



2024

# Dunsborough Precinct Structure Plan

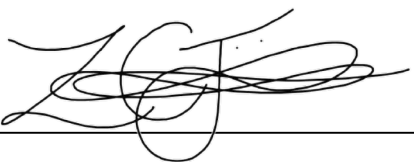
## ENDORSEMENT PAGE

This precinct structure plan is prepared under the provisions of the City of Busselton Local Planning Scheme No. 21.

IT IS CERTIFIED THAT THIS PRECINCT STRUCTURE PLAN WAS APPROVED BY  
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

**14 February 2025**

Signed for and on behalf of the Western Australian Planning Commission:



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an officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for that purpose, in the presence of:



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Witness

**17 February 2025**

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Date

**17 February 2035**

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Date of Expiry

## TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment Type	Date approved by WAPC

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## GLOSSARY OF TERMS USED

ABS	Australian Bureau of Statistics
BHL	Bushfire Hazard Level Assessment (Ecosystem Solutions, 2020)
City	City of Busselton
DTCCP	Dunsborough Town Centre Conceptual Plan (City of Busselton, 2014)
DUP	Dual use pathway
LDP	Local Development Plan
LPS 21	Local Planning Scheme No. 21 (City of Busselton, 2014)
LNSRS	Leeuwin-Naturaliste Sub-regional Strategy (WAPC, 2019)
OBRM	Office of Bushfire Risk Management
PLUC	Planning land use categories
POA	Postal Area (ABS census data)
PSP	Precinct Structure Plan
PSP area	Precinct Structure Plan project area
PTA	Public Transport Authority
SWLUEP	South West Region Land Use and Employment Survey 2018 (WAPC, 2018)
DTC	Dunsborough Town Centre
UDA	Urban Design Assessment (Urbis, 2020)
WAPC	Western Australian Planning Commission
WRP	Western Ringtail Possum
WSUD	Water Sensitive Urban Design

## EXECUTIVE SUMMARY

The Dunsborough Precinct Structure Plan (PSP), together with revisions to the City's Local Planning Scheme No. 21 (LPS 21), will deliver a robust planning framework to facilitate the ongoing development and redevelopment of the Dunsborough Town Centre (DTC), reaffirming its position as a vibrant, functional and attractive centre of the local community, while providing a high level of services and experiences for both residents and visitors.

The DTC is undergoing a transitional period, with significant recent interest in new development. The future and function of the DTC will be addressed through the PSP, with an effective combination of vision and practical implementation to enable its ongoing and growing role as a major town in the region, while retaining key elements of character and identity.

The existing DTC is diverse in nature, land use and design. An established crucifix form, public realm interface and engaged local community provide a great starting point to leverage from. Critically, though, the DTC currently lacks robust built form guidelines and a safe, comfortable and convenient pedestrian/cyclist network, and improvements can be made to connectivity with the broader road network.

The planning for this PSP has been led by the City of Busselton in consultation with key stakeholders including the local community, business owners, and the Department of Planning, Lands and Heritage.

The DTC is planned to provide:

- An enhanced urban ecology, including improvements to Dugalup Brook, and protection of existing vegetation and habitat.
- An improved public realm, including the quality and connectivity of green linkages, acknowledgement of Aboriginal heritage, and an expandable public event space.
- An improved movement network that is legible, safe, comfortable and convenient for all users, with better access/egress to and from the DTC, and an adequate car parking supply.
- Land uses that service daily needs of the local community and allow for residential density to achieve urban consolidation, while being appropriately scaled consistent with the character and identity of the town.
- A built form framework that introduces a nuanced approach, and seeks to address community concerns about the height, bulk and scale of development proposals.

Implementation of the PSP requires both private and public investment. The PSP is a framework to guide future change and attract new investment to the area, and its success will rely on the co-operation and collaboration of the City of Busselton, State government agencies, local land and business owners and the community more broadly.

This PSP, as required by the relevant clauses of the Planning and Development (Local Planning

Schemes) Regulations 2015, provides standards to be applied for buildings, structures and other works, and arrangements for the management of services and vehicles. The PSP is to be given due regard in the consideration of development and subdivision applications by the relevant determining authority. The PSP also sets out the rationale for a range of changes to LPS 21.

The PSP will reinforce Dunsborough's role as a major town in the region, to service the future needs of the local community and broader region in a manner and form that is consistent with higher level planning documents, and the strategic direction of the City of Busselton and the Western Australian Planning Commission.

## PART ONE: IMPLEMENTATION

### 1. Precinct plan area

This precinct plan area applies to the land identified within the inner edge of the line denoting the PSP on the Dunsborough Precinct Structure Plan Map.

The PSP is approximately 31.85 hectares in area and incorporates all roads, reserves and land that is zoned 'Centre' (proposed to be renamed 'District Centre'), as well as some medium density Residential-zoned land with Additional Use rights fringing the Town Centre. The PSP area also includes land zoned Tourism and Residential immediately north of the intersection of Cape Naturaliste Road and Caves Road.

#### 1.1 Relationship to the Scheme and Deemed Provisions

The PSP is made pursuant to Part 4 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (the Deemed Provisions)* and is to be read in conjunction with Clause 4.22.2 of City of Busselton Local Planning Scheme No. 21 (the Scheme).



*Figure 1: Dunsborough Precinct Plan Area*



## 2. Objectives

The principal objectives of this PSP are:

- a) Meet the daily needs of the service population and visitor economy and enable employment, goods and services to be accessed efficiently and equitably by the community.
- b) Achieve built form and landscape design that reflects a contemporary, human-scaled coastal town setting. Promote land uses and activities that engage with the public realm to offer activation and interest.
- c) Achieve a pedestrian and cycle focused environment that ensures safe and comfortable movement within, to and from the Town Centre.
- d) Provide green spaces that enhance the natural environment, frame the Town Centre and provide a unique main street setting.
- e) Increase the density and diversity of housing to support housing choice within the Town Centre.
- f) Ensure the design of new development respects, complements and responds to the existing coastal village character and pedestrian focus of the town centre.
- g) Ensure development adjacent Dugalup Brook and other public open spaces maintains a



permeable interface, and encourages openings and other features to orientate to the green space.

- h) Ensure appropriate ‘setting back’ of built form to maintain a human scale to buildings and to avoid adverse public amenity impacts in streetscapes and/or adjacent public spaces.

### 3. Operation

This Precinct Structure Plan comes into effect on the date that it is adopted by the Western Australian Planning Commission (WAPC).

### 4. Staging

Staging of the PSP is largely based on the concurrent advancement of Amendment 52 to LPS 21, including most of the following actions which are set out in the context of the design elements addressed in Section 6 of the PSP.

DESIGN RESPONSE	LPS 21 AMENDMENT SUMMARY
Public Realm	Introduce development standards for boundaries abutting public reserves.
Movement	Introduce development standards relating to: <ul style="list-style-type: none"> <li>• Prioritisation of pedestrian movement and comfort;</li> <li>• Location of car parking;</li> <li>• Rationalisation of crossovers and internal access easements.</li> </ul>
Land Use	<ol style="list-style-type: none"> <li>1. Revise residential density coding: <ul style="list-style-type: none"> <li>• Activity Centre ‘AC’ coding in the District Centre zone;</li> <li>• Residential ‘R’ coding in the Residential zone.</li> </ul> </li> <li>2. Amend the Zoning table/land use permissibility: <ul style="list-style-type: none"> <li>• Remove undesirable/unachievable uses in the Centre zone.</li> </ul> </li> </ol>
Built Form	Introduce new development standards relating to: <ul style="list-style-type: none"> <li>• Location-specific lot boundary setbacks;</li> <li>• Upper storey setbacks relative to the public realm;</li> <li>• Activation of public interfaces.</li> </ul>

Staging is also dependent on the timing and willingness of individual landholders to develop their sites, as well as a number of key infrastructure and public realm triggers. This would result in investment in a number of actions, set out in ‘Output Plans’ in Section 6, in the context of the design elements addressed in the PSP.

DESIGN RESPONSE / OUTPUT PLAN	SHORT TERM (1-2 years)	MEDIUM TERM (2-5 years)	LONG TERM (5-10 years)
Urban Ecology	Green Network Plan		
	Environmental Conservation Plan		
Public Realm	Aboriginal and European Cultural Heritage Plan		
		Future Public Spaces	
Movement	Movement and Parking Implementation Plan		
Built Form	Urban Design Guidelines Local Planning Policy		

The following matters are to be considered when developing an implementation process for each of the output plans: Review of the City's Corporate Business Plan, Long Term Financial Plan, and other supporting documents (2024/25 financial year, or beyond);

- i. Key catalysts or triggers;
- ii. Further collaboration with agencies and stakeholders (where relevant);
- iii. Further technical studies (where relevant);
- iv. Coordination and delivery;
- v. Monitoring and review;
- vi. Future reporting.

## 5. Subdivision and development requirements

Subdivision and development of the land will not be supported unless the following criteria are met to the satisfaction of the City.

### Residential zone:

1. The consolidation of land to assemble larger land parcels suitable for integrated development or redevelopment is encouraged and supported. Fragmentation of land within this area, unless it is part of an overall plan for integrated development or redevelopment, will generally not be supported.
2. Subdivision proposals resulting in battleaxe lots or similarly designed common property access will not be supported.
3. Where mixed use development is proposed, a service court shall be provided for the storage and concealment of refuse disposal bins and other material of trade. The service court shall be designed and screened to the satisfaction of the local government.
4. Development is to satisfy any adopted Urban Design Guidelines.
5. On land coded R80, the upper storey external wall face and/or balcony roofs shall be setback from the ground floor external wall face, in accordance with the following:

- Fourth storey – a minimum of 4m on all boundaries.

The decision-maker may approve upper storey setbacks which vary from those specified above, subject to being satisfied that the setbacks are consistent with the Element Objectives specified under Elements 2.3 and 2.4 of the R-Codes Volume 2.

6. On land coded R60, the upper storey external wall face and/or balcony roofs shall be setback from the ground floor external wall face, in accordance with the following:

- Third storey – a minimum of 4m on all boundaries.

The decision-maker may approve upper storey setbacks which vary from those specified above, subject to being satisfied that the setbacks are consistent with the Design Principles specified under Part C – 3.3 Street Setback and 3.4 Lot Boundary Setbacks of the R-Codes Volume 1.

#### District Centre, Tourism and Residential zones:

1. The consolidation of cross-overs and provision of internal access easements for integrated development or redevelopment is encouraged and required:
  - a) Easement(s) should be provided in accordance with Section 136C of the *Transfer of Land Act 1893*, on the certificate(s) of title, specifying access rights for the benefit of adjacent lots; and
  - b) New vehicle access points from Caves Road, Dunn Bay Road or Naturaliste Terrace will not be supported, unless no reasonable alternative is available.
  - c) Further investigation of vehicle access options to Lot 9020 Caves Road in consultation with Main Roads, and a Traffic Impact Assessment to be provided to support any subdivision or development proposal for the site.
2. At-grade car parking incorporated into a development which caters for eight or more vehicles shall be landscaped with suitable trees at the rate of one tree per four bays.
3. All development abutting Dugalup Brook should incorporate Water Sensitive Urban Design (WSUD) principles, including but not limited to:
  - a) Water and nutrient wise landscaping;
  - b) Permeable paving and ground covers; and
  - c) Rain gardens, bio filters, tree pits, green walls and/or vegetated soak wells.
4. Development is to satisfy any adopted Urban Design Guidelines.

#### Clarke Street/Cape Naturaliste Road Link:

Subject to further investigation and a negotiated agreement between the land owners and the City of Busselton, a road reserve connecting Clark Street to Cape Naturaliste Road is to be provided through Lots 20 and 21, at the time the sites are comprehensively redeveloped for mixed-use development purposes.

### Provision of Public Spaces:

Consideration should be given to the provision of public spaces (such as pocket park, plaza, piazza, civic square) on larger development sites. The public space is to be accessible to the general public, and should facilitate and improve public activation, pedestrian amenity and movement. This space is to be safe, well-lit and provide public seating, incorporate hard and soft landscaping and also alfresco dining opportunities where associated with hospitality uses.

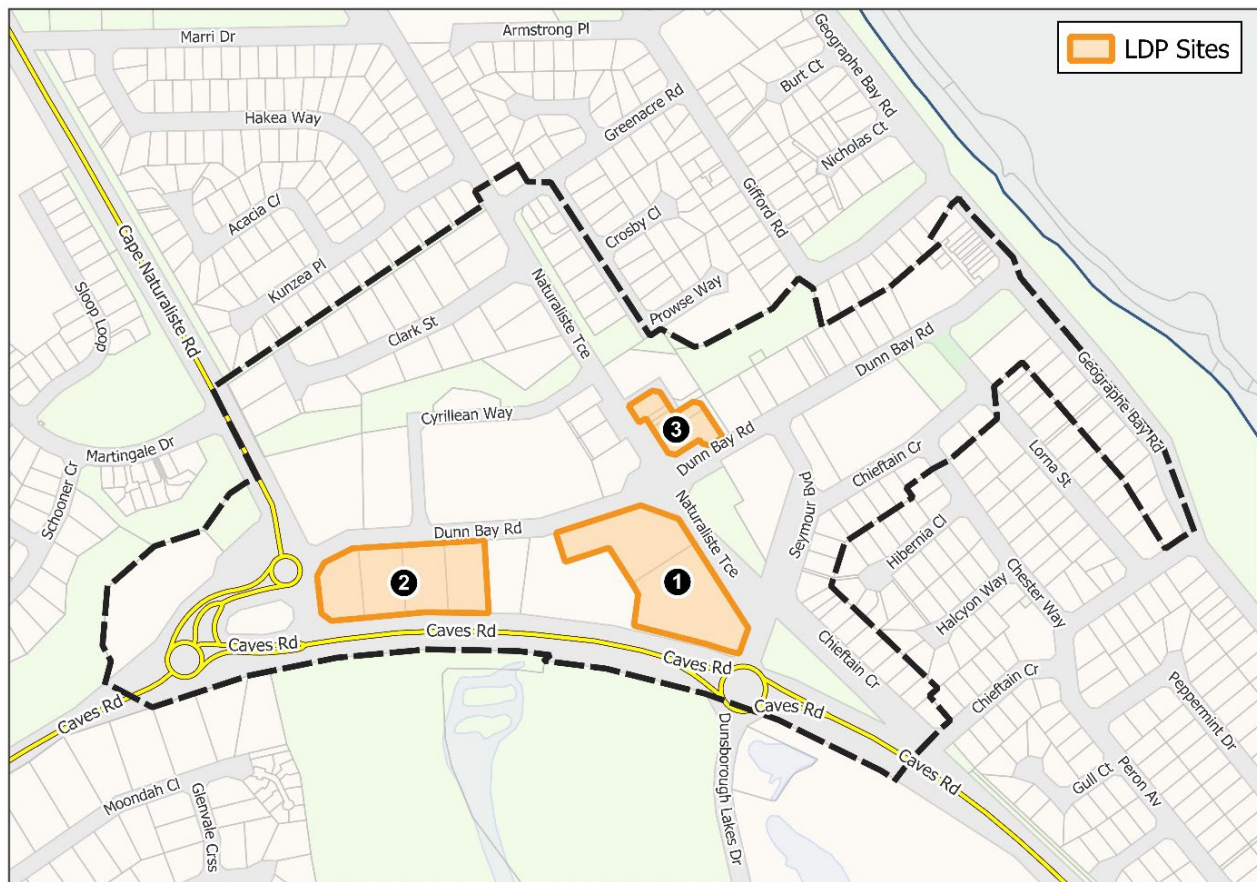
### Tree Retention:

Existing mature vegetation situated on or adjacent to lot boundaries with road and/or open space reserves should be retained and/or suitably integrated with the proposed development.

## 6. Local development plans

Within the PSP area, a Local Development Plan (LDP) is required prior to the subdivision and/or development (other than relatively minor development) of land identified as a LDP site on Figure 2: LDP Locations. The key considerations identified in Table 1: LDP Requirements are to be addressed in addition to relevant site and development requirements.

*Figure 2: LDP Locations*



*Table 1: LDP Requirements*

LDP Site	General Description	Considerations
1	Lots bound by Dunn Bay Road, Naturaliste Terrace and Caves Road, as depicted (subject to current subdivision proposal – future lot nos. to be determined).	<ul style="list-style-type: none"> <li>• Consolidation and rationalisation of land parcels where possible to achieve optimum developable areas/sites.</li> <li>• Responsive to the prominence of the site as a main entry point to the Town Centre.</li> <li>• Responsive to visual amenity from Caves Road.</li> <li>• Responsive to existing and proposed landscaping to maintain ‘green linkages’ through the Town Centre.</li> <li>• Consolidation of vehicle access to the LDP site, with restricted access from Naturaliste Terrace and Dunn Bay Road, and no access from Caves Road.</li> <li>• Internal easement/s to allow shared access to all land parcels.</li> <li>• Establish an east-west mid-block pedestrian linkage to provide community benefit.</li> </ul>
2	Lots bound by Dunn Bay Road and Caves Road, as depicted, and inclusive of current Lots 1-2 (No. 1/64 & 2/64) Dunn Bay Road to the west and Lots 1-3 & 6-10 (No.1/54-8/54) Dunn Bay Road to the east.	<ul style="list-style-type: none"> <li>• Consolidation and rationalisation of land parcels where possible to achieve optimum developable areas/sites.</li> <li>• Responsive to visual amenity from Caves Road.</li> <li>• Consolidation of access to the LDP site, with restricted access to Dunn Bay and no access from Caves Road.</li> <li>• Internal easement/s to allow shared access to all land parcels.</li> </ul>
3	Lots bounded by Hannay Lane, Naturaliste Terrace and Dunn Bay Road.	<ul style="list-style-type: none"> <li>• Consolidation and rationalisation of land parcels where possible to achieve optimum developable areas/sites.</li> <li>• Street interface and view corridors from the public realm within the immediate locality and surrounding vantage points.</li> <li>• Interface with adjoining development.</li> <li>• Waste and parking management, including activation of Hannay Lane.</li> </ul>

Any LDP shall be prepared and approved in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and *State Planning Policy 7.2 Precinct Design – Precinct Plan Manner and Form* (WAPC, 2020).



## 7. Other requirements

### Bushfire protection:

- For bushfire prone areas, identify the need for a site specific bushfire management plan at the time of subdivision.

### Infrastructure arrangements, including:

- Road and intersection upgrades where required (identified on the structure plan map).
- Utility upgrades to service the structure plan area.

### Developer contributions:

- Land within the PSP boundary is within Development Contribution Area 1 – Community Infrastructure (DCA 1) as identified on the LPS 21 map (Sheet 34). The Development Contribution Plan for DCA-1 should be read in conjunction with this PSP.
- A landowner shall be liable to make a cost contribution at the time and in the circumstances contemplated in Part 5.12 and Schedule 10 of LPS 21, and this will be imposed as a condition of subdivision or development approval, generally whichever is granted first.

### Clarke Street Sewer Upgrade:

Wastewater infrastructure upgrades are to connect to reticulated sewerage are required to facilitate development on Lots 4, 6, 8, 10, 12 and 14 Clark Street. Upgrades are required to be undertaken at development stage, unless upgrades occur as part of prior streetscape upgrade works.

## 8. Additional information

Table 2 outlines information which may be required/called upon to ensure that the aims and objectives of the PSP are observed and fulfilled. This information is in addition to any requirements of LPS 21 and/or Local Planning Policies.

Prior to the formal lodgement of an application, proponents should consult with the City to identify any additional requirements.

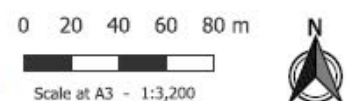
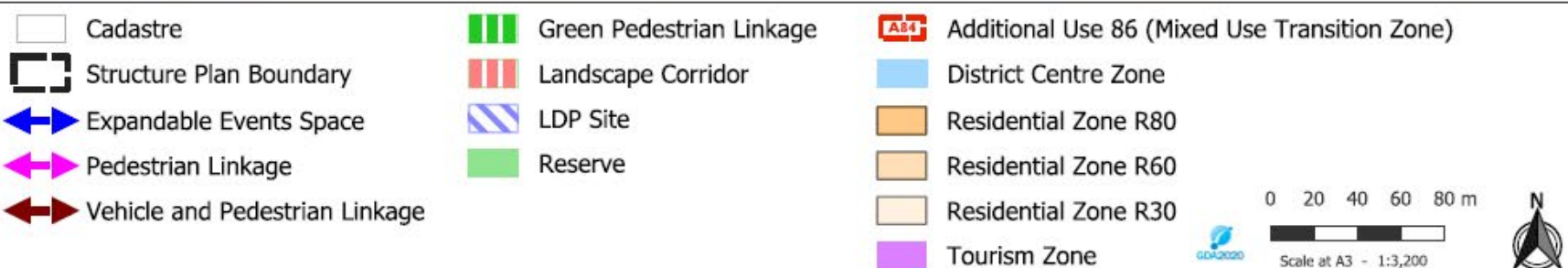
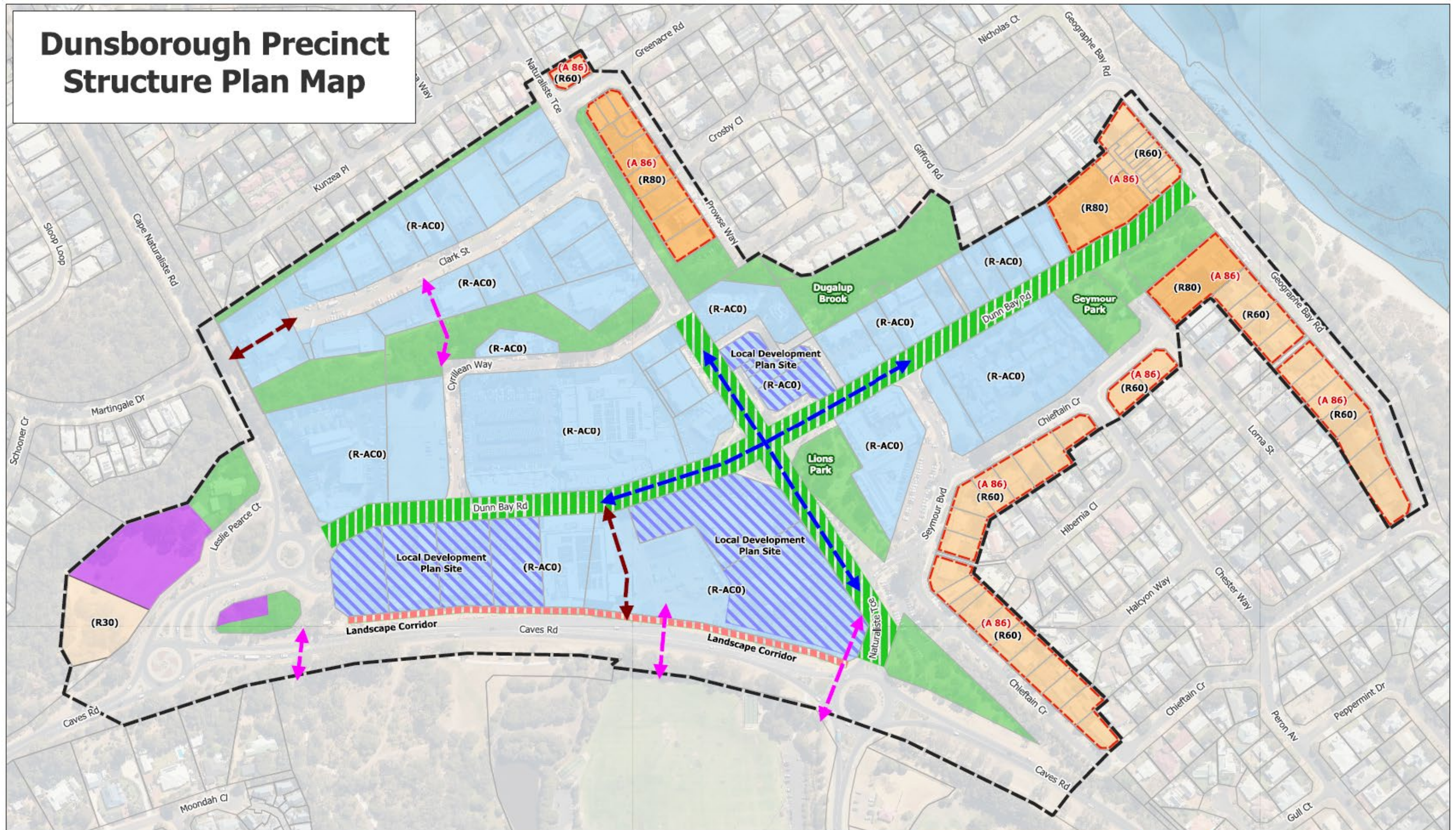
*Table 2: Additional Information Requirements*

Additional Information / Purpose	Approval Stage	Responsible Agency (Consultation Required)
Aboriginal Heritage Risk Assessment: Undertake a search of the Aboriginal Heritage Inquiry System and, where applicable, a risk assessment of the project using the State's Aboriginal Heritage Due Diligence Guidelines.	LDP, Subdivision and/or Development Application	

Additional Information / Purpose	Approval Stage	Responsible Agency (Consultation Required)
Bushfire Management Plan: In accordance with the requirements of SPP 3.7 and associated Guidelines, and to ensure the implementation of effective, risk-based assessments of planning and development to protect life and property and mitigate the potential impacts of bushfire.	LDP, Subdivision and/or Development Application	
Transport Impact Statement / Traffic Impact Assessment: Dependent on the scale of development and where development proposes to vary the parking or access requirements of the PSP, or as otherwise deemed necessary by the City.	LDP, Subdivision and/or Development Application	
Road Traffic Noise Assessment: Acoustic assessment of noise received by proposed residential and/or short stay accommodation development within 200m of Caves Road.	LDP, Subdivision and/or Development Application	
Design Review: An independent and impartial evaluation in which experts on the built environment assess the design of the proposal.	Development Application	
Sustainability Evaluation: Dependent on the scale and complexity of development, provide an assessment of sustainability performance based on a recognised framework (e.g. The Green Building Council's Green Star Communities rating tool).	Development Application	
Environmental Noise Assessment: Environmental Noise Assessment demonstrating capacity for non-residential development to comply with noise regulations, including taking into account future residential development in the PSP area.	Development Application	
Noise Management Plan: Detailing the control of all noise emanating from the development site.	Development Application	
Landscape Plan: A Landscape Plan having regard to plant species that will persist and regenerate under localised conditions.	Development Application	
Waste Management Plan: The potential impact of waste collection on the character and amenity of residential development in the PSP area, especially residential development.	Development Application	



# Dunsborough Precinct Structure Plan Map



**Disclaimer**  
The City of Busselton does not guarantee that this map is without errors and accepts no responsibility for consequences of actions that rely on this map.

