

Shire of Coorow

Coorow Townsite Local Planning Strategy



Endorsed by the
Western Australian Planning Commission

21 January 2014

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Department of Planning
Gordon Stephenson
House
140 William Street
Perth WA 6000

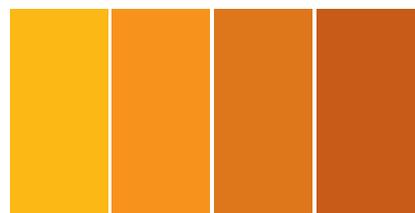
Locked Bag 2506
Perth WA 6001

website: www.planning.wa.gov.au
email:
corporate@planning.wa.gov.au
tel: 08 6551 9000
fax: 08 6551 9001
National Relay Service: 13 36 77
infoline: 1800 626 477



SHIRE OF COOROW 2013

COOROW TOWNSITE LOCAL PLANNING STRATEGY



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Ray Haeren
Associate Director	Kris Nolan
Consultant	Sean Morrison
Job Code	PA0804
Report Number	Final Endorsed Version.

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ADVERTISING

The Shire of Coorow Townsite Local Planning Strategy certified for advertising on 9 July 2013.

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

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

Date: / /

ADOPTED

The Shire of Coorow hereby adopts the Townsite Local Planning Strategy, at the Ordinary meeting of the Council held on the 20th day of November 2013.

Shire President

Chief Executive Officer

ENDORSEMENT

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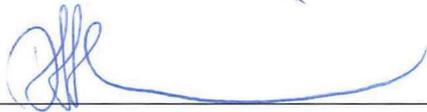
Date: 04 / 04 / 14

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Chief Executive Officer

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Endorsed by the Western Australian Planning Commission on 21/01/2014



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Date: 04 / 04 / 14



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1 Purpose and Background of Document

1.1 WHY A TOWNSITE LOCAL PLANNING STRATEGY

Located approximately 230km north of Perth and 180km south of Geraldton, Coorow is a small, agricultural-based town in the Shire of Coorow in the Mid West region of Western Australia.

Driven primarily by mining, the Mid West region is growing at levels higher than previously experienced. While not at the levels experienced in some other regions of the State, there is potential for smaller towns to leverage this economic activity to achieve greater population levels, improved community facilities and more prosperity. Conversely, being more than 100km from the coast, inland towns such as Coorow face a level of competition from coastal towns, which benefit from coastal amenity as well as the completion of Indian Ocean Drive in 2010 which significantly enhanced access along the coast.

While Coorow has experienced a stable (and by some measures slightly declining) population in the recent past, the Shire of Coorow considers both the permanent and temporary populations in this town will expand over the next 10-15 years.

A Townsite Local Planning Strategy is a strategic plan used to guide development in towns with a population below 1,000 people. This strategic level document aims to provide a framework for growth in Coorow to occur, as well as improvements to the town within the context of its existing population. This framework will ensure growth occurs in an orderly and sustainable manner and in a way that responds to the towns existing and desired character. The document will also outline the intended role of Coorow in the Shire and in the wider region.

The preparation of a town focused strategy is considered suitable for Coorow given its low to moderate growth forecast, the higher growth rates anticipated for Leeman and Green Head (for which a separate Townsite Local Planning Strategy has been prepared) and the negligible to nil growth expected for the remainder of the municipality. The study area for the Coorow Townsite Local Planning Strategy is outlined in **Figure 1**, covering the Coorow townsite and immediate surrounds.

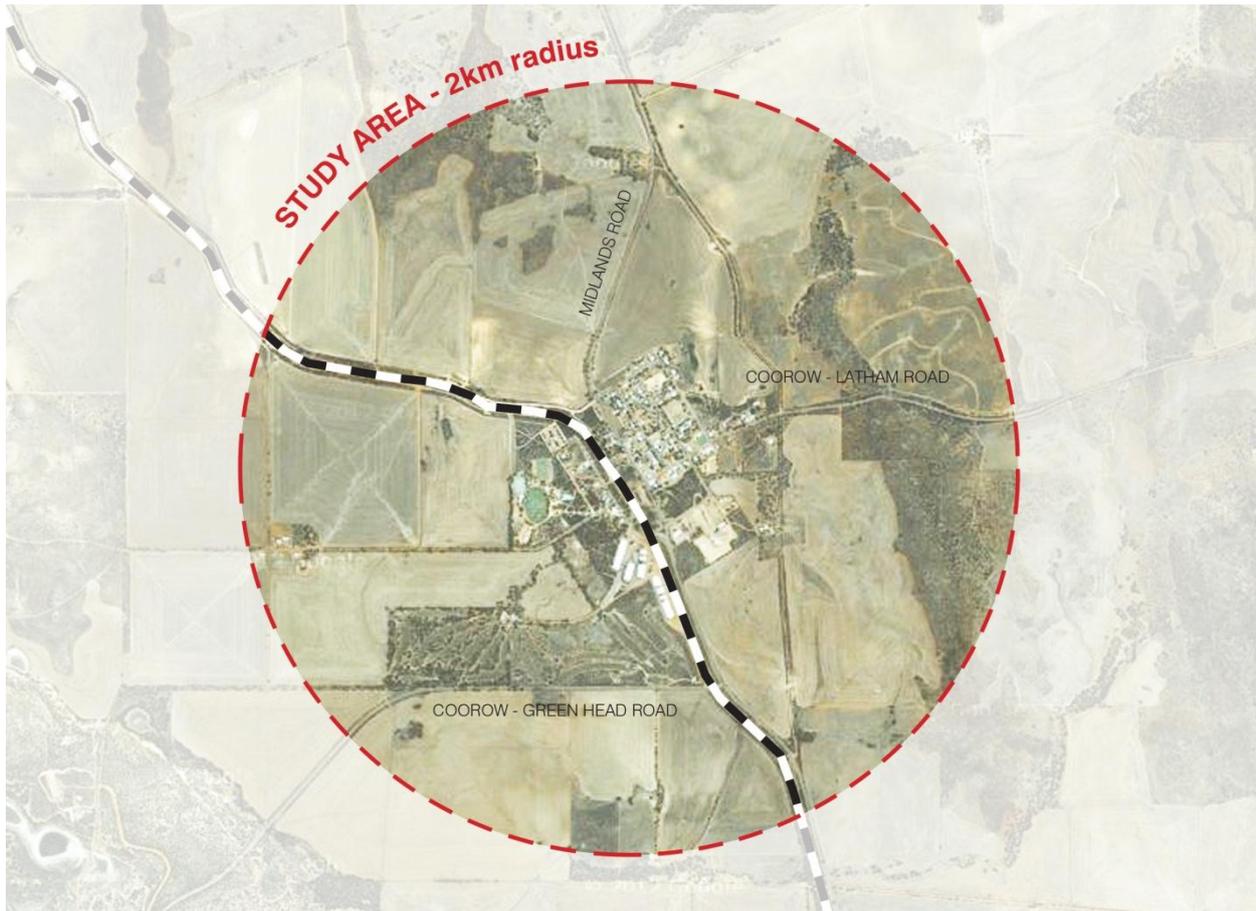
The Shire's existing strategic planning document, its Local Planning Strategy (LPS), was adopted in 2001 and whilst providing a sound Shire-wide planning framework and a high level outline of issues for Coorow, the document is somewhat out-dated and does not consider Coorow in sufficient detail to guide site and project specific actions. The Shire's commitment to this document is a commitment to the future growth and enhancement of Coorow.

It is intended that the Coorow Townsite Local Planning Strategy will ultimately result in amendments to Town Planning Scheme No.2 and the preparation of additional Structure Plans and Local Development Plans.

As a strategic planning document, the Townsite Local Planning Strategy will provide the Shire of Coorow and proponents with guidance in relation to future Local Structure Plans, scheme amendment requests, subdivision and development applications, as well as budgeting for future works, the sourcing of grants and infrastructure development.

Where there is a conflict between the existing Shire of Coorow Local Planning Strategy 2001 and the Coorow Townsite Local Planning Strategy, the Coorow Townsite Local Planning Strategy shall prevail.

FIGURE 1 – TOWNSITE LOCAL PLANNING STRATEGY STUDY AREA



1.2 OBJECTIVES OF THE STRATEGY

The objectives of the Coorow Townsite Local Planning Strategy are to:

- Provide guidance to the Shire of Coorow on planning for the expansion and enhancement of Coorow for the next 10-15 years.
- Give direction to both the Shire of Coorow and the Western Australian Planning Commission (WAPC) in the consideration of future development applications, subdivision applications, town planning scheme amendments, Structure Plans and Local Development Plans.
- Provide current and future residents and investors with a vision for Coorow and an outline of the intended role of the town and the possible enhancement of facilities and services.
- Provide a basis for coordinated decision-making for the Shire of Coorow and servicing authorities in determining the future servicing requirements for Coorow.
- Complement and guide the intended review of the Shire's Local Planning Strategy and Town Planning Scheme.

