

Local Structure Plan No. 3

BROOME NORTH



Prepared for **DevelopmentWA**
Prepared by **Taylor Burrell Barnett**

September 2022



DOCUMENT HISTORY AND STATUS

Broome North Local Structure Plan No. 3

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In association with:

TABEC
UDLA
GHD
Riley Consulting
Fire Plan WA

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This structure plan is prepared under the provisions of the Shire of Broome
Local Planning Scheme No. 6

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

19 February 2016 _____ Date

Signed for and on behalf of the Western Australian Planning Commission



_____ an officer of the Commission duly authorised by the Commission pursuant to
Section 16 of the *Planning and Development Act 2005* for that purpose, in the
presence of:

_____ *M. Weir*

_____ Witness

_____ *22 February 2016*

_____ Date

19 February 2026 _____ Date of Expiry

TABLE OF AMENDMENTS

Amendment No.	Summary of Amendment	Amendment Type	Date approved by WAPC
1	Amendment No. 1 proposes to introduce a District Centre in the southern portion of the site, adjacent to Gubinge Road which would provide for development of a range of retail uses such as a supermarket, speciality shops, café/restaurants, as well as office / commercial uses, to align with the Shire of Broome Local Commercial Strategy (2017)	Standard	27 September 2022

PART ONE

IMPLEMENTATION

1.1 LOCAL STRUCTURE PLAN AREA

This Local Structure Plan (LSP) applies to the land contained within the inner edge of the red line on the Local Structure Plan ([Plan 1](#)).

1.2 CONTENT

This LSP report comprises:

Part One – Implementation

This section contains the Local Structure Plan Map ([Plan 1](#)), Movement Network Plan ([Plan 2](#)) and statutory planning provisions and requirements.

Part Two – Explanatory

This section is to be used as a reference guide to interpret and justify the implementation of Part One.

Appendices

Technical reports and supporting plans and maps.

1.3 INTERPRETATION

All words and expressions used in this LSP have the meaning given to them in the Shire of Broome Local Planning Scheme No.6 (the Scheme).

1.4 RELATIONSHIP TO SCHEME

- 1.4.1 This LSP is prepared in accordance with Schedule 2 - Deemed provisions for Local Planning Schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
- 1.4.2 Land Use permissibility within the LSP shall be in accordance with the corresponding zone or reserve under the Scheme. Until such time as the Scheme is reviewed and an appropriate District Centre Zone is introduced, land use permissibility for the District Centre site shall be as defined by the Local Centre Zone.
- 1.4.3 This LSP is to be read in conjunction with the Broome North District Structure Plan.
- 1.4.4 All development on land within the LSP area shall be in accordance with the requirements outlined on Plans 1 and 2 and contained within Part 1 of this LSP.

1.4.5 Where a development requirement or requirement of this LSP is inconsistent with a standard or requirement of the Scheme that is subject to a discretion to permit the variation, then pursuant to Clause 27 of Schedule 2 – Deemed provisions for *Local Planning Schemes of the Planning and Development (Local Planning Schemes) Regulations 2015*, the Council may have due regard to the standards and requirements in this LSP in exercising discretion and may apply the standards and requirements of this LSP instead of the standards and requirements of the Scheme to the extent that the provisions of the Scheme permit that variation.

1.4.6 Notwithstanding clause 4.2.2 of the Scheme, the following variations to the Residential Design Codes constitute Acceptable Development:

- a) Setbacks complying with the standards detailed in [Tables B-D](#) of this LSP.

1.4.7 The local government may adopt a minor change to or departure from the development requirements of this LSP, including the addition of new development requirements, if, in the opinion of the local government, the change, departure or addition:

- a) Is consistent with the objectives for the relevant zone in which it is situated as detailed at Clause 6.3 of Part One of the Broome North District Structure Plan (DSP) Report; and
- b) Does not materially alter the intent of this LSP.

1.5 OPERATION

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the WAPC.

1.6 RESIDENTIAL DENSITY

- 1.6.1 Plan 1 identifies the residential density ranges that apply to the indicative locations within the LSP area. Lot specific residential densities are to be assigned in accordance with a Residential Density Code Plan approved by the WAPC.
- 1.6.2 A Residential Density Code Plan is to be submitted at the time of subdivision to the WAPC and will indicate the Residential Density Coding applicable to each lot within the subdivision, generally consistent with the Residential Density Ranges identified on Plan 1 and the location criteria set out at Clause 1.7.

- 1.6.3 The Residential Density Code Plan is to include a summary of the proposed dwelling yield of the respective subdivision.
- 1.6.4 Approval of the Residential Density Code Plan will be undertaken at the time of determination of the subdivision application by the WAPC. The approved Residential Density Code Plan will then form part of LSP and will be used for the determination of future development applications. Variations to the Residential Density Code Plan will require further approval from the WAPC.
- 1.6.5 Residential Density Code Plans are not required if the WAPC considers that the subdivision is for one or more of the following:
- a) The amalgamation of lots;
 - b) Consolidation of land for 'superlot' purposes to facilitate land assembly for further development;
 - c) The purposes of facilitating the provision of access, services or infrastructure; or
 - d) Land which by virtue of its zoning or reservation under the LSP cannot be developed for residential purposes.

1.7 LOCATIONAL CRITERIA

The allocation of residential densities on the Residential Density Code Plan will generally be in accordance with the following criteria:

- a) Residential R2-R10:
 - i. To provide a sensitive visual interface between areas of cultural significance and residential development;
 - ii. To promote a graduation of development between the natural landscape, major roads and medium and higher residential densities;
 - iii. To enable the protection of remnant vegetation/ trees where possible;
 - iv. To provide a lifestyle choice enabling residents to live in close proximity to high amenity natural areas; and/or
 - v. To provide a greater diversity of housing options in the Broome North locality.

- b) Residential R12.5-R25:
 - i. To promote a graduation of development between the natural landscape, major roads and non-residential facilities and variable residential densities;
 - ii. To provide housing options for new residents seeking to capitalise on the Broome lifestyle;
 - iii. To provide housing for families that is well connected and in proximity to open space; and/or
 - iv. To enable the protection of remnant vegetation/ trees where possible.
- c) Residential R25-R40:
 - i. Adjacent to areas of higher amenity such as public open space and the natural environment;
 - ii. Adjacent to public transport connections and significant pedestrian and cycle linkage;
 - iii. In response to the need to promote housing diversity and provide affordable housing; and/or
 - iv. Other suitable locations as contextually relevant.

1.8 DEVELOPMENT REQUIREMENTS

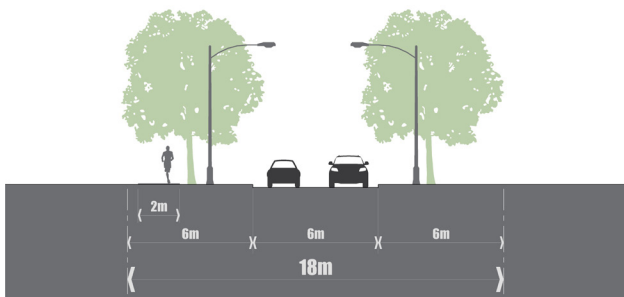
- 1.8.1 The design and construction of roads within the LSP area shall occur generally in accordance with the standards specified in **Table A**. Variations to the standards outlined in Table A will be subject to negotiation with the Shire of Broome at the detailed subdivision design stage.
- 1.8.2 All dwellings shall be developed in accordance with the standards specified within **Tables B-D**, which constitute variations to the 'Acceptable Development' criteria of the Residential Design Codes. Where there is an inconsistency between the standards specified in Tables B-D and the Residential Design Codes, the standards specified in Tables B-D shall prevail to the extent of the inconsistency.

- 1.8.3 Notwithstanding Clause 1.8.2, the standards specified in Tables B-D and the Residential Design Codes may be amended with the preparation and approval of a Local Development Plan, to the satisfaction of the Shire of Broome. Any variations must comply with the requirements of the Bushfire Management Plan where applicable.
- 1.8.4 Where two or more lots coded R30/R40 are amalgamated, the resulting lot may be developed for grouped or multiple dwellings at the higher R40 coding.
- 1.8.5 In addition to the requirements of the Residential Design Codes, the development of single, grouped and multiple dwellings shall comply with the following design criteria:
- i) No buildings, including outbuildings, greater than 9m² will be permitted to be constructed in the side or rear setback areas required as breezeways in accordance with setback controls detailed in Tables B-D.
 - ii) In relation to i) above, open carports and roofed outdoor living areas may encroach up to 50% into the breezeways, so long as the structure does not cause any obstruction to airflow;
 - iii) Vehicle access points to each lot are minimised;
 - iv) Communal parking areas (excluding visitor parking) are to be located out of public view;
 - v) Each dwelling is to be provided with safe, convenient pedestrian access;
 - vi) Outdoor living areas are to be located adjacent to breezeways; and
 - vii) Refuse, storage and external drying areas are to be fully screened from public view.
- 1.8.6 A Local Development Plan (LDP) is to be prepared and approved by the Shire of Broome, in accordance with Clause 3.42.1 (b) of the Scheme, prior to the development of any land zoned Tourism within this LSP. The LDP/s shall, inter alia, limit the amount and location of any existing vegetation to be retained. Areas of vegetation proposed to be retained shall not be greater than 2,500m² and not located within 20m of proposed or existing dwellings.
- 1.8.7 A Local Development Plan shall be prepared and approved by Council prior to a development application being considered for any site within the District Centre Site identified as Local Centre on the LSP. LDPs are required to address the matters listed in Clause 48 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations of 2015, and more specifically in relation to the District Centre, as follows:
- i) Site design and layout
 - ii) Built form
 - iii) Public realm and landscaping
 - iv) Access and parking
 - v) Bushfire management
 - vi) Acoustics
- 1.8.8 All new lots created within the Permanent Bushfire Building Attack Level (BAL) 12.5 area on Plan 1 shall have a notification, pursuant to Section 70A of the *Transfer of Land Act 1893*, placed on the Certificate of Title alerting purchasers to the existence of a Fire Management Plan and the requirement to construct habitable buildings in accordance with AS3959-2009.

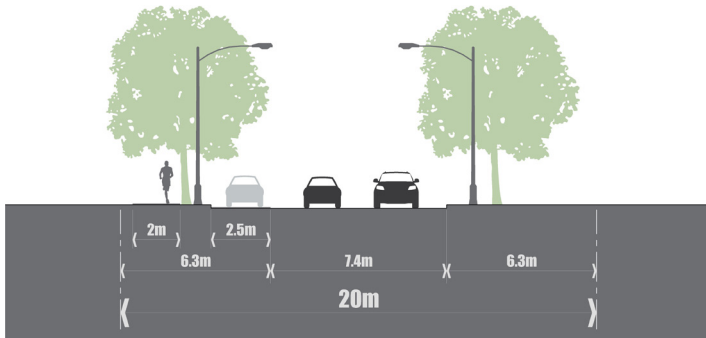
- 1.8.9 The requirements of Clause 1.8.7 shall apply to all new lots created within the Temporary Bushfire Building Attack Level (BAL) 12.5 area on Plan 1 if the Tourism zoned sites remain uncleared of the existing vegetation. If the Tourism zoned sites have been cleared in accordance with the requirements of Clause 1.8.6 at the time of the creation of the new lots, then Clause 1.8.7 shall not apply.
- 1.8.10 Development will have regard to the BAL Assessment contained in the addendum, and be determined in accordance with Schedule 2, Part 10A of the Planning and Development (Local Planning Schemes) Regulations 2015 and Section 6.3 of SPP 3.7 Planning in Bushfire Prone Areas. The Council shall recommend to the WAPC that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate of Title of the proposed lot(s) with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows: "This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is/may be subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land." (Western Australian Planning Commission).
- 1.8.11 As a condition of subdivision approval, the developer will prepare a Local Development Plan which address the following:
- a. Vehicle access and parking;
 - b. Orientation of dwellings to address adjacent streets and Public Open Space;
 - c. Fencing controls;
 - d. Response to climatic conditions.

