

# Kupungarri

## Layout Plan 1

### Background Report

March 2004

Date endorsed by WAPC



### Amendments

Amendment 1 - December 2007

Amendment 2 - November 2010

Amendment 3 - November 2012

Amendment 4 - March 2017

Amendment 5 - January 2018

Amendment 6 - April 2018



Department of  
Planning



Western  
Australian  
Planning  
Commission



# KUPUNGARRI COMMUNITY LAYOUT PLAN – REPORT

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## 1. Introduction and Brief

The Community Layout Planning [CLP] project was commissioned jointly by DIA and ATSIC through Program Manager PPK to prepare up to date Layout Plans and identify a range of information concerning the planning and essential services within communities. The intention is for each community and “reserve” to have a CLP, to formalise a process for the consideration and implementation of future development, especially those places about to receive major Capital Projects.

### 1.1 The Brief

The Brief nominates a number of specific requirements to be achieved and documented from the CLP process. These are summarised in the following points:

1. Identify planning issues the Community needs to address.
2. Comment upon the “Design” Population base, for the purposes of establishing future infrastructure needs.
3. Establish a Layout Plan including the identification of areas suitable for the expansion and growth of the Community.
4. As best as possible, locate engineering services: water, sewerage, power, communications, roads and drainage.
5. Identify access, airstrip, rubbish disposal areas, cemetery, and other functional areas and infrastructure.
6. Establish the location of areas unsuitable to be developed at this time for cultural reasons, flooding, etc.

The process used in this current round of CLP’s has focused on being *inclusive*, involving a wide range of interests including Community as well as external agencies and other stakeholders. Some of the potential benefits from such a broad approach include:

1. The increased potential for the management of the ongoing planning process, by Community people with support from associated agencies.
2. Opportunities for the Community to discuss future ideas and development needs with technical specialists.
3. Improved knowledge about planning and planning issues of importance to the community and its residents. Some of which may not have been considered previously.
4. An improved awareness among agencies and other stakeholders (particularly Local Government representatives) about the process of developing the plans and which places have CLP’s underway at any one time.

### 1.2 Planning Documents

The Brief requires the following 3 key documents to be produced at the conclusion of the planning process:

- An up-to-date Layout Plan for the Community
- A Planning Report, Including:
  - Essential Engineering Services Assessment.
- Planning Provisions

There will, however, also need to be some ongoing planning support and CLP management, if the move for communities to take over the responsibility for managing, and updating, their own information, documentation, and plans, is to be effective. It is recommended that the Department of Planning and Infrastructure and the local Shire share the responsibility with the CRO for this ongoing management task.



## 1.3 Planning Objectives

Besides providing a framework for improved delivery of housing and infrastructure, it is accepted that there are some additional underlying objectives to be achieved as a result of the CLP development process. This includes the following:

- 1 Incorporation of Community generated ideas and aspirations as the basis of future decisions.
- 2 Incorporate flexibility to facilitate the achievement of future ideas and opportunities.
- 3 Minimise prescriptive uses of space to allow for future ideas and decision-making.
- 4 Reinforce the acceptance that plans are tools to be used and modified/upgraded and changed as needs require.
- 5 Establish a framework for managing future development within the community.

It is recognised that priorities change and are adapted as new projects are contemplated or planned. Plans need to be flexible to allow for change to accommodate new ideas new priorities and new projects. We therefore recommend that the plan be updated at least every 5 years but especially when a new project comes on stream. This will enable people to refocus on planning issues and consider reasonable and relevant amendments to the Community Layout Plan at an appropriate time. In addition it is logical for the CLP to be reviewed when a major Housing or Infrastructure project is being considered or planned. At such times people and CRO's focus on planning issues and it is therefore an appropriate time to consider the decisions previously made.

## 1.4 Planning Process

After appointment the planning team carried out some detailed background research and gathered information about; Kupungarri, associated places of living, previous planning, current and proposed projects, and infrastructure.

The first site stage was conducted over 3 days involving detailed consultations, both formal and informal, with the Community Representative Organisation (CRO), community people, staff, internal agencies and external service providers. Also during this time the suitability and extendibility of services, land, roads and buildings were assessed.

At the conclusion of the site visit a commitment to return with a coloured-up "Ideas and Issues Plan" was made. This plan was then discussed and left with the CRO [including a number of matters needing to be addressed by the community before the plan could be progressed]. A second visit was then arranged and Contact was also made with DIA, ALT, DOLA, Shire of Derby West Kimberley, KLC and other stakeholders advising that the process was underway, and that input was welcome.

A Newsletter was circulated at the completion of each of these two visits to inform a wide range of stakeholders about the progress and program for the CLP projects. Copies of these are included as an Attachment to this Report.

A further visit took place to obtain feedback about the plan and answers to the questions previously left for consideration. The details of this process were finalised in November/December 2001. Information concerning Engineering Infrastructure took longer to collect.

Further contact was made with various external agencies to advance the involvement of those who have a direct interest in contributing to the development of the community layout plan. This included the following stakeholders:

- Shire of Derby West Kimberley
- Dept. Indigenous Affairs - Derby



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- Kimberley Land Council
- ATSIC Regional Office – Derby
- RAESP Program Manager

Planning does not happen in a vacuum, we recognise that the community has other projects and priorities that it pursues at any one time. The intention is that the CLP Planning process enables the community to focus for at least a short time on the physical aspects of their place and the relationship of these to the overall life of the community and the management of its operations.

A Plan has the potential to be a reflection of these community life characteristics and document the aspirations and needs of community members and their representatives.

The strategy used throughout this CLP project has been one to engage with the community and appropriate stakeholders in order that an indicative plan may be produced that faithfully shows the ideas and potential for the community and its members.

A Plan must nevertheless be flexible and allow for the *unknown* as much as possible. In this way the CLP is a guideline for future development without being totally proscriptive.



## 2. Kupungarri Profile

A key part of the project methodology is to collect as much background information as possible so that this may be put together in a summary form in the *CLP Report* and then on completion of the project a number of items can then be returned to the community for their reference and use in the future.

The type of material sought included the following:

- Previous 5 year plans or other plans eg: Community Plans.
- Previous Layout Plan Proposals.
- Population data.
- History of development of Kupungarri
- Information about the extent of infrastructure and housing over the last 5 years.
- Information about proposed physical and economic development from previous studies, business plans and feasibilities.

Some of the material made available included the following:

- Land status information provided by DIA
- Layout and survey information from SKM
- Information about the infrastructure and ongoing plans and RAESP priorities.
- Community services information

### 2.1 Location and Geography

#### a] Access

The Gibb River Road is the main route for people to access supplies and services from Derby. This road suffers severely from washouts and flooding during the Wet Season. At such times supplies are flown in. The roughness of the road has a detrimental impact upon the vehicles of community members, and some improvements are therefore recommended.

Access to Kupungarri is directly off the Gibb River Road. The internal roads are generally gravelled but are formed and regularly graded.

#### b] Climate

Temperatures have an average diurnal range of 21-38 in the Wet Season and 8-30 in the Dry Season, with some variation outside these ranges. An average annual rainfall above 800mm predominantly falls during the Tropical Wet Season, as a consequence of Monsoonal activity [including Cyclones] across North Australia. Winds predominantly blow from the eastern and South-eastern quarters in the Dry Season and generally from all directions in the Wet Season.

#### c] Topography

The Barnett River and local creeks and many feeder creeks and surrounding river systems, are the dominant watercourse features in the area. The catchment of the Barnett River leading into the Fitzroy River is enormous and the lands surrounding the river, and in proximity to it, are subject to massive flooding and inundation.

Such events cause local communities regular problems with accessing essential



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food and fuel supplies over the wet season. The creeks, and storm-water run off from the hills to the East and North as well as extensive plains to the South and West, have the potential to cause local flooding and inundation, with resultant access roads and tracks to local areas being cut for up to 3 months of the year.

## d] Soils and Vegetation

The soil is generally sandy loam with high clay content in some locations. This causes major dust problems in the Dry Season and major bogs in the Wet Season if not managed carefully. There is an underlying strata of fractured rock within which the bores access the groundwater. In the past the Bore closest to the community was its sole source of water and being so close to the community resulted in a high potential for contamination. This ended up being abandoned for two newer bores.

The country will however grow most agricultural produce with the addition of water, minerals and trace elements.

The vegetation is dominated by native grasses, with acacia and eucalypts proximate to the river and other water resources.