Map Produced on 7/11/2024  
GIS Section, City of Busselton





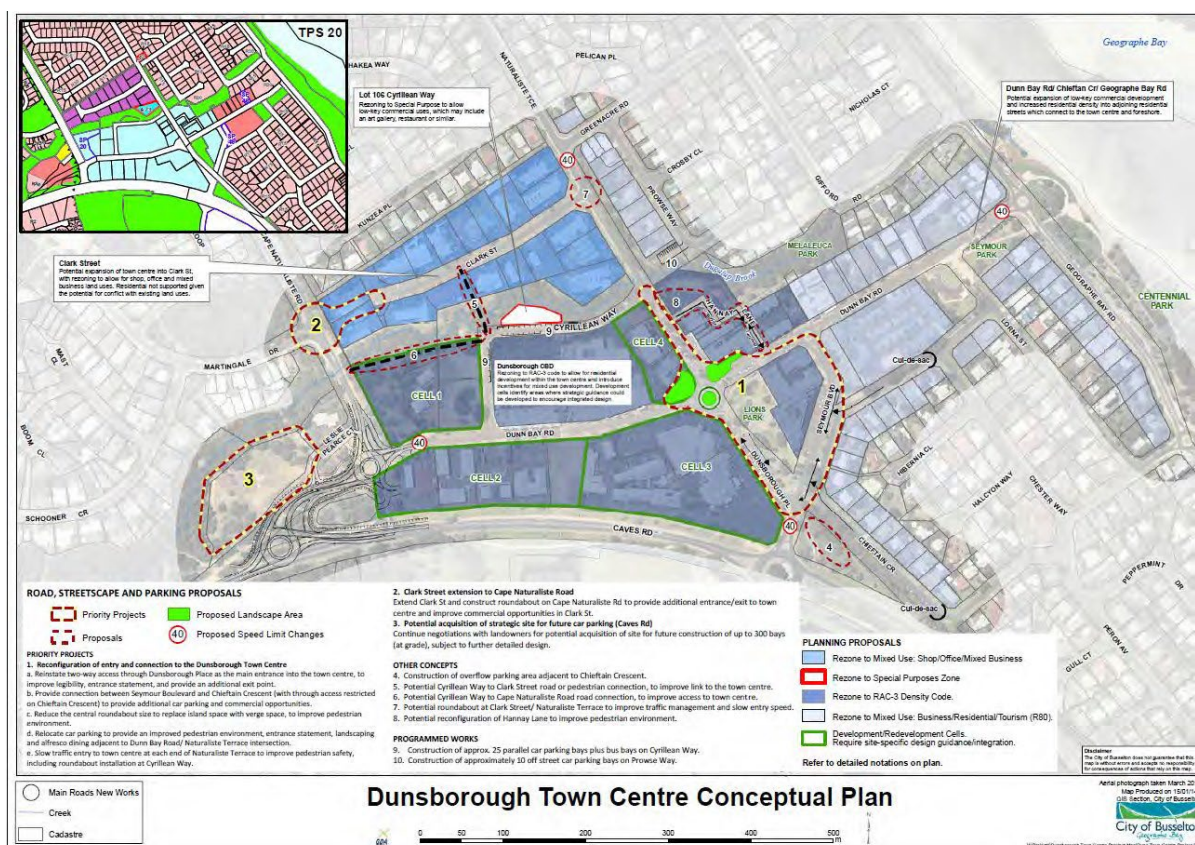
## PART TWO: EXPLANATORY SECTION

### 1. Introduction: Precinct Type and Form

Dunsborough Town Centre (DTC) is identified in the *Local Planning Strategy 2019* as the principal activity centre in the western portion of the Busselton District. As such it is considered an 'Activity Centre Precinct' under the provisions of *State Planning Policy 7.2: Precinct Design* and draft *State Planning Policy 4.2: Activity Centres*. This Precinct Structure Plan (PSP, formerly known as an Activity Centre Plan) sets out to plan for the strategic growth and development of the DTC. It aims for a vibrant place of community and visitor activity that is one of the main centres of economic, social and cultural life in the District.

As Dunsborough has developed over time, the City has been planning to facilitate improvements to the function, attractiveness and vitality of the DTC. Over many years this process has included a review of past planning instruments and technical studies, on-ground assessments of parking and access issues, and multiple rounds of consultation with stakeholders, including landowners, residents and community groups. An important milestone in that ongoing process was the *Dunsborough Town Centre Conceptual Plan* (DTCCP), which was adopted as an overall, guiding document by the Council in January 2014 (Figure 3), and has been subject to ongoing implementation.

Figure 3: Dunsborough Town Centre Conceptual Plan (2014)



While not forming part of the planning framework, the DTCCP reflected a number of recommendations from the City's *Local Commercial Planning Strategy (2011)* and *Local Cultural Planning Strategy (2011)*, and various projects have subsequently been progressed through to completion. For example, Amendments 1 and 29 to LPS 21 included a range of significant changes to planning controls for the DTC, including:

- Introduction of the R-AC3 coding to support an increase in residential and mixed use development.
- Extension of the DTC through rezoning of Clark Street to Centre zone (with R-AC3 density coding).
- Introduction of an Additional Use area ('A74') fringing the DTC to provide additional, low-impact business/commercial opportunities and a legible transition between land uses in the centre and adjoining residential areas.
- Expansion of city/town centre provisions in Part 4 'General Development Requirements'.
- Introduction of a range of incentives (including increased plot ratio) to support mixed use development.
- Revocation of obsolete Additional Uses and Special Provisions.

A number of on-ground improvement works and other endorsed initiatives, including streetscape and public open space enhancements, have also been completed or are in progress.

The intention of the PSP is to provide updated planning and policy guidance to follow on from changes adopted through Amendments 1 and 29.

The project area boundary (Figure 1, pg. 1) only slightly changes the project area identified in the DTCCP process with the addition of Lot 81 (No. 18) Geographe Bay Road, near to the intersection of Gifford Road, and it generally takes into account the planning initiatives that have already occurred. Planning and design in the PSP area is focussed on ensuring that the DTC remains a community focal point that includes a variety of commercial, retail and hospitality activity, additional housing choice, and entertainment and tourism opportunities.

## 2. Purpose

The purpose of this PSP is to provide detailed planning guidance in order to achieve the principal objectives identified in Part One ('Implementation').

The PSP will:

1. Take into account the recommendations of significant strategic planning documents, including the City's *Local Planning Strategy (2019)* and the *Leeuwin-Naturaliste Sub-regional Strategy (WAPC, 2019)*.
2. Address matters in relation to Dunsborough being an established 'Activity Centre Precinct', and:



- a. Provide for an appropriate mix of land uses to enable business activity, service provision, employment opportunities and housing choice.
- b. Guide subdivision/amalgamation and development to support high quality built form outcomes.
- c. Integrate transport and movement networks to ensure strong linkages between the DTC and surrounding areas, to support safe, efficient access and movement for vehicles, pedestrians and cyclists.
- d. Strengthen green networks and the public realm to achieve a pedestrian-friendly, high amenity streetscape with opportunity for community activity.

### 3. Site and context analysis

This section identifies the key information and processes that have informed the PSP. Consideration is given to the catchment area, which includes residents who generally travel to the PSP area for daily and weekly needs; as well as the substantial visitor/tourism economy of Dunsborough and the broader region. An analysis of physical and non-physical characteristics within the PSP area, contributing to the unique character of Dunsborough, is provided in the following sections.

#### 3.1. Physical context

Section 3.1 provides an overview of the location, landscape and environmental factors integral to the PSP area, as well as the connections within and between the site and its surroundings.

##### 3.1.1 Location: Regional Context

Dunsborough is classed as a 'Major Town' in the Leeuwin-Naturaliste Sub-regional Strategy (WAPC, 2019), and is the principal activity centre in the western portion of the District of Busselton. It is situated approximately 25km west of the Busselton Regional Centre, 80km south west of the Bunbury Regional City, and 250km south of the Western Australian Capital City, Perth. The Dunsborough area is now the fourth largest centre of settlement in the South West Region (after Greater Bunbury, Busselton and Margaret River).

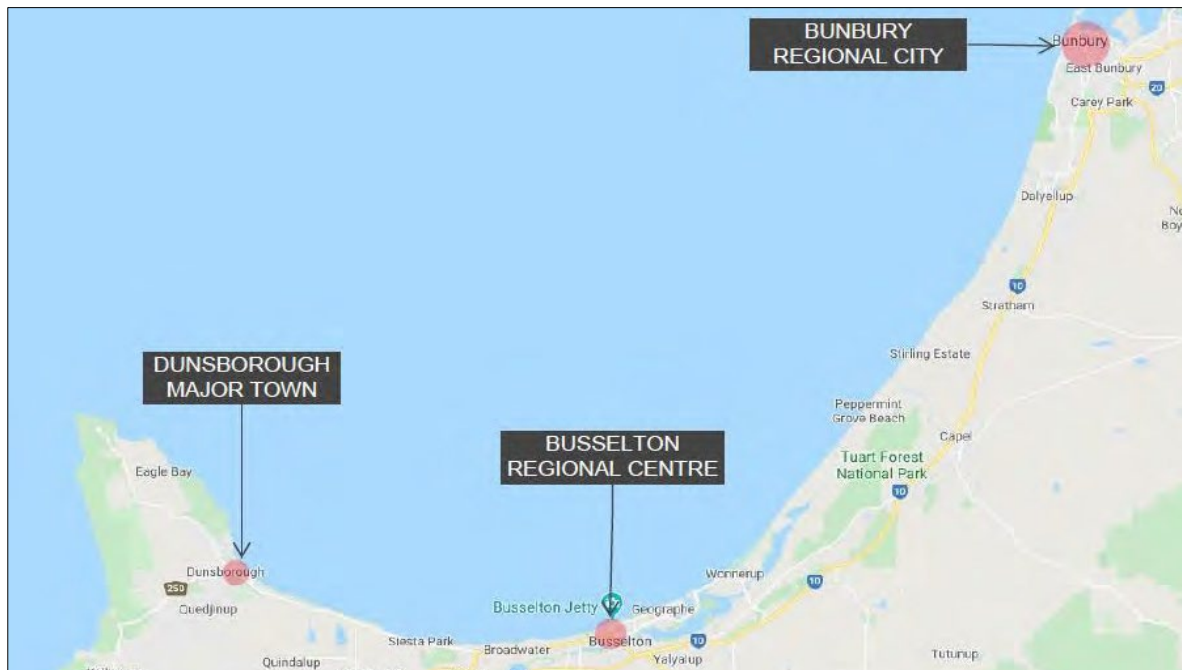
The PSP area is located adjacent to the intersection of the arterial roads Caves Road and Cape Naturaliste Road. Caves Road provides access to the broader primary distributor network and destinations such as Bunbury, Margaret River and Perth.

##### 3.1.2 Location: Local Context

The PSP area is the heart of the Dunsborough urban area, and is surrounded by residential and tourism developments, public open space, and community facilities such as schools and

sporting fields. The PSP area is located on the eastern side of the Cape Naturaliste Peninsula, and at the western end of Geographe Bay. The DTC has generally developed on east-west and north-south axes, along Dunn Bay Road and Naturaliste Terrace.

*Figure 4: Regional Context*



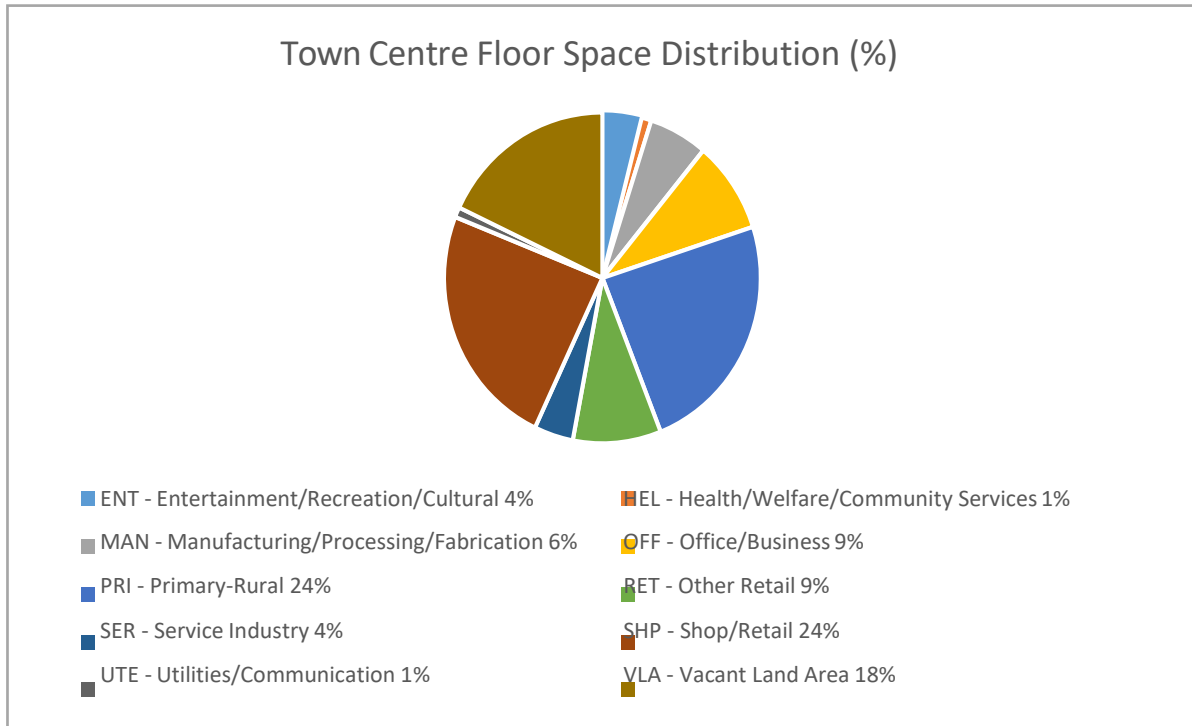
*Figure 5: Local Context*



### 3.1.3 Land Use and Open Space

Land uses in the DTC, excluding Residential use, are grouped according to the floor space distribution of planning land use categories (PLUC) (Figure 6). Figures below are derived from the *Dunsborough [Town] Centre Commercial Growth Analysis* (Pracsys, 2018) (Appendix 1).

*Figure 6: Town Centre PLUC Floor Space Distribution*



Source: *Dunsborough [Town] Centre Commercial Growth Analysis* (Pracsys, 2018)

Figure 6 demonstrates that approximately 24% of land uses in the PSP area are classified as Primary Rural. This, however, includes Lions Park, Seymour Park and various land parcels reserved for preservation, protection and enhancement of Dugalup Brook.

The DTC is developed with a mix of commercial land uses, in particular the Shop/Retail PLUC, comprising 24% of the total floor space distribution. A further 9% of the distribution is taken up by Other Retail outlets that are located in Clark Street.

The Manufacturing/Processing/Fabrication and Service Industry land uses together account for 10% of the overall floor space distribution, and are located in Clark Street (rezoned through Amendment 1 to LPS 21, from Light Industry to Centre zone). Some land uses within these PLUCs (for example, Motor Vehicle Repair) are prohibited uses in the Centre zone. It is anticipated that such non-conforming uses will, over time, relocate to Industrial or Service Commercial-zoned areas, for example Enterprise Park located approximately 2.5km from the PSP area, or further afield, the Vasse Business Park.

Various DTC sites were vacant (18% of the total floor space distribution), and there is some older style housing that may be suitable for redevelopment.

The peripheral Residential zoned land is largely developed with dwellings, some having approved tourism-related uses, for example short term accommodation (refer to Figure 28). Some of these peripheral sites also have Additional Use rights which allow for low-key commercial and service land uses to support the DTC.

Future increases in floor space demand will be driven primarily by population growth, followed by tourism (*Dunsborough [Town] Centre Commercial Growth Analysis*, Pracsys, 2018). Figure 7 summarises the estimated growth in commercial floor space demand, taking into account baseline, moderate and high growth scenarios over the 10 years from 2018 to 2028. A key issue identified in the *Dunsborough [Town] Centre Commercial Growth Analysis* (2018) is the lack of vacant land to provide for the expected demand, even in the baseline scenario.

*Figure 7: Estimated Floor Space Growth by PLUC (m<sup>2</sup>)*

PLUC Category	Existing (NLA)	Baseline	Moderate	High
Shop/Retail	15,379	3,499	4,548	4,901
Office/Business	6,031	2,452	2,934	3,183
Entertainment	2,403	963	1,224	1,310
Health/Welfare	945	384	460	499

Source: *Dunsborough [Town] Centre Commercial Growth Analysis* (Pracsys, 2018)

The PSP provides an opportunity to devise appropriate design responses so that commercial activity continues to be a major driver of the DTC, and investment is encouraged to maintain the vibrancy and purpose of the DTC while also reducing potential retail leakage. High land values in the DTC mean that reasonably dense development is often needed to achieve reasonable return on investment for new development proposals.

### 3.1.4 Tenure, Ownership and Buildings

The PSP area has a mix of land in private ownership, Reserves, and two Residential zoned lots owned by the Western Australian Housing Authority. Private and public ownership is depicted in Figure 8.

Private ownership is further divided into freehold and strata titles (Figure 9, pg. 14). Strata titled lots with a large number of owners can sometimes present complexities and constraints for redevelopment. This is particularly relevant for some older strata titled sites characterised by buildings set well back from the street, or behind car parking bays and vehicle access ways, resulting in lower levels of pedestrian movement and street activation. Lots 1 – 15 (No 42), south west of the intersection of Dunn Bay Road and Naturaliste Terrace, provide an example of this style of development.



Figure 8: Land Ownership



Figure 9: Parent Strata Lots within the PSP area



An analysis of existing built form within the PSP area was undertaken in the Dunsborough Urban Design Assessment (Urbis, 2021) (Appendix 2). Built form to date has mainly been constructed as low rise (predominantly single or double storey) and low density, with no defined architectural character evident in the streetscape. However, it is often described as having a ‘sense of place’ and a perceived ‘coastal/seaside’, ‘village’ and ‘pedestrian scale’ atmosphere and architectural vernacular.

Some commercial development, particularly at the intersection of Dunn Bay Road and Dunsborough Precinct Structure Plan



Naturaliste Terrace, has an active interface with pedestrian movement and is constructed to the front lot boundary. Other commercial buildings are set back behind car parking bays and vehicle access ways.

Private car parking is generally located at street level, separate from built form, contributing to low density and intensity of development and a characteristically car dominated and suburban pattern.

The *Dunsborough Urban Design Assessment* identified a number of landmark sites, however only a limited number of these have been developed with significant buildings to date.

Several parcels of land around the intersection of Naturaliste Terrace and Dunn Bay Road have been developed in an irregular manner as a result of lot configuration, road reserve designation, and partial land acquisition, resulting in misaligned or complicated boundary lines (Figure 10, pg. 15). This has resulted in public assets located on private land and represents a constraint in streetscape planning and the conduct and maintenance of public works. Cadastral anomalies have, to a limited extent, been addressed and resolved as streetscape works identified in the DTCCP have been carried out.

*Figure 10: Location of Boundary Irregularities*



The PSP provides an opportunity, especially through appropriate PSP design responses, to encourage and manage height, scale, form, density and location of car parking taking into consideration the Local Planning Strategy (2019) and LPS 21, allowing for growth of commercial development and increased housing choice, providing guidance on the nature of built form, representing community and stakeholder values and interests, while retaining key elements of its unique character and identity.

### [3.1.5 Topography, Vegetation and Habitat](#)

The PSP area is generally flat, with a slight fall (1:80) west to east towards the Dunsborough Foreshore and Geographe Bay. This landform gives limited opportunity for views, however, the flat environment is ideal for an active pedestrian and bicycle-oriented movement network.

Remnant vegetation is generally limited to the reserved land adjacent to Dugalup Brook, with some fragmented areas within other reserves and private landholdings. There is a Threatened Ecological Community (TEC) 'Banksia Dominated Woodlands of the Swan Coastal Plain' (Priority 3) identified at the western end of the PSP area (Figure 11, pg. 16).

Vegetation within the PSP area contains highly important habitat linkages for the 'Critically Endangered' Western Ringtail Possum, which is protected under the *Environmental Conservation and Biodiversity Act 1999* (Cth) and the *Environmental Protection Act 1986* (WA).

Dugalup Brook is the subject of a Reserve Management Plan, which aims to restore the ecological values (e.g. fringing vegetation, native fauna habitat) and functions (e.g. water flow, nutrient stripping, and flood control) of the Brook, and develop and maintain appropriate areas for public space. The Dunsborough Coast and Landcare Group is active in revegetating and maintaining the Brook.

Dugalup Brook runs through the PSP area, creating a green corridor between Clark Street and the remainder of the DTC. The significant environmental amenity of the Brook and adjoining open space has, over time, offered opportunities for integration, for example through the development of active frontages that address the Brook, dual use pathways, pedestrian linkages between Clark Street and Cyrilleen Way, and community nodes such as playgrounds and meeting places.

There is opportunity to further preserve and enhance Dugalup Brook through the introduction of development standards for boundaries located on the Brook interface.

*Figure 11: TEC 'Banksia Dominated Woodlands of the Swan Coastal Plain'*





### 3.1.6 Coastal Planning

The PSP area is located directly adjacent to Geographe Bay and features narrow coastal setbacks and low relief topography. This makes portions of the PSP area sensitive to changing environmental conditions, including storm events and seasonal cycles such as erosion and inundation. It is expected that this vulnerability will increase in the future due to the projected combined effects of climate change and sea level rise.

The City's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) was developed in accordance with the requirements of the Western Australian Planning Commission (WAPC) State Planning Policy No. 2.6 State Coastal Planning Policy (SPP2.6) and provides a long-term view of coastal hazards for the City, and recommends pathways to adapt to future oceanic and coastal conditions.

The CHRMAP designates the 'Dunsborough Town Site' as Management Unit 6 (MUO6) and identifies the PSP area as being affected by the coastal erosion hazard lines (2043, 2073 and 2123).

*Figure 12: Coastal Erosion Hazard Lines*



Source: *Coastal Hazard Risk Management and Adaptation Plan* (City of Busselton, 2022)

In response to this the CHRMAP recommends an adaptation pathway to 'Protect' the Dunsborough Town Site as follows:

- Upgrade and maintain infrastructure constructed in the preceding period as required and continue to supplement with beach nourishment, including increasing the height of the buried seawall/bund to an approximate height of 3.5 - 4.0m AHD.

Figure 13: Dunsborough Foreshore Reserve



Source: *Coastal Hazard Risk Management and Adaptation Plan* (City of Busselton, 2022)

### 3.1.7 Bushfire Hazard

The western and eastern ends of the PSP area are identified by the Office of Bushfire Risk Management (OBRM) mapping as being located within a 'Bushfire Prone Area'. However, as the PSP is not considered an intensification of land use (from the previous planning framework) the PSP area is exempt to the application of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7).

The DTC provides multiple options for access and egress, as well as availability of reticulated water, reticulation of open and green spaces, and close proximity to emergency services and places that can function as emergency evacuation centres. These factors mitigate concerns in regard to future development proposals in the PSP area and, in the event of a bushfire, would offer a safe place of refuge.

Many future subdivision or development proposals are likely to be mixed use or primarily commercial in nature, and may not trigger assessment under SPP 3.7. The residential lots in the east of the PSP area are all less than 1,100m<sup>2</sup> and therefore exempt from bushfire risk assessment. Proposals that are primarily habitable and not exempt will trigger the need for more detailed bushfire risk assessments, to demonstrate required compliance with SPP 3.7 and the associated Guidelines.

### 3.1.8 Physical Infrastructure and Services

The PSP area is provided with most major servicing infrastructure, including reticulated water, wastewater, power and national broadband network telecommunications.

Underground power distribution occurs through most of the DTC, however overhead

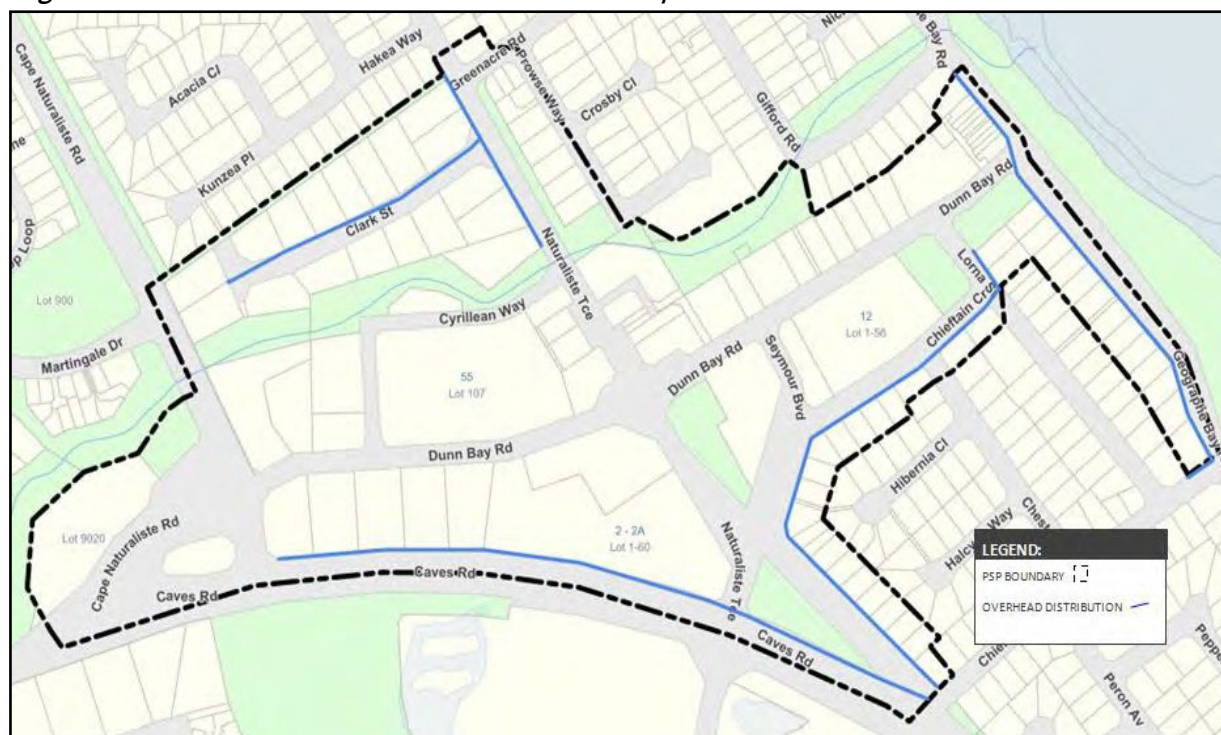


distribution is found in peripheral areas such as Clark Street, part of Naturaliste Terrace, Geographe Bay Road, Lorna Street, Chieftain Crescent, and Caves Road (Figure 14), and inhibits the ability to allow natural growth of street trees. There is no connection to reticulated gas, and no plans to expand the existing supply network from the Busselton urban area. Commercial and residential developments are serviced by LPG cylinders, available from local suppliers.

An opportunity exists to replace aging infrastructure, including the sinking of power lines, that is located in road reserves, including as streetscape upgrades occur.

Several lots in Clark Street, Dunsborough are Clark Street are not currently connected to reticulated sewerage. These lots are located within 2km of 'selected coastal embayment's' and adjacent to Dugalup Brook, and are subject to the *Government Sewerage Policy* (September 2019). Accordingly, wastewater infrastructure upgrades are required to facilitate development on Lots 4, 6, 8, 10, 12 and 14 Clark Street. Upgrades are required to be undertaken at development stage, noting that upgrades may occur sooner as part of streetscape upgrade works.

*Figure 14: Western Power overhead distribution powerlines in the PSP area*



### 3.1.9 Social Infrastructure and Services

The *Leeuwin-Naturaliste Sub-regional Strategy* (WAPC, 2019) identifies Dunsborough as a 'Major Town' in the sub-region settlement hierarchy. Higher-order settlements include the Regional Centre of Busselton, and the Sub-regional Centre of Margaret River.

The present level of social infrastructure and services provision is generally sufficient to



address the daily needs of the service population, with a diversity of higher-order services located in the Regional Centre of Busselton and Regional City of Bunbury. Whilst there is some need to expand infrastructure and services provision in Dunsborough, in the main that will occur outside the DTC.

