

# SHIRE OF BROOME

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## Local Planning Strategy

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Endorsed by the  
Western Australian Planning Commission

10 OCTOBER 2023

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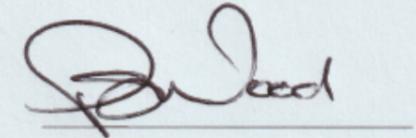
# SHIRE OF BROOME LOCAL PLANNING STRATEGY

SEPTEMBER 2023

SHIRE OF BROOME  
LOCAL PLANNING STRATEGY

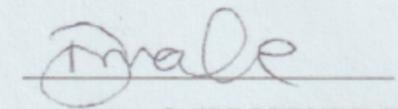
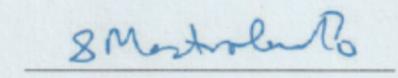
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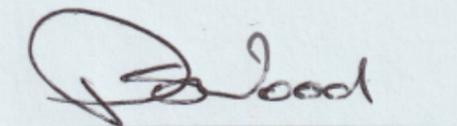
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Supported for submission to the Western Australian Planning Commission for  
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26 May 2022

  
SHIRE PRESIDENT  
CHIEF EXECUTIVE OFFICER

**ENDORSEMENT OF LOCAL PLANNING STRATEGY**

Endorsed by the Western Australian Planning Commission on 10 October 2023



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

Revision Letter	--Date	Reason for Issue	CM
A	18-12-2020	Draft For Review	RS
B	10-03-2021	Draft For Review	NS
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Prepared for:



Prepared by:



Supported by:

**SHAPE URBAN Franklin Planning**

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## ABBREVIATIONS

<b>ATSI</b>	Aboriginal or Torres Strait Islander	<b>RRRC</b>	Regional Resource Recovery Centre
<b>ABS</b>	Australian Bureau of Statistics	<b>SCP</b>	Strategic Community Plan
<b>BIA</b>	Broome International Airport	<b>SEIFA</b>	Socio-Economic Indexes for Areas
<b>CHRMAP</b>	Coastal Hazard Risk Management and Adaptation Planning	<b>SPP</b>	State Planning Policy
<b>CLP</b>	Community Layout Plan	<b>STRA</b>	Short-Term Rental Accommodation
<b>COVID-19</b>	Coronavirus	<b>TWW</b>	Treated Waste Water
<b>EPA</b>	Environmental Protection Authority	<b>URS</b>	Urban Renewal Strategy
<b>DoT</b>	Department of Transport	<b>WACHS</b>	Western Australian Country Health Services
<b>DPAW</b>	Department of Parks and Wildlife	<b>WAPC</b>	Western Australian Planning Commission
<b>DPLH</b>	Department of Planning Lands and Heritage	<b>WWTP</b>	Waste Water Treatment Plant
<b>DWER</b>	Department of Water and Environmental Regulation		
<b>GROH</b>	Government Regional Officers Housing		
<b>GVA</b>	Gross Value Added		
<b>ILUA</b>	Indigenous Land Use Agreement		
<b>IPA</b>	Indigenous Protected Areas		
<b>KDC</b>	Kimberley Development Commission		
<b>KMOF</b>	Kimberley Marine Offloading Facility		
<b>KPA</b>	Kimberley Ports Authority		
<b>LCS</b>	Local Commercial Strategy		
<b>LNG</b>	Liquefied Natural Gas		
<b>LPP</b>	Local Planning Policy		
<b>LPS</b>	Local Planning Strategy (the Strategy)		
<b>LPS Regs</b>	Planning and Development Local Planning Scheme Regulations (2015)		
<b>LPS 6</b>	Shire of Broome Town Planning Scheme No.6		
<b>LPS 7</b>	Shire of Broome Town Planning Scheme No.7		
<b>MOU</b>	Memorandum of Understanding		
<b>NBY</b>	Nyamba Buru Yawuru		
<b>PDWSA</b>	Public Drinking Water Source Area		
<b>POS</b>	Public Open Space		
<b>REIWA</b>	Real Estate Institute of Western Australia		
<b>RRRP</b>	Regional Resource Recovery Park		

# **PART 1 - STRATEGY**





# 01

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## INTRODUCTION

# 1.1 INTRODUCTION

The Shire of Broome Local Planning Strategy (Strategy) comprises:

- + Part 1 – Strategy; and
- + Part 2 – Background Information and Analysis

The Strategy applies to the area shown on **Figure 1**.

This Strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission and revokes the Shire's preceding Local Planning Strategy, endorsed by the Western Australian Planning Commission in August 2014.

As required by Regulation 11 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the purpose of the Strategy is to:

1. Set out the long-term planning directions for the local government;
2. Apply any state or regional planning policy that is relevant to the strategy; and
3. Provide the rationale for any zoning or classification of land under the local planning scheme.

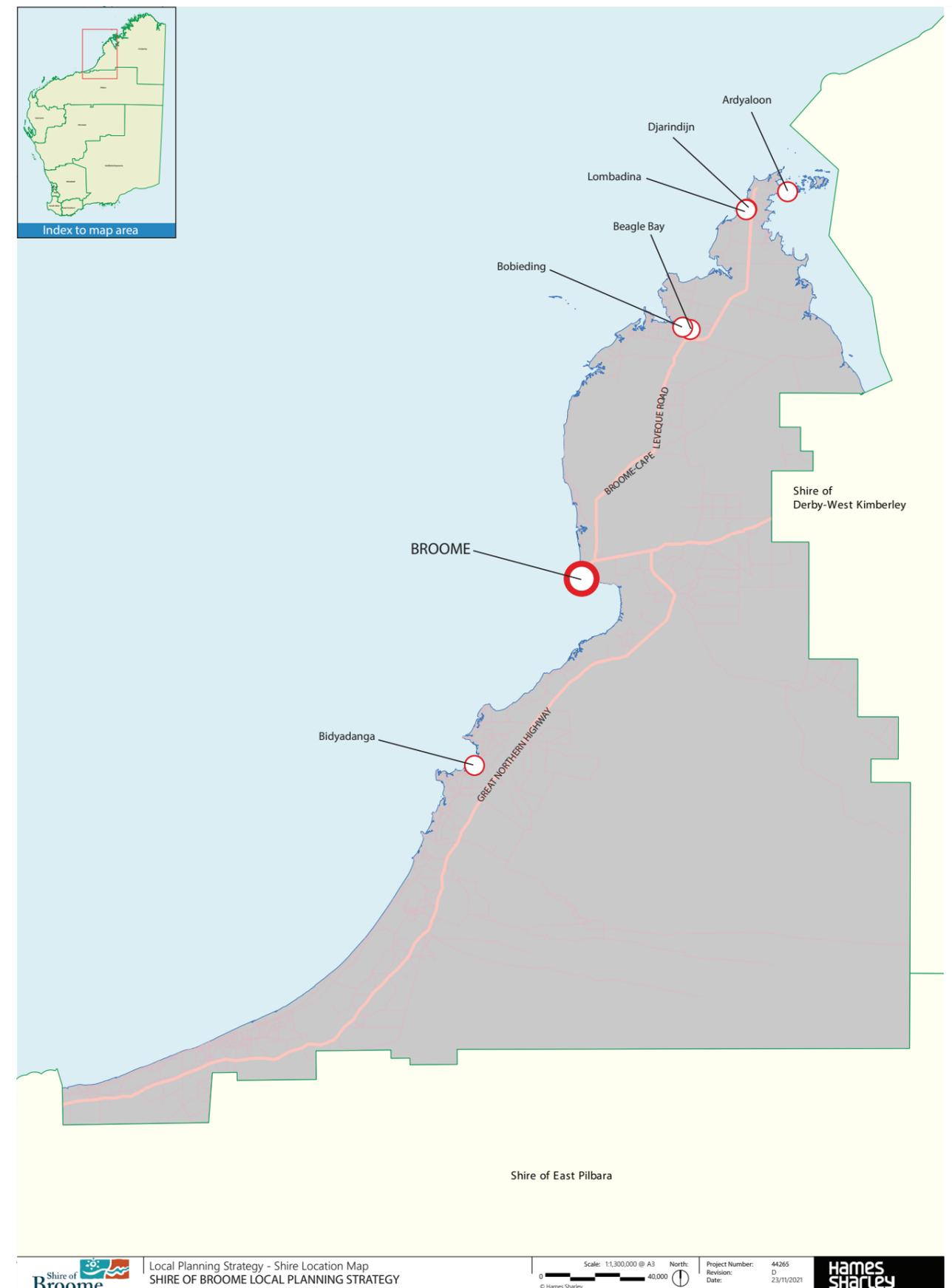
The Strategy forms the strategic basis for the preparation and implementation of the Shire of Broome Local Planning Scheme No. 7 (LPS7).

## 1.1.1. STAKEHOLDER ENGAGEMENT

With the commencement of this Strategy and Scheme review a Community and Stakeholder Engagement Plan (CSEP) was prepared by Hames Sharley and Shape Urban and endorsed by the Shire of Broome (the Shire). From July to September 2020, a rigorous pre-engagement process was undertaken to inform this Strategy.

The findings and feedback from community and stakeholder interactions have provided insight into the issues and opportunities experienced in the Shire. Taken together with research and analysis plus interrogation of the guiding documents within the State and Regional planning realm, this information has assisted in underpinning the strategic direction for the Shire's planning framework. Refer to **Appendix 1** for the Engagement Summary Report which details the process and findings from the consultation. Where information from the process has been an informer of this Strategy it is referred to as "preliminary engagement".

Figure 1: Shire of Broome Location Plan



# 1.2 VISION

The Strategy outlines a 15-year vision for how land use change and development will occur within the Shire. The vision of the Strategy is consistent with and represents the land use planning and development response to the Shire of Broome Strategic Community Plan 2021-2031 (<https://www.broome.wa.gov.au/Council/Publications-and-Reports/Strategic-and-Corporate-Reports/Strategic-Community-Plans>), it outlines the community’s long-term vision, values, aspirations and priorities for the Shire and recognises that any community aspirations for future land use change and development is balanced with the requirements of planning legislation and policy. Those relevant to the Strategy are shown in **Table 1**, whilst **Figure 2** demonstrates how the documents relate to one another.

The vision of the Strategy is: **“Broome – a future for everyone”**.

*“To achieve our vision we have four supporting aspirations. Our aspirations align with our core pillars – people, place, prosperity and performance. These pillars are interrelated and each must be satisfied to deliver excellent quality of life in Broome.”*

Where possible and practical this Strategy will be guided by the overarching values within the Strategic Community Plan (SCP) that are relevant to the land use planning framework. These are expressed as Broome’s PEARLS, behaviours and values that the Shire and local community care deeply about and therefore strive to be:

**Proactive; for Everyone; Accountable; Respectful; Listening; Sustainable.**



Figure 2: Integrated Planning and Reporting Framework

**Table 1**, identifies the objectives of the Strategy and how they align with the SCP by providing a land use planning response to relevant SCP objectives.

Table 1: Strategic Community Plan Outcomes

SCP ASPIRATIONS / OUTCOMES	STRATEGY OBJECTIVES*
<p><b>People</b></p> <p>We will continue to enjoy Broome-time, our special way of life. It's laid-back but bursting with energy, inclusive, safe and healthy, for everyone.</p> <ol style="list-style-type: none"> <li>1. A safe community</li> <li>2. Everyone has a place to call home</li> <li>3. A healthy, active community</li> <li>4. An inclusive community that celebrates culture, equality and diversity</li> </ol>	<ol style="list-style-type: none"> <li>1.2 Planning and urban design promotes a safe, healthy and active community.</li> <li>2.1 Support access to suitable and affordable housing and accommodation that meets the needs of all community members.</li> <li>3.1 Appropriate allocation of land to support provision of health, sport and recreation activities in line with community needs.</li> <li>4.1 Celebrate local art culture and heritage to ensure a diverse and inclusive community.</li> <li>4.2 Support Broome's Traditional Owner groups in managing country and celebrating culture.</li> </ol>
<p><b>Place</b></p> <p>We will grow and develop responsibly, caring for our natural, cultural and built heritage, for everyone.</p> <ol style="list-style-type: none"> <li>5. Responsible management of natural resources</li> <li>6. Responsible growth and development with respect for Broome's natural and built heritage</li> <li>7. Safe, well connected, affordable transport options</li> <li>8. Cost effective management of community infrastructure</li> </ol>	<ol style="list-style-type: none"> <li>5.1 Mitigate climate change and natural disaster risks.</li> <li>5.2 Manage and conserve the Shire's natural environment, lands and water through responsible growth and development.</li> <li>5.3 Adopt and encourage sustainable practices.</li> <li>6.1 Promote practical and sustainable growth and development.</li> <li>6.2 Protect significant places of interest.</li> <li>6.3 Create attractive, well designed and climate responsive built environments, streetscapes and green spaces.</li> <li>7.1 Ensure safe, affordable and well connected, transport networks for all modes.</li> </ol>
<p><b>Prosperity</b></p> <p>Together, we will build a strong, diversified and growing economy with work opportunities for everyone.</p> <ol style="list-style-type: none"> <li>9. A strong, diverse and inclusive economy where all can participate</li> <li>10. Appropriate infrastructure to support sustainable economic growth</li> </ol>	<ol style="list-style-type: none"> <li>9.2 Activate Chinatown / Old Broome and Cable Beach as the key precincts of Broome.</li> <li>9.3 Facilitate sustainable use and land management to support strategic activation of the Dampier Peninsula.</li> </ol>
<p><b>Performance</b></p> <p>We will deliver excellent governance, service and value for everyone.</p> <ol style="list-style-type: none"> <li>11. Effective leadership, Advocacy and governance</li> <li>12. A well informed and engaged community</li> <li>13. Value for money from rates and long term financial sustainability</li> <li>14. Excellence in organisational performance and service delivery</li> <li>15. An engaged and effective workforce that strives for service excellence</li> </ol>	<ol style="list-style-type: none"> <li>11.2 Facilitate a coherent and efficient local planning framework to enable effective implementation of local and State government strategies, plans and policies.</li> <li>12.1 Provide the community with relevant, timely information and effective engagement in the planning and development of the Shire.</li> </ol>

\*Strategy Objectives are sourced from the Shire's Strategic Community Plan.



# 02



## ISSUES / OPPORTUNITIES OVERVIEW

Consistent with the State Planning Framework, planning issues of relevance to the Shire are presented under the following themes:

- + Community, Urban Growth and Settlement.
- + Economy and Employment.
- + Environment and Heritage.
- + Transport and Infrastructure.

For each planning issue identified in this chapter planning directions and actions have been defined.

Planning directions are short statements that specify what is to be achieved or desired for the issue/opportunity. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale, timeframe and responsible party.

# 2.1 COMMUNITY, URBAN GROWTH & SETTLEMENT

## 2.1.1 REGIONAL CENTRE – BROOME TOWNSITE

Broome is the principal centre of the Shire and Kimberley Region. Future urban expansion and development should be concentrated in the Broome Townsite as the Regional Centre, to minimise pressures on other settlements within the Kimberley Region. As the principal centre, Broome should be fully serviced to provide for the regional community needs and to support diverse housing and economic needs.

With regards to development, stakeholders had mixed views on density and height, however, there was general acceptance that greater housing diversity and activation was required. Activation of existing precincts will have the following benefits:

- + Contribute to a reduction in urban sprawl;
- + Improve liveability by allowing more people to live in high amenity locations; and
- + Increase opportunities for housing diversity through introduction of infill dwelling types.

Additional opportunities that were identified within Part 2 include:

- + The need to undertake urban renewal responses in Old Broome;
- + Enhancing built form and character outcomes through establishing a Design Review Panel;
- + Investigating sites for the provision of adequate workforce accommodation to ensure Broome has enough housing for essential workers and staff during peak periods; and
- + The need to review and plan for community infrastructure provision.

Table 2: Broome Townsite – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIME FRAME
<b>Housing and Consolidation of Broome Townsite</b>	Identify existing precincts that require further activation to support urban consolidation, reduce sprawl and enhance liveability by providing a range of dwelling types and densities that are suitable to local climatic conditions.	Review existing Development Strategies and prepare Precinct Structure Plans for the Chinatown / Old Broome and Cable Beach Precincts in accordance with State Planning Policy 7.2 - Precinct Design (SPP 7.2), and the associated Precinct Design Guidelines.	Key strategic documents such as the SCP and Broome Growth Plan identify the need to support greater activation of existing precincts. A Precinct Structure Plan (PSP) has been identified as the most appropriate mechanism to coordinate future development in these areas. This aligns with changes in the State Planning Framework (SPP 7.2), providing significantly more guidance on delivery of land use and built form outcomes at a precinct scale. Precinct planning has the potential to alleviate housing shortages, reduce housing costs, promote infill and housing diversity and limit urban sprawl.	Short-term (1-5 years)
		Refer to Broome Townsite Planning Area A and Planning Area C for more detail.		
		Collaborate with State Government to prepare regional variations to SPP 7.3 Residential Design Codes.	Broome (like most of Northern WA) has unique climatic/environmental conditions not often captured in State design policies. A greater focus on infill will therefore require a review of these policies, with appropriate provisions developed for the Broome context.	Short-term (1-5 years)

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIME FRAME	
		Support the implementation of urban renewal responses within the Old Broome Precinct to improve liveability and counteract social issues in partnership with Department of Communities.	Provide support to the Department of Communities to implement the Urban Renewal Strategy to improve community safety and support attraction and retention of the regional population.	As noted in 4.2.2 (Part 2) the Strategy recognises the important of the Urban Renewal Strategy and recommends it be implemented to help address ongoing social issues in Broome.	Short-term (1-5 years)
<b>Built Form and Character</b>	Promote quality built form outcomes that address Broome's cultural, built and environmental heritage.	Collaborate with DPLH/Office of Government Architect to establish a Design Review Panel.	As development becomes more complex and performance-based, initiatives such as Design Review become essential in delivering high-quality design outcomes.	Short-term (1-5 years)	
<b>Workforce Accommodation</b>	Provide opportunities for workforce accommodation in appropriate locations to address the housing requirements of various sectors.	Include workforce accommodation as a land use within the Scheme and allow the Shire of Broome appropriate discretion to determine permissibility across various zones, consistent with the WAPC's Workforce Accommodation Position Statement. Insert 'workforce accommodation' as a use within special use 6 (Lot 3130 Sanctuary Road).	Workforce accommodation is a key issue in the Shire due to the presence of seasonal workers. Workforce accommodation is considered critical infrastructure and may be required within a very short timeframe.	Short-term (1-5 years)	
<b>Community Infrastructure Provision</b>	Ensure that provision of community infrastructure meets community needs.	Undertake 5 yearly reviews of Community Profile (2019) to ensure that community infrastructure is provided in line with population growth.	Section 4.1.2 (Part 2) demonstrates that population estimates in Broome vary and fluctuate, dependent on economic cycles. It is recommended that the Community Profile / Community Infrastructure demand analysis be reviewed and updated every 5 years to ensure currency, as this has implications on land use planning.	Medium-term (5-10 years)	
		Develop a Community Facilities Plan to ensure community needs are being met.		Medium-term (5-10 years)	
<b>Rural Residential Land Supply</b>	Ensure an adequate supply of rural residential zoned land.	Ensure any future investigation for rezoning of rural residential areas is consistent with SPP 2.5 Rural Planning.	Section 4.2.2. (Part 2) identifies that there may be some landowner interest in rezoning existing rural residential areas to more intensive Residential zones. Landowners should be made aware that there is a general presumption against this kind of development, and future investigations will need to be consistent with SPP 2.5 Rural Planning.	Ongoing	

## 2.2 ECONOMY & EMPLOYMENT

### 2.1.2. REMOTE SERVICE CENTRES

Remote Service Centres are local service centres for surrounding remote communities, rural living, pastoral and tourism land uses. They should be supported by appropriate land, infrastructure, facilities and services to meet economic and community needs, and allow expansion to transition into self-sustained settlements. In addition, the sealing of Broome - Cape Leveque Road has significantly improved access to the Dampier Peninsula for both local residents and tourists. The region is expected to experience substantial growth in visitor numbers, as such there is a need to ensure that development is coordinated through up to date Layout Plans to cater for this.

Table 3: Regional Service Centres – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Adequate land for housing / accommodation and access to essential services and community services.</b>	Ensure that layout plans for identified Remote Service Centres on the Dampier Peninsula reflect existing and future growth patterns, including capacity to managed increased tourism growth.	Support State Government to ensure that Layout Plans for Ardyaloon, Beagle Bay and Djarindjin / Lombadina are up to date in accordance with SPP 3.2.  Layout Plans should ensure that adequate land is identified for housing growth, economic development and essential services/ community infrastructure to support increased population and tourist growth.	Section 4.2.3 (Part 2) identifies the opportunities and challenges associated with future growth and development of Remote Service Centres in the Dampier Peninsula.  This also aligns with the Broome Growth Plan which identifies a strong desire to unlock the potential of its Aboriginal Communities / activate the Dampier Peninsula.	Short-term (1-5 years)
<b>Bidyadanga Land Activation Project</b>	Ensure that planning for Bidyadanga reflects existing and future growth patterns, supporting long-term transition to a gazetted townsite.	Support State Government in implementation of Bidyadanga Land Activation Project to support future gazettal of Bidyadanga Townsite.	Due to its prominence as the largest remote community in the Shire (and WA), the State Government committed \$7.3 million towards what is referred to as a pilot 'Land Activation Project' in Bidyadanga. This pilot project is based around land tenure reform to set the stage for improved economic development outcomes, community governance, upgrade of essential services and to provide additional housing.  Land tenure change is considered a fundamental first step to ensure remote communities are sustainable and able to thrive economically by attracting new forms of investment, creating opportunities for home ownership and improving services.	Short-term (1-5 years)

### 2.2.1. RETAIL, COMMERCIAL & ACTIVITY CENTRES

Retail and commercial activity is primarily concentrated in the Broome Townsite, with the Local Commercial Strategy (LCS) identifying that there is enough land to meet future floorspace demand. Given the sprawled nature of Broome's urban environment, there is a strong desire instead to explore future consolidation of activity.

Outside of the Broome Townsite, road-houses function as nodes in Remote Service Centres providing fuel and convenience retailing. However, there is a desire to broaden the role and function of these centres in line with the Broome Growth Plan.

Table 4: Retail, Commercial & Activity Centres - Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Activating retail, commercial, service commercial and industrial centres.</b>	Retail and commercial activity consolidated in key precincts to support activation.	Review and update Local Commercial Strategy to align with the Strategy.	Discussion on the LCS Section 4.3.1 (Part 2) highlights that there are some inconsistencies between the LCS and the Strategy.	Short-term (1-5 years)
		Include a 'Regional Centre' zoning designation in the Scheme.	Discussion on the LCS Section 4.3.1 (Part 2) highlights that Chinatown is designated as the 'Regional Centre'. A new zoning designation is reflective of the Shire's commercial hierarchy and Broome's role as the Regional City of the Kimberley.	Short-term (1-5 years)
		Commercial activity to be coordinated and consolidated in defined activity centres / precincts.  Scheme objectives and zoning to be updated to reflect this.	Feedback from key stakeholders and local business operators reflected a desire for retail activity to be consolidated. Land use planning should reflect this desire to assist with determination of future development proposals.	Short-term (1-5 years)
	Implementation of the Cable Beach Road East Service Commercial Structure Plan.	Zone the Cable Beach Road East area (Part Lot 3082) to Service Commercial in the new Local Planning Scheme.	The structure plan for Lot 3082 Cable Beach Road East was endorsed by the Minister in Feb 2020. The Structure Plan designates the site for service commercial uses and therefore should be reflected within the new Local Planning Scheme.	Short-term (1-5 years)
<b>Supply of commercial land in remote centres.</b>	Support the development of commercial activity in Remote Service Centres to enhance their economic potential and sustainability.	Support the review of Layout Plans to ensure adequate land is provided to support expansion of commercial to meet needs of residents and visitors.	Section 4.2.3 (Part 2) identifies that promoting Aboriginal employment opportunities will support sustained growth of Remote Service Centres, it is recognised that increased retail and commercial opportunities will be required.  This is particularly important to help service the expected increase in visitor numbers throughout the Dampier Peninsula.	Medium-term (5-10 years)

## 2.2.2. INDUSTRIAL AREAS

Industrial and light industrial areas are dispersed throughout the Broome Townsite. General industry is encouraged to be concentrated at the Port and in the Broome Road Industrial Estate. Light industrial uses are located in the Clementson Street precinct and at the Blue Haze Estate in Broome North.

Currently there is approximately 400ha of industrial zoned land capable of substantial further development across the Broome Townsite, suggesting that there is more than adequate land to meet future demand.

Demand for industrial land will be monitored to ensure that any future spikes in demand from large scale projects are captured and addressed. Further, the Shire will continue to provide a consistent approach to maintain the security of its industrial zones by protecting against the encroachment of incompatible land uses.

Table 5: Industrial Areas – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Protection from Incompatible Land Uses	Strategic industrial areas identified and protected to minimise land use conflict.	Scheme to align with proposed requirements of SPP 4.1 to ensure adequate protection of strategic industrial areas.	SPP 4.1 was not released at the time of the previous Strategy. As such, updates are required to ensure alignment with the State Planning framework.	Short-term (1-5 years)
Industrial Land Supply	Industrial land supply should be maintained to ensure there is enough land capable of substantial further development.	Monitor both general and light industrial land supply to ensure a ready supply.	The north of the State can be subject to spikes in demand for industrial land supply within quick timeframes. It is essential that supply is maintained across the townsite and in strategic areas.	Medium-Long-term (5-15 years)

## 2.2.3. AGRICULTURE

This Strategy supports the continuation of rangelands pastoral uses across the Shire. The La Grange ground water resource has been identified for its potential to lead to significant expansion of irrigated horticulture in the Shire. As noted in Part 2, potential exists for cold container storage or powered air and sea-freight container yard to support the beef and horticultural sectors. Such a facility should be strategically located on industrial land either close to the airport or port facilities.

The Shire's pearling and aquaculture industry are also valued sectors of the regional economy, this Strategy supports their future expansion, whilst seeking to limit any potential for sensitive or conflicting land uses encroaching or impacting these important operations.

Table 6: Agricultural Areas – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Horticulture	Investigate opportunities to enable expansion of the Shire's horticultural industry	Investigate the La Grange ground water resource for opportunity to allow for more intensive zones within the area, such as agriculture - intensive.	Opportunities within the La Grange ground water resource for more intensive agricultural activities have been identified through the Kimberley Regional Planning and Infrastructure Framework and the previous strategy. In order to diversify the agricultural sector in the Shire, this area should be investigated for uses consistent with 'agriculture - intensive'.	Medium-term (5-10years)
Aquaculture	Avoid land use planning decisions that could lead to adverse impacts on the aquaculture industry	Ensure sensitive or conflicting land uses do not encroach or impact aquaculture facilities.	This sector is relatively small but growing. Beneficial features of the Kimberley regional are the relatively pristine environment that has disease free status. To foster further growth and establishment of the industry, is it important to protect these developments from encroachment of incompatible land uses.	Ongoing

## 2.2.4. TOURISM

Tourism has long been an important component of the Broome economy. The Shire now has an established hierarchy of tourism nodes and has undertaken significant investment in the Broome Townsite to drive tourism growth. The emergence of Short-term Rental Accommodation (in the Broome Townsite) and the sealing of Broome - Cape Leveque Road have emerged as key issues that could impact the tourism landscape.

In terms of current land availability for tourist uses, approximately 34ha of land zoned for tourism is capable of substantial further development within the Shire. The majority of this vacant land is located in Cable Beach, it is therefore recommended that precinct structure planning be undertaken to help stimulate development of this key activity node.

More recently in areas beyond the townsite, the focus has shifted to expansion of the offer to adventure, station based, eco-tourism as well as Indigenous tourism experiences. Engagement with the community and stakeholders emphasised their desire to ensure that the very attractions that tourists seek (the Kimberley region's beauty, contrasts and pristine environment) are carefully considered and protected in assessing future development proposals.

Table 7: Tourism – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Major and Minor Tourism Nodes</b>	Scheme provides clear guidance to manage growth and development in tourism nodes.	Existing 'Low Impact Tourism' zone to be removed and replaced by a 'Special Use - Low Impact Tourism' zone.	Advice received from the Department of Planning, Lands and Heritage during the Scheme review process determined that a 'Special Use' zone was a more appropriate mechanism for managing growth and development in tourist nodes.	Immediate (<1 year)
<b>Short-term Rental Accommodation (STRA).</b>	Careful management of Short-term Rental Accommodation.	Ensure Scheme alignment with recommendations of DPLH Tourism Position Statement once it is released.	Section 4.3.1 (Part 2) highlights that management of STRA in the Broome Townsite was identified as a key issue in the pre-lodgement engagement period. There are concerns within the tourism industry that the lack of regulation does not enable a 'level playing field'. Diversity of accommodation was also highlighted as being important. Therefore, the general preference was to regulate and manage, rather than prohibit STRA.	Short-term (1-5 years)
		Preparation of STRA LPP to manage implementation. LPP to provide guidance on: <ul style="list-style-type: none"> <li>+ Use class and Scheme relationship.</li> <li>+ Preferred locations.</li> <li>+ Parking and access.</li> </ul>		Short-term (1-5 years)
<b>Tourism on the Dampier Peninsula</b>	Prepare for the impacts of tourism activity in Dampier Peninsula as a result of sealing of Broome - Cape Leveque Road.	New alignment of Broome - Cape Leveque Road to be formalised on Scheme Maps.	Stakeholders identified the ongoing management of Broome - Cape Leveque Road as a major concern, given the increased visitor activity it is likely to generate throughout the Dampier Peninsula. There is also a very strong desire to ensure the environment and natural heritage is preserved (see <b>Table 8</b> ).	Immediate (<1 year)
		Support State government in exploring opportunities to seal secondary access roads subject to tenure and native title constraints, to improve overall safety on the Dampier Peninsula.		Medium-term (5-10 years)
		Continue engagement with Dampier Peninsula Working group to establish measures to manage impact of visitor activity.		Ongoing
		Work with Traditional Owners and State Government agencies such as TourismWA to facilitate Aboriginal tourism opportunities and experiences that have low environmental impact and respect cultural and natural heritage. These initiatives should be facilitated across the Shire of Broome, including the Dampier Peninsula, whilst recognising Broome as a gateway to the Kimberley.		Ongoing

## 2.3 ENVIRONMENT & HERITAGE

### 2.3.1. CULTURE & HERITAGE

The Shire is home to one of the oldest continuing human cultures, being Aboriginal Australian's. The Broome Townsite and surrounds is the country of the Yawuru people, along with 8 other traditional owner groups in the Shire.

For thousands of years the Yawuru people have lived along the foreshore of Roebuck Bay, across the pindan plains, as far inland as Walan-garr, the Edgar Ranges, and along the fringes of the Great Sandy Desert. As outlined in the Yawuru Cultural Management Plan created and given form by Bugarrigarra, Yawuru country is the source spirit, culture, language, and where spirits return to. From Bugarrigarra it is Yawuru responsibility to look after the country and to ensure that traditions are passed on to future generations.

Since European settlement, Broome and its surrounds has some of the oldest patterns of immigration in the nation. Over many years, successive waves of economic migrants have been attracted to the marine and land-based resources in the region for their livelihoods. Livestock, pearls, seafood, agriculture and minerals, along with oil and gas, have been the source of most activity in the region. Many families of Broome have diverse, interconnected roots founded in many cultural groups, including Yawuru and other Aboriginal Australians, as well as settler Australians from numerous European countries as well as Chinese, Japanese, Sri Lankans, Filipinos, Malay, Roumah, Koepangers and Ambonese.

Celebration and recognition of Broome's culture and heritage was an important theme that arose during stakeholder engagement. It was noted as being both a strength and point of difference for the Shire as well as to an extent, an untapped opportunity.

It is recognised by the DPLH Register of Places and Objects that there are precincts, places and landscapes that are of historical and cultural significance within the Shire. Not only should these be protected and recognised, cultural heritage values, should be given due consideration when reviewing future development proposals. Increasing knowledge and importance of: cultural heritage corridors, Indigenous Protection Areas and dinosaur footprints to assist in the preservation of significant landscapes and artefacts for future generations is recommended in this Strategy's direction and action via several key initiatives.

Table 8: Culture & Heritage – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Cultural Heritage	Celebrate and promote Broome's rich history and unique social composition through art, culture and stories.	Collaborate with the State Government and key stakeholders to establish a location for the Kimberley Centre for Arts and Culture.	Section 4.4.1 (Part 2) identifies that establishing a Kimberley Centre for Arts and Culture was raised as a key opportunity in the pre-engagement process. It could become a uniting gateway/window to the Kimberley that forms a core celebration and promotion of cultural initiatives.	Medium-term (5-10 years)
	Ensure future development proposals consider cultural heritage values to protect and preserve Aboriginal and non-Aboriginal significant places and landscapes, that make the Dampier Peninsula and Shire so unique.	Shire to maintain Municipal Heritage Inventory to provide classification and identification of sites, places or buildings that have heritage or cultural significance.	Continued and increased recognition of cultural heritage values in land use planning is important to maintaining and protecting the unique landscapes, stories and artefacts that the community of the Shire is founded on. It is important that Aboriginal Heritage Sites or areas of Aboriginal Cultural Significance are identified and engaged on appropriately with Traditional Owners. Continued adoption of the policy's framework for engaging during key future planning decisions within the Shire is appropriate.	Ongoing
		Strategy and Scheme to support sensitive growth and development of Remote Service Centres in the Dampier Peninsula, ensuring that adequate provisions are put in place to protect areas and/or sites of cultural heritage significance.		Short-term (1-5 years)
Where possible, conserve and enhance significant cultural areas within the scheme through appropriate reserves.	Support relevant parties/agencies in undertaking a study to analyse appropriate locations for the establishment of environmental and cultural corridors. Any identified corridors to be protected in the Scheme through appropriate zones/reserves (for example Lurujarri Heritage Trail).	Recognising Song Cycles and compliance with relevant legislation in future planning and development decisions along the Kimberley coast is critical to the protection of cultural heritage values of the Shire and its people.	Short term (1-5 years)	
Natural Heritage	Protect Dinosaur Tracks of the Kimberley Coast to ensure this unique feature is preserved for current and future generations.	Support government in mapping and protection of dinosaur footprints in recognition of their importance.	Dinosaur footprints are protected under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> , however, recognition in planning decisions through the Strategy is appropriate given their heritage significance nationally and internationally.	Short term (1-5 years)

## 2.3.2. NATURAL RESOURCE MANAGEMENT

The Shire of Broome has a unique and pristine environment with an abundance of natural assets. It is the Broome environment, particularly its coastal landscapes, that attracts both residents and tourists alike.

According to an assessment of various reports by Department of Parks and Wildlife (DPAW), the Kimberley Land Council (KLC) Aboriginal Ranger Services and other sources, natural areas across the Dampier Peninsula and the Shire of Broome remain in a near-pristine condition. There are however, significant vulnerabilities or risks, or areas requiring additional protection and rehabilitation. Increasing numbers of tourist visitors, invasions of feral animals and weeds and uncontrolled wild fires all threaten the Shire's considerable environmental and cultural values.

It is important that the Shire continues its strong strategic and operational response to environmental matters, as well as furthering partnership agreements with various stakeholder agencies, Aboriginal interests and community groups who have statutory responsibilities and/or interests in protecting the Broome environment and its cultural values. Preparation of the new Local Planning Scheme will also allow the opportunity to reserve environmentally significant areas appropriately.