TABLE A: MINIMUM ROAD DESIGN REQUIREMENTS

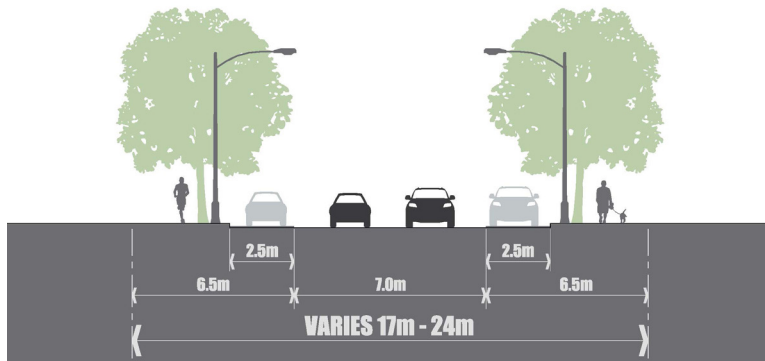
	Local Access Street	Major Access Street	Main Street	Neighbourhood Connector	Integrator Arterial B
Reserve Width	18m Abutting POS - 14.75m Green Link Street - 22m	20m Abutting POS - 16.45m	Varies 17m to 24m	24m Abutting POS - 20m Green Link Street - 24m	40m
Travel Lane Width	6m	7.4m	7.0m	7.4m	5m per carriageway (3.5m travel lane & 1.5m bike lane)
Parking	N/A	2.5m embayed on one side, where warranted (i.e. abutting local open space, for visitor parking, etc.)	2.5m embayed where determined at detailed design stage	2.5m embayed on both sides, where warranted (i.e. abutting local open space, for visitor parking, etc.)	2.5m embayed on both sides, where warranted (i.e. abutting local open space, for visitor parking, etc.)
Median	N/A	N/A	N/A	N/A	6m with street trees
Verge Width (inclusive of paths)	6m both sides (can be reduced to 2.75m where abutting POS) Green Link Street – 6m on one side, 10m on other side	6.3m on both sides (can be reduced to 2.75m where abutting POS)	4m minimum on both sides	8.3m on both sides (24m reserve) Green Link Street – 6.6m on one side, 10m on other side	12m on both sides
Path Location	Offset 0.5m from property boundary Green Link Street – mid-verge, between double row of trees	Offset 0.5m from property boundary	Between kerb line and property boundary	Offset 0.5m from property boundary Green Link Street – mid-verge, between double row of trees	Offset 0.5m from property boundary
Path Width	2m footpath on one side only Green Link Street – 2.5m on one side only	2m footpath on one side. Additional paths may be provided where warranted	Between kerb line and property boundary	2.5m shared path on one side. 2m footpath on other side	2.5m shared paths on both sides



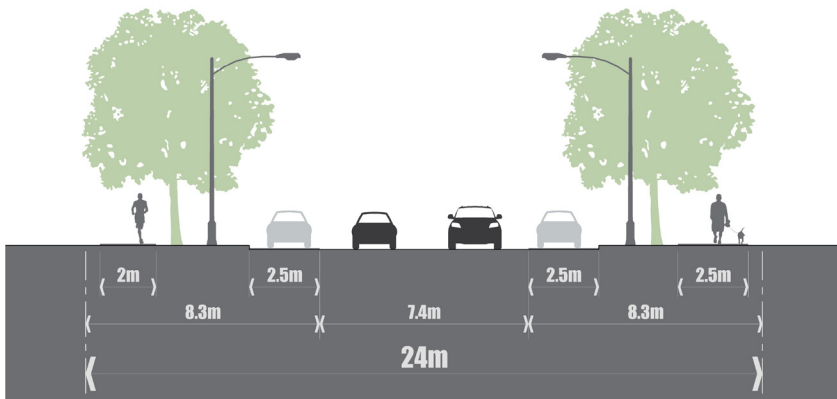
LOCAL ACCESS STREET



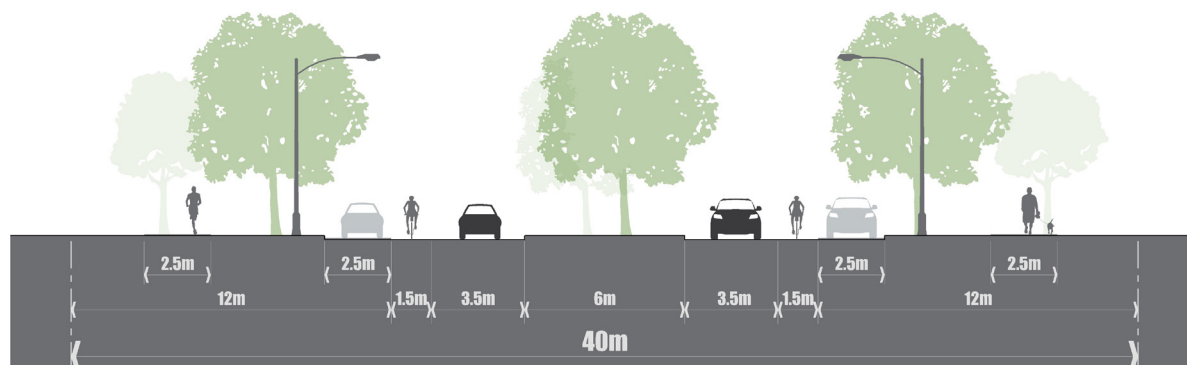
MAJOR ACCESS STREET



MAIN STREET



NEIGHBOURHOOD CONNECTOR



INTEGRATOR ARTERIAL B

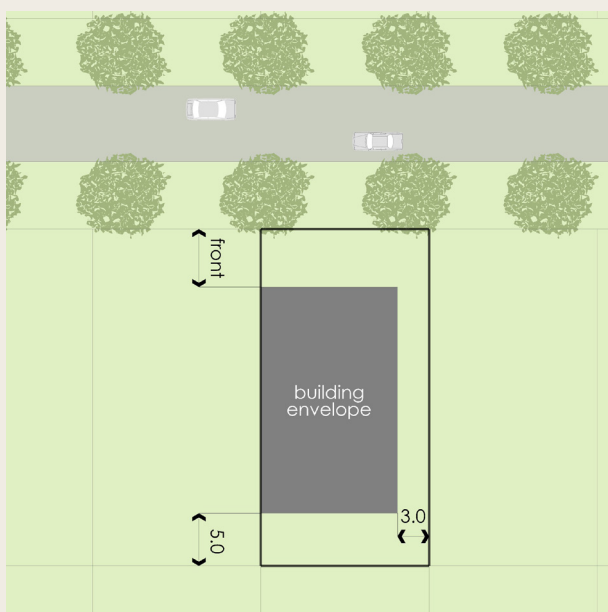
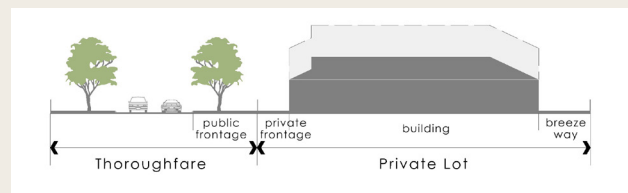
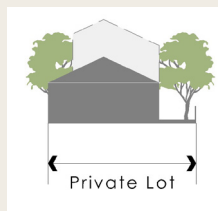
TABLE C: RESIDENTIAL R12.5-R25 DEVELOPMENT REQUIREMENTS

Residential R12.5-R25		
Building Types	Single House Grouped Dwelling	
Building Setbacks¹		
Front	R12.5: R15-R25:	6m minimum (averaging permissible) 4m minimum (averaging permissible)
Side²	R12.5-R20: R25 (East-West): R25 (North-South):	3m minimum one side (all levels), nil permissible other side for ground level only 3m minimum south side (all levels), nil permissible north side for ground level only 3m minimum east side (all levels), nil permissible west side for ground level only
Rear	R12.5-R25:	5m minimum (averaging permissible to 4m)
Open Space/Drainage	R12.5-R25:	2m minimum (averaging not permissible)
Building Frontage		
Dwellings are to be orientated to address adjacent POS areas and any public street. All dwellings fronting POS are to have visually permeable fencing, have a clearly definable entry point accessed from the POS and major openings overlooking the POS area.		
Corner lots are to equally articulate both street frontages, avoiding long blank walls and including major openings to habitable rooms on each street-facing facade.		

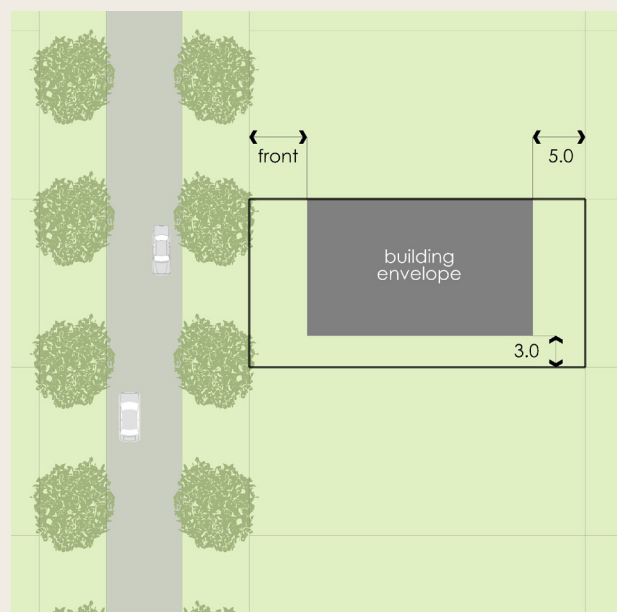
¹ The primary purpose for the proposed side and rear setbacks is to maintain breezeways for breeze access to dwellings.

² Does not apply to secondary street boundaries (R-Codes prevail).

³ Where a building is built up to the boundary, upper level setbacks shall be in accordance with the R-Codes.



RESIDENTIAL R12.5-R25 - NORTH-SOUTH



RESIDENTIAL R12.5-R25 - EAST-WEST

TABLE D: RESIDENTIAL R25-R40 DEVELOPMENT REQUIREMENTS

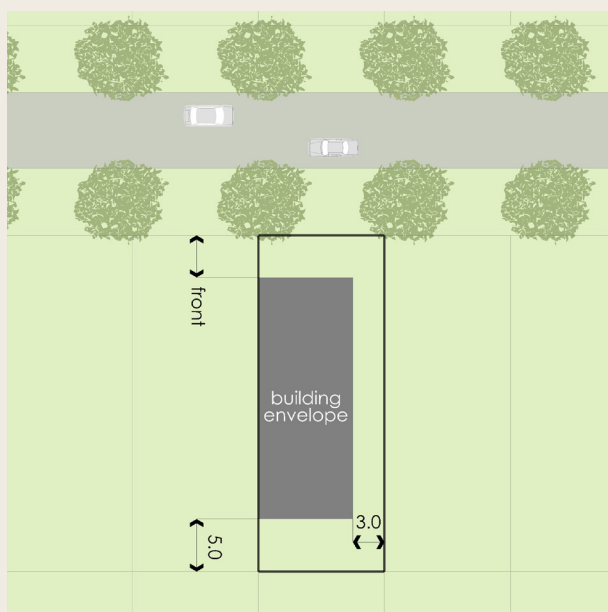
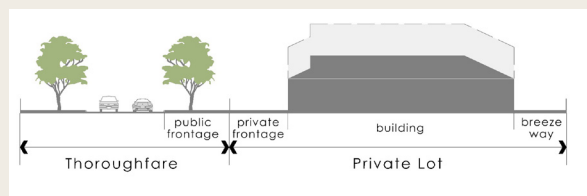
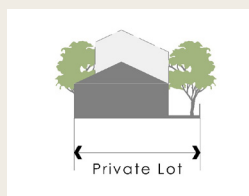
Residential R25-R40		
Building Types	Single House Grouped Dwelling Multiple Dwelling	
Building Setbacks¹		
Front	R25-R40:	4m minimum (averaging permissible)
Side²,³	R25-R30 (East-West):	3m minimum south side (all levels), nil permissible north side for ground level only
	R25-R30 (North-South):	3m minimum east side (all levels), nil permissible west side for ground level only
	R40:	3m minimum either side (all levels), nil permissible other side for ground level only
Rear⁴	R25-R40:	5m minimum (averaging permissible to 4m)
Open Space/Drainage	R12.5-R25:	2m minimum (averaging not permissible)
Building Frontage		
Dwellings are to be orientated to address adjacent POS areas and any public street. All dwellings fronting POS are to have visually permeable fencing, have a clearly definable entry point accessed from the POS and major openings overlooking the POS area.		
Corner lots are to equally articulate both street frontages, avoiding long blank walls and including major openings to habitable rooms on each street-facing facade.		

¹ The primary purpose for the proposed side and rear setbacks is to maintain breezeways for breeze access to dwellings.

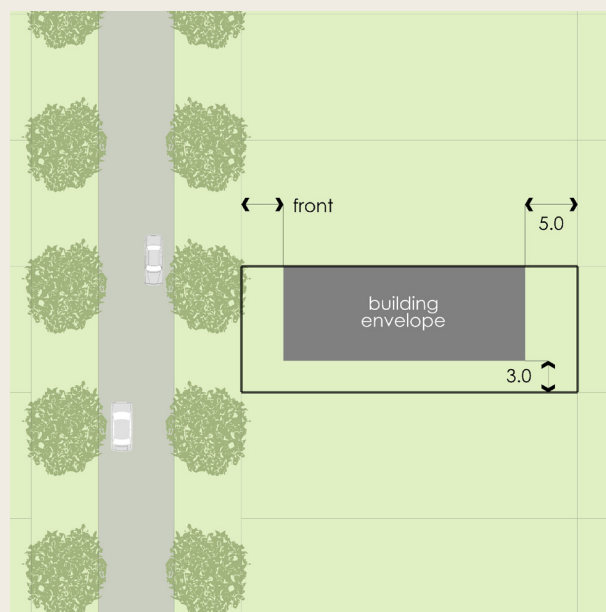
² Does not apply to secondary street boundaries (R-Codes prevail).

³ Where a building is built up to a boundary, upper level setbacks shall be in accordance with the R-Codes.

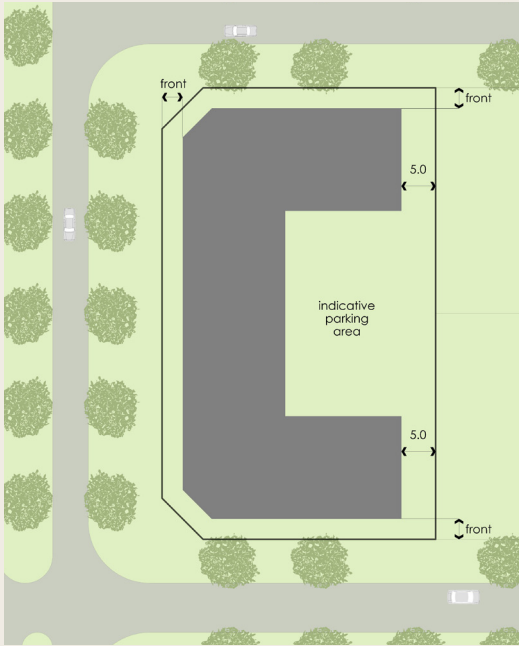
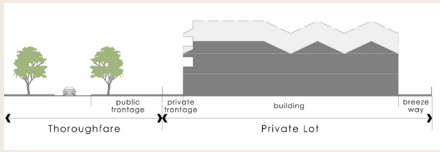
⁴ Although laneways are not generally supported, setbacks will be subject to negotiation with the Shire of Broome where laneways are provided.