Within the PSP area, existing social infrastructure and services have been identified in the *Dunsborough [Town] Centre Commercial Growth Analysis* under the 'Health, Welfare and Community Services' PLUC. The police station was the only service identified, and this represented 1% of the total floor space (net lettable area) distribution.

While there are limited medical and allied health services within the DTC, these have been categorised under the *Dunsborough [Town] Centre Commercial Growth Analysis* as 'Office' PLUC (together with other Office uses such as real estate agencies and professional services). The 'Office' PLUC, as a whole, represents 9% of the total floor space (net lettable area) distribution.

Future growth of the 'Office' uses will typically be population driven, with a predicted requirement for 40-50% additional floor space over the next ten years. Whilst an increased capacity to work from home may mitigate that growth, Dunsborough has had high rates of working from home for many years (refer to Figure 22) and there is an increasing tendency for businesses to establish in regional locations providing attractive lifestyle options.

Major infrastructure for arts, cultural and recreational facilities is not provided in the PSP area; however, open spaces provide flexible outdoor venues for events.

Provision of these facilities in Dunsborough and the broader District is addressed in the City's Local Planning Strategy (2019) and Sport and Recreation Facilities Strategy 2020 – 2030 (2020). There is an opportunity to better integrate the Dunsborough Playing Fields and Naturaliste Community Centre to the south so that, potentially, arts, cultural and recreational facilities may be located in close proximity to the DTC. The possible co-location of other civic services, including the provision of a strategic peripheral car parking site, may be further investigated through the development of the Sport and Recreation Facilities Strategy and a strategic car parking review.

### [3.1.10 Vehicle Movement Networks](#)

Vehicle access to the DTC from the east and west is through the primary distributor Caves Road, from the north through Cape Naturaliste Road, and from the south through Dunsborough Lakes Drive. A modification to vehicle access arrangements was implemented in 2013, when Main Roads reconfigured the western entry to the DTC at the intersection of Caves Road and Cape Naturaliste Road.

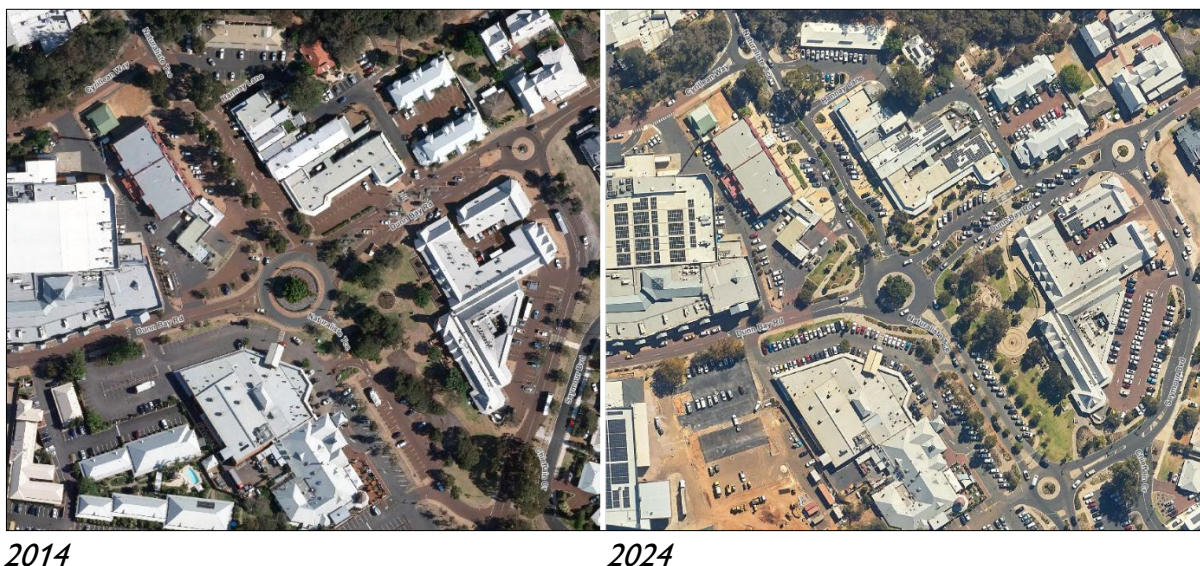
The DTC 'main streets' have generally developed along an east-west and north-south axis of local distributor roads, being Dunn Bay Road and Naturaliste Terrace. A number of local access roads intersect with these roads. The lack of permeability in the road network, especially

north-south routes, focusses traffic on a small number of routes, contributing to congestion even at areas of relatively low overall traffic volume.

Changes to vehicle movement within the DTC have been guided by the DTCCP (Figure 3) through the following actions (Figure 15):

- Reconfiguration of entry to the DTC by reinstating two-way access through the southern portion of Naturaliste Terrace as a main entrance to the DTC, including the construction of a roundabout at the intersection of Naturaliste Terrace and Seymour Boulevard, and a reduction in the size of the roundabout at the intersection of Naturaliste Terrace and Dunn Bay Road.
- Reconfiguration of connection to the DTC through realigning Seymour Boulevard, and providing two connections between Seymour Boulevard and Chieftain Crescent.

*Figure 15: DTC road network upgrades*



Service and freight vehicles access the DTC from Caves Road at the intersection of Naturaliste Terrace, or at the intersection of Cape Naturaliste Road. Freight delivery to supermarkets located at Lots 15 and 107 Dunn Bay Road (IGA and Coles) occurs from Dunn Bay Road and Cyrille Way (respectively) and is restricted to a single access point for each supermarket.

Population growth and tourism visitation will contribute to an increase in demand for commercial floor space over the next 10 years (see Dunsborough [Town] Centre Commercial Growth Analysis). These combined factors will contribute to additional vehicle movements through the DTC, and there has also been a recent increase in the number of approvals, applications and pre-application enquiries for DTC mixed use developments. To manage the growing impact of vehicles on the DTC, all new development and infrastructure must demonstrate a design response that responds to the mode hierarchy of the PSP area that prioritises active transport modes (walking and cycling), then public transport, above private vehicle modes.

Currently there is no road connection between the northern part of the PSP area and the arterial road Cape Naturaliste Road. This results in lower traffic volumes on Clark Street and higher traffic volumes on Naturaliste Terrace, Dunn Bay Road and the core of the town centre generally. This limits overall permeability and efficiency of movement for vehicles through the PSP area. Dugalup Brook provides a physical barrier to vehicle movements with no alternate connection point available. Pedestrian and cycle path connections do exist across Dugalup Brook and between Clark Street and Cape Naturaliste Road, though these connections lack wayfinding, lighting and the provision of continuous path infrastructure.

There is an opportunity to investigate the removal of the turning pocket at the northern approach to the Cape Naturaliste Rd / Dunn Bay Rd roundabout to reclaim the space to provide for a wider footpath and landscaping. This would result in improved pedestrian amenity and movement, although impact on the existing movement network and levels of service requires investigation.

A road connection from Clark Street to Cape Naturaliste Road has been considered as a potential solution to improve permeability within the PSP area. However, micro-simulation traffic modelling demonstrates that the extension of Clark Street would result in only a moderate improvement to the overall permeability and efficiency of the traffic network. Due to the lack of clear benefit demonstrated by the modelling, the potential extension of Clark Street is not considered to be a priority for the implementation of the PSP. Any future consideration of a potential road connection would be subject to landowner interest and feasibility analysis.

### [3.1.11 Pedestrian/Cyclist Movement Networks](#)

Pedestrian access routes into the DTC are located adjacent to the primary vehicle access points. The eastern end of Dunn Bay Road is also an important access point, connecting with the foreshore reserve pathway.

Dedicated cycling infrastructure is largely absent in the PSP area. In 2020 the City secured 'new path' grant funding, resulting in the construction of a 2.5km Dual Use Path (DUP) beside Cape Naturaliste Road. This DUP connects residential areas schools north west of the DTC.

Within the PSP area there has been a tendency to prioritise vehicles over pedestrians/cyclists which has resulted in poor design outcomes such as parking located inside or adjacent to front boundaries, poor legibility, crossing points that are not safe, convenient or comfortable for all ages and mobility levels, insufficient weather protection and insufficient pathway widths. To manage the growing impact of vehicles on the DTC, all new development and infrastructure must demonstrate a design response that responds to the mode hierarchy of the PSP area that prioritises active transport modes (walking and cycling), then public transport, above private vehicle modes. There is ongoing community concern around the poor pedestrian and cyclist access in several locations both in, and adjacent to, the PSP area. Examples include the lack of pedestrian crossing facilities on Dunn Bay Road and the connection from Dunsborough Playing Fields across Caves Road.





*Poor pedestrian and cyclist access to the DTC from Dunsborough Playing Fields*

*Figure 16: Streetscape upgrades - Naturaliste Terrace and Dunn Bay Road.*



2014



2021

Streetscape upgrades that have occurred since 2014 (Figure 16) have placed a greater emphasis on improving and encouraging pedestrian movement. These improvements have included the construction of new and realigned pathways with safer access for users of all abilities, new public infrastructure for places to sit and rest, and landscaping that separates roadways and pathways.

There is an opportunity to build on this recent momentum via the provision of high quality connected and safe pedestrian and cycling infrastructure, priority crossing points across busy roads and at intersections, wayfinding and lighting improvements, and bicycle parking and end of trip facilities. Further, the development of a high quality and continuous DUP network should be prioritised as a means to connect the PSP area with the surrounding residential areas. A network plan to achieve this has been identified in the Department of Transport's *Leeuwin Naturaliste Cycle Strategy 2050* which would service residents, businesses, and visitors alike. These improvements will become increasingly important as growth and development continue because there is little additional capacity to cater for private vehicles without significant cost and negative impacts on the PSP area as a whole.

### 3.1.12 Car Parking

Existing public car parking is predominantly ‘on-street’, with some parking located in reserves or within private property (which in some areas are subject to timed parking restrictions managed by the City). Significant car parking supply is provided by private development, with car parking at Lot 107 Dunn Bay Road, at the rear of Dunsborough Centrepont Shopping Centre, accounting for 41% of all car parking utilised in the PSP area.

Changes to parking in the DTC have been guided by the DTCCP through the following actions:

- Relocation of car parking at the intersection of Dunn Bay Road and Naturaliste Terrace to improve landscaping, alfresco dining opportunities, and the pedestrian environment (Figure 17, pg. 23).
- Construction of an overflow car park (for all-day parking) adjacent to Chieftain Crescent.

*Figure 17: Streetscape works at the intersection of Dunn Bay Road and Naturaliste Terrace.*



In order to identify areas of over or under supply, analyse potential need for change, and inform management and improvements to existing parking, the *Dunsborough Town Centre Parking and Utilisation Survey* (2019 and 2020) (Appendix 4) was commissioned by the City. This survey was conducted on a ‘typical week day’ (1 May 2019), between 6.00am and 10.00pm, and two similar ‘peak day’ surveys were conducted on holiday season days (24 April 2019 and 7 January 2020).

The separate peak day surveys were conducted to confirm the accuracy of data collected. The second, 2020 peak day occurred during the summer holiday period, and a 12% greater demand for parking was observed, compared to the first peak day which occurred on an uncharacteristically quiet day during the Easter holiday period. A total of 1,320 car parking bays (public and private; formal and informal) were observed in 15 defined parking zone cells (Figure 18).



The highest hourly parking demand recorded (for any day) was for 786 vehicles, and hourly parking demands for 700 or more vehicles were observed between 1.15pm and 3.00pm. On the second (highest) peak day, average observations for all parking zones were:

Parking turnover (total cars per space)	2.9
Average duration (hours per car)	1.7
Maximum duration (hours per car)	2.5
Maximum average hourly utilisation	58%
Average peak day utilisation	34%

For orderly and efficient car parking utilisation and turnover, it is recognised that demand should not exceed 85% of supply other than for short peak periods. The second peak day highest average hourly utilisation was 58%, however three parking areas (parking zone cells 3, 4 and 6) had a maximum hourly demand in excess of 85% between 1.30pm – 2.30pm. On-street parking in Naturaliste Terrace (parking zone cell 4) had an occupancy level of greater than 80% for most of the second peak day. All of these cells are located near land uses that attract social and commercial activity during holiday periods.

*Figure 18: DTC Parking Zone Cells*



Factors contributing to future parking demand include population growth, increasing tourism visitation, and increasing demand for commercial floor area. Furthermore, informal parking on private property (parking zone cells 1 and 8) was observed which, following site development, will not be available, reducing the total number of currently available parking bays in the DTC to 1,100.

Base parking demand was calculated for the medium and long term in the *Dunsborough Future Parking Demands* (2020) report (Appendix 5). Base conditions are dependent on the variation between peak and non-peak demand, with a balanced approach required between an adequate amount of parking at peak times, and the presence of large areas of unused land during non-peak periods.

It is estimated that the current supply of parking will not be sufficient to meet base demand in the longer term. Additional car parking will be required to meet base demand in the longer term. New private development that provides on-site car parking may assist in balancing future supply and demand, but it may not be practical or sensible to provide all car parking on-site, especially in smaller sites. Owners of private car parks can also manage them in such a way that they cannot be used by the general public.

There is limited public land on which to develop additional public parking in the PSP area. It is therefore considered that there needs to be contemplation given to identifying suitable land outside the PSP area.

	2020	Medium Term 2030	Long Term 2040
Base Demand	670	894	1,118
Required Supply (85% of occupancy)	788	1,052	1,316
Actual Supply	1,100	1,100	1,100
+Over / - Under Supply	+312	+48	-216

### 3.1.13 Strategic Planning by Transport Agencies

Public transport for the whole District is provided by a number of private and publicly operated bus services. Strategic planning by public transport agencies is carried out in consultation with the City. The City undertakes a periodic survey of the local community to determine which services are being used at that time, and where additional services (and bus stops) are thought to be required. This information is then shared with public transport providers.

The Regional Town Bus Services division of the Public Transport Authority (PTA) is responsible for the provision of TransBusselton intra-town school and town bus services, incorporating both Dunsborough and Busselton. The public town routes primarily utilise key corridors of Bussell Highway, Caves Road and Layman Road, providing maximum spatial coverage with limited resources.

Figure 19: PTA Bus Routes and Stops



This existing system caters for the entire urban area of Busselton/Dunsborough, ensuring all parts of the community receive an acceptable minimum level of service. It is acknowledged by the PTA that the frequency of the TransBusselton public transport routes is limited, which is linked to relatively low patronage. Further, despite the recent suburban development at Dunsborough Lakes, the population density in the catchment area has not sufficiently increased to support new town bus services in the short term.

An increase in the density of development in the PSP area over time will help to maximise access to and within the town centre by walking, cycling and public transport, and reduce private vehicle trips and parking. The City will support the implementation of the PSP by seeking opportunities to work with the Public Transport Authority, Main Roads WA, and the Department of Transport to identify public transport services and infrastructure that can be upgraded or established to improve frequency, connection and user choice.

### 3.2. Community context

The following section provides an overview of the human, social and economic aspects of the locality, contributing to employment, housing and cultural activity in the PSP area.

#### 3.2.1 Current and Forecast Population

DTC services the area referred to below as 'Dunsborough-Naturaliste', extracted from Australian Bureau of Statistics (ABS) census data, which includes Quindalup, Eagle Bay, Yallingup, Yallingup Siding, the Commonage rural residential area, and Wilyabrup. The residents of this catchment area generally travel to Dunsborough for daily and weekly goods and services. Growth rates that occurred between 2006 and 2016 are projected to continue

at a similar rate over the next 10 to 15 years, and it is estimated that there will be a progressive expansion of the population from approximately 9,500 people at the time of writing to around 15,000, over the next 20 years.

Figure 20 shows population growth between 2006 and 2016, based on ABS census data, as well as estimates for 2018 and 2020, based on population growth rates for Dunsborough-Naturaliste that have been calculated as part of broader community infrastructure planning for the whole District.

*Figure 20: Population growth 2006 - 2020*

DUNSBOROUGH - NATURALISTE	2006	2011	2016	2018	2019	2020
Total Population (ABS)	5,357	7,232	8,716			
<i>Estimated Population</i>				9,132	9,263	9,430

Projected population growth (Figure 21) has been calculated based on actual historical growth (ABS census data) and population forecasts in the *Western Australia Tomorrow Population Report No. 11* (WAPC, 2019) (WA Tomorrow). WA Tomorrow is formulated on demographic trends and the forecasts represent the best estimate of future population size if trends in fertility, mortality and migration continue.

*Figure 21: Projected Population Growth 2022 – 2032*

DUNSBOROUGH - NATURALISTE	2022	2024	2026	2028	2030	2032
<i>Projected Population</i>	9,846	10,361	10,899	11,461	12,046	12,658

*Source: Derived from ABS census data and Western Australia Tomorrow Population Report No. 11 (WAPC, 2019)*

Growth observed in recent years could reasonably be expected to continue at similar levels on account of the drivers for movement being maintained by demographic and social trends. This is based on 'lifestyle' driven growth, supported by increasing employment mobility (online, in particular) and the retiring baby-boomer generation. Other significant investments and growth in the tourism and premium food industries, including the development of the Busselton-Margaret River Regional Airport, would also support a continuation of population growth. Growth beyond 2024 would, however, depend on the availability of land supply.

It is noted that the population of Dunsborough-Naturaliste experiences significant annual peaks associated with seasonal residency and high mobility (holiday homes, resident retirees, tourism and agricultural industries) as well as tourist visitation. This presents particular challenges in considering and providing for adequate infrastructure and appropriate goods and services delivery within the DTC.



### 3.2.2 Demographic Profile and Socio-economic Characteristics

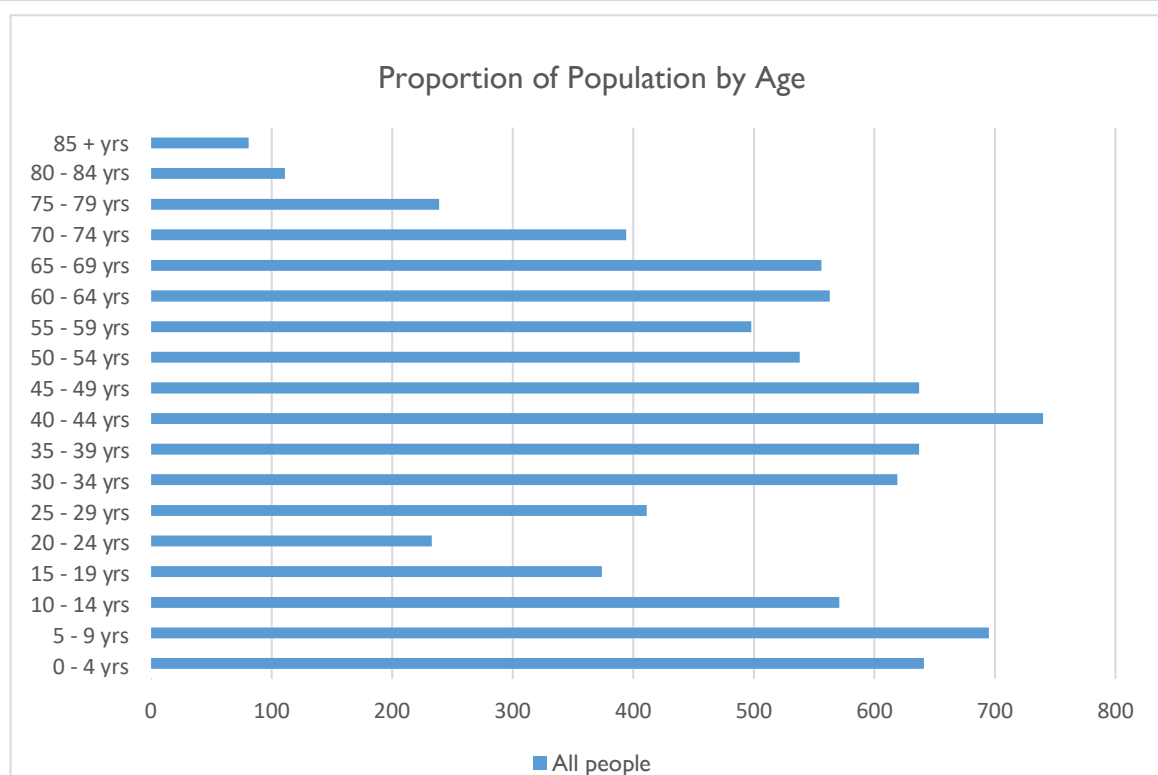
The following demographic profile and socio-economic characteristics (Figure 22) have been sourced from the ABS 2016 Census for the '6281' and '6282' postal areas (POA), which broadly represents the Dunsborough-Naturaliste area.

*Figure 22: Dunsborough-Naturaliste 2016 – Demographic Highlights*

% Male	% Female
<b>50.5</b>	<b>49.5</b>

Aboriginal and/or Torres Strait Islander people	% Total Population
<b>68</b>	<b>0.8</b>

The median age of people in Dunsborough-Naturaliste was 40 years.  
Children aged 0 – 14 years made up 22.3% of the population.  
People aged 65 years and over made up 16.2% of the population.



Occupation (15 years and over)	Duns-Nat	Western Australia
Technicians and Trades Workers	19.7%	16.2%
Professionals	19.3%	20.5%
Managers	15%	12%

Employment (15 years and over)	Duns-Nat	Western Australia
Full-time	49.2%	57%
Part-time	39.3%	30.0%
Unemployed	4.3%	7.8%

Median Weekly Income (Personal) for people aged over 15 years	
Dunsborough-Naturaliste Area	\$787
Western Australia	\$724

Median Weekly Income (Household)	
Dunsborough-Naturaliste Area	\$1,636
Busselton Local Government Area	\$1,301
Western Australia	\$1,595

Travel vs Work from Home (15 years and over)	Duns-Nat	Western Australia
Travel (car, bus, walk)	87.8%	95.7%
Worked from home	12.2%	4.3%

Private Dwellings	Duns-Nat	Western Australia
Occupied	55%	86.7%
Unoccupied	45%	13.3%

Dwelling Structure	Duns-Nat	Western Australia
Separate House	93.2%	79.1%
Semi-Detached, Row House, Townhouse, Flat or Apartment	4.3%	19.8%
Other Dwelling	2.5%	0.7%

Source: ABS Community Profile, 6281 & 6281 POA, 2016.

The largest age group representation is from children under 15 years old, and adults aged 30 – 69 years old. This suggests that families with young children may be returning or migrating to the area where employment and education opportunity exists.

The demographic profile also shows there is an under-representation of teenagers and young adults, suggesting a lack of opportunity or diversity in education and employment options for that demographic.

Notable is the high percentage of people working at home (even prior to circumstances brought about by the Covid-19 pandemic), and there are a number of factors likely to contribute to this. Foremost is the advancement of technology, including access to computers and efficient internet connection. Other key factors include the age of the worker, level of skill, type of occupation, and required commuting distance. For example, older workers are more likely to work exclusively at home, as are people with higher-skilled professional and managerial occupations.

Also notable is the high percentage of unoccupied dwellings, compared to the State overall. Holiday homes contribute to this high percentage, and in the overall District are a long-standing and important part of Western Australians' culture and lifestyle, and an important part of the City's tourist industry and economy. The percentage of unoccupied dwellings varies significantly throughout the Dunsborough catchment area, for example, as at the 2016 Census, 39% of dwellings in Dunsborough were unoccupied, rising to 89% in Eagle Bay.

### 3.2.3 Culture, Values and Identity

The DTC is located in a significant Aboriginal Heritage area, with a number of recognised sites in the immediate vicinity. The entire PSP area is within Registered Aboriginal Site 20764, 'Caves Road Campsite', and there are a number of Other Heritage Places, but those are not formally registered.

*Figure 23: Aboriginal heritage (note: smaller dark green heritage sites are additional to one heritage site that spans much of the Dunsborough Townsite).*



Dugalup Brook is known to be of significance as a mythological site, and other sites within the PSP area are important ceremonial, artefact and/or camping sites. All development proposals must address obligations under the *Aboriginal Heritage Act 1972*, and the management of public lands, including works requiring ground disturbance, should undergo appropriate due diligence investigations.

Based on 2016 ABS census data, 0.8% of people across the DTC catchment area are of Aboriginal descent. There is considered to be a lack of suitable representation and recognition of this Aboriginal heritage within the PSP area, including through objects such as interpretive signage and Aboriginal art.





*Djiljit Mia Community  
Gathering Place, located in  
the Dugalup Brook Reserve.*

Other cultural heritage across the DTC catchment area, based on 2016 ABS census data, is primarily of Australian origin (72% of people were born in Australia). The highest percentages of people born outside Australia were 8% born in England, and 2.5% born in New Zealand.

Other cultural heritage across the DTC catchment area, based on 2016 ABS census data, is primarily of Australian origin (72% of people were born in Australia). The highest percentages of people born outside Australia were 8% born in England, and 2.5% born in New Zealand.

European settlement of the town commenced in the 1830's alongside the emergence of local whaling, fishing and timber industries. The gazettal of Dunsborough as a town site occurred on 29 April 1879. The PSP area does not have any European cultural heritage sites listed on the City's Heritage List, or the State Heritage Register.

There is little architectural consistency in the built form of the DTC, which could define a particular cultural character. However, the Dunsborough Urban Design Assessment (2021) found that there is a strong perception of 'personality' and 'sense of place' associated with the DTC. Some of the key messages conveyed by attendees of an affiliated community workshop included:

- Architecture is not as important as people and places, but it should reflect a 'contemporary seaside vernacular'.
- Dunsborough's low key friendly atmosphere is important and should be maintained.

Further consultation undertaken during the development of the PSP reiterated previous findings that the distinct and unique identity, coastal village character and scale and sense of place are important to the local community.

In some senses, important elements of Dunsborough's character have emerged despite a lack of conscious planning – and in fact may have emerged because of a lack of conscious planning. That has resulted in some unique and unconventional outcomes, and one challenge will be maintaining spaces for those 'organic' type approaches into the future.

There is a strong sense of community in Dunsborough, with local residents engaged and motivated, and expressing a keen interest in the future growth and development of the DTC. The Dunsborough Progress Association (DPA) is a key body, engaging with the City of Busselton and other stakeholders in advocating on behalf of the local community. The DPA also supports a number of annual local events such as the Hannay Lane Street Party, the Dunsborough Arts Festival, and Sculpture by the Bay. These events typically draw a large number of residents and visitors into the DTC.