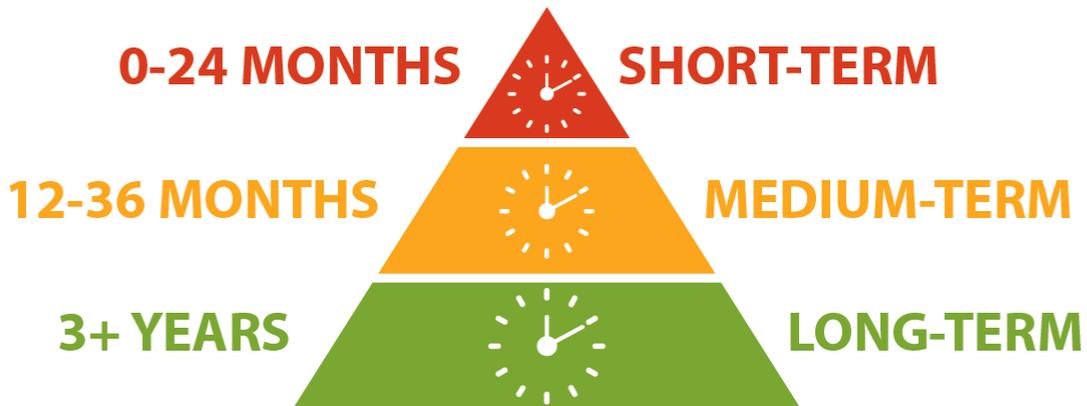


1.3 FORMAT

The strategy is divided into key categories such as Land Use and Development, Movement Network and Infrastructure with associated recommendations on a site or issue specific basis. An implementation and background section complement these recommendations. The strategy is visualised in the Townsite Local Planning Strategy map at **Appendix A**.

A level of priority for each recommendation has been provided, with the following timeframes applicable to each priority category:

FIGURE 2 – STRATEGY PRIORITIES



It should be noted that the timeframes refer to the commencement of planning or action, and not to project completion.



1.4 SUMMARY OF PROCESS OF STRATEGY PREPARATION

Urbis was engaged by the Shire of Coorow in March 2012 to prepare a Townsite Local Planning Strategy for Coorow. Following project inception by the Shire a Project Steering Group (PSG) was established. The PSG included representatives from:

- Shire of Coorow staff;
- Shire of Coorow Councillors;
- Coorow Community Resource Centre;
- Coorow Heritage Group;
- Mid West Development Commission;
- Coorow Community Land Inc.;
- LandCorp; and
- Urbis staff members.

The preparation of the Strategy also involved community consultation through a Community Workshop. Preliminary consultation with other government agencies, service authorities and major stakeholders such as Brookfield Rail (the rail line operator) also took place during the production of the strategy.

At the end of the consultation phase, a brief Consultation Briefing Paper (Refer **Appendix B**) was prepared, summarising the outcomes of the community workshop.

The strategy and background for the community workshops was also guided by an analysis of the existing planning framework. A formal advertising process was also undertaken from 1 August to 1 October 2013. Greater detail of the preparation process for the Townsite Local Planning Strategy is provided in the Strategy Preparation Process section.



2 Coorow Context and Vision

2.1 COOROW'S POSITION IN THE REGION

Determining the future role of Coorow needs to be done in the context of surrounding towns and the greater Mid West region.

As the administrative hub of the Shire, together with the provision of the Coorow primary school and major sporting/recreation facilities, Coorow maintains some regional attraction. Residents do, however, utilise other towns for major retail activity, high school education, and a variety of other services.

Some key towns to consider include:

- **Geraldton** – Geraldton is the primary regional centre of the Mid West region. Geraldton currently provides a major regional health campus, tertiary education facilities, port facilities, self-sustaining commerce and industry and significant supporting permanent residential population.
- **Moora** – located 85km to the south, Moora is substantially larger than Coorow, with over 1,800 residents. As the largest town between Geraldton and Perth, Moora functions as a key service town for the region. A number of government departments and agencies, banks, automotive sellers, leisure and hospitality venues are located in Moora, as well as a primary and high school, a number of accommodation options and a supermarket. Moora will continue to function as the main service centre in the region.
- **Leeman** – Located 100km to the west on the coast, Leeman is the largest town in the Shire (400 persons) and shares the administrative role of the Shire with Coorow. While not currently experiencing major growth and development, the recent opening of Indian Ocean Drive may facilitate greater levels of growth, and the Leeman and Green Head Townsite Local Planning Strategy considers scenarios of up to 1,500 persons in the long term.
- **Green Head** – While also with only several hundred residents, Green Head has been experiencing moderate levels of growth in its new coastal estate. The town's amenity, land availability and proximity to Jurien Bay position the town favourably to attract new residents and tourism accommodation. Like Leeman, the Leeman and Green Head Townsite Local Planning Strategy considers scenarios of Green Head with a resident population of 1,500 in the long term.
- **Carnamah** – 50km to the north, Carnamah is Coorow's closest neighbour, and is substantially larger, with a population approaching 500 people. The town has a more diverse retail and service offering than Coorow, and also has a high standard of recreational facilities and is a greater rail hub. Consequently it is considered that Carnamah will continue to play a higher function role in the region.
- **Morawa and Jurien Bay** – While 80km to the north and not easily accessible from Coorow due to the layout of the road network, it is important to acknowledge that Morawa has been identified by the State Government as a 'SuperTown' under its Royalties for Regions initiative. The current implementation plan for Morawa contemplated a possible tripling of the town's current population of 800 in the medium term (5-10 years). Jurien Bay 100km to the south-west on the coast has also been identified as a SuperTown. At 1,500 people currently, Jurien Bay has been mooted to grow to as much as 20,000 persons in the long term. These two SuperTown's are likely to attract significant government and private investment and will be able to consolidate their existing service roles.

Given the close proximity of these various larger towns, it is important to acknowledge that while Coorow can and should continue to grow, it is unlikely that the town will attract duplicated service offerings available in other towns. Consequently it is more important for Coorow to enhance and diversify its existing offering to attract sustainable and reasonable growth.



2.2 POPULATION AND DEMOGRAPHICS

Coorow has a population of 160 people according to the latest 2011 Census, with a slightly higher (53%) share of females. There has been a slight decline in the Coorow population since the 2006 Census population of 176.

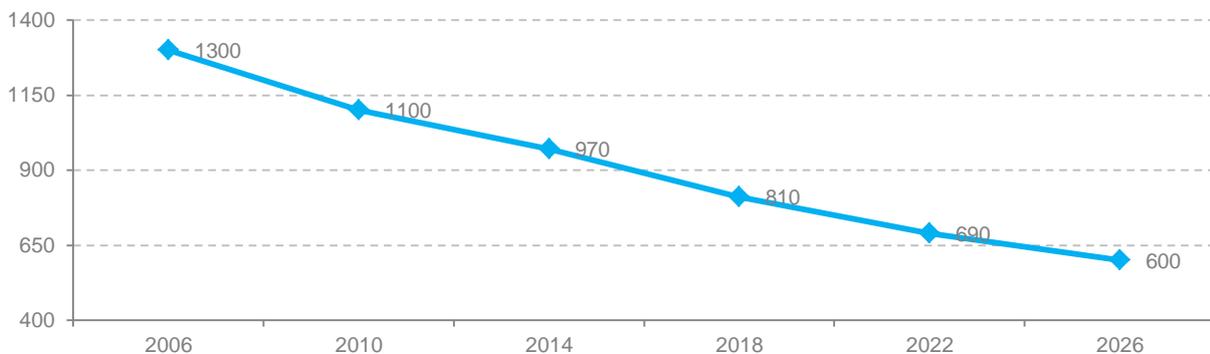
The median age of persons in Coorow has generally remained the same over the last several Census periods with the current median being 44 years – significantly higher than the average of 36 in Western Australia. While young people (between 5-14 years) have remained as the second largest demographic groups, the number of people aged 15-24 years has continued to occupy the lowest population percentile. This represents a possible trend of young people moving to areas with greater opportunities for employment or higher levels of education.

The WAPC's population projections for the Shire of Coorow (population projections by town are not available) suggest that the population of the Shire is set to decline.

Current Population Forecast for Shire of Coorow (Status Quo) (Source: WAPC)

POPULATION VS TIME - TO 2026

CHART 1



The declining population projection is strongly disputed by the Shire of Coorow as it is important to note that the statistics are exposed to changing trends through planning processes. The projections do not take into account external factors such as the future mining and industrial growth in the surrounding localities of the Mid West region, the completion of major road infrastructure such as the Indian Ocean Drive connection or the changing behavioural trends of the local and surrounding populations or initiatives such as the SuperTown's program. These external factors must be taken into account when considering this data.