## 2.2 Community Information

No.	Details	Notes
1	<b>Community Name</b>	Kupungarri
2	<b>Local Government</b>	Derby West Kimberley
3	<b>Community Representative Organisation (CRO)</b>	Kupungarri Aboriginal Corporation registered under the Federal Associations legislation
4	<b>Address</b>	Kupungarri, PMB Derby, WA 6728
5	<b>Location</b>	300 Km North-East of Derby
6	<b>Contact People:</b>	Ms Chloe Nulgit – Chairperson Mr Tony McCormack
7	<b>Contact Details/Office</b>	Ph: 9191 7000 [Not Answered] Facs. Disconnected
9	<b>Roadhouse/Store</b>	The roadhouse is separately operated and Incorporated. Ph: 9191 7007
10	<b>Sports &amp; Recreation</b>	Basketball court is available near the School as well as children's play equipment and facilities within the community area, adjacent to the Child Care Centre. Additional facilities are proposed – eg Oval
11	<b>Water</b>	Bore with power feed - 200kl Capacity on 9m Stand
12.	<b>Power</b>	Externally Sited Power Generators
13.	<b>Waste Water</b>	Vacuum Pump System
14.	<b>Communication</b>	Telstra unit – upgraded Satellite Facility installed
15.	<b>Transport</b>	None provided.
16.	<b>Community services</b>	CRO receives agency funding for a limited range of community services. The community relies on Derby for the majority of its other services.
17	<b>Airstrip</b>	3.3 km south of the community adjacent to the Gibb River Road.  Good-formed gravel surface Airstrip servicing the Emergency needs of the district. It is possible that the Airstrip could be sealed as part of a regional emergency strategy including night lighting.



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18	Enterprises	<p>The community operates its own Cattle Station and runs the tourist Camping facility at the Gorge behind the Roadhouse as well as the Roadhouse and associated activities.</p> <p>Community members obtain killers from time to time to supplement food requirements.</p>
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## 2.3 Land

Kupungarri consists of a series of parcels of land [including an excision - with extension - from Mt Barnett Station] located adjacent to the Gibb River Road within the boundary of Mt Barnett Station on the western side of the Barnett River. This is approximately 300 kms by road northeast of Derby and approximately 90 kms [in a strait line] north of Fitzroy Crossing.

The location was selected as the group's second choice in the mid 1980's as a place of residence away from the Station and Derby.

The "Community" is split by the current Gibb River Road alignment. However it is understood that an alternative alignment has been formalised to go around the community to a proposed bridge crossing over the Barnett River. Should this take place then the gazetted road through the community should be changed to community land for the purposes of future development and access.

The parcels of land are small and make little allowance for expansion. There is also no allowance for the incorporation of the following

- any infrastructure located remote from the settlement,
- the cultural areas of significance and
- sufficient area for further local economic development.

Kupungarri consists of the following parcels of land as advised by DoLA:

- Mt Barnett Pastoral Station Crown Lease 269/1972
- Numalgun Location 22 – Pastoral Property
- Numalgun Location 11 – Excision
- Numalgun Location 10 – Extension of Excision - Community Area

There are however a number of other land descriptions that are important to the future of the Community these are summarised as follows:

- Proposed Numalgun Location 32 which is the area proposed to separate the current Roadhouse and associated development from the Pastoral Lease. It is understood that this area has been surveyed but has not been formally gazetted.
- Proposed Numalgun Location 33 which is the area that would eventuate once Numalgun 10 and 11 were combined into the one parcel.
- Gibb River Road Reserve – maintained by Main Roads WA.
- Proposed new alignment for the Gibb River Road, status unconfirmed.
- The Sewerage Treatment Ponds, Airstrip and New Rubbish Tip are located on *Station Land* and not *Community Land*. While this is not a major issue while the property is owned by parties connected to the Community it would seem to be logical to combine all Community Infrastructure and Development in to the one parcel of land.

These parcels of land come within the NTA claim area WC99\_011

Late in the CLP process – early 2003 - the Planning team was advised that the Shire of Derby West Kimberley had made application for potential tourism areas to be excised out of Pastoral properties so that important areas may be protected for the long term. This action has resulted in much debate. As a result a series of important negotiations are planned in order to resolve the status and future of these areas.



## 2.4 Culture and Heritage

The Community is made up from Ngarinyin, Kija and Wunambal people. Residents are associated with claims being progressed in various areas around the community. The community is generally made up of a core group of 80 people who originally moved from the Mt Barnett Station and Derby to establish a new place and gain some independence.

An original request for land was made to the ADC in the mid 1980's. When the Pastoral Property was purchased a parcel of land was eventually secured through an excision from Mt Barnett Station. This was supported, at the time, by the community leaders and the Wining Ngari Resource Centre Administration based in Derby.

According to statements made by local residents and leaders there appears to have been some confusion about the location of the proposed settlement and Roadhouse. Various community members suggest that the development of the community was supposed to have been on the other side of the Gibb River Road and the Roadhouse on the side that the settlement currently occupies. This has some credence when one considers the constraints on development for a Community Area associated with the side closest to the River. The community are now considering new development adjacent to the Roadhouse as a way of enabling growth of the place.

The river, waterholes and hills to the east of the community incorporate important cultural sites. The settlement and its future growth are not impacted by these areas because they are outside of the excision.

Initially a number of basic self built bough shelter dwellings and steel lined sheds were constructed adjacent to a *Solapak* Refrigeration and Power unit on the high bank of the Barnett River showing where people wanted to settle. The location actually excised from the Pastoral Lease is to the southwest of the current site but unfortunately consists of part of the Barnett River and associated flood prone area. The Excision was subsequently extended to incorporate the current area where the bulk of the community is located. This was followed by a significant Building and Infrastructure Program in the early 1990's including houses and the Roadhouse. Over the last 15 years the place has grown significantly.

Since the early time the community leaders have been focused and visionary in terms of setting up a place that was independent and as self sufficient as possible. The group has continued to apply for resources, services and assistance to further this objective. The community is recognised as a "Major" Community by key funding agencies, and receives regular recurrent as well as capital funding.

## 2.5 Current Projects

The community has had a number of projects commenced, completed or discussed for future action within the last 12 months.

No	Project	Notes
1	Staff House for KRSP	Constructed on a lot in the new area adjacent to the Telstra Tower. New services connections are needed.
2	Nurse's Accommodation	Proposed within the Community at the community's request. An alternative site was discussed adjacent to the Roadhouse – now implemented.
3	Manning Gorge Development	The Community enterprise arm is planning on some significant improvements at Manning Gorge for Tourism Developments
4	Upgrade Rubbish Tip	With Support from Shire set up a new site
5	Seal Airstrip	Currently a proposal only



## 2.6 Population

Very few records of the population are kept by the CRO, nor are they clearly identified in other available documentation.

The research carried out by the CLP Team and information provided by various support agencies including Community Health [Ms Gail Freeland now RFDS] indicate the following classifications of residents who normally reside at Kupungarri:

- Permanent Core Resident Group: 100
- Transient Residents: 10
- Associated members: 20
- Staff and Visitors: [7]

**TOTAL - 130**

[The Environmental Health Needs Survey nominates a population of 130 in 1997/98]

At the time of the first stage of CLP work the planning team found that the community was in a serious state of demise. A total population of 13 were living at the community with some of this total being children from Imintji who were attending the Kupungarri School. Later in the planning work the total population was increasing but still only about 80 people [approx 60% of the previous size from the mid to late 1990's].

In reality the population will vary significantly at any one time from the *total* figure, with the members being mobile and large numbers of visitors arriving from time to time associated with cultural and recreational activities. The community representatives have stated that they do not see the Community growing *too* big. The settlement is considered a quiet place to get away from the humbug of other places.

Specific population data, broken up into age cohorts, was not available to the planning team, nor did the Community have such information readily available.

### Notes

- The Community Housing and Infrastructure Needs Survey 2001 [CHINS] has been completed by ABS but the data is not yet available in a form that is useful to this current planning exercise.
- Previous ABS census data is out of date and not recommended for use.
- The 1997 completed EHNCC Environmental Health Needs Survey does not provide more detailed insight into the actual break up in the population.
- In 1991/92 at the time of a previous planning project a total population of 56 were identified with a potential future population of 100.

## 2.7 Design Population

The determination of the Design Population is based upon the following assumptions:

- The community is based around a family oriented group.
- The Enterprises arm is being developed separate to the Community Activities and includes The Station, Manning Gorge, the Roadhouse, Accommodation and associated Tourist business.
- There are limited community-based services available.
- The numbers of visitors is expected to remain in the same order as previously.
- The current low population has a direct impact on the ability of the place to operate and offer services to its members. A period of adjustment will need to be implemented while the place rebuilds.

With allowances for some gradual return to the population levels of the past - over the next 5 years - a Design Population of 110 is recommended.

Any additional housing would require additional sites to be brought into service. Some indicative areas for expansion are shown on the Layout Plan should there be a need to bring on new land for development within the community.



