sympathetic to the character or the surrounding area. A presumption against demolition is required to preserve these places into the future.

The completion of a Local Planning Policy for the development of private land holdings in Flinders Bay should help guide decision making on this issue into the future, but some review of the requirements applicable to Molloy Island may be warranted to achieve more balanced outcomes in respect to planning for Bushfire Protection.

The Gnarabup SCA was identified in LPS2011 to protect the natural qualities and amenity of the area. Freehold land in the settlement can no longer be said to exhibit such qualities and the SCA serves now only to require development approval for all development that runs counter to exemptions for single houses, which apply elsewhere in the state. It is considered that the intent of the original structure plan conditions can be maintained without requiring planning approval for all forms of development, thereby reducing the number of planning applications received in this area.

## Guidelines

The Cowaramup townsite has a unique character, a fact recognised by the Cowaramup Village Design Guidelines. This document is not concisely written, does not have statutory weight and is cumbersome to administer. Notably, a similar policy does not exist for Witchcliffe. In the case of Cowaramup, it is recommended that the design guideline is reviewed and updated taking into account its effectiveness in influencing recent development within the townsite. Likewise, a design guideline should be developed for Witchcliffe to ensure new development into the future is sympathetic to the existing townscape.

These guidelines will be given weight by reference in the planning scheme to ensure they can be enforced through the development assessment process.

The absence of any one particular discernible character limits the relevance of enforcing a particular style in the Margaret River town centre; however, some limited design-based controls, such as Design Review Panel input (discussed below), can guide good built form outcomes into the future.

## Corridors

The Shire intends to maintain a series of interconnected towns and centres, separated by areas where the natural and rural environments are the prevailing landscapes. Key travel route corridors as defined by SPP6.1 have been identified (see Appendix 2), with associated development standards being prepared that inform setbacks, revegetation requirements and use of appropriate materials and colours along these corridors.

## Visual Management Areas

The Leeuwin Naturaliste Ridge is one of the key landscape features within the Shire, and the planning framework has long placed emphasis on its importance and protection. In addition to the requirements applied along visual corridors, it is proposed that there are requisite controls put in place to ensure that the development within and surrounding this landform is appropriate and visually sensitive.

LPS2036 identifies a visual management area identified at Appendix 2, which includes the:

- Western and eastern slopes of the Leeuwin Naturaliste Ridge; and
- Areas identified by the LNRSP as being Natural or Rural Landscape Significance.

Scheme provisions will set out the development controls applicable in these areas, and will include setbacks, revegetation requirements and use of appropriate materials and colours.

## Specific sites

Town sites are generally excluded from both corridors and management areas. There are sites, however, that due to their location have or will come under increasing pressure for more intensive development and which have the potential to significantly alter a towns character. These sites have been specifically identified (see Appendix 2). LPS2036 and scheme provisions will ensure development is planned in way that is cognisant of the highly visible nature of the site.

## Design Review

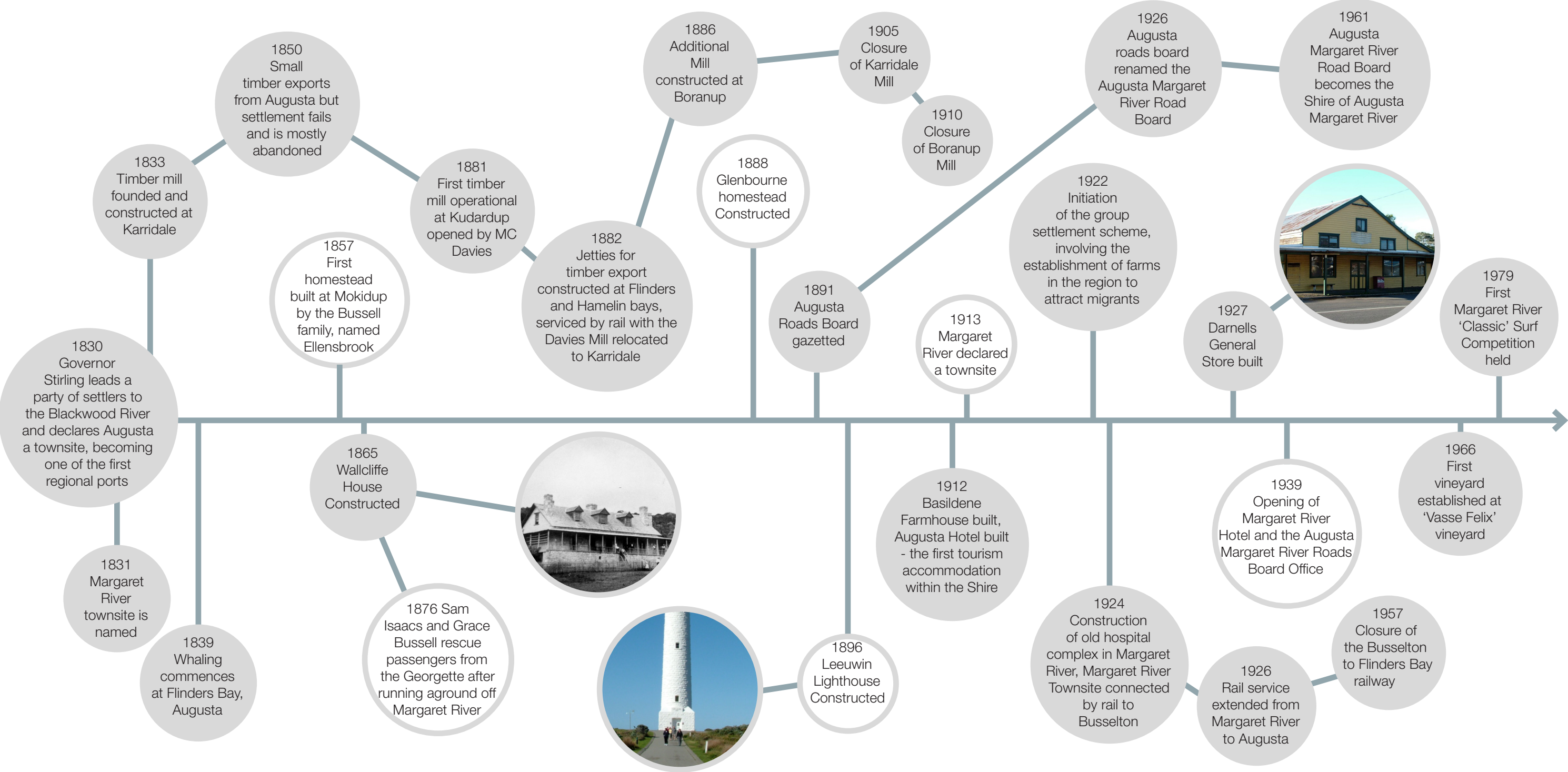
The extent to which we like or appreciate a particular building or development is to a certain extent a matter of personal taste. To this end, it would not be feasible to expect that the planning system can deliver outcomes that are universally liked. However, 'good design' is, "not a subjective idea; it can be defined and measured. Notions of design quality extend beyond taste, style and appearance to encompass functionality, sustainability, response to context, structural integrity, flexibility in use, and cost efficiency, both during construction and over the life of the building. Most importantly, good design results in an environment that performs well for all users and the broader community" (Better Places and Spaces, a policy for the built environment in Western Australia, Office of the Government Architect, 2013). SPP7.0 Design Principles outlines 10 key principles of good design and provides guidance on the formation of Design Review Panels. The 10 principles of good design are adopted as a reference point for all forms of development, whether or not they are considered by a Design Review Panel and will be considered by the Shire to inform planning decision-making.

Design Review Panels consist of a number of trained professionals with skills in architecture, landscape architecture and urban design (amongst others), who are appointed to provide independent advice on the design of development proposal. There are a number of operative Design Review Panels in other local governments, and these can be effective where employed to assist in the assessment of larger-scale development. It is at the Shire's discretion to determine which proposals receive input from a Design Review Panel; however, the WAPC advises that the process is suited to significant proposals owing to their scale, location or community impact/larger-scale development proposals. At the first available opportunity, the Shire will consider making provision in its budget to commission a Design Review Panel and establish an appropriate threshold for the types of development subject to review.



The Shire was also one of the first areas settled by Europeans in Western Australia over 180 years ago. There are many archaeological and historical places of cultural heritage significance in the Shire. An overview of the European heritage of the Shire is provided below:

Figure 8 - European Heritage in the Shire





Key Challenges

- Protecting the unique character of towns and villages subject to the changes caused by growth and development;
- Responding to Wadandi and Pibelmen heritage in an informed and sensitive way to safeguard traditional knowledge, places, practices and systems, and provide an opportunity for reconciliation;
- Climate change-induced events such as storms and fires pose a significant threat to places of cultural significance, which subsequently can affect community activities, identities and sense of self;
- Maintaining the Municipal Heritage Inventory and Heritage List to ensure it is adaptable to changing values over time;
- Inappropriate development occurring in visually sensitive sites located on key travel route corridors and detracting from the character of towns and villages;
- Common metropolitan commercial development typologies that are not consistent with the character and existing built form of towns and villages in the Shire;
- Improving the design quality of all buildings with a specific focus on civic and commercial development.

...a design guideline should be developed for Witchcliffe to ensure new development into the future is sympathetic to the existing townscape.



WHAT IS GOOD DESIGN?

Well designed cities and towns are in everyone’s best interest, especially as our urban areas grow.

Almost every part of our cities and towns is designed; the buildings, roads, parks, playgrounds and public spaces that make up our neighbourhoods have all been designed for a purpose.

Design WA has distilled these factors into 10 principles of good design, so that we can better define and benchmark places and spaces that improve our built environment. These principles underpin all policy from Design WA.

10 PRINCIPLES OF GOOD DESIGN



Context and character

Responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place



Landscape quality

Recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context



Sustainability

Optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes



Functionality and build quality

Meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle



Community

Responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction



Amenity

Provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy



Legibility

Results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around



Built form and scale

Ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area



Safety

Optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use



Aesthetics

The product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses





**Objective:** Development within the Shire should preserve and celebrate those elements of the built and natural environment that are of cultural heritage significance to local Wadandi people and are representative of the special character and heritage of the Shire. The Shire will guard against inappropriate development of visually sensitive sites and inappropriate development within town and village centres.

<b>Development Assessment Policies:</b>	<ul style="list-style-type: none"><li>Proposals for new commercial development are to be accompanied by a 'design statement' to demonstrate that the development will be consistent with the 10 principles of good design.</li><li>Proponents are to identify where development falls within areas of landscape sensitivity as identified by this strategy. The appropriate mitigation measures are to be employed in order to ensure natural and/or rural landscape values are retained.</li></ul>
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Code	Policy Response	Response in planning framework
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Response Area: Respect for Indigenous Culture

HC1	Work with the Wadandi and Pibelman people to ascertain the most appropriate way to recognise and protect the heritage of the traditional owners.	i. Continue to grow a positive working relationship with local knowledge holders and amend planning controls as necessary over time where the need for a suitable response arises.
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Response Area: Preservation of Character and Heritage

HC2	Recognise those places that are of historic value and are representative of the unique character of the Shire, and ensure they remain to reinforce sense of place and can be enjoyed by future generations.	<ul style="list-style-type: none"><li>i. Maintain and update the Shire's Heritage Inventory and Heritage List to ensure that places of historic significance have adequate protection;</li><li>ii. Ensure zonings and density coding's do not place undue development pressure on heritage places including Wadandi and Pibelman sacred sites;</li><li>iii. Investigate measures that support and encourage the preservation and enjoyment of the Shire's heritage buildings, such as grants programs or similar;</li><li>iv. Work with the Department of Education to secure protection of the Margaret River Organic Garden;</li><li>v. Finalise Local Planning Policy 29 – Development in Flinders Bay;</li><li>vi. Remove Special Control Area status of Gnarabup, maintain and strengthen development standards to ensure environmental protections and climate change mitigation and adaptation, but apply in a manner that does not generate the need for a planning application for all development.</li></ul>
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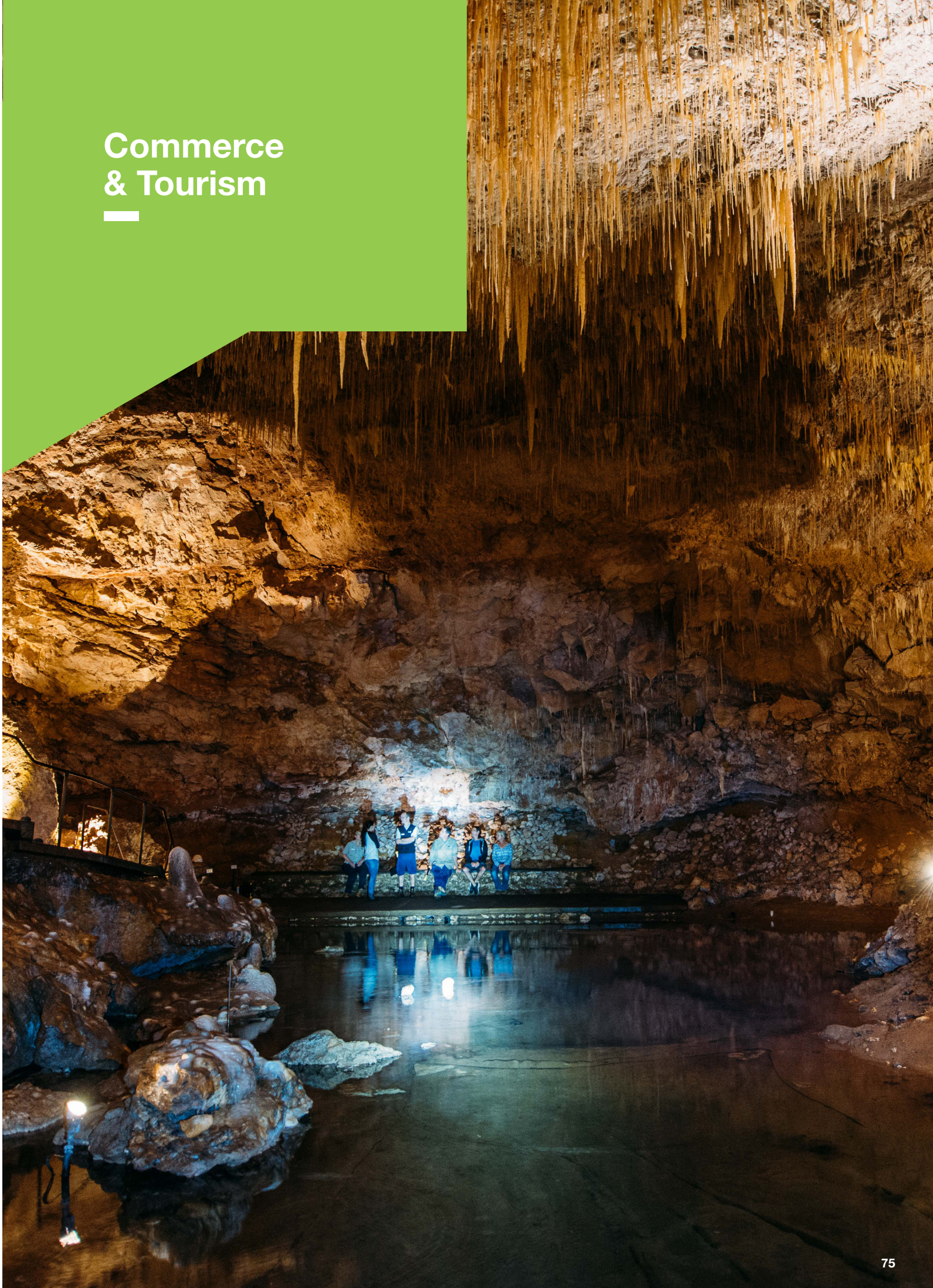
Response Area: Built Form

HC3	Ensure that new, larger-scale development within our town and village centres is of a high design standard that contributes to the streetscape and sense of place.	<ul style="list-style-type: none"><li>i. Establish a design review panel and appoint members to provide feedback on the design and sustainability of new buildings, large community infrastructure and larger scale alterations within the town centre and village centre zones, as well as the design of multiple dwellings;</li><li>ii. Apply the Design Principles included in SPP7.0 to all planning decision making as applicable.</li></ul>
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Response Area: Local Character		
HC4	Promote new development that is sympathetic to the existing built form and character of town centres.	<ul style="list-style-type: none"> <li>i. Review the Cowaramup Village Design Guidelines with input from the Design Review Panel such that the guidelines have statutory weight and are user friendly to assist in the design and assessment of development proposals;</li> <li>ii. Prepare a Village Design Guideline for Witchcliffe to protect the town's special character and heritage;</li> <li>iii. Ensure design guidelines incorporate environmental protections, the promotion of access, inclusion and equity, and climate change mitigation and adaptation. Review Shire's signage policy and related scheme provisions to ensure that they are working adequately to prevent the proliferation of signs.</li> <li>iv. Prepare a Precinct Plan for Augusta taking into account the public and private realm to provide a coordinated approach to the character, movement networks and future development of the townsite.</li> </ul>
Response Area: Visually Sensitive Sites		
HC5	Discourage large visually obtrusive developments on sites that are prominently located along travel route corridors and contribute to the natural and rural landscape amenity of the Shire.	<ul style="list-style-type: none"> <li>i. Identify sites that are visually sensitive and vulnerable to undesirable development, and apply and implement statutory controls where possible to maintain the natural and rural landscape amenity of these sites and the broader locality.</li> </ul>
Response Area: Visual Management Areas		
HC6	Maintain the natural and rural landscape amenity of the Leeuwin Naturaliste Ridge, key travel routes and designated areas within the Shire.	<ul style="list-style-type: none"> <li>i. Provide a link in the Local Planning Scheme to the visual management policies set out at Appendix 2.</li> <li>ii. Maintain scheme provisions requiring visual impact assessments in zones to inform development outcomes on the Leeuwin Naturaliste Ridge.</li> <li>iii. Where necessary, require Visual Impacts Assessments to be guided by the 'Visual Landscape Planning in Western Australia' publication.</li> </ul>
Response Area: Large Format Retail Development		
HC7	Give detailed consideration to the use, location, scale and design of large format retail development to ensure these uses are integrated with and protect the existing and intended town and village character and amenity of centres within the Shire. The built form typology resulting from big box type development is not consistent with the existing or intended character and built form outcomes sought for the Shire.	<ul style="list-style-type: none"> <li>i. The shire will advocate against the amalgamation of commercial lots in the Town Centre and Village Centre zones to facilitate larger- scale commercial development.</li> <li>ii. Include a 'liquor store large' use class and make it an 'X' use in the Town Centre and Village Centre zones of the Shire.</li> <li>iii. Introduce development standards and/or a local planning policy to ensure any large format retail development is consistent with the existing and intended character and built form outcomes sought in the Shire.</li> </ul>

# Commerce & Tourism





The Shire of Augusta Margaret River’s gross regional product was \$0.91 billion in 2018, rising eight per cent from the previous year.