Table 9: Natural Resource Management - Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Conservation and Sustainable Use of Water	Preserve and sustainably manage water resources to meet the community needs without compromising the health of water systems.	Shire to review existing special control areas to ensure designated water catchments are incorporated into new scheme.	Section 4.4.3 (Part 2) identifies that there is an observed need for a coordinated approach to stormwater management throughout the Broome townsite. This is related to both flooding and potential contamination of natural water resources such as Dampier Creek.	Immediate
		Shire to prepare a District Water Management Strategy.		Medium-term (5-10 years)
	Maintain Shire managed community and recreation facilities to a high standard by continuing to re-use of water on ovals, schools and club grounds.	Identify further opportunities for water-re-use and recycling in public areas to protect long term supply for the Shire.	Continued expansion of the program by the Shire for re-use and recycling of water for the irrigation of recreation areas is environmentally responsible, provides for the attraction and retention of a local resident population base, contributing to the liveability of the place.	Short-term (1-5 years)
Protection of basic raw material	Basic raw materials sites are identified and protected.	Shire to identify and protect any substantial basic raw material sites to support local construction industry. This will include appropriate provisions for extractive industries in the Scheme.	Section 4.4.5 (Part 2) identifies the importance of basic raw materials sites in supporting construction and growth in the Shire. Their protection is therefore important.	Ongoing

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Conservation of Biodiversity and Natural Habitats	Support protection of biodiversity and natural habitat within environmentally sensitive areas.	Support the State Government in the development and review of conservation strategies and management plans, including but not limited to the following: <ul style="list-style-type: none"> <li>+ Dampier Peninsula;</li> <li>+ James Price Point;</li> <li>+ Minyirr Park;</li> <li>+ Entrance Point;</li> <li>+ Roebuck Bay and Plains; and</li> <li>+ Edgar Ranges.</li> </ul>	Section 4.4.3 (Part 2) identified the need for greater protection of natural resources and biodiversity as a number of ecological communities are becoming endangered or at risk, including Monsoon Vine Thickets.  As many of the areas identified are not the sole responsibility of the Shire (e.g unallocated Crown Land pastoral leases, Aboriginal Reserves and Conservation Estates), an advocacy role is proposed to support the DWER and EPA.	Medium-term (5-10 years)
		Identify the Roebuck Bay RAMSAR site as an 'Environmental Conservation and Cultural Corridors' Reserve within the new Scheme.	Section 4.4.3 (Part 2) identified the need for greater protection of natural resources and biodiversity as a number of ecological communities are becoming endangered or at risk.	Immediate
		Support the Yawuru Park Council in the implementation of the joint management plans for the Minyirr Buru Conservation Park.	The Minyirr Buru Conservation Park was created pursuant to the Yawuru ILUA's and is jointly managed by Nyamba Buru Yawuru (NBY) and the Shire of Broome under the Land Administration Act 1997 (LA Act) for the purpose of conservation, recreation and traditional and customary Aboriginal use and enjoyment.  The Guniyan Binba (northern intertidal zone) is jointly managed by NBY, Shire of Broome and the Conservation and Parks Commission (Department of Biodiversity, Conservation and Attractions), under the Conservation and Land Management Act 1984 (CALM Act), in accordance with the ILUAs.  The Shire supports the management of the Conservation Park as signatory to the ILUA's and through its participation in the Yawuru Park Council and acknowledges the ongoing participation is important to deliver implementation of the joint management plan.	Ongoing

## 2.4 TRANSPORT & INFRASTRUCTURE

### 2.3.3. NATURAL HAZARDS

There are a number of natural hazards which may influence the future planning and development of the Shire of Broome. These include coastal vulnerability, flooding, bushfire risk, and cyclones. Although erosion and high levels of rainfall are naturally occurring processes in Broome, coastal erosion and inundation can endanger people's lives, as well as cause significant impacts on property and infrastructure. Implementation of the Broome Townsite CHRMAP is therefore identified as an ongoing priority for the Shire.

Table 10: *Natural Hazards - Planning Directions and Actions*

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Coastal Planning</b>	Ensure protection from, and responsible management of coastal impacts	Consideration and implementation of the Broome Townsite CHRMAP to ensure adaptation and protection of vulnerable areas. Land-use planning should encourage strategic retreat from areas identified as at risk from coastal hazards unless otherwise identified in the CHRMAP.	Section 4.4.4 (Part 2) discusses the Broome Townsite CHRMAP which seeks to ensure that future development addresses the potential impacts of coastal processes.  Implementation will address both community concerns and align with State Planning Policy 2.6 - Coastal Planning.	Ongoing
<b>Bushfire management</b>	Ensure protection from and responsible management of bushfire threats.	Ensure future planning including structure planning, subdivision and development applications address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas.	Large areas of the Shire are designated as bushfire prone and therefore the policy requirements of SPP 3.7 need to be addressed where a proposal is located within a bushfire prone area.	Ongoing
<b>Flooding management and protection</b>	Ensure protection from, and responsible management of flooding.	Prepare a District Water Management Strategy (also connected to action within 2.3.3).	Section 4.4.3 (Part 2) identifies that there is an observed need for a coordinated approach to stormwater management throughout the Broome townsite. This is related to both flooding and potential contamination of natural water resources such as Dampier Creek.	Short-term (1-5 years)

### 2.4.1. ROADS

A range of road transport infrastructure is essential to facilitate the wide range of activities and development which occurs within the Shire. Future road transport infrastructure and interchanges need to be planned and located according to demand and economic activities as well as aiming to provide effective linkages between the Broome Regional Centre, Remote Service Centres and Rural Living Areas.

Table 11: *Roads - Planning Directions and Actions*

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Road Infrastructure</b>	Provide and maintain an effective road network that sets out an appropriate hierarchy to cater adequately for the movement of goods and services to support the economic and population growth of the Shire of Broome.	Support State Government in undertaking investigations for the sealing and management of key lateral access roads that connect to Broome - Cape Leveque Road.	Section 4.5.1 (Part 2) The Shire together with Main Roads and Department of Transport are jointly tasked with planning for a road network that provides appropriate access and where possible all weather connection between centres within the Shire enabling safe and efficient travel (subject to tenure and Native Title constraints).  A safe and efficient movement network (for all modes) is essential in allowing the Shire to provide for the transport needs of its residents.	Short-term (1-5 years)
		Shire to support opportunities to upgrade unsealed dedicated public access tracks, particularly in areas where they are subject to wet season inundation that isolates communities in Remote Service Centres.		Medium-term (5-10 years)

## 2.4.2. PUBLIC TRANSPORT

As the tourist sector is a major component of not only the Shire’s economy, but also the spatial make-up of the Broome townsite, it is imperative that future planning actions are undertaken to connect all activity centres and recreational nodes via a comprehensive public transport and active transport network. Although there are school bus services and tourist node focused bus routes available in the townsite at present, the capacity exists for extension of these routes to better service the everyday needs of local residents and tourists.

Opportunity also exists for the investigation into, and identification of an active transport network across Broome townsite. This could provide links from residential areas and tourist nodes to recreational area and trails, and also important linkages within and between precincts. This will be particularly important in improving access to services and facilities and addressing economic and social disadvantage for those who are unable to drive.

Table 12: *Public Transport - Planning Directions and Actions*

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Expansion of public transport infrastructure</b>	Support provision of an extended public bus service in the Broome Townsite to provide a reliable alternative to private car travel, addressing cost of living pressures and provide mobility to a range of groups in the community.	Preparation of business case to investigate opportunities and assist with securing of funds (from State Government) to support future expansion of the existing bus service to better cater for all residential areas in the Broome Townsite.	It is appropriate that the PTA and Shire work collaboratively to enable greater provision and usage of public transport in the Regional Centre. This is appropriate to address: youth and seniors needs, economic disadvantage, increase access to education and other services and reduce household’s high cost of living pressures of which owning and running a vehicle is a contributor.	Medium-term (5-10 years)
<b>Active transport</b>	Provide an active transport network between activity centres in the Broome Townsite.	Investigate the provision of a comprehensive active transport network throughout the townsite, in line with any outcomes of the Kimberley 2050 cycling strategy (under development).	Part 2 section 4.5.2 (Public Transport) notes cycling and walking path improvements are needed across the townsite. A strategic assessment of future connections needs to be undertaken to ensure an adequate active transport network is provided.	Medium-term (5-10 years)

## 2.4.3. AIRPORT INFRASTRUCTURE

Pre-lodgement engagement and planning analysis undertaken during the preparation of this Strategy established that there is still a long term need for the relocation of the Broome Airport. Several factors will underpin the process of planning for the long-term transition including:

- + Addressing the need for tenure to be resolved over the new airport site.
- + Structure planning for the centre of the Broome urban area to contemplate a post-relocation of the airport scenario; and
- + Careful attention in all planning and decision making relating to the core and frame uses and interfaces, including future road connections and servicing.

This Strategy recommends future precinct structure planning be undertaken post-relocation of the airport, see section 3 Planning Areas. This could include guidance on planning considerations such as land use and movement. It is preferable that an implementation strategy (including a Memorandum of Understanding (MOU)) is created in the short term for the transition and key stakeholders committed to this process. It is also essential that the future airport site be protected from the encroachment of any incompatible or sensitive land uses.

Table 13: *Airport infrastructure - Planning Directions and Actions*

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
<b>Airport infrastructure</b>	Protect the future airport site from encroachment by incompatible land uses	Ensure special control area buffer is maintained in the new planning scheme.	As noted within Part 2 section 4.5.3 the future airport site is a strategic asset and requires protection from incompatible land uses.	Ongoing

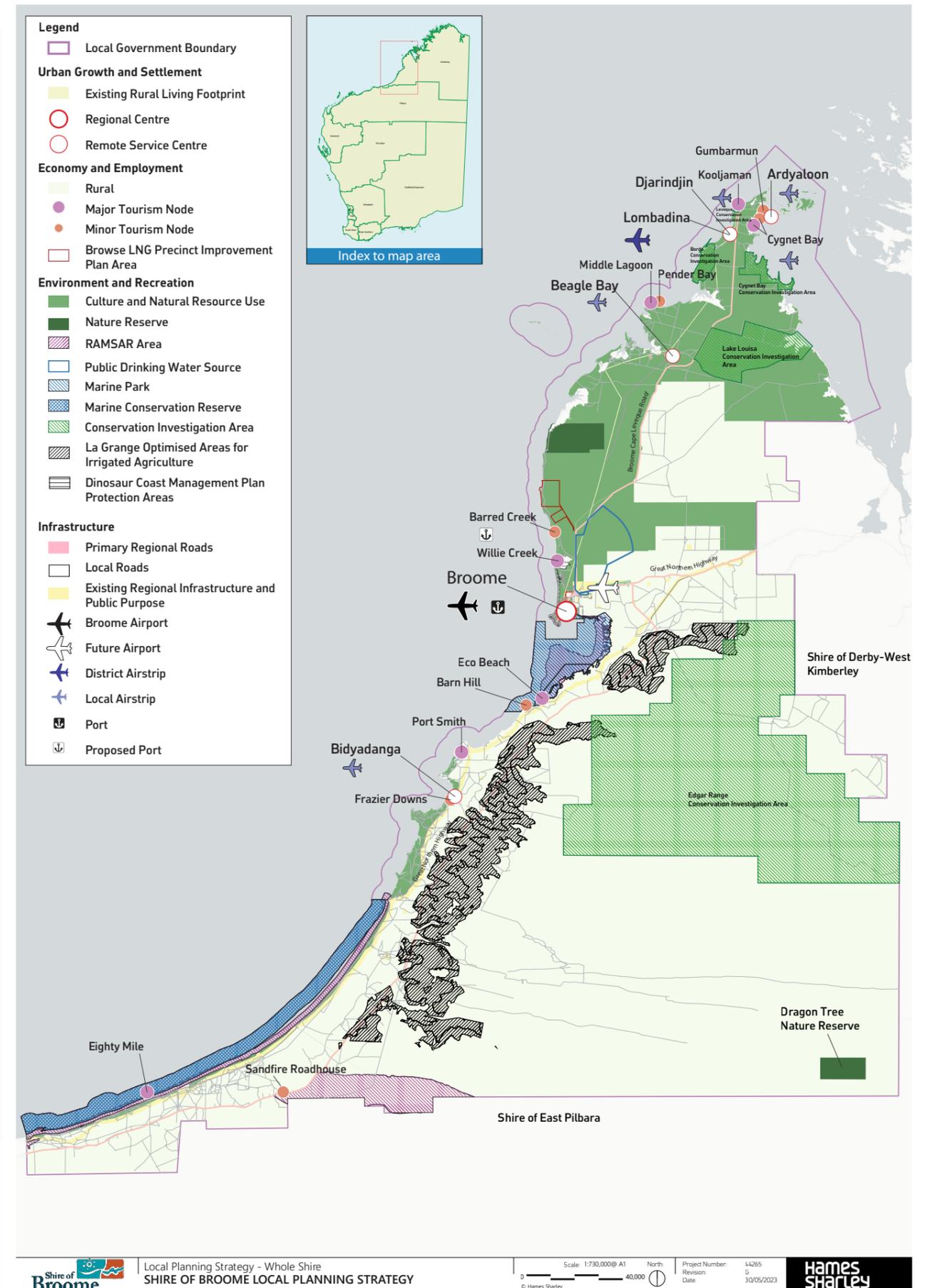
## 2.4.4. UTILITIES

In order to accommodate sustainable growth within the Shire, the existing and future utility infrastructure provision needs to be considered to accommodate environmentally responsible and cost efficient delivery. Engagement for the Review highlighted community and business desires for the opportunity to implement renewable energy.

Table 14: Utilities - Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Infrastructure Capacity	Ensure there is adequate capacity in utility infrastructure to support future growth and development in Broome.	Collaborate with utility providers to ensure both the urban area of Broome and Remote Service Centres have well maintained facilities to support existing and future growth.	The vision for Broome is to support sustained growth. In addition, the Broome Townsite and Remote Service Centres both experience spikes in population during peak periods as such provision of utility infrastructure is essential.	Medium-term (5-10 years)
Waste management	Provide for best practice waste management and recycling to service both the Broome Townsite and Remote Service Centres.	Shire to support implementation of the Broome Waste Strategy and Dampier Peninsula Waste Management Strategy	The Dampier Peninsula Waste Management Strategy and the Broome Waste Strategy set out actions and initiatives to plan for current and future waste management within the Shire. These strategies seek to enable the Shire to adopt best practice environmental and recycling measures for waste.	Short-term (1-5 years)
Renewable energy	Encourage and facilitate the adoption of renewable energy across the Shire	Investigate appropriate locations for future renewable energy facilities, taking into account areas where there may be high environmental or landscape values.	Regional cost of living pressures can be eased through adoption of renewable energy in households and businesses. There is significant opportunity for solar and wind energy to replace current forms of electricity generation in the Shire. Future planning for appropriate locations will need to give regard to Renewable Energy Facilities Position Statement.	Short-term (1-5 years)
Location of generation facilities	Assess the need and potential for relocation of the diesel and natural gas power plant at the Port to relocated as the population grows.	Shire to support utility providers (where required) to investigate the potential for a relocation of the power plant over the medium-longer term.	This was identified in the previous Strategy, it was determined that this could potentially be located at the future airport/infrastructure site on Broome Road. The benefit is that appropriate land is reserved for a future power plant location once relocation timing becomes apparent (to secure the energy needs of the Shire).	Long-term (10-15 years)

Figure 3: Local Planning Strategy Map - Entire Shire





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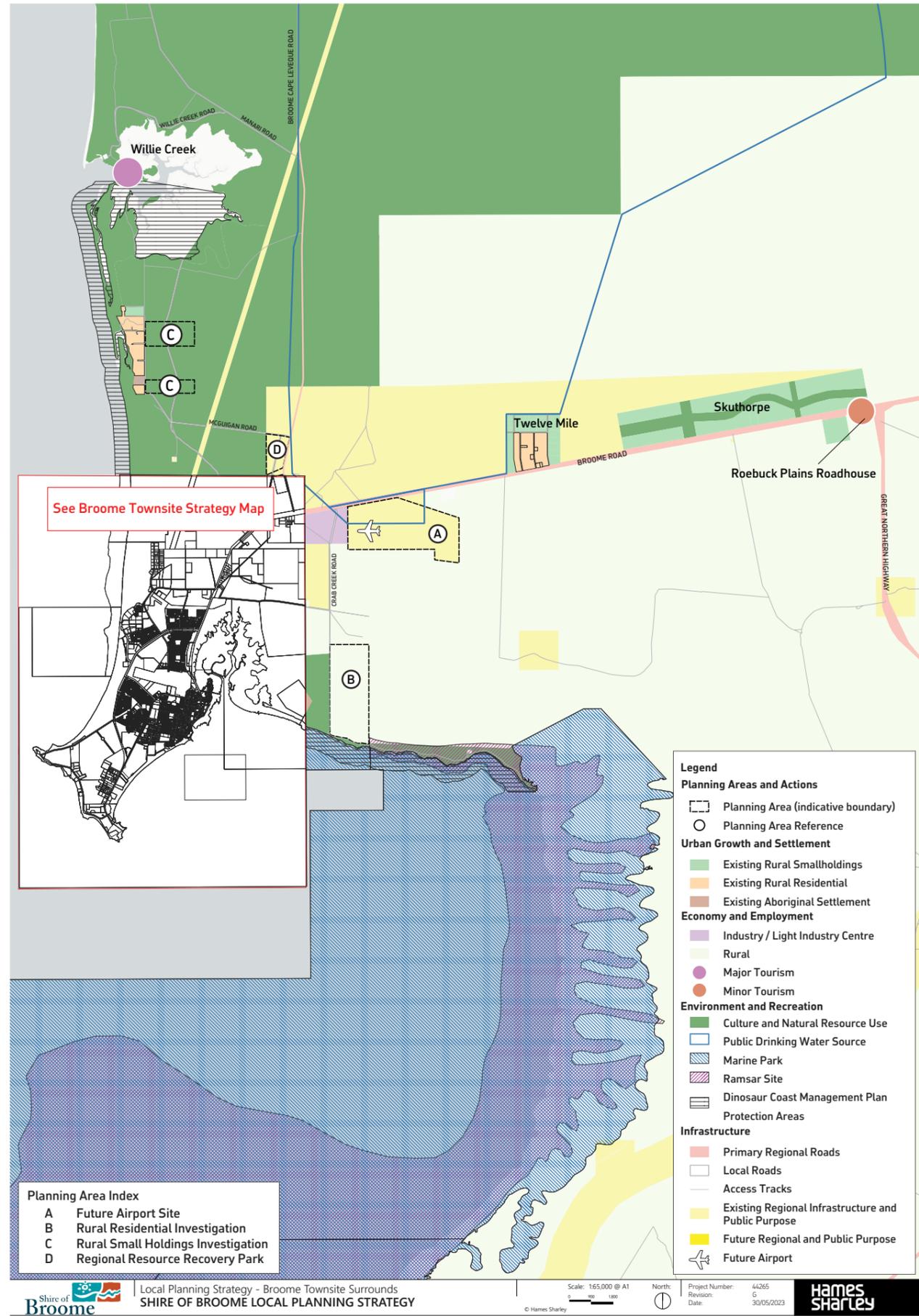
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## PLANNING AREAS

This section outlines in greater detail planning directions and actions for specific planning areas. Planning Areas that have been identified in this strategy are identified on the strategy maps (**Figure 3 - Figure 5**), which are provided at three scales:

- + Entire Shire of Broome;
- + Broome Townsite Surrounds; and
- + Broome Townsite.

Figure 4: Local Planning Strategy Map - Broome Townsite and Surrounds

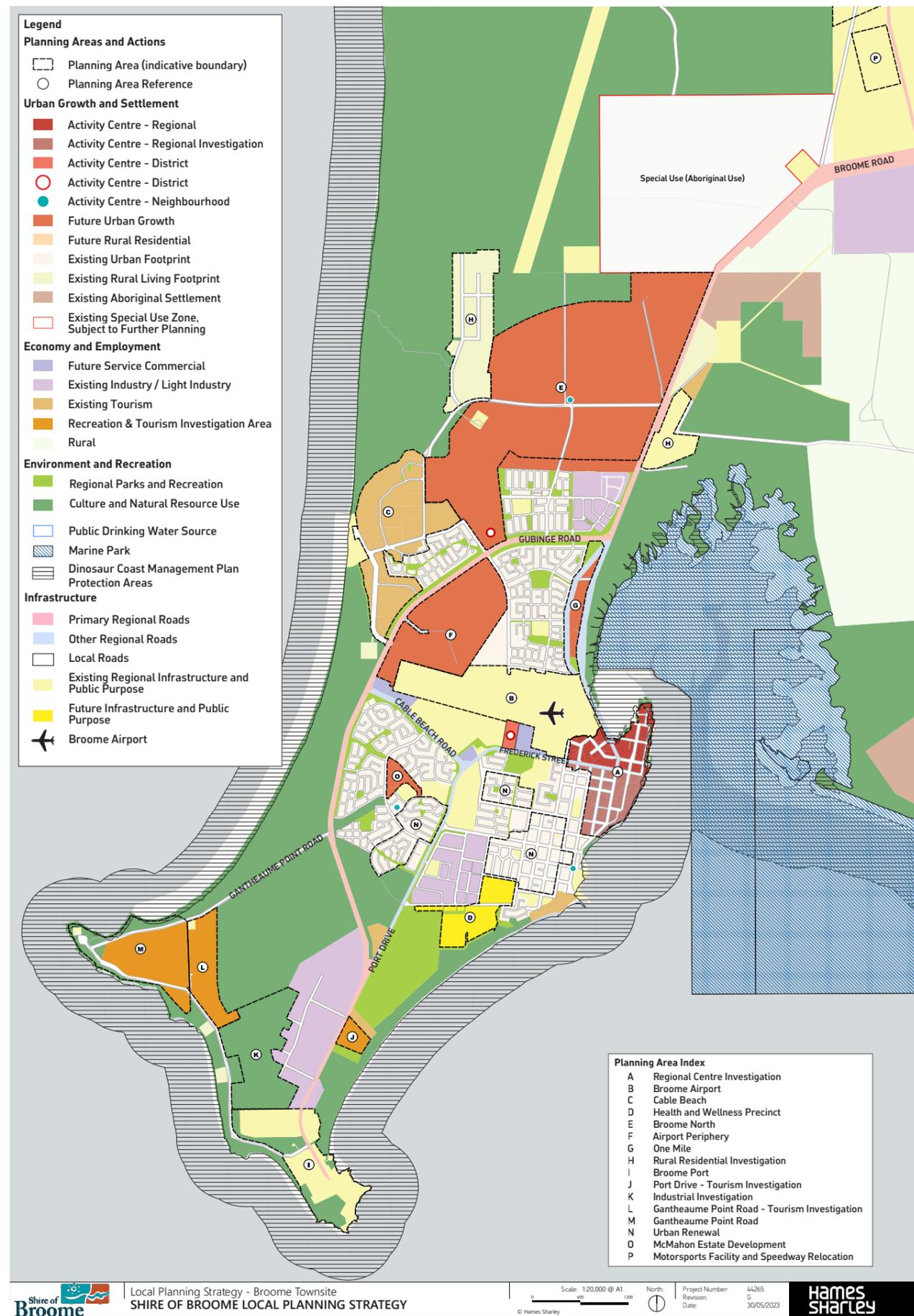


# 3.1 BROOME TOWNSITE SURROUNDS

Table 15: Broome Townsite Surrounds - Planning Areas

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
A	Protect the area identified for the future airport to support its long-term relocation.	Ensure that the existing Public Purpose reserve and Special Control Area Buffer are retained for aviation and airport uses to limit establishment of other uses which could potentially impact on the future operations of the airport.	Section 4.5.3 (Part 2) discussed the long-term relocation of the airport and therefore the need to protect the existing site identified for the future airport.	Ongoing
B	Crab Creek Road rural residential investigation.	Landowners/ developers to undertake further investigations to determine rural small holdings demand. If there is identified demand consider a future Scheme Amendment to support rezoning of land. The intent is to ensure land is provided for the sustainable use of land for animal husbandry, crops, horticulture and to protect the long term productive capacity of agriculture land from incompatible land uses (including subdivision).	The area on Crab Creek Road is owned by Yawuru in freehold. Stakeholder engagement identified that this area could provide potential opportunities for rural residential.	Medium-term (5-10 years)
C	Coconut Wells rural small holdings investigation.	Landowners/ developers to undertake further investigations to determine rural small holdings demand. If there is identified demand consider a future Scheme Amendment to support rezoning of land. The intent is to ensure land is provided for the sustainable use of land for animal husbandry, crops, horticulture and to protect the long term productive capacity of agriculture land from incompatible land uses (including subdivision).	Two areas of land to the east of Coconut Wells have been identified in the Yawuru Indigenous Land Use Agreement (Yawuru ILUA) to be transferred to Yawuru as freehold. This area could provide more Rural Living within the Coconut Wells Precinct, which is within reasonable proximity to the Broome Townsite.	Medium-term (5-10 years)
D	Establish Shire of Broome Regional Resource Recovery Park.	Relocation of Buckley's Road Waste Management Facility to preferred location. Future site is to be identified as 'Public Purpose- Infrastructure Services' within the local planning scheme in accordance with the model provisions.	The landfill at Broome's existing Buckley's Road Waste Management Facility is fast approaching the end of its operational life. In preparation for that and in line with the community's desire to see a stronger commitment to waste minimisation and recycling, a new Regional Resource Recovery Park (RRRP) is being planned to support the community for the next 70 years and beyond.	Immediate (0-1 years)

Figure 5: Local Planning Strategy Map - Broome Townsite

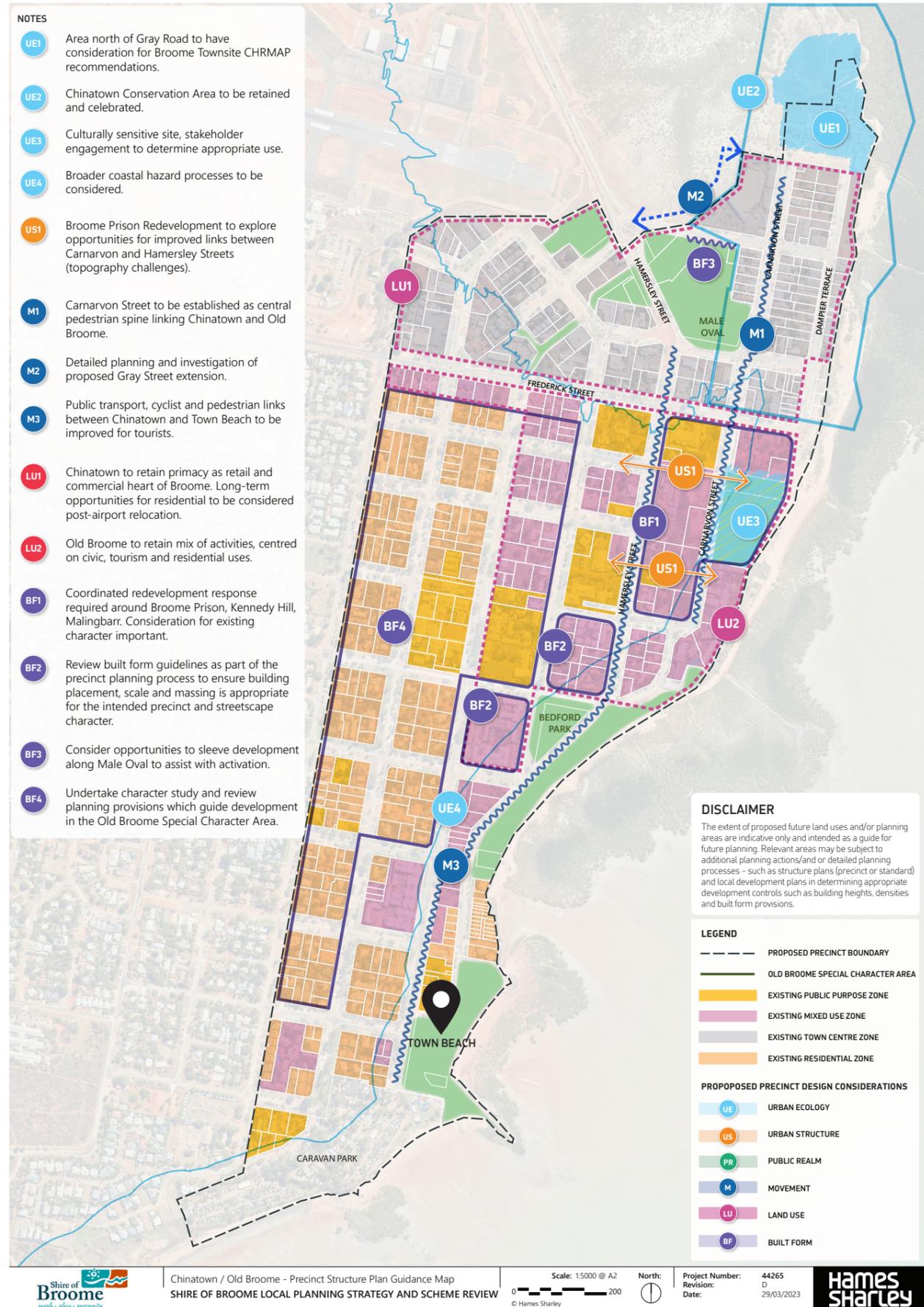


## 3.2 PLANNING AREAS BROOME TOWNSITE

Table 16: Broome Townsite - Planning Areas

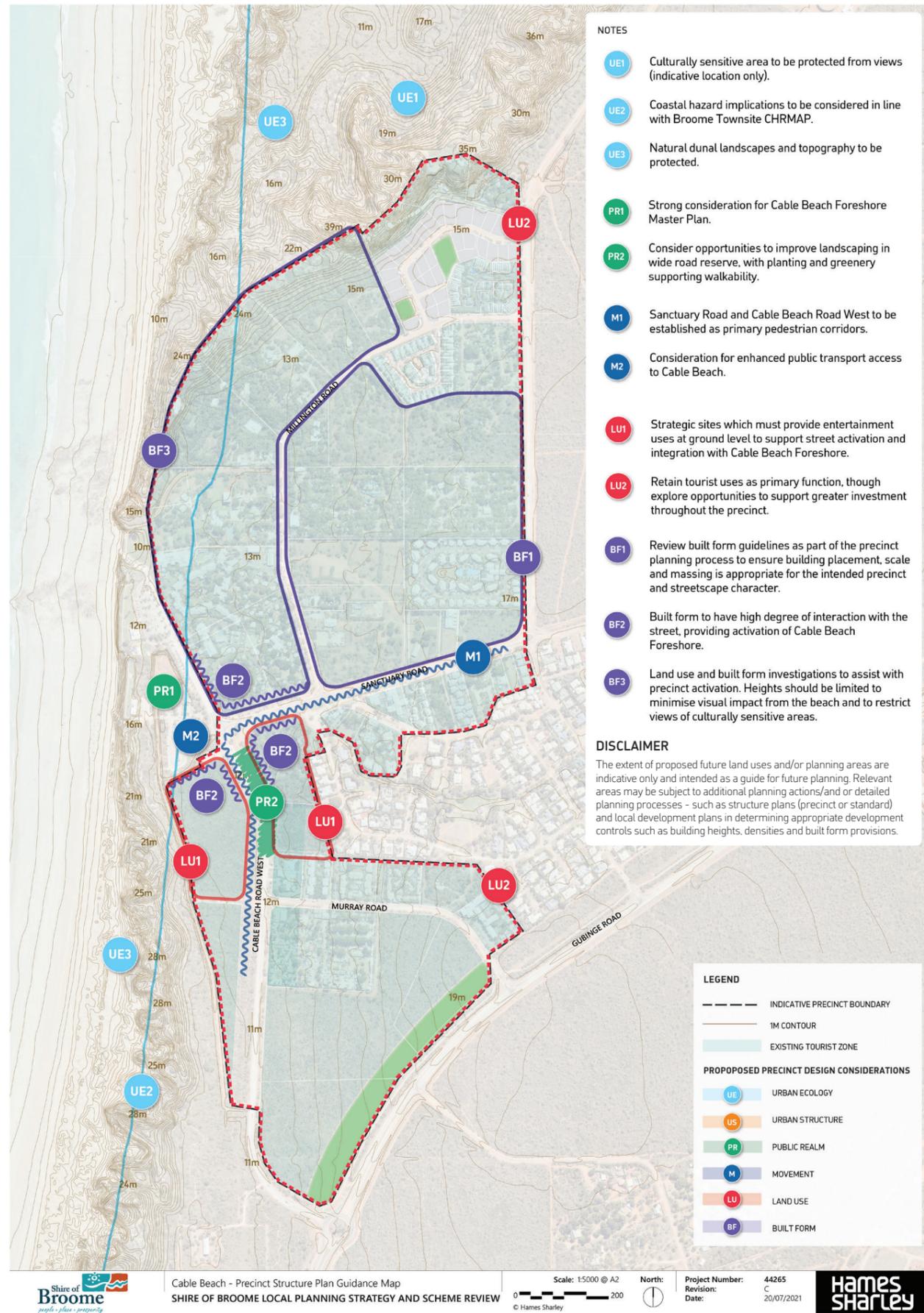
AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
A	Creation of Regional Centre and investigations for long-term expansion.	Review Chinatown and Old Broome Development Strategies and prepare combined Precinct Structure Plan (in accordance with SPP 7.2).	Section 4.2.2 (Part 2) and the local planning framework review suggest that preparation of a Precinct Structure Plan will enable planning in these areas to be aligned with the State Planning Framework and better reflect community's desire for improved urban consolidation by using the Broome Prison relocation as an opportunity to explore better integration of the Chinatown and Old Broome precincts.	Short-term (1-5 years)
		Update planning framework to facilitate implementation of Precinct Structure Plan, likely to include: <ul style="list-style-type: none"> <li>+ Scheme Amendment.</li> <li>+ Removal of LPP 5.13 – Town Centre Zone.</li> <li>+ Removal of LPP 5.16 – Old Broome Development Strategy.</li> </ul> Refer <b>Figure 6</b> for further guidance on Precinct Structure Plan considerations.	The process will also allow investigations into the expansion of the Regional Centre Boundary.  The existing planning framework will need to be updated to enable implementation of the Precinct Structure Plan. This will enable a clearer and more streamlined framework for the Regional Centre.	
		Ensure that redevelopment of existing prison site is incorporated into the broader precinct planning for Chinatown and Old Broome.	It has been confirmed that Broome Regional Prison will be relocating outside of the Broome Townsite. The Department of Justice are conducting investigations into an appropriate new site.	Medium-term (5-10 years)
B	Support long-term relocation of Broome Airport	Implementation strategy and Memorandum of Understanding (MOU) to be developed by the State Government, Shire of Broome, and Broome International Airport. MOU to outline and establish common goals relating to the future relocation such as estimated timing and establishing a process that supports resolution of tenure for the new location.	Appendix 1 and the analysis in Section 4 (Part 2) suggests that there are sound planning reasons for why the airport should be relocated to an alternate site in the future. These include: <ul style="list-style-type: none"> <li>+ The noise of operations causing disturbance to existing residents.</li> <li>+ It is stifling redevelopment opportunities in Chinatown, due to limitations on height and noise which limits the opportunity for residential to be established in the heart.</li> <li>+ It is resulting in continued sprawl and segregation of the Broome Townsite.</li> </ul> Establishing an MOU could help establish a preliminary agreement that outlines common goals and expectations in achieving the Shire's desired outcome, being a transition to a new airport site. They are appropriate where formal legal relationships are not desired; though a mutually beneficial partnership is desired to be established and the goals outlined that all parties would work towards.	Short-term (1-5 years)