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## 2.8 Other Centres

Associated population centres provide an element of uncertainty in the forward planning of Kupungarri. This is as a result of the apparent loss of commitment to the community in late 2001 and early 2002. Other places with which people associate are:

- Derby Town and Reserves
- Gibb River
- Imintji
- Tablelands Station
- Mt House Station

The following notes are provided for discussion purposes:

- The population in many of these other centres are mobile and some spend large amounts of time away from their place for various climatic, social, cultural, economic, health, education, and recreation reasons – including visits to Kupungarri.
- Understanding the roles and importance of these other population centres is considered to be a central part of the process of understanding the workings and needs of the regional population.
- Other centres perform a vital part in the life of community people – more than merely *an alternative place to live*. These alternative living areas are part of the residency profile of community people. They are part of their *home base*.

The CRO has always maintained a high level of independence, engaging with agencies about the services, support, and resources they are able to provide to the community to meet the community's specific aspirations.

## 2.9 Regional Plans

The ATSIC Regional Plan confirms the status of Kupungarri in the region as a Major Community. Support and funding is provided by many agencies. ATSIC are yet to resume regular servicing, however resources are allocated via regional programs such as RAESP.

## 2.10 Housing

There are currently 35 dwellings plus a number of associated living units at Kupungarri, grouped under the following classifications:

TYPE OF FACILITY	Total	U/S	Needed	NOTES
Community Family Houses	21		-	
Community Duplex Units	4			Two Blocks incorporating 4 x 2 bedroom dwellings
Staff Houses/Units	6			Permanent Houses and Duplex Units
Health Nurse Unit	1			Demountable replaced in 2002
Roadhouse Flat	1			Manager's Residence Attached to back of Roadhouse
Single Men's Quarters	1			Needs Upgrading
Accommodation at Roadhouse	1			4 rooms for temporary visitors Plus a 2 room Visitors Flat
Visitors Camp	-			Not formalised at this stage – people have been camping at Manning Gorge.
Pensioners Place	-			-
Aged Housing	-			-
Caravans	-			Belong to the School [adjacent to the Principals House]
Tourist Facilities and Public Ablutions	-			Community desirous of implementing new facilities at Manning Gorge including Ablution Block.

### Notes:

- The houses have been designed and constructed by a range of companies over the last 15 years.



Most of the houses built over the last 15 years have been designed in close consultation with the Community and incorporate design features such as large bedrooms, external covered living areas and appropriate fixtures. There is a mixture of two, three and four bedroom dwellings.

## **2.10.1 Air conditioners**

More and more people are purchasing air conditioners and installing them through windows or other openings. Often these air conditioners provide little more than refrigerated air blown over people who sit in its path. This is highly inefficient and very costly. An energy management and climate control strategy developed with community people to deal with this in the long term, is highly recommended.

## **2.10.2 Living Areas**

The external areas around the house are key parts of the family domestic arrangements and most of the dwellings have useful and well-maintained external areas. The inclusion of fencing as part of funding arrangements is seen as a very positive benefit. Extensive external space and verandas are provided for wind and wet weather protection as requested by the Community.

## **2.10.3 Landscaping**

Many of the existing dwellings have extensive landscaping and trees [some from the original bush] affording shade and protected external living areas. This is a major feature of the appearance of Kupungarri.

## **2.11 Buildings and Facilities**

In addition to the existing dwellings the community has a number of other buildings and facilities, installed at various times over the last 15 years. These include the following.

### **• Office – less than 10 years old**

This facility offers space for an appropriate level of administration from which to operate all necessary services. This would include the following services:

- Community support services – including Centrelink and CDEP
- Outside communication – mail etc.
- Infrastructure and Housing management and maintenance.

It is envisaged that these services would operate within the current facility if they were reactivated.

### **• Clinic**

A demountable building was set up for the Derby based Jurrugk Gibb River Road Community Health service from which to operate. It is anticipated that this facility might be replaced. A new Nurse's Accommodation residence was constructed at Kupungarri in 2002 in readiness for the revitalised Health Service. A new Clinic is potentially to be implemented in 2003/04.

### **• Day-care Centre or "Kindy Centre"**

This is a transportable building with a Tropical Roof. Organised playgroup and pre-school type activities used to operate from this centre, supported out of Derby on a visiting arrangement with the community. The Centre is fenced affording basic safety and security.

This was also used as a Family Place from which community meals were prepared especially for the kids and women. This place has also been used for meetings.

Some facilities in demountables and temporary buildings are located adjacent to the Kindy and Recreation Shed. These were previously used for HACC services.

### **• Playground**

The main playground in the Community is located in the School Grounds, adjacent to the Kindy and across the road from the Office in the park area.



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## • Recreation

In addition to the surrounding Bush, the Community has a number of recreation areas where recreation for various groups takes place.

- An open area - to the South of the main living area.
- Basketball Court in the park area opposite the School to the North of the Living Area.

## • Basketball Court

This is an effective recreational area with lighting for nighttime use. This facility has been operating in the Community for 2 years with limited additional infrastructure. The court is well used and a very popular venue for youth activities. The proximity of Community houses and staff housing sometimes makes late night use an annoyance.

## • Recreation Shed

A large shed adjacent to the Kindy is set up to be a Recreation shed for Youth and others as necessary.

## • Public Phone

The Community has two public phones one at the Roadhouse and one in the Community. The Community has Telstra system installed enabling phone, fax, and data lines to be connected to the houses and other facilities in the community.

The prevailing weather and environment in which public phones are located results in many operational problems. The frequency of phone failure is high and this often results in frustration being vented on the fabric of the phone and its shelter.

## • Vehicle Compound

A vehicle compound is located adjacent to the Roadhouse to enable all Community vehicles and equipment to be secured at the end of work requirements. There is also a lockable yard around the Office in the Community Area.

## • "Fuel Tank"

There is an above ground fuel storage tank in the Workshop area. There is no licensing of this facility and there is no fuel spillage protection. We recommend this facility be upgraded and licensed as required by the Dept. of Mines.

There is also a wide range of fuels available from the roadhouse.

## • Workshops

There is one "Workshop" area in the Community consisting of two Sheds one for Vehicle shelter and storage and one for Vehicle and Equipment repairs and servicing. This mix has been retained in its current area and remains as the Workshop area. Two smaller sheds in the yard are also retained for community use and are included in the Industrial Area.

There are also workshop facilities at the Roadhouse for general mechanical repairs and tourist related requirements and activities.

## 2.12 Existing Essential Engineering Services

The existing services and their respective status are summarised as follows:

No	Service	Status	Notes
1	Access Road	The Gibb River Road is the major Northern road through the North Kimberly. It is unsealed and offers dry Season access only to stations, communities and outstations from Derby to Wyndham and to Kalumburu.	Access to Fitzroy Crossing is limited when there is flooding associated with the various significant regional Rivers.
2	Internal Roads	The internal roads are formed gravel tracks with a compacted roadbase.	Some road humps have been installed but these are more for storm-water drainage control than for vehicle control.

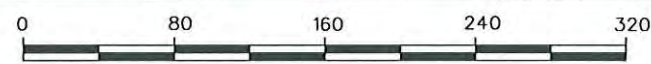


# LEGEND

BC	BASKETBALL COURT
CL	CLINIC
OFF	OFFICE
PH	POWERHOUSE
SMQ	SINGLE MENS QTRS
SPS	SEWER PUMP STN
TS	TELSTRA SITE
WS	WORKSHOP
WT	WATER TANKS



## ASSOCIATED PLANS



SCALE 1 : 4000

PM&D Project No.: CLP03-01  
PM&D Project Manager:..... Date: July 2003

Engineering: HGM

Mapping and Surveying: Sinclair Knight Merz  
SKM Project No: WV02407 SKM Drawing No: A3-576

## KUPUNGARRI COMMUNITY

EXISTING CONDITIONS  
AND LOT PLAN

**P  
M  
+  
D**

Practical  
Management  
and  
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PLAN "A" December 2002



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3	Drainage	Storm-water drainage through the community is a major issue and can cause inundation and local flooding.	Some local effort at controlling storm-water runoff has been made on the high side of the community, and through the community. Additional work is recommended to further alleviate this problem.
4	Sewerage	All sewerage disposal is by means of a Vacuum System connected to collection tanks. Some serious problems have been experienced over the last 5 years with this system.  A long-term management strategy is needed.	Some upgrading of pump pits, pumps and Plumbing, and Drainage was taking place at the time of the visits. This work was seen as an interim measure while some other longer term management and maintenance arrangements are negotiated.
5	Water	A system of bores, electric pumps and an overhead storage tank provide the main components of the Water Supply system.	Regular maintenance is carried out by KRSP under the terms of the RAESP contract
6	Power Supply	An "outside" powerhouse incorporates three variable sized generators which are operated and managed by community members and a regionally located ESO.	Regular maintenance is carried out by KRSP under the terms of the RAESP contract. The issue of fuel security has been a problem in the past.
7	Telecommunications	Telstra has a new system recently installed to upgrade the service to the Community.	The school is the primary beneficiary of this improved service at the moment
8	Refuse disposal site	The old site is located in close proximity to the River and was considered unsatisfactory. Access is also a problem with trucks unable to get to the site for lengthy periods.	The old tip is in poor condition. A new site has been agreed and construction is to take place in 2003.  The old site needs to be rehabilitated
9	Burial Area	The main burial area is located close to the river and in a flood prone area.	Access is via the track between the Roadhouse entry road and the Barnett River Crossing. The same track as to the old Rubbish Tip.
10	Gravel Pit	There are substantial gravel resources for road making and suitable for rammed earth walls available within 5km from the community	Access and Permission are required

## 2.13 Economic Activities

The community runs Mt Barnett Pastoral Lease, a Roadhouse adjacent to the Gibb River Road and a Tourism Business which includes Manning Gorge and other natural features, together with associated activities. Members have also previously controlled their own community infrastructure and housing operations and management.

