| Characteristic       VEGETATION LINE DEC 2008 AERIAL PHOTOGRAPHY         LOW SCENARIO       JULY 1996 STORM EVENT + 10%       -0.4m         MEDIUM SCENARIO       JULY 1996 STORM EVENT + 10%       -0.4m         HiGH SCENARIO       JULY 1996 STORM EVENT + 10%       -0.4m         HiGH SCENARIO       JULY 1996 STORM EVENT + 10%       -0.4m         NOTES  | POINT DAKING                                 | 326000mE  <br>327000mE  <br>327000mE   |   |
|--|--|--|---|
| MEDIUM SCENARIO       JULY 1996 STORM EVENT +10%       +0.8m.         HIGH SCENARIO       JULY 1996 STORM EVENT +10%       +1.1m         NOTES:       1.1mse plans do not have the precision required to define erosion risk to individual process indicate potential shoreline erosion due to climate charge and se to rocastal indication and rundi flooding.       0.8 setsement of the setsement practices and maintenance of costal data charge and se to rocastal indication and rundi flooding.         0.1 Setsex Scenarios defined in this plan have been derived using the methodology out creastal incorporate the known presence of costal data cross the Bussetton shu costal data maintenance of costal data cross the Bussetton shu costal data maintenance of costal data cross the Bussetton shu costal data maintenance of costal data cross the during setsex but do not a costal data cross the Public Study of the and the sting costal protection structures are maintainad in the been exported within structures are maintainad in the been data costal defined costal data costaste data costa  | SETBACK REQUIRES LOCAL<br>ASSESSMENT OF ROCK |  | -   |
| <ul> <li>These plans provide an interpretation of development planning setbacks for coastal These plans do not have the precision required to define erosion risk to individual process plans do not have the precision required to define erosion risk to individual process plans do not have been derived using the methodology out Erosion Study - Assessment of Climate Change Impacts. Report 96-00-01.</li> <li>Steback scenarios defined in this plan have been derived using the methodology out Erosion Study - Assessment of Climate Change Impacts. Report 96-00-01.</li> <li>Future coastal erosion has been assumed to be distributed across the Busselton sho coastal management practices and maintenance of coastal defences.</li> <li>Plans incorporate the known presence of coastal protection structures, but do not ac capture the extent or influence of bury coastal protection structures are maintained in the bias between groynes and seawalls, with much greater effort required to maintain a: A erial imagery from LANDGATE GEOGRAPHE_BAY_DEC_2008_MOSAIC capture the extent or IMANDGATE GEOGRAPHE_BAY_DEC_2</li></ul> |  | MEDIUM SCENARIO JULY 1996 STORM EVENT +10% +   | +0.4m \$<br>+0.9m \$<br>+1.1m \$  |
|  |  | <ol> <li>These plans provide an interpretation of development planning setbacks for co<br/>These plans do not have the precision required to define erosion risk to individ<br/>Planning setbacks indicate potential shoreline erosion due to climate change a<br/>for coastal inundation and runoff flooding.</li> <li>Setback scenarios defined in this plan have been derived using the methodolo<br/>Erosion Study - Assessment of Climate Change Impacts. Report 96-00-01.</li> <li>Future coastal erosion has been assumed to be distributed across the Busselt<br/>coastal management practices and maintenance of coastal defences.</li> <li>Plans incorporate the known presence of coastal protection structures, but do<br/>capture the extent or influence of buried structures.</li> <li>It has been assumed that existing coastal protection structures are maintained<br/>bias between groynes and seawalls, with much greater effort required to main</li> </ol> | idual pro<br>and sev<br>logy out<br>lton sho<br>p not acc<br>ed in thein<br>ntain a s |
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| ORIG S |            | VE<br>14-2-1A.dgn               | PROJEC |        |                 |       | HORIZONTAL MAP GRID OF AUSTRALIA, BASED ON GDA94 |     | APPROVED<br>PROJECT MGR |              |           |            | BEBBCART BEB    |
|--------|------------|---------------------------------|--------|--------|-----------------|-------|--|-----|-------------------------|--------------|-----------|------------|-----------------|
| REVN   | DATE       | AMENDMENT                       | D      | RN APP | ESIGN<br>PROVAL |       |  |     | СНЕСК                   | G.Bebbington |           |            | 666             |
| A      | 17/08/2011 | INITIAL ISSUE FOR CLIENT REVIEW | s      | SM     |                 |       | VERTICAL N/A                                     | 1 1 |                         |              |           |            |                 |
|        |            |                                 |        |        |                 |       | DATUM L  |     | ENGINEERING             | M.Eliot      |           |            |                 |
|        |            |                                 |        |        |                 |       |  |     | DRAWN                   | S.Mouchemore |           | 17/08/2011 | Damara WA Pty L |
|        |            |                                 |        |        |                 |       | 100 0 500  | E   | ENGINEER                | G.McCormack  |           | 17/08/2011 |                 |
|        |            |                                 |        |        |                 | NOTES | SCALE 1:10000                                    |     | ACTION                  | NAME         | SIGNATURE | DATE       |                 |

6279000mN

| SEA LEVEL RISE | 100 YEAR TIME FRAME |
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stal erosion under a set of possible climate change scenarios. al properties. d severe storm impact. Additional allowances may be required

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outlined in Damara WA (2011) Shire of Busselton Coastal

shoreline. However, this distribution will be affected by future

account for structural capacity or condition, and may not

their present position. This assumption produces a relative n a seawall. tured on 19/12/2008.