The WAPC's projections (released February 2012) are based on previous trends that have occurred since the 1980's and aim to provide the most accurate population projection, although the projections have recently been demonstrated to be overly conservative in forecasting population for the overall Mid West region. Future planning and expansion should therefore be realistic in setting targets for moderate and sustainable levels of growth.

2.3 ENVIRONMENT

It should be noted that the following conservation significant species may exist within the strategy area:

- Prostrate Flame Pea *Chorizema humile* (Declared Rare Flora).
- Carnaby's Cockatoo *Calyptorhynchus latirostris* (threatened endangered species).
- Western Spiny Tailed Skink *Egernia stokesii badii* (threatened species).

Formal environmental assessment process may need to occur where the above may be affected, particularly in any rezoning, subdivision or development assessment process.



2.4 VISION FOR COOROW

Following a review of the existing planning framework, consultation with key agencies and importantly the community, the following vision has been established for Coorow. It is important that this vision acts as the foundation for future planning, and that while growth should always be encouraged, responsible authorities should work to maintain the proposed positioning of Coorow. This Townsite Local Planning Strategy sets out the following vision:

VISION FOR COOROW.

“Coorow will continue to function as a secondary service centre in the region, attracting moderate and sustainable levels of growth. The town will enhance its existing position as a recreational hub and diversify its land uses and improve the amenity of the town to attract tourism and improve the quality of life for residents. The town should foster the development of additional local business opportunities to leverage surrounding economic activity in the Mid-West.”

The vision for Coorow is realistic in the context of surrounding towns and its role in the district.



3 Land Use and Development

Coorow will grow at a sustainable and moderate pace, with some new land required, and some land uses needing to evolve as the town repositions itself. While Coorow has more than adequate supplies of zoned residential land, a greater emphasis on accommodating tourism, workers accommodation and industrial land uses is required. Efforts to accommodate residential development are targeted through developing existing land zoned for that purpose.

Provision has been made for the development of approximately one dozen existing vacant residential lots, up to 170 new residential lots, and over 60 rural residential lots.

The recommendations associated with land use and developments are illustrated in the Coorow Townsite Local Planning Strategy at **Appendix 1**.

3.1 RESIDENTIAL – INFILL

TABLE 1 – EXISTING VACANT LOTS

PRECINCT	EXISTING VACANT LOTS
MAP REFERENCE	RI-1
PRIORITY	 SHORT-TERM
RECOMMENDATION	<i>The infill of existing vacant lots should take precedence over other areas for short term and possibly medium term residential growth to consolidate and utilise existing infrastructure.</i>
YIELD	<p>There are at least 6 standard sized (generally ¼ acre) lots east of the rail line spread throughout the existing residential areas, as well as a 9,184sq.m lot likely to yield 9+ lots on Midlands Road depending on the density achieved/demanded.</p> <p>Similarly, there are at least 5 lots west of the rail line that are vacant and at least 1 large rural lot. 4 of these are at the northern end of Station Street (and under State Government ownership), with the other on Long Street.</p> <p>Additionally, there are lots with existing substandard housing which are vacant or underutilised which may be able to be redeveloped.</p>
RATIONALE	<p>There are a number of available Residential zoned lots in Coorow that are vacant and ready for development. These lots are likely to satisfy growth in the short and medium term. The existing lots are generally zoned R10, which facilitates development at a density in line with community expectations and servicing constraints.</p> <p>This minimises costs, will enable integration with the existing town and improve the appearance of the town by filling vacant lots. A concerted approach will be required to make these lots available for sale and development. This site may require a ‘Future Act’ process under the Native Title Act 1993.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ The availability of servicing for these lots. ▪ Contact and liaison with land owners – particularly the property on Midlands Road.



TOP LEFT: Example of Existing Coorow Housing Stock
 TOP RIGHT: Commercial Street Looking to Main Street
 BOTTOM: Infill of Existing Lots Should be a Priority



3.2 RESIDENTIAL – EXPANSION

TABLE 2 – EXISTING RESIDENTIAL ZONED LAND

PRECINCT	EXISTING RESIDENTIAL ZONED LAND EAST OF TOWN
MAP REFERENCE	RE-1 and RE-2
PRIORITY	 MEDIUM-TERM
RECOMMENDATION	<p><i>If required, any residential expansion of the town should take place in the existing Residential zoned land east of the existing town footprint. Residential development north of Main Street should occur prior to development south of Main Street. Incorporation of a dedicated aged housing development should be considered for RE-1.</i></p> <p><i>Some of this land may be used for Workers Accommodation – see Table 4.</i></p>
YIELD	<p>RE-1 Approximately 125 lots over ~19ha at an average density of R10 (average 1,000sq.m) accommodating 275 people.</p> <p>RE-2 Approximately 45 lots over ~7ha at an average density of R10 (average 1000sq.m) accommodating 100 people.</p>
RATIONALE	<p>There is significant available Residential zoned land east of the existing town footprint both north and south of Main Street. The existing coding of R10/15 is considered appropriate in the context of existing development and expected growth levels.</p> <p>In any future structure planning process, a dedicated aged housing site should be considered.</p> <p>Servicing constraints will form the key barrier to the development of these areas, particularly in relation to sewer. Liaison with the State Government and Water Corporation will be required. Under the Government Sewerage Policy lot sizes are likely to be required to be in excess of 1000sq.m to enable on-site effluent disposal, subject to geotechnical investigations.</p> <p>Expanding the town eastwards enables easy integration with the existing street network and will position future residents close to most services and facilities within walking distance. Development of land north of Main Street should take priority to minimise the potential for land use conflict with industrial areas. Additionally, Residential zoned land south of Main Street may be appropriate for Workers Accommodation.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Preparation of a Local Structure Plan. ▪ Resolution of servicing issues. ▪ Environmental approvals as required.



3.3 RURAL RESIDENTIAL

TABLE 3 – RURAL RESIDENTIAL

PRECINCT	RURAL ZONED LAND NORTH OF TOWNSITE
MAP REFERENCE	RR-1
PRIORITY	 MEDIUM-TERM
RECOMMENDATION	<i>To expand the diversity of housing and lifestyle options in Coorow, Rural zoned land north of the townsite should be considered for special residential development (2,000sq.m to 1ha) if demand is considered sufficient.</i>
YIELD	Approximately 63 lots over ~42ha assuming lot sizes an average 5,000sq.m possibly accommodating 140 people.
RATIONALE	<p>There was strong feedback in the consultation stages during the preparation of the Townsite Local Planning Strategy that there is demand for larger, ‘rural-residential’ lots of more than 2,000sq.m – for those seeking a rural lifestyle in a town environment. These lots may assist in attracting former farmers to remain in the locality.</p> <p>Land immediately north of the townsite is most appropriate for this purpose, with development at this location leaving land closer to the centre of the town to be used for Residential purposes. The site north of town has an easily ability to be integrated to the towns existing street network, enhancing the sense of integration with the existing townsite. Although not located as centrally as existing Residential zoned areas, the site is still close to the centre of town (less than 500m) and will provide a built form transition to rural areas further north. Existing special residential sized lots have been well received in the past, and lots of these sizes may form an important component in attracting additional residents to Coorow. Other areas such as the golf course are inappropriate as they are within the 500m EPA recommended buffer area around the grain elevator. Any further expansion to the north-west of the townsite must consider the presence of the Moora Talc Belt (2.5km north west of Coorow), a future resource extraction area.</p> <p>It is important to note that special residential areas require the same level of servicing as Residential areas. Therefore the development of any rural residential areas will need to ensure that appropriate servicing levels can be achieved. To ensure integrated and amenable development, preparation of a structure plan over this area prior to development and subdivision is required.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Extension of the townsite boundary to incorporate the proposed area. ▪ Extension of services. ▪ Preparation of a Local Structure Plan. ▪ Rezoning from Rural to Rural Residential (or low-density Residential – to be determined during structure planning process) ▪ Environmental approvals as required.