Figure 6: Planning Area A - Precinct Structure Planning Guidance



AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
		Preparation of Structure Plan (in accordance with SPP 7.1 / SPP 7.2) for the airport site that establishes long-term vision post-relocation. Structure plan would also need to consider: <ul style="list-style-type: none"> <li>+ Interim planning considerations, acknowledging airport operations.</li> <li>+ The interface with adjacent land uses.</li> <li>+ Key movement corridors and connections that support an integrated urban structure.</li> <li>+ Environmental studies and considerations to support urban development.</li> <li>+ Servicing and utilities requirements.</li> </ul>	The existing structure plan over the airport site is set to lapse in 2025. A new plan will need to be prepared. This plan will need to establish a clear vision and framework for the site that begins to strongly consider what happens on the airport site post-relocation.	Medium-term (5-10 years)
C	Precinct Planning in Cable Beach to promote development.	Review Cable Beach Development Strategy and prepare Precinct Structure Plan (in accordance with SPP 7.2). Refer <b>Figure 7</b> for further guidance on Precinct Structure Plan considerations. Facilitate implementation and delivery of the Cable Beach Foreshore Master Plan.	Key documents such as the Broome Growth Plan and Strategic Community Plan identify that there is a desire to activate key precincts in Broome to stimulate growth and development. Private investment in Cable Beach has stagnated over the last decade. It is therefore important to establish a planning framework that enables development.  Additionally, the existing Cable Beach Development Strategy is not a recognisable planning instrument (endorsed by WAPC) it has also not been adopted as a LPP, it therefore has limited statutory weight. A Precinct Structure Plan has been identified as the best way forward.	Short-term (1-5 years)
D	Relocation and redevelopment of Broome South WWTP, and development of a Health and Wellness Precinct.	Ongoing discussions with Water Corporation on timing and process for remediation to assist with implementation / future development.  Development of the WWTP and Lot 604 will require a structure plan or local development plan depending on the size and scale of proposed development  Future planning will need to consider (among other things): <ul style="list-style-type: none"> <li>+ Environmental and bushfire risk;</li> <li>+ Servicing and utility requirements;</li> <li>+ Drainage;</li> <li>+ Access and traffic movements (including Clemenston Street);</li> </ul>	Relocation of the existing Wastewater Treatment Plant (WWTP) south of Clementson Street will unlock approximately 12.8 ha of land for redevelopment. This land combined with Lot 604 (state owned) and Lot 3144 (Nymaba Buru Yawuru owned) will enable creation of a of a health and wellness precinct and, where possible, light industrial uses.  A coordinated planning approach (structure plan or local development plan) is considered appropriate for the following reasons: <ul style="list-style-type: none"> <li>+ Planning for a future hospital and associated medical facilities are of major strategic importance to the Shire and its community, careful consideration is required;</li> </ul>	Short-term (1-5 years)  Long-term (10-15 years)

Figure 7: Planning Area C - Precinct Structure Planning Guidance



AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
		<ul style="list-style-type: none"> <li>+ Viability of potential land uses, including a new hospital, depot, light industry, water corporation requirements;</li> <li>+ Transition/ blend of uses between light industrial area and potentially sensitive health and wellbeing precinct; and</li> <li>+ Potential retention of small portion of land for Water Corporation operations (e.g. water recycling).</li> </ul> Scheme Amendment and rezoning to be undertaken concurrently.	<ul style="list-style-type: none"> <li>+ To ensure that future land uses are compatible with surrounding land uses;</li> <li>+ The site area is in excess of 25 ha and will therefore require coordinated approaches to delivery of services, movement and access etc.; and</li> <li>+ A number of environmental and other site challenges exist, these will need to be resolved in a coordinated manner.</li> </ul>	
<b>E</b>	Broome North Development Guidance	Continue to support growth and development in Broome North in accordance with Broome North District Development Plan.  Undertake review of structure plan when it lapses (estimated 2026). Review should consider future staging of land to focus development westward toward Cable Beach, in place of further expansion to the north.	Broome North is a major residential growth area with a planning framework in place to support further subdivision and development. Demand for land subdivision in Broome had slowed in recent years, however, in 2020/21 there has been an increase in demand for new housing development.  If/when the next phase of development occurs there is a preference to ensure expansion occurs westward. Primary reasons include: <ul style="list-style-type: none"> <li>+ The engagement process highlighted urban sprawl as a key issue which needs addressing; and</li> <li>+ Bringing a permanent residential population closer to Cable Beach will assist with its activation.</li> </ul>	Ongoing
<b>F</b>	Interim planning guidance for airport periphery.	Requirement for a Structure Plan for Urban Development zoned land surrounding the airport to provide interim planning guidance for land use and development whilst the airport is still operational.	Without a firm date for the airport's relocation it is important that the Shire provides clear guidance on future planning within the airport periphery. This interim guidance will ensure that proponents are clear on the land uses that are and are not supported in these areas.  This interim planning will ultimately support implementation of post-airport relocation outcomes.	Short-term (1-5 years)
<b>G</b>	Planning for the former One Mile Aboriginal Community.	Structure Plan required to guide future development of the site. Key considerations include: <ul style="list-style-type: none"> <li>+ Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase.</li> </ul>	The site is impacted by several environmental constraints and includes an unused road reserve which provides an informal drainage function. The entire area is also recognised as a cultural site and that the land may be unsuitable for urban development.	Medium-term (5-10 years)

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
		<ul style="list-style-type: none"> <li>+ Ensure that drainage and other environmental constraints are considered.</li> <li>+ Ensure that impacts of coastal hazards are considered in line with the Broome Townsite CHRMAP.</li> <li>+ Explore opportunities for residential development.</li> <li>+ Future Structure Planning should be cognisant of the townsite gateway/entry that the site occupies along Old Broome Road for arriving visitors.</li> </ul> <p>Scheme Amendment and rezoning to be undertaken concurrently.</p>	Further investigations and planning are therefore required to determine the true development potential of the land prior to any rezoning occurring.	
H	Rural Residential investigations.	<p>Landowners/ developers to undertake further investigations to determine rural residential demand, including opportunities for re-subdivision of existing areas.</p> <p>Investigations regarding drainage and inundation would be required to determine if the land is capable of supporting future subdivision. Structure planning and developer contribution plan would need to be prepared by landowners/developers prior to any rezoning.</p>	A number of community members identified that there is a desire for more larger lots in the 2,000 - 5,000m <sup>2</sup> . Though SPP 2.5 - Rural Planning and the WA Sewerage Policy (2019) limit re-subdivision of rural residential zoned land, as such it is recommended that a demand study be undertaken first before any rezoning occurs.	At the discretion of landowners
I	Broome Port guidance to support expansion and development.	<p>Ensure adequately zoned and reserved land exists to facilitate implementation of onshore activities for the Kimberley Marine Support Base.</p> <p>Development of the land must not constrain further industrial expansion to the north (see Planning Area K) and must therefore consider:</p> <ul style="list-style-type: none"> <li>+ Future connectivity and access; and</li> <li>+ Integrated drainage.</li> </ul>	<p>The Kimberley Marine Support Base is a significant economic development opportunity for Broome. This includes a floating jetty development and onshore terminal facilities to cater for increased demand from the oil, gas and tourism industries, improving the capability of vessels to load and unload livestock, gas rig tenders and cruise ship passengers.</p> <p>With limited land available in the Port Reserve, it is important to consider long-term expansion options. Therefore, any design and planning undertaken as part of the Kimberley Marine Support Base needs to ensure that it does not constrain development of Planning Area K.</p>	Medium-term (5-10 years)
		<p>Support delivery of the Broome Boating Facility with consideration for:</p> <ul style="list-style-type: none"> <li>+ A new road connection from Kavite Road to minimise conflicts with port operations; and</li> <li>+ Limiting the impact on dinosaur footprints and any environmentally sensitive areas.</li> </ul>	<p>The Broome Boating Facility is an important community facility that has been long considered. It will address critical safety and access issues associated with boat launching. Central to successful delivery of the facility is to ensure future conflicts with the Port are mitigated as the facility is expected to be a key driver of non-port related activity.</p>	Short-term (1-5 years)

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
J	Port Drive Tourism Investigation	<p>Explore opportunities for low-impact tourism development. The following technical studies must be considered in any applications for structure planning and/or rezoning:</p> <ul style="list-style-type: none"> <li>+ Drainage and water management;</li> <li>+ Impacts of coastal processes in line with the Broome Townsite CHRMAP;</li> <li>+ Movement and access arrangements;</li> <li>+ Impacts of any other environmental constraints (e.g. flora and fauna);</li> <li>+ Bushfire hazard planning in accordance with SPP 3.7;</li> <li>+ Utilities and servicing capacity; and</li> <li>+ A technical study on the required separation distances between industrial and sensitive land uses.</li> </ul>	The land is owned by Yawuru who have long-term aspirations to explore low impact tourist uses on the site. However, any structure planning or rezoning must consider the various technical studies identified.	Medium-term (5-10 years)
K	Industrial expansion investigation to support port operations.	<p>Explore opportunities for industrial development. The following technical studies must be considered in any applications for structure planning and/or rezoning:</p> <ul style="list-style-type: none"> <li>+ Drainage and water management;</li> <li>+ Movement and access arrangements;</li> <li>+ Impacts of any other environmental constraints (e.g. flora and fauna); and</li> <li>+ Utilities and servicing capacity.</li> </ul>	<p>The land directly to the north of the Port is identified in the Yawuru ILUA to be transferred to Yawuru in freehold. As identified in Planning Area I, there is limited available land for development within the port reserve. As such, future proofing of this land is required to support any long-term industrial expansion.</p> <p>Numerous technical studies have been identified.</p>	Long-term (10-15 years)
L	Gantheaume Point Tourism Investigation	<p>Explore opportunities for tourism development. The following technical studies must be considered in any applications for structure planning and/or rezoning:</p> <ul style="list-style-type: none"> <li>+ Drainage and water management;</li> <li>+ Movement and access arrangements;</li> <li>+ Impacts of any other environmental constraints (e.g. flora and fauna); and</li> <li>+ Utilities and servicing capacity.</li> </ul>	<p>The area to the east of the Turf Club is identified in the Yawuru ILUA to be transferred to Yawuru in freehold. This land has the opportunity to provide land uses which support the Broome Turf Club. Exploration of uses relating to the equestrian function could be considered, for example rural residential (with a focus on equestrian lifestyle opportunities), veterinary uses, stables.</p> <p>Low impact tourism could also be considered</p>	Medium-term (5-10 years, process landowner driven)
M	Gantheaume Point Master Planning	<p>Facilitate implementation of the Broome Turf Club Master Plan (being prepared by the Shire) to provide a strategic vision for the future of the turf club and surrounds.</p>	The intent of the Master Plan is to identify if portions of the current lease area could provide future opportunities for diversification, therefore enabling other users and uses on the reserve.	Short-term (1-5 years)
		<p>Prepare Gantheaume Point Master Plan to formalise area as a recreation precinct and coordinate investment. Master Plan to have consideration for:</p> <ul style="list-style-type: none"> <li>+ Provision of community</li> </ul>	Gantheaume Point is high amenity area popular among tourists and community members alike. It is receiving increased traffic due to its popularity, as such a coordinated approach to planning in the	Medium-term (5-10 years)

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
		<ul style="list-style-type: none"> <li>+ infrastructure facilities to support high use of Gantheaume Point;</li> <li>+ Safe beach access;</li> <li>+ Resolution of cadastral boundary misalignment for key roads;</li> <li>+ Bushfire hazard planning in accordance with SPP 3.7; and</li> <li>+ Consideration for mitigating impacts of coastal hazards essential in all proposals.</li> </ul> <p>Where it [master plan] interacts with the Minyirr Buru Conservation Park it must reflect the conservation values in the management plan and emphasis must be on the protection of natural values.</p> <p>Proposals within and adjacent to the Conservation Park reflecting the context and character including built form considerations such as building height.</p>	area is required important to enhance safety and provide necessary community infrastructure.	
N	Urban Renewal of Existing Suburbs	<p>Support the long-term implementation of the Urban Renewal Strategy in partnership with the Department of Communities.</p> <p>Investigate opportunities to improve the street network in Old Broome to support safer connections.</p> <p><i>Note: Implementation to be in collaboration with Department of Communities.</i></p>	<p>Urban renewal of existing areas, particularly those with high concentrations of ageing social housing stock are a high priority for the community. Addressing social and other concerns was highlighted during the pre-lodgement engagement process.</p> <p>Implementation is likely to be a long-term process undertaken over the lifetime of this Strategy.</p>	Ongoing
O	McMahon Estate Development	<p>Preparation of a subdivision concept plan and business case for McMahon Estate is underway. Future structure planning should have consideration for:</p> <ul style="list-style-type: none"> <li>+ Provision of affordable housing and active open space;</li> <li>+ Improved connectivity with a focus on safety and legibility; and</li> <li>+ Integration of drainage through water sensitive urban design principles.</li> </ul>	<p>The Cable Beach suburb was originally planned around a centre with two schools, local shops, community services and a major recreational oval.</p> <p>When the Shire later planned the Broome Recreation and Aquatic Centre (BRAC) as the central hub for sport in the Shire only 600m away, there was no longer a need to develop McMahon Oval. Therefore the site was partly rezoned residential R40 and is currently the subject of investigation for future development.</p>	Short-term (1-5 years)
P	Motorsports Facility and Speedway Relocation	Support the Broome Speedway relocation to a new facility on Broome - Cape Leveque Road (co-located on the motorplex site).	The current location of the Speedway places constraints on the future development of Broome North through EPA regulations. The opportunity to relocate the existing speedway is therefore desired.	Medium-term (5-10 years)

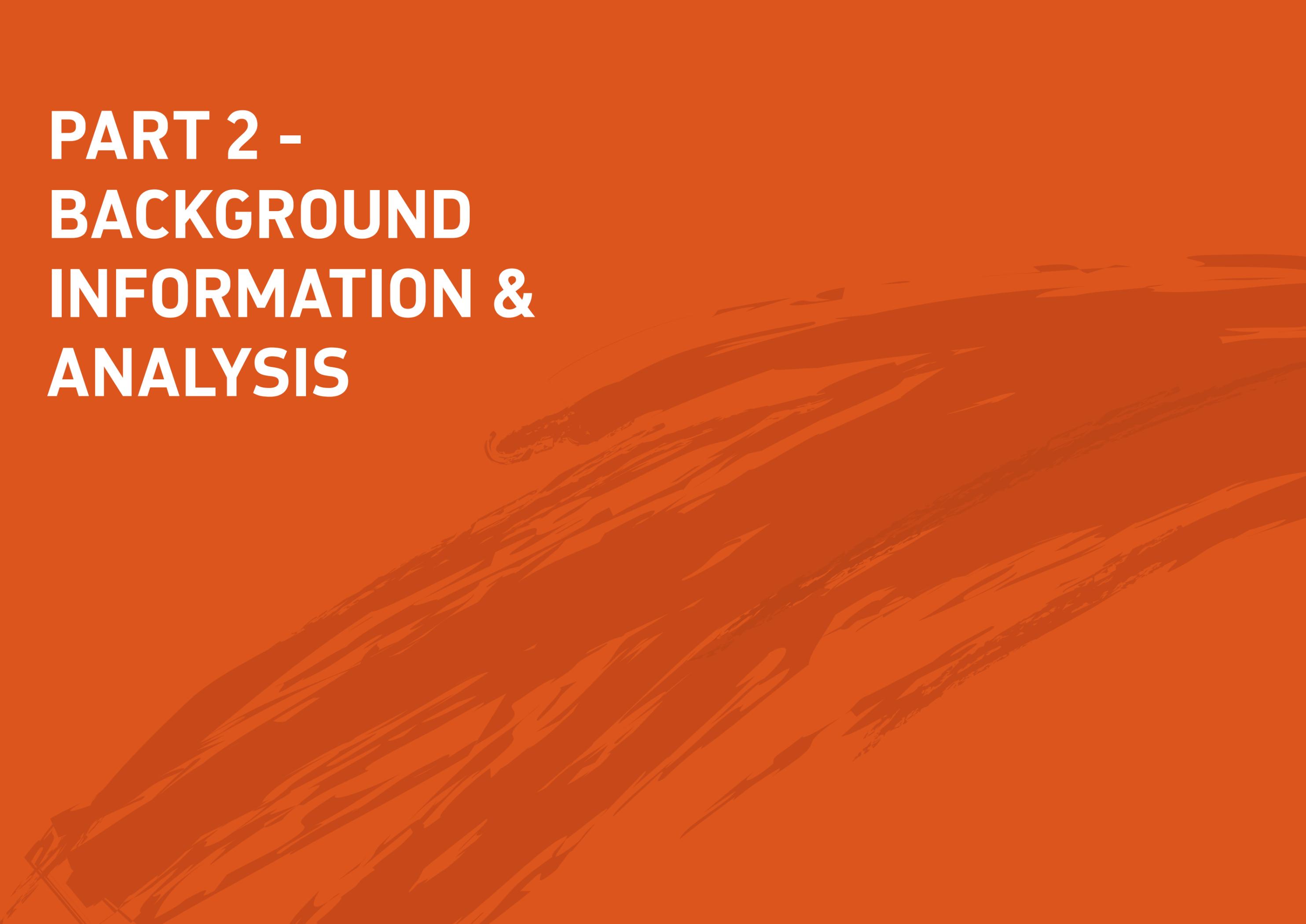
# 04

## IMPLEMENTATION & REVIEW

Implementation of the actions within this Strategy are intended to occur over a 15 year timeframe. Though every 5 years a comprehensive review of the local planning scheme and strategy will be undertaken in the form of a report for review. The report of review will include a basic assessment of the status of all of the actions from the local planning strategy to confirm whether actions are either completed, in progress or not commenced.

Amendments to the local planning strategy and scheme may be required to assist the implementation of the strategy.

# **PART 2 - BACKGROUND INFORMATION & ANALYSIS**





# 01

## INTRODUCTION

The purpose of Part 2 is to detail the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the Local Planning Strategy (the Strategy).

Sections 2 and 3 provide a summary of the relevant State, regional and local planning documents and contexts, and includes the implications for the Shire of Broome's Local Planning Strategy direction.

Section 4 of this volume includes the local government profile which delivers the background information and analysis relating to the current demographic profile, urban growth and settlement patterns, environment and heritage, economy and employment and infrastructure position in the Shire. Importantly, it focuses on the trends and questions that arise for the Shire of Broome. The key planning opportunities and issues this analysis raises that will influence future development and land use of the Shire are described, to underpin the Strategy direction and actions.



# 02

## STATE AND REGIONAL PLANNING CONTEXT

## 2.1 STATE PLANNING STRATEGY 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local jurisdictions. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

The strategy considers WA in the context of three sectors. The northern sector includes the Pilbara and the Kimberley. The strategy acknowledges that the northern sector is rapidly gaining importance in national and global trade, investment and commerce, driven by increasing resource demand and that this will be enhanced by further economic opportunities, particularly tourism and agriculture. Mining, oil and gas enterprises will continue to support local supply chains.

Particular strategies of the SPS for the Kimberley included:

- + Achieving harmony between conservation of the unique environment and opportunities for economic development
- + Importance of Broome as a regional centre to continue to develop a local construction industry and higher education facilities that lead to enhanced employment opportunities.
- + To attract and retain people in the region, through employment opportunities, and with access to a reasonable level of social services, including health and education.
- + Development of resources, agriculture and tourism industries;
- + Protection and management of cultural heritage and wilderness areas; and
- + Development of the Broome regional airport for tourism and to support the growth of the resource industry.

This Strategy broadly aligns with the vision, principles and strategic goals of the State Planning Strategy.

## 2.2 STATE PLANNING POLICIES

State Planning Policies (SPP's) are prepared under Part 3 of the Planning and Development Act 2005 and provide the highest level of planning policy control and guidance in Western Australia. SPP's considered to be specifically relevant to the Shire of Broome are outlined and described in **Table 17**.

**Table 17: State Planning Policy Overview**

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
<b>SPP 1 – State Planning Framework Policy</b>	<p>SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia.</p> <p>The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.</p> <p>The framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.</p>	<p>The updated Strategy and new Scheme will need to address the vision and principles of the State Planning Strategy.</p>
<b>SPP 2 – Environment and Natural Resources Policy</b>	<p>SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.</p> <p>SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific state planning policies which supplement SPP 2.0.</p>	<p>Local Planning Scheme No. 7 will need to respond to a range of environmental and natural resources issues including but not limited to, the following:</p> <ul style="list-style-type: none"> <li>+ Identify responses to areas at risk of flooding, storm surge inundation and coastal erosion;</li> <li>+ Identify public drinking water source (PDWSA) areas;</li> <li>+ Identify relevant separation distances between incompatible land use and development;</li> <li>+ Protect areas of agricultural significance; and</li> <li>+ Protect areas of cultural significance.</li> </ul>
<b>Draft SPP 2.4 – Basic Raw Materials</b>	<p>SPP 2.4 recognises basic raw materials as a finite resource and promotes the importance of its extraction in support of regional development and agriculture within Western Australia. Its primary purpose is to facilitate the responsible extraction of basic raw materials while ensuring that any extraction avoids, minimises and mitigates detrimental impacts on the community and environment.</p>	<p>The policy encourages the recognition of significant basic raw materials resources within the planning framework, and includes provisions for their protection, access and use, including consideration to establishing buffers around extractive industries via Special Control Areas and/or appropriate separation distances to sensitive land uses.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
	SPP 2.4 supports land use conflict being addressed as early as possible in the planning process. Principal considerations for decision-makers include considering the suitability or otherwise of basic raw material extraction on planning and environmental grounds; ensuring broad compatibility between land uses and avoiding development of sensitive land uses within separation distances.	On this basis it will be necessary to identify the potential sources of basic raw materials within the Shire of Broome, and where necessary establish appropriate protection mechanisms.
<b>SPP 2.5 – Rural Planning</b>	SPP 2.5 applies to rural land and rural land uses as well as land that may be impacted by rural land uses. SPP 2.5 seeks to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values. SPP 2.5 includes policy measures aimed at protecting rural land while encouraging a diversity of compatible rural land uses.	<p>The majority of the Shire's vast area of rural land is included in Crown reserves with pastoral leases to the east and south of Broome. Rural land use within the Shire is therefore characterised by large areas of natural bushland with pastoral lease and areas of Unallocated Crown Land traditionally used by Aboriginal people for cultural purposes.</p> <p>Future land use planning in rural zones, will need to consider:</p> <ul style="list-style-type: none"> <li>+ Designation and protection of priority agricultural land and significant environmental assets;</li> <li>+ The interface with any rural living zones; and</li> <li>+ Separation distances and/or buffers.</li> </ul>
<b>SPP 2.6 – State Coastal Planning Policy</b>	<p>SPP 2.6 provides for the long-term sustainability of Western Australia's coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving and enhancing coastal values.</p> <p>SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.</p> <p>SPP 2.6 is supplemented by the State Coastal Planning Policy Guidelines and Coastal Hazard Risk Management and Adaptation Planning Guidelines</p>	<p>The Strategy will need to consider elements such as:</p> <ul style="list-style-type: none"> <li>+ How existing and future development interfaces with coastal areas;</li> <li>+ How water is managed, particularly the impacts of stormwater and how it relates to foreshore reserves;</li> <li>+ Coastal hazard risk management and adaptation planning (CHRMAP);</li> <li>+ Coastal protection and foreshore management strategies; and</li> <li>+ Establishment of foreshore reserves.</li> </ul> <p>The Shire has recently completed a CHRMAP for the Shire of Broome townsite. The adaptation responses identified within this report are implemented through a Local Planning Policy.</p>
<b>SPP 2.7 – Public Drinking Water Source Policy</b>	The purpose of SPP 2.7 is to inform decision makers of those aspects of state planning policy concerning the protection of Public Drinking Water Source Areas (PDWSA) throughout the state.	The Strategy should identify water resources that offer significant economic, social and/or environmental values. They should then be afforded an appropriate level of protection under the planning scheme.

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
	It is intended that this be implemented through the preparation of strategic plans, regional and local planning schemes, conservation and management strategies, and other relevant plans or guidelines, as well as through decision-making on subdivision and development applications.	The existing LPS6 does include Special Controls Areas to protect PDWSAs, it is recommended that these be carried forward into the new LPS7.
<b>State Planning Policy 2.9 – Water Resources</b>	<p>SPP 2.9 provides guidance in the planning, protection and management of surface and groundwater catchments, including consideration of availability of water and waterways management, wetlands, waterways, and estuaries and their buffers, and implementation of total water cycle management principles in the land use planning system.</p> <p>The policy recognises that planning should contribute to the protection and management of water resources through implementation of policy measures that identify significant water resources, prevent the degradation of water quality and wetland vegetation, promote restoration and environmental repair and avoid incompatible land uses.</p>	<p>This policy requires the new LPS7 to consider:</p> <ul style="list-style-type: none"> <li>+ Preparation and ongoing compliance with an environmental management plan;</li> <li>+ Identification and protection of water sources that represent significant economic, social and/or environmental values;</li> <li>+ Application of appropriate buffers for wetlands, waterways and estuaries to maintain or enhance environmental attributes, functions and values;</li> <li>+ Promotion of local native vegetation in developments to minimise water use and maximise filtration; and</li> <li>+ Use of Special Control Areas in protection and management of water resources.</li> </ul>
<b>SPP 3 – Urban Growth and Settlement</b>	<p>SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change.</p> <p>SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning policies which supplement SPP 3.0.</p>	<p>The Strategy and new Scheme should reflect and build on the urban growth and settlement policies set out in regional strategies and seek to identify sufficient land to meet future population and housing needs for at least a 10-year period.</p> <p>The majority of urban growth is expected to continue to occur in the Broome Townsite, with adequate land already zoned.</p> <p>Development in Remote Service Centres is guided primarily by DPLH endorsed Layout Plans, managed under SPP 3.2.</p>
<b>SPP 3.2 – Aboriginal Settlements</b>	<p>SPP 3.2 applies to the planning and development of Aboriginal settlements throughout Western Australia. The purpose of the policy is to provide for the recognition of Aboriginal settlements through local planning schemes and strategies and to collaboratively plan for the orderly and coordinated development of Aboriginal settlements.</p> <p>SPP 3.2 acknowledges that Aboriginal settlements are often remote from service and economic centres and have developed without formal town planning or the coordinated provision of essential services.</p>	<p>LPS7 will be required to include a 'Settlement' zone, supported by provisions that require development to be in accordance with an endorsed Layout Plan.</p> <p>The majority of existing Layout Plans will likely require a review to ensure impacts of population growth are considered. Requirements for any new Layout Plans will be determined by the State.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
	<p>Aboriginal settlements may range from seasonal camps to small towns and include areas within gazetted towns that have certain characteristics but does not apply to mining camps, tourism sites, or working pastoral settlements.</p> <p>The policy sets out the arrangements for the preparation, consultation and endorsement of Layout Plans and emphasises the need for all Aboriginal settlements to have a WAPC endorsed Layout Plan.</p>	
<b>SPP 3.4 – Natural Hazards and Disasters</b>	<p>SPP 3.4 encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment.</p> <p>SPP 3.4 sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges. Consideration of these hazards should be undertaken in conjunction with issue-specific state planning policies which supplement SPP 3.4.</p>	<p>Flooding, cyclonic activity and bushfires are of particular relevance in Broome. The Shire aims to mitigate the impacts of natural disasters through a combination of Scheme provisions and Local Planning Policies.</p> <p>The new LPS7 should include provisions for the requirement for structures to be able to withstand cyclonic winds and rain, as set out within the Building Code of Australia. It should also include provisions to mitigate the impacts of flooding through built form design, and bushfires in accordance with SPP 3.7.</p>
<b>SPP 3.5 – Historic Heritage Conservation</b>	<p>SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.</p> <p>SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features.</p> <p>The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.</p>	<p>Broome has a rich history, with many State and local heritage listed places. The Shire should therefore continue to maintain its 'Heritage List', which sits under the Local Planning Scheme.</p>
<b>Draft SPP 3.6 – Development Contributions for Infrastructure</b>	<p>Draft SPP 3.6 sets out the principles and requirements that apply to both development and community infrastructure in new and established areas. Its primary purpose is to promote the efficient and effective provision of public infrastructure to meet the demands arising from population growth and development.</p> <p>The policy is intended to apply across all development settings, including urban, industrial and greenfield growth areas and regional towns.</p>	<p>New development and associated population within the Shire of Broome will put significant pressure on existing utilities and community infrastructure.</p> <p>A scheme amendment will be required if the Shire considers it appropriate to implement a Development Contribution Area and Development Contribution Plan.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
	<p>Implementation of this policy is primarily through local planning schemes, improvement schemes or structure plans as well as subdivision and development proposals. In determining the suitability for infrastructure contributions, decision-makers are required to consider six underlying principles, including need and nexus, transparency, equity, certainty, consistency and accountability.</p> <p>SPP 3.6 is supplemented by the Infrastructure Contribution Implementation Guidelines (the Guidelines) that provide additional information regarding the preparation and operation of development contribution plans (DCPs) in areas where coordinated development of infrastructure and cost-sharing is required.</p> <p>The Guidelines recognise that the DCP must have a strategic basis and be linked to the local planning strategy and strategic infrastructure plan and program which identify the infrastructure and facilities required over the life of the DCP (generally up to 10 years for new greenfield development, or longer for the delivery of citywide Community Infrastructure), and the cost and revenue sources for the provision of the infrastructure.</p>	
<b>SPP 3.7 – Planning in Bushfire Prone Areas</b>	<p>SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection.</p> <p>The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.</p> <p>SPP 3.7 should be read in conjunction with the deemed provisions, Guidelines for Planning in Bushfire in Prone Areas and Australian Standard 3959: Construction of buildings in Bushfire Prone Areas.</p>	<p>Any land proposed for urban development in the Strategy will need to have consideration for relevant bushfire hazards in accordance with SPP 3.7.</p> <p>It is expected that all future structure planning and/or other strategic planning proposals will also have consideration for relevant bushfire hazards in accordance with SPP 3.7.</p> <p>The Scheme should retain existing provisions in the Scheme pertaining to bushfire management.</p>
<b>Draft SPP 4.1 – Industrial Interface</b>	<p>Draft SPP 4.1 guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/general industry zones and sensitive zones.</p> <p>Draft SPP 4.1 supports land use conflict being addressed as early as possible in the planning process. It is also expected that land use conflict will be subsequently considered at each stage of the planning framework, increasing in detail at each level.</p>	<p>The Strategy should ensure that industrial sites of State or local strategic significance are protected from encroachment through use of buffers or careful interface treatment. Conflicts between industrial land and sensitive land uses should be minimised.</p> <p>Industries which generate off-site impacts should be located in relevant industrial zones and ensure that off-site impacts can be contained within these zones.</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
<b>SPP 5.2</b> – Telecommunications Infrastructure	<p>SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.</p> <p>Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.</p>	<p>The new LPS 7 should ensure that:</p> <ul style="list-style-type: none"> <li>+ Telecommunications infrastructure is not designated as an 'X' use in any zone, and where permitted is shown as a 'P' use.</li> <li>+ Buffer zones or setbacks related to telecommunications infrastructure should not be included, however, the visual impact should be limited in alignment with the policy measures.</li> </ul>
<b>SPP 5.4</b> – Road and Rail Transport Noise and Freight Considerations in Land Use Planning	<p>SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.</p> <p>This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise.</p> <p>SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors.</p>	<p>No major upgrades or changes are expected to existing strategic freight routes in Broome. As such, the impacts of this policy are expected to be minimal. If any changes are proposed in the future, spatial planning for Broome will need to consider the impact of any expanding traffic on major roads and their relationship to residential land uses in the context of noise attenuation.</p> <p>Impacts can then be mitigated through the Scheme (where required).</p>
<b>SPP 7.0</b> – Design of the Built Environment Policy	<p>SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.</p> <p>The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review.</p> <p>These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.</p>	<p>The ten principles of good design should be considered/used to structure future design-related policies or precinct planning exercises. They should also be given regard when proposing any new development areas or infill areas.</p> <p>The policy should be used to structure a future policy on the creation/operation of a design review panel for Broome (together with the WAPC Design Review Guide).</p>

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
<b>SPP 7.2</b> – Precinct Design	<p>SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them.</p> <p>Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.</p>	<p>The Shire has a desire to activate key existing precincts, to stimulate redevelopment and infill. This policy will be the primary guidance tool in facilitating these outcomes.</p> <p>The Strategy will need to identify these areas, providing the strategic rationale for where and why precinct structure planning should occur.</p>
<b>SPP 7.3</b> – Residential Design codes Volume 1 & Volume 2	<p>SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.</p> <p>The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.</p> <p>SPP 7.3 - Residential Design Codes Volume 1 and 2 should be read in conjunction with the supporting Guidelines.</p>	<p>When detailed planning occurs in Precinct Plans, any modifications sought to SPP 7.3 should follow the local planning framework sections of Volume 1 or Volume 2 each document and nominate densities according to relevant R-codings.</p> <p>Any primary controls set for mixed use or apartment development should incorporate the 'considerations for local governments' under each design element in Part 2 of Volume 2.</p> <p>In addition to the above, consideration could be given to a partnership with the State government and surrounding local government authorities in the preparation of a regional response to these policies to provide for the development of environmentally and climatically responsive dwellings.</p>

## 2.3 REGIONAL PLANNING CONTEXT

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including regional and sub-regional planning strategies and structure plans.

Regional planning instruments considered to be specifically relevant to the Shire are outlined and described in **Table 18**.

