

Local Planning Policy No. 4.5

BUSSELTON BYPASS ACCESS

1. HEAD OF POWER

This Policy has been adopted pursuant to *Planning and Development (Local Planning Schemes) Regulations 2015*, Schedule 2 (Deemed Provisions), Clause 4 and applies to development across the whole of the City.

2. PURPOSE

The Busselton Bypass is an inter-regional highway under the jurisdiction of Main Roads WA (MRWA) as identified on Plan 1. MRWA's *'Busselton Bypass and Intersection Access Strategy'* aims to protect the primary function of the Bypass as an inter-regional highway, identify strategic access points, and identify potential modification to those access points.

Whilst access to the Bypass requires MRWA approval, the City, through both the consideration of individual proposals and future strategic access points identified through strategic planning exercises, may also make decisions relating to access to the Bypass. As is the intention of the MRWA Strategy, access to the Bypass should be limited to meet the objective of the effective function of the Bypass as an inter-regional highway.

This Policy aims to:

- a. Reinforce and clarify the City's intention to prohibit direct vehicular access to the Busselton Bypass.
- b. Ensure that development adjacent to the Bypass is not detrimental to the safety and smooth flow of traffic.
- c. Maintain visual amenity, acoustic protection and rural character along and adjacent to the Bypass.
- d. Ensure consistency of decision making between the City and MRWA.

3. INTERPRETATION

N/A

4. POLICY STATEMENT

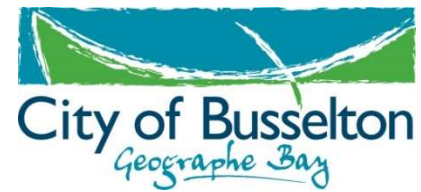
These provisions apply to the Busselton Bypass Road Reserve – Yalyalup to Vasse Village and to any proposed development, subdivision, or strategic land use proposals such as rezonings, DGP's and structure plans for land which abuts the road reserve or associated buffers. These provisions do not remove the need for a proponent to obtain the approval of MRWA for vehicle access to the Bypass.

With a view to enhancing the effectiveness of the Busselton Bypass, and maintaining a high level of safety and amenity, the following measures shall be applied:

- 4.1 The City will not approve any development that proposes direct vehicular access to the Busselton Bypass unless in accordance with 4.5 or 4.7.
- 4.2 Consistent with the intent of District Town Planning Scheme No. 20 (such as the policies of the Restricted Business zone), The City will not approve commercial/retail development adjacent to the Bypass, though may consent to local or neighbourhood centres in proximity to the Bypass provided direct vehicular access is not required.

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- 4.3 A number of significant urban (residential) developments already adjoin, or are proposed to adjoin, the Bypass. While individual development or lot access would not be permitted directly to the Bypass, there will need to be a provision for adequate and planned district distributor road access to the Bypass to allow for effective traffic management and distribution in these locations. This access is to be determined in consultation with Main Roads WA and with due regard to MRWA's *'Busselton Bypass and Intersection Access Strategy'*.
- 4.4 Where a lot has access to both the Bypass and another gazetted road, any decision on access by the City shall require access be taken, where practicable, from road frontage other than the Bypass.
- 4.5 The City may consider granting development access to the Bypass only in the circumstance where a lot has no other legal road access and where MRWA provides approval to such an access.
- 4.6 The City requires subdivision and development proposals to be screened and buffered from the Bypass with appropriate acoustic bunds and landscape elements.
- 4.7 In special circumstances the City may consent to strategic fire escape route access from a rural residential estate onto the Bypass reserve, provided there are no additional access opportunities available. In these instances the strategic fire access shall be to an existing or constructed service road access within the Bypass reserve and not directly onto the Bypass road itself.

5. REVIEW DETAILS

Review Frequency	2 yearly			
Council Adoption	10/3/2010		C1003/069	
Previous Adoption	DATE		Resolution #	

* Policy number changed from LPP 2A to LPP 4.5 on the 11th May 2020. The change is administrative only, no resolution by Council required.