The Shire’s construction industry has remained relatively consistent over the past five years, with residential construction levels varying considerably less than in other areas of Western Australia.

The most significant employment sector in the Shire by number of jobs is in accommodation and food services.

The nature of commerce is that many elements of the local economy may undergo significant and unpredictable changes over the life of LPS2036. External economic drivers naturally fall outside of the Shire’s control, but local conditions can also have a significant impact and are influenced by the land use planning system.

The Shire seek to support employment and a sustainable economy in line with population increase. This can be achieved by moves towards a more circular economy, whereby economic benefits are internalised to maximise benefits locally, and by smoothing variabilities in the tourism industry across the year. A sustainable economy has livelihoods and enterprises that are sustainable, climate-resilient, diverse and locally-owned, a regenerative and improving environment and a just community that upholds the rights of everyone.

Employment Projections

The influence of the tourism industry as the Shire’s primary employment sector creates specific challenges. Seasonal variations in tourism visitation creates an uneven pattern of activity across the year. Furthermore, the attractiveness of the Shire as a place to live places upward pressure on living costs (including housing), which is exacerbated by the prevalence of casual, seasonal, and typically lower paying jobs in the service industry. Job security and business sustainability can be improved through

diversification and improved relationships between mutually supportive activities. Examples include food and agriculture, and retail and the arts.

Improved communications technologies offer opportunities for increasing local commercial enterprises, with people who may wish to move to the Shire for lifestyle reasons able to connect with associates elsewhere in Australia or internationally. The provision of suitable office accommodation and work-from- home opportunities is likely to assist in the Shire in maintaining the Shire’s place among the top 30 locations in regional Australia for creative industry jobs.

The food processing industry continues to thrive in regional areas with 50 per cent of all food processing jobs located in regional areas in 2018. While there is a trend towards consolidating processing areas in proximity to transport hubs, this industry’s significance in the Shire is indicative of established and proven competitiveness.

Strong synergies exist between the region’s key economic drivers. Enhancing this relationship by

Figure 10 - Percentage Breakdown of Employment by Industry

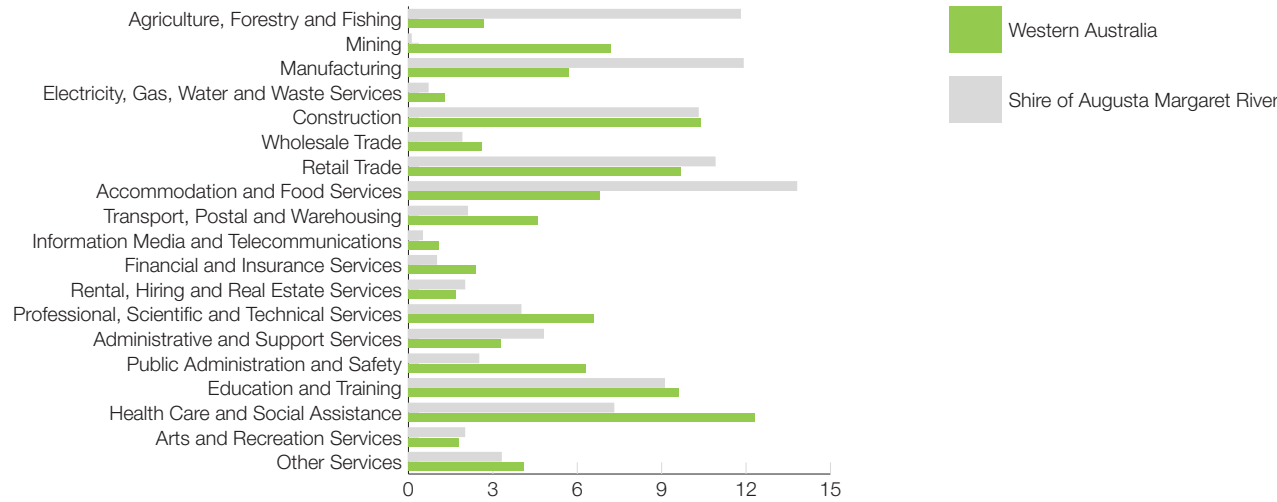
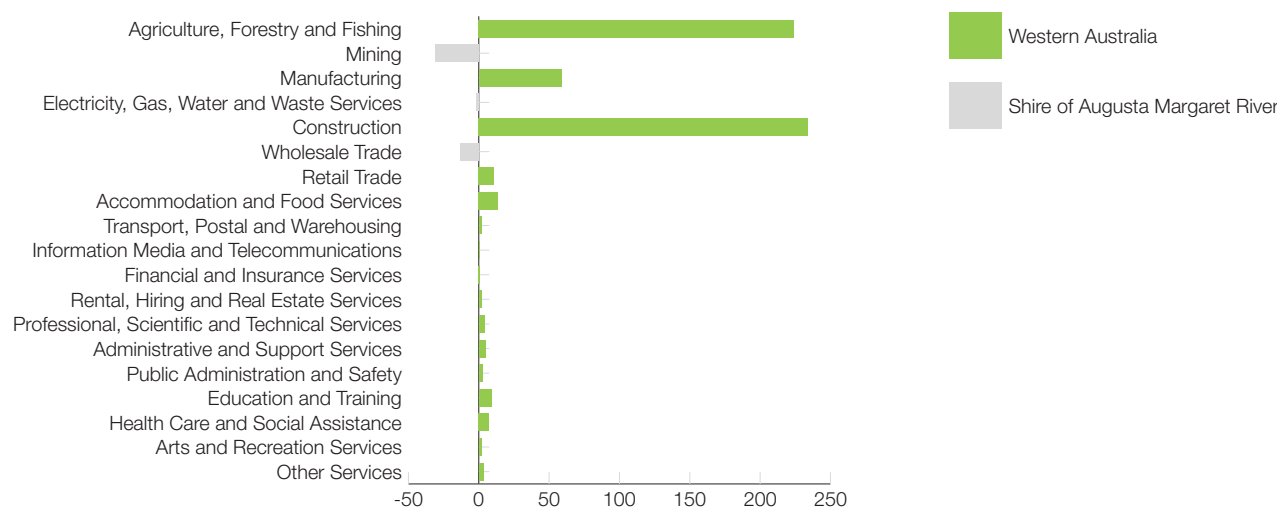


Figure 11 - Jobs Created or Lost by Industry Since 2012/13



clustering compatible industrial development will promote further growth and economic ad-vantage. Key opportunities for the local economy’s future development include sectors that trade on the region’s comparative advantages, like high amenity, brand value and desirability as a life-style choice, supporting the continued strength of tourism, food processing and creative industries.

The construction sector’s strong contribution to the local economy reflects a relatively stable residential construction industry that has avoided downturns in activity seen in many other parts of Western Australia. The Shire also has a significant fly in, fly out population that is not always captured by statistical data. The Shire’s desirability as a place to live makes

this an attractive lifestyle choice for many in the mining industry.

As climate change intensifies in the region, many local industries and livelihoods will need to transition to new enterprises and technologies to mitigate against climate change, and become climate resilient and adapt to the impacts of climate change.

Agriculture

In 2012, Western Australia produced 73,000 tonnes of grapes, from 12,100 hectares of grape-producing vines. The Margaret River wine region accounts for 57 per cent of state wine production, followed by the neighbouring Geographe wine region (10 per cent). The Margaret River wine region produces three





**The Margaret River wine region accounts for 57 percent of the state's wine production.**

per cent of the total Australian grape production; however, it commands as much as 20 per cent of the Australian premium wine market. As at 2016, 6.3 per cent of the workforce was employed in the manufacture of wine and other alcoholic beverages.

The Margaret River region's viticulture industry is expected to experience further growth due to its positive reputation as a premium producer of high-value wines for domestic and international markets. Expectation of the industry's continued growth is also based upon its ability to adapt and quickly respond to downward pressures on prices and sales. The unique branding utilised by the Margaret River region is a driver for growth in the wine industry.

The Shire of Augusta Margaret River's agriculture sector is comprised of various industries, including horticulture, dairying, livestock production and viticulture. Agricultural production for the Shire was valued at \$78.7 million in 2015–16. As at 2017–18, 870 of the Shire's residents were employed by the agriculture, forestry and fishing sector, accounting for 11.8 per cent of the total number of persons working within the Shire.

The South West region's dairy sector accounts for approximately 90 per cent of the total value of Western Australia's milk production. The sector has

undergone significant changes, which have affected farm sizes and the number of operating producers. Changes to the sector, including the increased use of on-farm technology, as well as the propensity for farm amalgamation, has seen farm sizes increase by approximately 45 per cent from 1988–89 to 2010–11. Increasing population growth and changing food consumption patterns in export countries provide opportunities for growth in the agricultural industry.

The Shire is in a position to capitalise on this opportunity due to its established regional brand, as well as a positive reputation for food and wine production. Identifying value adding options to local produce offers significant opportunities for economic development in the region, with the Busselton Margaret River Airport freight hub offering a market pathway for high value to weight commodities. The expansion of agribusiness in the Shire offers opportunities for economic diversification and employment creation both locally and across the region. However, the agricultural sector is significantly vulnerable to the impacts of climate change in the region, such as rainfall variability, and increased frequency and intensity of climate events such as storms and fires. This also has implications for food security, and has flow on effects to other economic sectors.

### Commercial/Retail

It is likely that the commercial and retail sectors will be significantly influenced by disruptive forces over the planning period. Examples include changes in consumer spending, internet-based shopping, and new approaches to retailing introduced by multinational companies. In general terms, the Shire's retail sector is influenced by two key factors: the loss of spend to larger areas outside the Shire (retail leakage), and the significant contribution and variability of tourism retail spend. Approximately 35 per cent of total retail spend and 50 per cent of grocery and specialty food spend is retained within the Shire; however, non-food related expenditure within the catchment is as low as 20 per cent. Visitors generate significant retail spend, with this spend supporting a significant proportion of retail floorspace. This spend is largely confined to the food and liquor, groceries and specialty food categories, comprising 58 per cent and 24 per cent of visitor retail spend respectively.

The resultant impact of local and tourist demand on Margaret River's primary retail centre is that it is largely characterised by groceries and speciality food stores, and food and liquor catering. Based on the total retail spend in the Shire there is a lower comparison retail offering than the total catchment spend could support due to a significant proportion of goods being purchased outside of the Shire. There is also sufficient land included in the Margaret River Town Centre zone to cater for foreseeable additional floorspace needs. The Margaret River townsite is set for significant investment to pedestrianise, improve amenity and fix major intersection congestion issues. These actions support the amenity and destination-based trading strength of the town centre with the upgrades forecast to increase visitor expenditure by \$27 million per annum and directly create up to 205 additional jobs. As a destination, the character of the Margaret River town centre is supported by vibrancy and the night time economy (e.g. restaurants, bars, etc), meaning mixed use, pedestrian amenity and methods to address amenity-based conflict issues are all important land use planning requirements.

Smaller retail centres within the Shire provide some convenience retail supply together with speciality food, and food and liquor catering. The Cowaramup and Witchcliffe town centres both contain sufficient land for future retail needs, most ideally focused on a high-amenity traditional mainstreet form of development, with some larger agricultural service-

based retail offerings. Both Cowaramup and Witchcliffe are attractive smaller towns, with design controls established for Cowaramup and a similar approach appropriate for the future development of Witchcliffe.

In the case of Cowaramup, the local centre designation on Lots 153 and 154 shall provide for low key commercial use (artisan village) with an emphasis on products created on site with incidental tourism opportunities. The centre shall not be developed in such a way as to detract from the primacy of the existing Cowaramup town centre.

The Augusta town centre has an overabundance of land identified for future commercial needs, and this has created unintended consequences for the redevelopment of land better suited to residential use. The centre and eastern side of the centre boast some of the finest views in Australia and have significant redevelopment potential. LPS2036 and the future Local Planning Scheme will address this imbalance.

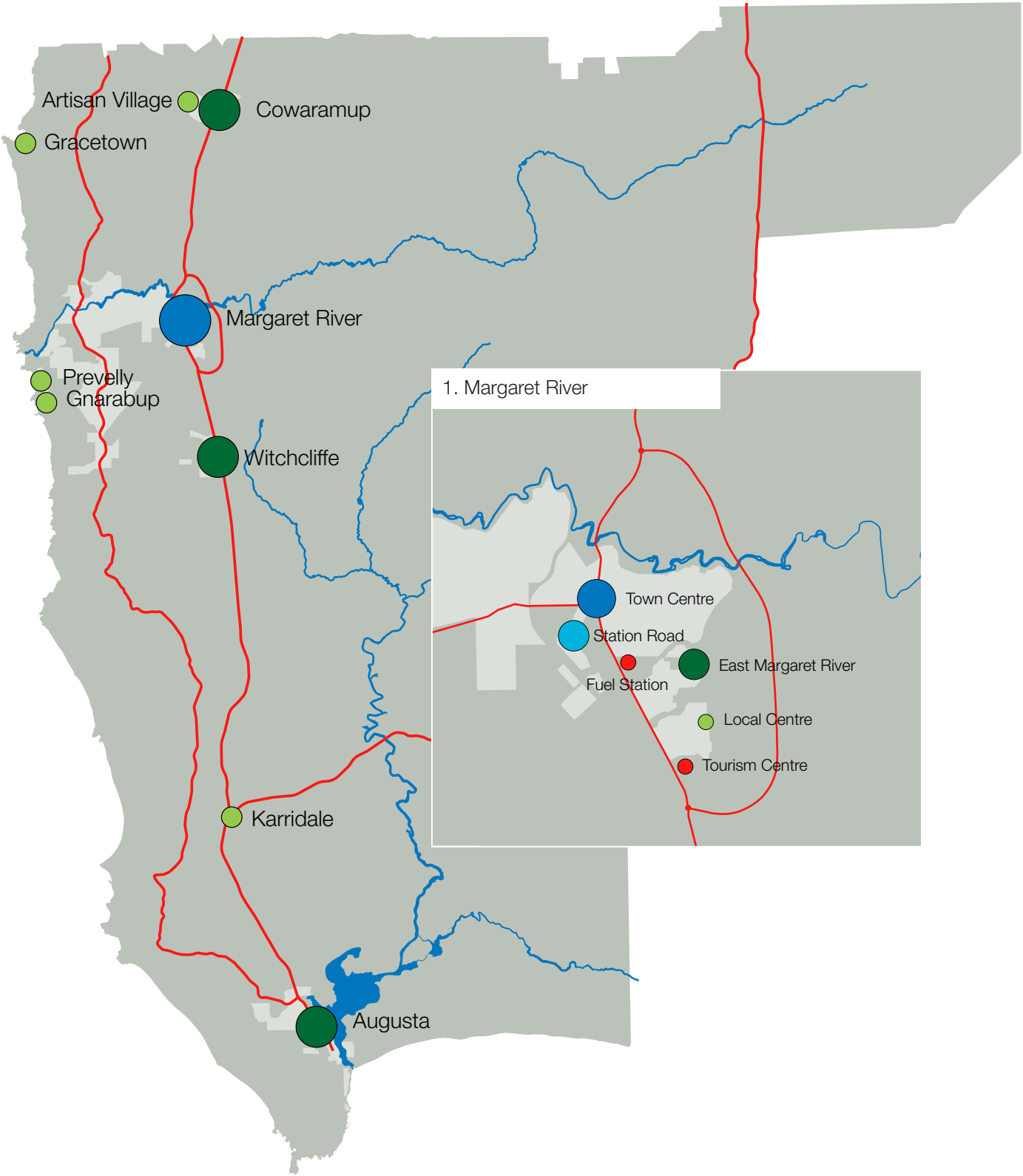
The projected population growth creates a demand for bulky goods. This may in turn result in a greater share of expenditure in this sector being retained within the catchment. Due to different locational requirements 'service commercial' retailers are typically located out-of-centre, in areas such as the Station Road precinct and the potential conversion of the existing Margaret River Light Industrial Area to a more service commercial focus once the new industrial area becomes available. Land uses permissible within the service commercial zone need to be carefully considered to ensure these uses are catered for, but that they do not detract from the integrity and vibrancy of the Margaret River town centre. Sufficient land is identified for this purpose.