The members go fishing, hunting and obtain a "killer" on a regular basis, as a means to topping up their nutrition base.

The main sources of income for members are through the following government supplied benefits:

- Centrelink payments – pensions etc
- Casual Employment on building projects and other projects.
- Seasonal Employment on the Station and surrounding stations
- Participation in Enterprise and Tourism activities

From time to time, artefacts and paintings are produced by some members of the community to earn supplementary income.

Some members have in the past been key members of the Pastoral industry and have a long history of employment. However this work is generally seasonal and the older community members no longer participate.



## KUPUNGARRI COMMUNITY LAYOUT PLAN – REPORT

The CRO previously participated in the CDEP scheme based and managed from Derby but this was found to be too restrictive and the CRO decided to withdraw from the CDEP Program and stick to Unemployment Benefits and casual work as the main source of individual community member income. [Mid 1990's]

Many projects in the community could constitute approved CDEP type activities. This includes Municipal Services, Community Services, infrastructure construction maintenance and operation, economic activities and housing related activities.

Nevertheless long-term economic independence is rightfully based on an integrated strategy of self-reliance and services support, utilising agency and self generated funds as well as the natural resources in the region.

Linking with a Regional Approach to development with a community focus is seen as having some relevance to support the community's objectives without comprising its independence.



## 3. Planning Issues

During the consultation phase of this project, a number of important planning issues were raised either directly or indirectly as a result of questions, priorities, aspirations or recommendations from Community representatives and Community members.

The particular issues raised can be grouped loosely under the following headings:

- Constraints on development
- Size of the Community
- General planning issue
- Future planning issues

Community representatives have considered a range of issues relevant to updating their plan through the presentation of the issues or Ideas Plan, which was left with the Community for consideration.

In addition a range of questions were presented to the CRO to obtain feedback [refer to the Documents attached to this Report].

### 3.1 Constraints to Development

The constraints on development applicable to community groups of this type typically involve the following categories of issues:

- Physical
- Essential Services
- Cultural Matters
- Economic
- Sustainability
- Other

Some of the points related to these have already been raised in the report. The following additional information is also provided.

#### 3.1.1 Physical

There are a number of physical constraints to development of the community area, most notably

- The Barnett River and low land to the east of the Community Living area
- Gibb River Road to the West
- Excision Boundary and low-lying areas to the South.

*In any reconfiguration of the main Gibb River Road alignment it is recommended that the Road reserve be reduced to a 30metre wide corridor allowing the settlement area to expand into the space made available from the reduced reserve width.*

The Physical limitations lead to some harsh realities such that there is very limited space left in the current development area to accommodate new housing and development without encroaching on Buffer areas and low lying areas. Development up around the Roadhouse was seen as the only area within which potential future growth could occur.

In the past there have been proposals mooted and plans drawn showing an alternative alignment for the Gibb River Road and a Bridge across the Barnett River. Main Roads WA have indicated that there are no plans to realign the Road or upgrade the river crossing to a bridge. If the Gibb River road was ever



# KUPUNGARRI COMMUNITY LAYOUT PLAN – REPORT

realigned then it is recommended that the current easement be returned to the community to enable additional building development to take place.

- **Roads and Services**

The location of existing roads and services within the settlement area limit the potential to use some areas. Watercourses cut off access to areas. There are a number around Kupungarri itself and also more significantly between Kupungarri and Derby.

- **Surface Run off**

Better drainage is needed to stop the inundation of the community during the wet season. This particularly applies to the Gibb River Road from where serious stormwater flow passes through the Community. A major drain is needed along the East side of the Gibb river road and drained North and South to the Barnett River.

- **Drainage**

Drainage in and through the Community is a serious matter that needs to be addressed. Stormwater flow through the community is a problem in the Wet Season and some earth berms have been constructed to reduce the impact of surface run-off.

At the time the roads are to be sealed we recommend that appropriate measures be taken to provide appropriate drainage paths in and around the community.

- **Water Bores**

One of the major bores servicing the community is located in close proximity to the settlement area. This limits the potential to access some sites, which are currently located within the recommended Buffer Zone for the bores. These sites are therefore not available until the Bore is shifted.

*It should be noted that a weighting is not provided on the relative importance of the above points over the others. It is recommended that these be raised with the community group at some future time because the ranking can change as new points and issues become relevant and others may resolve themselves or be dealt with so that their impact as a constraint is reduced.*

## 3.1.2 Essential Services

Essential Services need to be formally extended into the new development area adjacent to the Roadhouse. Two dwellings have already been constructed in this area but services are reported to be *temporary* at this time.

- **Internal Roads**

Road surfaces are dusty and are a potential health hazard. Limiting access to areas where dust becomes an issue is recommended. Heavy vehicle access to the Powerhouse re-fuelling point is totally separate to the main community access point and is considered acceptable as long as the gate is kept locked. The community has requested that security and the ability to oversee the comings and goings of vehicles and the community is important.

The dust problem in the vicinity of the Roadhouse will continue to exist with the current road layout unless surfacing is improved. Some additional landscaping is recommended in the proposed new development area to provide a buffer to the roadhouse access road.

- **Drainage**

Low lying flood prone flat land to the west and south of the community cannot be used without major drainage infrastructure and land-filling. Building development into these areas has therefore been eliminated.

- **Waste-Water**



# KUPUNGARRI COMMUNITY LAYOUT PLAN – REPORT

The condition of collection tanks and their age lead to the conclusion that they require regular maintenance and operational monitoring. This also applies to the Vacuum Pumping system. The regular problems of the past seem to have been overcome but this could also be a result of the very low occupancy of the community over the last 18 months.

The stationing of a permanent maintenance person at Kupungarri is supported.

- **Water**

The Water Supply has been assessed as adequate for the current population.

- **Power Supply**

The power supply is considered adequate for the time being but upgrading is recommended in the future. Some readjustment of the Power reticulation feeds is also recommended to better service the high demand Roadhouse. It is also recommended that the Commercial properties be levied power charges that are in keeping with the actual demand and use profile.

- **Refuse Disposal Site**

The Refuse Disposal Site was located on top of the River bank less than 50 metres from the high water mark. Access to the site is restricted in the Wet Season especially when the river rises. The Shire has assisted the community to locate and design a new Refuse Disposal site in a new location away from the river adjacent to the Sewerage ponds.

- **Air Field**

The local airfield for emergency evacuation is located approximately 3.5km from the settlement. The strip is reported to be in *good* condition, by aircraft pilots, and is unsealed. It is understood however that there are proposals to have the strip sealed and to have lights installed so that it can become a regional emergency airstrip. This is supported by the community.

### 3.1.3 Cultural

#### a) No Go Areas

There are some old "grounds" identified by elders to the East - down towards the river - that have been identified as being of significance to the community. However there are no areas of cultural significance actually within the community area. There are additional areas to the East and Southeast of the community including the distant hills that have been identified as being of significance. None of these areas are proposed for development because they are in areas subject to flooding or otherwise considered unsuitable for development. These areas were important to local people but not considered for inclusion on any Heritage register.

### 3.1.4 Economic

#### a) Activities

The range of economic activities currently carried out at Kupungarri includes the following:

- Cattle Station
- Manning Gorge Camping Area and associated Tourist facilities.
- Roadhouse
- Accommodation at the Roadhouse

The group have been a highly self motivated group relying upon self generated funds and special projects for advancement. While the current enterprises are active there is the potential for the group to be somewhat independent. However some form of regional economic cooperation and initiatives are recommended.

#### b) Resources

The group has been very strong on developing independent businesses and going its own way. Nevertheless it is still reliant on government project funding<sup>19</sup>



and grants for some of its ongoing operations and maintenance. Income from the Roadhouse and other enterprises goes to support the operations and growth of its businesses.