RESIDENTIAL R25-R40 - NORTH-SOUTH



RESIDENTIAL R25-R40 - EAST-WEST



RESIDENTIAL R25-R40 - GROUPED/MULTIPLE

LEGEND

APPROVED LOCAL STRUCTURE PLAN 3 BOUNDARY

AMENDMENT AREA

LOCAL SCHEME RESERVES

ENVIRONMENTAL AND CULTURAL CORRIDOR RESERVE

PARKS, RECREATION AND DRAINAGE

ZONES

RESIDENTIAL R2-R10

RESIDENTIAL R12.5-R25

RESIDENTIAL R25-R40

TOURIST

LOCAL CENTRE

OTHER

PUBLIC REALM AND ENVIRONMENT

PERMANENT BUSHFIRE BUILDING ATTACK LEVEL (BAL) 12.5 (refer to BMP)

TEMPORARY BUSHFIRE BUILDING ATTACK LEVEL (BAL) 12.5 (refer to BMP)

LANDSCAPE BUFFER (minimum 5.0m in Local Centre Zone)

STORMWATER DRAINAGE SWALE (indicative location)

LANDSCAPED PUBLIC SPACE (indicative location)

MOVEMENT

MAIN STREET (indicative location)

KEY VEHICLE ACCESS POINT

KEY PARKING AREA (indicative location)

KEY AREA FOR SERVICING AND DELIVERIES TO CORE RETAIL BUILDINGS (indicative location)

NO VEHICLE ACCESS PERMITTED

PROVISION OF A PUBLIC ROAD RESERVE IF GREEN TITLED SINGLE - LOT SUBDIVISION OCCURS WITHIN THIS SUB - PRECINCT

BUILT FORM

INDICATIVE ZONE FOR MAIN STREET BUILDINGS

NOTES

A The Plan identifies indicative residential density ranges with the Local Development Plan 3 Area. Lot specific residential densities are to be assigned in accordance with a Residential Density Code Plan submitted as the time of subdivision for approval by the WAPC.

B The Plan depicts the indicative location of Public Open Space, which will be subject to further refinement and modification at the subdivision stage.

C The requirements associated with the Permanent and Temporary Bushfire Building Attack Level (BAL) 12.5 areas are outlined in Clauses 1.8.7 and 1.8.8.

D Appropriate land tenure arrangements are to be made for the protection and ongoing access to the Water Corporation's infrastructure contained adjacent to the Environmental and Cultural Corridor Reserve.

E The District Movement Network realignments, closures and construction, including the roundabout access to the future Caravan Park on Fairway Drive and Sanctuary Road is to be at the developer's cost.

F Broome town site experiences problems with nuisances and disease carrying mosquitoes. Strategies to minimise the breeding of mosquitoes in on-site infrastructure and constructed water bodies should be identified within the Urban Water Management Plan or a Mosquito Management Plan.

G Transport and traffic related issues to be addressed in the detailed planning of the District Centre include: updated trip generation, intersection design, swept paths for large vehicles, performance and separation distances of intersections and standards of proposed roads in accordance with WAPC Transport Impact Assessment Guidelines (2016). Detailed consideration is to be given to these matters at the subdivision and development stages. These requirements are subject to the satisfaction of Main Roads Western Australia (MRWA), the Shire of Broome, and the Department of Planning, Lands, and Heritage.

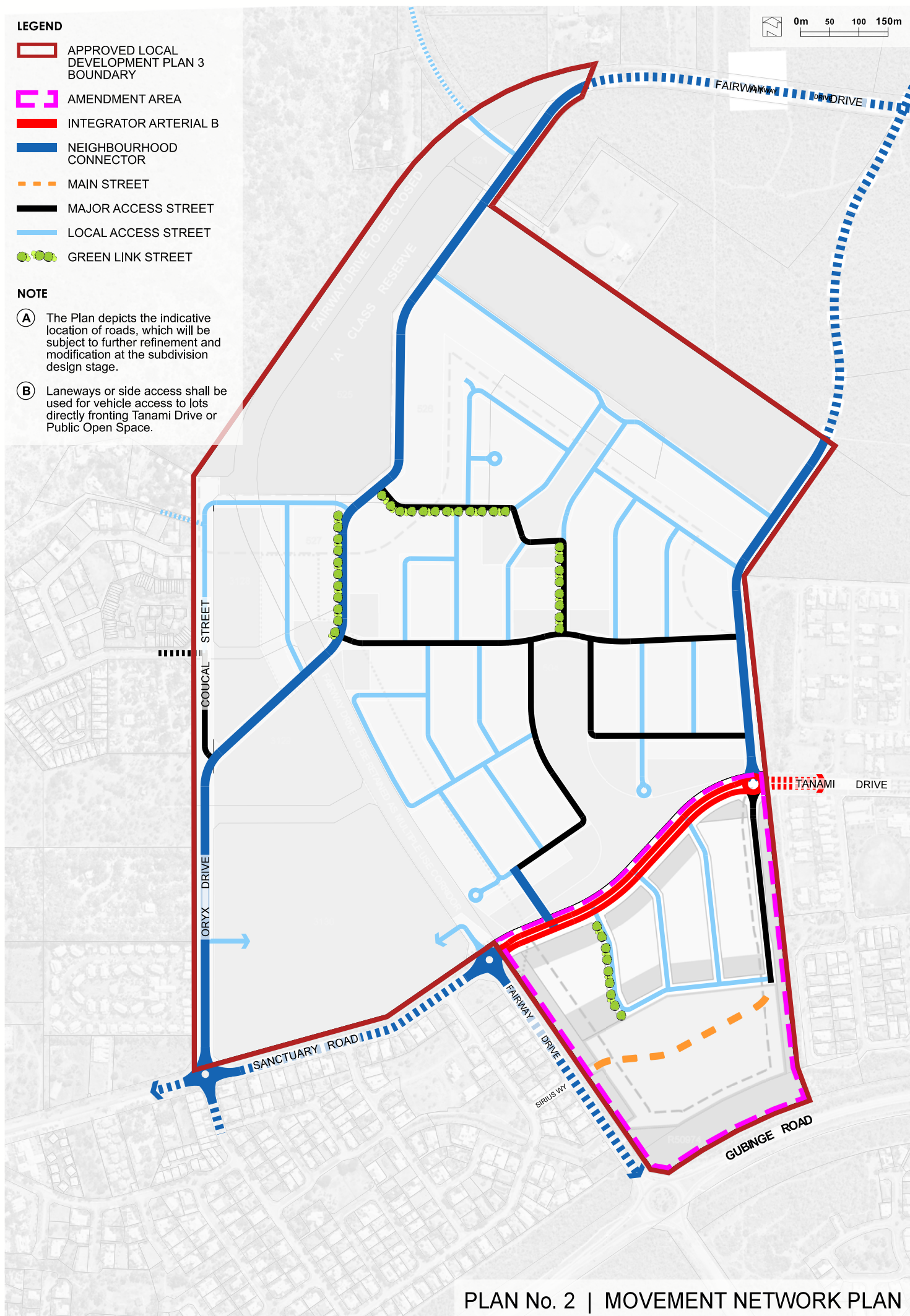


LEGEND

- APPROVED LOCAL DEVELOPMENT PLAN 3 BOUNDARY
- AMENDMENT AREA
- INTEGRATOR ARTERIAL B
- NEIGHBOURHOOD CONNECTOR
- MAIN STREET
- MAJOR ACCESS STREET
- LOCAL ACCESS STREET
- GREEN LINK STREET

NOTE

- (A) The Plan depicts the Indicative location of roads, which will be subject to further refinement and modification at the subdivision design stage.
- (B) Laneways or side access shall be used for vehicle access to lots directly fronting Tanami Drive or Public Open Space.



PART TWO

EXPLANATORY

1 SITE CONTEXT

1.1 LAND DESCRIPTION

The subject site comprises the land generally bound by Gubinge Road to the south, Fairway Drive and Sanctuary Road to the south-west, Oryx Road/Coucal St to the west, Public Purposes – Water Supply facility to the north and the Broome North LSP 1 area to the east. LSP 3 has a total area of 131.28 ha.

The legal description of the lots covered by LSP 3 is outlined in [Table 1](#) below and depicted on [Figure 1](#):

TABLE 1: LAND OWNERSHIP DETAILS

Lot No.	Volume	Folio	Survey Document	Owner	Reserve	Primary Interest Holder
504	2763	447	DP69436	LandCorp	N/A	
510	LR3163	383	DP75546	Crown	50974	
521	LR3161	66	DP71095	Crown	50994 A-Class	Yawuru Native Title Holders
522	LR3163	378	DP76577	Crown	UCL	
525	LR3161	70	DP71095	Crown	50994 A-Class	Yawuru Native Title Holders
526	LR3163	379	DP76577	Crown	UCL	
527	LR3161	72	DP71095	Crown	UCL	
3127	LR3128	59	DP32082	Crown	UCL	
3128	LR3128	60	DP32082	Crown	UCL	
3129	LR3128	61	DP32082	Crown	UCL	
3130	LR3128	62	DP32082	Crown	51028	Shire of Broome
Pt 2646	LR3004	483	DP217578	Crown	41562	Water Authority of WA
Portions of existing Fairway Drive, Oryx Road and Coucal St road reserves.						

1.2 SITE ANALYSIS

The subject site slopes gently from higher areas in the north (~18-20m AHD) to the south-east (~14-15m AHD) and is currently vegetated.



FIGURE 1: SITE PLAN

2 STATE PLANNING FRAMEWORK

2.1 STATE PLANNING STRATEGY

Prepared by the Department of Planning, under the guidance of the Western Australian Planning Commission, the Strategy presents a vision for Western Australia to 2050 and beyond based on a framework of planning principles, strategic goals and State strategic directions.

The Strategy defines planning for sustained prosperity in terms of a:

- **Diverse state**; offering a diversity of ecosystems, landscapes, enterprises, people and cultures.
- **Liveable state**; the place of choice for the brightest and best.
- **Connected state**; as connected to the rest of the world as any other place.
- **Collaborative state**; enabling alignments that progress the State's sustained growth and prosperity.

The Strategy envisages that by 2050 Western Australia will double its current population and will have a diverse range of interconnected and vibrant communities and regional centres that are healthy, resilient, active, prosperous, respectful of difference and participate in the public domain.

The Strategy identifies the rapidly growing importance of the North-West sector (Kimberley and Pilbara regions) in national and global trade, investment and commerce. Specifically, the Strategy states:

"Harmony must be found between conservation of the northern sector's unique environment and its opportunities for economic development.

Mining, oil and gas enterprises will continue to support local supply chains. To ensure the continued strength and resilience of the northern sector it is important that regional centres have a local construction industry and higher education facilities that lead to enhanced employment opportunities.

A key challenge is to secure, attract and retain people and businesses not necessarily involved in the mining, oil and gas industries and to deliver a reasonable standard of social services."

LSP 3 will provide additional housing to accommodate workers attracted to the region for employment opportunities associated with resource industries, whilst also facilitating the development of a new local community with suitable services and facilities. LSP 3 also provides for the retention and celebration of the important aboriginal heritage features of the subject land.

3 LOCAL PLANNING FRAMEWORK

3.1

SHIRE OF BROOME LOCAL PLANNING SCHEME NO.6

The majority of the subject land is zoned "Development" under the Shire of Broome's Local Planning Scheme No.6 (LPS 6). The north-west portion of the LSP 3 area is reserved as "Environmental and Cultural Corridor Reserve", "Public Purposes – Water Supply" and "Parks, Recreation and Drainage". Lot 3130 within the south-west corner of the LSP area is zoned "Special Use" under LPS6. "Local Roads" reserves are also included on the western and southern boundaries of the LSP 3 area.

The land to the north and east is also zoned "Development" and forms a part of the Broome North DSP area. Gubinge Road abuts the subject land to the south and is reserved for "Highways & Major Roads".

The existing Fairway Drive & Sanctuary "Local Roads" reserves abut the south-western boundary of the LSP 3 area. The area to the south-west of LSP 3 (Sunset Park estate) is zoned "Residential", with R Codes ranging from R10-R50. The area to the west of LSP 3 is zoned "Tourist".

Clause 4.44.1(c) of LPS 6 states that, "Development within the Development zone is to be in accordance with the adopted structure plan".

LPS 6 outlines that the purpose and objectives of the Development Zone are as follows:

4.16.1 The purpose of the Development Zone is:

- (a) to identify areas requiring comprehensive planning prior to subdivision and development; and
- (b) to coordinate subdivision, land use and development in areas requiring comprehensive planning.

4.16.2 The objectives of the Development Zone are to:

- (a) provide for a range of mixed land uses and subdivision in accordance with an adopted structure plan;
- (b) enable the preservation and management of areas of cultural and environmental significance;
- (c) provide for the coordinated provision of infrastructure, facilities and developable land through relevant structure plans and associated development contribution plans.

Schedule 4 – Special Use Zones of LPS 6 identifies Lot 3130 Sanctuary Road as having a Caravan Park as a Special Use, with development conditions subject as determined by Council.



The Broome North DSP was endorsed by the Shire and WAPC in 2010 and puts in place the strategic services and infrastructure framework to guide future development. Two Local Structure Plans (1 & 2) have been prepared for the initial stages of development of the DSP area. The DSP adopts a transect-based approach to planning for new development, with different transects characterised by varying residential densities and landscape forms. The zones depicted in the DSP form the basis for the zones identified on LSP 3. The objectives for each zone are outlined in Part 1, Section 6.3 and Part 2, Section 1.2 of the DSP.

Amendment 1 to the DSP was endorsed by the WAPC on 7 August 2014. The purpose of this amendment was to accommodate the realignment of Fairway Drive and associated movement network modifications.

Amendment 2 to the DSP was endorsed by the WAPC on 8 September 2022. The purpose of the amendment was to provide for a District Centre in the southern portion of the DSP area south of Tanami Drive.