A practical way in which the land use planning system can support small business and start-up industries is through changes to car parking requirements. LPS2036 provides that parking requirements will no longer be applied to changes of use of established commercial floor space, regardless of differing standards between respective uses. This will minimise instances of planning approval being required for a change of use and remove time delays and cost imposition on new businesses.

The commercial hierarchy for the Shire has been depicted at Figure 12, and is explained in the table on page 81.



Figure 12 - Commercial Hierarchy



Commercial Hierarchy		
Name	Description	Key
Sub Regional Centre	Primary centre of Margaret River comprising of retail, commercial, professional, entertainment and community activities together with residential accommodation to service the populations of the Shire and surrounding areas.	
Towns and Village Centres	Augusta, Cowaramup and the villages of Witchcliffe and East Margaret River (Rapids Landing) with convenience retail and commercial uses serving the surrounding catchments without reducing the primacy of Margaret River as the primary centre in the Shire.	
Local Centre	Low-level, convenience-based uses providing basic services at a neighbourhood level.	
Specialised Centre	Sites identified for a very specific purpose that are not suitable for broader commercial use and which must be carefully managed to ensure they do not compete directly with town and village centres.	
Service Commercial	Commercial development of a service commercial and/or bulky goods nature such as showrooms, which are best located outside of town centres owing to their car dependency and low capacity for street level activation.	

Tourism

Tourism in the region is critical to the local and state economy, with the Shire forming part of the most significant regional tourism area in Western Australia. A detailed analysis of the local tourism sector was undertaken through the preparation of the Shire’s Local Tourism Planning Strategy (LTPS), endorsed in 2015. The observations and policy direction found within the LTPS remains valid at the time of preparing this strategy and will continue to be used to guide planning decision making in regard to tourism proposals. An emerging issue however is the impacts of climate change-induced events such as storms and fires and subsequent loss of infrastructure and amenity in the region. Tourism-based enterprises will need to develop strategies to adapt to the impacts of climate change.

Projections for tourism growth show moderate increases, with most economic benefits tied to potential increases in international visitation. There are a number of key tourism sites that are able to provide for higher-end accommodation types, occupying prime real estate in the Shire. The LTPS makes specific recommendations for future development in these locations. A key observation from the LTPS is that room occupancy rates within the Shire experience seasonal variations and that the supply of accommodation is largely confined to the low and mid-range sectors of the market. Competition in the marketplace has intensified with the increased use of online booking platforms and holiday houses affecting the occupancy rates, price and viability of other forms of accommodation of comparable types. It is likely

that this will in time result in some structural change within the accommodation supply market. Measures to protect sites capable of developing higher-end accommodation, currently lacking in supply, are crucial to a robust provision of tourism offerings.

The LTPS sets specific policy provisions for the future establishment of tourism product, aimed at ensuring that future development is consistent with the qualities that make the region a prime tourism destination. The locational provisions and development-based policies of the LTPS will continue to be utilised to guide the future development of tourism product.

The Shire currently has three tourism themed zones. In keeping with the state direction on standardising zones across the state, it is proposed to amalgamate these into a single Tourism’ zone. The relevant land use and development standards for the former Chalet and Camping and Caravan Park zone can be conveyed via associated additional development control standards set out in a specific section of the Scheme to ensure the varying development intensity between sites is maintained.

In respect to holiday homes (un-hosted accommodation) and fit-for- purpose hosted accommodation (guesthouses), the Shire has clearly defined areas where this use is regarded as appropriate subject to planning approval. Lower-intensity hosted accommodation such as ‘bed and breakfasts’ are considered appropriate throughout the Shire, as they represent a more efficient use of the Shire’s housing stock and provide opportunities for local residents to offset the high cost of housing.





In recognition of the low risk associated with the ‘Bed and Breakfast’ use class and structural change in the accommodation market, this use class will be permitted throughout the Shire in accordance with the requirements of the Position Statement for Tourism in bushfire prone areas.

### Construction

For the financial year 2017–18, the Shire of Augusta Margaret River approved the construction of new buildings with a total value of approximately \$108 million, approximately 84 per cent of which was for residential projects. The construction sector is the Shire’s fifth largest employer, with 758 persons stating that they worked at construction jobs in the Shire in 2017–18. A significant proportion of the resident construction workforce commute for employment to the City of Busselton or further afield in resource construction employment. Up to 3,466 new residential dwellings will be required to accommodate predicted population growth to 2036, indicating that the construction industry will continue to be a major employer in the Shire.

### Basic Raw Materials

Basic raw materials (BRM) include sand, limestone, gravel, clay, gypsum and other construction and road building materials. The materials are finite and as local supply becomes more constrained their cost will increase thereby putting upward pressure on the cost of housing.

The Department of Mines, Industry Regulation and Safety has identified basic raw material areas with State significance (Significant Geological Supplies) within the Shire, being deposits of sand and limesand. The Shire has also approved numerous applications for the extraction of gravel (see Figure 13).

The WAPC has resolved, as a project arising from the LN Sub Regional strategy 2019 to “Undertake a study of the supply and demand of basic raw materials within the sub-region and the opportunities for alternative building construction techniques to reduce demand from the building and construction industries.” The Shire will work cooperatively with the WAPC to ensure that where extraction opportunities are identified, appropriate controls are put in place to prioritise extraction from areas where there is a low risk of environmental degradation and social or amenity impact.

### Industrial Land Use

Industrial land demand within the Shire can be characterised as predominantly of a local service nature, resulting in predominantly light industry and service commercial use, with some limited local heavy industry, mostly related to construction. Existing industrial estates are found in Cowaramup, Margaret River, Augusta and a small area of Witchcliffe.

The Margaret River Industrial Estate is near capacity with no vacant green title lots, and is also constrained in terms of servicing with drainage, high water table and lack of reticulated sewer. A new industrial area has been identified to the south-east of the Perimeter Road, with structure planning showing an additional 26 hectares of industrial land supply, partially constrained by distance to services. This new industrial area is sufficient to provide for the estimated demand over the foreseeable future. The Cowaramup LIA contains the majority of developed vacant industrial land in the Shire, with sufficient supply also in Augusta to provide for foreseeable demand. It is likely that most future demand will be based around servicing the need of the local population and agriculture industries. The absence of reticulated gas constrains some food processing options that rely on significant mechanical energy inputs.

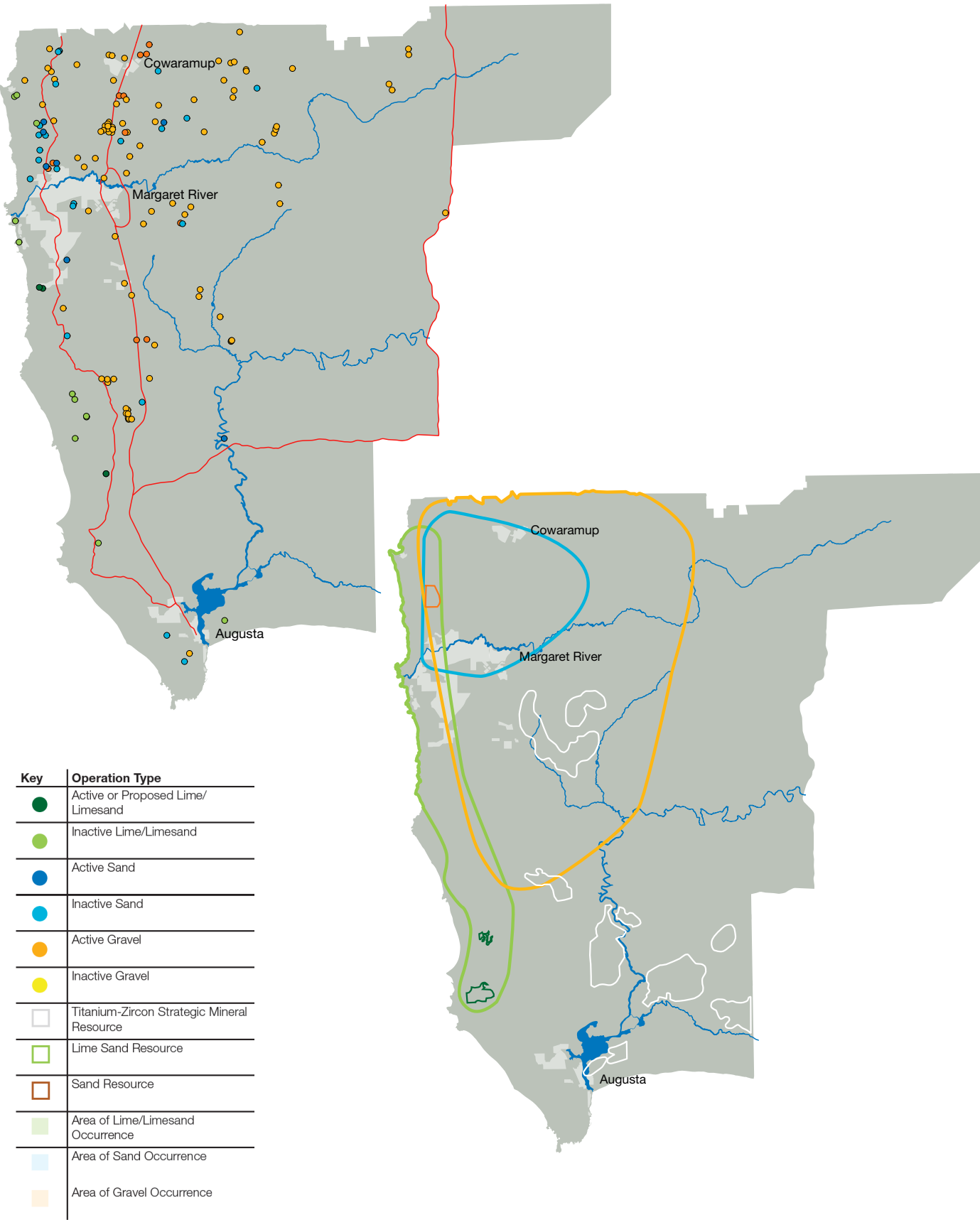
### Planning Approval Requirements

The requirement to lodge a planning application for many forms of land use and development provides the Shire with an opportunity to assess a proposal against the planning framework. This necessarily takes time and adds cost to any project. The ability to undertake planning assessments is a function delegated to the Shire by the WAPC and is taken very seriously. However, there are types of development, which by nature of its small scale and low impact, could be made exempt from the need for approval without compromising amenity, landscape or environmental values. The WAPC has recognised this fact by making single residential dwellings exempt from the need for development approval where they meet certain requirements. The Shire intends to expand the available exemptions, which will not only remove red tape for proponents, but also allow Shire planning staff to focus more specifically on high-risk proposals.





Figure 13 - Basic Raw Material Location and Supply



### Key Challenges

- The Shire seeks to foster a sustainable economy, which is able to provide local employment for all of its residents;
- A significant amount of the retail spend of residents is outside of the Shire;
- Presently, there is a high degree of reliance on fly in, fly out employment servicing the mining industry;
- Diversifying the economy such that it has less reliance on the unpredictable and seasonal nature of tourism;
- On the basis of both employment and value of goods produced, the Shire's most important economic asset is its rural land;
- Residential land has a high degree of latent capacity to provide employment by way of work from home and small business opportunities. This is likely to become more prevalent as internet capacity improves and the nature of work trends towards being more online;
- Maintaining the Shire's reputation as a quality producer of artisanal and handmade products and fresh and organic produce;
- One of the Shire's key assets is its amenity and reputation as being a destination of high quality. Future development should protect and enhance these assets, noting that they are a fundamental driver of the local economy;
- Predicted impacts of climate change in the Shire, such as rainfall variability and increased frequency and intensity of climate change- induced disasters, affect all economic sectors, and strategies to prevent and adapt to climate change are vital. Addressing climate change can, however, provide opportunities for new industries, enterprises and livelihoods;
- People, families and communities may experience varied health issues in a context of economic uncertainty and within certain economic sectors, such as mental ill-health, physical injuries or substance misuse.





Objective: A vibrant and healthy commercial environment that provides local employment and opportunities to benefit all.		
<b>Development Assessment Policies</b>		<ul style="list-style-type: none"> <li>Strategic Tourism sites are to contain a maximum of short stay accommodation and are to be protected from incompatible uses likely to detract from the function of the development for tourism purposes.</li> <li>Tourism development in rural areas is to be ancillary to a predominant agricultural use and is not to create impediments for the continuation of agricultural uses on adjoining land. The responsibility of mitigating against land use conflict shall rest with the operators of non-rural uses.</li> <li>Development is to be consistent with the commercial hierarchy set out in this Strategy. Proposals which threaten the sustainability of existing commercial centres should be avoided.</li> <li>The requirements of the Local Tourism Planning Strategy will be applied through the development assessment process where relevant.</li> </ul>
Code	Policy Response	Response in planning framework
Response Area: Vibrant Retail and Commercial Precincts		
CT1	Maintain the high levels of amenity available in town centre retailing nodes, which act as a significant attractor supporting business sustainability.	<ul style="list-style-type: none"> <li>i. Apply design-based controls in Cowaramup and Witchcliffe, and incorporate more general built form requirements into scheme development standards applicable to Augusta and Margaret River;</li> <li>ii. Define and protect areas where the interaction and form of buildings facilitates a pedestrian orientated environment through active frontages.</li> </ul>
CT2	Provide for a mix of uses within town centre retailing nodes in the interest of providing high levels of convenience to customers and creating a diverse range of attractors.	<ul style="list-style-type: none"> <li>i. Incorporate scheme provisions that provide for a mixed residential and commercial environment in commercial centres;</li> <li>ii. Incorporate specific scheme provisions that require the introduction of new uses that may be sensitive to light and noise, and incorporate design-based mitigation responses;</li> <li>iii. Reduce Town Centre zoning in Augusta to facilitate surrounding residential infill and create a focused node of commercial activity.</li> <li>iv. Actively encourage opportunities for outside dining and activity to add to the vibrancy of main streets.</li> <li>v. Include scheme text, which requires sustainability measures on all commercial and tourism developments on a sliding scale, ie fewer requirements for small developments and greater requirements for larger developments.</li> </ul>
CT3	Plan for the provision of small convenience-based activity nodes in appropriate locations.	<ul style="list-style-type: none"> <li>i. Provide the opportunity for small commercial/focal nodes in new greenfield development areas in accordance with the East Margaret River District Structure Plan.</li> </ul>

Code	Policy Response	Response in planning framework
Response Area: Limiting Out-of-centre Retail		
CT4	Maintain high levels of visitation, convenience and vitality of main street retailing by preventing out- of-town development.	<ul style="list-style-type: none"> <li>i. Introduce Scheme provisions applicable to the Service Commercial zone to restrict the establishment of large format stores and groups of comparison retail, which may compete with established town centres;</li> <li>ii. Zone land in a way that avoids out-of-centre retail development;</li> <li>iii. Base planning decisions and the creation of scheme provisions on a commercial centres hierarchy (see figure 12).</li> <li>iv. Limit retail floor space in identified 'out of centre' nodes such that it does not diminish the primacy of town and village centres.</li> </ul>
CT5	Direct bulky goods showrooms to appropriate locations outside of town centres.	<ul style="list-style-type: none"> <li>i. Monitor the progress of the Margaret River south industrial area, and once established, consider the potential transition of the Margaret River LIA for service commercial and bulky goods uses.</li> <li>ii. Introduce possible associated zoning and development controls preventing retail activity which can be located in activity centres from being located in industrial/ service commercial areas ie. Bulky goods showrooms in the locations outside Town Centre and Village Centre zones does not imply shops, supermarkets or discount department stores.</li> </ul>
Response Area: Industrial Land Use Requirements		
CT6	<ul style="list-style-type: none"> <li>i. Support the timely release of industrial lots south of Margaret River to provide for a broad range of industrial uses and to support the needs of a growing population.</li> <li>ii. Enable the resubdivision of existing lots within the Augusta Industrial estate on an as needs basis in order to match population growth and need with available land.</li> </ul>	<ul style="list-style-type: none"> <li>i. Ensure the supply of industrial land is sufficient to meet the needs of a growing population, including a dedicated area for expansion of the industrial estate south east of Margaret River (MR south industrial area) within a Long Term Urban Growth Area</li> </ul>
Response Area: Facilitating Tourism Benefits		
CT7	Maintain a strategic approach to tourism development in the Shire.	<ul style="list-style-type: none"> <li>i. The Shire's Local Tourism Planning Strategy is the guiding document for the assessment of rezoning, subdivision and development in the Tourism zone.</li> <li>ii. Create a single Tourism zone incorporating the Caravan Park and Chalet and Camping zones, with scheme requirements included to maintain the intended variance of development intensity between tourism sites.</li> </ul>
CT8	Retain the availability of sites previously identified for iconic high-end tourism facilities.	<ul style="list-style-type: none"> <li>i. Ensure that the key tourism sites identified in the Shire's Local Tourism Planning Strategy deliver high end tourism based outcomes.</li> </ul>
CT9	Protect the key drivers and attractors supporting tourism in the Shire.	<ul style="list-style-type: none"> <li>i. Limit the location, scale and design of new tourism development such that it is compatible with its setting and the underlying purpose of the zone, using provisions in the planning scheme and the location criteria of the Local Tourism Planning Strategy.</li> </ul>