3.4 WORKERS ACCOMMODATION

TABLE 4 – WORKERS ACCOMMODATION

PRECINCT	SMALL-MEDIUM SCALE FACILITY NEAR EXISTING CARAVAN PARK, OR IF A LARGE-SCALE FACILITY IS REQUIRED - UNDEVELOPED RESIDENTIAL ZONED LAND EAST OF EXISTING TOWNSITE
MAP REFERENCE	WA-1 / WA-2
PRIORITY	 SHORT-TERM
RECOMMENDATION	<i>Workers accommodation may be a key demand driver for housing growth in Coorow. To accommodate this potential demand, vacant land near the caravan park should be made available for Workers Accommodation. If a large-scale facility is required, undeveloped Residential zoned land east of the existing town footprint should be utilised. Facilities should be integrated with the town and use town services.</i>
YIELD	<p>WA1: There is State owned land under the management of the Shire surrounding the existing caravan park that could accommodate a small-medium scale workers accommodation facility.</p> <p>WA2: This land parcel is over 7ha and would be able to accommodate a moderate sized workers accommodation facility that could accommodate several hundred people.</p>
RATIONALE	<p>With a number of mining and resource projects underway or being contemplated in the Mid West region, there may be a need for additional workers accommodation in the locality. In particular, prospective iron ore projects east of Coorow are likely to be the driver for accommodation demands. There are also a number gypsum mine proposals. Depending on the scale of accommodation required, there are a number of suitable locations in Coorow for such a facility, the development of which may provide an infrastructure and facility legacy should they be only be required for a finite project construction period. The existing facility is also likely to be continued to be required for seasonal agricultural workers.</p> <p>In the more likely scenario, there may be a need for a small to medium-scale facility accommodating a dozen or less workers. There is sufficient land surrounding the existing caravan park that could accommodate this facility.</p> <p>If a larger facility is required, Residential zoned land east of the townsite south of Main Street is considered most suited. The facility should encourage the utilisation of amenities and services within Coorow with suitable management practices.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Preparation of Local Development Plans for either site (taking into account proposed caravan park expansion). ▪ Servicing availability. ▪ Environmental approvals as required.



3.5 INDUSTRIAL

TABLE 5 – INDUSTRIAL EXPANSION

PRECINCT	SOUTH AND EAST OF EXISTING INDUSTRIAL ZONED LAND
MAP REFERENCE	IND-1 and IND-2
PRIORITY	 SHORT TO MEDIUM-TERM
RECOMMENDATION	<i>Rural zoned land to the south and east of the existing industrial estate should be rezoned to Industrial to facilitate and attract growth. Eastward expansion is more preferable to avoid encroachment into the Coorow Community Land Group farm.</i>
YIELD	IND-1 - ~3.5ha of developable land IND-2 - ~10ha of developable land.
RATIONALE	<p>The existing industrial area is operating relatively well, with few lots available for development. The availability of a diverse range of industrial zoned lot sizes is important to attract and retain business to Coorow. Consequently the existing industrial area needs to be expanded, and consideration given in subdivision design to a range of lot sizes.</p> <p>The relocation of the industrial estate is not an option, and therefore the expansion of the existing precinct is required. There is abundant Rural zoned land east and south, however the Coorow Community Land Group’s successful canola farm is located to the south. It is likely that some southward expansion will still be required, however to minimise this impact, industrial land should spread eastward, between the existing estate and Old Geraldton Road.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Expansion of townsite boundary to incorporate existing and future Industrial areas. ▪ Extension of services. ▪ Environmental approvals as required. ▪ Rezoning from Rural to Industrial.

3.6 COMMERCIAL

The existing Main Street area will continue to be the focus of the town’s civic, retail and service facilities. No additional commercial land is considered to be required for the needs of the town for the life of this document – however Main Street should continue to be enhanced and developed. Refer to the Townscape section for guidance on this street.



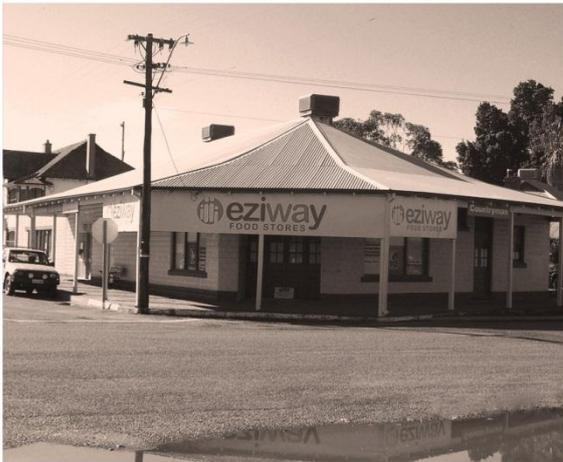
3.7 TOURISM/ACCOMODATION

Tourism will play a growing role in the economic development of Coorow, and the provision of an appropriate supply of a diversity of accommodation types and tourist activities is crucial in this regard.

Tourism is required to diversify the economic profile of Coorow, providing new employment opportunities and sustaining existing and future businesses.

TABLE 6 – EXISTING CARAVAN PARK

PRECINCT	EXISTING CARAVAN PARK
MAP REFERENCE	TOU-1
PRIORITY	 SHORT-TERM
RECOMMENDATION	<i>The existing caravan park requires formalisation in the Shire’s Town Planning Scheme and improved facilities. Any formalisation should provide for additional land (representing at least a doubling of the existing site) to accommodate future expansion of the existing facility at its current location.</i>
YIELD	0.9ha of expanded Caravan Park (Tourist Accommodation) area.
RATIONALE	<p>The caravan park operates at capacity at peak periods, and the availability of caravan places is considered crucial to attracting passing visitors. Existing caravan park numbers should be maintained and expanded at its current location as Coorow grows. The existing facility is in a Parks and Recreation reserve, which should be rezoned for Tourist Accommodation.</p> <p>The existing facility should expand in a westward direction, and offer improved servicing and amenity to users. This should include additional and upgraded ablutions and showers and laundry areas, as well an increased number of serviced bays.</p> <p>Suitable signage should also be provided on Midlands Road at the existing and potential future crossing to direct drivers to the caravan park.</p> <p>Part of the expansion area could also be utilised for temporary workers accommodation. Consequently any Local Development Plan for the expansion area should take into account the possible eventuation of this use.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Rezoning of the existing and expanded Caravan Park. ▪ The extension of services. ▪ Preparation of a Local Development Plan to guide the layout of the expanded facility. ▪ Environmental approvals as required.



TOP LEFT: Commercial Activity on Main Street - Photo by Daryle Phillips
 TOP RIGHT: Coorow Bowling Club
 MIDDLE LEFT: Coorow has Excellent Recreational Facilities at Maley Park

MIDDLE RIGHT: Coorow Hotel - Photo Daryle Phillips
 BOTTOM LEFT: Fomer Eziway on Main Street - Photo by Daryle Phillips
 BOTTOM RIGHT: Park on Main Street



TABLE 7 – EXISTING COMMERCIAL ZONED LAND ADJACENT TO RAIL LINE

PRECINCT	EXISTING COMMERCIAL ZONED AREA ADJACENT TO RAILWAY
MAP REFERENCE	TOU-2
PRIORITY	 MEDIUM-TERM
RECOMMENDATION	<p><i>The existing Commercial zoned land on Midlands Road opposite Main Street should be repositioned to be accommodate tourist accommodation facilities, hospitality and tourism-related uses, taking advantage of its prominent location and proximity to key facilities such as Main Street.</i></p>
YIELD	1.7ha of Tourist Accommodation land
RATIONALE	<p>There is currently a large strip of Commercial zoned land between Midlands Road and the rail line, which is vacant and underutilised. This land presents an opportunity to delivery new, diversified land use options directly adjacent to Main Street in the centre of Coorow.</p> <p>With tourism an important focus of Coorow’s future, a number of tourist-related uses should be established on this land – complementing the service role of Main Street and leveraging off the sites location on Midlands Road. Suggest uses include:</p> <ul style="list-style-type: none"> ▪ Tourist accommodation, such as a low-scale Motel or a chalet-development. ▪ A café and/or gallery focused on attracting passing motorists. ▪ A small retail store or gift shop, again focus on attracting passing motorists. ▪ Incorporation of a pullover/parking/caravan set-down area to encourage easy access. <p>The proposed new road and pedestrian crossing through the site will make the site highly accessible and effectively place it at the ‘centre’ of town. The sites proximity to the rail line makes it unsuitable for residential uses. Accommodation uses should take place at the northern half of the site, to avoid being located in the recommended 500m EPA buffer from the grain elevator.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Rezoning of Commercial area to Tourist Accommodation. ▪ The extension and availability of services. ▪ Preparation of a Local Development Plan or Design Guidelines to guide land use and development and the future interface between the precinct and Midlands Road. As a guide, development should be positioned to ‘front’ the junction of Midlands Road and the new crossing, with parking to be placed behind buildings. Distinguishable landmark buildings or building elements should be located at this corner. ▪ Environmental approvals as required. ▪ Engaging the support of the Mid West Development Commission may be appropriate for this project, given its scale and potential role as a catalyst for Coorow’s growth.