Figure 2 outlines the DSP zoning applicable to the LSP 3 area.



The Broome Planning Steering Committee (BPSC) prepared and issued a report in 2005 to address planning issues facing Broome and to develop strategies to manage growth over the subsequent 10 to 15 year period. The BPSC report identified land that might be available to accommodate housing, tourism, commercial and industrial uses, whilst also maintaining important and unique cultural, natural resource and lifestyle elements that contribute to Broome being a highly desired destination and place to live.

The BPSC developed a land use framework to accommodate the needs of the Broome community, whilst protecting important cultural areas and maintaining a strong open space network. In this way, the BPSC report served as an interim local planning strategy, prior to the preparation of a formal document.

The BPSC report notes that “residential land demand will be met over the next five years through remaining areas of Roebuck Estate and Sunset Rise, together with lot release in the approved Herbert Street development and the planned release of Cable Beach 5B/5C residential neighbourhoods. Beyond the next five years, the community’s needs will be met through the Cable Beach 5D/5E residential neighbourhoods, the area to the west of Roebuck Estate, sections of lot 833 (now Lots 3150, 3128, 3129, & 3130), the area north of Fairway Drive and eventually through the relocation of the Broome airport.”

The Roebuck Estate, Sunset Rise and LandCorp’s Januburu Estate do not have sufficient capacity to accommodate residential demand, making it necessary to progress the planning for Broome North as to provide additional residential facilities.

In reference to the Broome North DSP area (formerly Lot 833), the BPSC report identifies the following items to be provided in the development of land:

- 100m environmental cultural corridor;
- New high school;
- District retail centre;
- Mixed use area; and
- Aboriginal needs housing.

LSP 3 includes the provision of Environmental and Cultural Corridor Reserves and includes land owned by the Yawuru Native Title Holders Aboriginal Corporation which will be developed for housing. The high school, retail and mixed use facilities were identified in the Broome North DSP and have been provide for in LSPs 1 & 2.



The Shire of Broome has prepared a Local Planning Strategy (LPS) to set out the long term planning directions for the Shire, apply State and regional planning policies, and provide the rationale for the zones and other provisions in LPS6.

The subject land is categorised as “Future Development Area” and “Environmental Cultural Corridor” in the LPS. Section 3.3.1.12 – Precinct 12 (Broome North) of LPS outlines the following objective and guidelines for the subject land:

“Objective:

Establish Precinct 12 as a low/medium density residential precinct and provide for the expansion of Blue Haze light and service industrial estate in the south-east.

Guidelines:

- *Zone Future Development Area 1 appropriately under the Local Planning Scheme to facilitate future development of residential and light and service industrial uses.*
- *An Environmental Cultural Corridor of a minimum depth of 150 metres shall be provided to link the proposed A-class reserve adjacent to the dunal system in the west to the mangroves of Roebuck Bay.*



The Shire of Broome Local Housing Strategy (LHS), prepared in 2009, outlines that the provision of a ready supply of housing lots in Broome is essential to meet existing and continuing strong demand for housing. The strategy indicates that the town currently faces a number of key challenges including:

- Reduced housing affordability and a imbalance between demand and supply due to insufficient land release as a result of development constraints (environmental, infrastructure etc) and an inability of the government to provide sufficient public housing;
- High cost of housing and land development;
- Increasing difference between the type of housing stock and the type of housing in demand, given demographic changes;
- Shortage of suitable accommodation and high rents are affecting the ability of businesses to attract and retain staff;
- Protecting heritage areas while taking up opportunities for infill and mixed use;
- Resolving housing design for aesthetics and response to climate, especially for medium density developments; and
- Reinforcing sustainability outcomes, with appropriate variations for Broome's climate and character.



The LHS proposes to meet the demand for land/housing over the medium term via changes to the Shires' planning framework, with the identification of targeted areas for both new and infill development.

A number of the LHS' key elements that are relevant to Broome North include the following:

- Formulation of a lot layout to enable building orientation to respond to Broome's climate;
- Facilitation of regional variations to the R-Codes that recognise local climatic conditions;
- Provision of easily accessible pedestrian and cycle networks for all residents;
- Provision of suitable lot sizes for a mixture of housing product needs that match demand;
- Provision of a minimum of 30% social and community housing in new developments; and
- Provision of affordable, low cost temporary employee accommodation.



The Shire of Broome Local Commercial Strategy (Strategy) was prepared in October 2017 and reinforces Broome's role as a strategic centre for the Kimberley and the importance of economic and population growth to maintain and expand this role. The Strategy provides the following recommended strategic objectives for commercial land in Broome:

- Establish a sustainable mix, distribution and scale of additional retail and commercial uses to accommodate the projected floorspace demand to 2031 and 2051, whilst being mindful of the long-term uncertainty;
- Maintain the integrity of 'Chinatown – Town Centre' as the primary commercial centre for Broome;
- Identify modifications required to the established planning framework to deliver the recommendations of the Strategy.

The Strategy concludes that the Broome North and wider catchment area, can support one District Centre and one Local Centre. The Strategy also provides guidance regarding the design principles to be considered for local and district centres.

Of relevance to the LSP 3 area, the Strategy requires District Centres to ensure:

- Centres are highly accessible.
- Centres do not have adverse impacts on adjoining residential areas.
- Ensure a mix of commercial and residential development.
- Provides for activity and accessibility at the street level.
- Supports the provision of public transport and pedestrian links.
- Provide for a wide range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community.

Similarly, the Strategy requires Local Centres to ensure:

- Easily accessible to immediate neighbourhoods.
- Centres do not have adverse impacts on adjoining residential areas.
- Encourage high quality, pedestrian friendly, street orientated development.
- Provide a focus for medium density housing.
- Design and landscaping of development provide a high standard of safety, convenience and amenity.
- Design contributes towards a sense of place and community.

LSP 3 has been prepared in accordance with the Shire's requirements as documented in the Local Commercial Strategy.

LOCAL PLANNING POLICY 8.1 (LPP 8.1) – PROVISION & DEVELOPMENT OF OPEN SPACE RESERVES MANAGED BY THE SHIRE OF BROOME

LPP 8.1 seeks to ensure that a variety of open space reserves are provided to serve the community's recreational and environmental needs in an economically, socially and environmentally sustainable manner. The policy also provides guidance to a) applicants regarding matters to be considered by the Shire when evaluating landscape development proposals for public open space and b) the Shire in prioritising the development of public open space with appropriate landscaping according to specific criteria.

Of relevance to the LSP 3 area, LPP 8.1 requires the following:

- Provision of Local Parks (minimum 2000m², maximum 3000m²) within 300m of all residential lots; and
- Provision of Neighbourhood Parks (minimum 5000m²), located towards the edge of neighbourhoods and within 400m of most residential lots.

LPP 8.1 also encourages stormwater drainage to be controlled where possible through the use of swales and depressions. POS may be used for the management of stormwater in accordance with LN, where it is part of an overall drainage management system providing temporary detention during storm events.

LPP 8.1 states that it is desirable to have public streets on all sides of POS areas, however where this is not possible, private lots shall be developed to address abutting POS areas with visually permeable fencing to facilitate passive surveillance of the area.

LSP 3 has been prepared in accordance with the Shire's requirements as documented in LPP 8.1. The provision of POS is documented in section 5.4.5. Detailed landscape drawings will be prepared and submitted to the Shire at the subdivision clearance stage in accordance with LPP 8.1.



4 OPPORTUNITIES & CONSTRAINTS ANALYSIS

An Opportunities and Constraints Analysis exercise was undertaken in August 2013 in preparation for the first Technical Advisory Group (TAG) meeting on 22 August 2013. The TAG consisted of representatives of the Shire of Broome, Department of Planning, LandCorp and the Broome North project team. The TAG process sought to bring the key relevant stakeholders together to identify and discuss the relevant planning and development considerations applicable to the site in order to inform the design formulation process. The TAG subsequently acted as a 'sounding board' for the preliminary concept plans for the LSP 3 area.

The Opportunities and Constraints Analysis undertaken is documented on [Figure 3](#) and serves as a summary of the relevant considerations at that point in time. Following its preparation, items such as the extent of the LSP, the alignment of key roads and land use distributions have been investigated and modified where necessary.

OPPORTUNITY AND CONSTRAINTS ANALYSIS PLAN DESCRIPTIONS

LANDUSE

- L1** Provide diverse lifestyle opportunities and living typologies
- L2** Locate increased housing density in locations of high amenity
- L3** Consolidate open space and drainage links for efficient land use and functionality
- L4** Leverage from proximity to desirable Cable Beach precinct
- L5** Consider including development areas into Structure Plan extent to consolidate and integrate development
- L6** Consider appropriate interface with all adjoining boundaries - LDP 1 and 2 development, and Yawuru.
- L7** Interface considerations to proposed Shire Caravan Park

BUILT FORM

- B1** Opportunity for diverse building typologies via introduced amenity and assorted densities in key landmark locations
- B2** Provide unique estate interface to prestigious Sunset Park with large homestead lots with botanical edge
- B3** Resort themed architecture flanking botanical open space linkage at estate main entry
- B4** Cardinal street orientation will aid excellence in building orientation and sustainability outcomes
- B5** Building interfaces with adjoining open space areas must be controlled to achieve appropriate character setting

ENVIRONMENTAL | LANDSCAPE | OPEN SPACE

- E1** Promote key open space linkages throughout site integrating ECC into core amenity.
- E2** Opportunity for a major botanical central park maximising accessibility, functionality and exposure
- E3** Investigate linear open space promenade to maximise outdoor activity and health benefits to residents
- E4** Botanical character opportunities investigate opportunities for potential flora retention in Central park
- E5** Orientation and location of open space shall respect natural topography to also maximise drainage conveyance
- E6** Flora and Fauna analysis required

INFRASTRUCTURE

- IN1** Consolidated drainage design and opportunities to utilise generous adjoining road reserve widths for required swales
- IN2** Natural drainage flow paths are consistent with desirable street orientation
- IN3** Opportunity to collaborate with Yawuru development to obtain good development interface outcomes eg. drainage
- IN4** Limited drainage detention (on-site) at Sunset Park
- IN5** Swale widths (potentially 30m) - Investigate ability to be co-located within generous road reserves for land efficiencies (investigate location if Fairway Drive realigned)
- IN6** Investigate implications of major service alignments if Fairway Drive realigned

MOVEMENT

- M1** Investigate potential for realignment of Neighbourhood Connector to consolidate and integrate the internal area of the estate
- M2** Consider the final alignment of this road connection and intersection location with realigned Fairway Drive
- M3** Public transport bus route opportunities for neighbourhood connectors in Estate
- M4** Promote pedestrian activity via key linkages integrating open space with unique streetscape routes
- M5** Investigate meandering Tanami Drive extension for benefits of character and traffic management
- M6** Traffic considerations with adjoining development of LDP 1 and 2, Fairway Drive and Millington Road
- M7** Investigate ultimate alignment of Fairway Drive and detailed implications

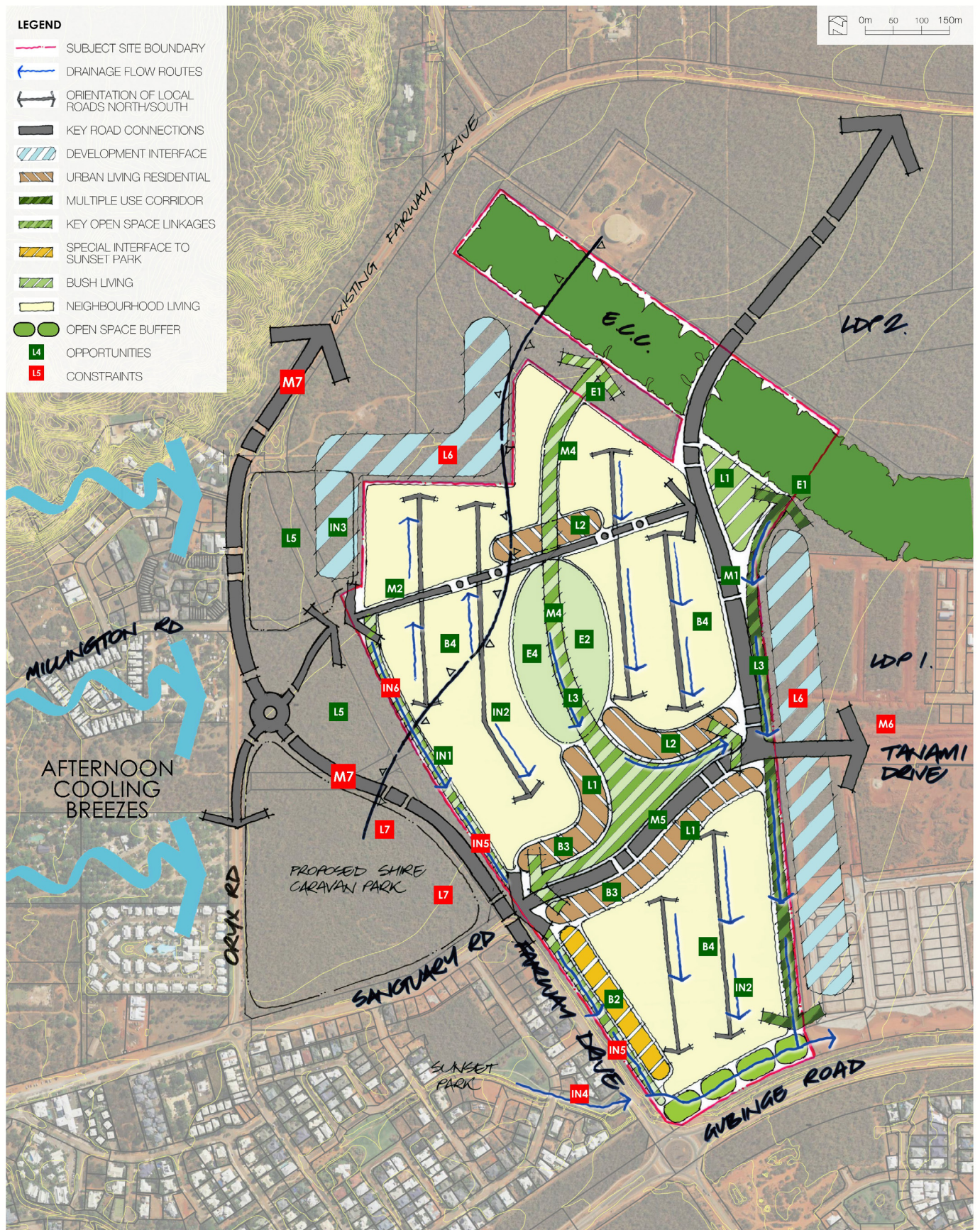


FIGURE 3: OPPORTUNITIES AND CONSTRAINTS ANALYSIS

5 NEIGHBOURHOOD DESIGN

5.1

LOCAL STRUCTURE PLAN NO. 3 (LSP 3) SUMMARY

The key elements of proposed LSP 3 for Broome North are as follows:

- Provision of a variety of residential densities, enabling the construction of a diverse range of housing types to accommodate different housing demands;
- Retention of existing culturally significant bushland;
- Provision of a low density residential interface between areas of retained bushland and new residential areas;
- Integration of the surrounding existing natural environment into the development area with linear open space and green spine connections;
- Provision of attractive, safe and convenient pedestrian and cyclist connections and informal active recreation spaces throughout;
- Provision of significant areas of land to accommodate new tourism accommodation uses to meet future demand; and
- Requirement for building setbacks that respond to the local climate (i.e. allowance for cross-breezes).