Code	Policy Response	Response in planning framework
CT10	Provide clear and simple planning pathways for low-intensity forms of short-stay tourist accommodation, where appropriately located.	i. Maintain locational criteria for holiday homes (un-hosted accommodation) and fit-for-purpose, hosted accommodation (guesthouses) such that they are limited to coastal, rural residential areas or in close proximity to town or village centres; ii. Permit 'Bed and Breakfast' use class in all areas where a single house is permitted;
CT11	Ensure tourism development in rural areas is designed and located to minimise visual disruption and land use conflict, and maximize the ability to showcase the Shire's natural environment and sustainable agricultural production methods.	i. Create scheme provisions which ensure that tourism development in agricultural areas is harmonious with the surrounding landscape, does not harm the natural environment, mitigates and adapts to climate change, and is ancillary to a prevailing agricultural use.
CT12	Design and locate vulnerable tourism development to achieve bushfire safety.	i. Modify Local Planning Policy 7 – 'Short Stay Uses' to remove Molloy Island from the definition of coastal settlements in acknowledgement of its inability to meet bushfire safety criteria.
Response Area: Supporting a Sustainable Local Economy		
CT13	Facilitate a vibrant local economy by providing land availability and development potential that supports local jobs.	i. Provide for a range of employment opportunities in areas of key sustainable economic potential, such as food processing, working from home and creative industries, and food and accommodation services.
CT14	Increase the proportion of retail-based consumption of locally made goods.	i. Support small, artisanal and start-up businesses by allowing work-from-home arrangements where uses generate minimal disruption to residential amenity.
CT15	Recognise that agriculture is a key component of the local economy and protect agricultural land for agricultural purposes.	i. Ensure that the provisions of the scheme direct the primacy of using agricultural land for agricultural purposes.
Response Area: Removing Red Tape		
CT16	Refocus planning intervention away from low-risk development towards to development that poses a real risk to community amenity, environmental conservation and landscape character.	i. Amend selected scheme provisions to remove need for planning approval where a development meets scheme and policy requirements; ii. Maintain and improve communication opportunities to encourage better community understanding of the planning process; iii. Remove building envelopes in favour of less cumbersome mechanisms for controlling the spatial location of development; iv. Amend 'LPP1 Outbuilding, Farm Buildings and Swimming Pools', to provide an increase in the allowable outbuilding size depending on lot size; v. Change reference from 'development' to 'buildings' applicable to scheme provisions relating to 5m side setback requirements in the R5 zone; vi. Update 'LPP17 Exemptions from Development Approval' to include additional low risk forms of development.

# Townsite Profile – Margaret River



Expected Population at 2036: 11,220 people.

Margaret River is and will continue to be the largest urban settlement in the Shire, growing to accommodate approximately 4,086 new residents beyond 2018 estimates. Margaret River supports the widest range of employment and education opportunities and remains the principal settlement in the Shire.

The preferred long term development pattern will see emphasis placed on better utilisation of existing zoned land within established towns, in particular Margaret River. As identified above, there is sufficient undeveloped lots/land (3215) previously identified by LPS2011, to accommodate all anticipated new growth (1896 additional lots/dwellings). Servicing to support consolidation has not previously been resolved, leading to the majority of new development being outward growth, which promotes car use, does not have proximity to employment and day-to-day needs of residents, requires new infrastructure and counters the Shire's desired sustainable development outcomes.

For this reason, a target has been set for 40 per cent of new lots/dwellings to be located within a five-minute ride from town and local centres. Achieving this objective would mean 1282 new dwellings would need to be provided within one kilometre of the Margaret River town site and future village centre at

Rapids Landing over the planning period. Based on current density coding's and anticipated lot yields, there is approximately 1180 lots planned for this area (i.e. 90% of the target). As such, there is a need for some planning intervention to realise the intended target. The following present the key barriers to achieving this objective:

- A key prohibiting factor to increased infill is gaps in servicing within the existing residential areas of the Shire. Connection to reticulated sewerage is required and onsite detention of stormwater can become difficult at smaller lot sizes, accordingly the Shire needs to be proactive in removing servicing limitations;
- Delivery of the village centre in Rapids Landing. The Shire will work to facilitate early delivery to compliment and minimise car dependence of the new growth areas.



Requirement

2018 Population	Estimate 2036 Population (Scenario 1)	High Growth Comparison (Scenario 3 - not used for lot requirements)	Additional Residents *	Additional Lots/Dwellings Required*
7,134	11,220	14,040	4,086 - 6,906	1,896 - 3,205
* Based on 2.6 people per dwelling and 82.9 per cent occupancy				

Provision

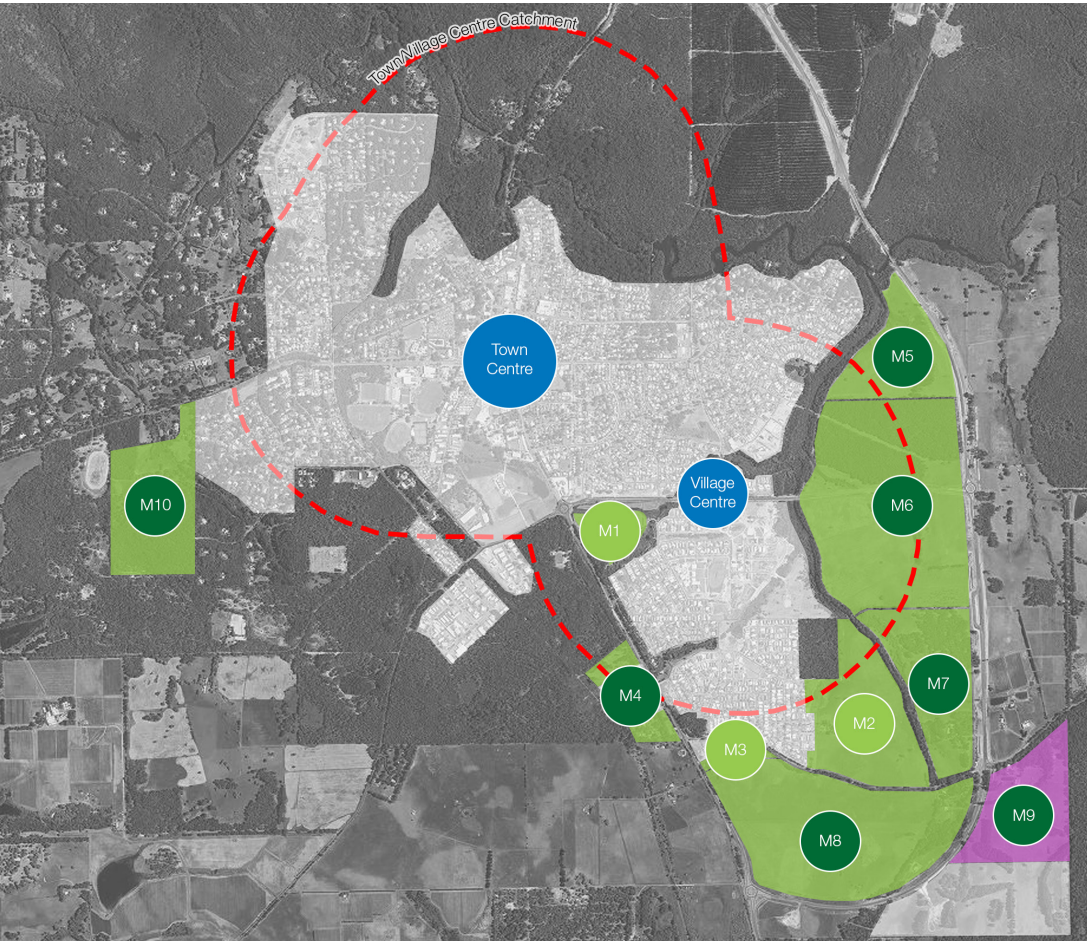
Current Urban Growth Area - Available Lot Yield		Future Urban Growth Area - Potential Lot Yield		Existing Vacant Lots	Urban Infill Potential	Under Construction	Total
M1	75	M5	190	285	402	357	3,240 (excluding M11)
M2	482	M6	620				
M3	90	M7	270				
M4	24	M8	420				
		M10	25				
		M11	To be investigated				
Total	671	Total	1,525				



A contiguous area of vegetation of approximately 30ha exists within Planning Precinct M6, and contains poorly represented vegetation, which given its size, and likely habitat and amenity value, should be retained in full. Future planning should consider appropriate mechanisms to facilitate this outcome. Mechanisms could include a Development Contribution Plan type arrangement, where the developers within the EMRDSP proportionally contribute to the area(s) identified as significant vegetation, facilitating the land to be transferred for offset purposes for other landholdings or projects, proportionally used to form part of the precinct M6’s public open space contribution, or purchased by local government/state government, or a combination of the above mechanisms.

A summary of the urban growth areas is provided for Margaret River below:

Current Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
M1	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Extensive areas of POS together with residential and may include tourism and/or community uses.	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 75
	<b>Planning matters to be addressed:</b> Measures shall be included in the structure plan to address the visually sensitive nature of the site owing to its location near high traffic roads and vulnerability to undesirable development. Consideration of whether road connectivity through the site as per EMRDSP 2005 remains a requirement. Need or otherwise for community/cultural development.	
M2	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R10 – R40, Parks and Recreation	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan approved. <b>Estimated Lot Yield:</b> 482
	<b>Planning matters to be addressed:</b> As per WAPC requirements and compliance with an approved structure plan.	





Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
M3	<b>Proposed Land Use:</b> Residential Current <b>Zoning:</b> Future Development <b>Proposed Use:</b> Residential R10 – R20	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 24
	<b>Planning matters to be addressed:</b> Development should ensure coordinated access and legibility with precinct M8 and incorporate adequate buffers to Bussell Highway and Andrews Retreat.	
M4	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R10 – R20, Parks and Recreation	<b>Development Timeframe:</b> Medium Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 90
	<b>Planning matters to be addressed:</b> Structure planning for the site to ensure coordinated access with the lifestyle village development to consolidate entry points onto highway and allow for movement between the sites.	
M5	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R10 – R40, Parks and Recreation and Village Centre	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 190
	<b>Planning matters to be addressed:</b> 1. Stormwater is adequately treated to avoid impacts on the Margaret River and Darch Brook; 2. Consultation to occur with traditional owners in respect to the areas of Aboriginal heritage significance; 3. Adequate buffers to the Perimeter Road provided to ensure the amenity of residents and minimise visual impacts of development; 4. Development shall occur in accordance with the Shire's Rural Hamlet Design Guidelines and East Margaret River District Structure Plan.	
M6	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R10 – R40, Parks and Recreation and Village Centre	<b>Development Timeframe:</b> Medium Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 620
	<b>Planning matters to be addressed:</b> 1. Stormwater is adequately treated to avoid impacts on the Margaret River and Darch Brook; 2. Consultation to occur with traditional owners in respect to the areas of Aboriginal heritage significance; 3. Consideration and investigation of appropriate mechanisms to protect the large portion of native vegetation on Lot 14 will be required at the Amendment and Structure Plan Stage. The future planning stages should include an environmental assessment of the vegetation, including flora/ fauna surveys; 4. Adequate buffers to the Perimeter Road provided to ensure the amenity of residents and minimise visual impacts of development; 5. Development of higher density within the catchment of the future village centre. 6. Development shall occur in accordance with the Shire's Rural Hamlet Design Guidelines and East Margaret River District Structure Plan.	

Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
M7	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R10 – R40, Parks and Recreation and Village Centre	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 270
	<b>Planning matters to be addressed:</b> 1. Stormwater is adequately treated to avoid impacts on the Margaret River and Darch Brook; 2. Consultation to occur with traditional owners in respect to the areas of Aboriginal heritage significance; 3. Adequate buffers to the Perimeter Road provided to ensure the amenity of residents and minimise visual impacts of development; 4. Development shall occur in accordance with the Shire's Rural Hamlet Design Guidelines and East Margaret River District Structure Plan.	
M8	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R10 – R40, Parks and Recreation	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 420
	<b>Planning matters to be addressed:</b> 1. Adequate buffers to the Perimeter Road and Bussell Highway provided to ensure the amenity of residents and minimise visual impacts of development; 2. Development shall incorporate adequate buffers to the Industry Area on the south-east of the highway; 3. Development shall occur in accordance with the Shire's Rural Hamlet Design Guidelines and in accordance with the East Margaret River District Structure Plan. 4. Need for district playing fields and education facility	
M9	<b>Proposed Land Use:</b> Industry <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Industry (approx. 3000sqm lots)	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 63
	<b>Planning matters to be addressed:</b> 1. Legibility with industry area to the south; 2. Adequate buffers to the Perimeter Road and Bussell Highway provided to ensure the amenity of residents and minimise visual impacts of development. 3. Assessment of the availability and desirability of reticulated sewer. 4. Subdivision/Development will only be supported following the substantial completion of the existing Margaret River South Industry area.	



Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
M10	<b>Proposed Land Use:</b> Residential, Rural Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R10 - R2.5, Rural Residential	<b>Development Timeframe:</b> Short/Medium Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 25
<b>Planning matters to be addressed:</b> <ol style="list-style-type: none"> <li>Future planning to have due regard to in principle support for the rezoning as determined by the Council Resolution on 12 April 2017 and the points referenced that require further refinement and resolution.</li> <li>Adequate buffers to Wallcliffe Road provided to ensure the amenity of residents and minimise visual impacts of development;</li> <li>Preserve the historic values and setting of Basildene Manor.</li> <li>Stormwater is adequately treated to avoid impacts on the existing creek system;</li> <li>Watercourse protection through the Planning Precinct including sufficient buffers and separation between development and watercourses.</li> <li>Remnant vegetation on site to be retained and protected through conservation arrangements or reserve.</li> </ol>		

Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
M11	<b>Proposed Land Use:</b> Rural Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Rural Residential	<b>Development Timeframe:</b> to be investigated <b>Structure Planning Status/Required:</b> Precinct Level Structure Plan Required <b>Estimated Lot Yield:</b> to be investigated
<b>Planning matters to be addressed:</b> <ol style="list-style-type: none"> <li>An assessment to determine the land's suitability for rural residential development and to determine the extent and location of land use within the precinct.</li> <li>A satisfactory precinct level structure plan is to be prepared as a precursor to a rezoning.</li> <li>The precinct plan will need to demonstrate compliance with the following planning matters:             <ul style="list-style-type: none"> <li>Consistency with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the associated Guidelines, including the consideration of locality wide improved vehicular access, landscape context both within and adjoining the precinct; and</li> <li>Environmental protection of remnant vegetation;</li> <li>Enhancement and preservation of landscape values of the site, including views from travel route corridors; and</li> <li>Any other relevant planning matter as determined by the local government.</li> </ul> </li> <li>Appropriate rezoning of the subject land prior to subdivision/development (if determined suitable);</li> </ol>		

# Townsite Profile – Cowaramup



Expected 2036 Population: 2,600 people.

Cowaramup has nearly doubled in size since 2011 and retains the capacity for strong growth over the planning period.

Requirement

2018 Population	Estimated 2036 Population (Scenario 1)	High Growth Comparison (Scenario 3)	Additional Residents *	Additional Lots/Dwellings Required*
1,648	2,600	3,276	952 – 1,628	386 - 660

\* Based on 2.9 people per dwelling and 85.1 per cent occupancy

Provision

Current Urban Growth Area - Available Lot Yield		Future Urban Growth Area - Potential Lot Yield		Existing Vacant Lots	Under Construction	Total
C1	124	C4	Nil	164	164	871
C2	39	C5	300			
C3	80					
Total	243	Total	300			



Since LPS2011 was endorsed, Cowaramup has become the second most populated settlement in the Shire and has experienced some of the highest rates of growth in the state. From 2001 to 2016, Cowaramup has had an annual average growth rate of 12.31 per cent, considerably higher than the Shire’s average of 2.6 per cent over the same period. Cowaramup displays the demographic characteristics of an outer metropolitan ‘first home buyers’ community. It is emerging as a favoured destination for families with children, which make up 50 per cent of all households in Parkwater, and which is considerably higher than the Shire’s average of 20 per cent. This is likely due to the high amenity and more affordable price of land coupled with good access to Margaret River, Vasse and Busselton for shopping, employment and education purposes. The City of Busselton is the highest destination of employment of residents outside of the Shire.

Notwithstanding the very high growth rate since 2011, the annual average growth since 2016 has slowed dramatically, currently tracking at 2.13 per cent. It is possible that growth within the Cowaramup area may continue to be steady over the planning period owing to the following factors:

- The development of Parkwater estate is nearing completion, with approximately 100 lots remaining.

The large treed lots available have proven popular and offer significant amenity; however, they are unlikely to be repeated given contemporary environmental and bushfire objectives.

- Larger ‘lifestyle’ lots have recently become available in Witchcliffe and Karridale at similar price points.

Whether or not high rates of growth continue, there is sufficient land to cater for a higher growth scenario over the planning period, which means that identification of further land for development beyond that proposed in LPS2011 is not necessary.

Actual uptake can be monitored through the planning period and further planning undertaken in the unlikely scenario that land supply capacity becomes constrained. This is recommended to be undertaken at 5 yearly intervals to coincide with the Census releases which will inform detailed supply analysis, which will assist in determining whether a review of the Cowaramup Townsite Strategy is required. If a review is required, rural land directly abutting the townsite will be given consideration to determine that which is most suitable for residential development.