3.8 COMMUNITY/RECREATION FACILITIES

TABLE 8 – COMMUNITY FACILITIES

PRECINCT	RECREATIONAL AREA
MAP REFERENCE	CF-1
PRIORITY	 MEDIUM-TERM
RECOMMENDATION	<i>The towns existing community facilities (including Maley Park and the Bowling Club) offer high quality facilities for the town and surrounding region. While no major expansion is required, the ongoing diversification and enhancement of uses should be pursued. This includes a BMX and/or skate park facility at Maley Park.</i>
RATIONALE	<p>Coorow has exceptional recreational facilities for a town of its size. These facilities service the town as well as the surrounding region, representing one of Coorow's greatest attractions and sources of visitation.</p> <p>While no major expansion of these facilities is required – the continued enhancement of these facilities is needed to maintain Coorow's competitive advantage and to leverage these facilities into commercial activity for local businesses.</p> <p>Feedback during the community consultation workshop recommended additional facilities at Maley Park, including a Skate Park and/or BMX facility. These suggestions are supported, diversifying the facilities available and consequently expanding the attractiveness of Maley Park to a wider range of people.</p> <p>Maley Park will also benefit from the proposed new additional road and pedestrian crossing linking Main Street to Bothe Street, providing direct access from Midlands Road to the facility. This link will also better connect commercial outlets on Main Street to Maley Park.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Funding through Royalties for Regions initiatives or Federal Government programs. ▪ Preparation of a Recreational Masterplan for Maley Park. ▪ The extension and availability of services as required.



4 Movement Network

Movement within Coorow is undertaken almost exclusively by private car and walking as there is no public transport service.

The limited footprint of the town, and its highly legible grid layout, is conducive to more sustainable forms of transport (walking and cycling) and consequently the focus for the movement network in the future should focus on providing efficient and safe pedestrian as well as vehicle access.

In terms of vehicles, the focus should be on providing a logical road layout that is conducive to attracting visitors to commercial facilities and key amenities in Coorow. Future road networks and layouts should be built in accordance with the WAPC's *Liveable Neighbourhoods*, preferably continuing the existing grid pattern to enhance integration with the existing town.

4.1 DISTRICT CONNECTIVITY

Coorow enjoys road access to the surrounding towns and major services centres. Geraldton and Perth can be reached via Midlands Road, while access to coastal areas is via the Coorow-Green Head Road.

It is understood that Midlands Road, is in relatively good condition, with some minor shoulder sealing works to occur incrementally to ensure the sealed road area is at least 7 metres wide. Midlands Road (south of Coorow-Green Head Road) currently handles approximately 400 to 450 vehicles per day and 250 to 300 on a weekday. This can increase to up to 350 per day on a Sunday, possibly due to sporting events at Maley Park. Main Roads has advised that traffic growth has been relatively flat.

4.2 BYPASS ROAD

TABLE 9 – BYPASS ROAD

PRECINCT	BYPASS ROAD
RECOMMENDATION	<i>If Coorow grows to a point where freight traffic is reducing the amenity and safety of the town centre, a bypass road should be built to the south of the town, enabling safer and efficient access to Midlands Road and the grain rail facility from the east.</i>
PRIORITY	 LONG-TERM
MAP REFERENCE	BP-1
RATIONALE	<p>A substantial amount of grain freight traffic travels through Coorow from the east, passing through Main Street or Market Street, entering Midlands Road and then crossing the rail line to access the grain loading/storage facility.</p> <p>Continued increases in freight traffic and noise disrupt the amenity of the town centre, particularly when freight and passenger traffic interacts.</p> <p>The new road could take several alternative routes, as show in the Coorow Townsite Local Planning Strategy map.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Liaison and consultation with the Shire, Brookfield Rail, Main Roads WA, and CBH. ▪ Environmental approvals as required. ▪ Funding considerations from higher levels of government.



4.3 RAIL CROSSING

TABLE 10 – RAIL CROSSING

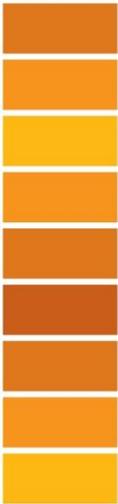
PRECINCT	RAIL LINE
RECOMMENDATION	<p><i>An additional rail crossing is required for Coorow, connecting Main Street to Bothe Street, to enable safer, direct access between the two different portions of the town. The existing crossing also requires rationalisation and realignment to fix significant safety issues. The existing crossing should be utilised for freight traffic only.</i></p>
PRIORITY	<p> SHORT-TERM</p>
MAP REFERENCE	<p>RC-1 (new) and RC-2 (existing)</p>
RATIONALE	<p>The existing rail crossing at South Street combines passenger and freight traffic, is poorly designed and does not offer acceptable safety and visibility standards. The southern location of the crossing also does not encourage interaction with the town centre at Main Street.</p> <p>An additional, new crossing directly linking Main Street and Bothe Street would enable easy access between the two centres of activity in town – Maley Park and Main Street. This direct connection will also assist in Main Street businesses and the proposed new tourism precinct on Midlands Road to leverage off Maley Park traffic – enhancing opportunities for existing and future businesses to profit from the several hundred weekend patrons that visit this park.</p> <p>The design of any new tourism-focused precinct on the existing Commercial zoned land east of the railway will need to take into consideration the proposed new crossing, with a focus on drawing in traffic from road users.</p> <p>The existing crossing should remain, primarily for freight traffic, however requires re-alignment and reconfiguration to a standard acceptable to the Shire and Main Roads. If agreeable to the above parties, the crossing should be signed in a way that conveys to road users that it is only for freight use. The new crossing also requires provision for safe pedestrian crossing, and traffic studies will need to be undertaken to ensure the proposed location of the crossing is safe.</p> <p>Brookfield Rail is aware of existing safety issues, and it is understood preliminary design work for the rearranged existing crossing has already been undertaken for the Shire by Greenfields Technical Services. CBH has also expressed concern about the safety of the existing crossing arrangement, and expressed a desire to minimise truck and car interaction and the proximity of the crossing to the loading facility.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> ▪ Liaison with the PTA in relation to the proposed detailed design, assessment and funding of the upgrades. ▪ Liaison and agreement with the Shire, CBH, Brookfield Rail and Main Roads WA, ▪ Seeking funding from initiatives such as Royalties for Regions or from the Federal Government.



4.4 PEDESTRIAN NETWORK

TABLE 11 – PEDESTRIAN NETWORK

<p>RECOMMENDATION</p>	<p><i>Coorow requires a number of new and upgraded pedestrian paths to improve connectivity within the town, encourage walking and link key precincts.</i></p>
<p>PRIORITY</p>	<p> MEDIUM-TERM</p>
<p>RATIONALE</p>	<p>A review of the existing foot path network has revealed a number of gaps in the existing pedestrian network. There are existing concrete paths on Bristol Street, a small portion of Central Street, and a small portion of Midlands Road. Paving is also provided on Main Street, and a gravel path links Main Street to Both Street.</p> <p>The following is required:</p> <ul style="list-style-type: none"> ▪ Provision of a footpath with the proposed road crossing linking Main Street to Bothe Street, continuing along Bothe Street to Maley Park. This path will also service the proposed tourism precinct on Midlands Road. ▪ Provision of a footpath along the full length of Commercial Street in accordance with Council's plans. This will be essential to provided pedestrian access from the proposed rural residential area to Main Street. ▪ Extension of footpaths on Main Street to the east, to provide links to proposed residential expansion areas. ▪ Provision of footpaths in residential expansion areas in accordance with Liveable Neighbourhoods where possible. <p>Standard footpaths (minimum 1.5m) should be provided as a minimum.</p>
<p>REQUIREMENTS</p>	<ul style="list-style-type: none"> ▪ Sourcing of funding.



TOP: Grain is the Backbone of Coorow's Economy
MIDDLE: Safe and Efficient Access to the Grain Facility is Required - Photo by Daryle Phillips
BOTTOM: View of Coorow Townsite from the Hills



5 Infrastructure

5.1 WATER

Water for Coorow is currently provided by the Dathagnoorara Bore on Eneabba Road, 31km north-west of Coorow. Coorow shares this facility with Carnamah.

The Water Corporation has advised that spare capacity is available to support moderate growth in Coorow, particularly given that growth in the recent past has been static or negative. Any significant growth in water demand will require liaison with the Water Corporation.

There are no current known issues in relation to water quality. Water should be provided in line with the Australian Drinking Water Guidelines 2004.

5.2 POWER

Western Power has advised that Coorow is supplied via a 33kV feeder from Three Springs substation approximately 50km to the north. That feeder continues past Coorow and supplies areas further inland, such as Maya 50km to the east.

There is currently enough capacity to cater for approximately 600kVA of additional load at the town of Coorow. With the current rate of natural load growth being experienced on the feeder, this capacity is considered sufficient for the short to medium term. Additional capacity can be fed to Coorow upon application with Western Power. It is not envisaged that significant power usage growth will occur in Coorow – however liaison with Western Power is recommended as recommendations within this strategy proceed – particularly the major expansion of the industrial estate, new commercial developments or residential expansion.

5.3 WASTEWATER

There is no current sewerage or wastewater treatment plant servicing Coorow, and it is understood there are no plans for the town to be seweraged under the Water Corporations Infill Sewerage Program.