*Lions Park contributes to the 'personality' and 'sense of place' in the DTC.*



### 3.2.4 Economy

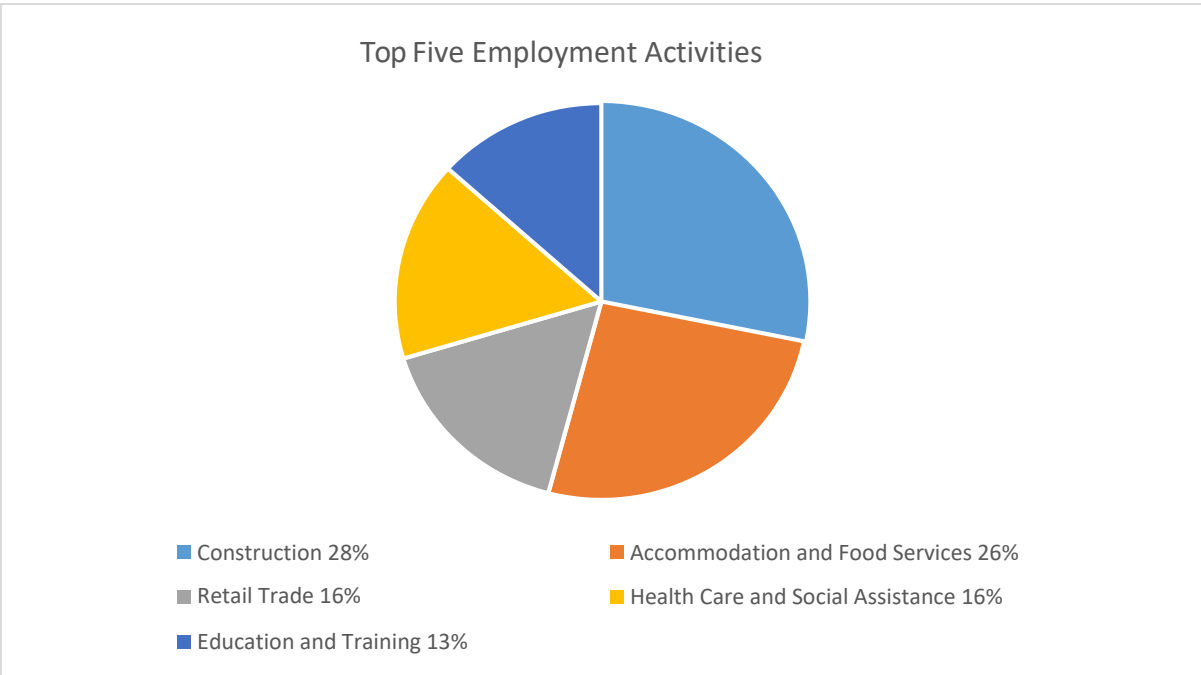
Local employment activity is an indicator of economic diversity across the City of Busselton local government area. Key economic drivers throughout the District include a growing construction industry and thriving commercial and tourism sectors. According to the *South West Region Land Use and Employment Survey 2018* (WAPC, 2018) (SWLUEP), the Residential PLUC (which includes short- term accommodation) accounts for 24% of all land uses and is the most prominent land use within the City of Busselton. This is due to the strength of the tourism industry, which produces a high seasonal demand for accommodation facilities such as holiday resorts and caravan parks.

Consistent with the demographic profile and socio-economic characteristics highlighted above, the following employment data for Dunsborough-Naturaliste (Figure 24) has also been

sourced from the ABS for the '6281' and '6282' POA.

The top five employment activities within the catchment area, based on the 2016 ABS census data, include construction, retail trade, accommodation and food services, health care and social assistance, and education and training. In 2016, professional, scientific and technical services, manufacturing and mining were also active areas of employment. Not all of the residents are employed within the catchment area, with some travelling from elsewhere for work.

Figure 24: Dunsborough-Naturaliste Top Five Employment Activities, 2016



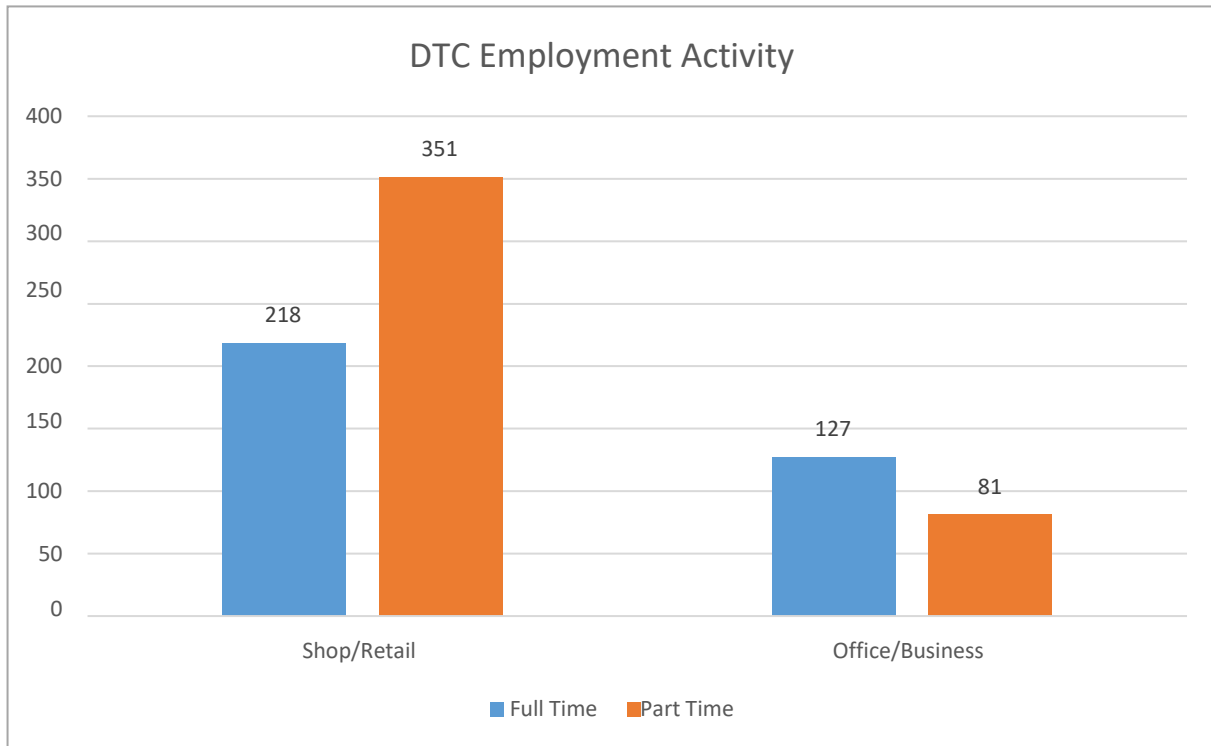
Source: ABS Community Profile, 6281 & 6281 POA, 2016.

Within the PSP area economic activity is primarily driven by provision of goods and services, and this is a key factor contributing to the DTC as a locus of activity. Land uses within the DTC reflect its role as a service provider for tourism, with a large amount of convenience retail (consumer staples and liquor), entertainment retail (cafes, restaurants), entertainment (bars, taverns) and service industry (tourism operators). Secondary land uses within the DTC are typically motivated by the needs of the local community, including office space for a variety of businesses, some comparison retail (e.g. clothing stores), and several health-based providers (medical, physiotherapy, acupuncture etc.). Land uses requiring larger floor space tend to aggregate in Clark Street, more reflective of its previous zoning as Light Industry.

According to the SWLUEP, employment activity categorised by PLUC within the DTC is dominated by Shop/Retail and Office/Business land uses, which provide for 90% of all employment opportunities. Part-time employment in the Shop/Retail industry, which includes restaurants, cafes and similar, is the predominant form of employment. Figure 25 compares employment activity according to land use category.



Figure 25: DTC Employment Activity



Source: *South West Region Land Use and Employment Survey 2018* (WAPC)

The people seeking goods and services in Dunsborough are primarily residents of the catchment area, followed by external visitors. Employees (who are not residents) and businesses/organisations that have a physical presence in the DTC also seek goods and services.

Figure 26 demonstrates that there is currently a strong demand for Shop/Retail, followed by Entertainment and Office/Business PLUCs, although the *Dunsborough [Town] Centre Commercial Growth Analysis* (2018) predicts future commercial floor space demand will primarily be for Shop/Retail, followed by Office/Business PLUCs (ref. Figure 7, pg. 13).

Figure 26: Dunsborough Commercial Expenditure (Mar 2021 – Feb 2022)

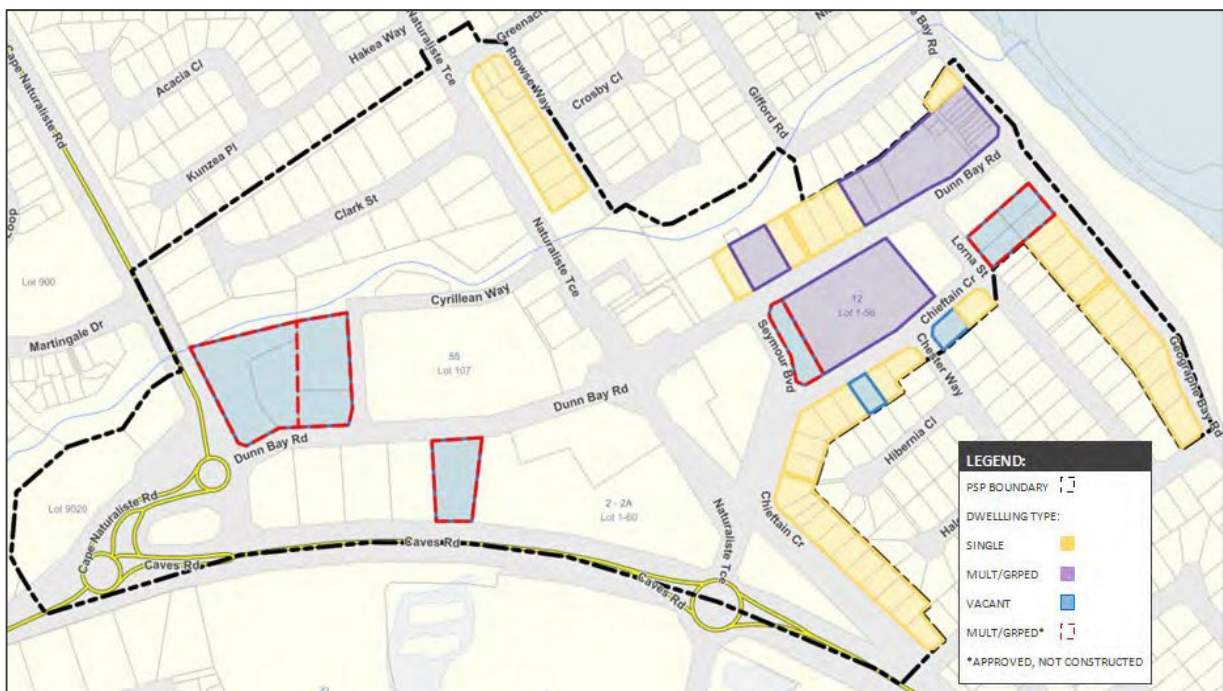
CATEGORY	INTERNAL EXPENDITURE (\$M)	VISITOR EXPENDITURE (\$M)
Grocery stores & supermarkets	45.47	15.83
Dining & entertainment	30.08	37.83
Specialised food retailing	23.75	19.35
Transport (includes fuel supply)	18.08	4.95
Specialised & luxury goods	13.27	6.89
Professional services	11.1	0.33
Department stores & clothing	7.18	12.09
Personal services	4.58	0.11
TOTAL	153.50	97.37

Source: *Internal and External Visitor Spend Distribution* (Spendmapp by Geographia, accessed 01 April 2022).

### 3.2.5 Housing

The PSP area consists of approximately 64% multiple/grouped dwellings and 36% single houses. One further site is developed with a Residential Building (hostel style accommodation). Several sites are vacant and five mixed use developments have been granted development approval. At the time of writing, two building permits have been issued. When constructed, these developments will result in an additional 81 multiple dwellings and 18 tourism accommodation units.

*Figure 27: Existing and approved (not yet constructed/under construction) housing in the PSP area*



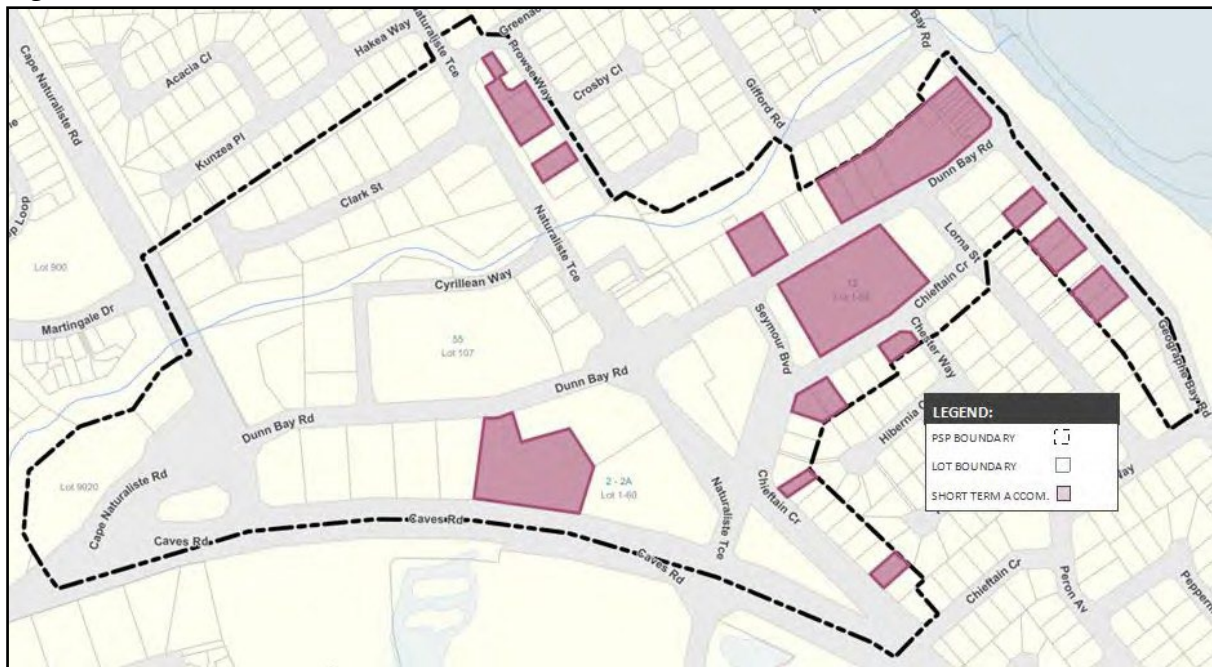
Dwellings can be classified by land use, including permanent residential use or short-term accommodation. Different types of short-term accommodation in the PSP area include 'Holiday Home (Single House) or (Multiple/Grouped Dwelling)', 'Tourist Accommodation' (single occupancy accommodation units) and 'Residential Building' (hostels). Figure 28 shows existing housing that is approved as short-term accommodation, and indicates that a significant portion of housing supply in the PSP area is not necessarily available for the permanent market.

The planning framework promotes a higher number and variety of housing in town and city centres, and immediately adjacent areas. Currently there is a lack of housing density in the PSP area, contributing to fewer people and less activation. The ability to achieve increased housing density and diversity was introduced by Amendment No. 1 to LPS 21, although the timing and extent to which greater housing density may occur in the PSP area is fully dependent on landowners and developers.

Changes introduced through Amendment No. 1 were intended to support housing development and choice, achieved through additional building height – four storeys in R80

coded areas, and four to five storeys (in 2017) in R-AC3 coded areas. Through the introduction of Volume 2 of the R-Codes, an unintended consequence of the R-AC3 coding has been the potential to develop six storey buildings.

*Figure 28: Short-term accommodation in the PSP area*



Since 2019 concern has been raised by the community on numerous occasions about these height controls, including:

- In 2019, five storey mixed use development comprising 18 commercial tenancies and 14 residential apartments at the corner of Seymour Boulevard and Dunn Bay Road (R-AC3) received 129 public submissions, including 103 objections. 63 objections raised specific concern about building height.
- In 2021, at the same site a six storey mixed use development proposal comprising one commercial tenancy and 25 residential apartments received 616 submissions, including 602 objections. More than 240 objections raised specific concern about building height.
- A four storey mixed use development comprising one commercial tenancy and 28 residential apartments at the corner of Dunn Bay Road and Geographe Bay Road (R80) received 121 public submissions, including 105 objections. 35 objections raised specific concern about building height.
- A six storey mixed use development comprising seven commercial tenancies, 13 office tenancies and 42 residential apartments at the corner of Dunn Bay Road and Cyrilleen Way (R-AC3) received 783 submissions, including approximately 755 objections. More than 200 objections raised specific concern about building height.
- A petition to Council from the Dunsborough Progress Association with 747 signatories, requesting an amendment to LPS 21 to change the density coding of 23 lots on Geographe Bay Road from R80 to R60 (three storey height limit). Council responded to this petition



by initiating Amendment No. 50 to LPS 21.

- Amendment No. 50 to change the density coding of 23 lots on Geographe Bay Road from R80 to R60 received 96 public submissions, including 95 in support. Many submissions raised specific support for a maximum three storey height limit.

These concerns are consistent with building height concerns raised during broad community engagement in 2018 and similar objections submitted during the advertising of Amendment No. 1 (2016). Discussion from the community is often centred on a desire to retain the 'beachside aesthetic' and 'low-rise, village feel' of Dunsborough.

These concerns are considered in the context of an activity centre hierarchy in the District and region, population and visitor growth, land use and economic demand, urban structure, built form, placemaking and activation.

Current development of the PSP area is, on the whole, low-rise and low in density. For the DTC to retain its place as the 'social and economic heart' of the Dunsborough-Naturaliste area, with its growing population and visitor economy, consolidation and increased density in development is necessary. In addition, to create an active walkable centre there needs to be a shift from very low-rise, often car-oriented development, toward somewhat denser, more pedestrian-oriented development.

Whilst most residential development will occur outside of the DTC, including (in time) apartment development, the DTC and nearby areas will need to accommodate some apartment development, usually as part of mixed use development, to help provide Dunsborough residents with housing choice. Through sufficient land supply, the large majority of new housing development in the area, though, will continue to be in the form of single houses on individual lots.

The PSP provides an opportunity to take a more refined approach to reduce the currently permissible density, while still planning for medium density and relatively low-rise building design in the DTC and in adjacent walkable catchment areas, in a manner that strategically provides for growth and listens and responds to community concern.

### **3.3. Governance context**

The following section provides an overview of the relevant planning framework and local government policies as they relate to the PSP area. The PSP should be read and understood as part of the broader governance framework which includes relevant State planning policies, the local planning strategy and scheme, local planning policies and, when completed, structure planning for future urban development south east of the existing Dunsborough townsite.

#### **3.3.1 Regional Framework**

The following regional and sub-regional strategies have particular relevance to the PSP area.

### *South West Regional Planning & Infrastructure Framework (WAPC, 2015) (SWRPIF)*

The SWRPIF provides the regional strategic context to planning for the sub-region and outlines the WAPC position in terms of population growth, community infrastructure and major infrastructure requirements for the region over a 20 year timeframe.

The PSP aligns with the SWRPIF by seeking to concentrate retail, employment, recreational and other activities in and around the existing activity centre; and by encouraging a mixed use development precinct within the DTC to include a desirable mix of medium-density housing, commercial, retail, tourism, community service and related land uses.

### *Leeuwin-Naturaliste Sub-regional Strategy (WAPC, 2019) (LNSRS)*

The LNSRS is a strategic plan to manage change in the sub-region by guiding growth and development to achieve positive social, economic and environmental objectives.

The LNSRS identifies Dunsborough as the only 'Major Town' in the sub-region settlement hierarchy, servicing a larger population catchment and offering a greater number of services relative to the lower tier settlements of 'Town' and 'Village'. The strategy aims to encourage development in larger settlements in a manner that will support and enhance existing facilities, services and infrastructure, and facilitate the planned and timely provision/expansion of same. The PSP seeks to reinforce Dunsborough as a vibrant and attractive activity centre, guiding and facilitating desirable mixed use development in a manner that best utilises infrastructure and services and retains character and amenity, and the environmental values of the public realm.

The PSP accords with the LNSRS by serving to complement and inform higher level strategic planning for the Dunsborough townsite and environs as a whole. The PSP addresses key issues identified in the LNSRS within the DTC such as vehicle access, movement networks and car parking.

### *3.3.2 State Planning Policies*

The following State Planning Policies are relevant to the PSP area.

#### *State Planning Policy 6.1: Leeuwin-Naturaliste Ridge Policy (1998, amended 2003) (SPP 6.1)*

SPP 6.1 sets out principles and considerations for orderly and proper land use and development decision-making on the Leeuwin-Naturaliste Ridge. It provides a strategic and statutory planning framework for Cape Naturaliste to Cape Leeuwin including land west of Bussell Highway, and the settlements on Bussell Highway.

The more recent LNSRS has to an extent superseded certain strategic considerations of SPP 6.1, although Dunsborough is identified as a 'Principal Centre' in subject settlement hierarchy that will, together with Margaret River and Augusta, cater for the majority of residential, large-scale commercial and other urban development within the policy area. To that end, the PSP remains consistent with the overarching strategies and principles of SPP6.1.

*Statement of Planning Policy No. 2: Environment and Natural Resources Policy (2003) (SPP 2.0)*

SPP 2.0 aims 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.

The PSP responds to SPP 2.0 by identifying requirements to protect significant environmental, indigenous and cultural features within the PSP area.

*State Planning Policy 3.0: Urban Growth and Settlement (2006) (SPP 3.0)*

SPP 3.0 sets out the underlying principles and considerations applying to the orderly and proper planning of urban growth in settlements across Western Australia.

The PSP responds to SPP 3.0 by supporting medium density residential development in and around the DTC; by consolidating retail, employment, recreational and other activities attracting large numbers of people in the recognised and established activity centre; and by enabling mixed use development providing for a wide range of living, employment and leisure opportunities over time.

The preparation of the PSP further responds to SPP 3.0 by actively engaging with the local community and other relevant stakeholders, with the aim of guiding desirable and optimum urban design and development to create and enhance community identity, sense of place, walkability, liveability and social interaction.

*State Planning Policy 3.7: Planning in Bushfire Prone Areas (2015) (SPP 3.7)*

SPP 3.7 and associated Guidelines guide the implementation of effective risk-based land use planning and development to preserve life and reduce the potential impacts of bushfire on property and infrastructure. It applies to all land which has been designated by OBRM as 'bushfire prone'.

In relation to strategic planning proposals located in a bushfire prone area, SPP 3.7 requires that a Bushfire Hazard Level assessment must be undertaken, with specific issues to be addressed in the form of a Bushfire Management Plan.

*Draft State Planning Policy 4.2: Activity Centres (2020) (SPP 4.2)*

The intent of SPP 4.2 is to ensure planning and development adequately considers the distribution, function and broad land use considerations for activity centres. SPP 4.2 applies more particularly to the Perth, Peel and Greater Bunbury Region Scheme areas, but its guiding



principles may also be appropriately applied outside those areas.

The City of Busselton Local Planning Strategy (LPS) identifies a hierarchy of activity centres, and the DTC aligns with the draft SPP 4.2 category of a 'District Centre'. The PSP further meets the objectives of SPP 4.2 by addressing matters such as development intensity and land use mix, density and diversity of housing, access and movement networks, and due consideration of environmental, social and economic values.

#### *State Planning Policy 5.4: Road and Rail Noise (2019) (SPP 5.4)*

SPP 5.4 seeks to address the impact of transport noise on the amenity and quality of life for residents through objectives and implementation strategies which seek to ensure that land use and transport planning are compatible. SPP 5.4 establishes a standardised set of criteria to be used in the assessment of proposals affected by transport noise.

The PSP area is located adjacent to Caves Road, which is identified as an 'Other significant freight/traffic route'. The PSP responds to SPP 5.4 by specifying land use subdivision and development requirements for proposals within 200m of Caves Road.

#### *State Planning Policy 7.0: Design of the Built Environment (2019) (SPP 7.0)*

SPP 7.0 addresses built form and design quality and seeks to deliver broad economic, environmental, social, and cultural benefits that derive from good design outcomes.

The Policy defines 'good design' and outlines design principles to inform the design, review and decision-making processes for all built environment proposals. These principles address a broad range of factors such as context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community, and aesthetics. All are especially important in a recognised activity centre.

#### *State Planning Policy 7.2: Precinct Design (2020) (SPP 7.2)*

SPP 7.2 provides guidance on the design, planning, assessment and implementation of precinct structure plans, and applies to activity centres and precincts, as identified in SPP 4.2, throughout Western Australia.

SPP 7.2 has been drafted in the context of the design principles of SPP 7.0, assisting with the guidance and evaluation of orderly and proper planning and development and how that best contributes to the overall objectives of the design of the built environment.

The PSP responds to SPP 7.2 by addressing land use, density and development (including built form), access arrangements, infrastructure, environmental assets and community facilities in order to inform consideration and assessment of future subdivision and development proposals.

#### *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments (2019) (SPP 7.3 Vol. 2)*

SPP 7.3 Vol. 2 provides comprehensive planning and design standards for the development of

apartments (multiple dwellings) in residential areas coded R40 and above, including dwelling components of mixed use development in activity centres. SPP 7.3 guides and assists strategic planning and the preparation of local government controls, design guidelines and the assessments.

The local government may vary or augment design elements of SPP 7.3, provided these remain consistent with the various design element objectives. One such mechanism is the preparation of an activity centre plan (including a Precinct Structure Plan).

### 3.3.3 Local Planning Framework

The following local planning framework is relevant to the PSP area.

#### *Local Planning Strategy (2019) (LPS)*

The LPS sets out the longer-term planning direction for the District, and provides strategic rationale for appropriately applied decisions relating to orderly and proper planning and development.

The objectives and strategies highlighted below provide for the preparation of the PSP, and have been considered in the contextual analysis and implementation requirements of the PSP.

Theme 1: Settlement and Community	
Objective 7.1 a)	The continued growth as the principal settlement in the District of the Busselton- Vasse Urban Area as a regional centre and the Dunsborough Urban Area as a major town through: the redevelopment and consolidation of the existing urban areas...
Strategy 7.2 f)	Support and pro-actively plan for urban consolidation and redevelopment (including through increases in permissible residential density) in existing urban areas, especially in areas close to the... Dunsborough Town Centre.... Support other proposals for redevelopment/ consolidation (including through increases in permissible residential density) in existing urban areas, or for increases in planned development density in urban growth areas, especially those in close proximity to activity centres or high amenity areas, such as in coastal locations, adjacent to open space, or which are close to significant community facilities.
Strategy 7.2 h)	Generally, but especially in urban growth areas, plan for housing choice, diversity, health, wellbeing and ageing in place, with a mix of housing types and lot sizes, with higher densities in proximity to activity centres...
Theme 2: Activity Centres and Economy	
Objective 8.1 d)	The continued growth of the Busselton City Centre and Dunsborough Town Centre as the main centres of the economic, social and cultural life of the district.

Strategy 8.2 a)	Support and proactively plan for employment growth and economic development to support a growing population within established activity centre... frameworks, and through: ensuring sufficient land is identified at a strategic level; working pro-actively to ensure land is available for development when required; and identifying and pro-actively planning for emerging opportunities for employment growth and economic development.
Strategy 8.2 c)	Support and pro-actively plan for activity centre development as set out in the established activity centre framework, with activity centres... to be developed as centres of the social and cultural life of their communities and not just as shopping centres. This strategy will be achieved, in part, by: <ul style="list-style-type: none"> <li>• All... significant expansions of existing activity centres shall be accompanied by an 'Activity Centre Plan' [now called a Precinct Structure Plan] and 'Retail Sustainability Assessment' and be developed along predominantly 'main street' lines, with activated public streets and high levels of pedestrian amenity, and with a mix of public spaces (parks and piazzas), shop, office, café/restaurant/bar/entertainment, tourism and community uses.</li> <li>• Opportunities for delivery of medium or high density housing and tourist accommodation within and around all activity centres shall be pro-actively planned for.</li> <li>• Progress preparation of an Activity Centre Plan for... Dunsborough to provide future planning direction for these activity centres.</li> </ul>
Strategy 8.2 d)	Significant office development should be located within or adjacent to the... Dunsborough Town Centre...

The LPS supersedes previously endorsed sector-based strategies in the City of Busselton, including the Local Commercial Planning Strategy (2011) and the Local Cultural Planning Strategy (2011).

### *Local Planning Scheme No. 21 (LPS 21)*

LPS 21 sets out the aims for the Scheme area and controls, regulates and guides orderly and proper land use and development. A local planning scheme is to be read in conjunction with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Provisions that are applicable to the PSP are set out in the table below.