A summary of the urban growth areas has been provided for Cowaramup overleaf.



Current Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
C1	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R10 – R30, Parks and Recreation, with possibility for civic use	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 124
	<b>Planning matters to be addressed:</b> Need to provide attractive entrance to Cowaramup from the south and buffers to adjoining agricultural land.	
C2	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R2 – R10	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 39
	<b>Planning matters to be addressed:</b> Implementation of approved Structure Plan.	
C3	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R10 – R20	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 80
	<b>Planning matters to be addressed:</b> Watercourse protection to the eastern side of the precinct, interaction with the Wadandi Track to the west and provide connection between Miamup Road and Peake Street.	
Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
C4	<b>Proposed Land Use:</b> Industry <b>Current Zoning:</b> Rural Residential <b>Proposed Use:</b> Industry	<b>Development Timeframe:</b> Medium Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> N/A
	<b>Planning matters to be addressed:</b> 1. Sufficient buffers to ensure no amenity impacts on existing and future residents; 2. Landscape buffers along Treeton Road to minimise visual impacts of development.	
C5	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R10 – R30, Parks and Recreation	<b>Development Timeframe:</b> Medium Term <b>Structure Planning Status/Required:</b> Structure plan required <b>Estimated Lot Yield:</b> 300
	<b>Planning matters to be addressed:</b> 1. Opportunity to create key road linkages with existing network; 2. Stands of remnant vegetation located on site shall be retained; 3. Need to provide attractive entrance to Cowaramup from the south and buffers to adjoining agricultural land; 4. Sufficient buffers to surrounding agricultural properties such that their operations are not prejudiced.	



# Townsite Profile – Augusta



## Expected 2036 Population: 1880, people.

Augusta’s demographic characteristics are unique in that 52 per cent of the population is over the age of 60, and has a much lower occupancy rate compared to other key settlements within the Shire, at approximately 52 per cent, due in part to a higher than average proportion of secondary dwellings.

Augusta has historically experienced lower rates of population growth compared to Margaret River and Cowaramup. Between 2001 and 2016, the annual average growth rate in Augusta was 0.7 percent, with consecutive census counts (2006 and 2011) having a negative rate of growth. Population estimates for 2018 have shown a slight increase from 2016 (+1.1 per cent). Commercial opportunities associated with the Augusta Harbour and its surrounding tourism precinct, as well as Augusta’s lifestyle appeal to the large baby boomer generation will likely contribute to continued growth over the planning period.

The town has the capacity to accommodate a much larger population, with significant areas previously identified for development through LPS2011. Considerable forward planning has been undertaken in Augusta, with 278 hectares east of the townsite

zoned and structure planned for development. These plans were prepared based on highly ambitious growth projections and do not reflect current market demands nor contemporary design methodologies. Given that these structure plans will cease to be valid after a 10 year period, an opportunity exists to review previous planning accordingly.

Like Margaret River, servicing represents a barrier to consolidating the existing urban area of Augusta. Adequate servicing is a prerequisite to infill, and the application of density codes within the town site should be reviewed based on the levels of servicing available.

## Requirement

2018 Population	Estimated 2036 Population (Scenario 1)	High Growth Comparison (Scenario 3)	Additional Residents *	Additional Lots/Dwellings Required*
1,198	1,880	2,371	602 – 1,173	609 - 1,178
* Based on 1.9 people per dwelling and 52.4 per cent occupancy				

## Provision

Current Urban Growth Area - Available Lot Yield		Future Urban Growth Area - Potential Lot Yield		Existing Vacant Lots	Under Construction	Total
A1	296	A3	69	138	117	1285
A2	615	A4	50			
Total	911	Total	119			





A summary of the urban growth areas for Augusta has been provided below.

Current Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
A1	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R5 – R30, Parks and Recreation	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 296
	<b>Planning matters to be addressed:</b> Initial stage is over 75 per cent built out; however, no subdivision approvals have been sought for additional stages to date. Structure plan endorsed in 2003, however should be reviewed at the earliest opportunity.	
A2	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R20 – R40, Parks and Recreation, Civic Use	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 615
	<b>Planning matters to be addressed:</b> Subdivision/Development will only be supported following the substantial completion of the A1. Structure plan endorsed in 2010, however should be reviewed at the earliest opportunity.	
Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
A3	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R5 – R25, Parks and Recreation, Civic Use	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 69
	<b>Planning matters to be addressed:</b> 1. Legibility maintained with developed extent of Hillview Road Structure Plan with connection to Palmdale Road to the north; 2. Stands of remnant vegetation located on site shall be retained; 3. Adequate buffers to the surrounding agricultural land incorporated into the development; 4. Measures shall be put in place to ensure stormwater is adequately treated prior to entering the watercourse on the property.	
A4	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Public Purposes, Parks and Recreation <b>Proposed Use:</b> Affordable/aged persons accommodation Development	<b>Timeframe:</b> Medium Term <b>Structure Planning Status/Required:</b> Structure plan or comprehensive DA required <b>Estimated Lot Yield:</b> 50
	<b>Planning matters to be addressed:</b> Agreement with the state Government for the land to be made available for its intended purposes.	

# Townsite Profile – Witchcliffe



Expected 2036 Population: 410 people.

Although Witchcliffe has a low population, it is an established town with a unique and vibrant commercial centre, and this is due to recent population growth and excellent proximity to Margaret River, independent schooling and Redgate beach. It provides for a range of lot sizes and housing types, but it is currently limited in its growth due to servicing (sewer) constraints.

Requirement

2018 Population	Estimated 2036 Population (Scenario 1)	High Growth Comparison (Scenario 3)	Additional Residents *	Additional Lots/Dwellings Required*
153	410	480	257 – 327	138 - 174
* Based on 2.5 people per dwelling and 75 per cent occupancy				

Provision

Current Urban Growth Area - Available Lot Yield		Future Urban Growth Area - Potential Lot Yield		Existing Vacant Lots	Under Construction	Total
W1	280	W4	N/A	44	71	755
W2	30					
W3	330					
Total	640	Total	Nil			



The 2011 strategic planning undertaken for Witchcliffe was heavily predicated on reticulated servicing of the town, with urban growth areas identified capable of providing for over 1000 lots.

An opportunity to connect Witchcliffe to the Margaret River Wastewater Treatment Plant via an extension of the existing pipeline has been thoroughly explored via a review of the Witchcliffe Village Strategy. Whilst technically possible, this option would require substantial prefunding by the State Government which could be recouped through developer contributions over time. The Shire have not been able to secure the necessary funding at the time of writing and a lack of certainty effectively prevents the future growth of Witchcliffe.

An additional consideration is the fact the Water Corporations’ interest in servicing the town is reliant on a critical mass of connections being available and therefore requires connection to lots both east and west of the Bussell Highway. At this time the 330

lot ‘eco-village’ (east of the Highway), is pursuing a treatment plant that would service this development only. It is understood that approvals for this system are entering their final stages and once implemented, would preclude reticulated servicing altogether.

For these reasons, LPS2036 provides for a change to structure plans west of the Highway which would allow the creation of larger lots and hence for sewerage services to be provided by way of ‘on site’ means. This accords with the Shire’s draft changes to the Witchcliffe Village Strategy which have been the subject of a consultation period, and will enable the review process to be concluded. Consistent with the advertised draft, changes to structure plans will need to be accompanied by detailed environmental assessments to confirm the capability of ground conditions to enable on site waste disposal without compromising environmental qualities or human health.



Current Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
W1	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R2.5 – R30, Parks and Recreation, Civic Use	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 280
	<b>Planning matters to be addressed:</b> Land is under multiple ownership. A structure plan modification to allow lower density lots required. Structure Plan to be updated taking into account contemporary bushfire policy and watercourse protection.	
W2	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R5, Parks and Recreation	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure plan requires modification <b>Estimated Lot Yield:</b> 30
	<b>Planning matters to be addressed:</b> A structure plan modification to allow all 2000m <sup>2</sup> lots will provide a consistent supply of lots over the planning period. Buffers to adjoining agricultural land and the provision of POS will need to be maintained.	
W3	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R5 – R40, Village Centre, Parks and Recreation, Rural	<b>Development Timeframe:</b> Medium Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 330
	<b>Planning matters to be addressed:</b> Witchcliffe Ecovillage. Zoned, structure planned and subdivision approval in place. Currently awaiting finalisation of a reticulated waste water treatment plant to service all proposed lots.	
Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
W4	<b>Proposed Land Use:</b> Tourism <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Tourism, Parks and Recreation	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure plan required <b>Estimated Lot Yield:</b> N/A
	<b>Planning matters to be addressed:</b> 1. Tourist accommodation and complimentary, low-key cottage industries in accordance with the Witchcliffe Village Strategy.  2. Sufficient buffers to surrounding agricultural properties such that their operations are not prejudiced.	



# Townsite Profile – Coastal Nodes



The Shire’s Coastal Nodes (Prevelly, Gnarabup and Gracetown) are somewhat different to the key settlements of the Shire because growth within the nodes will ultimately be limited by pre-existing physical constraints.

It may well be that these settlements are at capacity by the end of the life of the strategy, and it is not envisioned that further expansion would be supported given the surrounding fragile environment and bushfire constraints. The below tables represent the

settlement capacities based on current occupancy rates rather than a projection, with the only identified future development area being located in Gracetown.

The anticipated capacities for the respective settlements are provided below.

### Gnarabup/Prevelly

2018 Population	Vacant Lots	Additional Lots/ Dwellings Planned	Population Increase*	Total Population
728	38	41	138	866

*\* Based on 2.9 people per dwelling and 60 per cent occupancy*

### Gracetown

2018 Population	Vacant Lots	Additional Lots/ Dwellings Planned	Population Increase*	Total Population
116	2	140	102	218

*\* Based on 2.4 people per dwelling and 30 per cent occupancy*

Occupancy within the Gnarabup/Prevelly area has been trending upwards, and if maintained, may result in higher population than that above. Population increases due to occupancy represent a more efficient use of existing housing rather than creating supply pressure. Small areas of additional development are available through undeveloped residential land on Lake View Road in Prevelly (limited by the hydrology of the site) and the future tourism site on Reef Drive; however, the number of permanent dwellings previously proposed as a part of this development are minimal.

Gracetown remains an area with very low occupancy, at 30 per cent, yet has some growth potential to the southern side of the existing settlement of around 140 lots subject to this being progressed by the

state government (Landcorp Development). Unless occupancy rates change within the settlement, it is not anticipated that this development will accommodate a significant number of permanent residents.

It should be noted that within the costal nodes, particularly Gracetown and Prevelly, population estimates based on building approvals may exaggerate population growth to some extent. These areas contain older housing stock and are experiencing some renewal, with building permits for new dwellings often associated with the demolition and replacement of older housing stock.

The urban growth area identified for Gracetown has been discussed below:

Current Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
G1	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R30, Parks and Recreation, National Park, Public Purpose	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 140
	<b>Planning matters to be addressed:</b> Compliance with the endorsed structure plan and scheme provisions, Bushfire safety, provisions of reticulated services, community benefit.	



# Townsite Profile – Karridale and Kudardup



The villages of Karridale and Kudardup were identified by SPP6.1, LPS2011 and subsequent settlement strategies for future growth. These settlement strategies, like LPS2011, projected ambitious growth scenarios that have not been realised.

A small development area in Karridale has progressed, with subdivision approval in place for Kudardup although lots are yet to be released. Growth in these areas is anticipated to continue slowly over the planning period. In each village, supply of lots greatly outweighs the demand for lots eg. in Kudardup, 18 additional lots are required while 288 lots are available over the Strategy period. Projections for the respective settlements is provided below:

## Karridale Expected 2036 Population: 132 people.

### Requirement

2018 Population	Estimated 2036 Population (Scenario 1)	High Growth Comparison (Scenario 3)	Additional Residents	Additional Lots/Dwellings Required*
53	132	340	79 – 287	48 - 172
* Based on 2.3 people per dwelling and 72.4 per cent occupancy				

### Provision

Current Urban Growth Area - Available Lot Yield		Future Urban Growth Area - Potential Lot Yield		Existing Vacant Lots	Under Construction	Total
K1	77	K4	To be investigated	21	50	234 (excluding K4)
K2	50					
K5	36					
Total	163	Total	To be determined			



Current Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
K1	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R2.5 – R5, Rural Residential, Parks and Recreation	<b>Development Timeframe:</b> Medium Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 77  <b>Planning matters to be addressed:</b> Provisions of building envelopes which sit outside anticipated flood levels
K2	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R2.5 – R5, Rural Residential	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 50  <b>Planning matters to be addressed:</b> Progressive subdivision as per approval.
Long Term Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
K3	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R2.5 – R5, Rural Residential, Parks and Recreation	<b>Development Timeframe:</b> to be investigated <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 83  <b>Planning matters to be addressed:</b> Subdivision/development will only be supported following the substantial completion of K2 and more detailed investigations into the need for a departure from the Karridale Hamlet Settlement Strategy.



Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
K4	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R2.5 – R5.	<b>Development Timeframe:</b> Medium/Long Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> to be determined by detailed structure planning guided by the Karridale Hamlet Settlement Strategy.
	<b>Planning matters to be addressed:</b> <ul style="list-style-type: none"> <li>Adequate buffers to Bussell Highway provided to ensure the amenity of residents and minimise visual impacts of development,</li> <li>Sufficient buffers to surrounding agricultural properties such that their operations are not prejudiced.</li> <li>Consistency with the direction of the Karridale Hamlet Settlement Strategy as outlined for this site.</li> </ul>	
K5	<b>Proposed Land Use:</b> Rural Residential <b>Current Zoning:</b> Rural Residential <b>Proposed Use:</b> Rural Residential with lot sizes from 3252m2 to 6.47ha.	<b>Development Timeframe:</b> Short/Medium Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 36
	<b>Planning matters to be addressed:</b> Subdivision generally in accordance with endorsed Structure Plan	

Kudardup  
 Expected 2036 Population: 40 people.

Requirement

2018 Population	Estimated 2036 Population	High Growth Comparison	Additional Residents	Additional Lots/Dwellings Required*
10	40	160	30 – 150	18 – 95
* Based on 2.2 people per dwelling and 72.4 per cent occupancy				

Provision

Current Urban Growth Area - Available Lot Yield		Future Urban Growth Area - Potential Lot Yield		Existing Vacant Lots	Under Construction	Total
KU1	144	KU3	144	Nil	Nil	288
Total	144	Total	144			



Current Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
KU1	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Residential R5 – R10, Rural Residential, Parks and Recreation	<b>Development Timeframe:</b> Short Term <b>Structure Planning Status/Required:</b> Structure Plan Endorsed <b>Estimated Lot Yield:</b> 144
	<b>Planning matters to be addressed:</b> Implementation of approved structure Plan.	
Future Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
KU2	<b>Proposed Land Use:</b> Tourism <b>Current Zoning:</b> Future Development <b>Proposed Use:</b> Tourism, Foreshore Reserve	<b>Development Timeframe:</b> Long Term <b>Structure Planning Status/Required:</b> Structure plan required <b>Estimated Lot Yield:</b> N/A
	<b>Planning matters to be addressed:</b> Majority of site should be protected for its habitat value and contribution to carbon sequestration. Any small scale development will need to accord with DFES advice which discourages intensification of land use.	
Long Term Urban Growth Area		
Planning Precinct	Precinct Planning Requirements	
KU3	<b>Proposed Land Use:</b> Residential <b>Current Zoning:</b> Rural <b>Proposed Use:</b> Residential R5 – R10, Rural Residential, Parks and Recreation	<b>Development Timeframe:</b> Medium/Long Term <b>Structure Planning Status/Required:</b> Structure Plan Required <b>Estimated Lot Yield:</b> 144
	<b>Planning matters to be addressed:</b> <ul style="list-style-type: none"><li>• Preservation of natural vegetation and watercourses within the property;</li><li>• Sufficient buffers to surrounding agricultural properties such that their operations are not prejudiced.</li></ul>	