## **c) Mining**

A number of mining Companies have carried out exploration and preliminary assays in the region and it is expected that some of these will eventually materialise into mining operations. In the meantime the Roadhouse and associated activities do obtain some material benefit from mining activities in the area.

### **3.1.5 Self Reliance and Sustainability**

The group have aspired towards self-reliance and have set about establishing enterprises and associated activities and relationships in order to operate without significant input by others. This strategy is supported and has the potential to deliver some innovative outcomes if supported widely.

Sustainability is a term with many different meanings. In this situation the term refers to the ability of the group to maintain itself in the current location with the level of services that are needed for day-to-day activities and long-term operation. This assumes that the level of services [social and physical] available to residents in major centres are also to be available at a similar standard for those living in Regional Centres.

## **a) Native Title**

Recognition of Native Title is an important step in future sustainability but will not by itself improve materially the status of communities. The formal process of gaining native title rights is proceeding on lands away from Kupungarri. However further claims within the region are expected to be negotiated and settled involving some community residents.

The issue of Mine operations in particular will be an important development issue for the traditional custodians and residents of Kupungarri.

## **b) Land Tenure**

The confusion about land tenure is seen as an impediment to future development. The status of the various parcels of land need to be clearly resolved to give clear guidelines to what might or might not happen in the future. Unless the group can be recognised as the management entity for all the land parcels with guaranteed access to resources then there will continue to be confusion.

Clarification of the Shire's request for potential tourism locations to be excised from Pastoral properties also needs to be finalised.

## **c) Administrative Organisation**

To receive sufficient external resources and manage its own affairs in the future, in its own right, it is required to maintain a registered administrative CRO either under State or Federal legislation. The Kupungarri Aboriginal Corporation was registered in the late 1980's under federal legislation.

The group recognise that in the short term they have a battle to rebuild their Community but it is happening gradually. Proportional support and resources are needed as well as support for ongoing rebuilding of the community.

### **3.2 Size of the Community**

The current size of the group is estimated at a design population of 110. The current infrastructure is seen as being sufficient to cater for such a population. It is considered likely that the design population will remain within this estimate for the next 5 years.



In many similar sized community groups, major growth only takes place in parallel with major development, with people returning from other centres. In many cases major development will only take place where there is already a demonstrated need to improve infrastructure, facilities and services. In Kupungarri's case there is a need for major social infrastructure support in the short term.

Future growth of the community group therefore depends upon the ability of the group to rebuild their vision and objectives for their place. In reality the executive accept that the place will rebuild slowly as more families return and more children attend the school. This needs to be monitored over the coming planning period.

## 3.3 General Planning Issues

### 3.3.1 Remote Location – Access and Emergency Procedures

Kupungarri is located remote from Derby and is frequently isolated by the flooding of the various major river systems in the region including the Barnett River. This has significant implications on the planning for the future and needs to be considered in relation to the following:

- Emergency Access and Evacuation
- Airstrip standard and lighting
- Fuel Storage Capacity at Powerhouse
- Storage for food and provisions [eg at the *Roadhouse*]
- Reliable and effective Communications
- Emergency procedures
- Effective and appropriate accommodation and shelter

### 3.3.2 Land inundation and flood level

Some of the living areas are subject to local flooding and inundation as a result of heavy rains in the region causing the roads to flood and become boggy, and generally poor stormwater disposal arrangements within and around the community.

The community has been threatened by stormwater inundation a number of times and it is therefore recommended that appropriate earth berms and diversion drains be constructed around the community and Roadhouse. Including along the Gibb River Road.

Negotiations with the Department of Main Roads regarding diversion of road water are recommended.

### 3.3.3 Local Environment

Because the community is located close to the River and a significant ecological environment, care needs to be taken to ensure future development does not adversely impact upon the fragile local environment. Some development standards are recommended to be instituted to ensure the long-term sustainability of the environment.

### 3.3.4 Size of new blocks

The size of blocks in the current settlement are average in size and are generally around 800m<sup>2</sup>. It is important to consider two issues when thinking about new block sizes:

- How close should houses be to each other.
- How much land do people want to look after around their houses?
- What other options are people considering?

Within this current project these block sizes have been retained, in accordance with community requirements. The new development area adjacent to the<sub>21</sub>



# KUPUNGARRI COMMUNITY LAYOUT PLAN – REPORT

Roadhouse has a mixture of similar sized blocks and slightly smaller blocks to accommodate staff housing

Fences do not have to be located on the same line as the actual boundary of the block. However, if such a practice were to be actioned there would be space between fence lines and this would result in public space being left over. There is a difference between public areas and private areas. Public areas are places where anyone can go at any time. Private areas are places where people need a right to enter. In a town situation the community normally maintains public areas as a whole and private areas are maintained by individual resident families. Such an alternative would require special funding for the operation and maintenance of a range of different type of public space. There is no guarantee that such funds could be secured.

It is recommended as a general guideline that wherever possible fencing follow block boundaries.

## **3.3.5 Mixing heavy equipment/trucks with residential areas [housing]**

It is considered important to stop trucks passing through residential areas and community areas, wherever possible. Large vehicles cause many problems for the safety, and amenity of the community. In Kupungarri's case the Workshop requires trucks and heavy equipment to pass through or into the community area. Such a situation will require careful monitoring to ensure that safety is not compromised. This is especially the case with the school so close.

A number of options could be considered including:

- Always supervise the access of heavy vehicles when they enter the community area.
- Make sure fuel and maintenance trucks/heavy equipment access the community Fuel storage area at the southern end of the community away from the residential and community areas – as is already the case. At the same time install signs and directions at the entry to the main community living area for entry into the Workshops. Alternatively a new access point could be negotiated into the workshops from the Gibb River road. This is not the preference for the Community.
- Create turnarounds for the powerhouse away from the residential development so that the trucks move away from the areas of potential conflict.

The CLP developed by the planning team has taken into account this issue and has recommended that the second entry be retained with a lockable gate as requested by the community. This will limit the opportunity for large trucks to pass through the community living area.

The consideration of these issues has been included in the formulation of the Draft Plan.

## **3.3.6 No go areas**

At this stage we have been advised of 1 main "No Go" area away from the main living area but in close proximity to the river to the east of the community. This has been identified on the Layout Plan. No Go areas need to be clearly marked on the Layout Plan that is hung in the Office where visitors can see it, in order to prevent inadvertent entry into these areas.

## **3.3.7 Industrial Area**

Three small industrial areas are nominated on the plan. This is at the specific request of the community to enable family based development arrangements and preferences to be followed. The fuel storage is within the proposed Industrial<sup>22</sup>



sites and it is recommended that this be moved as soon as possible and included inside a locked yard with appropriate spillage control bunding or devices installed.

### **3.3.8 Location of Sewerage Treatment Ponds**

The current Sewerage Treatment Ponds are located remote from the community on Pastoral Lease land. These were constructed in the mid 1990's at the same time as the Vacuum Sewerage system was installed. The ponds are large and are not used to their full potential – even in the Wet Season. There is plenty of capacity for the future. The major issue with them at this time is the Maintenance liability of keeping plants from taking over and stopping erosion and other defects.

### **3.3.9 Location of Power-house**

The current location of the powerhouse is considered acceptable in the medium term, until there is a need for additional houses and industrial sites at the southern end of the community. The noise while acceptable at the present could become unacceptable as the system is improved and the size of generators is increased.

Accordingly an alternative site would need to be nominated when the need becomes more relevant. When and if such a strategy is implemented then the exact location will need to be further discussed with community members.



## 4. Future Development Aspirations

The community group members have a number of aspirations for their place. These are listed below in no special or prioritised order. The prioritising needs to be done at some future time with the members.

### 4.1 Physical Development

The future aspirations for Physical Development include a wide range of projects and outcomes. Some of these specifically mentioned include the following:

- Rebuild the Community
- Continue with the development of Manning Gorge and other areas
- Maintain the housing and living conditions for everyone
- Economic development (and activities for the young people)
- Cultural Recreation Space and Oval – not necessarily AFL size
- Construct Recreation Centre in cooperation with the School
- Get water and soil tested to determine what, if any, additives are needed for growing produce.
- Large Community Hall – opposite the Office
- Upgraded Youth Centre once people return
- Upgrade access roads
- Good Sewerage System
- Better site drainage in and around community
- New ways to generate income and identity

### 4.2 Economic Activities

The economic status of the community is unlikely to be increased under the current welfare regime. The community see their future in terms of being more self reliant but linked to other groups and organisations.