PROVISION	APPLICATION
LPS 21 Scheme Map	Zoning in the PSP area.
Clause 3.2 Zone Objectives	District Centre: <ul style="list-style-type: none"> <li>• To provide a genuine centre of community life, socially, culturally and economically.</li> <li>• To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.</li> </ul>



PROVISION	APPLICATION
	<ul style="list-style-type: none"> <li>To ensure that development provides for activation of the street and public spaces, high quality design and a variety of land uses.</li> <li>To provide for medium to high density residential development.</li> </ul>
Table 1	Permissibility of land uses within the defined zones.
Part 4 General Development Requirements	4.2 and 4.3 - Residential Design Codes and Special Application of Residential Design Codes (respectively) for application of the R-Codes.
	4.8 Height of Buildings.
	4.21 Consolidation and Fragmentation of Land in the Regional Centre and District Centre Zone - for the consolidation of land for integrated development and redevelopment.
	4.22 Development in the Regional Centre and District Centre Zones - Primary Controls and Building Height Areas.
	4.23 and 4.24 respectively provide for Service Access and Service Courts in the Regional Centre and District Centre Zones.
	4.25 and 4.26 respectively provide for Parking and Cash-in-Lieu of Parking in the Regional Centre and District Centre Zones, whereby if parking cannot be provided at the specified rate, then a cash-in-lieu contribution may be required.
Part 5 Special Control Areas	5.12 Development Contribution Areas – provides for a development contribution plan to be required for the pre-determined DCA, and various provisions relating to contributions arising.
	5.13 Drive-Through Facility Control Area – not permitted unless discretion has been exercised.
	5.15 Building Height Area - Dunsborough Town Centre - Building Heights to be in accordance with Table 2 - R-AC0 Primary Controls (Dunsborough Town Centre) within Clause 4.22.2.
Schedule 2 Additional Uses	A74 (Residential zone) – ‘Guesthouse’, ‘Medical Centre’, ‘Office’, ‘Consulting Rooms’, ‘Restaurant/Café’, ‘Shop’ and ‘Tourist Accommodation’.
	A83 (Centre zone) – ‘Service Station’ and ‘Motor Vehicle Wash’.
	A86 - ‘Consulting Rooms’, ‘Guesthouse’, ‘Medical Centre’, ‘Office’, ‘Restaurant/Café’, ‘Shop’ and ‘Tourist Accommodation’.
Schedule 10 Development Contribution Area	Sets out the operational detail for DCA 1 (which is inclusive of the PSP area) including: infrastructure and administrative items to be funded; method for calculating cost contributions (applies to new dwellings); and the period of operation.

### *Dunsborough Town Centre Conceptual Plan (2014) (DTCCP)*

The DTCCP includes planning initiatives to rezone land within the PSP area to promote and

accommodate increased density for residential and mixed use purposes, activation and connectivity to the foreshore area. These initiatives were largely implemented through Amendment 1 to LPS 21 (gazetted 4 August 2017).

*Local Planning Policy No. 1.1: Lots Adjoining Public Open Space (other than coastal reserves) (LPP 1.1)*

The purpose of LPP 1.1 is to ensure that residential lots abutting public open space are designed to provide passive surveillance, social interaction, and increased safety and security for those using public spaces and those residing in adjoining properties.

The PSP responds to LPP 1.1 by recommending subdivision and development requirements that are consistent with the provision of the policy, *Liveable Neighbourhoods* (WAPC, 2009) and Volume 2 of SPP 7.3.

*Local Planning Policy 2.1: Car Parking (LPP 2.01)*

LPP 2.1 provides guidance on reasonable access and circulation, along with vehicle management and pedestrian safety. The general provisions of the LPP were reviewed in conjunction with the provisions of SPP 7.2 when considering appropriate planning and development requirements in the PSP.

*Local Planning Policy 3.8: Busselton Town Centre Guidelines (LPP 3.8)*

While not directly relevant to the PSP, LPP 3.8 provides guidance on primary elements of built form, development interface and interaction, access, traffic and movement, safety and security, environment and microclimate, and advertising. These elements were reviewed in conjunction with the provisions of SPP 7.3 (Vol. 2) and other relevant planning documents when drafting recommendations in the PSP.

*3.3.4 Local Government Economic and Community Development*

The City of Busselton's Integrated Planning Framework integrates corporate strategy and governance with the needs and aspirations of the community to assist with the determination of future planning and development. This suite of documents includes the Strategic Community Plan, Corporate Business Plan, Long Term Financial Plan and Annual Budget.

*Strategic Community Plan 2021 – 2031 (SCP)*

The SCP is a significant informing document that guides Council's decision making on matters affecting the community. It sets out key goal areas that are important to the community and provides a collective vision for the aspirations, objectives and strategies in achieving those goals.

Four key themes in the SCP underpin key considerations and desired outcomes recommended in the PSP. The key themes are:

1. Environment: an environment that is valued, conserved and able to be enjoyed by current and future generations.
2. Lifestyle: a place that is relaxed, safe and friendly, with services and facilities that support healthy lifestyles and wellbeing.
3. Opportunity: a vibrant City with diverse opportunities and a prosperous economy.
4. Leadership: a Council that connect with the community and is accountable in its decision making.

### *Corporate Business Plan 2020 – 2024 (CBP)*

The CBP is a high level schedule of organisational projects, priority actions, services, and performance measurements designed to deliver outcomes the Council has responsibility for over a four year period. Corporate actions are listed as either ‘Operational’, which form part of the core activities and services provided by the City, or ‘Capital’, which are linked to the City’s capital works plan.

The CBP directs City services to appropriate key theme areas identified in the SCP. The City will be responsible for a mix of Operational and Capital actions identified in the PSP, with their implementation being reflected in the corporate actions listed in the CBP.

### *Draft Economic Development Strategy 2022 – 2027 (EDS)*

The draft EDS provides vision, direction and a roadmap to simplify decision making, drive alignment and communicate the City’s economic development priorities. It harnesses the potential of the City, and positions it into the future while providing a framework outlining goals and objectives over the next five year period.

Relevant to the PSP, key strategies identified in the draft EDS include activation of public spaces, sustainable growth of night time economy in the District’s urban centres, and support for business to mitigate economic leakage.

## **4. Stakeholder and community participation**

The City undertook broad, community-wide engagement as part of the PSP preparation process with the aim of better understanding the aspirations and matters of importance affecting residents and other relevant stakeholders. Further targeted engagement was carried out as part of the urban design assessment (UDA) and, on other occasions, when meeting with specific stakeholder representatives.

### **4.1. Stakeholders**

Key stakeholders include State government authorities, Council, business and public interest representatives, and members of the local/surrounding resident community. Figure 29 provides a list of participant stakeholder groups and summary of engagement methodology during development of the PSP.



Figure 29: Stakeholders and Communication

Stakeholder	Key Involvement	Communication Method	Frequency
Dunsborough Yallingup Chamber of Commerce and Industry (DYCCI)	Representative body	<ul style="list-style-type: none"> <li>• Executive meeting</li> <li>• Presentation to membership</li> <li>• Invitation to UDA workshop</li> <li>• Ongoing liaison</li> </ul>	Commencement & ongoing
Dunsborough Progress Association (and sub- groups) (DPA)	Representative body & action group	<ul style="list-style-type: none"> <li>• Committee meeting</li> <li>• Presentation to membership</li> <li>• Invitation to UDA workshop</li> <li>• Ongoing liaison</li> </ul>	Commencement & ongoing
Dunsborough Reference Group (newly formed)	Representative body	<ul style="list-style-type: none"> <li>• Presentation to membership</li> <li>• Ongoing liaison</li> </ul>	Ongoing
Undalup Association	Representative body	<ul style="list-style-type: none"> <li>• Invitation to UDA workshop</li> </ul>	Public consult stages
Business owners	Traders	<ul style="list-style-type: none"> <li>• Direct letters</li> <li>• Broad community engagement</li> </ul>	Public consult stages
Property owners	Land owner and developers	<ul style="list-style-type: none"> <li>• Direct letters</li> <li>• Broad community engagement</li> </ul>	Public consult stages
Visitor & tourists	Periodic consumers	<ul style="list-style-type: none"> <li>• Broad community engagement</li> </ul>	Public consult stages
Local residents	Daily consumers	<ul style="list-style-type: none"> <li>• Broad community engagement</li> </ul>	Public consult stages
Councillors	Community representatives	<ul style="list-style-type: none"> <li>• Briefing at relevant project stages</li> <li>• Broad community engagement</li> <li>• Invitation to UDA workshop</li> </ul>	Commencement & ongoing
Architects, building designers & builders	Implement built environment standards	<ul style="list-style-type: none"> <li>• Broad community engagement</li> <li>• Invitation to UDA workshop</li> </ul>	Public consult stages

Stakeholder	Key Involvement	Communication Method	Frequency
Margaret River Tourism Association	Representative body	<ul style="list-style-type: none"> <li>• Invitation to UDA workshop</li> </ul>	Public consult stages
Department of Planning, Lands and Heritage	State government agency	<ul style="list-style-type: none"> <li>• Direct community</li> <li>• Invitation to UDA</li> </ul>	Commencement & ongoing
Main Roads WA	State government agency	<ul style="list-style-type: none"> <li>• Direct communication</li> </ul>	Ongoing
Various other state government agencies	State government agency	<ul style="list-style-type: none"> <li>• Direct communication</li> </ul>	Public consult stages

#### 4.2. Engagement strategy

A program of early engagement was designed to reach the local community and key representative groups.

During early engagement a diverse range of surveys, discussion posts and other constructive means of outreach were used to provide a range of ways that interested parties could express views and opinions. Each of these had a different number of responses, collectively meeting the City's intention to gain a qualitative understanding of the elements and themes considered important.



Early engagement was marketed as *Re: Dunsborough*, and advertised regularly in the local newspaper and on the City's community information and social media pages. It was carried out in two stages:

1. An online discussion forum, open for community comment between 26 March 2018 and 18 June 2018. Figure 30 (pg. 44) provides a summary of visitation and participation.

This was an open forum for participants to put forward their concerns and ideas on the future growth and development of the DTC, with participants able to vote in favour of or against suggestions made. Participants were also asked to place comments on a map of the DTC that sought to either 'keep', 'change' or 'add' to 'elements of place'. This feedback

further informed the scope and interests of the PSP by highlighting areas of interest and matters of significance to the local community.

*Figure 30: Online discussion forum summary*



2. An interactive pop-up consultation hub was set up in a vacant business premises in Hannay Lane between Wednesday 7 and Sunday 11 November, 2018. Opening hours varied between 8.00am to 8.00pm, including the evening of the popular annual 'Hannay Lane Street Party'. The pop-up office was attended by over 130 people.

A range of interactive engagement instruments were offered by the City, such as an opportunity to draft direction statements, SWOT comments, aerials for post-it note commentary, a 'big ideas' page, and surveys.

The workshop purpose was to discuss feedback from the Your Say forum earlier in the year; to provide a structured but open opportunity for issues and ideas on 'future Dunsborough'; and to inform the community about future co-ordinated planning for the DTC through an 'Activity Centre Plan' (now a PSP).

A wide range of ideas and opinions were expressed through these two engagement forums. In addition, a targeted stakeholder workshop occurred in October 2020 as part of the Dunsborough UDA, with approximately 25 people attending. One of the aims of this workshop was to identify draft urban design principles and rationales from initial findings of the UDA, and how these aligned with ideas and concerns expressed by the community.

Other stakeholder discussion and participation workshops have been carried out with both small, informal gatherings and larger, more structured events. This engagement has provided valuable input into the preparation of the PSP, and some common values and aspirations have emerged. The following points summarise the general, evident points of consensus (Figure 31).



Figure 31: Summary of community consensus

<ul style="list-style-type: none"> <li>• The local community is engaged and motivated, and has a strong interest in the future of the DTC.</li> </ul>
<ul style="list-style-type: none"> <li>• Recent streetscape improvement works have greatly improved the DTC.</li> </ul>
<ul style="list-style-type: none"> <li>• The green, treed and landscaped areas of the DTC are highly valued.</li> </ul>
<ul style="list-style-type: none"> <li>• The ability to access the beachfront is an advantage – more attractions at the foreshore and a greater connection between the DTC and foreshore is desired.</li> </ul>
<ul style="list-style-type: none"> <li>• The predominance of small, boutique and unique local businesses is highly valued.</li> </ul>
<ul style="list-style-type: none"> <li>• Petrol stations are viewed as an incompatible land use within the DTC.</li> </ul>
<ul style="list-style-type: none"> <li>• More facilities and attractions for children and youth are desired.</li> </ul>
<ul style="list-style-type: none"> <li>• Improved pedestrian accessibility is regarded as a very high priority, both within and along key routes into the DTC.</li> </ul>
<ul style="list-style-type: none"> <li>• Improved cycling accessibility to and within the DTC is desired.</li> </ul>
<ul style="list-style-type: none"> <li>• The delivery of additional car parking is regarded as a very high priority, generally at the periphery of the DTC and developed in an aesthetically sensitive manner.</li> </ul>
<ul style="list-style-type: none"> <li>• Road traffic congestion is an issue of concern during peak seasons.</li> </ul>
<ul style="list-style-type: none"> <li>• Parking and servicing for long vehicles (caravans, trailers, boats, etc.) is desired.</li> </ul>
<ul style="list-style-type: none"> <li>• Hannay Lane is an area of interest for future streetscape improvement (private and public works).</li> </ul>
<ul style="list-style-type: none"> <li>• The DTC could benefit from improved entry statements and maintenance of aesthetic qualities (including through acknowledgement of Traditional Owners, control of commercial signage, beautification of the Telephone Exchange site and Naturaliste Forum shopping centre).</li> </ul>
<ul style="list-style-type: none"> <li>• Future building design should generally reflect the existing low-rise ‘village’ feel and human scale, and beachside aesthetic.</li> </ul>

A variety of new facilities, services and initiatives were suggested, with the most noted item being a swimming pool facility. The provision of such community infrastructure is considered and determined as part of broader planning for recreational facilities across the district (e.g. the *Sport and Recreation Facilities Strategy 2020 – 2030*) and is outside of the scope of the PSP.

Some concern on the broader rate and scale of growth and development of Dunsborough was noted and recorded. The PSP will focus on retaining the character and liveability of the DTC, with population growth and urban development for the whole Dunsborough townscape the subject of higher level planning by the City and WAPC. Various issues of contention and concern were also recorded (Figure 32).

Figure 32: Main Issues of contention and concern.

- The convenience of parking at a shopfront, particularly seasonally, versus improvements to landscaping and opportunities for alfresco dining.
- The impact and location of markets in the DTC.
- The architecture and aesthetics of building design, which does not have any uniform design style.
- Dated, unattractive buildings and shopfronts that don't always appear to be suited to their current purpose.

Feedback and outcomes from the two early engagement forums, plus targeted stakeholder workshops, have informed the development of a vision and supporting principles for the PSP.

## 5. Vision

The overall vision for the DTC underpins the objectives of the PSP. The development of the vision has been a lengthy consultative process, to ensure that the City, community and other stakeholders have a common understanding of the relevant aims and objectives of the PSP.

This vision is:

*The Dunsborough Town Centre will be developed as a vibrant, functional and attractive centre of the local area, providing a high level of services and experiences for both residents and visitors while retaining its unique 'coastal' village atmosphere.*

*In 2032, the Dunsborough Town Centre will be recognised as the premier seaside town in the South West Region that reflects an aesthetic that blends the beach and bush within an attractive human scaled village setting.*

To effectively implement the vision developed in the PSP, the following direction statements have been prepared and are recommended:

DIRECTION STATEMENTS
• <i>Pedestrian accessibility will be afforded high priority.</i>
• <i>Connections between the Town Centre and Foreshore, and between the Town Centre and Dunsborough Lakes, will be improved.</i>
• <i>Delivery of additional car parking spaces, generally at the periphery of the town centre.</i>
• <i>Additional public spaces and alfresco dining areas will be developed</i>
• <i>Additional street trees and landscaping will be provided and the management of environmental assets, including Dugalup Brook, improved.</i>
• <i>Building height is to be controlled to maintain the character and coastal village atmosphere.</i>
• <i>Additional community events, markets and place-making will be supported.</i>

## 6. Precinct Design Elements

The design considerations and actions specified below have been drafted through consideration of the site and context analysis. They recommend appropriate design responses to contribute strongly to the overall social, economic and environmental wellbeing of the community.

The design responses aim to enable the successful integration of medium density development into the PSP area by balancing the needs and expectations of the existing community with that of a growing and changing population; enabling the delivery of places that are accessible and welcoming to all; and creating a diverse range of opportunities for living and working.

Implementation of the design responses will occur through an amendment to LPS 21, or as outlined in Part 1 through various requirements which address staging, subdivision and development, LDP sites and site-specific additional information.

A short summary of each Output Plan (where considered necessary to implement the recommendations of each design element) is also provided.

Precinct Design Elements:



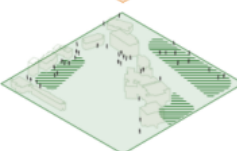
### URBAN ECOLOGY

*Deliver significant place, community and environmental benefits contributing to the development of a good quality, sustainable urban environment.*



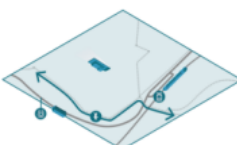
### URBAN STRUCTURE

*Consideration to the physical, cultural and economic context to integrate with the surrounding urban fabric and landscape of the area.*



### PUBLIC REALM

*Providing a range of well-connected, functional and enriching places to provide spaces for relaxation, recreation, contemplation and connection to nature.*



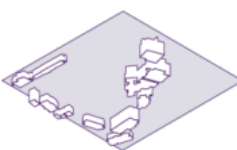
### MOVEMENT

*Responding to the identified movement and place function of the precinct, providing for a range of transport modes.*



### LAND USE

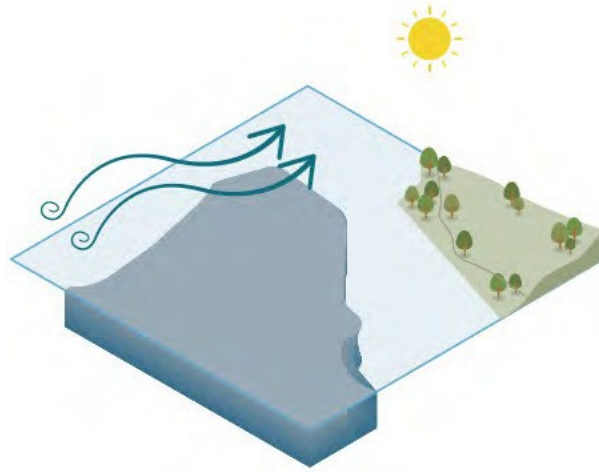
*Reflect the role of the precinct in its broader context: land use type, proportion, mix and location, by responding to community needs and the current and intended future activities and functions.*



### BUILT FORM

*Support a precinct that is functional and appropriate in character, intensity, bulk and scale; provide choice and affordability in housing; support the critical mass of residents, workers and visitors required to sustain thriving local businesses and service delivery.*





## 6.1 URBAN ECOLOGY

*Deliver significant place, community and environmental benefits contributing to the development of a good quality, sustainable urban environment.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Urban Ecology Objective 1.1: to protect, enhance and respond to the ecological systems of the precinct.		
UE 1.1.1	<p><i>Identify and respond to the topography and landscape of the precinct and its surrounding area.</i></p> <p>Unique landscape features include Dugalup Brook and Geographe Bay. Opportunities exist to:</p> <ul style="list-style-type: none"> <li>• Improve the environmental value through Water Sensitive Urban Design (WSUD) principles.</li> <li>• Integrate the cultural value of Dugalup Brook.</li> <li>• Frame view corridors through built form considerations.</li> </ul>	<ol style="list-style-type: none"> <li>1. Prioritise, protect and improve Dugalup Brook: <ol style="list-style-type: none"> <li>a. Protect and enhance environmental value (UE 1.3.1).</li> <li>b. Aboriginal interpretive signage and art trail (PR 3.2.2).</li> <li>c. Mitigate surface pollutant impact (UE 1.1.3, PR 3.3.1).</li> <li>d. Built form: <ol style="list-style-type: none"> <li>i. Increased setback requirement on the Brook interface (PR 3.3.1).</li> <li>ii. No car parking or services on Brook interface (PR 3.3.1).</li> <li>iii. Incorporate WSUD principles (PR 3.3.3).</li> </ol> </li> <li>e. Dual use path connection (M 4.1.3).</li> </ol> </li> <li>2. Initiate an amendment to LPS 21 to revise residential density codings within the PSP area (LU 5.3.2).</li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
UE 1.1.2	<p><i>Identify opportunities to develop and/or enhance the extent, connectivity and quality of the green network.</i></p> <p>Existing, established green network along Naturaliste Terrace, between Caves Road and Cyrille Way.</p> <p>Opportunities exist to:</p> <ul style="list-style-type: none"> <li>Extend and enhance this green network.</li> <li>Establish a green network where none or little currently exists, through removal of some street car parking bays and the planting of street trees.</li> </ul> <p>Overhead power lines can hinder the ability to plant street trees. An opportunity exists to progressively sink power lines in relevant streetscapes.</p>	<ol style="list-style-type: none"> <li>1. Improve the quality and connectivity of the natural environment, in particular Dugalup Brook and the coastal foreshore reserve, by extending and enhancing the existing green network: <ol style="list-style-type: none"> <li>a. Lions Park to Dugalup Brook (Naturaliste Terrace) as part of near-term streetscape upgrades.</li> <li>b. Lions Park to the coastal foreshore reserve (Dunn Bay Road) to promote a 'corso' (social promenade) connection.</li> <li>c. Additional setback and landscaping requirement (Naturaliste Terrace) to promote a 'green funnel' from Caves Road into the DTC (BF 6.2.2).</li> </ol> </li> <li>2. Establish new urban habitat corridors and allow the community to be connected to the natural environment by establishing green linkages: <ol style="list-style-type: none"> <li>a. Dunn Bay Road, between the intersections of Cape Naturaliste Road and Naturaliste Terrace.</li> <li>b. North side of Caves Road adjacent to the PSP area.</li> </ol> </li> <li>3. Create the ability to plant street trees without power line hindrance in various road reserve sections of the PSP area: <ol style="list-style-type: none"> <li>a. Relocate power transmission lines from overhead to underground.</li> <li>b. Staging dependent on future streetscape upgrades.</li> </ol> </li> </ol>
UE 1.1.3	<p><i>Consider the total water cycle and how any proposed management responds to the hydrological system, the site and its development context.</i></p> <p>In the context of the public realm:</p> <ul style="list-style-type: none"> <li>Ageing drainage infrastructure.</li> <li>Water outflow and surface pollutant impact on Dugalup Brook.</li> <li>Long-term non-potable water</li> </ul>	<ol style="list-style-type: none"> <li>1. Improve existing hydrological features by replacing or upgrading drainage infrastructure as staged streetscape works occur.</li> <li>2. Protect the natural environment by installing civil infrastructure for stormwater drainage collection, to mitigate surface pollutant impact on Dugalup Brook, through gross pollutant traps and land easements: <ol style="list-style-type: none"> <li>a. Lot 23 Clark Street (Clark Street</li> </ol> </li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>supply for parks and gardens.</p> <ul style="list-style-type: none"> <li>Several lots in Clark Street, Dunsborough are Clark Street are not currently connected to reticulated sewerage. These lots are located within 2km of 'selected coastal embayment's' and adjacent to Dugalup Brook and are subject to the Government Sewerage Policy (September 2019).</li> </ul>	<p>upgrades).</p> <ul style="list-style-type: none"> <li>b. Lot 171 Gifford Road/Reserve 26513 (Gifford Road upgrades).</li> </ul> <ol style="list-style-type: none"> <li>Address non-potable water shortage by extending the pipeline drawing water from Sue Coal Measures aquifer, to irrigate City-maintained POS.</li> <li>Wastewater infrastructure upgrades are required for Lots 4, 6, 8, 10, 12 and 14 Clark Street. Upgrades are required to be undertaken at development stage, noting that upgrades may occur sooner as part of streetscape upgrade works.</li> </ol>
UE 1.1.4	<p><i>Identify opportunities to support habitat protection and enhancement in the precinct.</i></p> <p><i>Habitat environment and linkages for critically endangered Western Ringtail Possum (WRP).</i></p>	<ol style="list-style-type: none"> <li>Enhance existing habitat linkages for safe WRP migration and increased population viability (UE 1.3.1).</li> <li>Identify and preserve significant landmark trees (UE 1.3.1).</li> </ol>
Urban Ecology Objective 1.2: to enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage.		
UE 1.2.1	<p><i>Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place.</i></p> <p>Several recognised Aboriginal heritage sites in the PSP area, including Dugalup Brook as an important mythological site, as well as other ceremonial, artefact and/or camping sites.</p>	<p>Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place, and promote a shared understanding of the significance of landscape and place (PR 3.2.2).</p>
UE 1.2.2	<p><i>Consider and integrate the cultural heritage of the area into the precinct design.</i></p> <p>Aboriginal heritage:</p> <ul style="list-style-type: none"> <li>Significant cultural sites in area.</li> <li>Local Wadandi Elders and Cultural Custodians</li> </ul> <p>Other cultural heritage:</p> <ul style="list-style-type: none"> <li>ABS country of origin - primarily Australia, England, New Zealand.</li> <li>No European cultural heritage sites</li> </ul>	<p>Acknowledge and incorporate local Aboriginal cultural heritage (PR 3.2.2).</p>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
UE 1.2.3	<p><i>Identify and incorporate unique built features, including built heritage, into precinct design.</i></p> <p>No evident architectural consistency that defines a cultural character; however, community feedback provided a strong perception of ‘personality’ and ‘sense of place’:</p> <ul style="list-style-type: none"> <li>• Architecture not as important as people and places, but should reflect ‘contemporary seaside vernacular’.</li> <li>• Importance of maintaining low-key, friendly atmosphere.</li> <li>• Importance of alfresco dining and outdoor spaces to linger – tables and chairs, grass and soft spaces.</li> </ul>	Respond to the existing character and perception of identity in the precinct (LU 5.3.2, BF 6.1.2, BF 6.2.2, BF 6.2.4)
Urban Ecology Objective 1.3: to reduce the environmental and climate change impacts of the precinct development.		
UE 1.3.1	<p><i>Identify opportunities to retain existing trees and enhance the canopy through new planting.</i></p> <p>Remnant vegetation in reserved land adjacent to Dugalup Brook, with some fragmented areas in other reserves and private landholdings:</p> <ul style="list-style-type: none"> <li>• Opportunity to re-establish habitats that have been lost or diminished through urbanisation</li> <li>• Opportunity to identify and preserve significant landmark trees on public land, and support preservation of significant trees on development sites.</li> </ul>	<ol style="list-style-type: none"> <li>1. Protect and enhance the environmental value of Dugalup Brook by investigating the reclassification of reserves incorporating Dugalup Brook, including Reserves 26513, 35758, 42673, 45818.</li> <li>2. Initiate an amendment to LPS 21 to redesignate as ‘Recreation’ reserve the redundant portion of road reserve at the north western end of Lorna Street (abutting Seymour Park).</li> <li>3. Provide appropriate transitions and buffers between areas of conservation value and urban land uses, by developing a revegetation program: <ol style="list-style-type: none"> <li>a. Portion of the road reserve adjacent to Lot 1-2 Dunn Bay Road.</li> <li>b. Portion of Reserve 39264 between Chieftain Crescent and Caves Road.</li> </ol> </li> <li>4. Identify and preserve significant landmark trees to preserve urban canopy and support habitat protection: <ol style="list-style-type: none"> <li>a. Survey and assess mature trees on</li> </ol> </li> </ol>