BUSSELTON SHIRE UNDEFENDED SETBACK LINES DUNSBOROUGH-QUINDALUP

BINGTON TOGRAPHICS Pty Ltd

DRAWING NUMBER

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|   | POINT DAKING                                 | 328 000mE  |           |
|---|--|--|-----------|
|   | SETBACK REQUIRES LOCAL<br>ASSESSMENT OF ROCK | + +  |           |
|   |  | VEGETATION LINE DEC 2008 AERIAL PHOTOGRAPHY           LOW SCENARIO         JULY 1996 STORM EVENT         +0.4m   |           |
|   |  | MEDIUM SCENARIO JULY 1996 STORM EVENT +10% +0.9n     HIGH SCENARIO JULY 1996 STORM EVENT +10% +1.1n  |           |
|   |  | NOTES:   |           |
|   |  | <ol> <li>These plans provide an interpretation of development planning setbacks for coasta<br/>These plans do not have the precision required to define erosion risk to individual p</li> <li>Planning setbacks indicate potential shoreline erosion due to climate change and s<br/>for coastal inundation and runoff flooding.</li> <li>Setback scenarios defined in this plan have been derived using the methodology o</li> </ol>  | pro<br>se |
|   |  | <ul> <li>Erosion Study - Assessment of Climate Change Impacts. Report 96-00-01.</li> <li>4. Future coastal erosion has been assumed to be distributed across the Busselton si coastal management practices and maintenance of coastal defences.</li> <li>5. Plans incorporate the known presence of coastal protection structures, but do not a capture the extent or influence of buried structures.</li> <li>6. It has been assumed that existing coastal protection structures are maintained in the structures.</li> </ul> | ac        |
|   | DUNSBOROUGH<br>CAR PARK SEAWALL              | <ul> <li>bias between groynes and seawalls, with much greater effort required to maintain a</li> <li>7. Aerial imagery from LANDGATE GEOGRAPHE_BAY_DEC_2008_MOSAIC capture</li> </ul>  | a         |
|   | = 9272000mN +                                | + +  |           |
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|         |            |                                  |         |      |      | NOTES | 001 E 4 40000                                    | ACTION                  | NAME           | SIGNATURE | DATE       |               |
|---------|------------|----------------------------------|---------|------|------|-------|--|-------------------------|----------------|-----------|------------|---------------|
|         |            |                                  |         |      |      |       | SCALE 1:10000                                    | ENGINEER                | G.McCormack    |           | 12/10/2010 |               |
| 0       | 22/03/2011 | AMENDED SETBACKS AND ADDED NOTES |         |      |      |       |  | DRAWN                   | S.Mouchemore   |           | 12/10/2010 | Damara WA Pty |
| в       | 15/02/2011 | AMENDED SETBACKS AND ADDED NOTES | SN      |      | -    |       |  | ENGINEERING             | M.Eliot        |           |            |               |
| A       | 12/10/2010 | INITIAL ISSUE FOR CLIENT REVIEW  | SA      |      |      |       | VERTICAL N/A                                     | CARTOGRAPH              | Y G.Bebbington |           | <u> </u>   |               |
| REVN    | DATE       | AMENDMENT                        | DR      | APPR | SIGN |       |  | CHECK                   | G.Bebbington   |           |            |               |
| orig si |            | E<br>I-1-1C.dgn                  | PROJECT |      |      |       | HORIZONTAL MAP GRID OF AUSTRALIA, BASED ON GDA94 | APPROVED<br>PROJECT MGR |                |           |            | BEBBCART CAR  |

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| SEA LEVEL RISE | 100 YEAR TIME FRAME |
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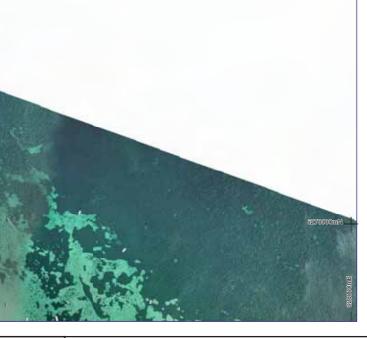
tal erosion under a set of possible climate change scenarios. I properties. severe storm impact. Additional allowances may be required

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BUSSELTON SHIRE VEGETATION LINE AND SETBACKS DUNSBOROUGH-QUINDALUP

BBINGTON ARTOGRAPHICS Pty Ltd

DRAWING NUMBER

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