**Table 18: Regional planning instrument overview**

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
2036 and Beyond A Regional Investment Blueprint For The Kimberley (2015)	<p>The 2036 and Beyond A Regional Investment Blueprint For The Kimberley (the Blueprint) was prepared by the Kimberly Development Commission (KDC) and is an aspirational and focused plan designed to guide and shape the transformation of the Kimberley well into the future.</p> <p>The Blueprint sets an aspirational future of a population of 93,000 by 2036. This would require an additional 34,000 jobs, 18,000 of which for Aboriginal people.</p> <p>The Blueprint outlines eight goals which are considered integral to realising the vision for the Kimberly "People, Place, Prosperity":</p> <ul style="list-style-type: none"> <li>+ Minerals &amp; Energy</li> <li>+ Agriculture &amp; Food</li> <li>+ Tourism</li> <li>+ Rangeland Industries</li> <li>+ Housing</li> <li>+ Education &amp; Training</li> <li>+ Health &amp; Wellbeing</li> <li>+ Infrastructure, SVCS &amp; Government</li> </ul>	<p>The Blueprint sets an aspirational target of 93,000 people and an additional 34,000 jobs by 2036 which is unlikely to be reached in this timeframe.</p> <p>To achieve these goals and aspirational future, Six Transformational Agendas were developed.</p> <ol style="list-style-type: none"> <li>1. Regional leadership and development readiness</li> <li>2. Enhancing the capability services sector.</li> <li>3. Aboriginal advancement.</li> <li>4. Industry and resources development.</li> <li>5. Developing our regional centres.</li> <li>6. Infrastructure for driving growth.</li> </ol> <p>Regardless, the Six Transformational Agendas identified by the document should be reviewed and considered to inform the preparation of relevant economic, Aboriginal, infrastructure and tourism strategies for the Shire. Aligning with the Transformational Agendas will give a unified approach to regional development.</p>
Kimberley Regional Planning and Infrastructure Framework (2015)	<p>The Kimberley Regional Planning and Infrastructure Framework provides guidance on land use, land supply, land development, environmental protection, infrastructure and priorities for the delivery of physical and social infrastructure for the Kimberley region.</p> <p>The framework informs the decisions of the WAPC by establishing the regional context for the preparation of sub-regional and local planning strategies and outlines the WAPC's position on planning for population growth, agriculture, cultural heritage, remnant vegetation and mineral prospectively for the Kimberley region.</p>	<p>The document highlights many opportunities relating to the Shire of Broome. The key opportunities are outlined below:</p> <ul style="list-style-type: none"> <li>+ promoting improved access to the region's Aboriginal cultural and natural heritage sites;</li> <li>+ protection of water resources from adverse impacts of development;</li> <li>+ coastal hazard risk management and adaptation planning to identify sensitive and vulnerable areas;</li> <li>+ incorporation of major aboriginal settlements into mainstream planning</li> <li>+ ensuring that future population growth in the Kimberley is planned for and accommodated in accordance with a defined settlement hierarchy.</li> <li>+ ensuring sufficient land is provided in urban places that are expected to experience growth;</li> </ul>

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
		<ul style="list-style-type: none"> <li>+ providing sufficient land, accommodation and infrastructure in appropriate locations to accommodate workers in the resource, service, community development and tourism sectors within identified urban places;</li> <li>+ continue to develop and promote the utilisation of the Browse LNG Precinct;</li> <li>+ acknowledging the differing needs and aspirations of Aboriginal people in relation to land;</li> <li>+ improving local and regional planning policies to better articulate the relationship between native title and heritage legislation and land use planning processes;</li> <li>+ plan for the equitable and effective provision of Infrastructure in Aboriginal settlements.</li> <li>+ plan appropriately for the effects of extreme weather events and climate change in settlement areas across the region.</li> <li>+ develop a better understanding of the locations of basic raw materials is needed, especially those materials required for construction and development.</li> </ul>
Dampier Peninsula Planning Strategy (2015)	<p>Dampier Peninsula Planning Strategy provides a sustainable planning framework for the guiding decisions of the local government to assist socially, economic and environmentally beneficial outcomes.</p> <p>The strategy provides strategic vision and a contextual analysis for the planning of future resources including economic development, population growth and cultural heritage. The strategy reflects the importance of valued stakeholders such as native title holders and traditional owners, ensuring long term strategic planning will include the vision and voice of these stakeholders.</p>	<p>The strategy contains several existing and future focused maps for the entirety of the Dampier Peninsula. These maps should be references when creating the local planning strategy maps for the Dampier Peninsula.</p> <p>The document contains many strategies and actions for the future development of Dampier Peninsula which should be referenced, covering:</p> <ul style="list-style-type: none"> <li>+ Cultural and natural resources use</li> <li>+ Nature Reserve and Conservation Investigation Area</li> <li>+ Settlement zone</li> <li>+ District administration centre – Djarindjin Junction</li> <li>+ Existing and potential tourism enterprise</li> <li>+ Commercial and service industry</li> <li>+ Proposed Browse LNG Precinct (includes port and buffer areas)</li> <li>+ Basic raw materials</li> <li>+ Pastoral and rural small holdings investigation area</li> <li>+ Aquaculture, Pearling and Fishing</li> <li>+ Roads</li> <li>+ Airstrips – district and local</li> <li>+ Recreational boating facilities</li> <li>+ Services and Infrastructure</li> </ul>

## 2.4 OPERATIONAL POLICIES

Operational policies guide decision making in relation to subdivision and development applications. Those operational policies considered relevant to the local planning strategy are listed and described in **Table 19**.

**Table 19: Development control and operational policies**

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
Browse LNG Precinct Improvement Plan (2012)	<p>The Improvement plan area is located North of the Broome townsite area.</p> <p>Any future Improvement Scheme made under this Improvement Plan will be informed by the following objectives:</p> <ul style="list-style-type: none"> <li>+ To establish a commercially viable gas processing location on the west Kimberley coast;</li> <li>+ To minimise and mitigate its impact on the terrestrial and marine environment;</li> <li>+ To optimise the allocation and use of land within the Precinct, and enable the sharing of infrastructure networks and corridors to enable multiple user development within the Browse LNG Precinct;</li> <li>+ To facilitate the development of the Browse LNG Precinct through the provision of a multidisciplinary structure planning framework;</li> <li>+ To limit the duplication of infrastructure within the Precinct such as ports, infrastructure corridors and roads, which would be required if individual proponents were to build 'stand alone' facilities;</li> <li>+ To ensure the appropriate separation and layout of land uses through appropriate internal and external buffers to prevent incompatible or conflicting land uses;</li> <li>+ To provide a dedicated road from Broome - Cape Leveque Road to the Precinct; To limit aviation activities to those directly associated with the Precinct;</li> <li>+ Encourage development of the workers accommodation to incorporate sustainable technologies and design including best practice with regard to water sensitive urban design, alternative energy sources and reuse of waste water; and</li> <li>+ To ensure the public have access to James Price Point.</li> </ul>	<p>The improvement plan should be considered as part of the broader planning strategy for locality. Strategy maps are to be updated to include improvement plan area.</p>

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
<b>WAPC 2.2</b> – Residential Subdivision	<p>This policy sets out the Western Australian Planning Commission's requirements for the subdivision of land into residential lots. It is related to the site area per dwelling standards contained in the R-Codes; and to other State Policies and Development Controls.</p> <p>The policy aims to establish a consistent and coordinated approach to the creation of residential lots, deliver suitable amenity and facilitate supply of regular residential lots.</p>	<p>The Strategy identifies a number of areas suitable for urban growth, future subdivision of these areas will be required to have consideration for the the objectives and requirements of this policy.</p>
<b>WAPC DC 2.3</b> – Public Open Space in Residential Areas	<p>This policy sets out the requirements for creation of public open space in the subdivision of land for residential purposes. It seeks to ensure that all residential development is complemented by adequate, well-located public open space. It also seeks to protect and conserve watercourses and foreshores adjacent to residential development.</p> <p>The normal requirement is that for residential subdivision, where practicable 10% of the gross subdivisible area be given up free of cost and ceded to the Crown as public open space.</p>	<p>The Strategy identifies a number of areas suitable for urban growth, future subdivision of these areas will be required to have consideration for the the objectives and requirements of this policy.</p> <p>The policy will also apply to development in areas where coastal or foreshore reserves are located.</p>
<b>WAPC DC 3.4</b> – Subdivision of Rural Land	<p>This policy sets out the principles used to determine applications to subdivide rural land. It aligns with the policy objectives set out in SPP 2.5, and identifies special circumstances in which rural subdivision may be considered by the WAPC.</p>	<p>With substantial amounts of land allocated for rural in the Shire, this policy needs to be considered where any rural subdivision or rural living is proposed.</p>
<b>WAPC DC 4.1</b> – Industrial Subdivision	<p>This policy sets out the principles and objectives that guide the subdivision of industrial land. It seeks to ensure that the State can deliver on its industrial needs with a full range of industrial services, supported by efficient movement networks, public open space and considerations for amenity impacts of adjacent uses.</p>	<p>The Broome Townsite includes a number of areas identified for industrial or light industrial. Subdivision in these areas will need to have consideration for the policy measures and guidance provided in this policy.</p>

## 2.5 POSITION STATEMENT & GUIDELINES

Position statements are prepared by the WAPC to set out the policy position or advice of the WAPC with respect to a particular planning practice or matter. Guidelines are prepared by the WAPC to provide detailed guidance on the application of WAPC policies. Those position statements or guidelines of the WAPC that are relevant to the Strategy are shown in **Table 20**.

**Table 20: Position Statements and Guidelines**

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
<b>Liveable Neighbourhoods</b>	<p>Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans and subdivision for new urban areas on greenfield and large urban infill sites. While the policy is under review as part of the DesignWA project, it provides comprehensive guidance on eight specific design elements:</p> <ul style="list-style-type: none"> <li>+ Community design</li> <li>+ Movement network</li> <li>+ Lot layout</li> <li>+ Public parkland</li> <li>+ Urban water management</li> <li>+ Utilities</li> <li>+ Activity centres and employment</li> <li>+ Schools.</li> </ul>	<p>Where structure planning is required in greenfield areas, new development will be required to have consideration for Liveable Neighbourhoods.</p> <p>This will be until the proposed SPP 7.1 - Neighbourhood Design becomes operational.</p>
<b>Better Urban Water Management</b>	<p>Better Urban Water Management policy guides implementation of SPP 2.9 by providing a framework for how water resources should be considered at each stage of the planning process and assigning actions and requirements to each. This applies to both new greenfield and urban renewal projects where residential, commercial, industrial and rural residential uses and development are proposed, including in rural townsites areas.</p>	<p>Under this policy, Local Planning Strategy should:</p> <ul style="list-style-type: none"> <li>+ Apply the requirements of state and regional planning policy, including SPP 2.9 Water Resources;</li> <li>+ Propose local and regional catchment management objectives and preliminary design objectives for all elements of the total water cycle;</li> <li>+ Map the surface and groundwater catchments and sub-catchments;</li> <li>+ Undertake a desktop analysis of past land use with the potential for contamination;</li> <li>+ Discuss water sources for drinking and other water needs;</li> <li>+ Depict the location of future conservation reserves, multi-use open space corridors, urban bushland belts and greenways, waterway corridors and wetlands to be protected; and</li> <li>+ Propose a strategy to ensure that surface and groundwater quality and quantity information is available at an appropriate time to inform future land use planning decisions.</li> </ul>

POSITION STATEMENT	OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
Renewable Energy Facilities March 2020	<p>This document outlines the WAPC requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia.</p> <p>The policy identifies assessment measures to facilitate appropriate development of renewable energy facilities. It seeks to ensure these facilities are in areas that minimise potential impact upon the environment, natural landscape and urban areas while maximising energy production returns and operational efficiency.</p>	<p>The Western Australian Planning Commission's State Planning Strategy 2050 promotes renewable energy initiatives. To help implement this, the local planning framework can effectively manage the development assessment of renewable energy facilities.</p> <p>The Strategy, can in a broad sense strategically identify areas where renewable energy facilities could be considered.</p> <p>In a statutory sense, 'renewable energy facility' should be included as a land use in the Scheme. Development controls could then be implemented either through Special Control Areas or a Local Planning Policy.</p>
Workforce Accommodation January 2018	<p>This Position Statement has been prepared by the WAPC to assist users of the planning system in understanding the land use planning considerations for workforce accommodation.</p> <p>Where practicable, workforce accommodation should be provided in established towns, in locations suitable to its context, to facilitate their ongoing sustainability. Planning and development of workforce accommodation should be consistent with local planning strategies and schemes, except where the Mining Act 1978 and State Agreement Acts prevail.</p>	<p>Due to the prevalence of seasonal workers, works accommodation is an important issue in the Shire. The Strategy could acknowledge that workforce accommodation is economically critical infrastructure that may be required in a very short timeframe, and therefore flexibility will be required.</p> <p>The Strategy can also identify preferred locations for future workforce accommodation developments. Additionally, it may provide direction on the circumstances in which it is appropriate for workforce accommodation to be located in existing towns, and provide the background and rationale for this approach.</p>

The DPLH is currently preparing a draft Tourism Position Statement to update the previous Planning Bulletin 83/2013 to guide local governments on the preparation of tourism strategic planning and statutory responses. The Position Paper is focused on providing renewed direction on appropriate responses which are linked to the information and context of tourism in a local government area. It provides opportunity for determining the specific mix of considerations, that will achieve the best results for Broome.

A key element that affects Broome, is the removal of reference to the percentage allocation to minimise residential development within tourism zones. However, the clear direction is that tourism must still remain the predominant use within these areas.

# 2.6 OTHER RELEVANT STATE OR REGIONAL STRATEGIES, PLANS AND POLICIES

The purpose of this section is to briefly outline any other strategies, plans and policies that have been prepared by State Government agencies that have relevance to the Strategy.

As climate change is a pressing global issue that creates both challenges and opportunities for Western Australia, the Western Australian Climate policy is acknowledged as having relevance to the preparation of this Strategy.

Table 21: Other Relevant State Policy

STATE POLICY	POLICY OVERVIEW
Western Australian Climate Policy (2020)	The Western Australian Climate Policy sets out the State Government’s plan for a climate resilient community and a prosperous low-carbon future. The policy underscores a commitment to adapting to climate change and working with all sectors of the economy to achieve net zero greenhouse gas emissions by 2050. The policy sets out the high-level priorities the State Government will implement to support a more climate-resilient community. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. The policy outlines actions to guide the response by business, the community, local governments and State Government agencies to develop well-informed, timely and practical adaptation responses..

# 03

## LOCAL PLANNING CONTEXT



## 3.1 STRATEGIC COMMUNITY PLAN 2021-2031

The Shire of Broome Strategic Community Plan (SCP) was adopted by Council on 10 December 2020. The key themes, outcomes and objectives relevant to land use planning are identified in **Table 22**.

**Table 22: Strategic Community Plan Outcomes**

	ASPIRATIONS	OUTCOMES	OBJECTIVES RELEVANT TO STRATEGY
SOCIAL	<b>People</b> We will continue to enjoy Broome-time, our special way of life. It's laid-back but bursting with energy, inclusive, safe and healthy, for everyone.	1. A safe community 2. Everyone has a place to call home 3. A healthy, active community 4. An inclusive community that celebrates culture, equality and diversity	1.2 Modify the physical environment to improve community safety through CCTV, lighting, etc 2.1 Facilitate access to safe, affordable accommodation to meet all needs, including itinerants, homeless people, those at risk, youth and the elderly. 3.1 Facilitate access to health facilities, services and programs to achieve good general and mental health in the community. 4.1 Grow knowledge, appreciation and involvement in local art, culture and heritage. 4.2 Provide services to meet diverse community needs.
	<b>Place</b> We will grow and develop responsibly, caring for our natural, cultural and built heritage, for everyone.	5. Responsible management of natural resources 6. Responsible growth and development with respect for Broome's natural and built heritage 7. Safe, well connected, affordable transport options 8. Cost effective management of community infrastructure	5.1 Mitigate climate change and natural disaster risks. 5.2 Manage and conserve the natural environment, lands and water. 5.3 Adopt and encourage sustainable practices. 6.1 Promote sensible and sustainable growth and development. 6.2 Protect significant places of interest. 6.3 Create attractive, sustainable streetscapes and green spaces 7.1 Provide safe and efficient roads and parking. 7.2 Provide safe, well connected paths and trails to encourage greater use of active transport. 7.3 Facilitate improved access to safe, affordable transport, marine and aviation services.
ECONOMIC	<b>Prosperity</b> Together, we will build a strong, diversified and growing economy with work opportunities for everyone.	9. A strong, diverse and inclusive economy where all can participate 10. Appropriate infrastructure to support sustainable economic growth	9.1 Activate the precincts of Broome. 9.2 Activate the Dampier Peninsula.
CIVIL LEADERSHIP	<b>Performance</b> We will deliver excellent governance, service and value, for everyone.	11. An organisational culture that strives for service excellence 12. Sustainable and integrated strategic and operational plans 13. Responsible resource allocation 14. Improved systems, processes and compliance	11.1 Strengthen leadership, advocacy and governance capabilities. 12.1 Provide the community with relevant, timely information and effective engagement.

## 3.2 PREVIOUS LOCAL PLANNING STRATEGY

Prior to the WAPC's endorsement of this document, the local planning strategy for the Shire of Broome was the Shire of Broome Local Planning Strategy No.2. The Shire of Broome Local Planning Strategy No.2 and the Shire of Broome Housing Strategy 2009 will be revoked and replaced by this document.

The primary matters and changes in planning direction to consider since preparation of the former Local Planning Strategy include:

**Population growth scenarios based on Browse LNG Project** - the growth scenario underpinning the previous strategy was predicated on the Browse LNG Project (near James Price Point) being a major driver of population and economic growth in the Shire. To support implementation, the previous strategy identified a number of actions regarding movement and provision of key worker housing. The pausing of the project and uncertainty surrounding its future, means that it is no longer being viewed as a significant driver of this Strategy.

The implication for this Strategy is changes to population forecasts / growth projections.

**Greater participation of Aboriginal Communities** - the Broome Growth Plan identified the major opportunities that exist with respect to greater activation of the Dampier Peninsula and Broome's human capital. More specifically, its Aboriginal human capital. This strategic direction combined with major projects such as the sealing of Broome - Cape Leveque Road will result in substantial opportunities and change throughout the Shire.

The implication for this Strategy is a greater focus on its Remote Service Centres, reinforcing the important role they perform in servicing the Shire's remote communities, as well as unlocking economic opportunities for Aboriginal people.

**Activating Broome's existing precincts** - the Broome Growth Plan also identified a need to activate existing precincts in the Broome Townsite, ensuring that adequate amenity and services are provided to stimulate activity and support population growth and retention. This new focus, combined with changes in the State Planning Policy Framework namely the DesignWA suite of policies (SPP 7.0, SPP 7.2, SPP 7.3) has resulted in a shift in thinking.

This Strategy identifies that there is a desire, and need to rethink growth in the Broome Townsite. Planning in existing areas in place of greenfield expansion will help facilitate greater activation of existing precincts, improve housing diversity, and support ageing in place.

**Timing of Broome International Airport's relocation** - the previous Strategy focussed quite heavily on planning within the existing airport land, based on the assumption of its relocation within the lifetime of the strategy. This relocation has yet to eventuate, and discussions with Broome International Airport have highlighted that it is unlikely that this will occur within the lifetime of this Strategy also.

This Strategy still strongly advocates for the need to relocate Broome International Airport, however, it acknowledges that the timing of this could extend beyond the timeframe of this Strategy. Therefore planning on the periphery of the airport and protection of the future airport site are viewed as essential.

## 3.3 LOCAL PLANNING SCHEME

The Shire of Broome Local Planning Scheme No. 6 (LPS6) is currently under review and it is the intention that a new Shire of Broome Local Planning Scheme No.7 (LPS7) will be the primary instrument for delivery of the vision and planning directions of this Strategy. The Scheme Text and Map(s) should be read in conjunction with this Strategy. The separately gazetted deemed provisions for Local Planning Schemes are prescribed under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations) and have automatic statutory effect as part of the Scheme. The current Shire of Broome LPS6 was gazetted on 30 January 2015.

In February 2020, the Shire pursuant to Regulation 66(3) of the LPS Regulations recommended to the Western Australian Planning Commission (WAPC) that LPS6 required a review and a new LPS7 should be prepared. LPS6 is to be repealed upon gazettal of LPS7. The WAPC in April 2020 accepted this recommendation.

A review of the LPS6 is being undertaken concurrently with the preparation of the Local Planning Strategy having regard to the future requirements of the Scheme area and also taking into account relevant State and local planning policies. The preparation of LPS7 has been based on the model provisions of the LPS Regulations and includes:

- + The identification of new aims to address current land use planning issues;
- + The standardisation of local reserves and zoning;
- + A review of the land use classifications;
- + A review of land use permissibility within the zoning table to ensure current best practice;
- + Review and establish new development requirements for specific zones;
- + Inclusion of enabling provisions for precinct planning and design review;
- + Carry over existing Special Control Areas; and
- + The inclusion of Supplemental provisions and interpretations/definitions.

## 3.4 LOCAL PLANNING POLICIES

Local planning policies (LPP) can be prepared by Shire in accordance with Division 2 of Schedule 2 of the Regulations in respect of a particular class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area.

A comprehensive review of existing LPPs was undertaken to acknowledge changes in the scheme and 2021 revisions to the *Planning and Development (Local Planning Schemes) Regulations 2015*. An overview of the Shire's LPPs and implications for the Strategy are provided in **Table 23**.

**Table 23: Local Planning Policies**

NAME	DATE OF ADOPTION / AMENDMENT	PURPOSE OF LOCAL PLANNING POLICY / RECOMMENDATIONS
5.1 Outdoor Dining	OMC 12 December 2019	This policy seeks to guide the licence and planning assessments for outdoor dining areas within the townsite of Broome. The policy outlines minimum requirements that ensure these areas positively contribute to the street without compromising the safety of patrons, pedestrian and motorists.  <b>Key findings and recommendations</b> Minor changes to reflect new scheme (LPS7) and zone names.
5.2 Staff Accommodation in General Agriculture, Rural Small Holdings and Culture and Natural Resource Use zones	OMC 12 December 2019	This policy guides the design of staff accommodation for long-term on-site employees within rural zones. The policy seeks to mitigate the impact of accommodation use and structure on the character and the amenity of rural areas.  <b>Key findings and recommendations</b> Minor changes to reflect new scheme (LPS7) and zone names.
5.3 Miscellaneous Structures	OMC 12 December 2019	This policy guides the development of miscellaneous structures, such as sea containers, hydrant water tanks and storage facilities, that are exempt and non-exempted from development approval. This policy seeks to minimise the visual impact of structures on the streetscape, amenity and surrounding properties.  <b>Key findings and recommendations</b> Minor changes to reflect new scheme (LPS7) and zone names.
5.4 Heritage List – Development of Listed Places	OMC 12 December 2019	This policy sets out expectations and requirements for the development involving buildings and places listed on the Shire of Broome's Heritage List. This policy seeks to guide sympathetic development of the site that protects its heritage values and integrity.  LPP 5.4 lists certain cases in which minor internal upgrades and general maintenance of heritage sites are exempt from requiring development approval.  <b>Key findings and recommendations</b> Minor changes to reflect changes to the 2021 amendments to the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
5.5 Transient Workers Accommodation	OMC 12 December 2019	This policy outlines expectations and specific requirements for the design and management of temporary accommodation and facilities used by transient workers. Transient workers are employees involved in one or more short-term projects that differ from the normal ongoing operation of a business or industry.  <b>Key findings and recommendations</b> Minor changes to reflect new scheme (LPS7) and zone names.

NAME	DATE OF ADOPTION / AMENDMENT	PURPOSE OF LOCAL PLANNING POLICY / RECOMMENDATIONS
5.6 Parking	OMC 12 December 2019	<p>The Parking policy seeks to establish car parking design and construction requirements for each land use zone in the Shire of Broome. The policy also specifies circumstances when an alternative to the on-site car parking provision is permitted, including off-site, reciprocal and cash-in-lieu of car parking arrangements.</p> <p><b>Key findings and recommendations</b></p> <p>Policy to be reviewed to ensure alignment with LPS7, any duplication of objectives / provisions to be considered in the review.</p>
5.7 Development Standards for Development Applications	OMC 12 December 2019	<p>This policy seeks to guide environmentally sensitive and weatherproof design by establishing a minimum set of basic standards for landscaping, drainage and crossovers applicable to all developments within the Shire.</p> <p><b>Key findings and recommendations</b></p> <p>Policy to be reviewed to ensure alignment with changes to zones, land use definitions and development standards associated with LPS7.</p>
5.8 Fences	OMC 12 December 2019	<p>The Fences policy sets out design requirements for exempt and non-exempt fencing within different land use zones across the Shire. The policy seeks to guide the design of fencing to ensure positive design outcomes such as passive surveillance, visual amenity and climate responsive design.</p> <p><b>Key findings and recommendations</b></p> <p>Policy to be reviewed to ensure alignment with changes to zones, land use definitions and development standards associated with LPS7.</p>
5.9 Development Approvals – Amendments/ Extensions to Term of Approval and Requests for Further Information	OMC 12 December 2019	<p>This policy provides further guidance on planning approval amendments, extensions and sets out the processes to request further information regarding the application. The policy is based on Clauses 63, 71 and 77 of the of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 which outline the materials necessary to accompany development application and enable the Local Government to make amendments to the conditions and the term of development approvals.</p> <p><b>Key findings and recommendations</b></p> <p>Review required to ensure alignment with 2021 amendments to the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>
5.10 Signs	OMC 12 December 2019	<p>The Signs policy sets out expectations and requirements for exempt and non-exempted signs within the Shire. The policy aims to achieve good quality signage outcomes, particularly in the areas and buildings of cultural and historical significance.</p> <p><b>Key findings and recommendations</b></p> <p>Updates will be required to align with changes to zones, land use definitions and development standards associated with LPS7. Policy will also need to be reviewed in respect of the 2021 amendments to the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>
5.11 Telecommunications Infrastructure	OMC 12 December 2019	<p>This policy outlines design and location requirements for exempt and non-exempted telecommunications infrastructure and facilities. The policy seeks to achieve safe and good quality infrastructure outcomes while minimising its visual impact on the surrounding areas.</p> <p><b>Key findings and recommendations</b></p> <p>Policy to be reviewed having regard to State Planning Policy 5.2 Telecommunications (2015) and the 2020 position statement 'Fibre Ready Telecommunications Infrastructure'.</p>

NAME	DATE OF ADOPTION / AMENDMENT	PURPOSE OF LOCAL PLANNING POLICY / RECOMMENDATIONS
5.12 Provision of Public Art	OMC 12 December 2019	<p>The Provision of Public Art policy together with the associated Guidelines and Art Concept Plan seeks to guide good public art outcomes for activity centres, commercial nodes, important points of entry, parks and foreshore areas across the Shire. This policy requires eligible development to set aside 0.5% of the estimated total construction cost for the development of public art.</p> <p>The policy is supported by associated guidelines, however, these are out of date and refer to committees that no longer exist. There are also discrepancies between the guidelines and the policy in terms of what triggers a public art contribution.</p> <p><b>Key findings and recommendations</b></p> <p>A review is required to ensure the policy is fit-for-purpose and meets the objectives of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>
5.13 Design Guidelines – Town Centre Zone	OMC 12 December 2019	<p>This policy sets out expectations and requirements for the development occurring in the Town Centre zone. These controls are based on the Design Guidelines prepared as part of the Chinatown Development Strategy, which seeks to promote active and safe design of the Centre and support its unique cultural heritage and natural environment.</p> <p><b>Key findings and recommendations</b></p> <p>The Strategy advocates for a need to review the existing planning framework to improve transparency. It is recommended the existing Chinatown Development Strategy and this policy be subject to a comprehensive review and potentially repealed and replaced by a Precinct Structure Plan.</p>
5.14 Public Consultation – Planning Matters	OMC 12 December 2019	<p>This policy seeks to guide the process of engagement and consultation with community regarding a range of planning. Whilst the key focus of the policy is to gauge public comment regarding planning applications, it also provides strategies to support community consultation concerning broader matters of regional and state significance, including development strategies of selected areas, local planning policy development and review.</p> <p><b>Key findings and recommendations</b></p> <p>It is recommended that this Policy be reviewed to align with the 2021 amendments to the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. A review should also consider compatibility with LPS7, including references to land use zones and new terminology for planning documents (e.g. Precinct Structure Plan).</p>
5.15 Forms of Residential Accommodation Other Than Single House	OMC 12 December 2019	<p>This policy seeks to establish expectations and requirements for residential dwellings and the emerging typology of alternative dwelling forms deriving from the single house design. The policy provides definition of the dwelling types with focus on their resident composition and seeks to guide good design outcomes for residential development in the Shire.</p> <p><b>Key findings and recommendations</b></p> <p>A review is required to ensure the policy is fit-for-purpose and meets the objectives of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. Consideration should also be given to the 2021 updates to the Residential Design Codes.</p>

NAME	DATE OF ADOPTION / AMENDMENT	PURPOSE OF LOCAL PLANNING POLICY / RECOMMENDATIONS
5.16 Old Broome Development Strategy	OMC 12 December 2019	<p>This policy is based on the Old Broome Development Strategy and seeks to enable the design outcomes outlined in the Strategy by setting out specific land use, movement and built form requirements for the development in the Old Broome precinct.</p> <p><b>Key findings and recommendations</b></p> <p>The Strategy advocates for a need to review the existing planning framework to improve transparency. It is recommended the existing Old Broome Development Strategy and this policy be subject to a comprehensive reviewed and potentially repealed and replaced by a Precinct Structure Plan.</p>
5.17 Caretakers Dwellings and Attached Offices in the Light and Service Industry Zones	OMC 12 December 2019	<p>This policy seeks to guide provision and design of the caretakers' accommodation in the industrial areas. LPP 5.17 aims to balance residential development needs and the industry operation requirements, without compromising the integrity of the industrial zone.</p> <p>LPP 5.17 applies to the Light and Service Industry zones.</p> <p><b>Key findings and recommendations</b></p> <p>A review is required to ensure the policy is fit-for-purpose and meets the objectives of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. The review is to also consider the changes to development standards, zones and land use definitions set out in LPS7.</p>
5.18 Bed and Breakfast Accommodation	OMC 12 December 2019	<p>This policy provides guidance on planning and design requirements for development of bed and breakfast accommodation. The policy seeks to minimise the impact of the bed and breakfast development on the surrounding residences and streetscapes.</p> <p>LPP 5.18 requires the bed and breakfast development to be advertised as part of the application process.</p> <p><b>Key findings and recommendations</b></p> <p>This Strategy recommends preparation of a new LPP on Short Term Rental Accommodation which will encompass Bed and Breakfast – hosted accommodation – this will replace this policy once prepared.</p>
5.19 Strata Titling of Tourist Developments in the Tourist Zone	OMC 12 December 2019	<p>This policy seeks to establish design and management requirements for the strata-titled tourist developments. These requirements intend to achieve good design outcomes for the resort development, which provides positive tourist experience.</p> <p>This policy applies to the development within Tourist zone.</p> <p><b>Key findings and recommendations</b></p> <p>This Strategy recommends a need to prepare a new STRA Local Planning Policy and review the existing Cable Beach Development Strategy. Both documents are closely aligned with this policy. As such, it is recommended that a review be undertaken to ensure alignment of intent / requirements.</p>
5.20 Exempt Development	OMC 14 December 2019	<p>The Exempt Development policy outlines certain development that is exempt from requiring development approval. The exemptions are intended to apply by way of Clause 61 (1) (i) and Clause 61 (2) (e) of Schedule 2 (Deemed Provisions) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> which enables the Shire to adopt a policy that exempts certain uses and works from requiring development approval.</p>

NAME	DATE OF ADOPTION / AMENDMENT	PURPOSE OF LOCAL PLANNING POLICY / RECOMMENDATIONS
		<p><b>Key findings and recommendations</b></p> <p>A review is required to ensure the policy is fit-for-purpose and meets the objectives of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>
5.21 Non-conforming Use Register	OMC 12 December 2019	<p>This policy outlines the process and requirements for the inclusion or exclusion of a property or use from the Shire's register of non-conforming uses.</p> <p><b>Key findings and recommendations</b></p> <p>Policy was recently reviewed and is to be carried forward under LPS7.</p>
5.22 Shire of Broome Structure Plan and Subdivision Standards	OMC 12 December 2019	<p>This policy seeks to guide preparation and assessment of Structure Plans and subdivision applications within the Shire. The policy also outlines variations to the state planning policies specific to local Broome conditions, including certain circumstances when of the public open space contribution is reduced a minimum of five percent of the gross subdivisible area.</p> <p><b>Key findings and recommendations</b></p> <p>As part of Design WA the State Government has prepared a suite of new policies to provide guidance on structure planning and subdivision. This will include primarily SPP 7.1 – Neighbourhood Design and SPP 7.2 – Precinct Design. As these State Policies are expected to replace Liveable Neighbourhoods and the WAPC Structure Plan Framework it is recommended that this policy be subject to a comprehensive review to ensure alignment.</p>
5.23 Coastal Planning Policy	OMC 12 December 2019	<p>The Coastal Planning Policy relates to the Broome Townsite Coastal Hazard Risk Management and Adaptation Plan which seeks to manage and mitigate the risks of coastal erosion and inundation. The policy sets out the adaptation requirements and implementation of the CHRMAP strategies for the development occurring along the Shire's coast.</p> <p><b>Key findings and recommendations</b></p> <p>This Policy was recently prepared in response to the Broome Townsite CHRMAP. It should be retained, though a minor review may be required to align with any land use zone changes in LPS7.</p>

## 3.5 STRUCTURE PLANS

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. An overview of the structure plans (commonly referred to as 'Development Plans') within the Shire, and implications for the Strategy are provided in **Table 24**.

**Table 24: Structure Plans**

NAME	WAPC APPROVAL	PURPOSE	STRATEGY IMPLICATIONS / RESPONSES
Broome North District Development Plan and Local Development Plans	27/10/2010	Document provides higher order land use and development vision for Broome North setting out the general arrangement of land use, movement, landscape and environment.  Provides framework for preparation of Local Development Plans, which provide further detail on land use and built form.	Document should be retained as it supports delivery of development throughout Broome North. The District Development Plan will need to be updated when its approval lapses in 2025.  The document is supported by three 'Local Development Plans' which are in effect Structure Plans. Review of these documents will also be required: + Local Development Plan 1 (2012) expiry 2025. + Local Development Plan 2 (2014) expiry 2025. + Local Development Plan 3 (2016) expiry 2026.
Airport Development Plan	9/10/2012	To provide an appropriate statutory planning framework to facilitate the effective continued operation and expansion of the Broome International Airport at its current location, until such time as aviation demands and/or airport impacts on the Broome community necessitate the airport's relocation.	The Airport Development Plan supports continued expansion of the Broome International Airport. This Strategy has identified that there is a clear intent to support the long-term relocation of the Airport. Whilst coordination of development is required, the role of a Structure Plan should be future focussed.  10 year approval timeframe prescribed in the LPS Regulations 2015 lapses in 2025. Subdivision being lodged in 2022, likely to be complete prior to 2025.  It is therefore recommended that a review be undertaken to better reflect the strategic intent of this Strategy and commence planning for a post-relocation scenario.
Broome Road Industrial Estate Master Plan		To guide industrial development at the Broome Road Industrial Estate. Include capacity for 122 lots over 320 hectares. The estate will meet the medium and long term needs of industrial development in Broome.	Limited subdivision and development has occurred.  Provides significant capacity to meet long-term industrial needs, suggested that Structure Plan is retained.
Western Triangle Development Plan Roebuck Estate	18/11/2011	Residential development of over 150 lots, with densities ranging from R15 - R40/50.	Limited subdivision and no development has occurred. 10 year approval timeframe prescribed in the LPS Regulations 2015 lapses in 2021. Review will be required.
Lot 3082 Cable Beach Road East Service Commercial Structure Plan	26/11/2020	Designates land for 'Service Commercial' and provides guidance for subdivision and development.	Structure Plan was approved by Minister for Planning in November 2020. Site is identified on the Strategy Map and will be implemented in accordance with LPS Regulations 2015.

Note: The majority of these Structure Plans were approved prior to the LPS Regulations 2015 coming into effect. In accordance with Clause 28 of Schedule 2 of the LPS Regulations, given that the Subdivision Guide Plan was approved prior to the introduction of the Regulations, the Subdivision Guide Plan is taken to have been approved on the date that the Town Planning Regulations 1967 were repealed and replaced by the current LPS Regulations.

## 3.6 LOCAL DEVELOPMENT PLANS

Local development plans can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the local development plans within the Shire are provided in **Table 25**.