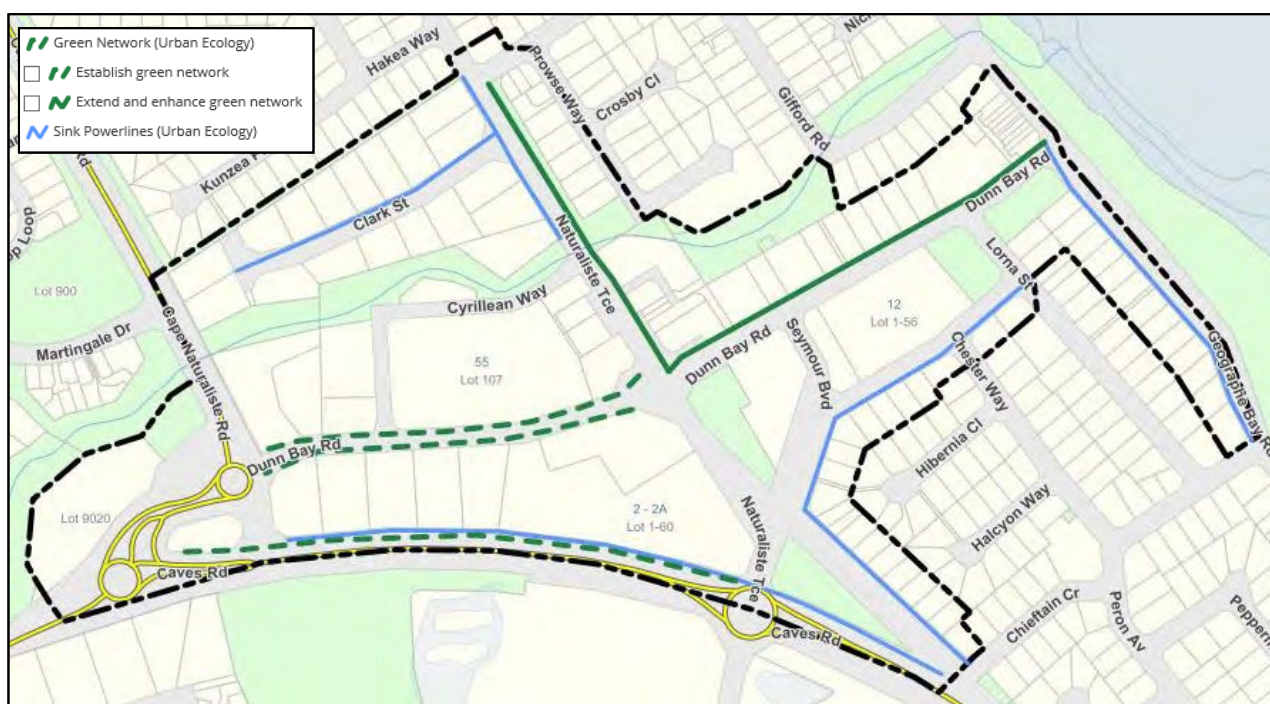
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		<p>public land, with practical consideration of life expectancy, biodiversity value, and possible safety risks.</p> <p>b. Establish a Significant Tree Register for the DTC.</p>
UE 1.3.2	<p><i>Consider the influence of the precinct design on energy demand and review the potential for precinct scale energy generation, distribution and storage.</i></p> <p>Established activity centre:</p> <ul style="list-style-type: none"> <li>Urban structure, orientation and lot configuration.</li> <li>Pre-existing major servicing infrastructure.</li> </ul>	<p>Support the development of a consolidated, denser and more walkable DTC as a key strategy to develop a more walkable and sustainable Dunsborough (LU 5.3.2, M 4.13).</p>
UE 1.3.3	<p><i>Prioritise consideration of waste management at the relevant scale in line with low-waste, circular economy objectives.</i></p> <p>Secondary activity centre in context of the whole District: waste management is addressed at District level.</p>	<p>Not applicable to this PSP.</p>
UE 1.3.4	<p><i>Promote water conservation including water reuse and recycling.</i></p> <ul style="list-style-type: none"> <li>Shortage of non-potable water supply for ongoing maintenance of the public realm.</li> <li>Opportunity to promote greater implementation of water-sensitive design and water re-use options.</li> </ul>	<ol style="list-style-type: none"> <li>Address non-potable water shortage by extending the pipeline drawing water from Sue Coal Measures aquifer (UE 1.1.3).</li> <li>Encourage water-sensitive design and re-use options, for new developments (PR 3.3.3).</li> </ol>
UE 1.3.5	<p><i>Evaluate the performance of precinct development proposals against leading Australian sustainability performance standards.</i></p> <p>Future development proposals:</p>	<p>In Part 1 Implementation: Additional Information, introduce a requirement for a sustainability evaluation for all large development proposals, using a recognised evaluation framework.</p>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION	
	encourage sustainable development proposals.		
REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
UE 1.1.2	Green Network Plan	Short/ Medium	Streetscape works
UE 1.3.1	Environmental Conservation Plan	Short - Long	Environmental works

### URBAN ECOLOGY: Green Network Plan

Zoning/Tenure Review	Amend zoning of land to redesignate as 'Recreation' reserve: redundant portion of road reserve at the north western end of Lorna Street (abutting Seymour Park).
Extension/Enhancement of Existing Green Network	a. Lions Park to Dugalup Brook (Naturaliste Terrace). b. Lions Park to coastal foreshore reserve (Dunn Bay Road east).
Establish Green Network	a. Dunn Bay Road, between the intersections of Cape Naturaliste Road and Naturaliste Terrace. b. North side of Caves Road, adjacent to the PSP area.
Infrastructure	Relocation of power transmission lines from overhead to underground (in relevant locations).
POS Irrigation	Extend the pipeline drawing from the Sue Coal Measures aquifer.

### Green Network Plan

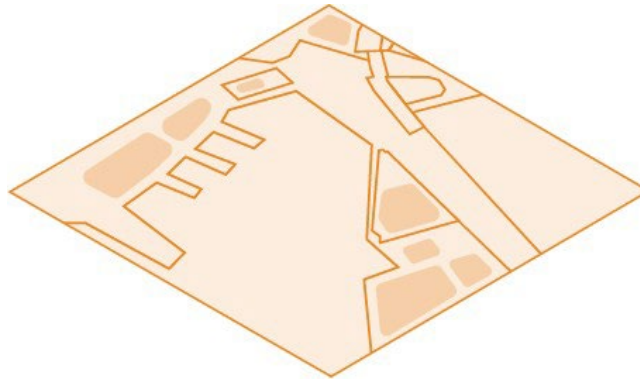


## URBAN ECOLOGY: Environmental Conservation Plan

Dugalup Brook	Investigate reclassification of Dugalup Brook Reserves: a.26513 b.35758 c.42673 d.45818
Revegetation Program	Transitions and buffers between areas of conservation value and urban land uses: a. Portion of the road reserve adjacent to Lot 1-2 Dunn Bay Road. b. Portion of Reserve 39264 between Chieftain Crescent and Caves Road.
Significant Tree Register	a. Survey and assess mature trees on public land, with practical consideration of life expectancy, biodiversity value, and possible safety risks. b. Establish a Significant Tree Register for the DTC.
Civil Infrastructure	Replacement of civil drainage infrastructure to mitigate surface pollutants, including through use of gross pollutant traps and easements: a. Lot 23 Clark Street (Clark Street upgrades) b. Lot 171 Gifford Road/Reserve 26513 (Gifford Road Upgrades).

## Environmental Conservation Plan





## 6.2 URBAN STRUCTURE

*Consideration of the physical, cultural and economic context to integrate with the surrounding urban fabric and landscape of the area.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Urban Structure Objective 2.1: to ensure the pattern of blocks, streets, buildings and open space responds and contributes to a distinct, legible precinct character.		
US 2.1.1	<p><i>Design the urban structure in response to the existing or intended future precinct character.</i></p> <p>Opportunity to review the urban structure to ensure it is responsive to major structuring elements:</p> <ul style="list-style-type: none"> <li>• Landscape features.</li> <li>• Nodes of activity.</li> <li>• Movement network.</li> </ul>	<ol style="list-style-type: none"> <li>1. Respond to major landscape features (UE 1.1.1).</li> <li>2. Investigate setting land aside for a multi-function civic and community space within a walkable distance from the DTC (LU 5.1.2).</li> <li>3. Revise residential density codings within the PSP area (LU 5.3.2).</li> <li>4. Improve access to the DTC (M 4.1.2)</li> <li>5. Develop a convenient, comfortable, safe movement network (M 4.1.3).</li> </ol>
US 2.1.2	<p><i>Create blocks and lots of the appropriate size, proportion and orientation to support the intended character and functions of the precinct.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>• Block size and orientation.</li> <li>• Lot size and orientation.</li> <li>• Opportunity to review existing network connections within the urban structure to support greater ease of movement.</li> </ul>	<p>Improve access to the DTC (M 4.1.2).</p>



REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
US 2.1.3	<p><i>Identify existing key landmarks to create view corridors and highlight destinations and focal points within the urban structure.</i></p> <p>Key view corridors:</p> <ul style="list-style-type: none"> <li>West to Cape Naturaliste / Yallingup Hills, from Dunn Bay Road.</li> <li>East to Geographe Bay, from Dunn Bay Road.</li> </ul> <p>Key visual interest and entry site:</p> <ul style="list-style-type: none"> <li>East from Elmore Road intersection, along Caves Road.</li> </ul> <p>Caves Road is a key travel corridor on the edge of the PSP area:</p> <ul style="list-style-type: none"> <li>Opportunity to respond to the prominence and scenic character of Caves Road as a key travel corridor.</li> </ul>	<ol style="list-style-type: none"> <li>1. Improve key sight lines and visual links beyond the precinct by specifying development standards (BF 6.1.2, BF 6.2.1, BF 6.2.2, BF 6.2.4).</li> <li>2. Require high quality design to key entry/visual interest site by specifying development standards (BF 6.1.2, BF 6.2.1, BF 6.2.2, BF 6.2.4, BF 6.4.1).</li> <li>3. Initiate an amendment to LPS 21 and introduce additional site and development requirements that respond to Caves Road as a key travel corridor.</li> </ol>
<p><b>Urban Structure Objective 2.2: to promote an urban structure that supports accessibility and connectivity within and outside the precinct.</b></p>		
US 2.2.1	<p><i>Design a legible, interconnected and functional urban structure that supports ease of movement to and through the precinct.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>Opportunity to review existing network connections within the urban structure to support greater ease of movement.</li> <li>Opportunity to encourage development that incorporates a mid-block connection for community benefit.</li> </ul>	<p>Improve access to the DTC:</p> <ol style="list-style-type: none"> <li>a. Mid-block connections to prioritise pedestrian movement.</li> </ol>
US 2.2.2	<p><i>Develop an urban structure that gives priority to safe walking and cycling, with a focus on achieving 400m and 800m walkable catchments around the activity node.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>Draft SPP 4.2 Appendix 1: PSP area aligns with definition of a 'District Centre'. Policy</li> </ul>	<ol style="list-style-type: none"> <li>1. Review residential density within a 400-500m walkable catchment area (LU 5.3.2).</li> <li>2. Implement improvements to walking/cycling infrastructure providing connection to the walkable catchment area (M 4.1.2, M 4.1.3).</li> <li>3. Support residential development within the DTC (LU 5.3.2).</li> </ol>

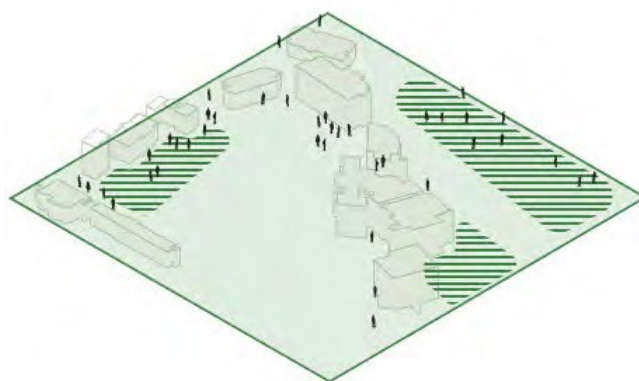
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>recommends 30+ residential density targets for a 400m walkable catchment.</p> <ul style="list-style-type: none"> <li>Opportunity to review residential density within a 400-500m walkable catchment area, around the defined centre of the PSP area.</li> </ul>	
US 2.2.3	<p><i>Identify opportunities to create new or enhanced existing connections to and through the precinct.</i></p> <p>Block south of Dunn Bay Road (western end) – approx. 390m in length:</p> <ul style="list-style-type: none"> <li>Poor pedestrian/cyclist environment from residential area to the south.</li> <li>Opportunity to create one or more mid-block connections.</li> </ul>	<p>1. Mid-block connections to enhance permeability within the PSP area.</p>
<p>Urban Structure Objective 2.3: to ensure the urban structure supports the built form, public realm and activity intended for the precinct.</p>		
US 2.3.1	<p><i>Provide block configurations that support the function and amenity of the precinct.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>Majority of blocks are developed; undeveloped land parcels are isolated.</li> <li>No opportunity to review block sizes, shape or proportion.</li> </ul>	<p>Not applicable to this PSP.</p>
US 2.3.2	<p><i>Design lots (size and configuration) that can support intended retail, commercial and mixed use development.</i></p> <p>Existing factors that may not support intended retail, commercial and mixed use development:</p> <ul style="list-style-type: none"> <li>Fragmented land parcels.</li> <li>Strata titled lots (large number of owners) present complexities and constraints for redevelopment.</li> <li>Particularly relevant for older</li> </ul>	<p>In Part 1 Implementation: Subdivision and development standards, introduce reference to consolidation and rationalisation of Residential zone land parcels (US 2.4.2).</p>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>strata titled sites characterised by buildings set back from the street, or behind car parking bays and vehicle access ways.</p> <p>LPS 21 cl. 4.20 is relevant to consolidation and fragmentation of land in the Centre zone only.</p> <ul style="list-style-type: none"> <li>Fragmented ownership also occurs at the on the north side at the eastern end of Dunn Bay Road.</li> <li>Potential for these older sites to be redeveloped as apartment buildings.</li> </ul>	
US 2.3.3	<p><i>Design lot layouts to respond to local climate, topography and existing natural features, while supporting intended built form.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>Orientation of lots has generally been driven by major landscape features and transport routes.</li> </ul>	Not applicable to this PSP.
US 2.3.4	<p><i>Design an urban structure that can accommodate lots for large format uses outside the precinct core where desired.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>Minimal opportunity for large format land uses in the DTC (including Clark Street).</li> <li>Location in proximity to Service Commercial and Light Industry zoned land elsewhere within the District, where large format uses can be accommodated.</li> </ul>	Not applicable to this PSP.
US 2.3.5	<p><i>Create an urban structure that contributes to the development of accessible, safe and well located public spaces.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>Public spaces are pre-existing.</li> </ul>	Improve pedestrian/cyclist linkages between public spaces (M 4.1.2, M 4.1.3).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Urban Structure Objective 2.4: to ensure an adaptable urban structure that can respond to and facilitate change within a precinct.		
US 2.4.1	<p><i>Develop a street block pattern that can accommodate change over time.</i></p> <p>Established urban structure:</p> <ul style="list-style-type: none"> <li>• Lot size, orientation and frontage width.</li> <li>• Majority of lots are developed; undeveloped land parcels are isolated.</li> </ul>	Not applicable to this PSP.
US 2.4.2	<p><i>Identify long-term strategic opportunity/catalyst sites and detail how they are to be protected from under-development.</i></p> <p>Existing factors contributing to under- development:</p> <ul style="list-style-type: none"> <li>• Fragmented land parcels.</li> <li>• Strata titled lots (large number of owners) present complexities and constraints for redevelopment.</li> <li>• Particularly relevant for older strata titled sites characterised by buildings set back from the street, or behind car parking bays and vehicle access ways.</li> </ul> <p>Long-term shortfall in parking supply, driven by seasonal visitor requirements and poor availability of alternative transport options:</p> <ul style="list-style-type: none"> <li>• Opportunity to identify key sites to allow for a 20 year growth scenario.</li> </ul> <p>Strategic sites that currently are under- developed or include flawed design, including lack of street activation:</p> <ul style="list-style-type: none"> <li>• Opportunity to draft provisions guiding land use and built form outcomes.</li> </ul>	<ol style="list-style-type: none"> <li>1. In Part 1 Implementation: Subdivision and development standards, introduce reference to consolidation and rationalisation of Residential zone land parcels, where possible, to achieve optimum developable areas/sites.</li> <li>2. In Part 1 Implementation: Local Development Plans, require an LDP for specified sites (redevelopment is likely to have a significant impact on activity, function and character of the PSP area): <ol style="list-style-type: none"> <li>a. Lots bound by Dunn Bay Road, Naturaliste Terrace and Caves Road, as depicted (subject to current subdivision proposal – future lot nos. to be determined).</li> <li>b. Lots bound by Dunn Bay Road and Caves Road, and inclusive of Lots 1-2 (No. 1/64 &amp; 2/64) Dunn Bay Road to the west and Lots 1-3 &amp; 6-10 (No. 1/54 - 8/54) Dunn Bay Road to the east.</li> <li>c. Lots bounded by Hannay Lane, Naturaliste Terrace and Dunn Bay Road.</li> </ol> </li> <li>3. Identify a strategic peripheral car parking site to service all day parking needs (M 4.4.1).</li> </ol>



REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
US 2.4.3	<p><i>Illustrate the relationship between the proposed urban structure and precinct staging.</i></p> <p>An opportunity exists to evolve and improve the urban structure by addressing:</p> <ul style="list-style-type: none"> <li>• Block structure.</li> <li>• Movement network.</li> <li>• Parking arrangements.</li> <li>• Fragmented land parcels.</li> <li>• Cadastral boundary anomalies.</li> </ul>	<p>Through initiation of an amendment to LPS 21 and the PSP Part 1, consider:</p> <ol style="list-style-type: none"> <li>a. Block structure – mid-block connection between Dunn Bay Road (western end) and Caves Road (M 4.1.2).</li> <li>b. Movement network – improvements to pedestrian/cycle network (M 4.1.3).</li> <li>c. Parking arrangement – identify a peripheral site for long-term parking requirements; review parking management (M 4.4.1, M 4.4.2).</li> <li>d. Fragmented land parcels – identify sites where consolidation of land parcels will result in more useful land arrangements (US 2.4.2).</li> <li>e. Cadastral boundary anomalies - development site controls to address setback requirements (BF 6.2.2).</li> </ol>



### 6.3 PUBLIC REALM

*Providing a range of well-connected, functional and enriching places to provide spaces for relaxation, recreation, contemplation and connection to nature.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Public Realm Objective 3.1: to ensure the public realm is designed to promote community health and wellbeing.		
PR 3.1.1	<p><i>Provide a range of public spaces that support and contribute to the community's health and wellbeing, in response to identified community need.</i></p> <p>Opportunity to introduce public spaces (in the PSP area or broader townsite). These spaces would enhance and activate the PSP area and contribute to community cohesion, relaxation and recreation:</p> <ul style="list-style-type: none"> <li>• Expandable event space for large-scale community events.</li> <li>• Multi-function civic space for community purposes.</li> </ul>	<ol style="list-style-type: none"> <li>1. Recognise and enhance an expandable event space: <ol style="list-style-type: none"> <li>a. Incorporate temporary closure of the core road network around the intersection of Dunn Bay Road and Naturaliste Terrace, allowing a peripheral circulation network via Cyrilleen Way, Hannay Lane, Seymour Boulevard;</li> <li>b. Potential future mid-block connection between Dunn Bay Road and Caves Road (M 4.1.2).</li> </ol> </li> <li>2. Investigate setting land aside for a multi-function civic and community space within a walkable distance from the DTC (LU 5.1.2).</li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
PR 3.1.2	<p><i>Design public spaces for multiple uses, to efficiently accommodate a range of functions and activities.</i></p> <p>An opportunity exists to create multi-function civic space for community purposes.</p>	Investigate setting land aside for a multi- function civic and community space within a walkable distance from the DTC (LU 5.1.2).
PR 3.1.3	<p><i>Consider year-round user comfort in the design of the public realm.</i></p> <p>Existing, established green network along Naturaliste Terrace, between Caves Road and Cyrilleau Way.</p> <p>Opportunities exist to:</p> <ul style="list-style-type: none"> <li>• Extend and enhance this green network.</li> <li>• Establish a green linkage where none or little currently exists, including a 'green edge' on some development sites.</li> </ul>	<ol style="list-style-type: none"> <li>1. Extend and enhance the existing green network (UE 1.1.2).</li> <li>2. Established green linkages (UE 1.1.2).</li> <li>3. Initiate an amendment to LPS 21 to enhance the existing green network, by requiring additional setbacks and landscaping in key locations (BF 6.2.2).</li> </ol>
Public Realm Objective 3.2: to enable local character and identity to be expressed in public realm design to enhance sense of place.		
PR 3.2.1	<p><i>Public realm design should incorporate local natural topography, habitats and vegetation to enhance sense of place.</i></p> <p>Dugalup Brook is a unique but underutilised landscape feature, and critically endangered WRP are known to occur throughout the PSP area.</p> <p>Opportunities exist to:</p> <ul style="list-style-type: none"> <li>• Improve the environmental value and integrate the cultural value of Dugalup Brook.</li> <li>• Improve WRP habitat environments and linkages.</li> </ul>	<ol style="list-style-type: none"> <li>1. Protect, enhance and improve the Dugalup Brook environmental value: <ol style="list-style-type: none"> <li>a. Mitigate surface pollutant impact (UE 1.1.3).</li> <li>b. Built form: <ol style="list-style-type: none"> <li>i. Introduce development controls pertaining to upper storey setbacks relative to the public realm (BF 6.1.2).</li> <li>ii. No car parking or services on Brook interface (PR 3.3.1).</li> </ol> </li> <li>c. In Part 1 Implementation: Subdivision and development standards, requiring incorporation of WSUD principles (PR 3.3.3).</li> <li>d. Investigating reserve reclassification (UE 1.3.1).</li> </ol> </li> <li>2. Enhance existing habitat linkages</li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		for safe WRP migration and increased population viability (UE 1.3.1).
PR 3.2.2	<p><i>Demonstrate appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.</i></p> <p>Several recognised Aboriginal heritage sites in the PSP area, including Dugalup Brook as an important mythological site and other ceremonial, artefact and/or camping sites.</p> <ul style="list-style-type: none"> <li>An opportunity exists to source future funding for Aboriginal interpretive signage and art projects through the South West Native Title Settlement.</li> </ul>	<p>Acknowledge and incorporate Aboriginal history, and promote a shared understanding of the significance of landscape and place:</p> <ol style="list-style-type: none"> <li>Install interpretive signage to explain areas of past Aboriginal history, association and significance (in consultation with local Wadandi Elders and Cultural Custodians).</li> <li>Create an appropriate expression of cultural significance by establishing an Aboriginal art trail in the locations of Dugalup Brook, Lions Park and Seymour Park.</li> <li>Consider the introduction of signage with dual names.</li> <li>Encourage developers to be aware of and include Aboriginal cultural stories.</li> <li>Consider a mixed Aboriginal and European cultural heritage story and art trail that extends to the Dunn Bay foreshore.</li> <li>Consider a historical timeline including Aboriginal people, early settlers and Town site gazettal.</li> </ol>
PR 3.2.3	<p><i>Design the public realm to reflect the heritage significance of the precinct and support the precinct's intended character and identity.</i></p> <p>Percent for Art' local planning policy has contributed to a body of public art.</p>	<ol style="list-style-type: none"> <li>Review 'Percent for Art' local planning policy.</li> <li>Prepare a public art program.</li> </ol>



REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	Investigate opportunities to interpret and acknowledge European settler history.	
Public Realm Objective 3.3: to ensure that key environmental attributes are protected and enhanced within the public realm.		
PR 3.3.1	<p><i>Integrate environmental features of the precinct within the public realm.</i></p> <p>Dugalup Brook is a unique but underutilised landscape feature. An opportunity exists to preserve the interface between the Brook and adjoining sites.</p> <p>Further opportunity to protect other public space interface (Lions Park and Seymour Park).</p> <p>TEC vegetation fringes the PSP area however it is not a feature of the public realm.</p>	<ol style="list-style-type: none"> <li>1. Initiate an amendment to LPS 21: <ol style="list-style-type: none"> <li>a. No car parking or services located on the public space interface.</li> <li>b. Introduce development controls pertaining to upper storey setbacks relative to the public realm (BF 6.1.2).</li> </ol> </li> <li>2. Provide appropriate transitions and buffers between areas of conservation value and urban land uses (UE 1.3.1).</li> </ol>
PR 3.3.2	<p><i>Ensure the public realm contributes to creating and/or improving the urban tree canopy within the precinct and its surrounds.</i></p> <p>Urban canopy and green linkages are partially established in the public realm, but improvements can be made, including through:</p> <ul style="list-style-type: none"> <li>• The progressive sinking of overhead power lines.</li> <li>• Identifying and recording significant landmark trees.</li> </ul>	<ol style="list-style-type: none"> <li>1. Improve the quality and connectivity of the natural environment by extending and enhancing the existing green network (UE 1.1.2).</li> <li>2. Establish new urban canopy by establishing green linkages (UE 1.1.2).</li> <li>3. Create the ability to plant street trees without power line hindrance (UE 1.1.2).</li> <li>4. Identify and preserve significant landmark trees to preserve urban canopy (UE 1.3.1).</li> </ol>
PR 3.3.3	<p><i>Incorporate water wise species into the green network and public realm where appropriate.</i></p> <p>Localised issues include:</p> <ul style="list-style-type: none"> <li>• High water table.</li> <li>• Catchment hydrology (including Dugalup Brook).</li> <li>• Seasonal variations in rainfall.</li> <li>• Surface toxins and hydrocarbons.</li> </ul>	<ol style="list-style-type: none"> <li>1. Amalgamate the design of street upgrades with drainage and landscaping (UE 1.1.3).</li> <li>2. In Part 1 Implementation: Subdivision and development standards, requiring incorporation of Water Sensitive Urban Design (WSUD) principles including nutrient wise landscaping; permeable paving and ground</li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		covers; and rain gardens and bio filters.
PR 3.3.4	<p><i>Incorporate WSUD into the public realm.</i></p> <p>Localised issues include:</p> <ul style="list-style-type: none"> <li>• High water table.</li> <li>• Soil profile.</li> <li>• Varying climatic conditions.</li> <li>• Catchment hydrology (including Dugalup Brook).</li> <li>• Surface toxins and hydrocarbons.</li> </ul>	<ol style="list-style-type: none"> <li>1. Amalgamate the design of street upgrades with drainage and landscaping to ensure waterways are protected from toxins and hydrocarbons (UE 1.1.3).</li> <li>2. Improve existing hydrological features by replacing or upgrading drainage infrastructure as staged streetscape works occur (UE 1.1.3).</li> <li>3. Protect the natural environment by installing civil infrastructure for stormwater drainage collection, to mitigate surface pollutant impact on Dugalup Brook (UE 1.1.3).</li> </ol>
PR 3.3.5	<p><i>Provide opportunities for urban greening, such as community gardens and rooftop gardens.</i></p> <p>An opportunity exists to encourage rooftop gardens, vertical gardens and/or green walls to be incorporated into new development.</p>	Support development proposals that incorporate vertical greening strategies and/or green roofs.
Public Realm Objective 3.4: to ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.		
PR 3.4.1	<p><i>Develop legible routes and intersections, connected by identifiable landmarks to aid navigation through the public realm.</i></p> <p>In key locations opportunities exist to:</p> <ul style="list-style-type: none"> <li>• Improve pedestrian routes</li> <li>• Improve pedestrian crossings.</li> </ul>	Prioritise provision of direct and legible pedestrian routes (M 4.1.3).
PR 3.4.2	<p><i>Accommodate and promote inclusion and accessibility for people of all ages and abilities in the public realm.</i></p> <p>An opportunity exists to incorporate universal design principles into all future streetscape works, as has been done with staged works carried out since 2014.</p>	<p>Incorporate universal design principles into future streetscape works for:</p> <ol style="list-style-type: none"> <li>a. Clark Street (M 4.1.2, M 4.1.3).</li> <li>b. Dunn Bay Road (M 4.1.3).</li> <li>c. Future peripheral car parking (M 4.4.1).</li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
PR 3.4.3	<p><i>Design the public realm according to the principles of Crime Prevention through Environmental Design (CPTED).</i></p> <p>An opportunity exists to incorporate CPTED principles into all future streetscape works, as has been done with staged works carried out since 2014.</p>	<p>Incorporate CPTED principles into future streetscape works for:</p> <ul style="list-style-type: none"> <li>d. Clark Street (M 4.1.2, M 4.1.3).</li> <li>e. Dunn Bay Road (M 4.1.3).</li> </ul>
Public Realm Objective 3.5: to ensure public realm design is integrated with the built form, movement network and landscape of the precinct.		
PR 3.5.1	<p><i>Design well-proportioned and appropriately scaled public spaces and streets.</i></p> <p>An opportunity exists to improve public spaces and streets where the pedestrian environment is not prioritised.</p>	<p>Review carriageway widths with an aim to improve the pedestrian environment:</p> <ul style="list-style-type: none"> <li>a. To prioritise pedestrian movement in Dunn Bay Road (M 4.1.3).</li> <li>b. To improve the pedestrian environment in Clark Street (M4.1.3).</li> </ul>
PR 3.5.2	<p><i>Consider and enhance relationships between the public realm and surrounding land uses and activities to create mutual benefit.</i></p> <p>The interface between and various reserves - private lot boundaries is under-valued and under-utilised:</p> <ul style="list-style-type: none"> <li>• Dugalup Brook</li> <li>• Lions Park</li> <li>• Seymour Park</li> </ul>	<p>Initiate an amendment to LPS 21:</p> <ul style="list-style-type: none"> <li>c. No car parking or services located on the public space interface (PR 3.3.1).</li> <li>d. Introduce development controls pertaining to upper storey setbacks relative to the public realm (BF 6.1.2).</li> </ul>
PR 3.5.3	<p><i>Design the public realm as a series of well-connected, legible spaces.</i></p> <p>Block south of Dunn Bay Road (western end) – approx. 390m in length. Poor pedestrian/cyclist environment from residential area to the south.</p> <ul style="list-style-type: none"> <li>• Opportunity to create mid-block connections.</li> </ul>	<p>Mid-block connection between Dunn Bay Road (west) and Caves Road (M 4.1.2).</p>
PR 3.5.4	<p><i>Integrate services and utilities to minimise impact on function and amenity of public spaces, streets and surrounding built form.</i></p> <p>LPS 21 provisions (cl. 4.21.1 (o) and 4.23)</p>	<p>Initiate an amendment to LPS 21 that specifies no car parking or services are to be located on the public space interface (PR 3.3.1).</p>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION	
	<p>address the location of services and utilities in the Centre zone.</p> <ul style="list-style-type: none"> <li>• Similar provisions exist in R- Codes vol. 2 applying to mixed use development in the Residential zone.</li> <li>• Opportunity to protect the amenity of Dugalup Brook, Lions Park and Seymour Park.</li> </ul>		
REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
PR 3.1.1	Future Public Spaces	Medium	Project investigation
PR 3.2.2	Aboriginal and European Cultural Heritage Plan	Short/Medium	Project coordination