This presents some challenges for future development in that there are State Government restrictions on development and lot sizes in areas with no wastewater services. The new draft Government Sewerage Policy will soon replace the draft Country Sewerage Policy. Generally expansion of no more than 100 lots was permitted under the previous policy, and no single development of more than 25 lots, however the new policy allows sites to be assessed on a case-by-case basis. Lot sizes are now generally set at a minimum of 1,000sq.m or 2,000sq.m, depending on soil types. It is understood that soil types in Coorow are a mix of gravel/sand and therefore under the new policy minimum lot sizes of 1,000sq.m should be expected. Given that most lots in Coorow are $\frac{1}{4}$ of an acre (1012sq.m), the policy will not significantly alter the existing form and nature of development in town.

5.4 RAIL

Rail provides the fundamental basis for Coorow, with the grain freight rail line underpinning the town and locality's economy. The line passing through Coorow, part of the Midlands Railway from Midland to Geraldton, is a Tier 1 line (the highest), and is operated by Brookfield Rail.

The line will remain at operation for at least the current leasing period of Brookfield Rail, which has 42 years remaining on its lease as of 2012.

CBH operates the grain storage and loading facilities, and has outlined that it intends to continue operating the facility for foreseeable future, with a number of minor improvements to the grain infrastructure and internal roadways.



5.5 TELECOMMUNICATIONS

Coorow has access to landline telephone services, and recently gained access to ADSL2+ broadband services through funding via the Mid West Development Commission.

Residents can access wireless voice and data services (3G up to 3mbps) through Telstra, however no other carriers cover the town or are understood to be planning to expand their coverage to Coorow.

The National Broadband Network is in the early stages of its national rollout. Current information available on NBN Co.'s 3 year rollout indicates no works to take place in Coorow in that timeframe. However Moora 85km to the south is set to achieve fibre to the home services by 2015. Other towns in the Shire will also be receiving fibre services by 2015, including Leeman and Green Head. It is understood a fibre cable will pass through Coorow, however it is not known if homes and businesses will be connected via fibre (100+mbps) or fixed wireless (12+mbps).

For those residents or businesses without adequate access to broadband currently, NBN Co has launched an Interim Satellite Service as of July 2011 that can be accessed.

More information is likely to become available as NBN Co updates its rollout plan every 6-12 months, and the Shire should maintain an advocacy role for the Coorow community in this regard.



6 Townscape and Tourism Attraction

6.1 ATTRACTING TOURISM

TABLE 12 – TOURISM INFRASTRUCTURE

RECOMMENDATION	<i>New tourism infrastructure, including formalised access, a lookout point and improved directional signage is required to the hills and wildflower areas east of the townsite to improve the visitor experience.</i>
PRIORITY	 SHORT-TERM
MAP REFERENCE	TOU-3
RATIONALE	<p>Tourism is an optimal industry in which Coorow can expand its economic base. There are several simple ways in which modest improvements can be made to improve the tourism experience in the town.</p> <p>These include the following:</p> <ul style="list-style-type: none"> ▪ A well signed (from Midlands Road), semi-formal access road to the hills east of Coorow. Current methods of access are unsuitable for most vehicles, are not well signed or easily located. ▪ A sheltered lookout point at a high point on the hills, as well as embayment areas along the access road to provide for wildflower sightings. A BBQ facility should also be provided at this lookout point. ▪ Marked walking trails being made available for wildflower sighting. ▪ Information about these facilities being made available in the various businesses and facilities in town and on tourism related websites.
REQUIREMENTS	<ul style="list-style-type: none"> ▪ Sourcing of funding (Mid West Development Commission, Tourism WA etc.). ▪ Liaison and possible partnerships with community groups.



6.2 MAIN STREET

TABLE 13 – COOROW MAIN STREET

PRECINCT	MAIN STREET
RECOMMENDATION	<i>Coorow's Main Street will continue to be the focal point of the town, offering a service and community meeting point role. The street should be enhanced through continued commercial development on this street and visual improvements such as the undergrounding of power lines.</i>
PRIORITY	 MEDIUM-TERM
MAP REFERENCE	TOU-4
RATIONALE	<p>Coorow's Main Street will continue to be the civic and commercial focus of the town, complemented by the proposed new tourism precinct, and enhanced by the direct connection to Maley Park.</p> <p>It was raised in the community workshops that the bowling green could be re-located to Maley Park, however it is considered that the mixture of activities, and proximity of this community facility in the heart of town is a positive feature of the street.</p> <p>Main Street should continue to be enhanced, with retail development in particular to be located along this street.</p> <p>The street should be enhanced in the following ways:</p> <ul style="list-style-type: none"> ▪ Enhancement of street facilities, including the undergrounding of power lines, and installation of new light poles that accommodate banners. This will improve the appearance of the street and enable the Shire to advertise local events. ▪ Encouraging the facilitation of upgrades of existing buildings through grants, particularly heritage buildings. ▪ Selling surplus Council lots along Main Street below market cost to encourage the development of new business and/or housing (subject to requirement to develop within a specified timeframe). This should be done on a limited basis on selected sites to avoid any continued situation where lot production costs exceed sale values. <p>As a general rule, development on Main Street should follow the following principles:</p> <ul style="list-style-type: none"> ▪ Nil or minimal setback to the street, with major entrances and presentation to Main Street. ▪ Landmark buildings or building elements at the junction of Main Street and Midlands Road. ▪ Parking should be located at the rear of buildings or on the street, with shared parking and access to be encourage to minimise crossovers and maximise the efficiency of parking area's
REQUIREMENTS	<ul style="list-style-type: none"> ▪ Sourcing of funding.



7 Implementation

The following matters will need to be addressed in the progression and implementation of the Coorow Townsite Local Planning Strategy.

To action most recommendations, reference should be made to the requirements associated to that recommendation in the strategy.

7.1 REVIEW OF SHIRE'S SCHEME

A number of the recommendations outlined in this strategy suggest the preparation of a number of Structure Plans and Local Development Plans for residential expansion, community areas, the town centre and infill areas.

While Local Development Plans are already provided for in the Shire of Coorow Town Planning Scheme No.2, there are no existing provisions for structure planning.

A requirement for the preparation of Structure Plans will necessitate the introduction of associated scheme provisions that allow for the making and adoption of Structure Plans (SPs). Both Structure Plans and DAPs are useful planning instruments that can provide detailed guidance in relation to matters of land use and design and generally, if adopted, have the same statutory force as a town planning scheme.

7.2 LOCAL STRUCTURE PLANS AND LOCAL DEVELOPMENT PLANS

A number of additional Structure Plans or Local Development Plans are required to be prepared:

- Local Structure Plans will be required for Residential expansion areas RE-1 and RE-2.
- A Local Development Plan will be required prior to subdivision and development of the proposed Special Residential Area RR-1.
- Local Development Plans for the proposed Workers Accommodation sites at WA-1 (taking into account Caravan Park uses) and/or WA-2.
- A Local Development Plan and/or Design Guidelines for the proposed tourism precinct on Midlands Road.
- The preparation of a Recreational Masterplan for Maley Park.



8 Strategy Preparation Process

A significant amount of consultation and background research was conducted prior to the development of the Coorow Townsite Local Planning Strategy. These activities comprised of the following:

- A Project Steering Group (PSG) to provide a review and local input role;
- Pre-Workshop Activities which involved background investigations and preliminary stakeholder and agency consultation;
- Community workshops which formed the primary component in the consultation strategy; and
- A formal public advertising process.

The purpose of the activities above was to ensure the Coorow Townsite Local Planning Strategy was aligned with the needs and interests of the local community and stakeholders.

8.1 PROJECT STEERING GROUP

A Project Steering Group (PSG) was established at project inception, including representatives from:

- Shire of Coorow staff;
- Shire of Coorow Councillors;
- Coorow Community Resource Centre;
- Coorow Heritage Group;
- Mid West Development Commission;
- Coorow Community Land Inc.;
- LandCorp; and
- Urbis staff members.

The PSG was convened prior to the community workshop and the production of the Townsite Local Planning Strategy and also to review the document prior to the public comment period.

8.2 PRE WORKSHOP ACTIVITIES

A number of information gathering activities were undertaken prior to the community workshop. These activities were intended to inform and guide the workshops and provide a statutory and strategic planning basis for the process of developing the strategy.

8.2.1 LITERATURE REVIEW

An assessment of key planning documents was undertaken to collect local information, understanding what previous studies had been undertaken and reviewing any previous consultation exercises.

The following documents were assessed as part of the background literature review:

- Shire of Coorow Town Planning Scheme No.2.
- Shire of Coorow Local Planning Policies.
- Shire of Coorow Local Planning Strategy 2001.



- Draft Government Sewerage Policy.
- Mid West Infrastructure Analysis 2008 (DoP).
- Mid West Economic Perspective 2006.
- WA Tomorrow population forecasts.
- Liveable Neighbourhoods.
- 2006 and 2011 Census Data.

The literature review was essential in framing the various recommendations within the strategy.