**Table 25: Local Development Plans**

NAME OF LOCAL DEVELOPMENT PLAN	DATE OF APPROVAL	PURPOSE OF LOCAL DEVELOPMENT PLAN	STRATEGY IMPLICATIONS / RESPONSES
DAP No.2: Group Housing – Lots 416 and 438 Sario Street, Bilingurr	24 November 2011	Guidance on residential development	Keep – Lot 438 is yet to be developed.
DAP No. 3: Group Housing – Lots 237 and 238 cnr Tanami Drive, Magabala Road, and Dalmatio Terrace, Bilingurr	17 February 2011	Guidance on residential development	Remove – the development of the lot is fully completed.
DAP No. 4: Group Housing – Lots 285 Foy Way and 279 Nishiji Vista, Bilingurr	17 February 2011	Guidance on residential development	Keep – Lot 285 is yet to be developed
DAP No. 5: Group Housing – Lot 278 cnr Tanami Drive and Tokumaru Bend, Bilingurr	17 February 2011	Guidance on residential development	Remove – the development of the lot is fully completed.
DAP No.6: Group Housing – Lot 367 Hanoie Court and Lot 378 Foy Way, Bilingurr	18 December 2012	Guidance on residential development	Keep – Lot 367 is yet to be developed.
DAP No. 7: Group Housing – Lots 124-127 Nakamura Avenue, Bilingurr	1 February 2012	Guidance on residential development	Remove – the development of the lots is fully completed.
DAP No. 8: Lot 1648 Frederick Street	20 March 2021	Guidance on service commercial development	Keep – the site is currently being subdivided in accordance with LDP 8 planning intent
DAP No. 9: Group Housing – Lot 1002 Oku way, Bilingurr	16 February 2012	Guidance on residential development	Remove – the development of the lot is fully completed.
DAP No. 10: Group Housing – Lots 194 and 195, Nakamura Avenue, Bilingurr	16 February 2012	Guidance on residential development	Remove – the development of the lots is fully completed.
DAP No.11: Lots 101-105 Hamersley Street and Lot 106 Robinson Street	9 June 2011	Guidance on commercial and residential development	Keep – the subject site is partially developed (Lots 101 and 102 are yet to be developed)
DAP No. 12: Group Housing – Lot 1003 Shingoro Street, Bilingurr	14 June 2012	Guidance on residential development	Remove – the development of the lot is fully completed.
DAP No. 13: Group Housing – Lot 101 Tanami Drive, Bilingurr	14 June 2012	Guidance on residential development	Remove – the development of the lot is fully completed.
DAP No. 14: Group Housing – Lot 600 Dalmatio Street, Bilingurr	21 February 2013	Guidance on residential development	Remove – the development of the lot is fully completed.
DAP No. 15: Lots 442-445 Sario Terrace and Lots 425-428 Povah Road, Bilingurr	20 June 2013	Guidance on residential development	Keep – Lots 442-444 and 425-427 are yet to be developed
Local Development Plan No.1: Broome North Local Centre, Bilingurr	26 February 2015	Guidance on commercial, retail and residential development	Remove – Amendment 12 of LPS6 recommends rezoning the local centre to residential.

## 3.7 OTHER RELEVANT DOCUMENTS

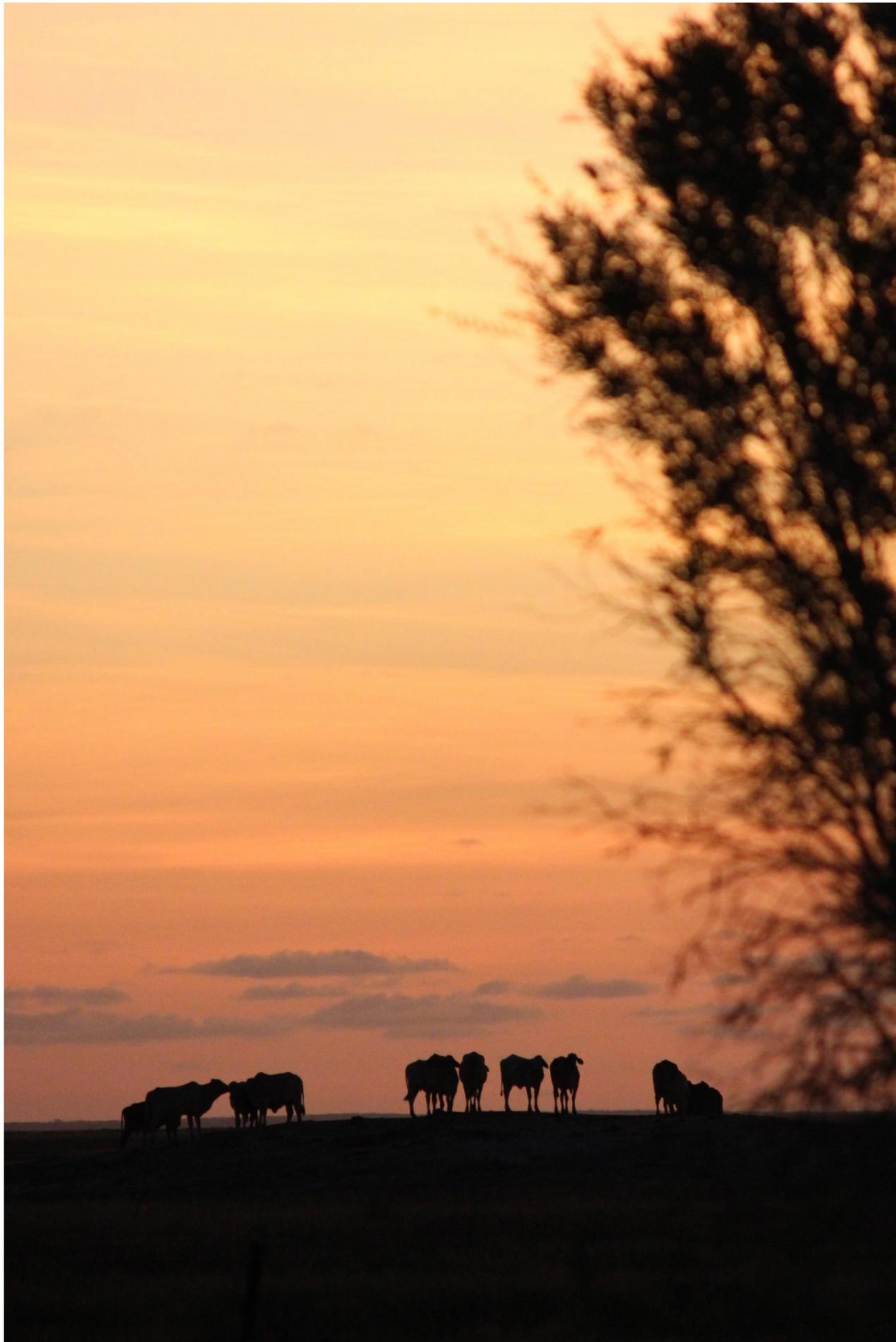
Table 26: Other Relevant Strategies, Plans & Policies

NAME OF DOCUMENT	DATE	PURPOSE	IMPLICATIONS FOR LOCAL PLANNING STRATEGY
Broome Growth Plan	2019	<p>The Broome Growth Plan is the outcome of an investigation into the Broome economy and a summary of what the leadership and people of Broome believe about their bright future.</p> <p>Four growth scenarios were tested with ultimately the targeted growth scenario the preferred. The targeted growth scenario has the following attributes:</p> <ul style="list-style-type: none"> <li>+ It capitalises on the industries with comparative and/or competitive advantages.</li> <li>+ It seizes the opportunity to address the areas of most disadvantage, by simultaneously planning and enabling the maximum potential engagement of Aboriginal people as full and equal participants in the economy.</li> <li>+ It provides the most beneficial and achievable combination of employment options and investment opportunities.</li> <li>+ It prepares Broome for the emergence of a high-growth scenario by maximising and building local capacity.</li> </ul>	<p>Key short to medium term initiatives were identified to help achieve the preferred growth plan including:</p> <ul style="list-style-type: none"> <li>+ <b>Activating the traded economy</b> - Broome already has several successful but very small industry clusters; Tourism, Agriculture, Oil, Gas and Minerals and Culture and Arts. Fostering these industries with potential for strong growth is a low risk strategy.</li> <li>+ <b>Activating the precincts of Broome</b> - For Broome to successfully fulfil its role as a Regional Centre it must have the critical and enabling infrastructure to provide essential community, health, education, recreational and other services for the town's residents and visitors.</li> <li>+ <b>Activating the Dampier Peninsula</b> - Provides a significant opportunity to build a more integrated regional economy and leverage existing competitive advantages</li> </ul>
Local Commercial Strategy	2017	<p>The Local Commercial Strategy is an informing document within the Shire's Corporate Business and Planning framework and will guide the review of the Shire's Local Planning Strategy and Local Planning Scheme No.6. Further to analysis of the best available data, the recommendations of the Commercial Strategy provide direction for land-use planning over the medium to long-term. The recommendations are not binding and will be subject to further investigation.</p>	<p>The Strategy outlines a hierarchy of centres which includes the location and size of future centres anticipated to be required in Broome in both 2031 and 2051. It also makes reference to the potential for an expanded regional centre extent in future that includes high density residential and tourism accommodation, high quality public realm encouraging a pedestrian friendly environment and supports public transport provision.</p> <p>The document was endorsed by Council, as such alignment with the Strategy will be required to ensure a consistent approach to commercial development.</p>
Chinatown Development Strategy	2013	<p>The Chinatown Development Strategy is a strategic land use planning document developed by the Shire. It provides guidance on land use and built form controls as well as a range of activation and other initiatives. The Design Guidelines were subsequently adopted as a LPP.</p> <p>The Strategy is supported by a concept plan, though implementation would require further studies and funding to enable delivery.</p>	<p>The document provides a good baseline for planning in the Chinatown Precinct. However, changes in the state planning framework (SPP 7.0, SPP 7.2), and local strategic direction (Broome Growth Plan) have placed strong emphasis on good design and precinct activation. It is therefore recommended that the document be reviewed.</p>

NAME OF DOCUMENT	DATE	PURPOSE	IMPLICATIONS FOR LOCAL PLANNING STRATEGY
Old Broome Development Strategy	2014	<p>The development strategy sets the vision and future direction for Old Broome, Town Beach and Conti Foreshore. It provides guidance on land use and built form controls as well as a range of activation and other initiatives. The Development Strategy was subsequently adopted as a LPP.</p> <p>The Strategy is supported by a concept plan, though implementation would require further studies and funding to enable delivery.</p>	<p>The document provides a good baseline for planning in the Chinatown Precinct. However, changes in the state planning framework (SPP 7.0, SPP 7.2, SPP 7.3), and local strategic direction (Broome Growth Plan) have placed strong emphasis on good design and precinct activation. It is therefore recommended that the document be reviewed.</p>
Cable Beach Development Strategy	2015	<p>The development strategy sets the vision and future direction for Cable Beach. It provides guidance on land use and built form controls as well as a range of other strategies and actions.</p> <p>The Strategy is supported by a concept plan, though implementation would require further studies and funding to enable delivery.</p>	<p>The document provides a good baseline for planning in the Chinatown Precinct. However, changes in the state planning framework (SPP 7.0, SPP 7.2, Draft Tourism Planning Position Statement), and local strategic direction (Broome Growth Plan) have placed strong emphasis on good design and precinct activation. It is therefore recommended that the document be reviewed.</p>
Urban Renewal Strategy	2017	<p>The Broome Urban Renewal Strategy (URS) was prepared in 2017 by the Department of Communities, Shire and a range of community stakeholders. The URS was prepared in response to an action from the previous Strategy. It is focused on improving the liveability, connectedness and safety of the three precincts of Anne Street, Dora Street and Woods Drive that currently contain a majority of the Shire's social housing (refer Broome Townsite Strategy Map). The objectives of the URS are:</p> <ul style="list-style-type: none"> <li>+ Support and contribute to liveable communities</li> <li>+ Deliver revitalised housing and infrastructure</li> <li>+ Provide diverse, affordable housing</li> <li>+ Optimise the use of land and dwellings</li> </ul>	<p>Urban renewal and the associated social issues was identified as a key issue throughout the pre-engagement period. It was therefore identified that implementation of the URS was a priority. However, a number of the objectives and linked actions within the URS are not specifically related to land use planning and development. As such, there are limitations to what can be recommended in the Strategy.</p>
Local Housing Strategy	2009	<p>The Local Housing Strategy identifies current issues associated with residential development and provides a range of achievable actions within a short, medium and long term intervals. Affordability, Diversity, Sustainability and Heritage/Character are the four fundamental principles that underpin the Local Housing Strategy.</p>	<p>Review of the Local Housing Strategy determined that there is strong alignment between its overarching principles and the Shire's latest SCP / this Strategy. The review also found that some of the key issues were no longer relevant. Where possible, relevant information has been repurposed or updated to inform the Strategy.</p> <p>The Local Housing Strategy has therefore been repealed as a standalone document and has been integrated into this Strategy.</p>

NAME OF DOCUMENT	DATE	PURPOSE	IMPLICATIONS FOR LOCAL PLANNING STRATEGY
The Yawuru Area Agreement and the Yawuru Prescriber Body Corporate Agreement: Yawuru ILUA's	2010	Two Indigenous Land Use Agreements (ILUA) were entered into between the State, Yawuru and the Shire. The ILUA's acknowledge Yawuru's native title rights over Broome and the surrounding area and provided for the grant of land parcels to NBY. The ILUA's also provided for the creation of the Conservation Estate and provide funding for land management, cultural protection and conservation activities in the Conservation Estate.	The land parcels granted under the ILUA are reflected as planning areas in the Local Planning Strategy to provide strong alignment between the ILUA's and the Shire's strategic planning framework.

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## LOCAL GOVERNMENT PROFILE

The profile of the Shire is presented and analysed in this section to provide robust, appropriate background and rationale for the strategic path outlined in Part 1. The Local Government Profile is organised under the following headings:

- + Demographic Profile & Population Forecast
- + Community, Urban Growth & Settlement
- + Economy & Employment
- + Environment & Heritage
- + Transport & Infrastructure

Trends, issues, opportunities and constraints detailed within the Local Government Profile are addressed in the strategy directions, actions and mapping found in Part 1. Where relevant the information for the Shire, townsite/urban area and other smaller settlements is provided and contrasted with WA benchmarks. The intent is to highlight the key issues which form the basis for the planning principles underlying this strategy and its associated planning scheme.

# 4.1 DEMOGRAPHIC PROFILE & POP. FORECAST

## 4.1.1. DEMOGRAPHIC PROFILE

### POPULATION DISTRIBUTION AND ETHNICITY

The Shire covers a large geographical area, with its population concentrated in the Regional Centre of Broome. Across the remaining vast extent (56,000 square kilometres) the population is sparsely dispersed (refer to Urban Growth & Settlement for further discussion). The Broome Townsite is the key population centre with 14,660 people in 2021, beyond the townsite, five secondary population centres (Remote Service Centres) and several outstations exist. The population and dwelling estimates for these centres at the 2021 Census shown is shown in **Table 27**:

- + Ardyaloon
- + Djarindjin-Lombadina
- + Beagle Bay
- + Bidyadanga

Table 27: Estimated Resident Population by Urban Centre

CENTRE	POPULATION	AVERAGE PERSONS/ HOUSEHOLD
Broome	14,660	2.7
Ardyaloon/One Arm Point	325	3.3
Djarindjin-Lombadina	253	3.1
Beagle Bay	307	3.1
Bidyadanga	593	3.7
<b>TOTAL</b>	<b>16,138</b>	

Source: ABS Census, 2021

A defining characteristic of the Shire is its cultural diversity, with a significant proportion of residents (21.3%) identified as being Aboriginal or Torres Strait Islander (ATSI), in contrast to 3.0% across WA (more than 7 times higher). Outside of the Broome Townsite, there are approximately 80 Aboriginal settlements which vary in size and are home to a variety of groups. As demonstrated above, average household sizes are notably higher in these communities compared to the Broome Townsite. These statistics highlight the central and significant position of Aboriginal people in the culture and character of Broome.

The prevalence of ATSI people contributes to a high proportion of Australian born residents in the Shire (72.1% vs 62% for WA). Of those people born overseas, the most prominent countries are England (2.8%), New Zealand (1.8%) followed by the Philippines (1.3%).

Aboriginal cultural heritage as well as the post-settlement cultural heritage of both the Aboriginal and non-Aboriginal settlements are an intrinsic part of the Shire's character – physical, social and spiritual. Japanese, Malay, Filipino, Chinese, Timorese and Koepanger and European influences are all present within the community.

### AGE & LIFE STAGES

The Shire broadly has a relatively young population with a median age of 34 years (below the WA average of 38 years). This is shaped by some strongly represented age groups and others being gaps in the population. In terms of key age groups, there is a predominance of working aged adults aged 25–34 years. Together with people aged 35–49 years in the parents/homebuilders life phase who have young children in the babies/pre-school and primary school age groups (**Figure 8**).

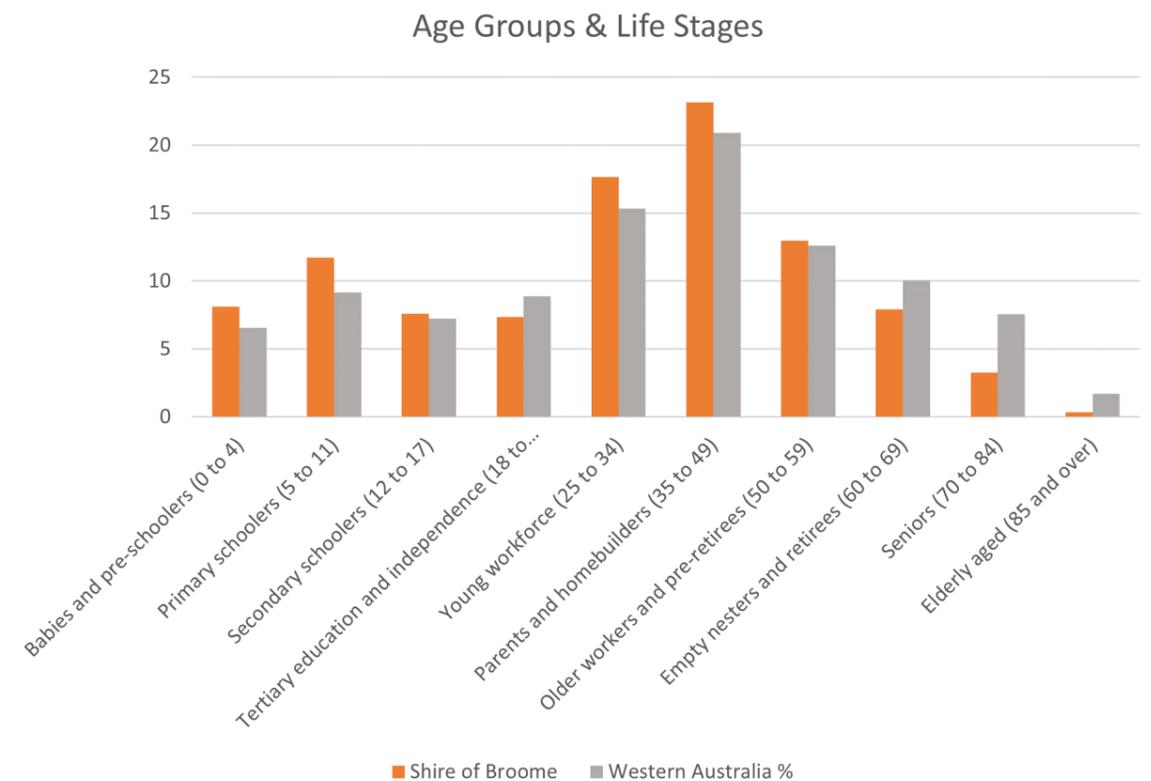


Figure 8: Age Groups & Life Stages

Source: ABS Census, 2021

Key gaps in Broome's age profile and household types are in the teens/young adults and seniors groups. Firstly, there are fewer than average percentages of 18–24 year olds who in many cases move away from the Shire for education or job opportunities elsewhere. The gap is created by families sending their middle and upper high school aged children away to Perth or other larger centres for secondary or tertiary schooling years. Additionally, there are low proportions of over 60 year olds (less than half the state average) indicating seniors and elderly residents are in some cases having to move away from the Shire to meet housing, family or health requirements as they age. Additionally, the Broome Growth Plan identified that at present Broome has limited aged care facilities and infrastructure to encourage and support people to age in place locally instead of relocating away from their long term community to Perth to access these facilities.

Because of these age trends, over time there is expected to be a growth in the proportion of older residents and retirees. This indicates that catering to these groups, not only families with young children profile, should be a housing provision planning priority.

## HOUSEHOLD COMPOSITION

Between 2011 and 2021, the Shire has experienced:

- + A minor decrease in the percentage of families without children (-1.4%);
- + A minor increase in the percentage of one parent families (+1.1%); and
- + A minor increase in the percentage of lone person households (+1.8%).

As demonstrated on Figure 9, the Shire's averages are mostly aligned with WA averages. The largest discrepancy is in one parent families, where the Shire is 6% above the WA average.

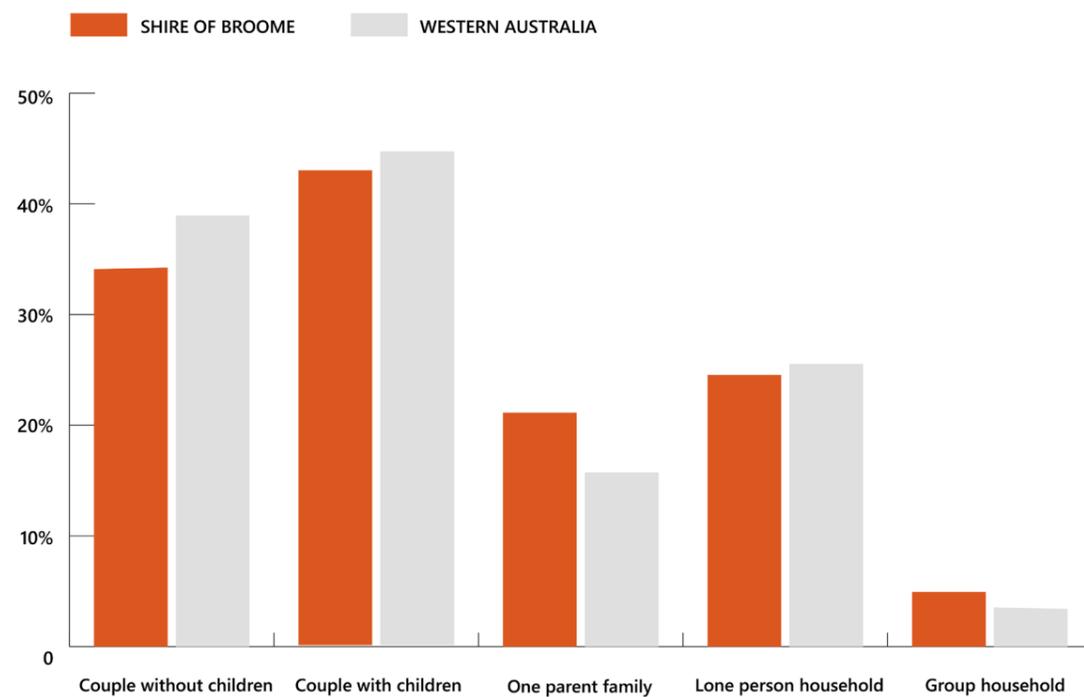


Figure 9: Household Types

Source: ABS 2021

In addition to the above, another key variation to the above household mix occurs in Broome during peak periods as a result of its highly seasonal tourism. In these periods, it has a much higher representation of visitor only households. This is where there were no usual residents of the dwelling present (i.e. all persons in the household were resident elsewhere). An example of this would be a family staying in a holiday apartment.

## HOUSING TYPES AND AFFORDABILITY

### HOUSING TYPES AND MIX

Between 2011 and 2021, the Shire's housing profile has experienced the following changes:

- + An increase in the percentage of separate houses (+4.3%);
- + A minor decrease in the percentage of medium density dwellings (-1.4%); and
- + A decrease in the percentage of caravans and cabins (-3.6%).

As shown on **Figure 10**, the main variances from the WA profile are in the 'caravans and cabins' with the Shire having a substantially higher percentage (24.7% compared to 1.5%) and separate houses (57% compared to 77.1%).

A large majority of Broome's detached single residential housing have either three or four bedrooms, with new housing in Broome being predominantly family-capable (i.e. 3-4 bedroom x 2 bathroom), which is not suited to all household types. Given that 'lone person' and 'couple without children' households make up 50% of Shire households, there is a notable lack of smaller dwellings suggesting that housing stock does not necessarily meet the needs of residents. Some of this is linked to the prevalence of low-density codings and building height restrictions in Broome's key precincts.

The implication of this housing profile is that providing a broader mix of housing options (that includes medium and higher density forms) could be one means to addressing the lack of younger adults and seniors living in the Shire. Additionally, greater provision of smaller dwellings has the potential to address housing affordability concerns in the Shire.

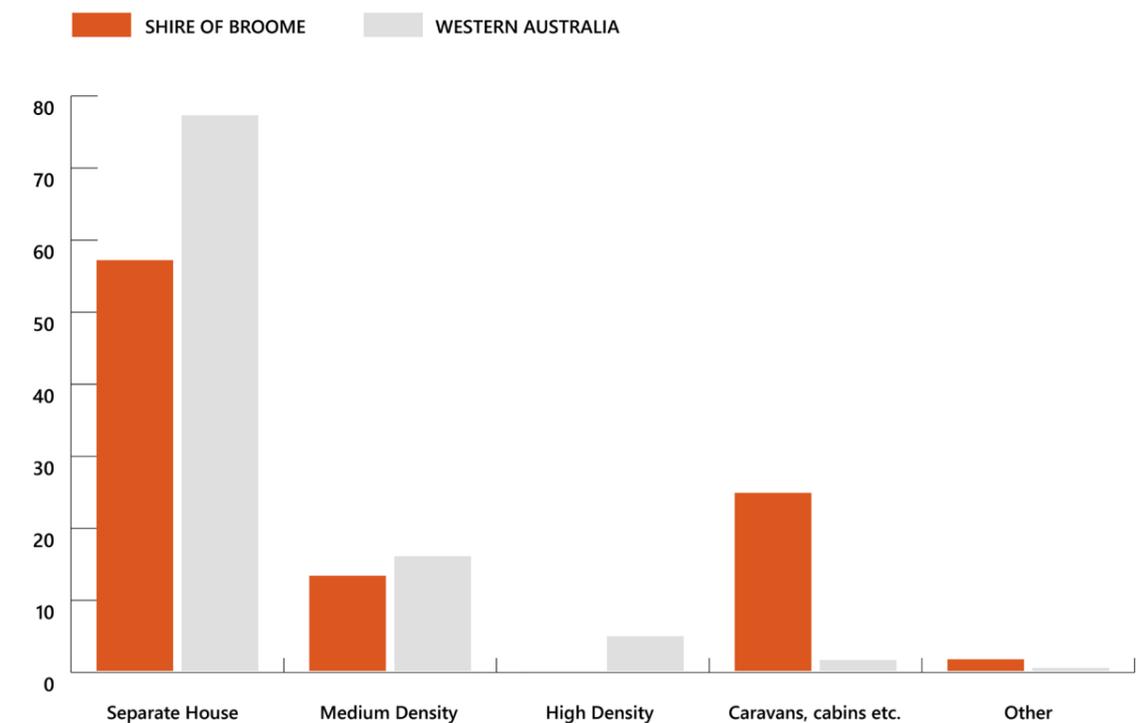


Figure 10: Dwelling Mix

Source: id Informed Decisions, ABS 2021

## HOUSING TENURE

Key differences between the Shire and WA can be summarised as follows:

- + A lower percentage of houses owned outright in the Shire (15%) compared to WA (29.2%);
- + A lower percentage of houses owned with a mortgage in the Shire (26.1%) compared to WA (40%);
- + A higher percentage of houses being rented in the Shire (52%) compared to WA (27.3%);

Renting is well above state trends, linked to a higher percentage of social housing (compared to WA) and the transient and temporary nature of the population. Social housing in the Shire is a dominant tenure, one of the primary reasons is that the Department of Communities (Communities) either owns or leases approximately 30% of the dwellings within the Broome Townsite. These assets are used to support the housing needs of the Broome community through social housing, as well as housing for State government employees such as police, teachers and nurses.

## RESIDENTIAL PROPERTY MARKET

As shown on **Figure 11**, house prices in the Broome Townsite have steadily increased, with the median increasing from \$340k in 2018 to \$605k in April 2023. The last two years have also seen the median price for land and units increasing, reflecting a reversal from previous trends.

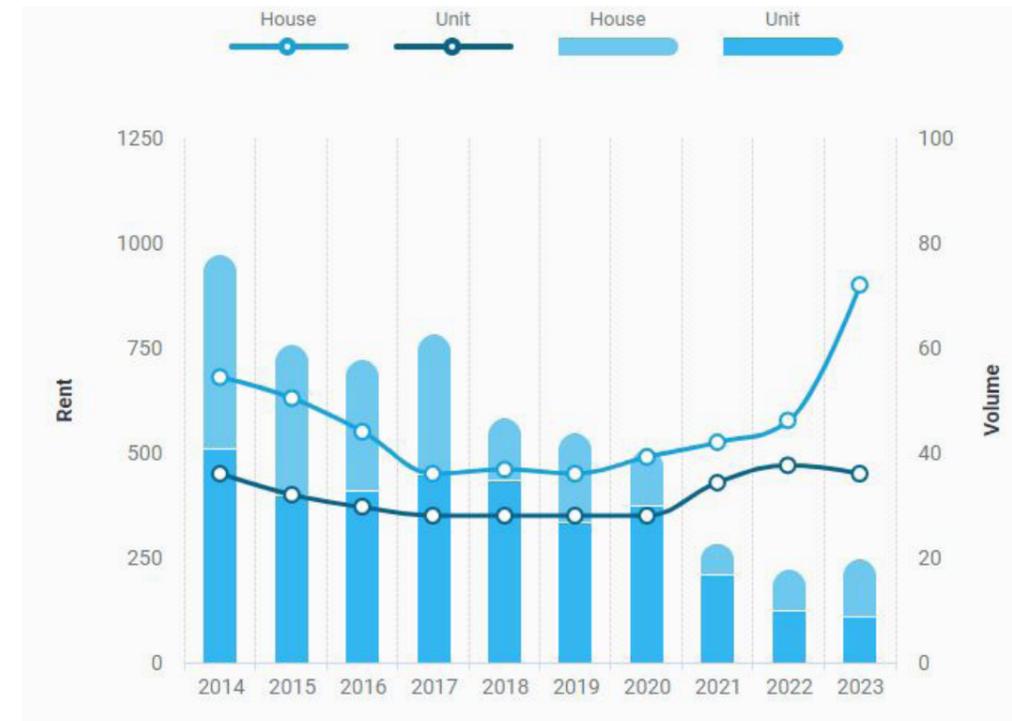


**Figure 11: Median Land, House & Unit Prices and Volume**

Source: REIWA Research, based on settled sales, as at 26 April 2021

**Figure 12** demonstrates that the median rental price for houses in Broome has substantially increased in the past 12 months, increasing from \$577 in 2022 to \$900 in April 2023. The volume of houses on the rental market has also reduced. These factors demonstrate that there is demand and low supply. Given that renting is the dominant tenure in the Shire, the higher prices disproportionately impact residents in the Shire.

The median rental price for units has remained steady, however, since 2020 the volume has reduced substantially further demonstrating challenges with rental supply.



**Figure 12: Median Land, House & Unit Rental Prices and Volume**

Source: REIWA Research, based on settled sales, as at 26 April 2021

## HOUSING AFFORDABILITY

Access to affordable housing is essential for the wellbeing of individuals, families and communities. Whilst housing affordability is relative to income, generally it is low to moderate income earners who are most at risk of not being able to access affordable housing.

The ABS measure housing affordability against two tenure types, households with a mortgage, and households renting. The indicators used imply if 30% or more of a household's income is spent on housing repayments (e.g. mortgage or rent) then that household is at risk of being under 'housing stress'. It should be noted that the ABS do clarify that there are exceptions to the rule:

- + Higher income households may choose to rent in an area with higher property values to be close to work (or other amenities), and their higher income means that housing costs do not impact their ability to pay for other costs of living.
- + A household with a mortgage may choose to make extra repayments

Therefore, the figures provided below should be used as a guide. At the time of the 2021 Census, it was found that the Shire:

- + Had a lower percentage of households with rental payments greater than 30% or more of their household income (18.4%), when compared to WA (28.3%); and
- + Had a lower percentage of households with mortgage repayments greater than 30% or more of their household income (12.4%), when compared to WA (13.0%);

On face value, the figures suggest that housing affordability particularly for rentals is better than WA averages, however, the following must be considered:

- + As a percentage, the number of households that rent in the Shire is almost double the WA average. This means that the number of households impacted (proportionally) is much higher;
- + 42% of rental households that rent in the Shire do so through State or Community housing providers, where weekly rental values are substantially lower (84% <\$349 a week vs 85% >\$349 in the private rental market).
- + Approximately 14% of rental households are through housing providers such as GROH, where housing costs subsidised.
- + According to latest REIWA data (April 2023) rental prices for a house in Broome have almost doubled since the Census data was released.

In addition to the above, there is a housing affordability divide between tenures. Those who own their home or are in the process of buying one (owner-occupiers), and those who are renting. Owner-occupiers are generally more comfortable, compared to those in the private rental market. Currently there is an extreme shortage of rental properties and rental costs are increasing rapidly (**Figure 12**). The impacts of this 'unaffordability' include:

- + Most businesses in Broome are facing difficulties recruiting staff because of the housing and rental situation. Some private and public employers are able to subsidise or assist staff with housing but the majority cannot do this. The result is that employees without assistance are unable to compete with those receiving assistance.
- + Many employees come to Broome for short periods of time, often less than three months, and find it very difficult to obtain accommodation. There is very little in the way of serviced apartments, and during the tourist season there is limited short-term accommodation available.
- + Facilities are required in a suitable location for people visiting from other parts of the Shire (outside the Townsite) to be able to camp for short periods in reasonable conditions. With no facilities to support these people it can pose health and social problems.

A key challenge facing the Shire is providing additional housing for its future population that meets the diverse needs of the community, this means a more diverse mix of dwelling types such as higher density units, which are generally more affordable.

Temporary accommodation to increase short term supply in the private rental sector will be essential. Partnerships between government and local industries such as the tourism, hospitality and mining sectors to deliver temporary accommodation options would benefit both businesses and the local community. Such provision requires land and funding, but the social and economic benefits outweigh the direct costs.

## EDUCATION

There has been an improvement in the post-school educational attainment levels in the Shire between 2011-2021, with the percentage of residents possessing a year 12 or above qualification increasing to 48% (from 40.7%, 10 years earlier). This is ahead of the broader Kimberley Region as a whole.

With regards to post-school qualifications the following changes were observed between 2011-2021:

- + A decrease in the percentage of people with no qualification (-7%);
- + An increase in the percentage of people with a bachelor or higher degree (+6%);
- + An increase in the percentage of people with an advanced diploma / diploma (+1.2%); and
- + A minor decrease in the percentage of people with a vocational qualification (-0.2%).

Positively, the above statistics demonstrate that education levels in the Shire have improved over the last decade.

## EMPLOYMENT

At the 2021 Census, the total labour force participation (63.9%) and unemployment rate (4.8%) in the Shire were comparable with WA averages. This represents an improvement on the figures quoted in the RPS Economic Development Strategy (draft 2020), which suggested unemployment rates reached a high of 9.7% in the December 2019 quarter. Improving and expanding the employment opportunities available in the Shire will remain central to addressing this issue and the cost of living pressures noted above that jobs and the higher incomes in many cases linked with them are a key component of addressing this.

The most dominant industries of employment at the 2021 Census were:

- + 18.5% in health care and social assistance (10.4% in WA);
- + 12.3% in education and training (8% in WA);
- + 9.3% in accommodation and food services (5.9% in WA);
- + 8.4% in public administration and safety (6.2% in WA); and
- + 8.1% in retail trade (10.1% in WA).

The Shire's employment profile is reflective of its role as regional centre of the Kimberley, with much higher percentages of people employed in government services when compared to WA. Accommodation and food services, and retail trade align with its function as a popular tourist destination.

## INCOMES

Between 2011 and 2021, household incomes in Broome have experienced the following changes:

- + A minor decrease in the percentage of households in the lowest quartile (-0.7%);
- + A decrease in the percentage of households in the mid-lowest quartile (-2.4%);
- + A minor increase in the percentage of households in the mid-highest quartile (+0.4%); and
- + An increase in the percentage of households in the highest quartile (+2.7%).

The general trend is that household incomes have increased, with more households now in the mid/highest quartiles. This could be due to the fact that businesses in the Shire need to pay higher wages in line with the higher costs of living.