In addition to the LSP Plans 1 and 2 included within Part 1 – Statutory Section of this report, a Masterplan (refer [Figure 4](#)) has been prepared to provide an illustration of the development intent. This graphical representation is indicative only; however, it gives an indication of how the public spaces may be developed and the relationship of the public/private interface between the public spaces and new residential areas. A summary of the key elements of LSP 3 are outlined in [Table 3](#) below.

TABLE 3: SUMMARYTABLE

Total LSP 3 Area	130.5 ha
<i>Total Residential Land</i>	<i>47.8 ha</i>
Residential R2-R10	5.6 ha
Residential R12.5-R25	35.7 ha
Residential R25-R40	6.5 ha
<i>Total Tourist Land</i>	<i>20.9 ha</i>
<i>Total Open Space Land</i>	<i>34.0 ha</i>
Environmental and Cultural Corridor Reserve	22.2 ha
Multiple Use Corridor, Open Space & Drainage	11.8 ha
<i>Overall Dwelling Yield</i>	<i>857</i>
<i>Estimated approximate population (assuming 2.7 persons per dwelling)</i>	<i>2300</i>

MASTERPLAN NOTES

1. **Homestead Retreat:** large vegetated Bush Living properties with an outlook to the ECC.
2. **Central Park:** a major botanical park, incorporating drainage with active and passive recreation, which is easily accessible and fills the daily life of the estate's residents.
3. **The Parkway:** a long, continuous route for pedestrians, cyclists and drivers along a series of open space experiences from the ECC to Fairway Drive.
4. **Tanami Drive extension:** with a curved alignment to open up vistas into Central Park, which are framed by villas and cottages, and enabling the wide northern verge to be integrated and maintained as part of Central Park.
5. **Eastern parkland:** a consolidated MUC that builds on the existing formal parks in the neighbouring development area.
6. **The Resort Welcome:** 'Club'-style villas and apartments in a botanical parkscape setting that frames the estate's western gateway, tying into the abutting tourism precinct and emphasising the proximity to Cable Beach.
7. **The Promenade:** a double row of closely-spaced trees with a central, wide shared path for pedestrians and cyclist amenity and accessibility.
8. **Pearlers Row:** 'quarter-acre' properties that encapsulate the grand Broome residence in a botanical garden setting.
9. **Tourism:** New tourism facilities in keeping with the existing Cable Beach character.



FIGURE 4: MASTERPLAN

5.2.1 RESIDENTIAL

A total of 47.8 ha is proposed to be developed for new residential development, which represents approximately 36% of the total LSP 3 area. The proposed residential land uses are identified in [Figure 5](#).

RESIDENTIAL R2-R10

Low density (bush living) residential development, consisting of large lots (~2000m²), is proposed at the northern edge of the residential development area within LSP 3. These large lots will enable the provision of a suitable interface between the culturally sensitive bushland to the north and the proposed residential development further to the south.

These lots will feature an area of retained vegetation at the front of each lot, with the dwelling to be setback a minimum of 18m and maximum of 20m. A cleared area on one side of the lot will facilitate vehicle access from the Primary Street to the dwelling. These driveway areas will be paired where possible, to facilitate consolidated vegetation retention at the front of the lots.

The proposed development control requirements for these lots incorporate the necessary fire management requirements (due to their BAL 12.5 rating), whilst simultaneously achieving the Yawaru people's desire for a suitable natural interface to the majority of the estate.

RESIDENTIAL R12.5-R25

The vast majority of new residential land in the LSP 3 area will be developed as Residential R12.5-R25 lots. Final lot sizes will be determined during the detailed subdivision design phase, but may vary in size from approximately 400m² to 800m². These lots will predominantly accommodate single dwellings; however grouped dwelling development may occur. A nil side setback will be permitted to one boundary for these lots, with opposite side (3m) and rear (5m) boundary setbacks providing for cross breeze ventilation.

RESIDENTIAL R25-R40

Discrete areas of the LSP 3 area have been identified as Residential R25-R40 lots. These areas will be developed to accommodate a mixture of small single residential dwellings and grouped and multiple dwellings. These areas are generally proposed in locations that capitalise on open space amenity. The inclusion of these lots within the LSP 3 area provides the opportunity for the delivery of greater dwelling diversity, which have positive social (i.e. 'aging in place' potential) and financial (i.e. affordability) benefits.

YIELD

The proposed residential yield for the LSP 3 area is documented in [Table 4](#) below. The yield figures have been calculated using the average lot sizes listed in the table and are preliminary at this stage. Final yields will be determined during the detailed subdivision design process. In undertaking the calculations, it has been assumed that discrete portions of the Residential R12.5-R25 areas will be developed for larger lots to provide product diversity across the LSP 3 area. LSP 3 has a nett residential density of approximately 17 dwellings per hectare.

TABLE 4: YIELD SUMMARY

Residential Typology	Total Dwellings
Residential R2-R10 – Ave 2000m ²	24
Residential R12.5-R25 – Ave 600m ²	461
Residential R12.5-R25 – Ave 1000m ²	21
Residential R25-R40 – Ave 220m ²	284
Total	790

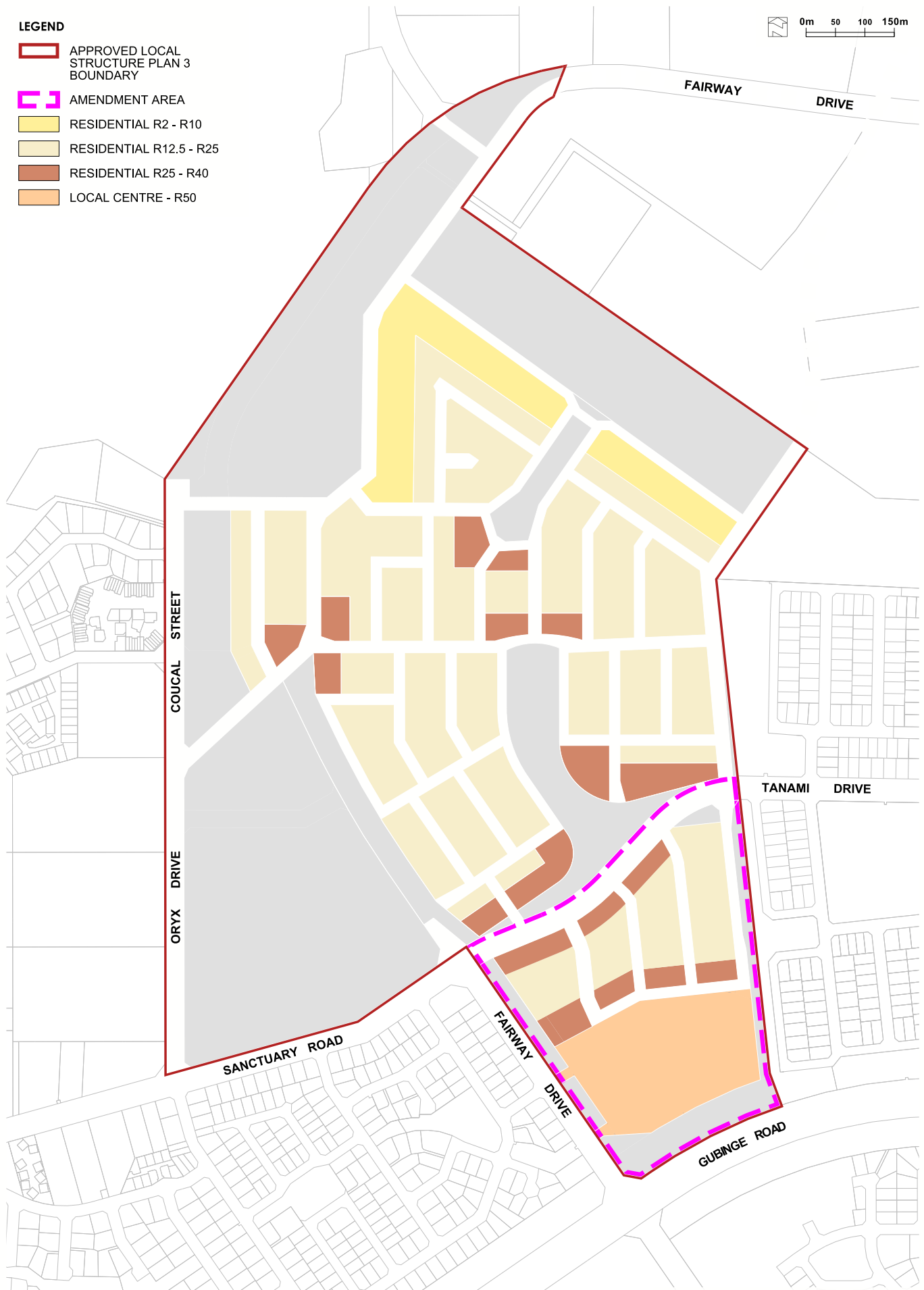


FIGURE 5: RESIDENTIAL DENSITIES



5.2.2 TOURIST

Two large tourist development sites are proposed on the western boundary of LSP 3. A total of 20.9 ha is proposed to be developed for tourist purposes, which represents approximately 16% of the total LSP 3 area. These sites form a logical extension of the tourism uses located to the west of Oryx Road/Coucal Street. The retention of portion of the existing Fairway Drive road reserve for drainage and landscape purposes serves to provide a suitable interface between the tourist and residential uses proposed within LSP 3.

A Local Development Plan (LDP) is to be prepared and approved by the Shire of Broome prior to the development of the areas zoned Tourist. The LDP(s) shall consider, amongst other items as determined by the Shire, matters relating to access, building orientation and interface with surrounding land uses.

The LDP(s) shall also specify that any areas of vegetation to be retained on site shall not be greater than 2,500m² and not located within 20m of proposed or existing dwellings for fire hazard risk mitigation purposes.



A Traffic Report has been prepared by Riley Consulting to support LSP 3, which assesses traffic generation and distribution, road reserve requirements, intersection capacity and path and public transport needs. This report is included as **Appendix A**. A Traffic Report prepared by GHD dated 3 February 2022 is included as an addendum to Appendix A.

5.3.1 ROADS

The different types of proposed roads are illustrated on Plan 2 – Movement Network within Part 1. The standards and requirements associated with each type of road in the hierarchy are outlined within Table A of Part 1. A brief summary of each of the road types is provided below.

INTEGRATOR ARTERIAL B

LSP 3 proposes the extension of Tanami Drive and Sanctuary Road to provide a continuous thoroughfare. This will be the major east-west road in the area. The link is proposed with a 40m wide reserve, in line with previous planning for the locality.

NEIGHBOURHOOD CONNECTOR

Two north-south Neighbourhood Connectors are identified on LSP 3, in accordance with the approved DSP planning framework. Both roads will link to the east-west portion of Fairway Drive to the north of the LSP 3 area. The westernmost Neighbourhood Connector will follow the existing alignment of Orxy Drive, before diverting east to run alongside the edge of the existing A-Class reserve. An additional Neighbourhood Connector is identified on LSP3 and will provide a main entry to the estate north of Tanami Drive.

MAIN STREET

LSP3 proposes the introduction of a Main Street-based District Centre, in the location adjacent to the intersection of Fairway Drive and Gubinge Road. It seeks to facilitate small-scale mixed use development and street-edge land use activity and accessibility on each side of the street.

MAJOR ACCESS STREETS

Major access streets have been identified in specific locations where warranted by traffic demand, based on modelling undertaken by Riley Consulting. These roads will feature a slightly larger pavement width (i.e 7.4m rather than 6m).

An east-west major access street is proposed through the northern portion of LSP 3, which will link the two north-south Neighbourhood Connectors. Additional major access streets are proposed to accommodate internal traffic within the northern and southern portions of the LSP 3 area.

LOCAL ACCESS STREETS

The majority of new roads within the LSP 3 area will be local access streets, with 18m wide road reserves (consisting of a 6m pavement and two 6m wide verges). Pavement widths may be larger in some locations to accommodate overland drainage flow. These roads will be determined at the detailed design stage.