# Appendix 1 – Strategy Maps



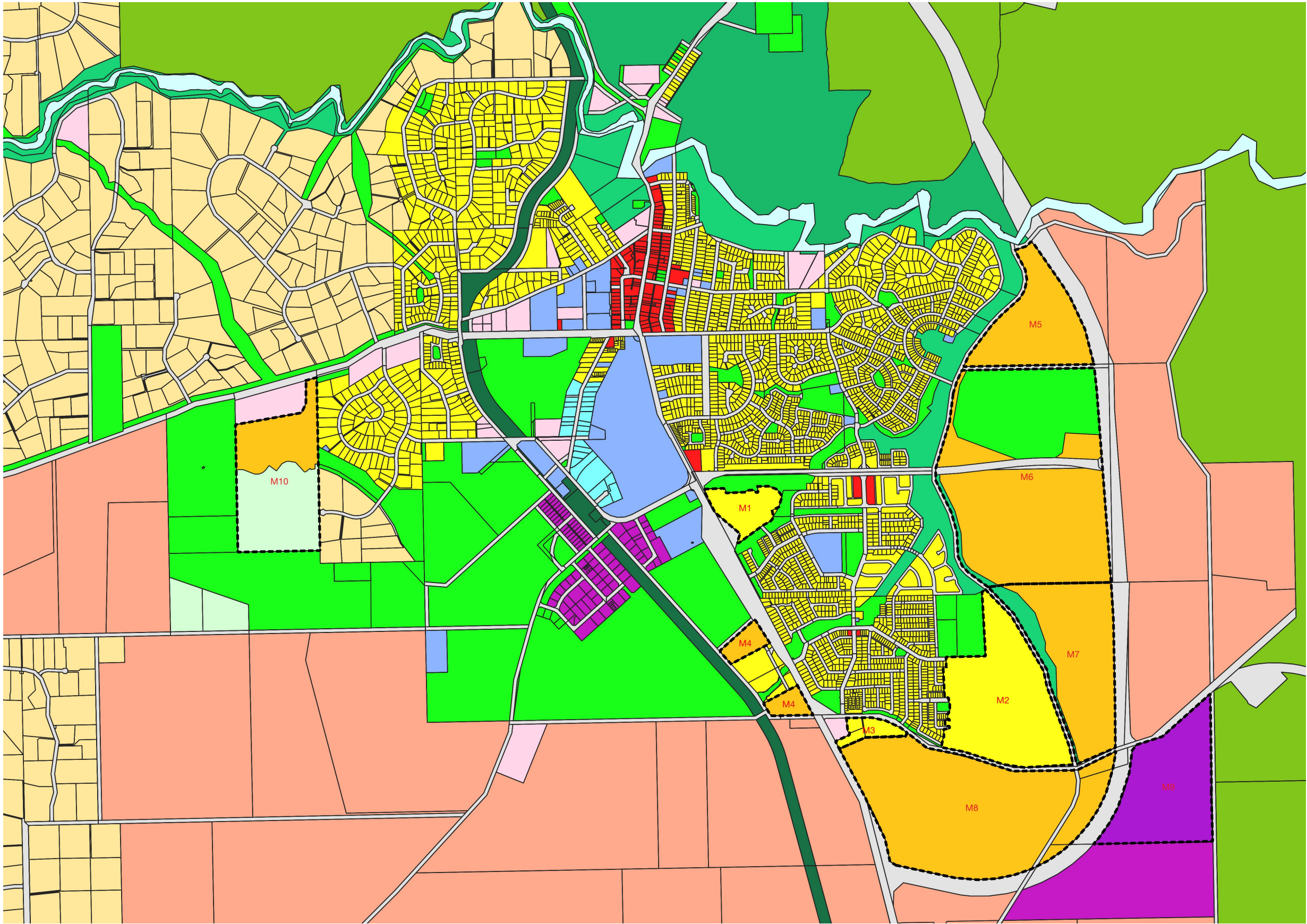
The Local Planning Strategy maps depicts the general future zoning framework and long term planning intentions across the Shire, a key for the strategy maps is provided below:

Land Use Designation		
Key	Title	Summary
	Planning Precinct	Areas identified for current, future or long term growth.
	Planning Investigation Area	Land designated in the LNRSRS that is subject to detailed planning investigations by the WAPC to explore the suitability of the area for urban growth.
Land Use Classification		
	Rural	Broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture which may be coupled with small scale tourism and/or conservation uses.
	Conservation	Land which has special environmental characteristics which warrant its preservation.
	Industry	Existing land for industrial uses varying in levels of intensity from composite, light through to general.
	Future Industry	Land where the necessary investigations may take place to explore its potential to be rezoned, structure planned and developed for industrial purposes within the planning period.
	Residential	Land which is or will be developed for housing.
	Future Urban	Land where the necessary investigations may take place to explore its potential to be rezoned, structure planned and developed for more intensive urban purposes within the planning period.
	Rural Residential	Lots ranging from 1ha through to 5ha which accommodate lifestyle residential accommodation.
	Future Rural Residential	Land where the necessary investigations may take place to explore its potential to be rezoned, structure planned and developed for rural residential purposes within the planning period.
	Service Commercial	Suitable for commercial development of a low intensity and bulky nature such as showrooms, located outside of town centres.
	Tourism	Land where the primary use is for tourist accommodation facilities and services.

	Future Tourism	Land where the necessary investigations may take place to explore its potential to be rezoned, structure planned and developed for tourism purposes within the planning period.
	Town Centre	Focal centres comprising of retail, commercial, professional, entertainment and community activities together with residential accommodation to service the populations of surrounding area.
	Local Centre	Centres that provide for the day to day needs of local communities. These centres provide an important role in providing walkable access to services and facilities for local communities.
Reserve Classification		
	Civic Use	Physical infrastructure available for community use such as halls, libraries and schools.
	Foreshore Reserve	Reserved land directly abutting waterways where the primary objective is to support good waterway health.
	National Parks and Nature Reserves	Land which is under the ownership of the State Government, and protected for conservation and complimentary tourism purposes.
	Parks and Recreation	Land for both passive and active recreation purposes, ranging in size from small 'pocket parks' through to district level playing fields.
	Rails to Trails Reserve	The Wadandi walking and cycling trail which links Augusta with the City of Busselton.
	State Forest and Public Purpose Reserve	Land owned by the State Government and managed for the production of timber.
	Transportation	The Shire's road network.
	Water Resources	The Shire's river and estuary systems.