8.2.2 AGENCY CONSULTATION

Preliminary consultation was also undertaken with a range of State Government agencies and major stakeholders to gather information relating to servicing and to ensure the strategy was developed in accordance with State Planning Policy. Agencies consulted or contacted included:

- Main Roads WA.
- Tourism WA.
- Western Power.
- Water Corporation.
- Brookfield Rail.
- CBH.
- Department of Education.
- Department of Health.
- Department of Mines and Petroleum.
- Department of Environment and Conservation.

The consultation provided a base level of information for the document and was also undertaken to prepare and advise stakeholders of future opportunities for formal input during the public advertising process.



8.3 COMMUNITY WORKSHOP

While not mandatory as part of the development of a Townsite Local Planning Strategy/Townsite Expansion Strategy (with a statutory 30 day public submission period required), it was considered that an extensive consultation process was required to obtain a level of 'local knowledge', prior to the production of the strategy.

One workshop was held on 30 July 2012 at the Coorow Town Hall. The forum was open to the public, with attendees invited to register their attendance via a flyer distributed by the Shire approximately two weeks prior to the event. The event took place in the early evening, and was strategically timed at the end of July after the sowing period to enable maximum attendance.

The workshop was attended by four Shire of Coorow representatives, three representatives from Urbis and seventeen community members.

The workshop was undertaken in the following format:

- **Introduction and Overview** – Urbis outlined the purpose of the workshop, the nature of a Townsite Local Planning Strategy, who is involved in the process and a general overview of the population, age profile and employment profile of the town.
- **Vision and Considerations** – based on previous discussions with the Shire and stakeholders and a review of background documents, Urbis prepared a 'Considerations Plan' prior to the workshops. This plan outlined a series of key issues, possible areas for expansion and improvement. This plan was presented to participants to confirm the currency and relevance of issues highlighted and to provide stimulus for the subsequent design exercise.
- **Design Exercise** – workshop participants were divided into 4 groups and were asked to 'be a town planner for a day'. Equipped with maps, participants were invited to illustrate their visions and aspirations of the town in a spatial and land use context.
- **Outcomes and Next Steps** – A confirmation of the main issues and concerns identified in the workshop were outlined to participants, as well as future opportunities for additional input into the Townsite Local Planning Strategy.

Ultimately the community workshops were well attended and the quantity and quality of information collected was of high value to the strategy development process. The outcomes and feedback from the workshop is provided in the Workshop Outcomes paper at **Appendix B**.

8.4 PUBLIC ADVERTISING

The advertising period for the Coorow Townsite Local Planning Strategy commenced on 1 August 2013 and concluded on 1 October 2013. Comment was sought via advertising in local newspapers, placement of notices around the Shire (including making copies available at Shire offices and website), and direct notice in writing to five community groups and over thirty government agencies, service providers and key industry stakeholders.

A total of 9 submissions were received (8 from agencies and 1 private submission), none of which were objections.

A number of changes were made to the document following the public advertising process, including

- Mention of the Moora Talc Belt north of the townsite, to protect it from urban development.
- Referencing various endangered flora and fauna near the townsite and the need for potential environmental approvals for a number of proposed rezoning's and developments.
- Acknowledgement that discussions with the PTA and other major stakeholders need to take place during the design and approval process for any additional rail crossings, or modification of the existing crossing.



9 Conclusion

The Coorow Townsite Local Planning Strategy will provide guidance to proponents, the Shire of Coorow, major stakeholders and other government agencies in the consideration of proposed enhancements to and the possible expansion of Coorow. Whilst not a statutory planning document, the Townsite Local Planning Strategy should inform planning decisions on scheme amendments, Structure Plans, Local Development Plans, subdivision and development applications. Given the community input and extensive planning process, the strategy should also be used to inform and support grant/funding applications.

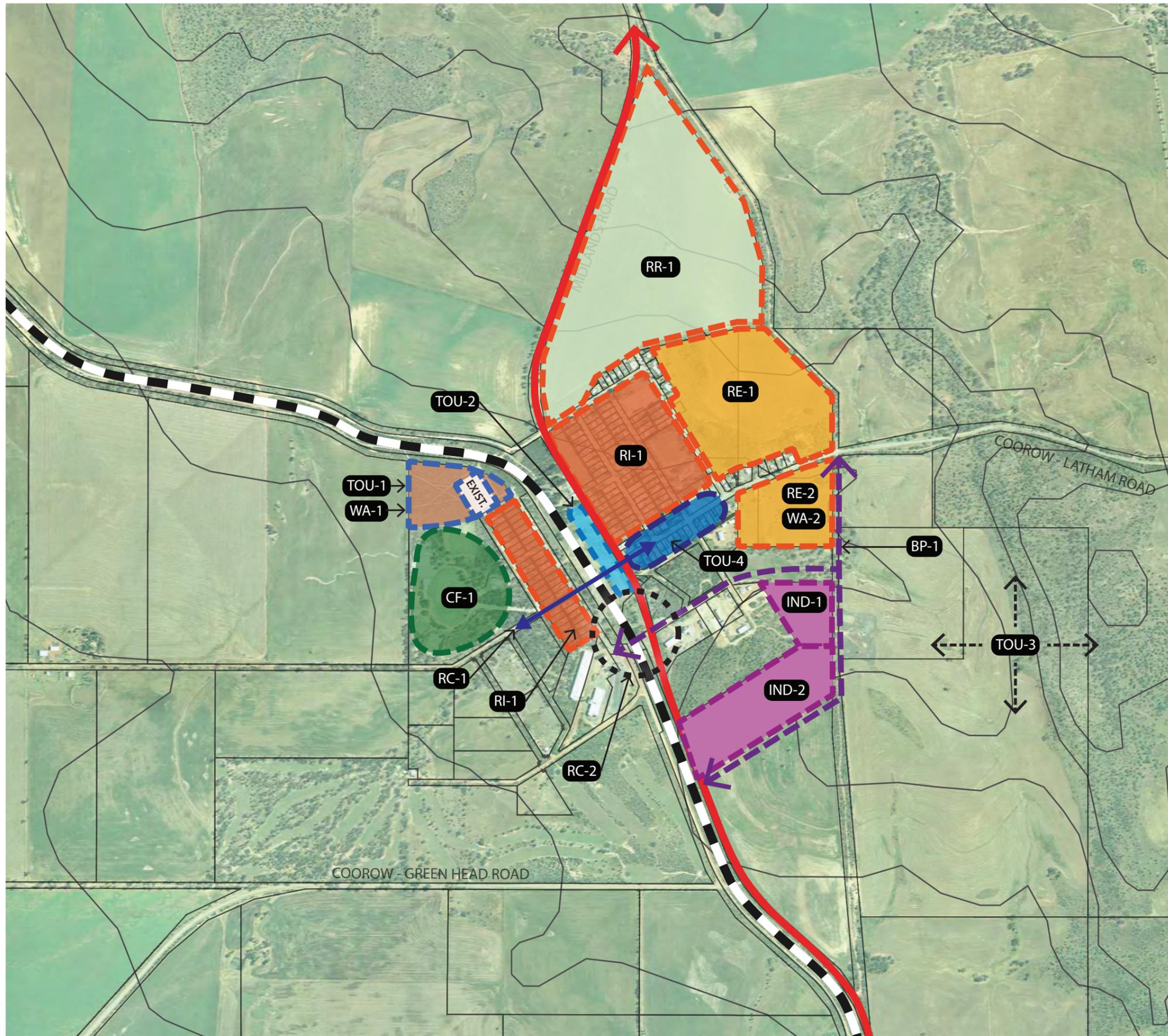
Coorow's future under this document is a steady, sustainable reversal of a long-term decline trend, with an enhanced town with opportunities for new businesses crucial to this success. Those initiatives that can achieve the greatest positive impact – such as the new direct rail crossing, new tourist accommodation and facilities, and industrial subdivision, should be pursued as a matter of priority.

A 'business as usual' approach is not an option for Coorow – a concerted approach to retain and attract growth can position the town to prosper sustainably.