GREEN LINK STREETS

A number of special access streets are proposed across the LSP 3 area that feature a wide road reserve (i.e. 22m rather than 18m). These streets have specifically been identified to provide an amenity connection between the proposed POS areas and linear green spines throughout the LSP area. The green link street will feature a widened verge (10m) on one side, with a shared path situated between a double row of trees.

ROADS ABUTTING OPEN SPACE

Roads (of all types) that abut open space will feature a reduced road reserve width, given that a full verge width will not be required for servicing purposes. Reduced roads reserves abutting open space will facilitate improved land use efficiency. All roads will be documented at the detailed design stage for approval by the Shire of Broome.

5.3.2 PATH NETWORK

A Path Network & Public Transport Plan (Figure 6) has been prepared to outline where higher order (i.e. shared) paths will be required across the LSP 3 area, based on an assessment of demand and likely movement patterns. Figure 6 identifies the indicative location of shared paths within open space areas and within proposed road reserves. The exact location and the provision of footpaths will be determined at the detailed design stage, to the satisfaction of the Shire of Broome. Provision should be made for new paths to connect to the existing path network in Fairway Drive to Sunset and Maritana Parks.



5.3.3 PUBLIC TRANSPORT

There is an existing private bus service within Broome that accesses Cable Beach, although the service is predominantly provided for tourists. Given the rural nature of Broome, it is unlikely that a full public transport service would be justified. However, planning for a bus service in the long term has been considered. Figure 6 identifies that the Tanami Drive/Sanctuary Road connection would be suitable to accommodate a future public transport service.

Local school bus services are to utilise major access streets.





FIGURE 6: PATHS AND PUBLIC TRANSPORT

5.4.1 LANDSCAPE PHILOSOPHY

The landscape intent for the LSP 3 area is to provide a local, cultivated landscape aesthetic, using lawn, existing trees, local earthy materials and public art features. While this aesthetic draws from the more formalised gardens of the nearby resorts, the parklands maintain a strong local theme through the use of the local vernacular. Key aspects guiding the landscape design include the following:

- Maintaining connections and linkages through the site via Multiple Use Corridors (MUC) and Environmental and Cultural Corridor Reserves (ECC) for cultural, community and habitat purposes;
- Protecting and repairing natural systems so traditional practices and a continued 'lifestyle' can occur alongside urban development;
- Design to experience the coastal bushland location and the rich culture of the stunning Kimberley landscape;

- Bushfire management implementation via design;
- Minimal existing landform reshaping;
- Maximum existing vegetation retention and supplementation on site;
- Combining recreation, preservation, education/interpretation and linking urban/natural drainage systems through Multiple Use corridors;
- The inclusion of interpretation and art opportunities within public open space as part of an overall open space strategy; and
- Incorporating site specific solutions (such as the provision of shade amenity through consistent street tree planting in medians and alongside roads and pedestrian connections).

Further detailed information regarding the landscape philosophy and specific design elements is included within **Appendix B – Landscape Report (UDLA)**.



5.4.2 ENVIRONMENTAL AND CULTURAL CORRIDOR RESERVE

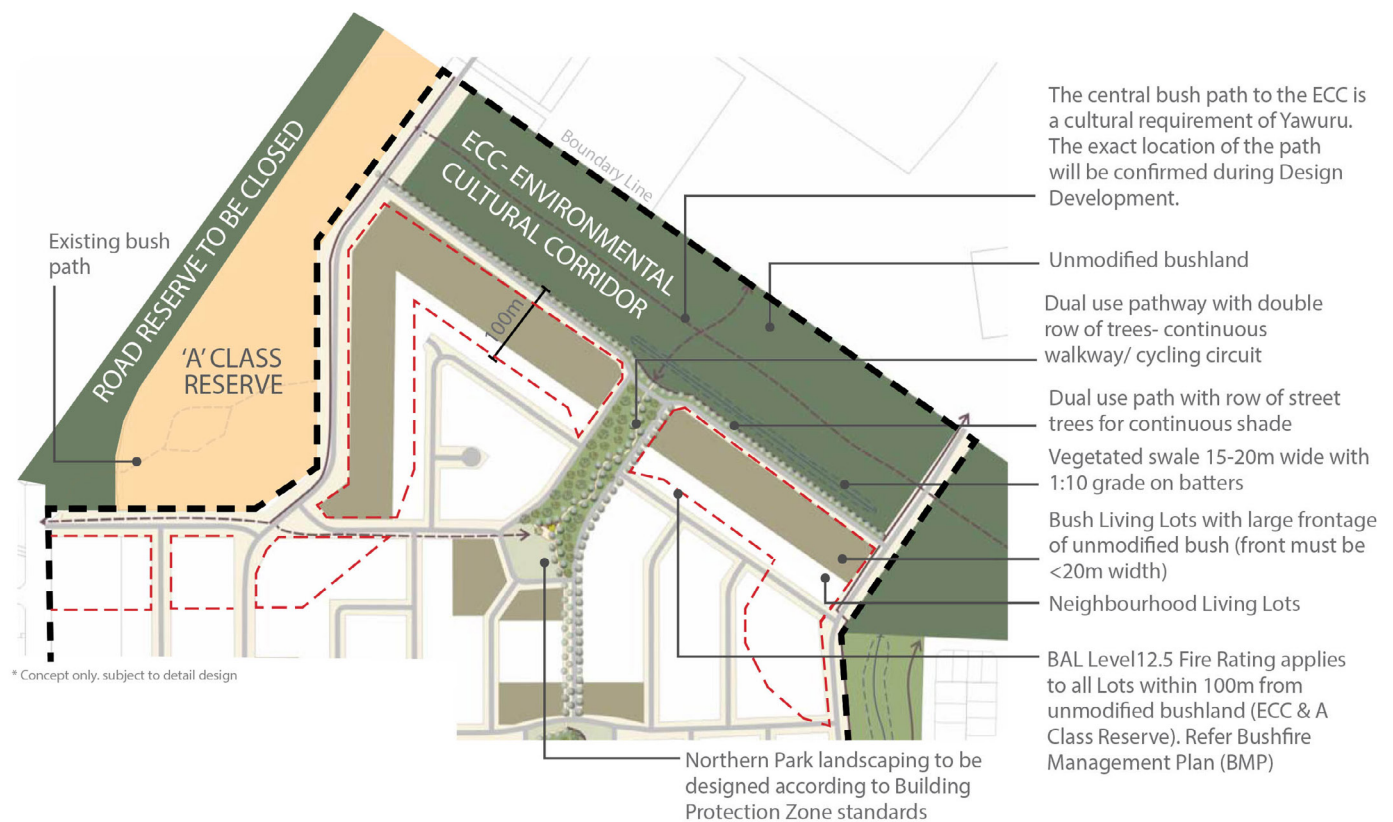
The 150m wide ECC running east-west across the site is an initiative used previously within developments in Broome and was born out of extensive consultation with the Yawuru people. It is essentially a tract of naturally vegetated land set aside to be retained without development.

The ECC will provide a buffer between residential development and significant cultural areas; a habitat for flora and fauna; an opportunity to support biodiversity and natural drainage networks; an important cultural connection with country; and contribute to the establishment of a strong sense of place as part of the new development.

The ECC will feature a simple network of low maintenance cleared pindan tracks to enable appropriate and managed access only. A rural-style perimeter fence around the ECC will also discourage trail bikes and vehicles from entering. Areas that have been degraded through earlier land uses and weed infestation shall be monitored and managed. Vegetated swales within the ECC will be designed in consultation with representatives from Yawuru.

A CLASS RESERVE

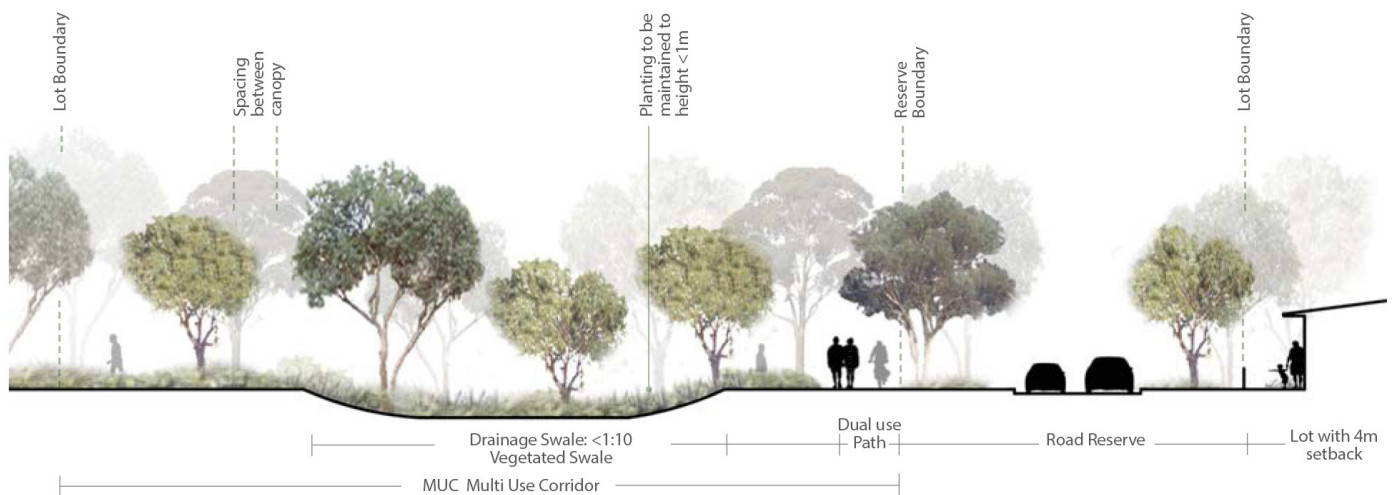
The existing A Class reserve (Lots 521 & 525) will be retained in LSP 3 and maintained in a natural vegetated state. A portion of the existing Fairway Drive road reserve will ultimately be closed and used for open space and/or drainage.



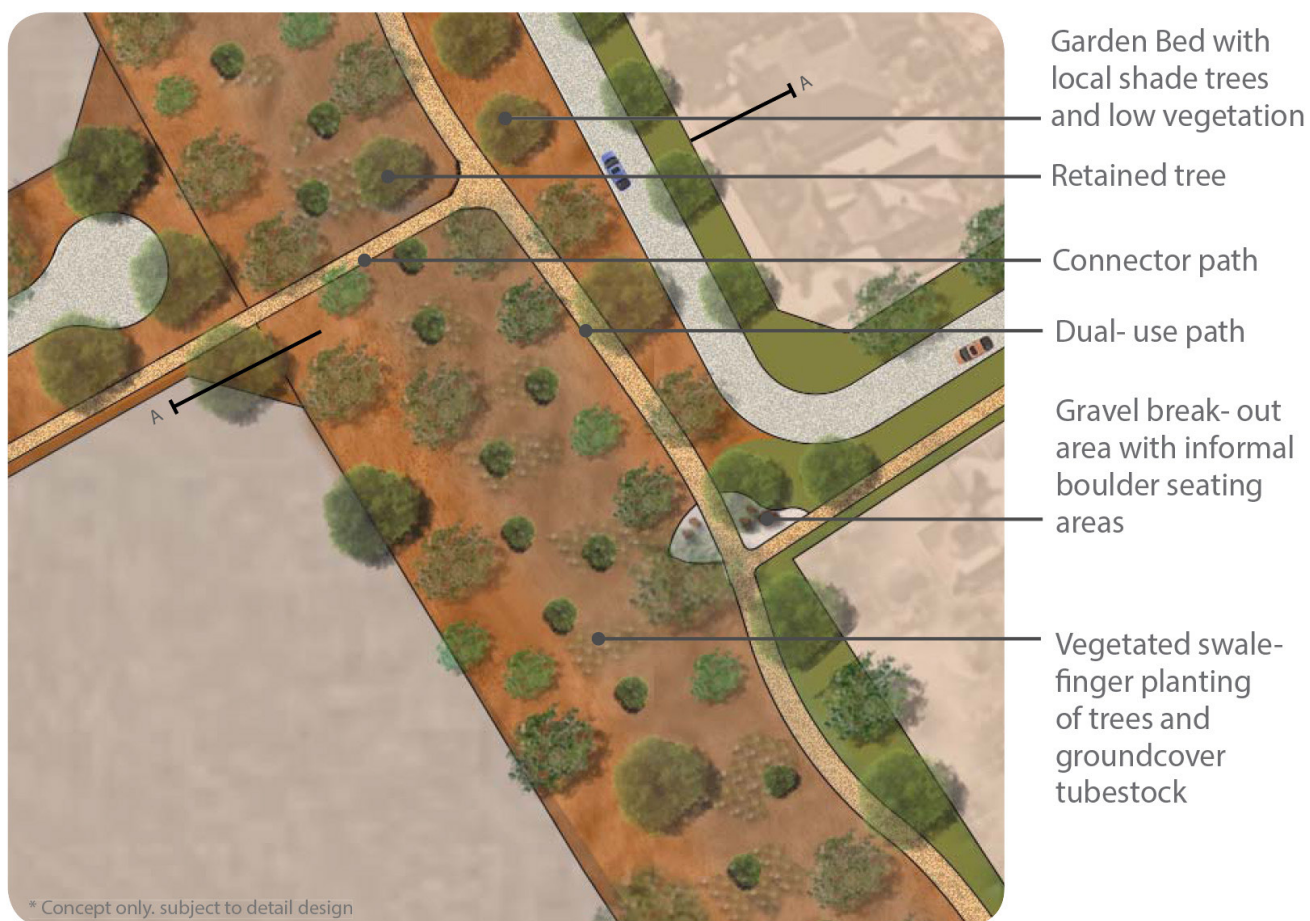
5.4.3 MULTIPLE USE CORRIDORS

The MUCs comprise a combination of retained existing vegetation, drainage swales, vegetated buffers and parks. They provide a number of functions including:

- An informal connection to 'country' (through the use of local planting, materials and linkages to the ECC);
- Urban drainage and flood management, including holistic management of upstream and downstream conveyance;
- Flora and fauna habitat and linkages;
- Passive and active open space with informal (grassed kick-about) areas and formally programmed, built play areas;
- Shared paths suitable for walking, jogging and cycling, with rest areas and water fountains; and
- Opportunities for cultural and environmental interpretation including intergenerational education and community art projects.