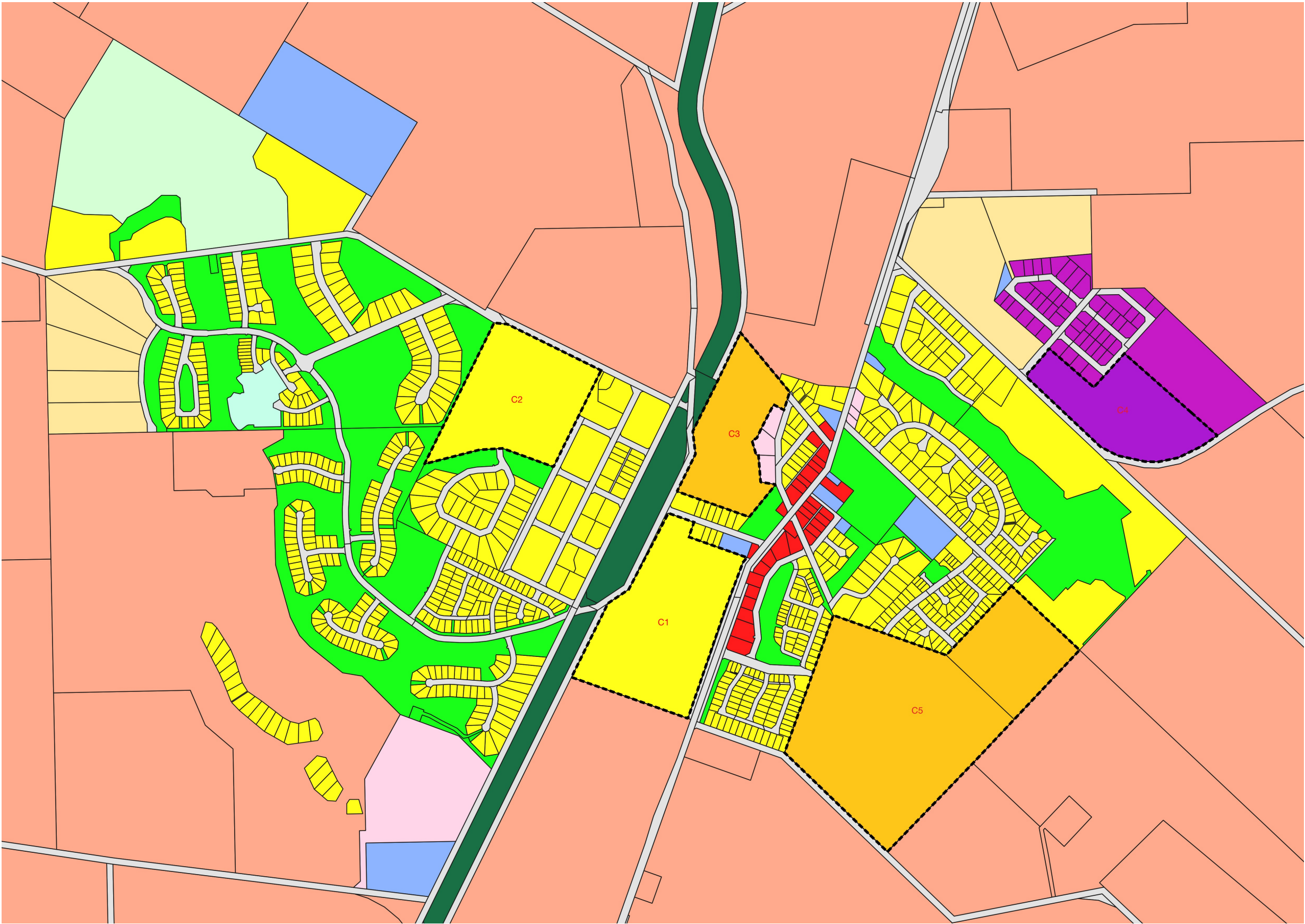


Map 1 - Margaret River



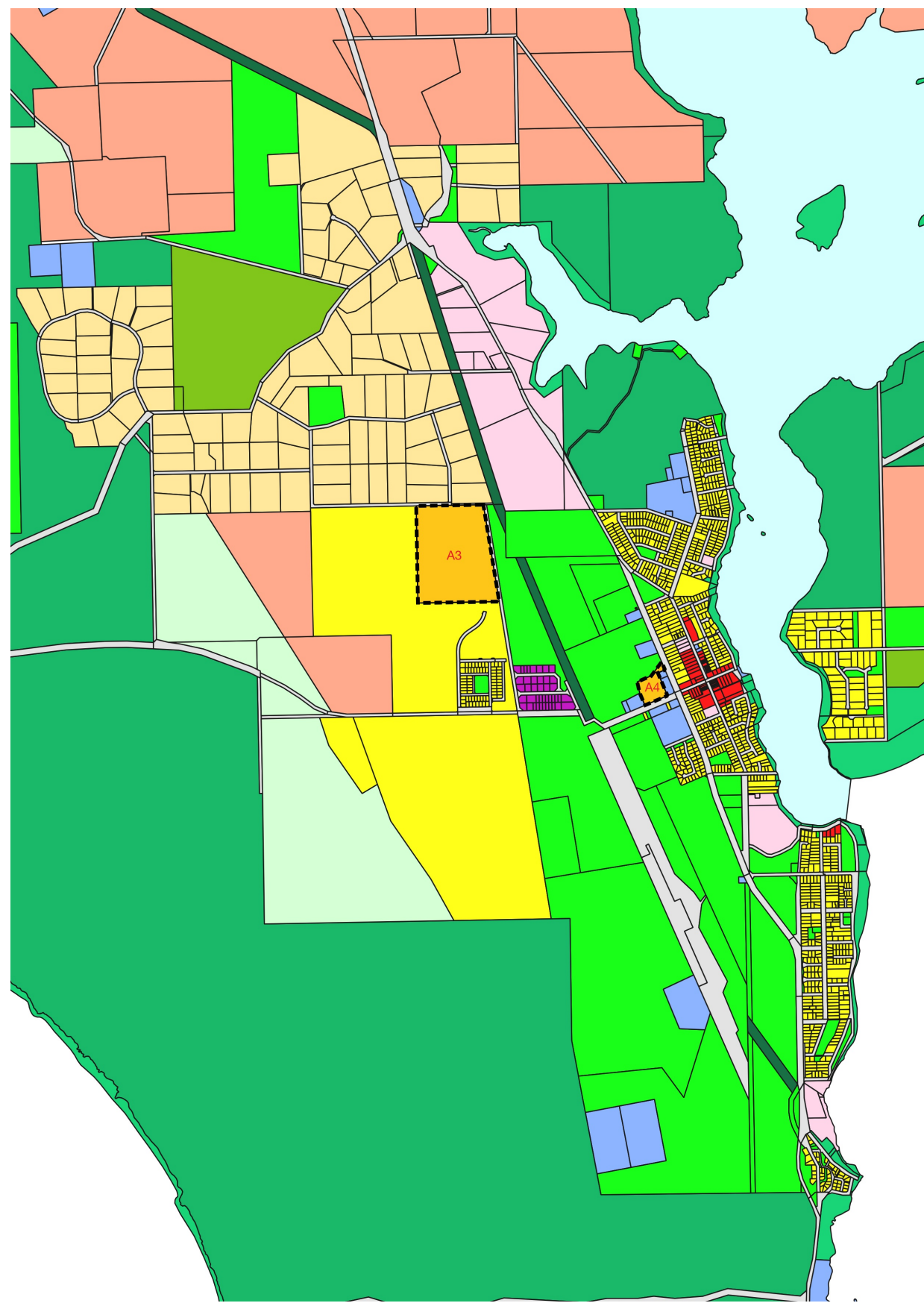


Map 2 - Cowaramup

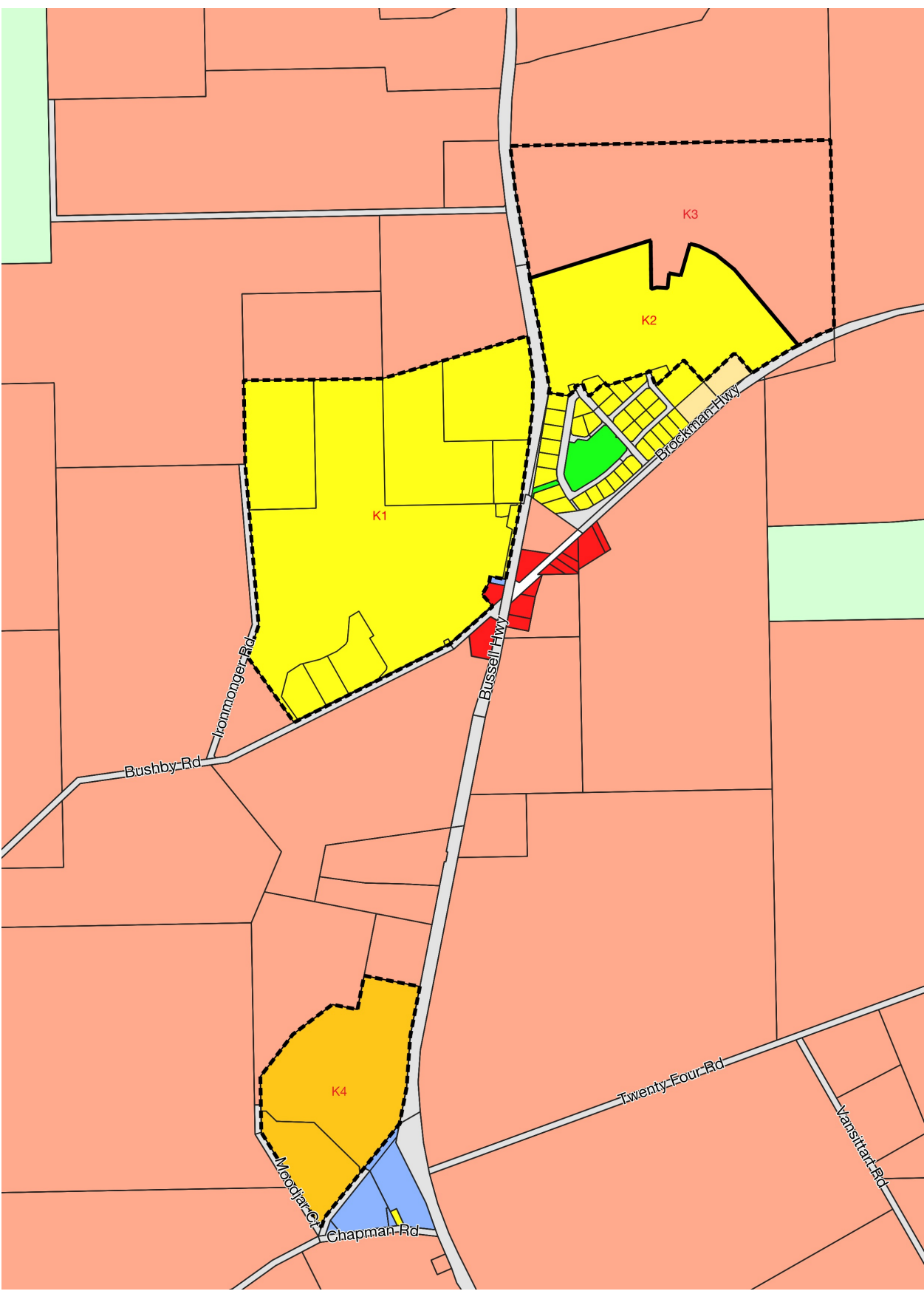




Map 3 - Augusta

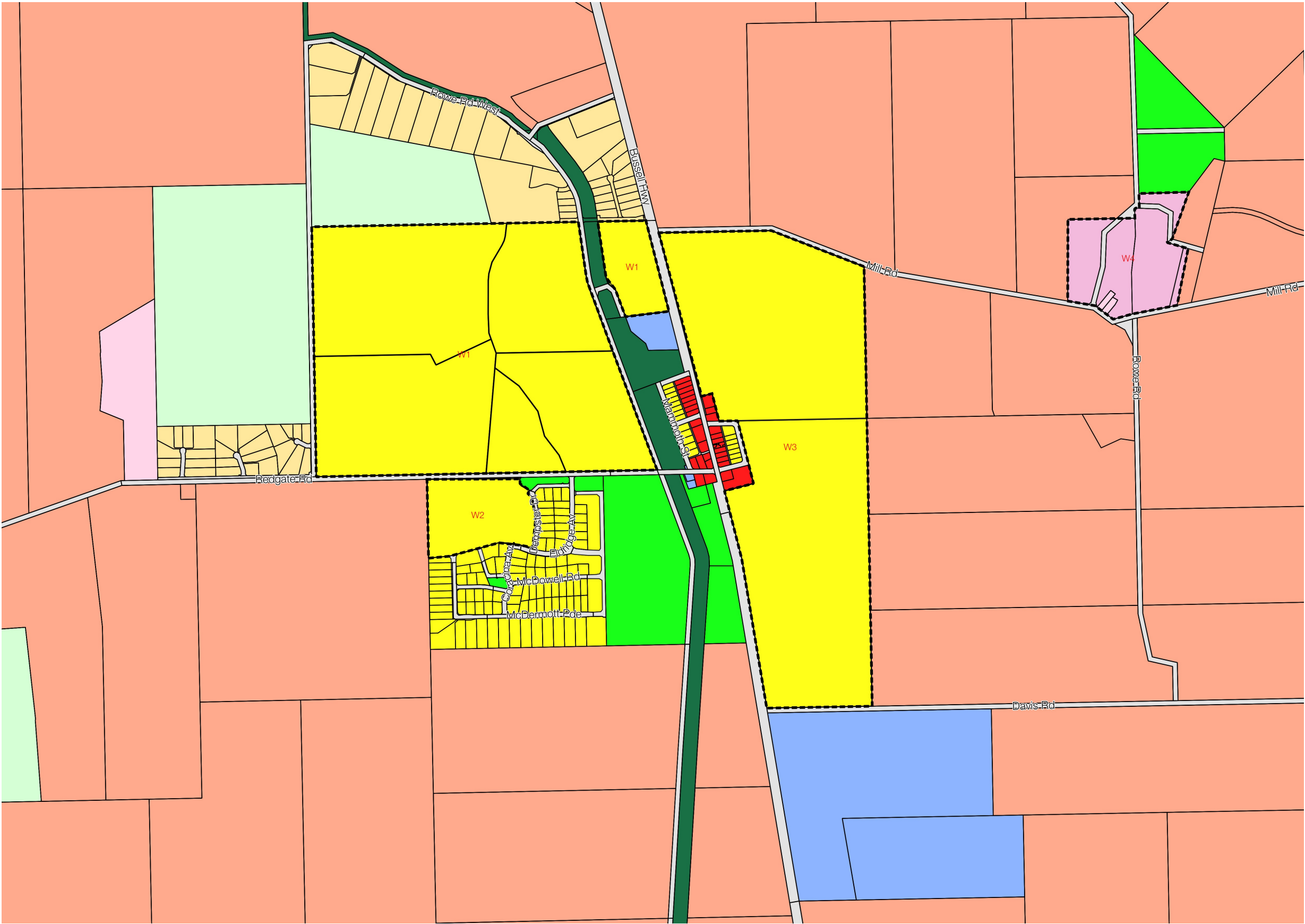


Map 4 - Karridale



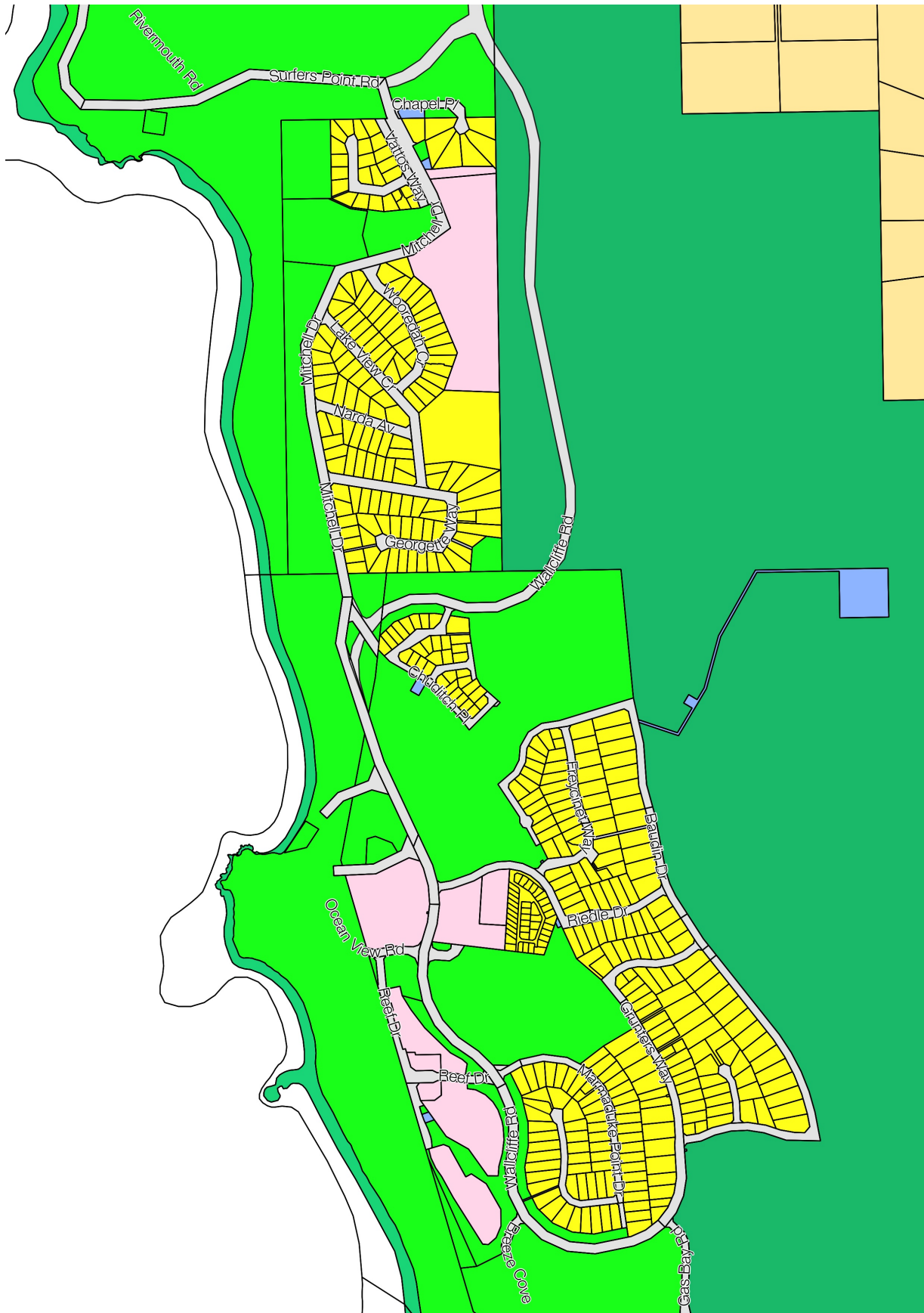


Map 5 - Witchcliffe

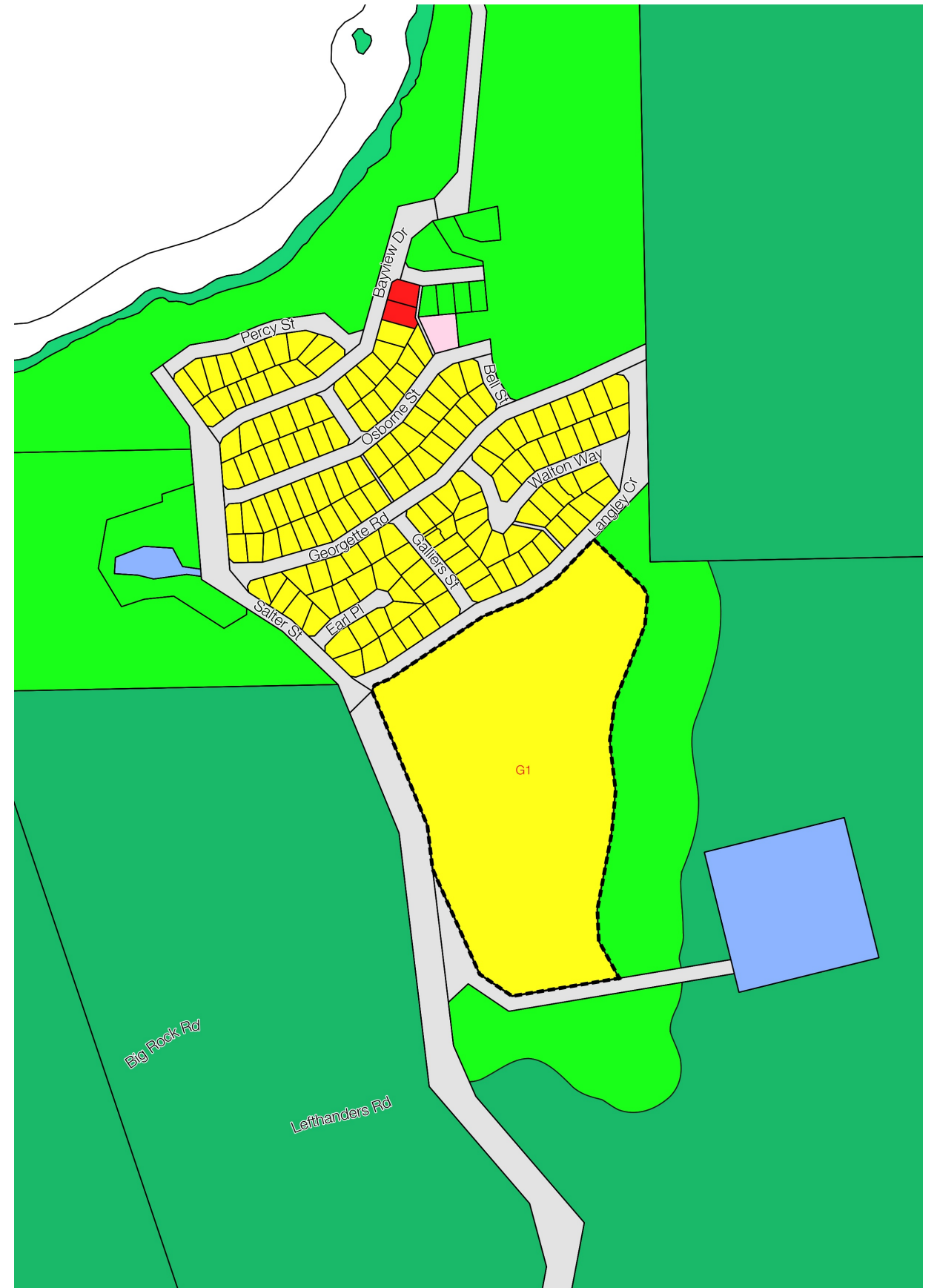




### Map 6 - Prevelley/Gnarabup

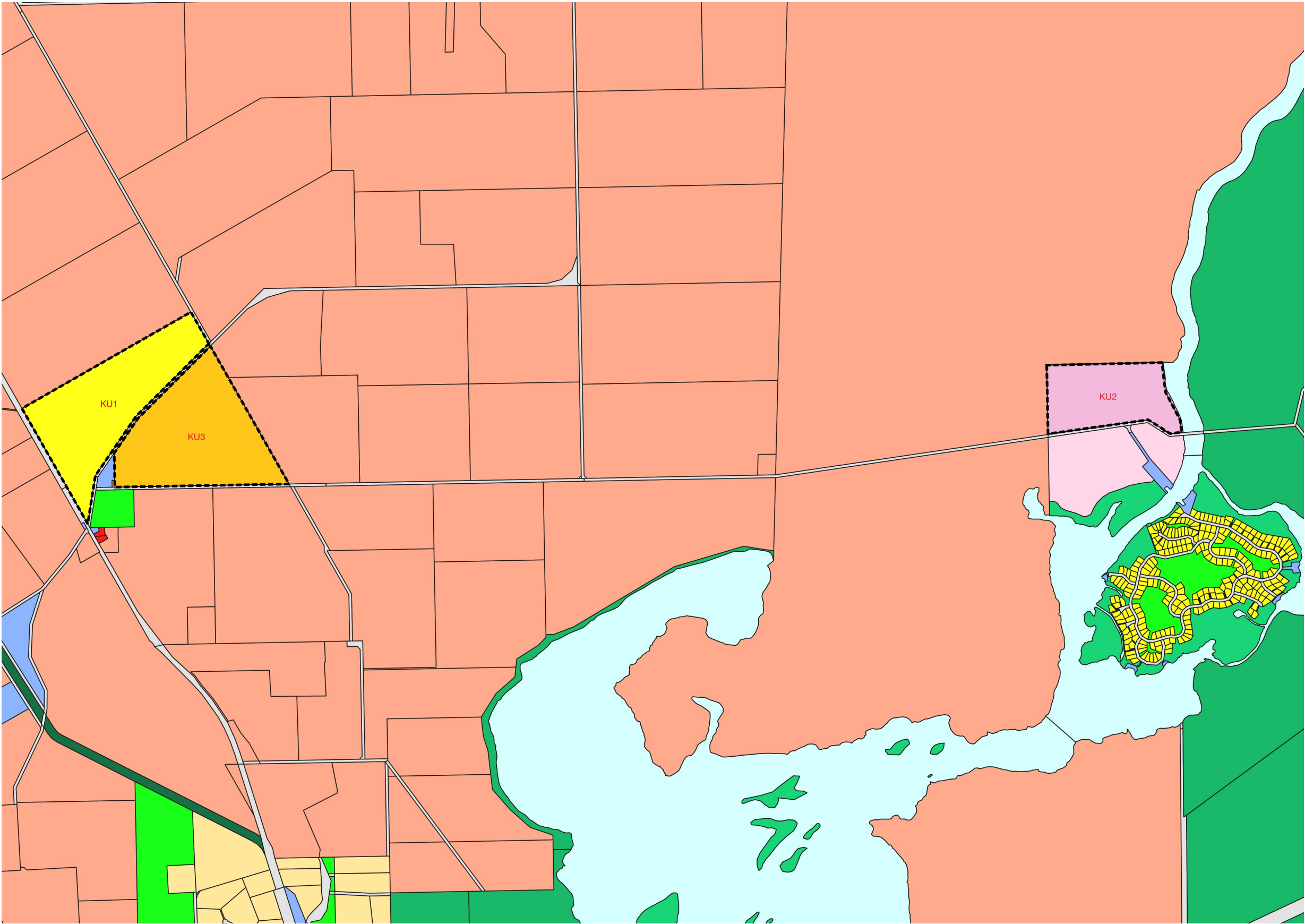


## Map 7 - Gracetown



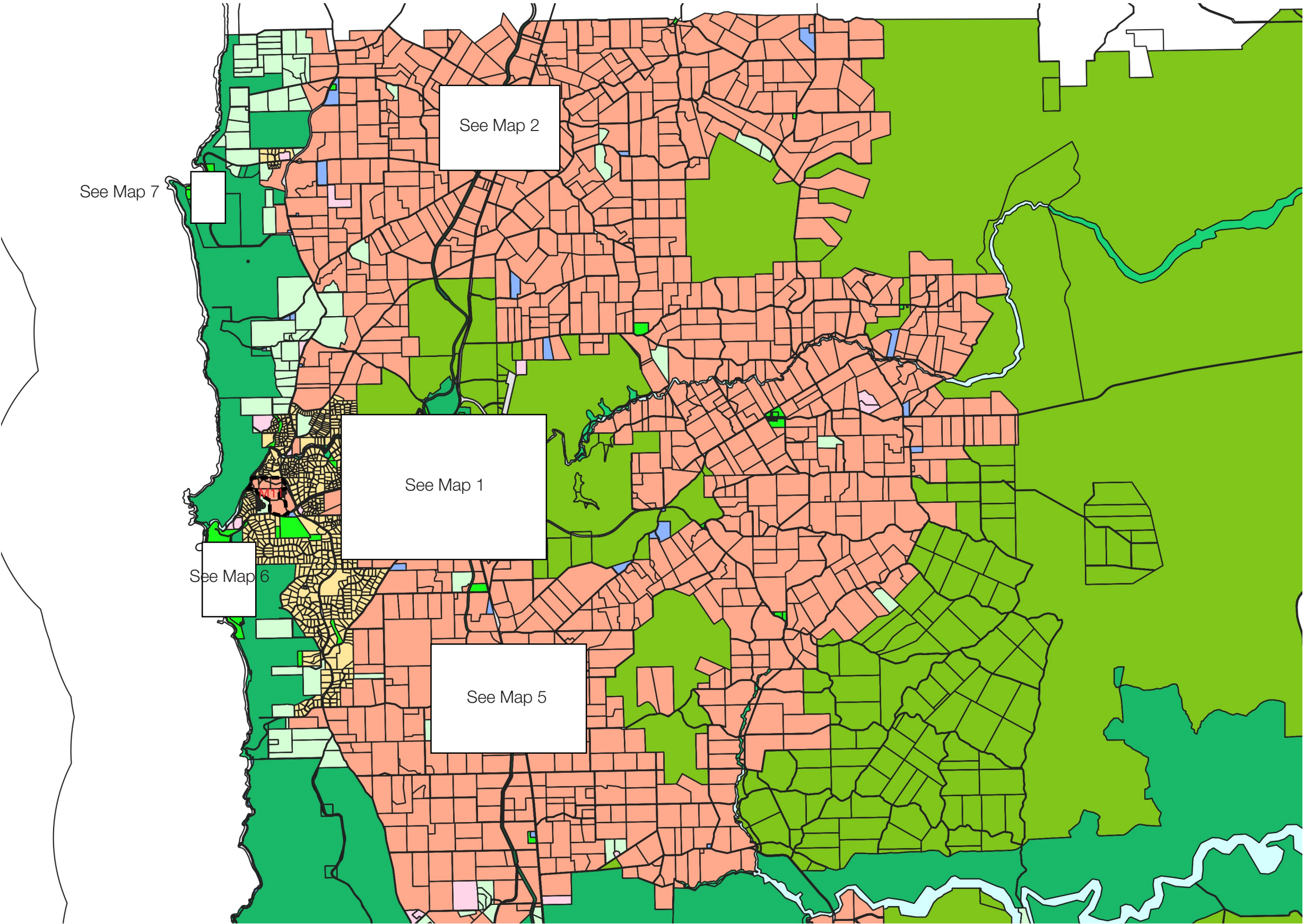


Map 8 - Kudardup/Molloy Island



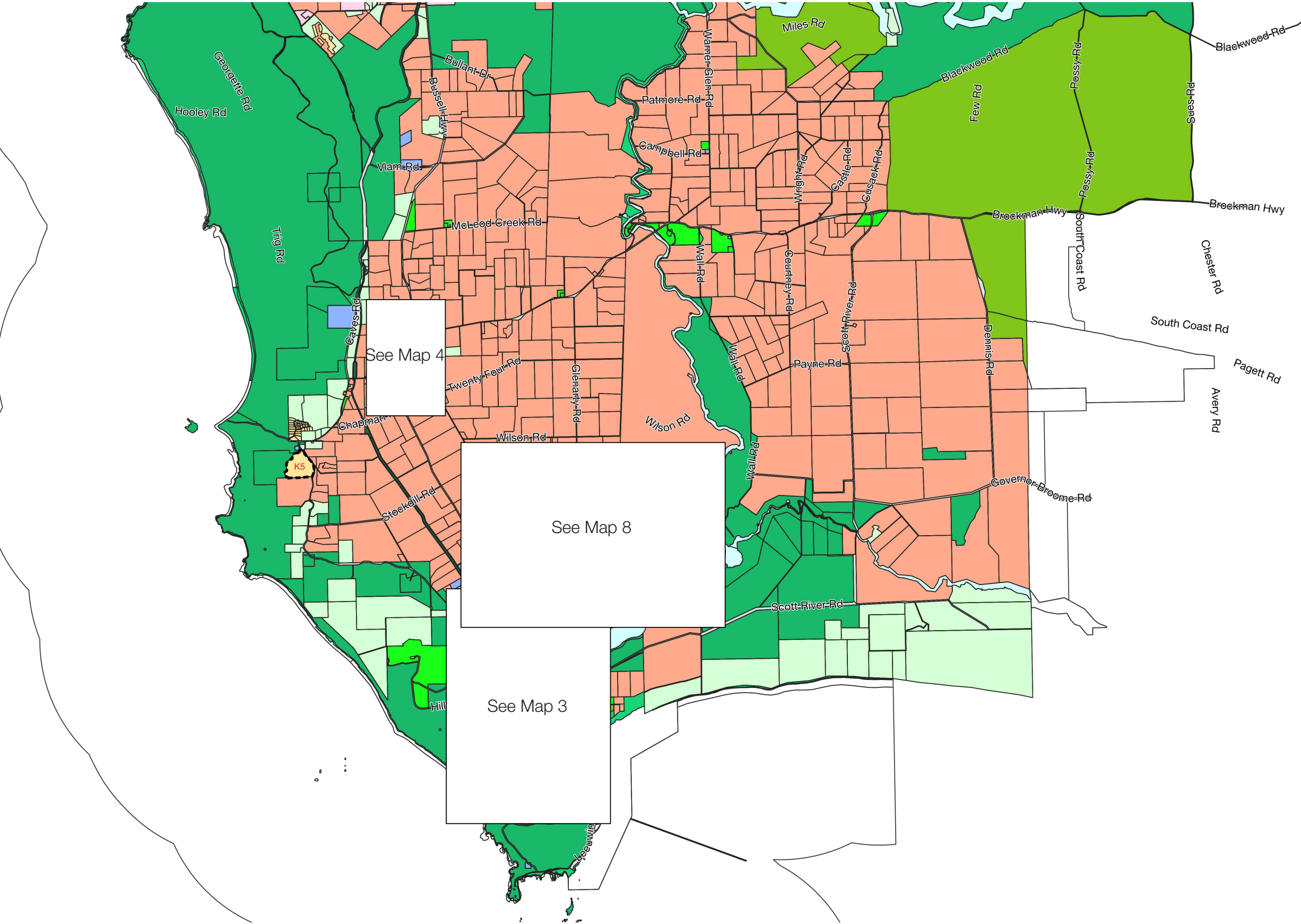


Map 9 - Shire North











Map 10 - Shire South

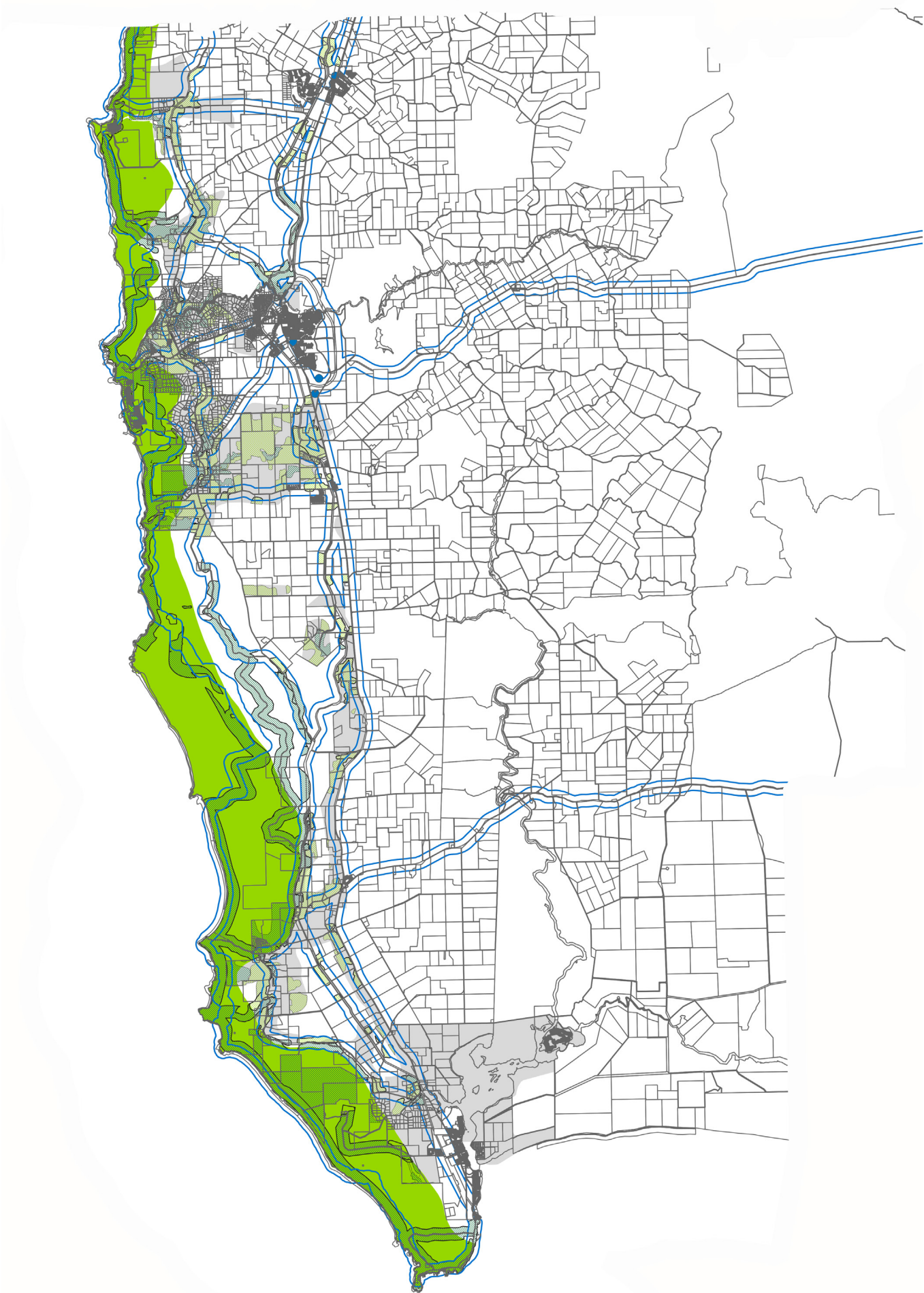




# Appendix 2 – Visual Management

## Visual Management Controls

Corridors	Key
<b>Cape to Cape</b> – Wilderness walk trail which traverses the full length of the Leeuwin Naturaliste National Park	
<b>Wadandi Track</b> – The now disused Busselton to Augusta railway track being progressively developed to facilitate walking and cycling.	
<b>Travel Route Corridor (road)</b> – Key areas which allow people opportunities to access and experience adjoining areas and consist of a 600 metre wide corridor (300m on either side) along the Primary Transport Network. These corridors may or may not include areas where rural or natural significance have been identified.	
Areas	Key
<b>Leeuwin Naturaliste Ridge</b> – the western coastal and eastern slopes of the Ridge.	
<b>Landscape Protection</b> – Areas identified as being within Visual Management Area A by the 1991 Rural Strategy.	
Sites	Key
<b>Visually Sensitive Site</b> – A site which is or will be subject to pressure for land use change which is visually prominent and which is traversed by a high traffic volume road.	
Landscape Qualities	Key
<b>Natural Landscape Significance</b> – Areas in this class include all the natural characteristics which contribute to significant natural landscapes.	
<b>Rural Landscape Significance</b> – Areas in this class include all the natural and cultural characteristics which contribute to significant rural landscapes.	





Policies

In identified areas and where corridors intersect with Landscape Qualities of Natural Significance, the existing natural aesthetic is to be maintained. Landscaping utilising plant species endemic to the area, may be utilised to screen development from viewing locations including from Travel Route Corridors. Public recreation or safety facilities may be allowed to be seen in the foreground if necessary.

In identified areas and where corridors intersect with Landscape Qualities having Rural Significance, development or change of use should protect the rural character of the land. Maintenance of the existing open landscape views through use of appropriate setbacks is preferred over the use of screen landscaping. Mitigation measures such as use of muted colours, location on lower contours, the avoidance of ‘skylining’ and preservation of vegetated backdrops should be employed where they will lessen visual impact.

All development on the Leeuwin Naturaliste ridge is required to:

- maintain the natural character where this exists;
- utilise sites of least visual impact;
- maintain the values of adjacent conservation reserves;
- avoid the steeper and higher slopes; and
- avoid impacts on significant flora and fauna communities.

Proposals for development or change of use of Visually Sensitive Sites must acknowledge the prominence of the site in the landscape. Proposals must be designed to minimise visual disruption by employing mitigating controls such as:

- Screen landscaping;
- Setbacks;
- Appropriate scale;
- Low intensity of land uses.

Structures within Visual Management Area ‘A’ must not use Colorbond colours identified as having a solar absorbtance rating of ‘Low’ by the BCA.

Appendix 3 – State Planning Policies

Strategy		
Title	Summary	Application
State Planning Strategy 2050 (SPS)	The highest level planning document in the Western Australian planning framework hierarchy. The SPS provides the strategic context for planning and development decisions throughout Western Australia.	The State Planning Strategy has a strong focus upon growth. Whilst accommodating of growth, The Shire’s Local Planning Strategy places the greatest focus on our local environment and ensuring that development fits within environmental limits.
Leeuwin Naturaliste Sub- Regional Strategy 2019 (LNSRS)	The purpose of the Strategy is to manage change by guiding growth and development to achieve positive social, economic and environmental outcomes.	This is the State’s primary strategic planning document related specifically to the AMR Shire. Shire’s Local Planning Strategy is consistent with the LNSRS in all respects, for example: <ul style="list-style-type: none"><li>• Size and hierarchy of settlements;</li><li>• Presumption against further rural residential subdivision;</li><li>• Importance of agricultural land;</li><li>• Need for housing diversity and affordability;</li><li>• Protection and enhancement of the natural environment; and</li><li>• Respect for Aboriginal and European heritage.</li></ul>
Policy		
State Planning Policy 1 State Planning Framework (SPP1)	Outlines the State Governments Planning Policy Hierarchy.	Intends for sub-regional strategies (e.g LNSRS) to guide change and to establish a basis for cooperative action to be taken by State and local governments on land use change.
State Planning Policy 2 Environment and Natural Resources (SPP2)	Seeks to integrate environment and natural resource management with land use planning, protect, conserve and enhance the natural environment and promote and assist in the wise and sustainable use and management of natural resources.	SPP2 strongly supports the measures contained in the Shire’s Local Planning Strategy which are directed at reducing carbon emissions and protecting land and marine environments generally.