## 4.1.2. POPULATION FORECAST

At the 2021 Census, there were 16,959 residents living in the Shire. Central to the Strategy is estimating the future population that will reside in the Shire, to ensure appropriate land supply and housing to accommodate growth.

The difficulty lies in the variance between more conservative forecasts that are below the experienced growth rates of the past 5-10 years and the aspirational populations desired and outlined in documents seeking to diversify and grow Broome's population and employment base. The latter documents are focused on Broome serving a greater role as the regional service centre of the Kimberley. An outline of the various perspectives on population forecasts for Broome is provided below, to capture the most likely scenario and importantly identify the implications for residential land supply.

The DPLH's WA Tomorrow (2019) forecasts in bands from low range (Band A) through to the highest projections range (Band E) are indicated in the table below. This Strategy is planning for a 15 year timeframe, therefore the 2031 data has been extrapolated using the same AAGRs for each of the bands to provide estimates for the period to match the lifetime of the strategy (to 2036) in italics. In terms of annual growth rates, WA Tomorrow is projecting a 0.7% population increase for Band A low growth and a 1.03% annual increase under the Band E, high growth scenario.

Table 28: WA Tomorrow Population Bands

YEAR	BAND A	BAND B	BAND C	BAND D	BAND E
2021	15,795	16,740	17,125	17,495	18,485
2026	16,295	17,455	17,980	18,490	19,740
2031	16,915	18,190	18,730	19,290	20,650
2036	17,535	18,925	19,480	20,090	21,560
Pop Change 2021-2036	1,740	2,185	2,355	2,595	3,075
AAGR 2021-2036	0.70%	0.82%	0.86%	0.93%	1.03%

Source: WA Tomorrow, 2019 & Hames Sharley

A recent assessment by DPLH of the zoned residential land capacity for the Shire concludes that there is a sufficient supply of land capable of further development to respond to the population forecasts outlined in WA Tomorrow 2031 (refer to **Table 29**).

It is noted that these static or low growth forecasts are substantially less than previous Western Australia Tomorrow forecasting as well as preferred and/or aspirational growth scenarios identified for the Shire of Broome. For instance, the Kimberley Regional Planning and Infrastructure Framework (December 2015) identifies aspirational population growth scenarios that range in AAGR from 3% through to 5% per annum.

Secondly, the Broome Growth Plan investigated four growth scenarios (having regard to the Kimberley Regional Planning and Infrastructure Framework) with Scenario 3 – Targeted Industry Activation and Aboriginal Participation the preferred (**Figure 13**). This scenario aspires for 4% annual growth that would see the population increase to 39,448 by 2036. However, since the publication of the Broome Growth

Plan, demographic and economic activity in the Shire have slowed against historical trends. With the draft Economic Development Strategy (September 2020) noting that: "Population growth has been flat (and declined marginally in recent years) while job growth has slowed significantly with unemployment rising."

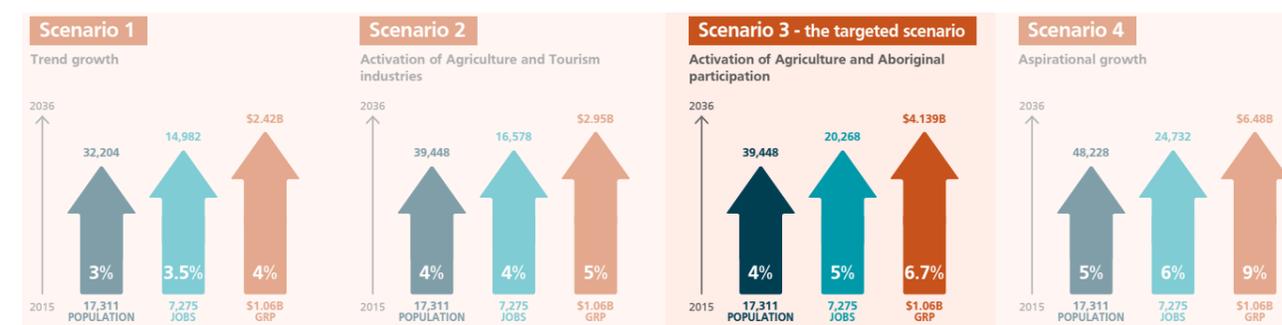


Figure 13: Population and Employment Scenarios from Broome Growth Plan

Source: Broome Growth Plan

The population growth scenarios and projections within the previous Local Planning Strategy were predicated on the Browse LNG project near James Price Point being a significant driver of growth. However, as explained in Section 3.2, this Strategy is not based on the same underlying assumption that this project will be a key population and economic driver.

In 2019, the Shire reviewed its Community Profile (analysis and reporting undertaken by Geografia) with key findings relevant to population growth, projections and components being:

- + Average Annual Growth Rates over the last 16 years have been 1.6% p/a (2001-2006); 1.9% p/a (2006-2011) and most recently 1.3% p/a (2011-2016).
- + Broome now accommodates almost half (47%) of the Kimberley's population compared with 43% in 2011 and two fifths (40%) in 2001.
- + The ABS Place of Enumeration (a count of people where they were on Census night, not necessarily where they permanently live) estimate for the Shire of Broome for 2016 was 23,431, an additional 6,421 people. At the 2011 Census, the figures were 22,349 and 6,318 respectively, showing a consistent, temporary resident population of a little over 6,000 which is around 27-28% of the total service population. The 2017 Tourism Research Australia estimate for overnight visitors to Broome is 4,700 which suggests that a little under 2,000 of the 6,421 could be transient workers.
- + The estimated visitor and transient worker population in Broome ranges between 3,518 in February to 6,835 in July. This results in a total service population ranging between 20,477 in February and 23,794 in July.

In light of varying perspectives on population forecasts, this Strategy recommends that the Shire should plan for a total population between 19,480 (Band C) and 21,560 (Band E) by 2036.

### 4.1.3. DWELLING YIELD ANALYSIS

In 2016, the Shire had a total of 8,785 dwellings based on an average household size of 2.7. The total number of dwellings approved in the Shire since the gazettal of LPS6 is 199 dwellings. This averages to be 40 new dwellings constructed each year, however, the rate of dwellings construction peaked in 2015 and it has declined since. 43% of the dwellings built since the gazettal of LPS6 were constructed in 2015, 28% in 2016 and the remaining 29% between 2017-2019. This means that since the last census, approximately 57 additional dwellings have been constructed bringing the estimated total to 8,842.

Based on an increased population between 2,573 and 4,653 it is estimated that between 952 and 1,723 additional dwellings would be required to 2036.

### LAND CAPACITY ANALYSIS

The Regional North Land Capacity Analysis was prepared by the DPLH in September 2020 (Figure 14). It provides an overview of existing and future land capacity based on forecast population growth in the Shire of Broome. In particular, it examines the land identified for residential, tourist, commercial, industrial, rural residential and rural smallholdings uses that are capable of substantial further development. Table 27 provides a summary of residential-based land uses.

Table 29: Broome – Residential Land Capacity

	TOTAL (HA)	DEVELOPED (HA)	CAPABLE OF SUBSTANTIAL FURTHER DEVELOPMENT (HA)
Residential	565	391	174
Future Residential	647	0	647
<b>Residential and Future Residential</b>	<b>1,212</b>	<b>391</b>	<b>821</b>
Rural Residential	515	447	68
Future Rural Residential	0	0	0
<b>Rural Residential and Future Rural Residential</b>	<b>515</b>	<b>447</b>	<b>68</b>
Rural Smallholdings	1,157	411	746
Future Rural Smallholdings	0	0	0
<b>Rural Smallholdings and Future Rural Smallholdings</b>	<b>1,157</b>	<b>411</b>	<b>746</b>

Source: DPLH 2020

The land capacity analysis suggests that there is 821ha of land capable of future residential development. The potential lot yield for this is approximately 10,670 at an R20 coding, these additional lots could yield an estimated population yield of approximately 29,800 people (2.8 people per dwelling unit).

Based on the current extents of zoned residential land and land identified for future residential purposes, the analysis suggests that there is a sufficient amount of land capable of substantial further development to cater for the population growth anticipated by 2036 in the Shire. Even if more aspirational growth outcomes were to eventuate, there is substantial capacity to accommodate future development within the existing Broome Townsite footprint.

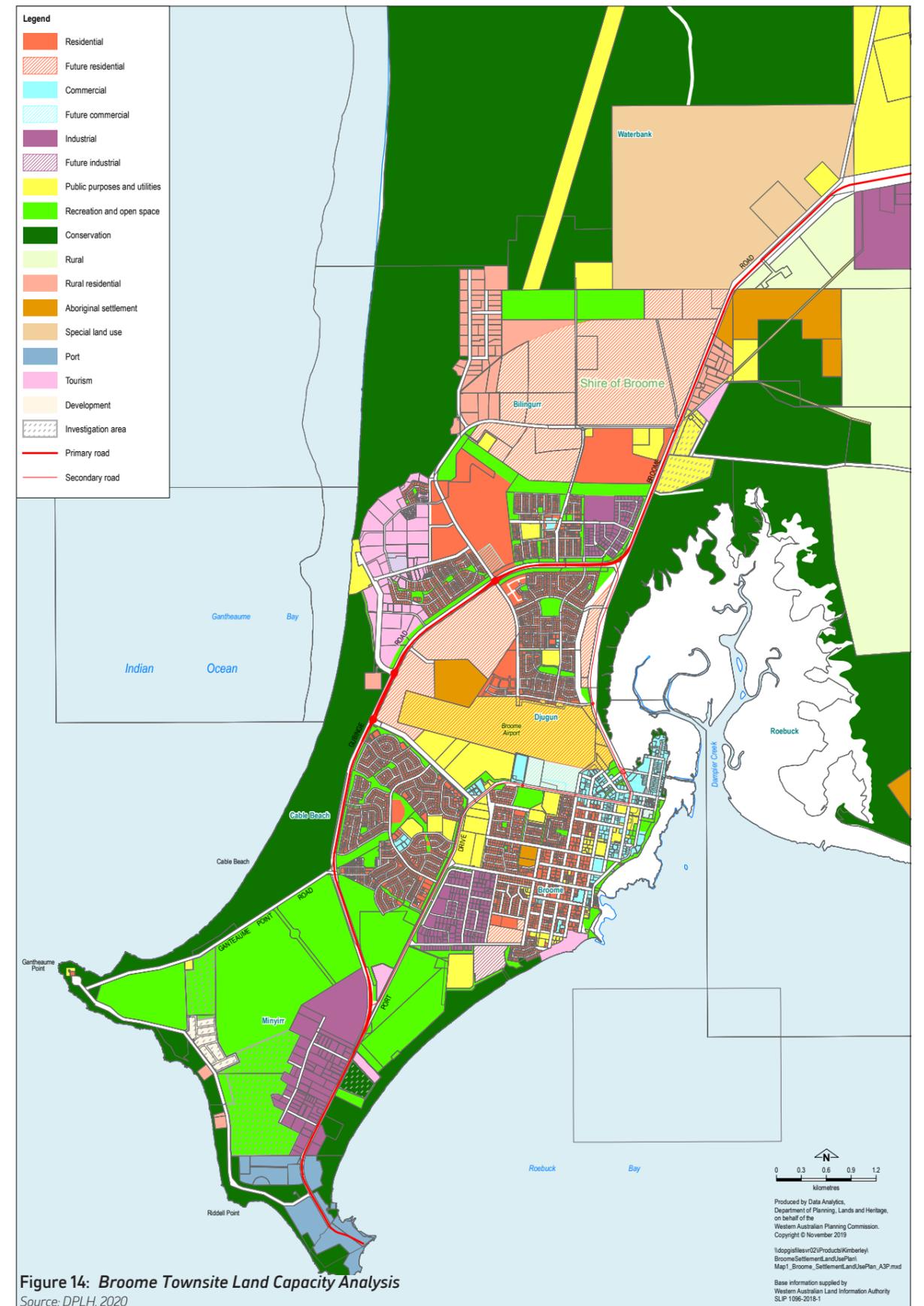


Figure 14: Broome Townsite Land Capacity Analysis  
Source: DPLH, 2020

## 4.2 COMMUNITY, URBAN GROWTH & SETTLEMENT

### 4.1.4. DEMOGRAPHICS AND POPULATION SUMMARY

- + “Based on the current extents of zoned residential land and land identified for future residential purposes, this analysis suggests that there is a sufficient amount of land capable of substantial further development to cater for the population growth anticipated in the Western Australia Tomorrow 2031 population forecasts for the Shire of Broome.” Kimberley Land Capacity Analysis, Shire of Broome (DPLH 2020)
- + The WA Tomorrow 2031 population forecasts for the Shire of Broome indicate there is sufficient residential land that is zoned or has already been identified for residential to cater for expected growth.
- + Currently the Shire has adequate residential zoned land but opportunities for infill and redevelopment in key activity nodes for alternative types of dwellings needs to be facilitated.
- + Prioritise infill in areas with high amenity and allowing greater usage of existing infrastructure providing a more convenient, walkable lifestyle. This approach will provide housing for young and older people of an alternative, smaller form to the dominant single residential 3-4x2 houses on large lots and car dependent lifestyle.
- + This Strategy highlights the potential to consolidate urban development within existing urban areas of Broome through encouraging redevelopment and consideration of medium and higher density residential providing housing options to cater to varied life stages as well as more affordable, well located options for key workers.
- + Attracting and retaining a larger permanent residential population to a typically transient regional/ remote area is important and relies on availability and pricing of housing to suit them. This depends on the availability of affordable residential accommodation for key workers and seasonal workers, for instance those employed in tourist related ‘dry season’ businesses.
- + Rural Residential Living is generally not supported but some expansion may be possible in select locations subject to further technical investigations.

### 4.2.1. SETTLEMENT HIERARCHY

To manage issues associated with access and service provision in the Shire, a hierarchy of centres is proposed. This is consistent with the recommendations of the Kimberley Planning and Infrastructure Framework and Dampier Peninsula Planning Strategy (refer Section 2.1). The locations of these centres are illustrated on The Strategy Map.

The hierarchy includes:

- + Regional Centre – Broome Townsite
- + Remote Service Centre – Ardyaloon, Djarindjin/Lombadina, Beagle Bay and Bidyadanga.

Further details on the opportunities and challenges associated with these centres is provided below.

### 4.2.2. REGIONAL CENTRE – BROOME TOWNSITE

Broome is the primary centre in the Shire and broader Kimberley region. The ultimate goal is for Broome to grow and transition into a thriving Regional City, underpinned by a diverse economy and a high degree of liveability. A place that offers housing, employment and social opportunities for people at all life stages.

Founded as a pearling port over a hundred years, the Broome Townsite has developed a unique urban form. Surrounded by ocean on all sides, the town’s growth has been influenced by both physical (its location on the end of a peninsula) and man made (Broome Airport is located in the centre of town) factors.

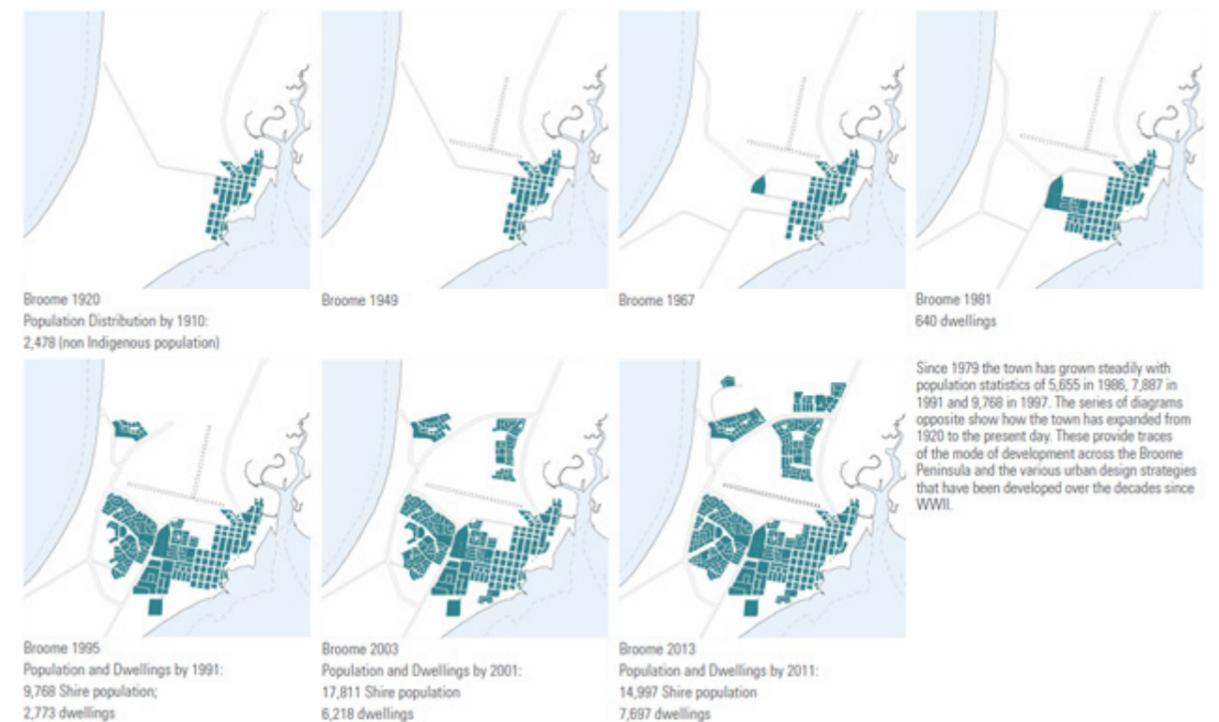


Figure 15: Broome Townsite Growth Patterns

Source: Kimberley Vernacular Handbook

**Figure 15** illustrates how the townsite has grown between 1920 to 2013. It demonstrates how growth primarily occurred westward from Chinatown (the historic town centre) and Old Broome towards the coast. As land availability became more constrained, growth started to occur northward seeing the establishment of Cable Beach / Roebuck Estate and later Broome North. The above graphic also reinforces how Broome International Airport has shaped the urban form, providing a physical barrier between the northern and southern parts of the townsite.

Importantly, in 2006 the Yawuru people were recognised as native title holders of the lands and waters in and around Broome. This culminated in the signing of two Indigenous Land Use Agreements (ILUA) in 2010. The cultural significance of the Yawuru people and their connection to the Broome Townsite is explained further in Section 4.4.

## KEY PRECINCTS

As Broome has matured, a number of key precincts or key activity nodes have emerged. These include Chinatown, Old Broome and Cable Beach.

### CHINATOWN

Chinatown is the historic centre of Broome, it is proposed to be zoned 'Regional Centre' in LPS7 and is the primary retail and commercial activity node. Evidenced by the significant upgrades that have been delivered as part of the Chinatown Revitalisation Project. The future vision is for the precinct to provide a diversity of land uses which include offices, retail, community services and hotels. This is to be provided in a way that maintains and celebrates the cultural heritage, recreational and tourism values of the precinct.

There are a number of constraints which limit development opportunities in Chinatown, these include:

- + The eastern portion of the precinct is included within the Chinatown Conservation Area which is listed on the State Heritage Register. This precinct also includes a number of State Heritage listed places. The aesthetic value of these distinctive features should be protected.
- + The precinct's location next to Broome Airport has a major impact on building heights due to the Obstacle Limitation Surface (OLS) which limits the height of obstacles which may impact flight operations. The result is a maximum height that ranges from 6.8m to 14m dependent on proximity to the runway.
- + The Chinatown precinct has been identified as an area at significant risk of future coastal hazards associated with erosion and inundation. Due to the significance of the area the Broome Townsite CHRMAP seeks to protect and preserve as much of the precinct as possible. Though the area north of Gray Street is unlikely to be saved.

The above challenges suggest that there could be a need in the medium to long-term to investigate an expansion of the town centre further south, with Hamersley and Carnarvon Streets becoming key spines. North of Frederick Street is expected to retain commercial/retail function. South of Frederick Street is an area where a mix of uses is encouraged with civic, residential, tourism.

To the north of the regional centre is Male Oval which is the primary green space in Chinatown. There are opportunities to improve the amenity provided, by enhancing the oval's integration with surrounding development. A Master Plan. Suggestions for temporary activation through events and creating better links with Carnarvon Street retailers and activities were raised in the engagement as ideas to improve Male Oval.

### OLD BROOME

Old Broome is rich in cultural heritage, relating to both pre- and post-colonial settlement. The heritage (cultural, built and natural environment) helps define what is unique about Old Broome and its place in Broome's history. The vision for Old Broome is to become a vibrant, accessible and equitable mixed-use precinct. One that meets the needs of residents and visitors through development that is respectful of the rich cultural heritage and natural environment.

The primary opportunity in Old Broome from a development perspective is the proposed relocation of the Broome Regional Prison. Investigations are underway to develop a new Custodial Facility outside of town, unlocking 1.7 ha of prime land. This will also provide an opportunity to enhance integration with Chinatown, supporting a potential expansion of the town centre. Careful coordination will be required, likely in the form of a Precinct Structure Plan. Design guidance is provided in Planning Area A.

### CABLE BEACH

Established in the 1970s, Cable Beach was the last of the key precincts to be developed. The natural environment surrounding Cable Beach remained largely undeveloped until a caravan park had been developed on the land that would one day become the Cable Beach Club Resort, bringing formalised tourism to the area.

Today, Cable Beach is a strategic tourism node. It includes a number of hotels, resorts and other forms of short stay accommodation. Major upgrades are proposed to the foreshore area as part of the Cable Beach Foreshore Master Plan.

The Cable Beach Precinct has historically been geographically separated from the rest of Broome. Connectivity is limited, primarily due to the location of Broome Airport. Given its focus on tourism, the precinct lacks yearlong activation. There is a desire to explore how private development can be stimulated in the area, though implementation of a more flexible planning framework.

### ACTIVATING KEY PRECINCTS

As demonstrated in **Section 4.1.3** there is a significant amount of land zoned for 'residential' and identified for future residential. A key challenge associated with this is that there is a desire to limit urban sprawl by activating the existing precincts of Broome. This is identified in key strategic documents such as the Strategic Community Plan (2021-2031) and Broome Growth Plan. The engagement process undertaken for this Strategy also identified that a shift was needed to support greater housing diversity and enhanced liveability by enabling more people to live closer to essential services.

It is intended that Chinatown retain its integrity as the primary retail and commercial centre for Broome. However, during this Review, the importance and relevance of linking Chinatown and Old Broome together was highlighted. This is in recognition of the Regional Centre role of Broome and the broader than retail and food/beverage services and facilities that this entails. Civic, entertainment, financial services and other government office based facilities all provide a rich and varied regional centre experience (refer Planning Area A).

The Strategy's focus on infill is well supported by recent policy changes at State level, with the Design WA suite of policies (SPP 7.0, SPP 7.2 and SPP 7.3 Volume 2) providing unprecedented guidance on design quality. This framework will be essential in delivering quality built form outcomes.

## EXISTING RESIDENTIAL AREAS

Outside of the key precincts listed above there are a number of existing low density residential areas. These include parts of Old Broome and the original urban expansion (which occurred westward to Port Drive), and a series of newer estates such as Roebuck Estate, Januburu Six Seasons Estate, Sunset Park and Broome North. The style, quality and age of housing stock in these areas varies greatly.

Due to historical development approaches in the 1950s and 1960s, safety and crime in some of these areas is a major concern for the community. Some of the original housing expansion included a high presence of social housing, with up to 70% of dwellings in some areas. The previous LPS identified a need to develop a URS to help alleviate some of these issues.

Aboriginal people make up 28.2% of the Shire's population. The housing needs of Aboriginal people is important to assist in achieving closing the gap measures. It is important that appropriate allocation is made for Aboriginal housing and that the housing delivered is designed in collaboration with and meets the needs of the community. The State's ongoing commitment to the North-West Aboriginal Housing Fund and programs such as Jalbi Jiya are essential to meet with future housing needs and aspirations of the Aboriginal population. Similarly, the provision of social housing by the Department of Communities, is significant in ensuring adequate living standards for the Shire's population. The Department of Communities is a significant landowner in the Shire of Broome and plays an important role in reducing housing stress and providing housing support to the community. The Department of Communities owns or lease approximately 30% of all residential dwellings in the Broome urban centre. These assets are used to support the housing needs of the Broome community via the provision of social housing as well as housing for State government officers such as police, teachers and nurses. Sixteen percent of all residential dwellings in the town of Broome are for social housing and a further 9% provide for government officers through the GROH (Government Regional Officers Housing) program.

The URS identified potential urban renewal responses to improve liveability and counteract the social issues being experienced in the Dora Street, Anne Street, and Woods Drive precincts (refer **Figure 16**). The URS uses the principles of rationalisation, redevelopment, revitalisation and regeneration, with the intention to improve community safety and support the attraction and retention of the regional population. Beneficially, implementation of the actions within the URS will supply work for local businesses, however, full costings have not yet been developed by the Department or priorities established (COVID recovery plan 2020).

This Strategy recognises the importance of the URS and recommends that it be implemented to help address ongoing social issues in Broome. This is despite some of the identified actions not being planning related. Therefore, the priorities of the Shire through the planning framework are to support redevelopment in these Old Broome precincts and make small alterations to street networks and paths that encourage greater connectivity and adopt CPTED principles. An example of this is the McMahon Estate Redevelopment, which is an infill project being investigated by the Shire adjacent to the Woods Drive Precinct (Broome Townsite Planning Area O).

Figure 16: Existing Residential Areas



## ABORIGINAL SETTLEMENTS

Within the Broome townsite there are two areas that used to be Aboriginal Settlements: Bilgunurr, and Morrell Park, the layout plans applying to these areas have also been rescinded. It is proposed to re-apply a 'Settlement' zone to Morrell Park, and that a new layout plan be prepared to guide planning and development over the area in the short to medium term. Once land tenure for these areas is resolved these areas could be incorporated into Broome Townsite as residential/mixed use or future development areas.

Since the time of the previous Local Planning Strategy two other Aboriginal settlements have also been disbanded: Malingbar (Kennedy Hill) and One Mile.

One Mile was formerly an Aboriginal Community though the land is now largely vacant and required a coordinated planning response. NBY have rights to the land and it is identified as a Planning Area in this Strategy. Future Structure Planning should be cognisant of the townsite gateway/entry that the site occupies along Old Broome Road for arriving visitors. The Strategy recommends bringing the western road reserve into the 'Urban Development Zone' to ensure it is contemplated in a future structure planning phase. There should also be due consideration for drainage, coastal processes and other environmental constraints.

## WORKERS ACCOMMODATION

Provision of housing to accommodate people working in key positions within the Shire's economy for instance medical, emergency services, education and in Broome's case the tourism and construction sectors is essential. The absence of suitable workers accommodation can impact upon service delivery and business operation in the Shire. Providing housing at a price point and in a location that is appropriate to allow shift workers safe and timely journey to work is an important consideration in the residential provision in the Shire. Engagement with WA Country Health Service and Communities raised that in Broome's property market there can be insufficient residential properties for sale or lease to provide accommodation for support staff working at their services (nurses training, specialists, teachers etc.).

Provision of some accommodation on site at commercial premises to house workers is one means of responding to this need and the planning framework needs to provide flexibility for this to occur. Inclusion of 'workforce accommodation' as a use in the planning scheme is one way of ensuring implementation of what is viewed as critical infrastructure in the Shire. The Shire is also preparing a business case for Lot 3130 Sanctuary Road, with the intent of delivering workers accommodation on this site.

## RURAL LIVING

State Planning Policy 2.5 - Rural Planning (SPP 2.5) defines 'rural living' as an umbrella term to describe a range of zones that provide for low density residential uses in an estate or precinct, generally characterised by a grouping of lots in the order of one to 40 hectares. The two zones in the Shire's Scheme that relates to this term are 'Rural Residential' (1-4ha) and 'Rural Smallholdings' (4-40ha). The Shire recognises that there is a market for rural living development, and that it provides for a range of housing and lifestyle opportunities. However, rural living estates must be carefully planned, as they can be an inefficient means of accommodating people. Once rezoned, rural living estates consume and sterilise what was once rural land, and may have unintended or adverse social, environmental, servicing or management impacts. These are the reasons why there is a general presumption against expansion of this type of zoning, in contrast to developing within the urban area of Broome.

It is acknowledged that in the Shire expansion of the 'rural residential' areas of Lullfitz Drive / Sands Street, Coconut Wells and Wattle Drive is limited due restrictions on groundwater usage. The pre-lodgement engagement process identified that there is some community desire for higher density subdivision in some of these areas (particularly for lots in the 2,000-5000m<sup>2</sup> range (0.2-0.5ha). However, it must be noted that SPP 2.5 has strong limitations on such subdivisions as this would require rezoning to 'Residential 2.5'.

The Strategy identifies that there are some areas where proponent-led 'rural living' investigations could be undertaken, investigations will need to address the requirements of SPP 2.5, the areas include:

- + Broome townsite Planning Area H - Identifies three potential areas for future 'Rural Residential' including the precinct surrounding Lullfitz Drive / Sands Street and the existing speedway site on Old Broome Road.
- + Broome Townsite Surrounds Planning Area B - Identifies one potential area for investigation of 'rural small holdings' on Crab Creek Road
- + Broome Townsite Surrounds Planning Area C - Identifies two potential areas for rural small holdings investigations in Coconut Wells.

### 4.2.3. REMOTE SERVICE CENTRES

The settlements of Ardyaloon, Djarindjin/Lombadina, Beagle Bay and Bidyadanga are identified as Regional Service Centres in the Shire. These centres are service hubs to the settlements surrounding them. Under this model local community facilities and infrastructure would be provided in these centres with regional facilities and infrastructure available in Broome as the Regional Centre. Tourism and related economic opportunities should be explored further in these areas to provide economic growth opportunities. At present, Broome Townsite provides health facilities and services to people living in the wider Kimberley and remote communities because there are some smaller scale services provided on-site. Access for more critical health needs requires that good connectivity through for instance all-weather air strips and road access to remote communities.

The Local Planning Scheme should continue to recognise that planning in remote Aboriginal communities must be in accordance with approved Community Layouts Plan (where available). SPP 3.2 (see 3.2.11) suggests that areas identified in Layout Plans be zoned 'Settlement' in the planning scheme. The extent of the area to be so zoned requires negotiation with the WAPC, as in some cases the Layout Plans delineate areas much larger than necessary for development in the foreseeable future.

At present there is limited retail activity or service related industry on the Dampier Peninsula identified in the existing Layout Plans. The general stores and bakeries at Beagle Bay, Djarindjin/Lombadina and Ardyaloon are mostly servicing the day to day needs of community residents. At the roadhouse at Djarindjin fuel can be purchased and minor repairs to vehicles can be arranged. Some small local enterprises such as arts and crafts, machinery, horticulture, cottage produce, cultural and historical tours and aquaculture have been operating out of several settlements and minor settlements.

Traditional Owners and residents of the Dampier Peninsula have identified future opportunities and aspirations to expand this range of retail and commercial offerings including vehicle hire, accommodation and tour booking, fuel provision, vehicle repair and towing services, sale of arts and crafts, caravan and boat storage, dog kennels, transit caravan and camping facilities and cafes. Visitors to the Dampier Peninsula communities of Beagle Bay, Ardyaloon and Lombadina will in the near future be provided with toilets, shade and picnic facilities as part of the state government's investment in supporting tourism and the recent road sealing improving access. The opportunity for the Aboriginal communities to expand and extend their businesses in the aquaculture, agriculture, arts and culture as well as tourism through tours, art galleries/studios is a positive economic and social outcome of this project.

#### ARDYALOON (ONE ARM POINT)

Ardyaloon/One Arm Point is the most northern centre within the Shire. This community averages 3.4 people per household. Ardyaloon has great tourism potential being the only major settlement on the coast within the Dampier Peninsula. Mining in the archipelago to the east also offers an opportunity for this settlement to provide supply services to these activities.

#### BEAGLE BAY

For the purpose of this Strategy, Beagle Bay as a centre includes the surrounding settlements of Bobieding and Billard. At the 2016 Census they housed 348 people with an average of 3.7 people per household. This centre is the most southerly of the Remote Service Centres on the Dampier Peninsula and will have a major role to play in servicing surrounding settlements.

#### BIDYADANGA

Is the most southern centre within the Shire and largest remote community in Western Australia. Bidyadanga has major opportunities to provide support services to the surrounding agricultural/pastoral activities and tourism nodes within the area. At the 2016 Census there were 617 people living there (average of 3.7 people per household), though latest estimates suggest a population closer to 850.

One of the primary issues facing Bidyadanga is the limited infrastructure provided. Power, water, and sewer are all limited. Discussions in the pre-lodgement engagement period suggests that there is a strong desire among the community to look and feel like a town. There is currently limited community infrastructure to support the population.

In December 2020, the State government announced \$7.3 million to be spent on a pilot 'Land Activation Project' in Bidyadanga. The purpose of which is to remove land tenure barriers and enable future economic activation, business development and regularisation of services.

#### DJARINDJIN-LOMBADINA

The two settlements of Djarindjin and Lombadina are located directly adjacent to each other effectively creating one large centre, though most of the population lives in Djarindjin.

The centre is the second most northern centre and provides for government services at Djarindjin Junction on the corner of Lombadina and Broome - Cape Leveque Roads. Current servicing problems within this centre include the proximity of the wastewater treatment facility and the waste site to the ground water supply. Urgent attention should be given to relocating these facilities to ensure public health and safety is addressed.

It should be noted that Djarindjin\ Lombadina is a township with two separate Aboriginal Corporations. They have their own individual Community Layout Plans however many of the infrastructure mentioned in the individual plans, service both communities. (GHD 2016)

### 4.2.4. SMALLER SETTLEMENTS AND OUTSTATIONS

There are around 80 smaller Aboriginal settlements in the Shire of Broome. These smaller settlements are considered to be Rural Living in proximity to remote service centres and should be serviced by fit for purpose services.

Layout Plans have already been prepared and adopted for the following smaller settlements:

- + Burrjuk
- + Goolarabooloo Millinbinyarri

## 4.2.5. COMMUNITY INFRASTRUCTURE PROVISION

The profile of the population and the current provision of facilities to meet their social and recreational needs is relevant to the future development of the Shire. **Table 30** from the 2019 Community Profile Review undertaken by Geographia, highlights that future gaps in the life of this Strategy anticipated in community infrastructure are expected to be for:

- + Local and neighbourhood level passive open spaces, though not district parks;
- + Hard courts;
- + Boat ramps; and
- + Community facilities.

**Table 30: Community Infrastructure Provision in the Shire of Broome**

	Provision ratio/person	Current provision	Current demand	2021	2026	2031
<b>Passive open space</b>						
Local park	0.00100	15	17	19-20	21-25	20-26
Neighbourhood park	0.00050	3	8	9-10	10-12	10-13
District park	0.00020	4	3	4	4-5	4-5
<b>Active Open Space</b>						
Regional sporting complex	0.00004	0	1	1	1	1
District sporting complex	0.00007	1	1	1	1-2	1-2
Sub-district indoor rec. centre	0.00007	1	1	1	1-2	1-2
Sub-district ovals	0.00020	2	3	4	4-5	4-5
Swimming centre	0.00007	1	1	1	1-2	1-2
Tennis court	0.00100	8	17	19-20	21-25	20-26
Hard courts	0.00050	12	8	9-10	10-12	10-13
Lawn bowls	0.00010	1	2	2	2	2-3
Skate park	0.00010	1	2	2	2	2-3
District golf course	0.00005	1	1	1	1	1
Boat ramps	0.00025	3	4	5	5-6	5-7
<b>Community Facilities</b>						
District library	0.00003	1	1	1	1	1
Community facility	0.00013	2	2	2-3	3	3-4
Youth centre	0.00010	2	2	2	2	2-3
<b>Social/Entertainment</b>						
Regional cultural/PAC	0.00005	1	1	1	1	1
Neighbourhood cultural/PAC	0.00010	1	2	2	2	2-3
Museum	0.00005	1	1	1	1	1

Source: Shire of Broome, 2019

There are three current recreation and community facility projects that the Shire and relevant clubs are advancing or recently completed that are responding to the community infrastructure gaps identified above (in addition to the Broome Boating Facility which responds to the boat ramp requirement and is addressed in Section 4.5).