#### PUBLIC REALM: Aboriginal and European Cultural Heritage Plan

Interpretive Signage	In consultation with local Wadandi Elders and Cultural Custodians, install interpretive signage in the Dugalup Brook reserves to explain areas of past Aboriginal history, association and significance.
Art Trail	In consultation with local Wadandi Elders and Cultural Custodians, create an appropriate expression of cultural significance by establishing an Aboriginal art trail in the locations of Dugalup Brook, Lions Park and Seymour Park.

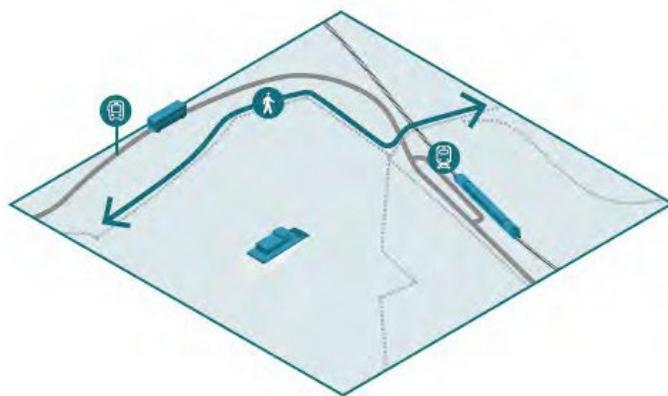
#### PUBLIC REALM: Future Public Spaces Plan

Public Open Space	Review zoning and/or tenure arrangements for small fragmented and undevelopable parcels of land: redundant portion of road reserve at the north western end of Lorna Street (abutting Seymour Park).
Expandable Event Space	Recognise and enhance an expandable event space incorporating temporary closure of portions of Dunn Bay Road and Naturaliste Terrace.
Multi-Function Civic Space	<p>Investigate setting land aside for a multi-function civic and community space within a walkable distance from the DTC:</p> <ol style="list-style-type: none"> <li>At the northern end of Dunsborough Playing Fields (south of Caves Road and west of Dunsborough Lakes Drive).</li> <li>Within 400m of the DTC.</li> <li>To provide for community facilities or infrastructure.</li> </ol>



## Future Expandable Event Space





## 6.4 MOVEMENT

*Responding to the identified movement and place function of the precinct, providing for a range of transport modes.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
<i>Movement Objective 4.1: to ensure the movement network supports the function and ongoing development of the precinct.</i>		
M 4.1.1	<p><i>Address the current and future access needs of the precinct through an integrated transport planning and land use assessment process.</i></p> <p>Medium-sized activity centre:</p> <ul style="list-style-type: none"> <li>Limited public transport routes with low frequency.</li> <li>Public transport patronage is low and in decline.</li> <li>Modes of transport are limited (walking, cycling, private vehicles).</li> <li>Increasing demand for electronic bikes and scooters.</li> <li>Support the implementation of the PSP by seeking opportunities to work with the Public Transport Authority, Main Roads WA, and the Department of Transport.</li> </ul>	<p>Refer to M 4.1.2, 4.1.3, 4.3.5, 4.3.6 and 4.4.2.</p> <p>Identify public transport services and infrastructure that can be upgraded or established to improve frequency, connection and user choice.</p>
M 4.1.2	<p><i>Design the movement network in balance with place considerations, local access and neighbourhood/ district/regional access requirements for travel to, through and around the precinct.</i></p>	<ol style="list-style-type: none"> <li>Establish a new mid-block vehicle, pedestrian and cyclist connection between Dunn Bay Road and Caves Road (western end) to improve traffic flow, reduce congestion, provide community benefit and</li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>Established precinct with a number of movement constraints:</p> <ul style="list-style-type: none"> <li>No road connection between the northern part of the PSP area and the arterial road Cape Naturaliste Road.</li> <li>Limited opportunity for road network improvements that will benefit the PSP area.</li> <li>Opportunity to prioritise improvements to pedestrian and cycling movement network.</li> <li>Constrained vehicle access to Lot 9020 Caves Road.</li> <li>Poor vehicle circulation at southern end of Cyrilleen Way.</li> <li>Large number of access points and crossovers providing a disruption to ease of pedestrian movement.</li> <li>Nil lot boundary setback creates perceived safety issues at Cape Naturaliste Rd / Dunn Bay Rd roundabout.</li> </ul> <p>Following development of a micro-simulation model, an opportunity exists to respond to these constraints through various design responses.</p>	<p>facilitate re-development.</p> <ol style="list-style-type: none"> <li>Through negotiation and agreement with the landowner, the comprehensive redevelopment of Lots 20 and 21 Clark Street are to encompass a connection to Cape Naturaliste Road.</li> <li>Further investigation of vehicle access options to Lot 9020 Caves Road in consultation with Main Roads, at subdivision or development stage.</li> <li>Intersection upgrades for Cyrilleen Way to reduce vehicle speed and improve traffic management and pedestrian/cyclist safety.</li> <li>Initiate an amendment to LPS 21: <ol style="list-style-type: none"> <li>Rationalising and strategic placement of access points/crossovers to reduce impact on pedestrian and cyclist movement;</li> <li>Reciprocal access arrangements with adjoining sites and shared car parking arrangements;</li> <li>Internal access easements within redevelopment sites.</li> </ol> </li> <li>Apply a mode hierarchy to the design process for new development and infrastructure in the PSP area that prioritises active transport modes, then public transport, above private vehicle modes.</li> <li>Investigate removal of the turning pocket at the northern approach to the Cape Naturaliste Rd / Dunn Bay Rd roundabout.</li> </ol>
M 4.1.3	<p><i>Develop a movement network that enables convenient and comfortable travel and access for users of all ages and abilities.</i></p> <p>Opportunities exists to:</p> <ul style="list-style-type: none"> <li>Improve safety, convenience and comfort of travel through</li> </ul>	<ol style="list-style-type: none"> <li>Collaborate with Main Roads WA to improve pedestrian/cyclist access from Dunsborough Lakes: <ol style="list-style-type: none"> <li>Undertake surveys and modelling to understand traffic, pedestrian and cyclist usage;</li> <li>Jointly develop and agree on</li> </ol> </li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>improvements to identified pedestrian/cyclist routes.</p> <ul style="list-style-type: none"> <li>• Incorporate CPTED principles into all future streetscape works, as has been done with staged works carried out since 2014.</li> </ul>	<p>principles to facilitate acceptable outcomes for all user groups;</p> <ul style="list-style-type: none"> <li>c. Identify locations for implementation of pedestrian priority crossings at all roundabouts.</li> <li>d. Investigate different intersection design concepts to improve safe and efficient access for pedestrians and cyclists, including but not limited to: <ul style="list-style-type: none"> <li>• Traffic lights &amp; level crossing facilities;</li> <li>• A reduced size roundabout;</li> <li>• Grade separated pedestrian / cyclist crossing facilities;</li> </ul> </li> <li>e. Following construction of access to/from the Woolworths development, collect data to inform a potential review of posted speed limits.</li> <li>f. Redesign / reconstruction of the Caves Road/Naturaliste Terrace intersection roundabout.</li> <li>g. Improvements to safety of nearby refuge islands.</li> </ul> <p>2. Encourage and facilitate development that provides improved mid-block pedestrian access linking Caves Road to Naturaliste Terrace and Dunn Bay Road:</p> <ul style="list-style-type: none"> <li>a. Construct a DUP on the southern side of Caves Road to link access between Dunsborough Lakes and the Dunn Bay Road mid-block connection.</li> <li>b. Rationalisation and strategic placement of access points/ crossovers to reduce impact on pedestrian and cyclist movement (M 4.1.2).</li> </ul>



REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		<ol style="list-style-type: none"> <li>3. Improve the pedestrian environment along and from Clark Street: <ol style="list-style-type: none"> <li>a. Establish a pedestrian friendly street environment in Clark Street by introducing a DUP, landscaping, and consolidation of driveways for new development.</li> <li>b. Construct a DUP connection between Clark Street and Cyrille Way, and additional connections to and along Dugalup Brook, with attention to wayfinding and Aboriginal cultural heritage.</li> </ol> </li> <li>4. Prioritise pedestrian and cyclist accessibility and movement on sections of Dunn Bay Road: <ol style="list-style-type: none"> <li>a. Widen footpaths and adjust road carriageways.</li> <li>b. Maintain controlled service and freight vehicle access.</li> <li>c. Remove street parking to facilitate upgrades (M 4.4.1).</li> </ol> </li> <li>5. Incorporate CPTED principles into future streetscape works for: <ol style="list-style-type: none"> <li>a. Clark Street.</li> <li>b. Dunn Bay Road.</li> </ol> </li> </ol>
M 4.1.4	<p><i>Design transport infrastructure that provides a safe network for all users.</i></p> <p>An opportunity exists to incorporate Safe System and CPTED principles into all future streetscape works, in a similar manner to all staged works since 2014.</p>	<p>For future streetscape works, incorporate:</p> <ol style="list-style-type: none"> <li>a. Safe System principles.</li> <li>b. CPTED principles (M 4.1.3).</li> </ol>
<p>Movement Objective 4.2: to ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.</p>		
M 4.2.1	<p><i>Prioritise walking, cycling, public transport and shared mobility, to minimise car dependency.</i></p> <p>Large catchment area, limited</p>	<ol style="list-style-type: none"> <li>1. Prioritise pedestrian and cyclist movement through the PSP area (M 4.1.2, M 4.1.3).</li> <li>2. Identify a strategic site for peripheral</li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	prioritisation of pedestrian/cyclist infrastructure, limited public transport and high tourist visitation has resulted in high private vehicle dependency. Service and delivery vehicles travel through the majority of streets within the PSP area.	car parking (M 4.4.1). Prioritise and rationalise delivery vehicle routes by requiring internal access easements within redevelopment sites (M 4.3.5).
M 4.2.2	<i>Establish mode share targets for the precinct.</i> Large catchment area limited public transport and high tourist visitation has resulted in private vehicle dependency.	N/A, although decreased private vehicle congestion as a result of various design responses is likely to improve amenities for all users.
Movement Objective 4.3: to enable a range of transport choices that meet the needs of residents, workers and visitors.		
M 4.3.1	<i>Prioritise provision of direct and legible pedestrian routes within the precinct and to adjacent areas.</i> Historically there has been a tendency to prioritise vehicles over pedestrians which, in some instances, has resulted in poor design outcomes such as: <ul style="list-style-type: none"> <li>• Parking located inside or adjacent to front boundaries.</li> <li>• Poor legibility.</li> <li>• Crossing points that are not safe, convenient or comfortable for all users.</li> <li>• Insufficient weather protection.</li> <li>• Insufficient pathway widths.</li> </ul>	<ol style="list-style-type: none"> <li>1. Improve overall pedestrian access to/from Dunsborough Lakes (M 4.1.3).</li> <li>2. Encourage/facilitate development providing improved mid-block pedestrian access linking Caves Road to Naturaliste Terrace and Dunn Bay Road. (M 4.1.3).</li> <li>3. Prioritise pedestrian and cyclist accessibility and movement on sections of Dunn Bay Road (M 4.1.3).</li> <li>4. Construct a dual use path linking Clark St and Cyrilleen Way (M 4.1.3).</li> <li>5. Rationalise crossovers by requiring internal access easements within redevelopment sites (M 4.1.2).</li> <li>6. Establish a 'green edge' and DUP within the front lot boundary on the west side of Naturaliste Terrace (BF 6.2.2).</li> <li>7. New development with active frontages located on or near the front lot boundary, including: <ol style="list-style-type: none"> <li>a. No car parking located between buildings and the street (except Clark Street).</li> <li>b. Minimum width awning for shade and shelter (BF 6.4.2).</li> </ol> </li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		8. Investigate formalisation of and improvements to priority pedestrian crossings (M 4.3.6).
M 4.3.2	<p><i>Provide a bicycle network within the precinct that integrates with the broader cycle network and connects safely and conveniently to key destinations.</i></p> <p>Historical tendency to prioritise vehicles over pedestrians and cyclists resulting in poor design outcomes: parking located inside or adjacent to front boundaries, poor legibility, crossing points that are not safe, convenient or comfortable for all users and insufficient pathway widths.</p>	<p>1. Prioritise the implementation of the Leeuwin Naturaliste Cycle Strategy 2050 and the City's long term vision for the cycle network in and adjacent the PSP area.</p> <p>Refer M 4.1.2 and M 4.1.3.</p>
M 4.3.3	<p><i>Identify public transport services and infrastructure to be upgraded or established to improve coverage, frequency, and connection and user choice.</i></p> <p>Medium-sized non-metropolitan activity centre:</p> <ul style="list-style-type: none"> <li>Limited public transport routes with low frequency.</li> <li>Public transport patronage is low and in decline.</li> </ul>	Not applicable to this PSP.
M 4.3.4	<p><i>Design public transport infrastructure to integrate with and be appropriate for the intended mode share, patronage and place character of the precinct.</i></p> <p>Medium-sized non-metropolitan activity centre:</p> <ul style="list-style-type: none"> <li>Limited public transport routes with low frequency.</li> <li>Public transport patronage is low and in decline.</li> </ul>	Not applicable to this PSP.
M 4.3.5	<p><i>Consider access requirements for service vehicles and logistical</i></p>	1. Design street upgrades to allow for delivery and service vehicle width,

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p><i>freight movements within the precinct.</i></p> <p>Service and delivery vehicles travel through the majority of streets within the PSP area.</p> <ul style="list-style-type: none"> <li>Mountable curbs have been incorporated into recently-constructed roundabouts.</li> <li>Introduction since 2017 of activity centre density coding has likely resulted in an increased number of service and delivery vehicles.</li> </ul> <p>LPS 21 provisions (4.22) address service vehicle access to individual lots in the Centre zone.</p>	<p>length and turning ability.</p> <ol style="list-style-type: none"> <li>Carriageway width.</li> <li>Mountable curbs.</li> <li>Bus bays (where required).</li> </ol> <p>2. Prioritise and rationalise delivery vehicle routes by requiring internal access easements within redevelopment sites.</p> <ol style="list-style-type: none"> <li>In Part 1 Implementation: Subdivision and development standards, introduce easement(s) requirements specifying access rights for the benefit of adjacent lots.</li> </ol>
M 4.3.6	<p><i>Design the movement network to allow for private vehicle access and movement that is appropriate to the precinct function.</i></p> <p>High vehicle dependency:</p> <ul style="list-style-type: none"> <li>58% maximum average parking utilisation (maximum levels in excess of 85% for some street parking).</li> <li>Dunn Bay Road (west) – road treatments to slow vehicle movement but there is confusion between vehicle and pedestrian prioritisation.</li> <li>Opportunity to improve road treatments.</li> </ul>	<p>Investigate formalisation of and improvements to priority pedestrian crossings on Dunn Bay Road (west):</p> <ol style="list-style-type: none"> <li>Re-evaluate the requirement for raised platforms following installation of a roundabout at the intersection of Cyrille Way.</li> <li>Extend one or both of the raised platforms on the western end of Dunn Bay Rd.</li> <li>Investigate the installation of a wombat crossing on one raised platform.</li> </ol> <p>Investigate and progress additional pedestrian priority crossings at key locations on Dunn Bay Road.</p>
<p><b>Movement Objective 4.4: to ensure the quantity, location, management and design of parking supports the vision of the precinct.</b></p>		
M 4.4.1	<p><i>Provide the minimum amount of car parking appropriate for the precinct.</i></p> <p>Audit of existing supply, occupancy rates and patterns of use undertaken 2019/2020:</p> <ul style="list-style-type: none"> <li>Concluded that 200+ additional bays are required to provide adequate supply for</li> </ul>	



REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>base demand to 2040.</p> <ul style="list-style-type: none"> <li>No sites identified within the PSP area to provide significant additional all day car parking.</li> </ul> <p>Provision of a strategic peripheral car parking site may be further investigated through the development of the Sport and Recreation Facilities Strategy and a strategic car parking review.</p>	
M 4.4.2	<p><i>Manage and locate car parking to prioritise access according to the needs of different user groups.</i></p> <p>Needs of different user groups:</p> <ul style="list-style-type: none"> <li>Predominant employment activities are Shop/Retail and Office/Business.</li> </ul> <p>Peak parking utilisation 1.15pm – 3.00pm (58% maximum average hourly utilisation).</p>	<ol style="list-style-type: none"> <li>Consolidate private parking by encouraging shared use and reciprocal arrangements with internal access easements within redevelopment sites.</li> <li>Implement measures to review/manage short-term car parking (timed parking).</li> <li>Investigate a strategic peripheral car parking site to provide long-term car parking (M 4.4.1).</li> </ol>
M 4.4.3	<p><i>Design parking to be integrated with the urban form.</i></p> <p>LPS 21 existing provisions address car parking requirements, including location and cash in lieu of parking, in the Centre zone.</p> <p>Existing factors detracting from the urban form:</p> <ul style="list-style-type: none"> <li>Low density development resulting in at grade car parking.</li> <li>Commercial development at some locations is set back behind car parking and crossovers.</li> <li>Clark Street and Naturaliste Terrace north of Dugalup Brook – formerly zoned Light Industry; varied land use mix; located outside of the core PSP area.</li> <li>Sections of Dunn Bay Road – poor pedestrian environment,</li> </ul>	<ol style="list-style-type: none"> <li>Initiate an amendment to LPS 21, introducing: <ol style="list-style-type: none"> <li>Standards relating to the location of car parking (M 4.3.1).</li> <li>Development site controls to address setback requirements where cadastral boundary anomalies exist (BF 6.2.2).</li> </ol> </li> <li>Prioritise pedestrian and cyclist accessibility and movement on sections of Dunn Bay Road (M 4.1.3).</li> </ol>

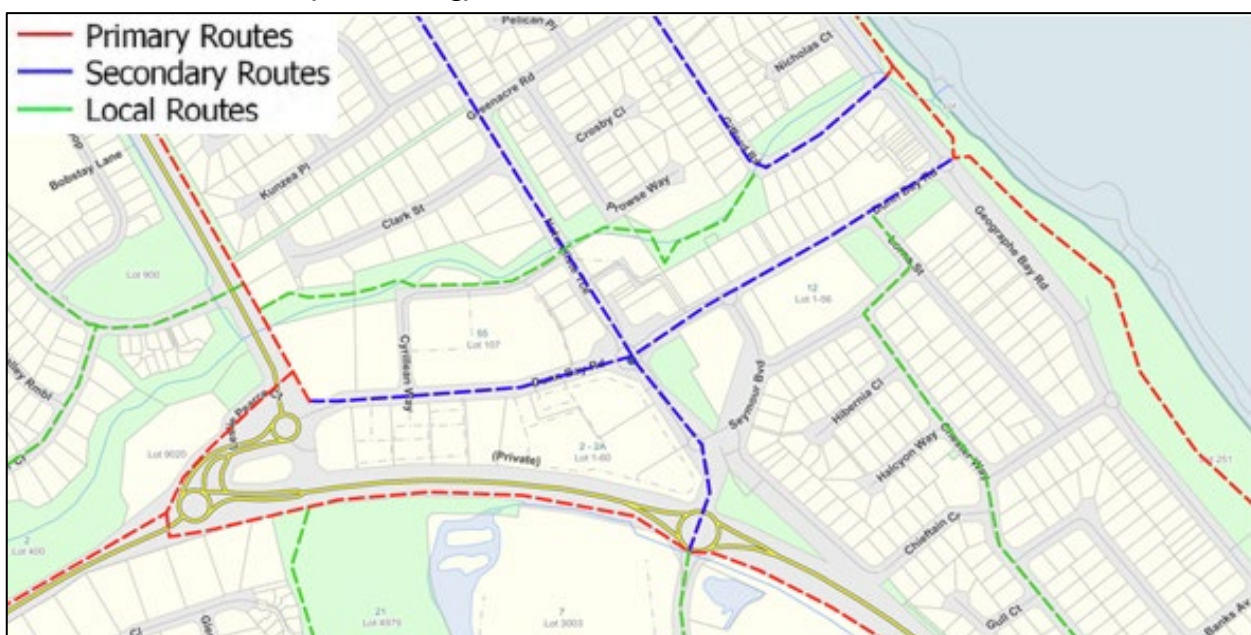
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION	
	narrow carriage width, street parking; limited opportunity for improvement. • Cadastral boundary anomalies.		
M 4.4.4	<i>Design parking for adaptability over time to accommodate potential future change of use.</i> • Parking demand analysis indicates that additional bays will be required to provide adequate supply for base demand to 2040. • Multi-storey facility design has potential to negatively impact character of the DTC.	Initiate an amendment to LPS 21, introducing standards requiring active frontages for multi-storey car parks.	
M 4.4.5	<i>Consider parking requirements and end of trip facilities for other transport modes.</i> Parking requirements and end of trip facilities for cyclists are considered through LPP 2.1 Car Parking and R-Codes vol. 2. Further provision of public cycling infrastructure, including end of trip facilities (showers, toilets, and lockers) and parking facilities could be investigated.	Provide additional cycling infrastructure, including parking facilities, in the PSP area.	
REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
M (All)	Movement and Parking Implementation Plan	Short/Medium/Long	Engineering works

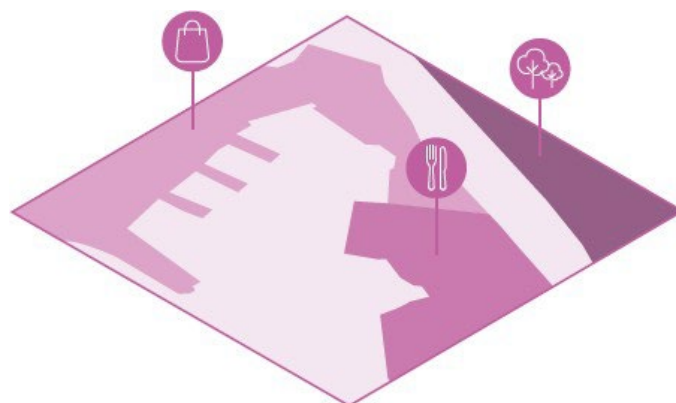
#### MOVEMENT: Movement and Parking Implementation Plan

PSP Area	Develop a map of the proposed pedestrian and cycle network.
Dunn Bay Road/Caves Road	Establish mid-block connections.
Caves Road/Dunsborough Lakes	Connection between Dunsborough Lakes and the DTC: a. Redesign/reconstruction of pedestrian refuge islands (Main Roads WA). b. Construct dual use pathway on southern side of Caves Road.
Clark Street	c. Construct dual use pathway on northern side.

	d. Construct dual use pathway to provide connection with Cyrilleen Way.
Dunn Bay Road	e. Widen footpaths and adjust road carriageways at eastern end. f. Maintain controlled service and freight vehicle access. g. Rationalise street parking. h. Improvements/formalisation of pedestrian crossings.
Cyrilleen Way	Improvements to intersections with: i. Naturaliste Terrace; j. Dunn Bay Road.
Dunn Bay Road/Caves Road	Encourage and facilitate development to establish a mid-block connection.
Caves Road	Redesign/reconstruction of Caves Road/Naturaliste Terrace intersection roundabout (Main Roads WA).
Delivery/Service Vehicles	Design street upgrades to allow for delivery and service vehicle width, length and turning ability: a. Carriageway width; b. Mountable curbs; c. Bus bays (where required).
Infrastructure	a. Relocation of power transmission lines from overhead to underground (in relevant locations). b. Replacement of civil drainage infrastructure to mitigate surface pollutants, including through use of gross pollutant traps and easements.
Long-term Car Parking	Investigate a strategic peripheral car parking site to provide long-term car parking
Short-term Car Parking	Review/manage short-term car parking (timed parking).