Policy		
Title	Summary	Application
State Planning Policy 2.5 Rural Planning (SPP2.5)	Provides the basis for planning and decision-making for rural and rural living land in Western Australia, and for basic raw materials outside of the Perth and Peel regions.	SPP2.5 strongly supports measures contained in the Shire's Local Planning Strategy relating to the preservation of agricultural land for that purpose, and preventing further subdivision of rural lots.
State Planning Policy 2.6 State Coastal Policy (SPP2.6)	Provides guidance for land use and development decision-making within the coastal zone, including requiring that coastal hazard risk management and adaptation is appropriately planned for.	The Shire's Local Planning Strategy takes account of predicted sea level rise and makes recommendations to prevent or reduce impacts on vulnerable property and infrastructure.
State Planning Policy 2.7 Public Drinking Water Source (SPP2.7)	Seeks to protect and manage public drinking water sources from incompatible land uses and pollution in order to maintain the quality of the drinking water.	SPP2.7 supports the continuation of existing strong protections for the Margaret River water source area.
State Planning Policy 2.9 Water Resources (SPP2.9)	Seeks to protect, conserve and enhance water resources, ensure that suitable water resources are maintained to meet requirements for human and all other biological life; and achieve sustainable use and management of water resources.	A District Water Management Plan has been prepared by the Shire to achieve total water cycle management in the Margaret River growth area, in accordance with SPP2.9.
State Planning Policy 3 Urban Growth and Settlement (SPP3)	Sets out the principles and considerations, which apply to planning for urban growth and settlements in Western Australia.	Supports the Shire's Hamlet Design Guidelines as a means to achieving sustainable communities and liveable neighborhoods.
State Planning Policy 3.4 Natural Hazards and Disasters (SPP3.4)	Is a broad statement of natural hazards, which should be taken into account when undertaking strategic land use planning.	Strongly supports the measures outlined in the Shire's Local Planning Strategy which are aimed at reducing carbon emissions as a way to maintain climate stability.
State Planning Policy 3.5 Historic Heritage Conservation (SPP3.5)	Sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage.	The Shire has a Municipal Heritage Inventory in place, which is currently under review to ensure it meets with the needs and expectations of the community, in accordance with SPP3.5.
State Planning Policy 3.6 Development Contributions for Infrastructure (SPP3.6)	Sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas.	Provides support for the Shire's established developer contributions scheme, which is intended to be continued into the future.
State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7)	Seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.	Land use recommendations contained in the Shire's Local Planning Strategy are informed by a bushfire hazard level assessment undertaken by the Shire. As provided for by SPP3.7, the Shire seek regional policy variations aimed at balancing bushfire risk and environmental protection.

Policy		
Title	Summary	Application
State Planning Policy 4.1 State Industrial Buffer Policy (SPP4.1)	Provides a consistent Statewide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses.	SPP4.1 has informed the provision of buffers enshrined by way of endorsed structure plans for projects such as the proposed Margaret River industrial estate.
State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4)	<ul style="list-style-type: none"> <li>Identifies the situations in which it would be appropriate to assess proposals for transport noise impacts;</li> <li>Establishes noise criteria to be used in the assessment of these proposals; and</li> <li>Identifies measures that can be adopted to reduce road and rail transport noise in these instances.</li> </ul>	The need for suitable noise buffers is likely to arise with respect to future residential development abutting the Margaret River perimeter road.
State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1)	Sets out the principles and considerations for land use and development decision-making on the Leeuwin-Naturaliste Ridge. The policy was published in 1998 and amended in 2003. SPP6.1 has provided a strategic and statutory planning framework for Cape Naturaliste to Cape Leeuwin and the land west of Bussell Highway, including the settlements on Bussell Highway.	<p>The Shire's Local Planning Strategy is consistent with the specific land use direction provided by SPP6.1 including:</p> <ul style="list-style-type: none"> <li>Settlement hierarchy and size;</li> <li>Location of townsite growth opportunities</li> <li>Land use subdivision and development controls to protect the environment and landscape of the Leeuwin Naturaliste Ridge; and</li> <li>Development control to preserve significant views.</li> </ul>



## Appendix 4 – Bushfire Hazard Level Assessment

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## Appendix 5 – Servicing Gap Analysis for Margaret River

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# Appendix 6 – Local Tourism Planning Strategy

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If you are deaf, or have a hearing impairment or speech impairment, contact us through the National Relay Service:

- TTY users phone 133 677 then ask for 08 9780 5255
- Speak and Listen users phone 1300 555 727 then ask for 08 9780 5255
- Internet relay users connect to the NRS ([www.relayservice.com.au](http://www.relayservice.com.au)) then ask for 08 9780 5255