Firstly, the Broome Golf Club recently underwent major renovation for a new clubhouse and restaurant facilities. The was beneficial for increasing members and visitors experience of the panoramic views of Roebuck Bay. Providing a sporting and social venue, the golf club's new amenities will provide a uniquely Broome venue that will be able to host community and commercial events. Completed in March 2021, the benefits of the project have included construction phase jobs, an increased number of ongoing operational jobs and expended and enhanced hospitality and tourism capacity.

Responding to the need for enhanced community facilities, the refurbishment of the iconic Cable Beach situated Broome Surf Lifesaving Club is a joint Shire and Club initiative. Boasting some of the best views over Cable Beach, the Club facilities require modernisation and expansion. The project will also include addition of a function space, supported by a commercial kitchen and multi-use training rooms.

The construction is planned for completion in 2021 and represents the evolution of a significant anchor within the Cable Beach foreshore precinct. The Club provides a focus on youth activities and recreation for the broader community, facilitating support and strengthening ties within the community. Both construction and operational jobs will be beneficial outcomes of the project in addition to the long-term tourism and local capacity building the club contributes to.

The third major recreation project that the Shire is addressing in a staged manner is the renewal of the Broome Recreation and Aquatic Centre (BRAC). This initiative addresses youth needs and the overall sporting, health and wellbeing requirements of the population. The first phase of the redevelopment is underway and is specifically aimed at addressing youth social issues through facilities directed to their needs and wants such as: tracks and trails, lighting for the pump track, resurfacing of indoor courts and improvements to the outdoor courts such as lighting, cover and seating. To follow in future stages when design and funding are secured upgrades to the BRAC wet and dry facilities, lighting for the Nipper Roe Sports Field, skatepark and a multi-use sports pavilion at the sports fields together with improvements to the parking.

At present there are Master Planning projects underway for:

- + The Broome Turf Club;
- + Broome Cemetery Master Plan; and
- + Male Oval Master Plan.

In addition to the above, there is a need to consider preparation of a Master Plan at Gantheaume Point Master Plan. Increased popularity is seeing issues such as beach access, waste management and public amenity (e.g. toilets) emerge as key issues. Formalising this area as a recreation precinct with adequate facilities will recognise the high usage and importance.

### NEW CUSTODIAL FACILITY

The Department of Justice has confirmed that there are plans to relocate the existing Broome Regional Prison to a location outside of the Broome Townsite. The current prison is identified as being well past its useful life, it is also situated in the centre of town providing a physical barrier between Chinatown and Old Broome.

The move to establish a new Custodial Facility will not only provide the opportunity to facilitate better rehabilitation outcomes, it provides opportunity to better activate key precincts stimulating redevelopment.

## 4.3 ECONOMY & EMPLOYMENT

The Strategy is centred on ensuring there is an appropriate quantum of suitably zoned and serviced land for employment and wealth generating activities. Where necessary, the Strategy references the Kimberley Region Land Capacity Analysis (prepared by DPLH in September 2020).

Non-residential land capacity is provided in **Table 31**.

**Table 31: Non-Residential Land Capacity Analysis, Shire of Broome**

	TOTAL (HA)	DEVELOPED (HA)	CAPABLE OF SUBSTANTIAL FURTHER DEVELOPMENT (HA)
Commercial	64	58	6
Future Commercial	32	0	32
<b>Commercial and Future Commercial</b>	<b>96</b>	<b>58</b>	<b>38</b>
Tourist	131	97	34
Future Tourist	0	0	0
<b>Tourist and Future Tourist</b>	<b>131</b>	<b>97</b>	<b>34</b>
Industrial	601	157	445
Future Industrial	14	0	14
<b>Industrial and Future Industrial</b>	<b>615</b>	<b>157</b>	<b>458</b>

Source: DPLH 2020

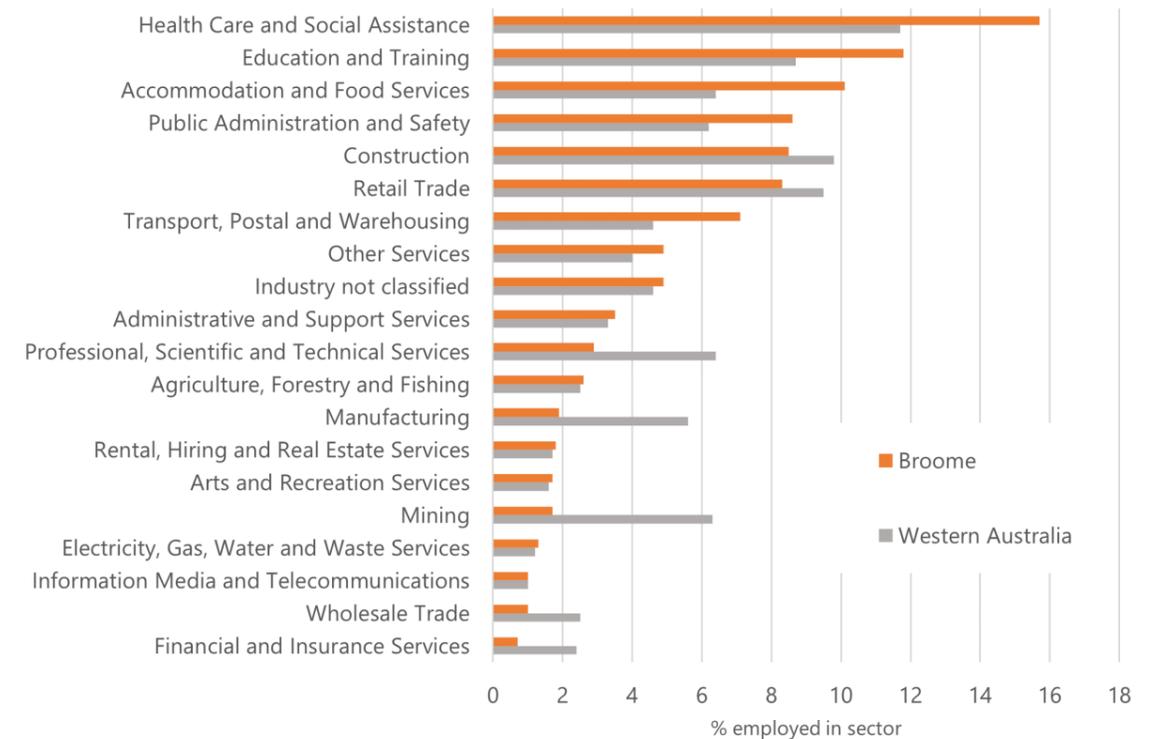
The following section provides a synopsis of the structure and characteristics of the Shire of Broome's economy. The key sectors within the Shire that contribute to its current and future economic composition are detailed. The implications of recent trends and opportunities identified in these sectors that the land use planning framework can respond to are noted.

In the Shire of Broome, the Health Care and Social Assistance sector employs more of the resident workforce than any other industry at 16% compared with 12% across WA (refer **Figure 17**). Other key employers include Education/Training; Accommodation/Food Services; Public Administration/Safety; Construction and Retail.

As the regional centre plus major access point through the port and airport to national and international economies for the Kimberley region, the Shire accounts for the largest shares of trade and economic activity. It makes up around half the Kimberley region's export value it is estimated that the Shire "exports" approximately \$1.1b in goods and services outside its Local Government boundary.

The top three sectors in Broome's export profile are: transport, manufacturing, construction, health care and professional and personal services whereas the wider region exports more mining and agriculture products.

**Table 32** outlines the Gross Value Added (GVA) statistics for Broome (GVA is a measure of the productivity of a sector or industry). In 2019, twelve sectors/industries generated more than \$50m in GVA for the Broome economy, with the largest in the Real Estate, Rental and Hiring, Transport and Health Care sectors.



**Figure 17: Employment by Industry Sector**

Source: ABS Census 2016

**Table 32: Shire of Broome Industries with Gross Value Added >\$50m, 2019**

INDUSTRY SECTOR	GROSS VALUE ADDED
Rental, Hiring & Real Estate Services	\$198,571,155
Transport, Postal & Warehousing	\$160,678,162
Health Care & Social Assistance	\$139,924,372
Education & Training	\$119,437,421
Construction	\$117,760,079
Public Administration & Safety	\$101,712,133
Accommodation & Food Services	\$78,629,650
Mining	\$76,308,523
Administrative & Support Services	\$67,108,943
Agriculture, Forestry & Fishing	\$60,388,935
Retail Trade	\$57,282,891
Other Services	\$52,633,649

Source: draft 2020 Economic Development Strategy, RPS

### 4.3.1. RETAIL, COMMERCIAL AND ACTIVITY CENTRES

Both the Kimberley Regional Planning Infrastructure Framework and Broome Growth Plan identify Broome as a 'Regional City'. Broome provides the highest order retail, office, industrial and service commercial/bulky goods businesses to support both the Shire and surrounding Kimberley region's populations requirements. The Strategy seeks to highlight each of the key these key property sectors and their status, recent issues or changes to their provision. It also captures the ability for future growth to support and accommodate the residents, businesses and visitor needs of the Shire and region.

#### ACTIVITY CENTRES - FLOORSPACE DISTRIBUTION

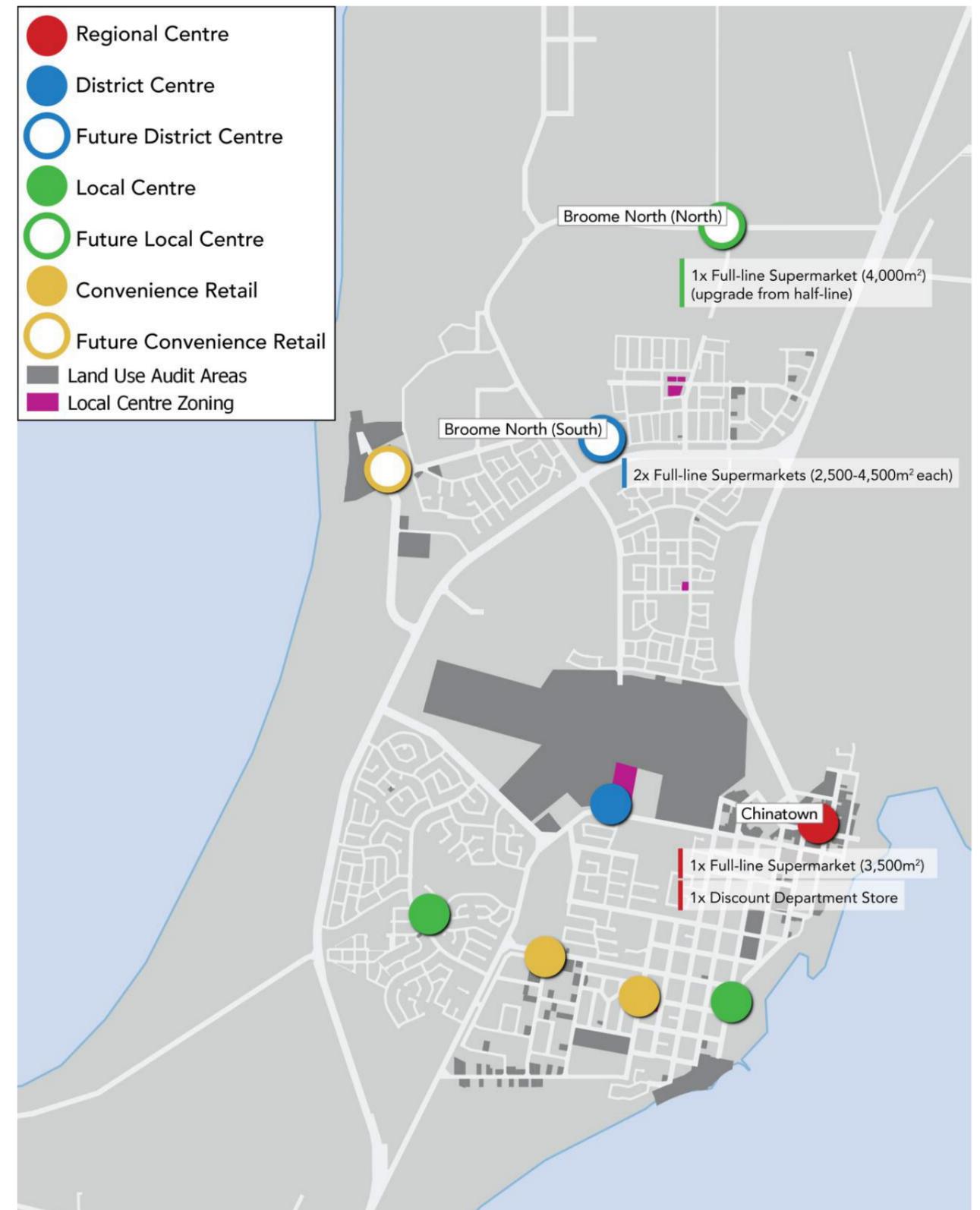
Retail and commercial development in the Broome Townsite is guided primarily by the Local Commercial Strategy (LCS), which was prepared by Geografia in 2017. Activity in Remote Service Centres are guided by the Layout Plans developed by DPLH. **Figure 18** illustrates the proposed distribution of centres in the Broome Townsite until 2031. It reaffirms that a number of nodes have been established over time, in line with the sprawled urban development. The LCS advocates for a need to consolidate commercial activity, as such it seeks to reaffirm Chinatown as the Regional Centre, with future centres provided to the north as/when population needs dictate their establishment.

In developing the commercial planning response proposed in the LCS, factors such as the highly seasonal nature of the economy as well as the regional service centre function that Broome performs. The nature of the local economy and the current distribution of activity are affected by:

- + Climate (including the emphasis on private vehicle use for retail shopping)
- + The distributed postal collection
- + The perception of night-time risk (which may also discourage walking or riding)
- + The contrasting low and high socio-economic status of different retail catchments (and varying walkability needs of these different customer groups)
- + Some businesses propensity to operate irregularly where certain times of the day/night or year they choose not to open to accommodate their lifestyle and respond to demand. However, recent changes to the visitation levels with intrastate travel booming during COVID-19 and the importance of providing both tourists and local residents with food/beverage, retail and entertainment convenience and activation of key precincts being key issues raised.

The planning context also highlights several opportunities for future development including, but not limited to, vacant or under-used land throughout the town, as well as challenges with respect to financing and competition. In 2019, building and land vacancy for retail and commercial is considered low. The climate/wet season heat drives the cost of rents for retail and commercial premises with walkability within the town centre and proximity to Chinatown affecting the rent levels.

In terms of future floorspace, the LCS details the forecast relative to future population levels in the Shire (**Table 33**). Although the timing for reaching a population level may differ to the indicative dates provided, the assumptions regarding the requirements for commercial and retail floorspace remain relevant. The Strategy seeks to plan on a 15 year timeframe therefore the information regarding floorspace to 2036 has been included (rather than the longer term forecasts). The LCS identified that coupled with the larger service population a total additional demand for around 31,000m<sup>2</sup> of (additional) retail floorspace is anticipated by 2031 (refer **Table 31**).



**Figure 18: 2031 Proposed Commercial Centres (LCS 2017)**  
Source: Geografia

**Table 33: Local Commercial Strategy medium growth scenario floorspace gap, 2016-2051 (m2)**

Expenditure Category	2021	2026	2031	2036
Supermarket	1,904	4,055	6,543	9,467
Specialised Food Grocery and Liquor	3,179	6,776	10,935	15,844
Food Catering	2,594	5,381	8,453	11,969
AHL	1,197	2,431	3,747	5,199
Bulky Goods	538	1,059	1,571	2,097
Retail Services	95	187	281	380
<b>Total Retail Floorspace Gap</b>	<b>9,506</b>	<b>19,889</b>	<b>31,531</b>	<b>44,956</b>
<b>Total Commercial Floorspace Gap</b>	<b>3,094</b>	<b>6,164</b>	<b>9,234</b>	<b>12,304</b>
<b>Estimated Resident Population (Shire of Broome)</b>	<b>21,110</b>	<b>23,440</b>	<b>24,429</b>	<b>26,353</b>

Source: Geografia, 2017

Relevant findings of the LCS, in relation to centres and additional to current floorspace provision for the Shire and this Strategy are as follows:

- + When the population of the Shire reaches 24,000 residents it will have the capacity for spending to justify development of one new full-line supermarket and one new half-line supermarket.
- + At this same population benchmark there will be ability to support almost 11,000m<sup>2</sup> of additional Specialised Food, Grocery and Liquor Retail floorspace and 8,500m<sup>2</sup> of additional Food Catering floorspace.
- + The LCS forecast that in the very long term the requirement for a new discount department store would arise.
- + It is acknowledged that there is a sufficient quantum of vacant land to support future (projected) retail demand, the location and suitability of much of this land is less than ideal, consequently, a new District Centre more ideally located (as per Broome North (South)) is recommended (refer Figure 18). The hierarchy of commercial centres indicated on the map reflects the intent of this Strategy, together with the definition of the Regional Centre extent being broader as outlined above.

## OFFICE

Broome is the prime civic and commercial hub for the Kimberley, as a result Broome's office sector includes many State Government departments. Traditionally Chinatown has been the commercial heart of the town where office space is concentrated and extends into precincts to the east and south.

As discussed in Section 4.2.2 the Regional Centre boundary is recommended to be expanded. This supports the continued and expanded provision in this centre extent of a mix of office, retail, tourism and higher density residential. This will provide future opportunities to deliver on the office space demand highlighted in the LCS being around 9,000m<sup>2</sup> by 2031 (implying approximately 23,000m<sup>2</sup> of land area).

Currently, Chinatown's two storey building stock often supports office commercial use on upper floors over retail on the ground floor. Building and land vacancy is relatively low with a higher rental being fetched for properties within comfortable walkability of the town centre. Some government departments are located in dispersed, ageing accommodation and are seeking new, consolidated premises which facilitate operational efficiencies and improved built form design.

It was raised in pre-lodgement engagement period and in recent planning and design policy direction state wide, that there is potential to include mixed-use buildings of greater height in key locations. They could include a combination of retail/services at the ground floor, with office and residential apartments above. Additionally, some apartments could include a studio/office component to allow small businesses to enjoy a live and work arrangement or sub-lease a portion to another occupant if not required by the same occupant.

## OFFICE IN OTHER CENTRES

Local centres in Cable Beach, Broome North, and Old Broome are currently underdeveloped, but support a small amount of commercial activity. This is encouraged as healthy communities grow in these areas, offering the benefit that locals can walk to a hub to work or visit commercial premises. Secondly, the provision of land and extending existing office developed within Remote Service Centres, especially Djarindjin and Bidyadanga as larger, well located communities with likely ability to service wide catchments to the north and south of the Broome Regional Centre.

## SERVICE COMMERCIAL / BULKY GOODS

The sectors of service commercial (also known as bulky goods retail) and industrial share (some) similar locational characteristics and land requirements.

Firstly, the situation regarding provision of Service Commercial is evolving currently in the Broome Townsite. Homemaker Centres/Bulky Goods Retail/Service Commercial are varying terms referring to the sale of larger goods that often require delivery (cannot be taken home with the customer in their own car) and are less frequently purchased items. This contrasts with convenience and comparison retail discussed in the previous section, which are consumed daily, weekly and monthly.

A recent decision by the Minister for Planning has resulted in a site that is owned by NBY (Lot 3082 Cable Beach Road East) receiving approval for a bulky goods retail 'Homemaker Centre'. Therefore, this location will become the new focus for development of service commercial land uses in Broome. It is noted both new tenants are being attracted to the Shire to occupy the centre. Additionally, it is anticipated some relocation of existing businesses in other precincts such as Old Broome (Clementon Street) may occur over time. Clustering of these uses in a consolidated location is beneficial to both operators and customers. Access to major roads for large trucks servicing the tenancies as well as profile in terms of signage for the business are benefits of the locality.

This Strategy encourages consolidation of bulky goods retailing to this and other secondary locations already existing.

## RETAIL, COMMERCIAL AND ACTIVITY CENTRES SUMMARY

- + The classification of Broome Townsite as a Regional Centre (in the Scheme) over a potentially larger footprint responds to the emphasis of the stakeholders and community engaged in this Review, through supporting a consolidation of retail and commercial activity in existing centres.
- + The Strategy recognises long-term opportunity for the townsite definition to expand include a broader mix of civic, entertainment, recreation and residential. Further, it supports urban consolidation and liveability by improving links between Chinatown and Old Broome. This can be achieved within a broader regional centre area definition.
- + The LCS analysis of the population projections and retail/commercial floorspace demands over

the Strategy timeframe, concludes that the current planning framework provides adequate zoned land to accommodate the growth in retail and commercial floorspace demand, except supermarket floorspace.

- + **Table 31** on land capacity indicates there are 38 ha of land available for commercial development (which encompasses retail and office which is discussed in the following section). This indicates adequate land exists to accommodate future demand though as noted earlier the location of some of this land may not relate entirely well to new residential development and therefore flexibility in the location of centres should be maintained.
- + The Strategy map highlights the Cable Beach Road East site as 'future service commercial' in recognition of the recent approval for this use received. A review of the LCS in relation to service commercial/bulky goods retail needs, post the development of the Home Maker Centre at Cable Beach East is recommended. Potential planning recommendation to update Commercial Strategy to align with the Strategy.

### 4.3.2. INDUSTRIAL

Industrial and light industrial land is dispersed throughout the Broome Townsite. Heavy industrial is concentrated at the Port and in the Broome Road Industrial Estate which provides an opportunity for the establishment of heavier industry that does not require Port proximity. Light industrial uses are located in the Clementson Street precinct and at the Blue Haze Estate in Broome North.

The DPLH Land Capacity Assessment (refer **Table 31**) identifies that there is 458 ha of currently zoned land capable of development for industrial use, suggesting that there is more than adequate land to meet future demand.

It is noted that creation of more industrial land was an underpinning assumption of the previous Strategy due to the Browse LNG project. This and other key strategic projects that may affect industrial demand will need to be monitored.

Section 4.5.4 provides further discussion on industrial development as it relates to the Port Reserve.

#### INDUSTRIAL SUMMARY

- + As outlined in the land capacity assessment, there is more than adequate industrial zoned land to meet future demand.
- + Existing heavy industry

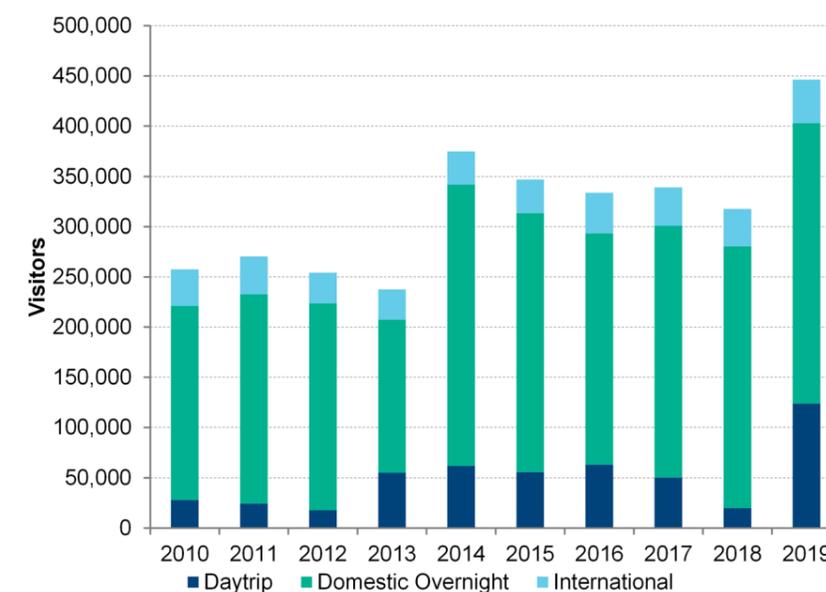
### 4.3.3. TOURISM

As noted in the previous Strategy and a range of other documents, tourism has long been a major part of the Broome economy. The tropical, coastal setting makes Broome an attractive destination for both interstate and international visitors, especially in the winter months. In the peak tourism (dry season) the almost 17,000 strong resident base of the Shire can expand to service population of 25,000-30,000.

As the gateway town/stepping off point to the Kimberley region, the pristine local beaches, reefs, unique landform and natural environment of the region are key reasons for attracting visitors. Increasingly the opportunity to experience the eco tourist style or adventure related activities and learn about indigenous heritage are becoming top drawcards of the destination.

In 2019, record visitor numbers were achieved with almost 450,000 visitors. Domestic overnight visitors from Perth and states such as Melbourne, represent the largest market for Broome, though International visitor numbers are also significant, almost reaching 50,000 people in 2019.

**Figure 19** prepared for the draft Economic Development Strategy highlights the recent jump in visitors, only surpassing recent highs experienced in 2014. It also emphasises the growth in the day trip sector (within WA visitation) linked with the recent COVID-19 pandemic.



**Figure 19: Tourism/Visitors, by Type, Broome and Roebuck SA2s, 2010 to 2019**

Source: Shire of Broome Economic Development Strategy 2020 (draft), RPS

Broome varies from the remainder of WA in that the nationalities of international visitors to Broome differ significantly to the rest of the state with a heavy reliance on travellers from European countries, including Germany, Switzerland, France and England/Scotland. For the state overall, there is a greater representation of tourists from Asian markets, including Singapore, Malaysia and China.

The volume of visitors as well as their average daily expenditure has risen since the 2011 data presented in the previous Strategy. Interstate visitors primarily come from Victoria, followed by Queensland and New South Wales.

Annually the Shire (4 year rolling average to 2019) receives \$115 million in tourist spending, which benefits a variety of local businesses. Visitors typically come to Broome for holidays (60%), business (19%), or visiting friends and relatives (16%). The leisure tourism market in Broome is highly seasonal, with the dry season period from April–September yielding the greatest visitor numbers for holiday purposes. Despite the seasonality and volatility in the tourism sector the trend in increasing visitor numbers to the Shire and Kimberley region continues.

Accommodation in the Town Beach area has traditionally had a more business traveller focus and Cable Beach typically attracts holiday/leisure travellers. The 2015–16 ABS data is the latest available for tourist accommodation in hotels, motels and serviced apartments in the Shire. There were 1,279 rooms (notably only slightly more than the 1,246 rooms of this type reported in the last strategy from 2009 data). For the Hotels/Motels/Service apartments they experienced occupancy rates averaging 78% for the September quarter 2015 (end of dry season so among the highest in the year for Broome) well above 63% for the North West Region and 64% for WA in the same quarter.

Average takings per room night occupied were also highest in the Shire of Broome at \$252 per night (pn) in contrast with \$189 pn in the North West Region and \$180pn across WA (September Qtr/2015). However, annual occupancy rates for Broome are because of the highly seasonal nature of the sector in the North West and marked absence of visitors in the wet season (notwithstanding the COVID-19 travel restrictions of this year, challenging this accepted trend). This is one contributing factor to the relatively low investment levels in new tourism accommodation in the Shire in past years.

In 2014, Haeberlin Consulting and Tourism WA prepared a vision and framework for a sustainable tourism future for Broome. The issues identified for advancing tourism and responding to Broome’s gaps were:

The lack of a brand or clearly defined target markets:

- + The under-leveraged attributes of Broome: – Culture and history – Linkage to the Kimberley
- + Any disconnect between product, experience and target market expectations;
- + The cost of access to Broome;
- + The disparity between peak and off-peak seasons;
- + Infrastructure gaps; and
- + A fragmented industry lacking in leadership.

Three phases for actioning the Strategy for tourism in the Shire were recommended and these included actions related to the key areas as follows:

- + Phase One – Brand and Destination Marketing.
- + Phase Two – Aviation; Product and Events; Leadership.
- + Phase Three – Infrastructure and Visitor Experience.

## TOURISM PRECINCTS – TOWNSITE

Within the Broome townsite there are three key activity areas where tourist activity is focused: Chinatown, Ol Broome and Cable Beach. The ongoing investment in infrastructure and facilities in these locations, their high levels of amenity and convenience for visitors reinforce their primacy for tourism activities. Revitalisation and connection of these precincts to provide an enhanced visitor experience through the preparation of development strategies was a recommendation of the previous Strategy, that has been actioned. This Strategy advocates for the need to build on these strategies and formalise them through the creation of Precinct Structure Plans.

In terms of current land availability for tourist uses, **Table 29** outlines that 34 ha of land capable of substantial further development exists in the Shire. The majority of this is vacant zoned land is located in Cable Beach, this suggests that other factors not land supply are influencing the limited development activity. It was acknowledged in the pre-lodgement engagement period that there is a desire to see greater activation of Cable Beach precinct year-round, in all seasons. The Strategy therefore recommends a need to explore how the planning framework can be more flexible to help stimulate development in this key activity node.



Town Beach Night Markets



## TOURISM NODES – REMAINDER OF SHIRE

Outside of the Broome Townsite there are several tourist nodes where accommodation and facilities exist though in most instances, they are relatively small and low impact. The sealing of Broome - Cape Leveque Road is likely to open the Dampier Peninsula to a far greater volume of visitors (both day tripping and overnight). The road project is to be completed in 2021 and other related supporting visitor facilities construction works are currently underway. This is a key change in the accommodation market and tourist product offer in the Shire, that this Strategy considers.

The Dampier Peninsula Planning Strategy classifies major and minor tourist nodes according to their current development levels as well as capacity to expand to include further facilities:

**Major Tourism Nodes** are existing and potential locations catering for up to 500 overnight guests. They offer a range of accommodation types (fully serviced, self-contained, backpacker, cabins, demountable tents, eco tourist style accommodation, caravan bays, formal camp sites), services (restaurant, bar, beauty, tour booking, equipment rental) and supplies (fuel, food and groceries). Day trip visitors are able to access the facilities and services and purchase supplies. Examples of major tourism node sites include: Cygnet Bay, Kooljaman, Middle Lagoon and Willie Creek.

**Minor Tourism Nodes** are existing and potential locations catering for up to 200 overnight guests. These offer a limited choice of accommodation types (boutique hotel with a maximum of 50 rooms, cabins, demountable tents, formal camp sites). In minor tourism nodes ecotourism style accommodation and nature-based camping are appropriate. Services and supplies are available to overnight guests and day-tripping visitors if permitted by the operator.

It is proposed that Djarindjin/Lombadina and two other minor tourism nodes be identified in the northern coastal area between Deep Water Point and Packer Island (such as at Gumbarmun) and that an additional three be identified in the western coastal accommodation area between Bell Point and Middle Lagoon. The former Waterbank homestead site (although south of the project area) is also proposed as a minor tourism node (DPPS, 2015).

The state government has provided funding to respond to the anticipated rise in visitor volumes through establishment of a new caravan park at the tip of the Dampier Peninsula. Djarindjin already has a roadhouse where 24 rooms, fuel and supplies are available. The caravan park is due to be completed in 2021 and will provide additional accommodation for visitors to the Dampier Peninsula providing extra capacity and an option for visitors with caravan/camping equipment.

## TOURISM SUMMARY

- + The 2014 Tourism WA Broome Tourism Strategy requires ongoing leadership, actioning and potentially some refinement to reflect recent changes in the sector. These include the rise of STRA, challenges to traditional seasonality created by travel restrictions due to health events and policy changes that have emerged over recent times.
- + Trends in the increasing number of visitors over time trends in the Shire are positive but the number of establishments and rooms within accommodation providers has not expanded significantly during recent years. Together with the variances in accommodation occupancy rates driven by the highly fluctuating seasonal nature of Broome's market. **Table 31** on land capacity indicates there are 34 ha of land available for tourist development, primarily in Cable Beach. Limited development activity and a desire for a more flexible framework has resulted in a recommendation to review and update the Cable Beach Development Strategy.
- + More recently in areas beyond the townsite, the focus has shifted to expansion of the offer to adventure, station based, eco-tourism as well as Aboriginal tourism experiences. Engagement with the community and stakeholders emphasised their desire to ensure that the very attractions that tourists seek (the Kimberley region's beauty, contrasts and pristine environment) are carefully considered and protected - particularly with activity likely to increase as a result of the sealing of Broome - Cape Leveque Road.
- + Major and minor tourism nodes in the wider Shire area are identified on the Strategy Map. Whilst there are additional smaller locations that provide some accommodation it is preferred that future expansion and focus of visitation is on the nodes outlined to maximise the efficient use of the infrastructure provided and minimise the broader impact on other surrounding areas. The existing 'Low Impact Tourism' zone common throughout these nodes will be reviewed and changed to a 'Special Use Zone'

## SHORT TERM RENTAL ACCOMMODATION (STRA)

In recent years nationally and internationally there has been an exponential rise in the prominence in the tourism market of online booking platforms offering accommodation offering short-term rentals. The shift has been experienced across WA, though the highest profile and public discussion on it has occurred in popular tourist destinations such as Broome, where there has been an increasing volume of STRA offered. This was raised as a key issue during the engagement process.

STRA is defined by DPLH as: "holiday homes, units or apartments usually built for residential purposes in residential areas. Short-term rental accommodation is generally offered via an online booking platform or other third party booking mechanism (such as through a real estate agent) and can be either hosted or un-hosted.

The use of short-term rental accommodation is a long-standing tradition for Western Australian families, especially over the summer and school holiday periods.

Commonly, they can be:

- + A family holiday home
- + A property purchased solely for the purpose of short-term renting, or
- + Residents looking to let spare bedrooms, sections of the house or ancillary accommodation on a short-term basis."

(Source: <https://www.dplh.wa.gov.au/short-term-rental-accom>)

In response to the state-wide lack of guidance on this phenomenon and community concerns, the WA government's Economics and Industry Standing Committee's Levelling the Playing Field Inquiry (2019) recommended establishing a state wide register to identify hosted and un-hosted accommodation.

As an outcome of the inquiry, it is anticipated that the registration of hosted and un-hosted properties will require operators to address compliance requirements to receive a valid registration number. This will be required to be displayed on online booking platforms. Both the websites/platforms and operators will be given a six-month transition period, to obtain a valid registration number following the adoption of the new system.

This registration initiative is supported by the Shire of Broome because it will assist in identifying and where required following up on any issues experienced (compliance). Although there are benefits in that short-term rentals are a genuine income source for some people and are increasingly used by guests; the inquiry found that on the downside, there were often inconsistent regulatory requirements and numerous examples of adverse impacts on neighbours and local communities. The proposed registration scheme will capture participating properties and raise the profile of/regulate only the accommodation types mentioned above. Other forms of (commercial) accommodation are already regulated and provided within the land use zonings and permissions within the scheme.

During the engagement process for this Strategy, the Shire and stakeholders supported levying differential rates for residential properties used (registered as) STRA. This will assist in providing funds to contribute to Broome's tourism promotional / marketing activities and to also meet the expectations of existing operators within the sector.

## STRA SUMMARY

- + Management of STRA was identified as a key issue throughout the Strategy Review engagement process.
- + DPLH is preparing a position statement which will provide additional guidance, though it is unlikely to be released until late-2021.
- + This Strategy highlights and acknowledges the importance of carefully manage implementation of STRA. In the Shire this is anticipated to include adoption of the registration scheme and differential rating of residential properties as well as compliance standards required to be met.
- + The Shire of Broome supports un-hosted STRA located in proximity to high tourist amenity areas, with good accessibility and that interfaces with adjacent residential areas sensitively managed.
- + Additionally, the Strategy recommends that tourism uses on agricultural or rural land are to be secondary to these primary uses, to protect the land for these uses.
- + A recommendation that the Shire prepare a Local Planning Policy (LPP) on STRA to guide appropriate location, servicing and compliance aspects.