Appendix A

Coorow Townsite Local Planning Strategy



- RI-1** RESIDENTIAL INFILL - EXISTING VACANT LOTS
- RE-1** RESIDENTIAL EXPANSION - NORTH OF MAIN STREET
- RE-2** RESIDENTIAL EXPANSION - SOUTH OF MAIN STREET
- RR-1** RURAL RESIDENTIAL DEVELOPMENT OPPORTUNITY
- WA-1** SMALL - MEDIUM SCALE WORKERS ACCOMMODATION FACILITY
- WA-2** LARGE SCALE WORKERS ACCOMMODATION FACILITY
- IND-1** INDUSTRIAL AREA EXPANSION (SHORT TERM)
- IND-2** INDUSTRIAL AREA EXPANSION (MEDIUM-TO-LONG TERM)
- TOU-1** IMPROVEMENT AND EXPANSION OF CARAVAN PARK
- TOU-2** NEW TOURISM PRECINCT
- TOU-3** IMPROVED TOURISM INFRASTRUCTURE
- TOU-4** IMPROVED MAIN STREET
- CF-1** ENHANCEMENT OF MALEY PARK
- BP-1** BYPASS ROAD OPTIONS
- RC-1** NEW ROAD AND PEDESTRIAN RAIL CROSSING
- RC-2** IMPROVED EXISTING RAIL CROSSING

Coorow Townsite Local Planning Strategy

Shire of Coorow 2013

DATE 25.11.2013

DWG NO 001

REV c

SCALE 1:7500 @ A3

Level 1, 55 St Georges Tce,
Perth, WA 6000 Australia

Tel +618 9346 0500
Fax +618 9221 1779

info@urbis.com.au
www.urbis.com.au

Urbis Pty Ltd ABN 50 105 256 288
Australia . Asia . Middle East





Appendix B

Workshop Outcomes

Workshop Outcomes

For: Coorow Townsite Expansion Strategy
Held at: Coorow Community Resource Centre
On: 6-8pm, 30 July 2012
Attendees: 3 representatives from Urbis, including
facilitator Ray Haeren
4 Shire of Coorow representatives
17 community members

Workshop Objective

- Urbis has been appointed by the Shire of Coorow to prepare a Townsite Expansion Strategy for the townsite of Coorow.
- This workshop, which followed preliminary State Government and key stakeholder consultation, was undertaken to gain an understanding of the local community's vision for Coorow, issues for consideration and aspirations for the future.
- The workshop was undertaken in the context of the recent community workshops held in relation to the Strategic Community Planning exercise undertaken by the Shire.

Workshop Format

- The workshop was broken down into four components. The purpose of each of these
 - o **Introduction and Overview** – Urbis outlined the purpose of the workshop, the nature of a Townsite Expansion Strategy, who is involved in the process and a general overview of the population, age profile and employment profile of the town.
 - o **Vision and Considerations** – based on previous discussions with the Shire and stakeholders and a review of background documents, Urbis prepared a 'Considerations Plan' prior to the workshops. This plan outlined a series of key issues, possible areas for expansion and improvement. This plan was presented to participants to confirm the currency and relevance of issues highlighted and to provide stimulus for the subsequent design exercise.
 - o **Design Exercise** – workshop participants were divided into 4 groups and were asked to 'be a town planner for a day'. Equipped with maps, participants were invited to illustrate their visions and aspirations of the town in a spatial and land use context.
 - o **Outcomes and Next Steps** – A confirmation of the main issues and concerns identified in the workshop were outlined to participants, as well as future opportunities for additional input into the Townsite Expansion Strategy.

Workshop Key Outcomes

The following represent the key aspirations gathered in the workshop for Coorow:

- **Improved, safer east-west connections over the rail line** – preferably through the construction of an additional vehicle rail-crossing north of the existing crossing. The optimal location for this new crossing would be through connecting Main Street to Bothe Street. The primary purpose of this improved connection is to leverage visitation to Maley Park to commercial businesses on Main Street, resolve an unsafe traffic situation, and address the physical separation of the two sections of the townsite.
- **Increased accommodation options** – there was a particular identified need for more rental accommodation, short-term accommodation (for workers, as well as tourists), lifestyle lots and family housing. Aged housing was also seen as lacking.
 - o *Temporary workforce accommodation* was considered to be possible in several areas – depending on the scale of the facility required. For more immediate options – utilising existing residential land west of the rail line was seen as an attractive option. For larger scale development, utilising under-utilised residential zoned land to the north-east of the existing residential areas was seen as suitable.
 - o Rural-zoned land immediately north of the Coorow townsite was identified for *rural-living/lifestyle lots*. Other areas, including around the golf course are not desirable due to drainage and other matters.
 - o A possible course of action raised was the relocation of the bowling green to Maley Park, utilising the existing site for *short-stay accommodation* such as chalets or a motel.
- **Increased industrial land supply** – given surrounding resource developments, increased industrial land supply was seen as an attractive option to capture economic development and generate local employment. The provision of incentives for the purchase or development of industrial land was highly favoured.
- **Improve retail and service provision in town** – there was a general desire to increase the range and scale of retail and service offering (including medical services) in Coorow.
- **Heavy vehicle bypass** – there was an identified need to construct a heavy vehicle bypass to redirect trucks away from Market Street. While the preferred route was not determined, it was considered that it would generally branch off Coorow-Latham road to the east of the town, bypassing the town to the south and reconnecting with Midlands Road.
- **Improved tourism appeal and infrastructure** – Tourism was seen as a key way to diversity the town's viability. Some simple measures were supported to improve tourism appeal:
 - o The provision of more low key facilities promoting the wildflower area east of the townsite such as gazebos or lookouts.
 - o The rejuvenation/beautification of the existing Commercial area adjacent to the railway for tourism-related purposes (such as gallery, café, retail store), possibly including short-stay accommodation (chalets).

Group Findings/Comments

The following represents a list of the issues and recommendations identified and proposed by each workshop table/group. While all of the following were not necessarily raised in all tables, they will still be considered during the preparation of the Townsite Expansion Strategy.

Group 1

- Group 1 wanted to create a highly connected town for both cars and pedestrians, with safety as a key priority
- The connection of tourist and recreational facilities to the townsite was considered essential.
- There was a strong desire to redevelop and expand light industrial and commercial areas in town to provide further business opportunities and local employment.

- Group 1 also saw the improvement of the tourist appeal of Coorow vital to the town's future. Measures to encourage people to stop, spend and stay was seen as key to this. Improving the number and range of short term tourist accommodation and associated facilities in town were raised as ways of achieving this.

Group 2

- Group 2 was keen to increase number of available homes for purchase/ rent for families. The cost of construction and re-sale value is an identified factor in discouraging new dwelling construction.
- A lack of available aged and aged care housing was also identified as a concern.
- More flexible infrastructure is considered to be required in residential zones to accommodate for short term accommodation – such as Donga's or caravans.
- Conservation of the wildflower tourist attraction area was considered very important.
- The expansion of industrial land was seen as important to attract jobs and increase the town's population, which would hopefully translate to improved retail and services.
- Composite lots were suggested as a way to encourage industrial land development.
- Main Street is an important element of the townsite that should be enhanced and built upon.
- The Council was encouraged to consider beautification strategies to the town entry points and railway area.

Group 3

- A new east-west connection was seen as important to assist in attracting business into the town centre/ main street area when sport events were held at Maley Park.
- Increasing the industrial land supply was considered to be important to generate local employment opportunities.
- Increasing the number of available residential dwellings was considered important. A joint venture or partnership between LandCorp, Department of Housing, Department of Regional Development and Lands would perhaps be effective in delivering additional housing.
- A sustainable town economy was considered important to long-term growth and viability of the town.

Group 4

- Main Street was seen as the town's current and future commercial and community focus. Undergrounding of power lines on Main Street was suggested as one way to increase visual appeal.
- Greater focus on tourism and heritage appeal is needed – particularly around the railway station and road house. Some interpretative signage and short-stay accommodation is desirable.
- Natural vegetation within the townsite is valued and should be retained and enhanced. The wildflower area in particular could be greater appreciated through walking trails and low-impact facilities.
- Extend and improve the area located adjacent to the road house to accommodate for caravans, buses and trucks.
- Beautification of the old railway station site was seen as a priority
- The existing caravan park and its approach was seen as needing visual improvement. The construction of chalets on this site should also be considered.
- The existing east-west crossing is considered unsafe, not only for vehicles but for pedestrians and cyclists.
- Increasing the availability of rural-residential lots is seen as important, especially to accommodate retiring farmers who want to stay in the area, and people seeking a 'tree change' who are looking for something larger than a residential townsite lot.

Next Steps

- **Immediate:** Urbis will now start to prepare a draft Townsite Expansion Strategy.
- **Late September:** Urbis will distribute and/or present a draft TES for review by the Steering Group.
- **October:** The document will be delivered to the Shire of Coorow Council and Western Australian Planning Commission and advertised for formal comment from the community and agencies.
- **December 2012/early 2013:** The document will be finalised, endorsed by the Shire of Coorow and forwarded to the Western Australian Planning Commission for its endorsement.

Sydney

Level 23/201, Sussex St
Sydney, NSW 2000
Tel: +61 2 8233 9900
Fax: +61 2 8233 9966

Brisbane

Level 7, 123 Albert Street
Brisbane, QLD 4000
Tel: +61 7 3007 3800
Fax: +61 7 3007 3811

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
Tel: +61 3 8663 4888
Fax: +61 3 8663 4999

Perth

Level 1, 55 St Georges Terrace
Perth, WA 6000
Tel: +61 8 9346 0500
Fax: +61 8 9221 1779

Australia • Asia • Middle East
www.urbis.com.au
info@urbis.com.au