- Regional economic strategy
- Community doing its own building etc
- Restart child/day-care
- Recommence the Youth Centre
- Large Community Hall in the middle area where everyone can meet
- New office and store
- More jobs for young people
- Cattle
- Tourism
- Arts and Crafts

### 4.3 Culture

Culture remains a strong commitment of community members. The number of children is a significant proportion of the total core population. High expectations are therefore to:

- Maintain Families and Culture
- Manage the land – especially the Country

### 4.4 Administration

The current reality is that a small group like Kupungarri is not in a position to sustain a stand-alone administration. However it is important that the services normally associated with such a facility are provided at an appropriate level to the residents.

- Build better relationship with Regional groups.
- Support the Gibb River Health Service



- Training for Council and Senior members of community

## 4.5 Essential Services

### 4.5.1 Internal Roads

At some future time the surfacing of all internal roads and creation of green areas is recommended. The Fuel storage area needs to be upgraded to prevent pollution of the ground with the attendant potential to pollute the ground water reserves. The security of this area is also important to prevent fuel losses.

Parking areas should be considered to the Southeast of the Roadhouse site for public parking.

### 4.5.2 Sewerage

Upgrading of the sewerage Disposal system at some future time is recommended so that the deteriorating Storage Tanks can be replaced.

### 4.5.3 Water

Any new water reticulation mains should be laid in the correct alignments within road reserves and along lot boundaries. Gas chlorination needs to be assessed.

### 4.5.4 Transport

There is no regular bus or transport service to, or around, the community. Access to smaller places close to Kupungarri and Derby is difficult without adequate transport. The future of these places depends very much on the ability of the people to access transport to the regional centres for food, services, cultural activities and recreational purposes. The organisation does have a Community Vehicle but this is not always available to the community Members.

### 4.5.5 Services Extensions

As new areas become needed then extensions to services will be needed. At the time of the current planning process there were adequate sites available for the foreseeable future.

## 4.6 Community

Some of the CRO priorities for their people include the following points:

- More access to Transport
- Better literacy
- More work/activities for young people
- Community to better control what goes on in their place

The Community started out with a strong independent spirit and it is their intention to keep working towards their priority development objectives.



## 5. Community Layout Plan Notes

The existing layout of serviced lots and access routes is generally retained largely as built and existing. Some existing in-ground services dictate that some areas cannot be developed unless funding is made available to move them into more appropriate corridors. This particularly applies to Telstra Cables, vacuum sewerage system and water reticulation.

This reality, combined with the location of existing roads and houses, has resulted in a number of existing layout arrangements and details being incorporated into the CLP layout.

In addition there have been a number of areas of Open Space incorporated in the plan. Some of these are small [often *left-over* spaces from previous siting decisions] and are intended to be used as landscaped buffer areas and areas for small recreation facilities such as a children's playground.

Other areas have had "roads" diverted to reduce the potential conflict between community areas and vehicles.

The CLP has incorporated specific ideas and needs of the community. Wherever possible existing land uses, patterns and requirements have been retained in recognition that funds for major replacement or relocation of infrastructure is unlikely. To this end a number of changes to the previous plan have been recommended and endorsed by the community.

The following key explanations are provided to assist in the discussion and consideration of the Community Layout Plan:

- Constraints
- Burial Ground
- Open Space
- Ring Road
- Cul de Sac
- Rural Purposes
- Oval
- Workshops and Fuel Facility
- Roadhouse
- Future Residential Expansion – New housing areas
- Telstra Services and Facility
- Rubbish Disposal Tip
- Turn Arouds
- Fencing
- Gibb River Road

### 5.1 Constraints

Development within Kupungarri like many other communities is constrained by geographical, physical, cultural and land tenure considerations. Where appropriate the Community Layout Plan identifies these constraints.

#### 5.1.1 Flood Level

All construction and developer proponents to refer to the 'Kupungarri Flood study 2018' and updated map-set.



# KUPUNGARRI COMMUNITY LAYOUT PLAN – REPORT

The level of this notional *High* flood level is 395.20 AHD. All future development therefore needs to be carried out mindful of this situation.

## 5.1.2 Low Areas

The general community area is subject to inundation, which at times builds up around the community and passes through the Community. The surrounding areas are unpredictable in their Wet Season habits, with the local Barnett River's activities and moods dictating what happens.

Some formal drainage is recommended on the perimeter of the Community, especially along the Gibb River Road, and through the central areas. This is best located within road reserves if possible and on the high area to the northwest of the community. This refers to both in the Gibb River Road reserve and the Manning Gorge side of the Roadhouse.

## 5.1.3 Cultural Considerations

The cultural areas are well away from the main living area. No special arrangements need to be made in terms of the community layout plan other than to indicate in which direction these areas are located.

## 5.1.4 Land Tenure

The Community is currently located on Mt Barnett Pastoral Station Lease and UCL. The Station therefore surrounds the community. There are a number of unresolved Land Tenure issues including the formal gazettal of the community areas including the Roadhouse area. It is understood that these processes have commenced but have not been executed.

The ownership of the Mt Barnett Station has also been an issue in the past. We have not pursued this in the current project.

## 5.1.5 Sewerage Treatment Ponds

The sewerage treatment ponds at Kupungarri are to the south of the settlement area on the Manning gorge side of the Gibb River Road. The Ponds are extremely oversized but are operational. The route of the Rising Main is somewhat precarious it being in a low spot adjacent to the Gibb River Road. The Location has, since construction, had a major Service Access Pit installed with a high lid to avoid flooding and inundation. This infrastructure is located outside of the current agreed settlement area.

## 5.2 Burial Ground

There is no formally registered Cemetery within the community area. However there is a designated Burial ground to the Northwest of the community on the banks of the Barnett River. It is recommended that some formal recognition be given to this area set aside by the community for burial purposes. It is understood that this burial area lies outside of the Excision area. Also the current location is in a precarious location and a new Site is recommended away from the river. These are issues for the future.

## 5.3 Recreation and Open space

There are a number of areas set aside for "Recreation". The intention of this description is to ensure there are sufficient areas for a range of recreational pursuits. This includes the following types of recreation:

- Small Playgrounds
- Small Buffers between roads and other infrastructure
- Natural Bush left natural for future enjoyment



- Larger formal recreation areas [e.g. Ovals, Basketball Court etc.]

*Recreation* covers a range of intentions, which includes the desire by some residents to limit development in some areas by leaving it as "Bush". Please refer to the SKM Feature survey for specific locations of existing infrastructure.

All Recreation areas need to be maintained and allowances need to be made in appropriate Operational Budgets for the materials, labour and equipment to do such work.

Some areas are specifically noted on the plan as "Planting/Buffer". The intention in these areas is to supplement the bush with more buffer planting to help reduce dust and increase privacy. This specifically applies to the proposed Development area adjacent to the Roadhouse.

## 5.4 Cul de Sacs

The CRO have been insistent that access to the living area had to be controlled. This means limiting the number of access points into the community living area. This has been achieved by fencing along the boundary of the Road Reserve and preventing through roads. This has resulted in a number of dead ends or *cul-de-sacs* being formed. The only additional access to the living area side of the community, apart from the Main entry to the Office, is for servicing the power-house. Other *cul-de-sacs* eventuated from the desire and decisions of the CRO and special interests to maintain limited access to some areas that currently have a small number of houses or facilities. No additional *cul-de-sacs* have been created but existing ones have been formally recognised and documented.

The specific areas are noted as follows:

- Road to School Teachers Housing
- Road to back of School
- Road to the Kindy
- Roads to the south of the community accessing housing.
- Road to the New Development area adjacent to the Roadhouse

If the Gibb River Road reserve is eventually returned to the CRO then it might be possible to open up some of these *cul-de-sacs* to become *connector* roads, as they were originally designed to be.

## 5.5 Rural Purposes or Unallocated Uses

Some areas on the Plan have no formal notation as to its current or proposed purpose. These are intended for "Rural Use" or "Future Community Use". This refers to the range of ideas for which an area might be used but it was not possible to determine a specific use at this time. Typically the areas will provide direction within which adjacent land use types might be extended.

These areas may also be not suitable for development for the following reasons:

- Buffer areas to Infrastructure
- Services under the ground in this location
- Unspecified community reasons

Care therefore needs to be taken if at some future time these areas are being considered for development.

## 5.6 Oval

The location for a future oval is an area close to the School. The Council's proposal here was to gradually introduce fill to this area so that in time the oval and associated facilities could be built up and new facilities be constructed and managed with the School.



## 5.7 Workshops and Fuel Facility

The fuel storage area, within the Workshop area, is unlikely to be shifted in the short term and has accordingly been retained. However it is recommended that this substandard arrangement be upgraded or relocated as a priority project.