#### Leeuwin Naturaliste Cycle Strategy 2050





## 6.5 LAND USE

*Reflect the role of the precinct in its broader context: land use type, proportion, mix and location, by responding to community needs and the current and intended future activities and functions.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
<b>Land Use Objective 5.1: to ensure current and planned land uses respond to the needs and expectations of the community.</b>		
LU 5.1.1	<p><i>Review existing zonings and land uses within and adjacent to the precinct to identify gaps and determine the appropriate zones and land use mix.</i></p> <p>Historically zoning and land use has been reviewed through the:</p> <ul style="list-style-type: none"> <li>• LCPS, DTCCP, and LPS 21 Amds 1 &amp; 29.</li> <li>• Amd 40 aims to protect the Centre zones by minimising retail leakage.</li> </ul> <p>Other relevant factors:</p> <ul style="list-style-type: none"> <li>• High level of interest to develop residential and tourism-related land uses.</li> <li>• Lack of vacant land to provide for expected floor space demand.</li> <li>• Community concern over permissible building heights.</li> </ul>	<p>Initiate an amendment to LPS 21:</p> <ol style="list-style-type: none"> <li>a. Review permissibility of low-density residential development and other land uses that may not be appropriate or achievable in the DTC (LU 5.3.1).</li> <li>b. Revise residential density coding's within the PSP area (LU 5.3.2).</li> </ol>



LU 5.1.2	<p><i>Consider the current and future need for services, utilities and social infrastructure, including community, civic and cultural facilities.</i></p> <p>Sufficient existing levels of social infrastructure to address daily needs of the service population. Higher-order services located in Busselton and Bunbury.</p> <ul style="list-style-type: none"> <li>• Ongoing preparation a Community Infrastructure Plan to investigate growing demand for community facilities (e.g. library, community resource centre).</li> <li>• Opportunity to identify a suitable civic/community space within walkable distance of the DTC.</li> </ul> <p><i>The possible co-location of other civic services, including the provision of a strategic peripheral car parking site, may be further investigated through the development of the Sport and Recreation Facilities Strategy and a strategic car parking review.</i></p>	
LU 5.1.3	<p><i>Identify locations for staged land use transition to meet changing community needs.</i></p> <p>Current locations that support land use transition (introduced 2017):</p> <ul style="list-style-type: none"> <li>• Clark Street was rezoned from Light Industry to Centre zone.</li> <li>• Additional Use 74 (Residential zone), on the periphery of the PSP area.</li> </ul>	No further action required.
Land Use Objective 5.2: to ensure land use contributes positively to precinct character and amenity.		

LU 5.2.1	<p><i>Co-locate land uses that have a mutual, positive benefit.</i></p> <p>Medium-sized non-metropolitan activity centre:</p> <ul style="list-style-type: none"> <li>• Relatively minimal diversity of land uses – predominantly Shop/Retail and Primary-Rural (Clark Street; public open space).</li> <li>• Some non-conforming uses located in Clark Street following rezoning.</li> </ul> <p>Amd 1 introduced:</p> <ul style="list-style-type: none"> <li>• ‘Activity centre’ R-AC3 density coding to enable co-location of residential and permissible DTC land uses.</li> <li>• Additional Use A74 – low impact land uses in the fringing Residential zone.</li> </ul>	<p>Initiate an amendment to LPS 21:</p> <ol style="list-style-type: none"> <li>a. Review permissibility of low-density residential development and other land uses that may not be appropriate or achievable in the DTC (LU 5.3.1).</li> <li>b. Amend Schedule 2 – Additional Uses ‘A74’, to create a new Additional Use area and separate out sites within the PSP area, including revised conditions (BF 6.1.1).</li> </ol>
LU 5.2.2	<p><i>Locate and distribute land uses to manage amenity impacts such as noise, visual and air pollution.</i></p> <p>Potential amenity impact on Dugalup Brook:</p> <ul style="list-style-type: none"> <li>• Adjoining land is in the Centre zone.</li> <li>• Significant issue may arise from surface pollutant impact.</li> </ul> <p>Other land use amenity impacts:</p> <ul style="list-style-type: none"> <li>• Potential noise impacts between Centre and Residential zone interface.</li> <li>• Potential noise impacts from Caves Road interface (SPP 5.4)</li> </ul>	<ol style="list-style-type: none"> <li>1. Initiate an amendment to LPS 21 introducing standards relating to Dugalup Brook: <ol style="list-style-type: none"> <li>a. No car parking or services located on the Brook interface (PR 3.3.1).</li> <li>b. Incorporate WSUD principles (PR 3.3.3).</li> </ol> </li> <li>2. In Part 1 Implementation: Additional Information: <ol style="list-style-type: none"> <li>a. Commercial land use – a noise management plan.</li> <li>b. Residential land use adjoining Caves Road – road traffic noise assessment.</li> </ol> </li> </ol>
LU 5.2.3	<p><i>Distribute land uses across the precinct to support and benefit from the movement network.</i></p> <p>Medium-sized activity centre:</p> <ul style="list-style-type: none"> <li>• Services daily needs of service population (no regional service provision).</li> <li>• Minimal diversity of land uses.</li> <li>• Minimal diversity of transport modes.</li> </ul>	<p>Retain additional uses specified for the peripheral Residential zoned land, to provide additional availability of commercial floor space (BF 6.1.1).</p>

**Land Use Objective 5.3: to achieve a mix of land uses and activity that supports the precinct vision.**

LU 5.3.1	<p><i>Determine the appropriate land use mix for the precinct.</i></p> <ul style="list-style-type: none"> <li>Land use mix was reviewed following the DTCCP; implemented via Amds 1 and 29. Included horizontal land use mix and provisions in cl. 4.21 of LPS 21.</li> <li>Amd 40 aims to protect the Centre zones by minimising retail leakage.</li> </ul>	<p>Initiate an amendment to LPS 21 to:</p> <ol style="list-style-type: none"> <li>Not allow residential use at ground floor on Naturaliste Terrace, Dunn Bay Road and Clark Street.</li> <li>Revise the permissibility of low density residential land uses.</li> <li>Revise the permissibility of land uses that are not appropriate or achievable in the context of the Dunsborough DTC.</li> <li>Revise residential density codings within the PSP area (LU 5.3.2).</li> </ol>
LU 5.3.2	<p><i>Implement the appropriate distribution of residential density to support the intended character and function of the precinct.</i></p> <p>Enact zoning, land use and built form changes that have been identified through the development of the PSP.</p>	<p>Addressed via Amendment 52 to LPS 21.</p>
LU 5.3.3	<p><i>Provide for land uses that appropriately activate and promote safety in the public realm.</i></p> <p>LPS 21:</p> <ul style="list-style-type: none"> <li>Table 1 – Zoning Table allows for predominantly commercial land uses in the Centre zone.</li> <li>R-AC3 density allows for mixed use development (cl. 4.21.1 (a) restricts residential use at ground floor in Dunn Bay Road and Naturaliste Terrace).</li> <li>AU 74 allows for low-key commercial and service land uses to support the DTC.</li> </ul>	<ol style="list-style-type: none"> <li>Revise the permissibility of low density residential land uses (LU 5.3.1).</li> <li>Revise the permissibility of land uses that are not appropriate or achievable in the context of the Dunsborough DTC (LU 5.3.1).</li> </ol>
LU 5.3.4	<p><i>Identify a land use mix that supports local employment and the local economy.</i></p> <p>Medium-sized activity centre:</p> <ul style="list-style-type: none"> <li>Secondary activity centre in context of the District.</li> <li>DTC employment activity (90% of</li> </ul>	<ol style="list-style-type: none"> <li>Revise the permissibility of unachievable or inappropriate land uses (LU 5.3.1).</li> <li>Amend Schedule 2 – Additional Use ‘A74’, to create a new Additional Use (BF 6.1.1).</li> </ol>

	all employment opportunities), including: <ul style="list-style-type: none"> <li>• Shop/Retail (including restaurants, cafes and similar).</li> <li>• Office/Business.</li> <li>• AU 74 allows for low-key commercial and service land uses to support the DTC.</li> </ul>		
REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
LU 5.3.1	Land Use Plan	N/A	Addressed via Amendment 52 to LPS 21.
LU 5.3.2	Density Plan	N/A	Addressed via Amendment 52 to LPS 21.

#### LAND USE: Land Use Plan

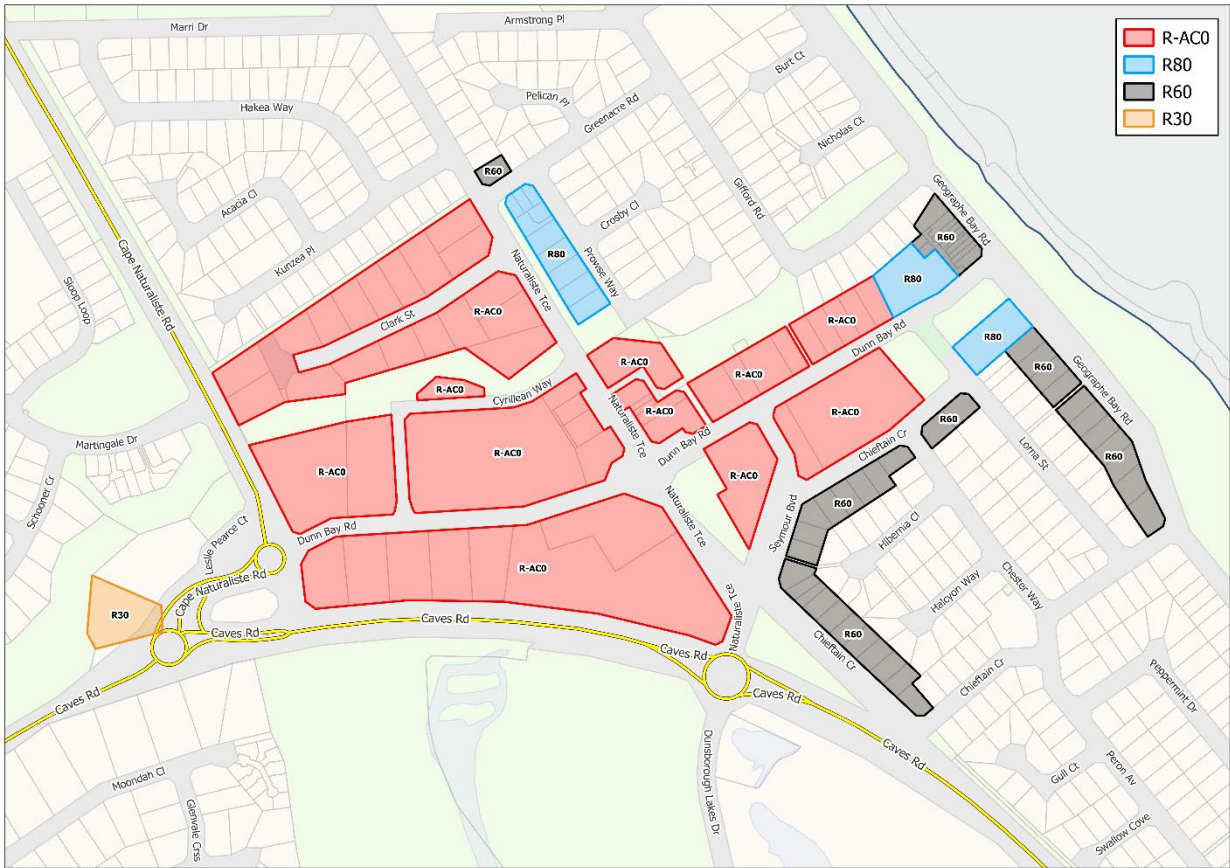
Land Use Permissibility	Review land use permissibility in the District Centre zone: <ol style="list-style-type: none"> <li>Low density residential.</li> <li>Land uses not appropriate and/or achievable.</li> </ol>
Civic/Community Space	Investigate land for civic and community space within walkable distance from the DTC.
Peripheral Car Parking	Investigate land for future all-day peripheral car parking.

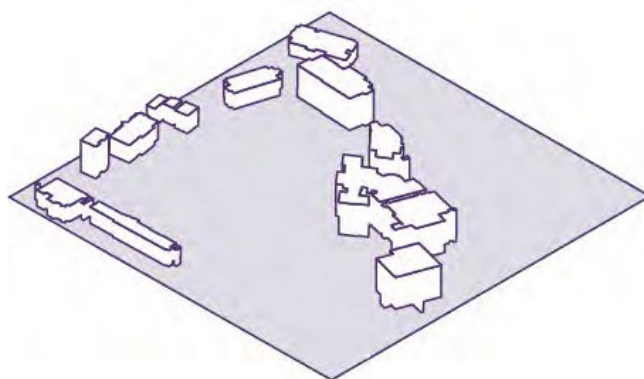
#### LAND USE: Density Plan

Review Activity Centre Density	Addressed via Amendment 52 to LPS 21.
Review Residential Density	Addressed via Amendment 52 to LPS 21.



Density Plan





## 6.6 BUILT FORM

*Support a precinct that is functional and appropriate in character, intensity, bulk and scale; provide choice and affordability in housing; and support the critical mass of residents, workers and visitors required to sustain thriving local businesses and service delivery.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
<b>Built Form Objective 6.1: to ensure that the built form is responsive to the purpose, context and intended character of the precinct.</b>		
<b>BF 6.1.1</b>	<p><i>Address how the precinct built form will respond to the physical and cultural characteristics of the precinct.</i></p> <p>Significant physical characteristics include:</p> <ul style="list-style-type: none"> <li>• Dugalup Brook/associated reserves.</li> <li>• Views towards Geographe Bay and Cape Naturaliste (above ground level).</li> <li>• Public realm such as Lions Park (Reserve 38693) and Seymour Park (Reserve 26512).</li> </ul> <p>Cultural characteristics include:</p> <ul style="list-style-type: none"> <li>• The retention of the unique village character and coastal lifestyle value of the town centre and its existing and desired human scale and sense of place.</li> <li>• Low rise (1-3 storey).</li> <li>• Predominant tourism accommodation at eastern end of Dunn Bay Road.</li> </ul>	<p>Initiate an amendment to LPS 21, to:</p> <ol style="list-style-type: none"> <li>Amend Schedule 2 – Additional Uses ‘A74’, to create a new Additional Use area and separate out sites within the PSP area, including revised conditions.</li> <li>Revise residential density coding’s within the PSP area (LU 5.3.2).</li> <li>Develop urban design guidelines addressing matters not sufficiently outlined in Vol. 2 of the R-Codes, for example: <ul style="list-style-type: none"> <li>• Building materials</li> <li>• Roof design</li> <li>• Landscaping</li> <li>• Colour palette</li> <li>• Provision of cross sections and 3-D diagrams of building footprints for the R60, R80 and 4 &amp; 5 Storey designs, and road sections.</li> </ul> </li> </ol>

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<ul style="list-style-type: none"> <li>Office/retail at western end of Dunn Bay Road.</li> <li>PSP area surrounded by low density residential.</li> </ul> <p>LPS 21, Schedule 2, 'A74', condition 5 requires the preparation of urban design guidelines (and/or Special Provisions) to address matters relating to built form. A further opportunity exists to develop a local planning policy with the aim of ensuring that new development contributes to the distinct identity, character, scale and sense of place.</p>	
BF 6.1.2	<p><i>Manage the built form transitions between and within the precinct.</i></p> <p>Significant physical characteristics:</p> <ul style="list-style-type: none"> <li>Dugalup Brook/associated reserves.</li> <li>Lions Park and Seymour Park</li> <li>Flat topography.</li> <li>Preservation of human scale.</li> </ul> <p>Significant community interest in built form outcomes.</p>	Addressed via Amendment 52 to LPS 21.
BF 6.1.3	<p><i>Promote a diversity of built form types appropriate to the precinct.</i></p> <p>Community consultation:</p> <ul style="list-style-type: none"> <li>Importance of maintaining low- key, friendly atmosphere.</li> <li>Concern re the potential impact of bulk and scale from proposed six storey (R-AC3) mixed use developments.</li> </ul> <p>Significant physical characteristic:</p> <ul style="list-style-type: none"> <li>Public realm such as Lions Park (Reserve 38693) and Seymour Park (Reserve 26512).</li> </ul>	Addressed via Amendment 52 to LPS 21.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
BF 6.1.4	<p><i>Identify buildings with potential for retention and adaptive reuse (including temporary use) with a priority on heritage buildings and buildings that contribute to place character.</i></p> <p>Cultural heritage:</p> <ul style="list-style-type: none"> <li>No European cultural heritage sites listed on the City's Heritage List, or the State Heritage Register.</li> <li>No architectural consistency in the built form of the DTC.</li> </ul>	Not applicable to this PSP.
<p><b>Built Form Objective 6.2: to ensure building placement, scale and massing is appropriate for the intended precinct and streetscape character.</b></p>		
BF 6.2.1	<p><i>Set height controls to ensure buildings within a precinct have a positive impact on the surrounding streetscape and public spaces.</i></p> <p>Amendment 1 to LPS 21:</p> <ul style="list-style-type: none"> <li>Introduced R-AC3 density coding to the DTC.</li> <li>Version of R-Codes current at the time (SPP 3.1 – 2015 version) – max. allowable wall height was 18m (and 21m with pitched roof) or 19m (with concealed roof) – i.e. 5 storey.</li> <li>New R-Codes vol. 2: <ul style="list-style-type: none"> <li>Allowable 6 storey/21m (does not differentiate between pitched or concealed roof);</li> <li>Allows R-AC0 development standards to be provided in a scheme.</li> </ul> </li> </ul> <p>Community consultation:</p> <ul style="list-style-type: none"> <li>Importance of maintaining low- key, friendly atmosphere.</li> <li>Concern re the potential</li> </ul>	Addressed via Amendment 52 to LPS 21.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>impact of bulk and scale from proposed six storey (R-AC3) and four storey (R80) mixed use developments.</p>	
BF 6.2.2	<p><i>Develop setback controls in consideration of the intended relationship between buildings, and between buildings and the street.</i></p> <p>Community consultation:</p> <ul style="list-style-type: none"> <li>• Importance of maintaining low- key, friendly atmosphere.</li> <li>• Concern re the potential impact of bulk and scale from proposed six storey (R-AC3) mixed use developments.</li> </ul> <p>LPS 21 relevant clauses relating to setback controls in the Centre zone (cl. 4.21.1):</p> <ul style="list-style-type: none"> <li>• (b) A nil front setback;</li> <li>• (j) No vehicle access or car parking shall be provided between buildings and the street.</li> </ul> <p>LPS 21 Additional Use 74 (A74):</p> <ul style="list-style-type: none"> <li>• Conditions allow for land uses that may result in street activation ('Shop', Restaurant/Café'), nil front setback.</li> <li>• Conditions also require preparation of urban design guidelines (UDG) with various matters to be addressed (now addressed through R-Codes Vol. 2).</li> </ul> <p>Other considerations:</p> <ul style="list-style-type: none"> <li>• Caves Rd – key travel corridor.</li> <li>• Development of a 'green funnel' from Caves Rd into the DTC.</li> <li>• Dugalup Brook</li> </ul>	<p>Addressed via Amendment 52 to LPS 21.</p>

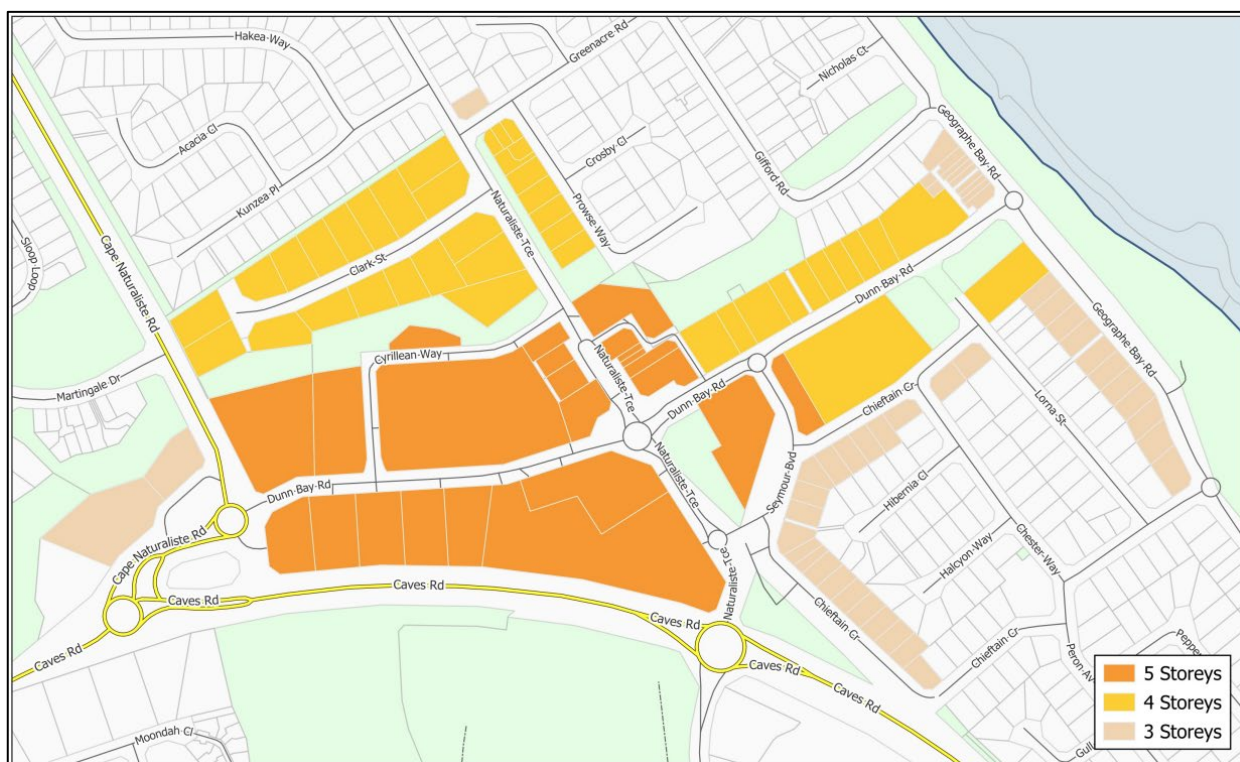


REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	<p>environmental and social amenity.</p> <ul style="list-style-type: none"> <li>• Cadastral boundary anomalies.</li> </ul>	
BF 6.2.3	<p><i>Apply built form envelopes to define the streetscape and reinforce the precinct character.</i></p> <p>Community consultation:</p> <ol style="list-style-type: none"> <li>3. Importance of maintaining low- key, friendly atmosphere.</li> <li>4. Concern re the potential impact of bulk and scale from proposed six storey (R-AC3) mixed use developments.</li> </ol>	Addressed via Amendment 52 to LPS 21.
BF 6.2.4	<p><i>Determine plot ratio controls appropriate for the existing or intended future character of the precinct, where relevant.</i></p> <p>LPS 21 plot ratio incentives applying to the Centre zone/R-AC3 coded lots (cl. 4.21.1 (p)):</p> <ul style="list-style-type: none"> <li>• Re-coding from R-AC3 to R-AC4 or R-AC0 – LPS 21 plot ratios become redundant.</li> <li>• R-Codes vol. 2 – plot ratios are specified in Table 2.1 Primary controls table.</li> </ul>	Addressed via Amendment 52 to LPS 21.
<p><b>Built Form Objective 6.3: to ensure that built form design reduces energy demand across the precinct by facilitating climate-responsive design.</b></p>		
BF 6.3.1	<p><i>Locate and arrange buildings to optimise solar access to buildings and the public realm.</i></p> <p>Public realm:</p> <ul style="list-style-type: none"> <li>• Dugalup Brook (south side of Clark Street) – public realm may be impacted by R-AC3 coded buildings (6 storey) with nil rear setback.</li> </ul> <p>Residential density (R80/R15 interface, particularly Lorna St, Chester Way and Hibernia</p>	Addressed via Amendment 52 to LPS 21.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION	
	Close: <ul style="list-style-type: none"><li>R-Codes vol. 2 – provisions relating to building orientation address solar access to habitable rooms, open space and solar collectors.</li></ul>		
BF 6.3.2	<i>Consider the placement and layout of buildings to optimise natural ventilation and minimise wind impact at street level and on adjoining properties and public spaces and streets.</i> Block and lot layout is established: <ul style="list-style-type: none"><li>Generally north/south and east/west orientation.</li><li>New development will address the primary street (and secondary street in the case of Hannay Lane).</li></ul>	No further action required.	
Built Form Objective 6.4: to ensure that built form design is responsive to the streetscape and contributes to a safe and comfortable public realm.			
BF 6.4.1	<i>Design and setback buildings to enable passive surveillance and outlook to the street.</i> Applicable provisions: <ul style="list-style-type: none"><li>LPS 21 cl. 4.21</li><li>R-Codes vol. 2.</li></ul>	Initiate an amendment to LPS 21 to introduce development standards for the District Centre zone to promote active building frontages, including: <ul style="list-style-type: none"><li>a. Primary business entrance and shop front façade.</li><li>b. Glazing of shop front windows.</li><li>c. Roller doors/screens of solid material not permitted.</li></ul>	
BF 6.4.2	<i>Design for weather protection for pedestrian priority streets and public spaces, where appropriate.</i> LPS 21 provisions applying to the District Centre zone (cl. 4.21).	Initiate an amendment to LPS 21 to introduce development standards for the depth of awnings in the District Centre zone.	
REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
LU 5.3.2 BF 6.2.1	Building Height Plan	N/A	Incorporate into Scheme Amendment process.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION	
BF 6.1.2 BF 6.2.2 BF 6.2.4 BF 6.4.1 BF 6.4.2	[District] Centre Zone Development Standards	N/A	Incorporate into Scheme Amendment process.
BF 6.1.1	Urban Design Guidelines Local Planning Policy	Short term	Prepare and adopt Urban Design Guidelines as a Local Planning Policy.

### BUILT FORM: Indicative Building Height Plan



### BUILT FORM: District Centre Zone Development Standards

Provision	Purpose
Boundary setbacks	<p>Responds to factors including:</p> <ul style="list-style-type: none"> <li>Existing lot boundary anomalies and/or building lines.</li> <li>Established vegetation and streetscape landscaping.</li> <li>Prominence and scenic value of Caves Road as a significant travel and tourism route.</li> </ul>
Boundaries adjoining Reserves	<p>To protect the amenity of adjoining Reserves:</p> <ul style="list-style-type: none"> <li>Upper storey setbacks.</li> <li>No car parking or services.</li> <li>Water Sensitive Urban Design principles.</li> </ul>
Land use	<p>Provide commercial floor space and achieve an active pedestrian environment:</p> <ul style="list-style-type: none"> <li>Restriction of residential uses at ground floor for lots</li> </ul>

	fronting Dunn Bay Road, Naturaliste Terrace, Clark Street.
Building frontages	<p>Promotion of active frontages:</p> <ul style="list-style-type: none"> <li>• Primary business entrance and shop front façade.</li> <li>• Minimum 70% transparent glazing.</li> <li>• Minimum 2.5m wide pedestrian shelter.</li> <li>• Roller doors/screens of solid material not permitted.</li> </ul>
Vehicle access and car parking	<p>To protect pedestrian amenity and reduce vehicle dominance:</p> <ul style="list-style-type: none"> <li>• No car parking between buildings and the street.</li> <li>• Rationalisation of crossovers.</li> <li>• Shared use of car parking.</li> <li>• Reciprocal access arrangements.</li> </ul>

## TECHNICAL APPENDICES

1. Dunsborough [Town] Centre Commercial Growth Analysis (Pracsys, 2018)
2. Dunsborough Urban Design Assessment (Urbis, 2021)
3. Dunsborough Town Centre Parking Utilisation and Turnover Survey (SMEC, 2020)
4. Future Parking Demands (SMEC, 2020)
5. Busselton Dunsborough Traffic Modelling (Cardno 2022)