* Concept only, subject to detail design



5.4.4 NEIGHBOURHOOD & LOCAL PARKS

A number of new parks will be created as part of the development of the LSP 3 area. These parks will feature the following amenity:

- Formal play areas with play equipment, shade structures, seating and picnic facilities, resting places;
- Nature Play Areas;
- Grassed open space areas for active and passive recreation;
- Areas of retained mature existing vegetation (providing existing shade and visual amenity);
- Interesting topographical changes that form part of the larger drainage swale network and the landscaped areas;
- Landscapes incorporating local sandstone boulders and boulder formations;
- Strong path networks that link to the immediate community and beyond via the connected MUCs and ECC;
- Exercise, walking, dog walking, running and cycling networks;
- Pindan paths that connect to grasses areas and the larger path network;
- Hard-stand areas which use local aggregates, with further rest areas consisting of local gravels and/or compacted, stabilised pindan;
- Local species and 'bushtucker' planting;
- Opportunities for lawn irrigation hydro-zoning according to active and passive uses; and
- Interpretation and art opportunities as developed with the Traditional Owners, in line with the proposed art and strategy.



NEIGHBOURHOOD PARK



5.4.5 POS PROVISION

A variety of Public Open Space areas are proposed across the LSP 3 areas, which will serve a combination of recreation, amenity, drainage, conservation and cultural functions. The provision of open space and its crediting is outlined in **Table 5** below.

TABLE 5: PUBLIC OPEN SPACE SCHEDULE

	ha	ha
Gross Site Area		131.2762
Deductions		
D1 - Tourist	20.9471	
D2 - Existing A-Class Reserve	8.3787	
D3 - Fairway Dr Closure	3.7673	
D4 - Lot 3127	0.3784	
D5 - Water Supply Infrastructure	0.0764	
D6 - Environmental and Cultural Corridor Reserve	10.2615	
D7 - Existing Oryx Dr Road Reserve	1.3350	
D8 - Existing Coucal St Road Reserve	1.7226	
D9 - Retained Fairway Dr Reserve Multiple Use Corridor	1.9995	
D10 - Additional Road Reserve (Non-Residential)	1.0242	
D11 - Local Centre	6.8208	
D12 - Drainage Land (1:1 ARI)	2.3175	
Total Deductions	58.0468	
Gross Subdivisible Area		73.2294
Required Public Open Space (10%)		7.3229
PUBLIC OPEN SPACE PROVISION		
<i>Unrestricted Open Space (minus 1 in 5 year, inclusive of 1 in 1 year)</i>		
A - Public Open Space (not impacted by drainage)	0.0907	0.0907
B - Public Open Space (1 in 5 = 0.455ha)	1.1145	0.6595
C - Public Open Space (not impacted by drainage)	0.0761	0.0761
D - Public Open Space (1 in 5 = 1.5715ha)	4.1032	2.5317
E - Public Open Space (not impacted by drainage)	0.1194	0.1194
F - Public Open Space (not impacted by drainage)	0.0527	0.0527
G - Public Open Space (1 in 5 = 0.2346ha)	0.2456	0.0110
H - Public Open Space (1 in 5 = 0.3475ha)	0.7724	0.4249
I - Multiple Use Corridor (not impacted by drainage)	0.1047	0.1047
J - Multiple Use Corridor (1 in 5 = 0.1675ha)	1.0285	0.0000
K - Multiple Use Corridor (1 in 5 = 0.5404ha)	0.5658	0.0254
L - Multiple Use Corridor (1 in 5 = 1.632ha)	1.7127	0.0807
Total Unrestricted POS		4.1767
<i>Restricted Open Space</i>		
Total Restricted POS		2.4740
Total Public Open Space Provision		6.6507
Percentage of Public Open Space Provided		9.1%

Note: Active grassed areas not affected by 1:1 ARI and 1:5 ARI.

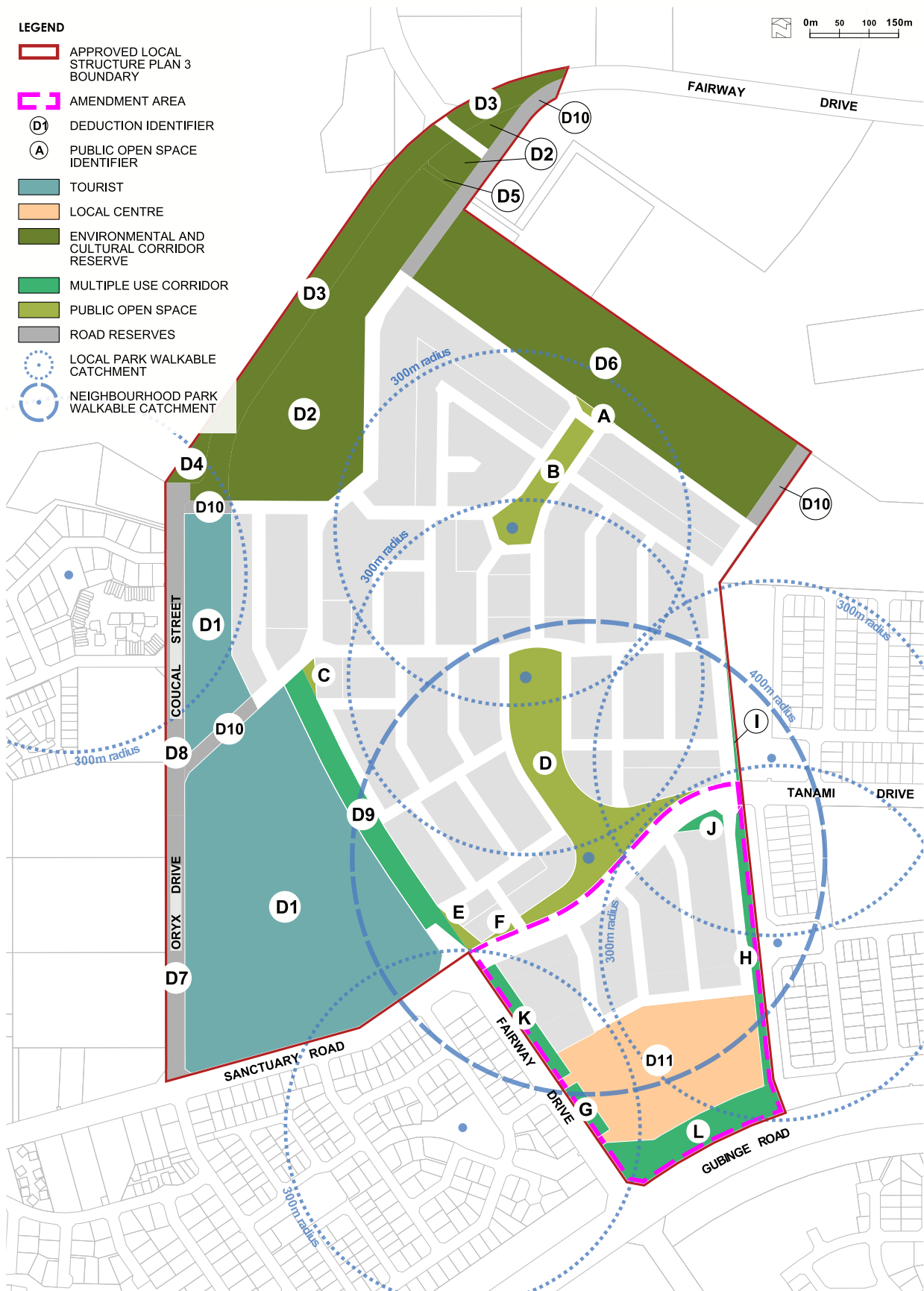


FIGURE 7: PUBLIC OPEN SPACE

A Fire Management Plan (BMP) has been prepared by Fire Plan WA and is included within **Appendix C**. The FMP has been prepared in accordance with the acceptable solutions detailed in Appendix 2 of Planning for Bush Fire Protection Guidelines (Edition 2, 2010) and outlines specific mitigation and management measures required to reduce the identified bush fire hazard risk.

The Bush Fire Hazard Assessment documented in the FMP identifies a “Moderate” risk in the Pindan Woodland area, however the majority of the LSP 3 area will be cleared (with the exception of some vegetation in POS areas, the ECC and A Class reserve, portions of the Residential R2-R10 lots and possibly portions of the tourist sites).

A permanent Bushfire Attack Level (BAL) of 12.5 has been identified for lots within 100m of the ECC and A Class reserve at the northern edge of the site. A temporary (refer below) BAL of 12.5 has been identified for lots within 100m of the proposed tourist sites on the western boundary of the LSP 3 area. Dwellings within the areas the subject of the BAL 12.5 rating will need to be constructed in accordance with AS 3959-2009. All dwellings within the 100m distance will require a Section 70A ‘Notification’ on each new Certificate of Title to alert purchasers of land and successors in Title of the existence of the FMP and the requirement to construct habitable buildings in accordance with AS 3959-2009.

The temporary BAL 12.5 rating for proposed lots within 100m of the tourist sites is required whilst existing vegetation remains on site. If the nearby residential areas are developed prior to the development and clearing of the tourism sites, then a bushfire risk would exist that necessitates mitigation (notwithstanding the potential for the risk to be short-term in

nature until the development and clearing of the tourism sites).

If, however, the tourist sites are cleared and developed in accordance with an approved LDP that limits the extent of vegetation retention for fire management purposes, then the requirement to build to a higher construction standard would no longer exist. As such, the higher AS 3959-2009 construction standard would not apply and the requirement for a notification on title (implemented through the subdivision process) would not be needed. The need for a notification on title is to be considered at the subdivision stage, taking into consideration the status of development of the adjacent tourist sites.

A Bushfire Management Plan has been prepared by Bushfire Prone Planning in April 2022, and is included as an Addendum to **Appendix C**. The Bushfire Management Plan outlines management requirements, including the management of residential lots to a low bushfire threat state as per the Shire of Broome Fire Break & Fuel Hazard Reduction Notice. It is also expected that the Local Centre lot will be managed and maintained to a low bushfire threat state.

Landscape design and management of the stormwater swale within the Local Centre, to a low bushfire threat state, will be established and agreed with the Shire of Broome. Similarly, the small triangular area of POS which abuts residential lots near the north-eastern corner of the proposed development is expected to be managed and maintained to a low bushfire threat state. The landscaping design and management of this area is to be established by consultation and agreement with the Shire of Broome.



A key feature of the development of the Broome North area to date has been the incorporation of linear swale detention drainage within the landscape, with the intention of creating linear multi-use corridors for active and passive recreation whilst activating the water sensitive urban design treatment train high in the catchment. The LSP 3 area continues the linear swale drainage elements, with further linkages to the ECC, which provides an important east west linkage across the Broome Peninsula from Cable Beach through to Dampier Creek and Roebuck Bay, and connection with the LSP 1 open space elements.

The key principles of integrated urban water management for LSP 3 are as follows:

- Minimise total water use in the development area;
- Protect infrastructure and assets from inundation and flooding;
- Manage groundwater levels to protect infrastructure and assets; and
- Protect environmental values of receiving water bodies.

A comprehensive Local Water Management Strategy (LWMS) has been prepared by GHD to support the development of the LSP 3 area and is included within **Appendix D**.

5.6.1 POTENTIAL WATER SOURCES

Review of the Broome Groundwater Management Plan supported the expansion of the town water supply borefield in a northerly direction to meet future potable water demand for Broome townsite. This is the preferred water source for the LSP 3 area since there is sufficient sustainable yield to provide for the development with substantial existing infrastructure in place.

5.6.2 WATER CONSERVATION & EFFICIENCY

The LWMS seeks to achieve the sustainable management of all aspects of the water cycle within the development and achieve efficient use of potable water. The specific objectives for integrated urban water management for the development are as follows:

- Potable water use outside of buildings should be limited and as efficient as possible;
- Encourage the installation of 5 Star Plus provisions for all new fittings;
- Encourage the planting of native gardens;
- Use of endemic species within the development that require a local climate based low water-use and nutrient use regime; and
- Minimising water use in public open space through use of low water use landscaping treatments and retention of native vegetation where possible.

5.6.3 MANAGING WASTEWATER

Wastewater in Broome is collected via a traditional gravity sewer and transferred to the wastewater treatment plant owned and operated by the Water Corporation. Expansion of the existing gravity system to include the Broome North LSP3 area will be required.

Collected wastewater will be transferred to the new Water Corporation wastewater treatment plant (WWTP) constructed to the north east of the town at Crab Creek. The wastewater will be treated at this WWTP and treated wastewater will be managed by irrigating Rhodes Grass adjacent to the new WWTP. Water Corporation plans to undertake a review of wastewater management options for the longer term prior to the implementation of Stage 2 of the WWTP (in approximately 2021).

5.6.4 WATER QUALITY MANAGEMENT

The principle for water quality management is to maintain and, if possible, improve the quality of water leaving the LSP 3 area to maintain and restore ecological systems in the sub catchment in which the development is located. The following criteria have been incorporated to achieve this principle:

- Ensure that all runoff contained in the drainage infrastructure network receives treatment prior to discharge to a receiving environment consistent with the Stormwater Management Manual (Department of Water, 2004-2007).
- Protect groundwater as a resource.