## 5.8 Roadhouse

The Roadhouse includes a range of buildings and associated facilities. In summary these are noted as follows:

- Roadhouse
- Accommodation for Roadhouse Managers
- Visitor's accommodation Unit
- Tourist Ablutions
- Transportable Accommodation Camp for Contractor's
- Vehicle Maintenance Area and associated Workshop facilities
- Browsers
- Parking area and associated shelter for rest stop.

The area is currently not located on its own gazetted parcel of land.

As new facilities and buildings are installed then the Primary engineering services will need to be upgraded. This particularly applies to the Power supply which is distributed from a common switchboard in the Roadhouse.

## 5.9 Future Residential – New Housing Areas

Subsequent to discussions and consultations with local community members and representatives, a number of locations have been identified for Future Housing or future development. This includes the area adjacent to the Roadhouse on the opposite side of the Gibb River road to the majority of the community houses. The primary essential services will need to be extended appropriately into this area.

**A number of houses are proposed in this area so the need is urgent.**

Some of the other expansion areas are extensions to the existing community area. These can only be developed if services are extended or provided in whole. In all cases these areas require more detailed servicing assessments to be done before a lot development plan can be finalised.

## 5.10 Telstra Services and Facility

Telstra already have a communications facility in the community. The cost of relocation is prohibitive so the location could not be changed. It is constructed adjacent to the Roadhouse as shown on the layout plan. The area set aside on the plan represents the actual location of the Tower but does not show the various cables distributed around the Community.

## 5.11 Rubbish Disposal Tip

The old site is close to the Barnett River that passes the community. It was therefore recommended that a new Rubbish Disposal Site be identified and developed as soon as possible in order to minimise the potential for pollution and achieve all year access, high ground and appropriate soil structure. This has now been progressed with the assistance of the Shire of Derby West Kimberley. Construction is due in 2003 by the Community using Federal Health funds supported by the WA Health Department.

This area has not been surveyed and so is not able to be formally located on the CLP or Services Drawing. However plans are attached for further reference.



## 5.12 Turn-Arounds

One Turn-Around is proposed on the plan. This is for the purpose of enabling heavy supply vehicles to do a complete turn around without having to Back-up or proceed through residential areas.

The specific location is as follows:

- Around the Powerhouse.

## 5.13 Fencing

There are fences around the majority of existing properties. In general terms these follow the property boundary. This affords sufficient space for people to manage their external spaces and living areas around their dwelling. In Kupungarri the houses are oriented parallel to the street alignments.

## 5.14 Gibb River Road

This is the main tourist thoroughfare and access road between Derby and Kalumburu and Wyndham. It currently has a 100 metre road reserve shown on the drawings. It is understood however that this road could be shifted in the future [not short term].

Main Roads derby advised that there were no forward plans showing any realignment or Bridge over the Barnett River. However it is planned for the road to be upgraded over the next 10 years. Substantial improvements have been made over the last 5 years.

## 5.15 Manning Gorge

The access to Manning Gorge is located adjacent to the Roadhouse – on the northern side. Visitors are required to notify the Roadhouse of their intention to visit the Manning gorge and pay an appropriate Fee. This is often difficult to control with people arriving after dark and leaving before dawn. The control point is not staffed but relies partly on people being honest and also on the Roadhouse manager visiting the Camping area to pick up new arrivals.

Significant development is needed in the area including the following:

- Formal Road delineation
- Water Supply
- Ablution facilities
- Parking restrictions
- Dust suppression
- Walking track delineation
- Landscaping

Some work has already been started from the group's own resources, which means that there will be a prolonged development program.

The actual Manning Gorge area has not been surveyed and is not included on the CLP however it is an important part of the life and future of the Community. It is recommended that this area be included in future plans and have a form of tenure appropriate to its future development.

This situation is intended to be resolved as a result of the Land Act review and the recommendations made. This is yet to be finalised.

The access road into Manning Gorge is shown on the plan but has no formal corridor determined at this stage. It is recommended that an appropriate access route be investigated prior to a corridor being finalised.



## 6. Conclusions & Recommendations

### 6.1 General

It is recommended that the community collect as much information, material and plans about their place as possible to maintain their own database. This should include details of any plans, services or programs the various regional agencies propose for Kupungarri.

### 6.2 Status of Community Representative Organisation (CRO)

It is important to recognise that the Kupungarri A.C is the official community representative organisation [CRO] for the locality. Accordingly any development proposals within its boundaries need to have a recognised and accepted approvals process. This would apply to all agencies and individuals seeking to carry out development works within the Settlement, including the Roadhouse area.

### 6.3 Future Management

For the community to have some guaranteed ongoing viability as a group the issues of future management need to be resolved. This is partly related to many of the points already raised but is summarised in this section under 2 parts:

- Community Management Issues
- Infrastructure Operations and Management

There is good reason to support increased regionally located management structures to support places like Kupungarri who struggle to find sufficient resources to pay for their own dedicated support and administrative staff.

Further consideration and debate of such issues is recommended.

#### a) Community Management Issues

The community currently relies heavily upon the Roadhouse Staff [and a part-time Consultant Mr Tony McCormack – who primarily looks after the Enterprises] The Office has not provided effective administrative or support services for over 18 months. The prospect of this changing is unknown. However it is unlikely that the Office will return to full operations in the short-term.

It is recommended that the community look to utilising the existing arrangements and building competencies and capacities among its own members to increasingly manage their own affairs.

#### b) Infrastructure Operations and Management

Kupungarri is recognised as being a Major Community and is included on the RAESP schedule of communities eligible for essential services maintenance and capital works. However the operational – day-to-day activities and tasks also need to be managed in order to get the optimum performance from the infrastructure.

The community has already experienced infrastructure which has had serious maintenance problems and repeated *investigations and fixing* over the years. This can be partly attributed to the infrastructure operations and management systems, processes and resources not being managed as effectively as required. The recent placement of a Regional Essential Services Officer is a major step in the right direction for Kupungarri and surrounding settlements.

In order to achieve a high level of operational efficiency and effectiveness all infrastructure (and other physical development) needs appropriate management<sub>31</sub>



and maintenance systems to be in place as well as a level of operational support consistent with the needs and skills of local operators. The physical development includes all the following systems:

- Water System
- Power System
- Waste Water Disposal System
- Housing
- Communication
- Roads
- Ablutions
- Recreation Areas and Irrigation
- Rubbish Tip
- Cultural Sites

Kimberley Regional Service Providers through Arup Perth provides the support and operational maintenance for the infrastructure at Kupungarri.

In order to achieve such an objective [as stated above] requires the co-operation, involvement and commitment of a range of stakeholders including Kupungarri residents and workers, State, Federal and Local government.

### **6.4 Management of Ongoing Planning Processes**

The Kupungarri CRO needs to support a Regional initiative to co-ordinate and manage future planning processes for and on behalf of the group. This will require resources to be provided to continue with the tasks of maintaining and managing the planning activities that come with the CLP. The logical location for this support is within a Resource Agency who perhaps already provide a range of professional support services. The Derby West Kimberley Shire also has some interest, as it is the Responsible Authority for administering Planning services within the Shire Boundary.

In accordance with the Discussion and report above it is evident that the CRO has a considerable range of local responsibilities that need to be managed in order to achieve the best results from the funds and other resources provided, for the community members. The option of linking into a Resource Agency and/or the Shire's statutory roles and responsibilities offers a number of benefits to those locally based agencies. The Shire is keen to explore such arrangements and negotiate service agreements to support such possibilities.



## AMENDMENTS

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## Kupungarri Community Layout Plan No. 1 Amendment No. 1

### Reason for the Amendment

The existing Kupungarri health clinic is located on land that is shown as 'residential' on the Community Layout Plan. Prior to approving the proposed upgrade of the health clinic, the Aboriginal Lands Trust has requested that the land be shown as 'community' and that it be on one 'future lot'.

### Details of the Amendment

The intention is to modify the community layout plan endorsed by the WA Planning Commission on 16 March 2004 as follows:

Development Intention	Changes required to CLP [endorsed 16/3/04]
1. Upgrade health clinic currently located on lots 1 and 2	Amalgamate 'future lots' 1 and 2. Change land-use of the site from 'residential' to 'community'.

### Approved / Noted:

Kupungarri Community Council

**Minor amendment. Endorsement not required.**

Date     /     / 2006

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*please sign and print name*

To update the mapping, please forward details of amendment to  
Western Australian Planning Commission, 469 Wellington Street, PERTH WA 6000

Attn: Cath Meaghan, fax 9264 7566, e-mail [cath.meaghan@dpi.wa.gov.au](mailto:cath.meaghan@dpi.wa.gov.au)



## Kupungarri Community Layout Plan No.1

### Amendment No.2

**Date:** 10<sup>th</sup> November 2010

**Reason for the Amendment**

To show administrative changes

**Details of the Amendment**

The intention is to modify the community layout plan endorsed by the WA Planning Commission on 16 March 2004 as follows:

Development Intention	Changes required to CLP
1. Update Lot Numbers	<ol style="list-style-type: none"><li>1. Add Lot 15 to lot located between Lot 14 and 16</li><li>2. Add Lot 74 to Public Utility lot south west of community living area</li><li>3. Add Lot 73 to lot located adjacent to Lot 58</li></ol>
2. Update Lot Boundaries	<ol style="list-style-type: none"><li>1. Add lot boundary between Lots 17 &amp; 18</li><li>2. Add lot boundary between Lots 30 &amp; 31</li></ol>

**Approved / Noted:**

Approval not required as changes are purely administrative.

**Other Information:**

**This CLP does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

**To update the mapping, please forward details of amendment to**

**Western Australian Planning Commission, 469 Wellington Street, PERTH WA 6000**

**Attn: Ashley Randell, fax 9192 5651, e-mail [Ashley.Randell@dpi.wa.gov.au](mailto:Ashley.Randell@dpi.wa.gov.au)**



## Kupungarri Layout Plan 1

### Amendment 3

<b>Plan Date</b>	: 14 May 2003	<b>WAPC</b>	: 16 March 2004
<b>Proponent</b>	: Department of Planning	<b>Endorsed Requires Endorsement</b>	: WAPC only – minor amendment

### Reason for the Amendment

The Department of Planning, on behalf of the Western Australian Planning Commission (WAPC), is the custodian for Layout Plans prepared under State Planning Policy 3.2, including the Kupungarri Layout Plan 1.

Since the publication of that Policy in August 2000 all Layout Plan map-sets have been prepared using a variety of computer-aided-design (CAD) formats. All Layout Plan map-sets have now been converted to a common user geographic information systems (GIS) format, including the Kupungarri Layout Plan 1.

This conversion process has required a comprehensive re-development of the map-set and includes a number of data and content upgrades. This may include the establishment of new Settlement Layout lots (SL-lots), the inclusion of recommended settlement zones, modification to ensure land-use areas accord with Aboriginal Settlements Guideline 1, inclusion of drinking water source protection areas, incorporation of updated cadastre, and many other general improvements.

### Approved

This is a minor amendment as the myriad changes made to content and illustration are of a technical nature. As such, under provision 6.14 the endorsement of the WAPC only is required.

**Western Australian Planning Commission**



please sign and print name

**Rosa Rigali**

Planning Administration Team Leader  
Perth, Peel Planning - Department of Planning

RESOLVED & RECORDED IN MINUTES  
OF THE STATUTORY PLANNING  
COMMITTEE MEETING  
13 NOV 2012

Date 15/11/12

### Other Information:

**This Layout Plan does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



## Kupungarri Layout Plan No. 1

### Amendment No. 4

<b>Proponent</b>	<b>: Department of Planning</b>
<b>Date</b>	<b>: 13 March 2017</b>

#### Reason for the Amendment:

A Drinking Water Source Protection Plan (DWSPP) was prepared for Kupungarri in March 2017 by Australian Bore Consultants Pty Ltd to identify areas within Kupungarri needing protection from contamination and harmful development activity within the Kupungarri Water Reserve. The purpose behind the amendment is to implement the data obtained from the DWSPP into Kupungarri Layout Plan No.1 by changing the existing land use Priority Areas 1 and 2 on LP1 from Open Space to Drinking Water Source Protection Area.

The Department of Planning (DoP) proposes the following changes to Kupungarri Layout Plan 1:

- Include the Priority 1 and Priority 2 Drinking Water Source Protection Areas in LP1. This includes changing the existing land use on LP1 from Open Space to Drinking Water Source Protection Area.

Land Identification		Amendment description
1.	Lot 33 Crown reserve 40092 Area zoned Open Space south of community, within Recommended Settlement Zone (RSZ).	Re-zone area south of settlement from Open Space to Drinking Water Source Protection Area, commensurate with Priority Areas 1 and 2 of Figure 4 (Kupungarri Water Reserve) from the 'Kupungarri Drinking Water Source Protection Plan'.

#### Endorsement:

In accordance with Planning Bulletin 108/2013 this amendment is minor in nature. As such, the endorsement of the Western Australian Planning Commission is solely required.

Determined on behalf of the Western Australian Planning Commission in accordance with the <i>Instrument of Delegation – Delegation to officers of certain powers and functions of the Western Australian Planning Commission.</i>	 15/03/2017 Ashley Randell Regional Planning PN: 15151
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#### Other Information:

**This Layout Plan does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environmental Regulation, Aboriginal Cultural Materials Committee, Environmental Protection Authority and Department of Water.



## Kupungarri Layout Plan No.1

### Amendment No.5

**Proponent** : Department of Planning, Lands and Heritage

**Date** : 15 January 2018

#### Reason for the Amendment


Amendment 5 to Kupungarri Layout Plan 1 proposes to identify the cemetery on an SL-lot.

Land Identification		Amendment description
1.	Approximately 700m north-east of the road house adjacent to Gibb River Road and Barnett River.	<p>Add SL-lot 110 to match the location of the existing cemetery.</p> <p>Add an SL-road to match the location of the existing access track to the cemetery.</p> <p>Add a 'Recommended Settlement Zone' island to include the cemetery and access road. Rationalised to the Gibb River Road and Barnett River boundaries.</p>

#### Endorsement:

In accordance with Planning Bulletin 108/2013 this amendment is minor in nature. As such, the endorsement of the Western Australian Planning Commission is solely required.

Determined on behalf of the Western Australian Planning Commission in accordance with the *Instrument of Delegation – Delegation to officers of certain powers and functions of the Western Australian Planning Commission*.

 16/01/2018  
Determined by Ashley Randell date  
Director, Regional Planning Policy  
Regional Planning  
PN: 15151

#### Other Information:

**This Layout Plan does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Aboriginal Cultural Materials Committee, Environmental Protection Authority and Department of Water and Environmental Regulation.



**Proponent** : Department of Planning, Lands and Heritage

**Date** : 23 April 2018

### Reason for the Amendment

In March 2018 the Department of Water and Environmental Regulation (DWER) completed the 'Kimberley Communities – Kupungarri Flood Study' on behalf of the Department of Planning, Lands and Heritage (DPLH). This provided DPLH with flood mapping and information on flood behaviour to guide land use planning, emergency management and assessment of building and development in flood-prone areas for the Kupungarri community.

The Flood Study has identified changes to the Layout Plan to reflect various Annual Exceedance Probability (AEP) flood extents and other mitigation measures. This also includes replacing an amount of 'open space' land use to 'waterway'. The general intent is to avoid future development anywhere that is at significant risk to flooding and identify areas which are more appropriate for community expansion into the future.

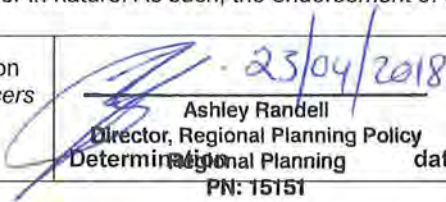
Land Identification		Amendment description
1.	All	Where the Flood Study has identified 1:100 (1%) AEP flood extent greater than 1 metre in depth within 'open space' areas it has been replaced with 'waterway' land use.
2.	SL-lots 25, 26 and 29	Removal of SL-lots 25, 26 and 29.
3.	Fourth and Seventh Streets	Reduction in length of these streets to align with the new boundaries of SL-lot 30 and SL-lot 33 and 34.
4.	SL-lots 33 and 34	Realignment of SL-lots 33 and 34 based on the 0.3 – 0.6 metre band of the 1% AEP.
5.	SL-lots 36 and 37 and 221	Realignment of SL-lots 36, 37 and newly created SL-lot 221.
6.	SL-lot 56	SL-lot (recreation) includes waterway land use.
7.	SL-lot 100	SL-lot 100 (public utility) includes waterway land use.
8.	All	Amend Layout Plan Report to include additional detail to Section 5.1.1 'Flood Level'.  <b>Note: *All construction and developer proponents to refer to the 'Kupungarri Flood Study 2018' *</b>

\*A copy of the Study to be obtained from DPLH prior to any endorsed Layout Plan construction/development.

### Endorsement:

In accordance with Planning Bulletin 108/2013 this amendment is minor in nature. As such, the endorsement of the Western Australian Planning Commission is solely required.

Determined on behalf of the Western Australian Planning Commission in accordance with the *Instrument of Delegation – Delegation to officers of certain powers and functions of the Western Australian Planning Commission*.

 23/04/2018  
Ashley Randell  
Director, Regional Planning Policy  
Determination date  
PN: 15151

### Other Information:

**This Layout Plan does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environmental Regulation, Aboriginal Cultural Materials Committee, Environmental Protection Authority and Department of Water.