5.6.5 WATER QUANTITY MANAGEMENT

The principle for water quantity management is the maintenance of discharge volume and peak flow relative to pre-development conditions. To achieve this principle the following criteria have been incorporated for LSP 3:

- **Ecological Protection** – The stormwater drainage system begins high in the catchment to retain flows near source. In particular, for the critical one year average recurrence interval event, the design of the stormwater drainage system has aimed to maintain post development discharge volume and peak flow rates relative to pre-development conditions in all parts of the catchment.
- **Flood Management** – The stormwater drainage system has been designed to manage the catchment runoff for up to the 1 in 100 year ARI event in the development area to pre-development peak flows.
- **Protect infrastructure and assets from inundation and flooding** – The stormwater drainage system has been designed to ensure the system conveys flows and ensures protection of infrastructure and assets during flooding events.



The following information is based on preliminary advice from the various service authorities, which has informed the preparation of LSP 3 and may be subject to change as development proceeds. Full details of engineering and servicing considerations are included in **Appendix E – Engineering Infrastructure Report (TABEC)**.

5.7.1 SITE CHARACTERISTICS

LANDFORM/TOPOGRAPHY

The topography is relatively flat with a small ridge running northeast-southwest dividing the site and a steeper ridge along the northern portion of LSP 3. The majority of the site has a grade between 0% and 0.8%, though there is a small section of the northern portion where the grade is up to 2%. The site predominantly falls from an approximate level of RL 17.2m on the dividing ridge to RL 13.8m in the southeast and to a lesser degree to RL 15.4m in the northwest. There is also a high point of approximately RL 20.0m located in the proposed ECC along the northern boundary of the site.

GROUND CONDITIONS

The Broome-Roebuck Plains 1:50,000 Environmental Geology Series Map indicates red-brown silty sand generally underlie the LSP 3 area. The geological unit is the same as in the LSPs 1 and 2. Review of the soil conditions encountered within previous Broome North geotechnical investigations, which occurred within the same geological unit as the LSP 3 site indicate the following shallow soils;

- Topsoil – generally to a depth of 0.1m;
- Sand – medium dense, light brown sand encountered below the topsoil to a maximum depth of 0.5m in limited locations;
- Silty Sand – very loose to medium dense, red-brown silty sand with a trace of clay up to 5.0m; and
- Sandy Silty Clay – clay content may increase below 5.0m to red-brown sandy silty clay.

The soil unit described above is locally identified as 'Pindan Sand'. Due to the occurrence of Pindan sands, based on the recommendations of AS2870 a class "P" classification is associated to the site. An improved classification can be targeted and achieved with suitable soil preparation.

GROUNDWATER

A desktop study of the groundwater levels undertaken by Coffey Geotechnics for the Broome North DSP indicated the average annual maximum groundwater level (AAMGL) is approximately RL 2.5m AHD and an estimated maximum probably groundwater level (MPGL) 2.0m higher at RL 4.5m AHD. Groundwater levels are not expected to impact adversely on the development of LSP 3.

5.7.2 SITEWORKS

Siteworks required for urban development generally comprises the clearing of existing vegetation and the earthworking of existing ground surfaces to facilitate the required form of development. Notwithstanding this, there is a growing appreciation of the importance of retaining significant existing vegetation and topography to provide a sense of place within development areas and to meet sustainability objectives.

Earthworking of the site will be required to ensure the positive drainage of the lots to the road reserves for disposal. There will be a focus on minimising earthworks on Residential R2-R10 lots to ensure the amenity and integrity of the vegetation on these lots remains. Finished development levels within LSP 3 will need to account for the existing road levels of Tanami Drive, Gubinge Road, Fairway Drive, Sanctuary Road, Lulfitz Drive (Oryx Drive) and Coucal Street as well as existing ground levels for the MUC along the eastern boundary and A-Class Reserve on the northern boundary.

It is anticipated that siteworks will be undertaken such that foundations for residential development on the new lots can be designed for the Australian Standard Classification "S", as set out in AS2870-1996.

5.7.3 STORMWATER DRAINAGE

The design principle for stormwater management in Broome uses the roads to carry the majority of flow for all events. Overland flow is preferred to a piped system to slow flows, potentially enabling some infiltration and treatment of stormwater through vegetative uptake and contact with sediment. Runoff will discharge from the lots into the road system, from where it then discharges into and is stored in the open unlined swale/detention system as high as possible in the catchments in order to manage flood events and to improve water quality.

5.7.4 WASTEWATER

The Water Corporation has existing planning that covers the LSP 3 area and has advised that it can be serviced pending augmentation and upgrades to Water Corporation headworks components and reticulation mains. Subject to orderly planning, staging and scheduling of LSP 3, the Corporation will fund headworks and the developer will be responsible for funding reticulation works.

To facilitate development of the southern wastewater catchment and majority of LSP 3, current Water Corporation planning indicates an extension of the existing DN225 sewer mains that terminate on the LSP 1 western boundary in Tanami Drive and Ibasco Crescent is required. The smaller northern wastewater catchment that is part of the greater Cable Beach wastewater catchment will be served by a DN150 sewer reticulation extension of the existing DN225 sewer reticulation in Millington Road. A conventional reticulated gravity sewer system will provide connections to individual lots throughout LSP 3.

5.7.5 WATER SUPPLY

The Water Corporation is currently in the early stages of scoping for the provision of an additional DN600 distribution main along Fairway Drive, Sanctuary Road and Coucal Street that will connect an existing DN450 and DN500 distribution mains.

The project known as CW02432 Cable Beach Fairway Drive DM is considered a fast track project by the Corporation. Planning for the expansion of the Cable Beach Tank site is also expected to commence in 2015. Further upgrading of services is proposed as development and demand in Broome proceeds.

LSP 3 will include a standard water reticulation network in accordance with Water Corporation requirements. Initially, connection to the existing DN450/DN300 mains to the west and/or an extension of the existing DN250 main in Tanami Drive to the east are likely to service the development of the LSP 3. At subdivision stage, Water Corporation will provide further advice on the required reticulation main sizes throughout the LSP 3 area.

5.7.6 POWER SUPPLY

There are existing underground high voltage infrastructure located in Tanami Drive, Sanctuary Road, Fairway Drive and overhead 11Kv aerial transmission lines which run along the western side of Lulfitz Drive (Oryx Drive) and Coucal Street.

There are some power constraints on the current high voltage network configuration. The existing high voltage network cannot support the LSP 3 development, hence the requirement for a new zone substation. The new zone substation is to be located on the existing Fairway Drive site at the northern intersection with Magabla Road in the northwest corner of LSP 2. The zone substation is planned for possible construction in 5 years; once constructed, the power supply for LSP 3 will emanate from this substation.

Initially, Horizon Power has proposed to transfer loads between zone substation feeders to balance the load to LSP 3, thus allowing the development to connect to the high voltage network. Supply by the existing network of the estimated 9MVA load required for LSP 3 should occur through Horizon Power upgrades over the next few years.

Connection to the existing high voltage underground cables in Tanami Drive and Fairway Drive/Sanctuary Road can initially serve LSP 3. An internal underground electrical distribution system will be provided in accordance with the requirements of Horizon Power to supply allotments within the LSP 3 area. This will include both high and low voltage cables and the necessary transformers and switchgear to be installed throughout the development.

Ultimately high voltage interconnection to the existing cables in Fairway Drive north of LSP 3 and the aerials in Lulfitz Drive (Oryx Drive) and Coucal Street will be necessary to complete a high voltage ring as required by Horizon Power. Staging of the development of LSP 3 will influence the timeframes for the construction of the high voltage ring.

According to the Horizon Power Network Asset Policy, aerial power lines that abut a development may have to be undergrounded as part of the development. Current indications are that the aerials along Lulfitz Drive (Oryx Drive) and Coucal Street that abut the development will require undergrounding as part of the adjacent stage of development.

5.7.7 GAS

The LSP 3 area will not be serviced by gas, as reticulation to lots is not currently provided in Broome.

5.7.8 TELECOMMUNICATIONS

Existing NBN Co fibre optic infrastructure is currently located in the Broome North LSP 1 development to the east of LSP 3. The Broome North development has been accepted as part of the NBN Co Fibre footprint.

The LSP 3 telecommunication network will be an extension of the existing NBN Co infrastructure in Broome North LSP 1. A telecommunication pit and pipe network will be installed, including a service conduit to each lot to facilitate the fibre connection to each premise in LSP 3 in accordance with the NBN Co guidelines and specifications.

The telecommunication network will require a number of strategically placed Fibre Distribution Hubs (FDH). FDH are a street-side cabinet that provide an optical connection point between the distribution and local networks. An FDH provides connectivity for a maximum of 172 premises; a number of FDH will be required due to the expected yield within LSP 3. The placing and positioning will be determined at the subdivision stage in conjunction with the pit and pipe design.



5.8 DEVELOPER CONTRIBUTION ARRANGEMENTS

The Shire of Broome is currently considering the possibility of preparing a Developer Contribution Plan for traditional and community infrastructure that may include the Broome North development. Given the uncertainty at this point in time, it is considered premature to include details of possible cost items until such time as the draft Developer Contribution Plan is available.

5.9 INDICATIVE STAGING

The indicative staging for the LSP3 area has been developed to ensure the timely delivery of key infrastructure items and public amenity. Staging would generally progress from the south and move north as identified in [Figure 8](#). More detailed staging plans will be prepared as part of the subdivision of the land which will consider the rollout of relevant sub-stages included in the LSP3 area.

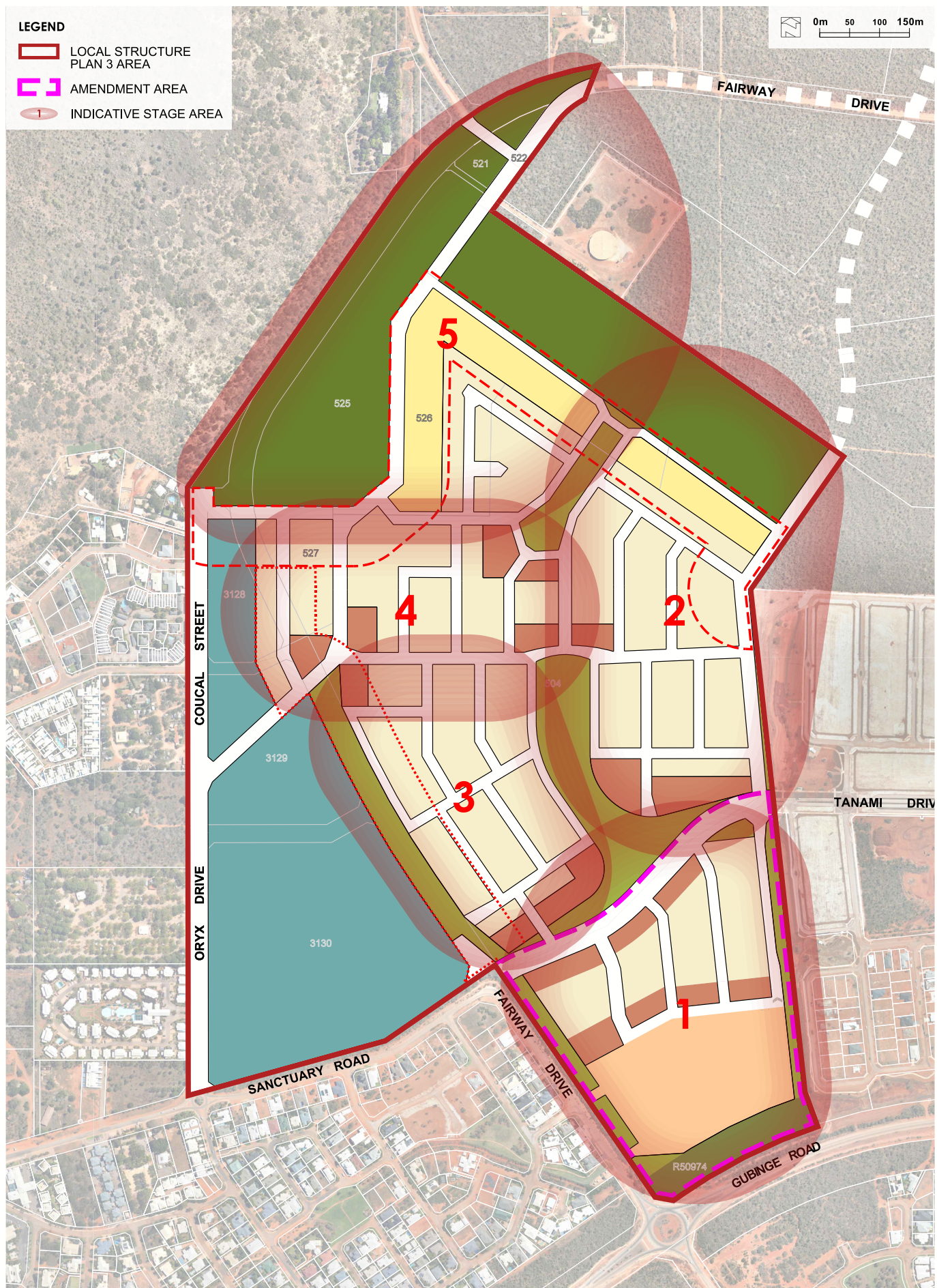


FIGURE 8: INDICATIVE STAGING PLAN

APPENDIX A

TRAFFIC REPORT

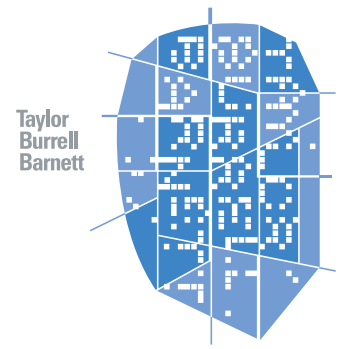
APPENDIX B LANDSCAPE REPORT

APPENDIX C BUSHFIRE MANAGEMENT PLAN

APPENDIX D

LOCAL WATER MANAGEMENT STRATEGY

APPENDIX E ENGINEERING INFRASTRUCTURE REPORT



BROOME NORTH