## 4.3.4. ARTS AND CULTURE

Considering its modest population, the Shire of Broome has an outsized reputation for arts and culture. Art in Broome is represented by individuals and community organisations who create the art that inspires us. The big name acts such as Bran Nue Dae, Kuckles, The Pigram Brothers, Theatre Kimberley and Marrugeku are known across Australia, but we also share our community with animators, puppeteers, painters, film makers, traditional carvers, textile printers, storytellers and dancers. They give voice to our identity and bring us joy when they share their work.

The Art and Culture industry in Broome has a significant role to play in contributing to Broome's vitality and liveability. The industry not only contributes to physical art installations it plays a significant role in cultural events in the Shire, contributing to Broome's tourism appeal. It is important that the Art and Cultural industries are supported to enable ongoing contribution to Broome.

### 4.3.5. HEALTH & SOCIAL SERVICES

The Strategy recognises and supports the Broome Health and Wellbeing Campus as a key opportunity for enhancement of health and well-being for Broome's Indigenous population, that is already underway (refer Planning Area D). The cluster already contains some services and facilities such as the Bran Nue Dae Aged Care Facility and the newly constructed Broome Aboriginal Short Stay Accommodation project. It is expected to continue developing and expand over time as a hub indigenous led clinical and allied health service centre for the Shire of Broome as well as the Kimberley region.

Led by Nyamba Buru Yawuru in partnership with a range of stakeholders, the campus is intended to be a hub of complementary health and wellbeing services that operate under the Yawuru's Mabu Liyan philosophy and Measurement Framework. Recent examples include partnerships with the Western Australian Country Health Service (WACHS) to deliver a new 20 Bed Renal Dialysis Hostel in the Health and Wellbeing Campus. It is hoped that further co-location of health service providers will follow, including:

- + 6 bed Step Up, Step Down Facility - WA Mental Health Commission
- + New clinic - Broome Regional Aboriginal Medical Service
- + Wrap Around Services Facility - various providers

There is also space on site to accommodate the further health service needs of the Broome community into the medium term. Possible services or facilities could include a Hydrotherapy pool, an Aboriginal Health Research unit, and specialist facilities for eye, ear professionals. The campus concept responds to a community desire for enhance liveability, with a focus on health facilities, to support all life stages expressed during the engagement for this Strategy. To provide for expansion and co-location of health facilities for the Shire into the future, it has been identified in this Review that the relocation of the Wastewater Treatment Plant (WWTP) and vacant DEMCO site adjacent could unlock land in town centre for growth in health facilities.

Additionally, WACHS noted that due to recent upgrades to the Broome Health Campus, it is currently not high on the priority list (other Kimberley towns' facilities to be targeted first for enhancement). Also identified existing services are inefficient and decentralised across multiple locations which causes operational inefficiencies. Though WACHS identified a need for a new health campus in the longer term. Ultimately this will be dependent on funding and preparation of a health master plan for Broome.

This Strategy recognises the importance of this health needs planning and recommends that a master plan is required in the medium term. This can address current pressures and inefficiencies on the current Robinson Street site. The anticipated response is likely recommending building a new health campus on an alternative site that recognises changing health delivery modes and population needs. In addressing the need for future expansion, WACHS would prefer a greenfield site over 'building up' on their current site (as expect costs would be similar, benefits of co-location of all services to one site would not be achieved and parking issues would remain).

#### **HEALTH AND SOCIAL SERVICES SUMMARY**

- + This Strategy recognises long-term opportunity for Planning Area D to become location of a future health and wellness precinct, including potential location for a new hospital/health campus. This would necessitate a health facility needs assessment and master planning exercise.

### 4.3.6. RESOURCES/MINING

Mining is not among the larger industries within the Shire of Broome, as indicated in **Table 32** and it is notable that the Browse LNG project touted at the time of the previous Strategy has not occurred.

However, in future years mining activity may become more prominent as indicated through discussions with stakeholder Theia Energy, during this Review. Their Great Sandy Desert project is oil and gas permit for exploration in the Canning Basin. Access to the permit is via the Dampier Downs Road via Great Northern Highway.

At the end of August 2020, Theia Energy signed an ILUA with the Karajarri Traditional Lands Association (KTLA). If the exploration is successful, there will be several hundred jobs generated of varying complexities. The company anticipates that these workers to live in the Shire of Broome as this is best for community and workers. Part of the ILUA agreement is that a portion of the future workforce will be Karajarri people. Training of potential employees to fulfill these roles is possible due to the long lead time ahead of the project commencement which assists with training of those lacking in appropriate skillsets.

The Independent Scientific Panel Inquiry into Hydraulic Fracture Stimulation in Western Australia Final Report to the Western Australian Government September 2018 outlined 44 recommendations to mitigate risks to the environment of fracking. But implementation of by State Government of these recommendations has been relatively slow and with only 2 actioned so far. Consequently, the company's progress has been delayed by this and post March 2021 election there is an expectation of some actioning of more recommendations. Currently the project has a very low level of activity happening because of this. Theia Energy is anticipating if successful testing 2021-2022, it will result in a multi-decade project. The development will be spread over time and several wells will be drilled. There will be less density of wells though with longer duration of activity.

#### **RESOURCES / MINING SUMMARY**

- + Should the project proceed, land use planning implications include Theia Energy requires good access to the Broome Port to bring in equipment, machinery, and supplies. Appropriate road widths and no power lines overhead to obstruct large trucks with these goods/machines is important.
- + It is noted that the proposed KMOF development will facilitate their (and other industrial users') needs well. As noted in the Port section, the need to provide availability of land for businesses in heavy industry and those requiring port adjacency.
- + Future sites and easements may be required to facilitate the project. For instance in approximately 10 years there may be a need for a processing/refining facility somewhere outside the Broome Townsite. Additionally, there may also be a pipeline constructed from the site to the Broome Port to bring in the crude oil for storage, before exporting. Therefore, the easements for the alignment of this will be a longer term consideration for planning.

### 4.3.7. AGRICULTURE

Despite agriculture/forestry/fishing employing a relatively low proportion of the Shire’s workforce (3%), the agriculture sector that encompasses aquaculture – a growing sector within it – provides a \$60 million contribution to the Shire’s GVA (refer **Table 32**).

#### LIVESTOCK/PASTORAL

Land within the Shire has a long history of being farmed for rangelands pastoral uses, mostly beef cattle. Approximately 16% of all pastoral enterprises are located in the Shire. The Port of Broome is a key export port for the live cattle exports from WA with around 38% of all state exports occurring via Broome. Although value adding was previously limited with the majority of cattle being live exported the KMC (Kimberley Meat Company opened in 2016 an abattoir between Broome and Derby. Although KMC is not in the Shire, it is expected to increase the boxed meat quantum being sent out of Broome. The implication for this Strategy is the importance of good road accessibility to the ports to support the pastoral industry in exporting its produce.

Horticulture in the Shire is relatively small scale at present with melons, bananas and irrigated pasture seeds being the key products. The La Grange ground water resource provides the potential for a significant expansion in irrigated horticulture in the Shire and region.

It has been identified that as the Shire’s processed beef and horticultural sectors begin to grow the potential exists to explore development of a share use cold container storage facility or a powered air and sea-freight container yard. The most appropriate location for such a facility would be on industrial land and close to the port or airport depending on the key transport methods for produce.

#### AQUACULTURE, PEARLING AND FISHING

WA’s pearling industry is worth about \$100 million annually, the second most valuable fishing industry to the State after rock lobster. It is focused on South Sea pearls from the pearl oyster *Pinctada maxima* that are produced in Broome (Department of Fisheries 2014). The pearling industry incorporates several separate elements: commercial fisheries for collecting wild pearl oysters; hatcheries that produce pearl oysters; seeding and aquaculture operations for pearl farms where pearls are grown to full size.

Aquaculture is the farming of aquatic plants and animals that in WA focuses on. In Western Australia, barramundi, oysters, mussels and marine algae. As a premium-quality seafood producer, much of WA’s seafood is exported, the major markets including China (and Hong Kong), Japan, USA, Taiwan and Singapore. Apart from pearl production, commercial aquaculture is a relatively small industry in though there is significant potential for development, particularly with marine species. Beneficial features of the Kimberley region are the relatively pristine environment that has disease-free status and research expertise. The Broome Growth Plan identified that extension of or addition to the Kimberley Aquaculture Zone to expand the aquaculture industry as the Dampier Peninsula is well placed to develop a sector that can supply high-value seafood and other products to the world’s growing markets.

### HORTICULTURE

The La Grange project was established in 2012 to investigate irrigated agriculture development in the La Grange area, south of Broome, Western Australia. The project aimed to define industry and culturally appropriate land and water resource development options to support the expansion of irrigated agriculture in the region.

The Department of Agriculture and Food, Western Australia (DAFWA) assessed nearly 3.5 million hectares and identified more than 50,000 hectares which is most suitable for irrigated agriculture in the La Grange area.

DAFWA used a combination of new datasets to define the preferred areas (identified on **Figure 20**), including soils, groundwater, infrastructure, tenure and cultural and environmental information.

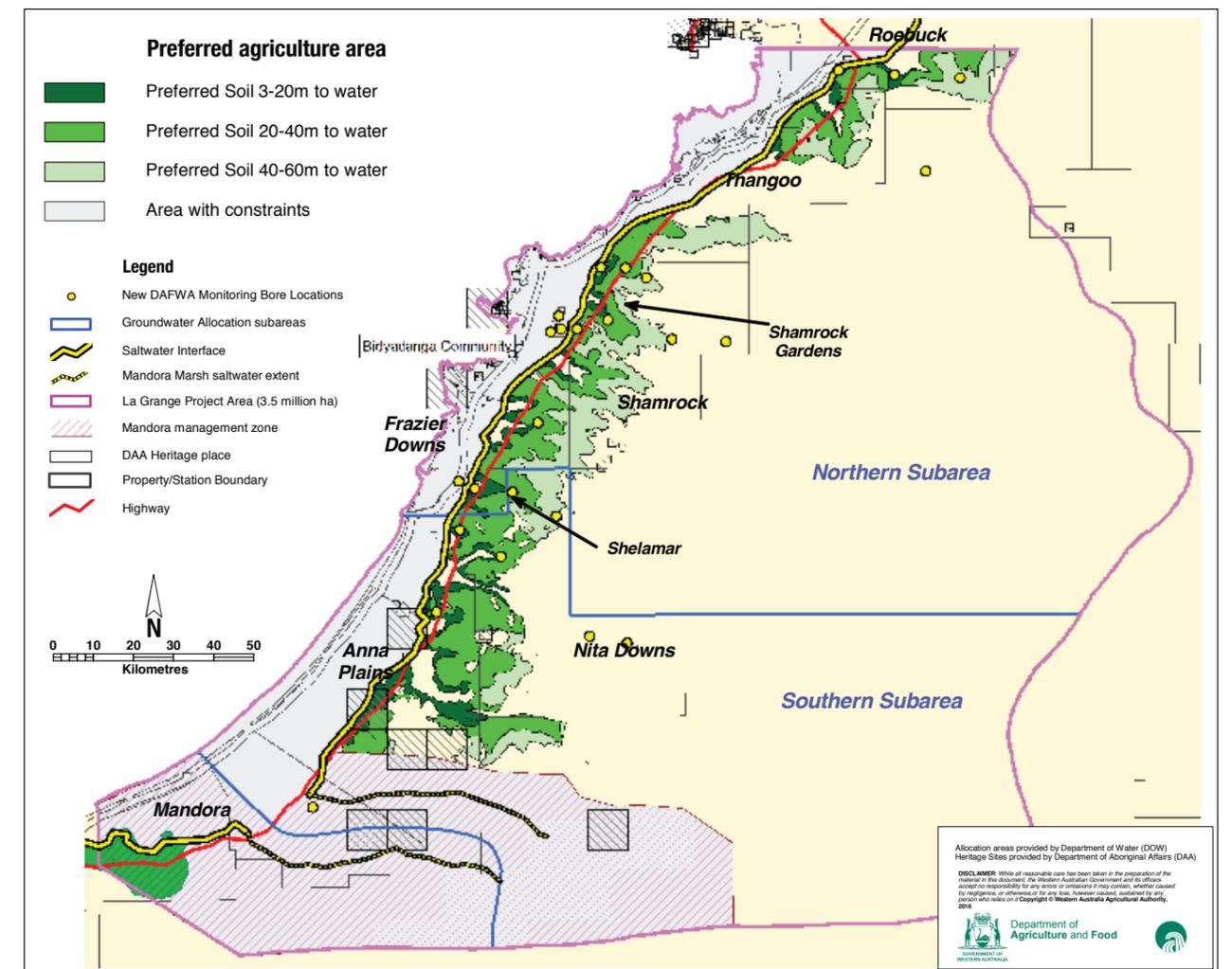


Figure 20: Preferred Areas for Irrigation in La Grange Area

Source: DAFWA

## 4.4 ENVIRONMENT AND HERITAGE

### 4.4.1. CULTURE & HERITAGE

The Shire has a strong and celebrated Aboriginal cultural from many tribes, many thousands of years old. Many traditional owners, native title holders and native title claimants live in the town of Broome and in settlements throughout the Shire. Tribal dance, language, culture, and law are still actively practised in some towns and settlements. Culture is everywhere, in the living land, in the lifestyle and in places, structures and things. It is the indigenous culture, the culture of this place, which combined with other cultures, gives Broome a unique cultural richness.

Japanese, Malay, Filipino, Chinese, Timorese, and Koepanger cultural influence from generations past still strongly influence the daily lives of many families – in their history, cuisine, relationships, skills, crafts, celebrations, spirituality and funerals.

#### ABORIGINAL HERITAGE

The Strategy recognises the traditional owners of Country and the traditional owner groups including:

- + Bardi Jawi
- + Jabirr Jabirr
- + Karrajarri
- + Nimanburru
- + Nyangumarta
- + Nyikina Mangala
- + Nyul Nyul
- + Yawuru
- + Yi Martuwarra Ngurrara

This Strategy acknowledges the need to preserve and protect Aboriginal culture and heritage within the Shire, and this is a key consideration guiding future growth.

One third of Broome's population is Aboriginal. As such, the associated cultural practices, traditions and connection to country remain at the heart of Broome's character and spirit. Continuing to honour and celebrate these values while embracing multiculturalism borne from Broome's wartime, pastoral, pearling and tourism history is considered paramount to Broome's success as a community.

The preferred growth Scenario 3 (from the Broome Growth Plan) Targeted Industry Activation and Aboriginal Participation emphasises Aboriginal employment and full participation in the Broome community. It assumes that: tourism and agricultural/aquaculture industries grow at a high rate; Aboriginal participation and advancement increases; and all other industries remain on trend. It is emphasised in the Growth Plan that: Driving the comparative advantage industries above trend and capturing the opportunity of Aboriginal participation delivers the highest return for the Broome area and its people and prepares the area for any high order aspirations.

#### Nyamba Buru Yawuru

In the Broome Townsite it is understood that Yawuru people have occupied and managed the lands and seas in and around Broome since the Bugarrigarra (the time before time). Therefore, engagement for this Strategy has appropriately included Yawuru representatives on several occasions.

Recognition of Yawuru's Native Title in 2006 by the Federal Court determined that they are native title holders of approximately 530,000 hectares of traditional Yawuru country. After the Yawuru native title determinations, they negotiated the Yawuru Agreements with the Western Australian Government.

These include two Indigenous Land Use Agreements (ILUAs) – The Yawuru Area Agreement and the Yawuru Prescribed Body Corporate Agreement, registered by the National Native Title Tribunal on 6 August 2010. The Shire, State government and Yawuru Native Title Holders Aboriginal Corporation are signatories to the Agreements. The ILUA's are significant agreements that impact on planning and land use outcomes for Broome's urban area. The ILUAs acknowledged Yawuru's native title rights over the Broome township and surrounding country and provides significant economic, cultural and environmental land assets be transferred to Yawuru as compensation for impacts on Yawuru's native title. The ILUAs provided for the creation of the Conservation Estate where significant reserves and freehold are jointly managed between the Department of Biodiversity, Conservation and Attractions and Yawuru and in the case of town-based reserves, the Shire of Broome. The ILUAs provided funding for land management, cultural protection and conservation activities which are critical for the ongoing amenity and tourism appeal of Broome and its surrounds. The ILUAs also provide for the grant to NBY of significant parcels of freehold land which were intended to allow Yawuru to develop an economic base to drive the future economic prosperity of Yawuru People and the regional economy.

Nyamba Buru Yawuru Limited (NBY) is Yawuru's development and investment company. It is a not-for-profit company with a range of interests including property development, pastoral and agricultural, construction and technologies, tasked with generating long term income for the Yawuru community. They work towards a vision an inclusive and sustainable future which empowers Yawuru and other Aboriginal people to become active and prosperous participants in Broome's regional economy. Embedded in NBY's mission Yawuru traditional cultural values and practices are which promote a quadruple bottom lined approach that is centred on the Yawuru philosophy of 'mabu liyan'.

NBY provides a range of programs and investments for the benefit of Yawuru and other Aboriginal people. Examples include: setting up of the language centre, social and affordable housing, creating a Yawuru Conservation Estate, employment and training, elders and youth support initiatives and a broad community development strategy.

Yawuru Indigenous Protected Areas (IPA) are defined areas of land or sea managed for cultural biodiversity and conservation. The Yawuru IPA covers the significant wetlands and springs on Roebuck Plains station, as well as important cultural grounds at Kunin and Kennedy Hill. The IPA joins with and overlaps large portions of the Yawuru/DBCA conservation estate, including the Roebuck Bay intertidal zone and the Marine Park.

#### Songlines

The cultural significance of the country in which the Shire is located is made evident through the Songlines which stretch along the coastline and extend inland. One example of this is the Lurujarri Heritage Trail, which encourages members of the Goolarabooloo community to walk Country again. It was a reminder to conserve; renew and stay connected with their heritage and traditional skills. Importantly, the initiative was focused on keeping these practices and knowledge alive for generations to come.

The Lurujarri Trail follows the land of the traditional Songline. The idea is not to achieve the completion of a trek rather to experience living country. It includes walking on beaches, reef and dunes, through bush, mangroves, and salt plains. It is significant in that it uses the same camping and fishing places are used as have been used for millennia. The Lore and Culture has been going on for such a long time that the middens in the dunes are thick with shards of past feed, spear heads, charcoal flint and grinding stones.

The intent of the trail experiences is to foster trust; friendship and empathy between the indigenous

community and the non-indigenous people who journey together.

There are other Songlines that cannot be identified for cultural reasons – they extend from the south to the north east (the southern tradition) and from the sea to inland.

#### **Culture and Natural Resource Use**

The 'Culture and Natural Resource' zone covers a large amount of the Dampier Peninsula. The zone provides for structures and/or activities associated with traditional Aboriginal law and culture, and resource development. The land is predominantly associated with unallocated crown land within the Dampier Peninsula and provides for rural living associated with outstations, smaller Aboriginal settlements, minor tourism development, and resource development. Traditional uses associated with Aboriginal culture should be exempt from the need to obtain planning approval within the zone.

#### **KIMBERLEY CENTRE FOR ARTS CULTURE AND STORY**

In terms of promoting cultural celebration, there is a proposal currently in the business case and planning phases to seek funding called the Kimberley Centre for Arts Culture and Story. The Centre will be of global significance because it will reconcile the history of Broome and the Kimberley in an honest, challenging but ultimately empowering way.

It is intended that the centre provide visitors with a journey that is innovative and inspiring in its representation of the culture of the world's oldest living civilisation. The centre could contribute significantly to the Kimberley economy by supporting tourism, as well as linking to and supporting the sustainability of Indigenous culture throughout the region. Broome can become the gateway to and raise awareness of other indigenous tourism experiences within the Shire and region. Objectives of the Kimberley Centre for Arts, Culture and Story include:

- + Creating an engaging and accessible means of sharing Aboriginal culture that will significantly enhance the understanding and respect by non-Aboriginal people.
- + Additionally it can assist in closing the Aboriginal employment gap in a way that promotes cultural strength, good liyan (wellbeing) and strong economic outcomes, ultimately to reduce Aboriginal people's dependence on government support.
- + Lastly, tourism analysis for the region has identified there is a strong demand for an Aboriginal cultural experience among visitors and the Centre provides an innovative way of addressing this desire.

#### **CULTURE AND HERITAGE SUMMARY**

- + Celebration and recognition of heritage and culture is an important theme that arose in engagement for this Review. It was noted as being both a strength of the Shire as well as to an extent an untapped opportunity.
- + NBY are proposing establishment of a Kimberley Centre for Arts, Culture and Story. The location, design and function of the Centre is to be determined through discussion with stakeholders, including the Yawuru and broader community.
- + This Strategy acknowledges the IPA Plan of Management as an important tool in Yawuru people's obligations to care for and protect their lands and waters for present and future generations and will ensure that sound Yawuru cultural and conservation management is coordinated across all our country.

#### **4.4.2. NATURAL HERITAGE**

The Shire is home to some of the oldest landscapes in the world. The coastline from Broome and Roebuck Bay extending north to Cape Leveque at the tip of the Dampier Peninsula is home to dinosaur tracks that are between up to 140 million years old. The dinosaur footprints were raised and discussed as a unique and integral part of Broome's culture and heritage during the engagement for this Review by the Dinosaur Coast Management Group and others.

Also known as the Dinosaur Coast, these tracks are found in intertidal exposures of the Broome Sandstone along the coast of the Dampier Peninsula. Although most of Australia's dinosaur fossils are found on the east coast, it is notable that the Kimberley dinosaur tracks are older. More than 20 different types of tracks have been identified and they range in size from 12cm to more than 1.7m, with thousands of examples recorded. Low tides provide the best opportunity to observe dinosaur footprints with Broome's highly variable tides necessitating careful timing of visits. The sand along the Dinosaur Coast beaches is very mobile, so some tracks may be temporarily buried or new ones revealed. Location of the tracks within intertidal zones is to an extent a benefit in that generally development is not undertaken in these areas therefore they are protected in some ways by this aspect. However, consideration of the land adjacent to them and potential for damage to the tracks through careless behaviour does exist. There are a number of locations near the townsite where the tracks are observable including:

- + Maralagun on Cable Beach
- + Minyirr (Gantheaume Point)
- + Yinara (Reddell Beach south) – north of Reddell Point
- + Entrance Point
- + Between Binggaja and Gabunyanya
- + Gulbanwila close to the Broome Bird Observatory

Recognised in 2011 in Australian National Heritage, the Dampier Coast dinosaur tracks have outstanding heritage value to the nation because they represent the best and most extensive evidence of dinosaurs from the western half of the continent. Additionally they have the highest diversity of dinosaur tracks anywhere in the world (21 different types). The tracks provide the only definitive evidence of stegosaurs in Australia and some of the largest dinosaur tracks in the world. They are the first described sauropod tracks in Australia and are the only evidence of dinosaurs from this time period in Australia (approximately 130 million years ago). As noted below, the tracks are linked to the Dreamtime stories of the indigenous people along the Dampier Peninsula coastline, from Bunginygun (Swan Point, Cape Leveque) to Wabana (Cape Bossut, near Bidyadanga/La Grange).

A place of exceptional cultural heritage significance to Shire of Broome and the state of Western Australia, that is either in the Heritage Council of Western Australia's Register of Heritage Places, or worthy of consideration for entry into the Register. A place worthy of recognition and protection through provisions of the Shire of Broome's Town Planning Scheme.

It is notable that for thousands of years, Indigenous people of the Dampier Peninsula and west Kimberley have had strong cultural connections with dinosaur tracks. The song cycle that includes stories of creator being Marala (Emu man) extends along the length of the Dinosaur Coast from Bunginygun (Swan Point, Cape Leveque) to Wabana (Cape Bossut, near La Grange) and then inland to the south-east, over approximately 450kms.

## NATURAL HERITAGE SUMMARY

- + Mapping and recognition of the dinosaur coast's footprints through the Strategy is appropriate given their heritage significance nationally and internationally. This can be achieved by extending the EPBC area of footprints already established.
- + Links with the Song Cycles of the Kimberley coast and acknowledgement and due consideration in future planning and development decisions is critical to the protection for the cultural heritage values of the Shire and its people.
- + The Lurujarri Heritage Trail's recognition in the Strategy as an important and significant cultural heritage element of the Shire that should also be acknowledged in future decisions regarding development of the Kimberley coast is appropriate.



Coastal Monitoring at Cable Beach

## 4.4.3. NATURAL ENVIRONMENT AND MANAGEMENT

Whilst the previous assessments completed by government and private environmental agencies report the near-pristine state of the Shire of Broome's natural environment, it is still vulnerable and under significant risk associated with Broome's future growth, tourist activity, and destructive natural and climate developments. In 2015, Acacia Springs Environmental prepared a State of Environment WA (SOE) report to provide a comprehensive overview of environmental assets and guide the Shire's strategic and operational response in relation to the identified issues. These issues stem from the pressures on the Shire's environment, which based on the report's assessment include:

- + Current demographic and settlement patterns;
- + Expansion of tourist industry;
- + Local patterns of recreation;
- + Activities associated with the pastoral, agricultural and resource sectors;
- + Fire management;
- + Spread of invasive organisms;
- + Government policy and management; and
- + Weather, climate and climate change.

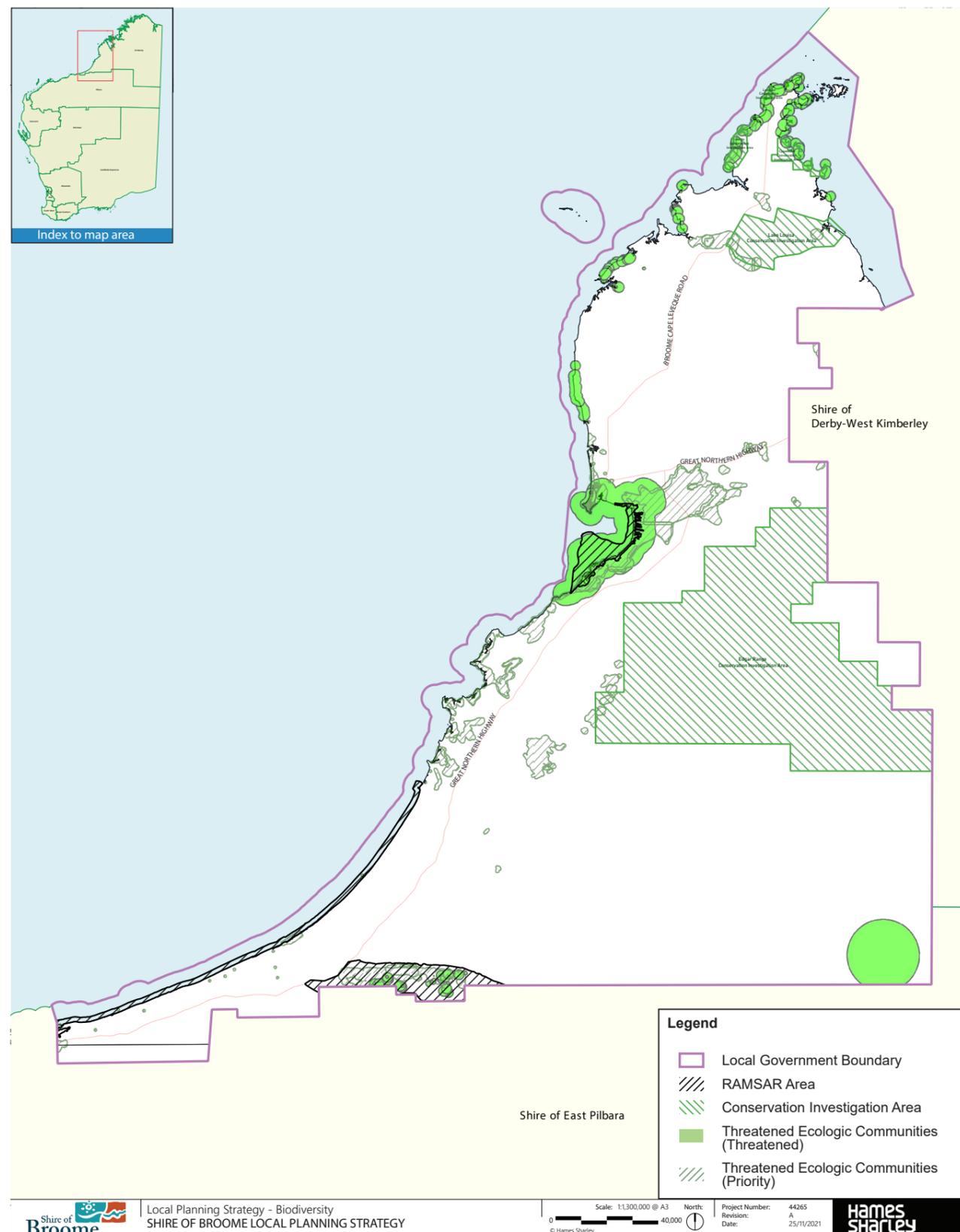
The identified environmental issues were grouped into six themes based on their current state, management concerns and the required response from the Shire and other agencies. Policies, strategies, or actions that are the Shire's responsibility were developed into an Environment Management Plan. The six themes outlined in the SOE (2015) include:

1. Land management, outlines issues and associated responsibilities in relation to fire control and sustainable management of land;
2. Biodiversity, specifies threats and protection measures to support Broome's natural habitat;
3. Water, identifies conservation and management measures to achieve sustainable and prudent use of water resources (water infrastructure and sources are discussed in Section 4.5);
4. Coasts, outlines issues and responsibilities regarding foreshore management and coastal vulnerability;
5. Energy, indicates existing energy consumption issues and actions requires to support energy-use efficiency and sustainable development design (discussed in Section 4.5);
6. Waste management identifies strategies to improve waste management in response to current rates of consumption and recycling (discussed in Section 4.5).

### BIODIVERSITY

The Shire of Broome has a diverse array of landscapes, flora, and fauna. These ecosystems exist within a tropical savannah landscape dominated by eucalyptus and acacia open woodlands, known as Pindan, with hummock and tussock grasslands. Ecosystems in the Shire include coastal archipelagos, mangrove creeks and mudflats, coastal dunes with vine thickets, swamp rainforests, mound springs with monsoon forest, clay pans, red soil plains, and sandstone and limestone ranges. These diverse landscapes create habitats that support a significant array of terrestrial and marine mammal, reptile, bird and invertebrate species.

Figure 22: Biodiversity Areas



However, due to the threats associated with altered fire regimes, invasive species and over-grazing in the region, 13 communities are thought to be at risk and six threatened ecological communities have been declared vulnerable under State legislation, which include:

- + Monsoon (vine) thickets on the Dampier Peninsula (Figure 13 shows currently mapped instances);
- + An intertidal faunal community on Roebuck Bay mudflats;
- + Organic mound spring communities at Bunda Bunda;
- + Organic mound spring communities at Mandora Marsh;
- + Assemblages of permanent/ephemeral wetlands, damplands, and riparian habitat of the Dampierland region; and
- + Vegetation assemblages of Taylor's Lagoon, Lake Campion, and Lake Eda.

Across the Shire there is a need to identify and protect environmentally sensitive areas and conservation areas, whilst ensuring that planning decisions respond to environmental values and constraints.

## WATER

The water ecosystems within the Shire of Broome generally comprise of groundwater that is replenished during the seasonal flow of watercourses (surface water) during the wet season. The median annual rainfall in Broome is 532 mm with over 75% of the average annual rainfall falling between January and March. Rainfall is usually associated with thunderstorms and tropical lows or cyclones.

Except for these very extreme events, the landscape in its natural undisturbed state, can absorb much of the rainfall, which infiltrates into the local Pindan soils recharging superficial groundwater aquifers. Increased development and associated vegetation clearing disrupt this infiltration process, which leads to the natural water imbalance. During heavy rainfall events, stormwater peak velocities generated from impervious surfaces such as roofs and roads may lead to soil erosion and unacceptable loads of sediment and other pollutants being delivered to receiving waterways, which could be addressed by practice of water sensitive urban design.

There are very few examples of perennially flowing rivers within the Shire. The primary waterway catchment is that of the Fitzroy River. Roebuck Bay and Eighty Mile Beach are two internationally significant wetlands in the Shire that listed under the Ramsar Convention. Other wetlands of national conservation significance include Bunda-Bunda mound springs, Dragon Tree Soak, Eighty Mile Beach, Mandora Salt Marsh, Roebuck Bay and Plains System, and Willie Creek Wetlands.

## INDIGENOUS PROTECTED AREAS

Indigenous Protected Areas (IPAs) are areas of land and sea Country managed by Indigenous groups in accordance with Traditional Owners' objectives. IPAs deliver biodiversity conservation outcomes for the benefit of all Australians, through voluntary agreements with the Australian Government. IPAs provide a framework for Indigenous communities to combine traditional and contemporary knowledge to collaboratively manage their land and sea Country, leverage partnerships with conservation and commercial organisations and provide employment, education and training opportunities for Indigenous people. There are three IPAs in Broome being the Yawuru, Bardi Jawi and Karajarri IPA's.

## COASTS

As a key tourist attraction and highly valued destination for local community, the Shire of Broome's coastline is experiencing a number of pressures associated with its cultural and recreational activities. Some of the negative impacts of uncontrolled use of coastal resources including loss or damage to fragile vegetation assemblages, wildfires, and littering. In addition to this, the coast vulnerability is also affected by natural processes and conditions, including the interplay between extreme weather and tidal processes and the geologic structure of the region's sandy beaches, rocky cliffs and mangrove mudflats. The identification of areas which are vulnerable to changing coastal processes requires consideration of the variability of the primary processes driving change along the coast, together with the probability of that change, within the context of the geology of the area. Consideration must also be given to the likely outcomes of climate variability which include sea level rise and a predicted increase in extreme weather events.

In order to address the impacts of coastal vulnerability, Coastal Hazard Risk Management and Adaptation Plan (CHRMAP 2015) was prepared for the Broome townsite to provide strategic guidance on coordinated, integrated and sustainable management of coastal areas identified as being at risk of coastal erosion and inundation in current and future planning periods. The study identifies nine coastal compartments shown in Figure 14 below, with key areas for protection including Town Beach and Broome Town Centre.



Figure 21: Figure 14: Broome coastal compartments and town centre implications  
Source: CHRMAP 2015

#### 4.4.4. NATURAL HAZARDS

There are a number of natural hazards which may influence the future planning and development of the Shire of Broome. These include coastal vulnerability, flooding, bushfire risk, and cyclones.

##### CYCLONES

Since 1910 there have been 24 cyclones that have caused gale force winds at Broome. On average this equates to about one every four years although the frequency has been less in recent times, there being only four cyclones from 1990 to 2020.

##### FLOODING

Flooding may occur from heavy rainfall in townsites as a result of inadequate drainage systems; from extended floodways of swollen creeks and rivers; or in coastal areas from tidal inundation or storm surges. Areas identified within the Broome Townsite that may be subject to flooding include Chinatown and areas within the cultural and environmental areas to the south of the peninsula where the land is low lying and below 10m AHD. Further guidance on planning measures addressing risks of inundation is provided in CHRMAP and LPP 5.23.

##### BUSHFIRE

Bushfire can be devastating for human settlements, agriculture and native flora and fauna. It can occur as a result of careless land management or through natural causes such as lightning strike. The hot, dry conditions within the Shire during the dry seasons in particular make the risk of bushfire a real possibility, and there have been serious bushfires within the Kimberley in recent years.

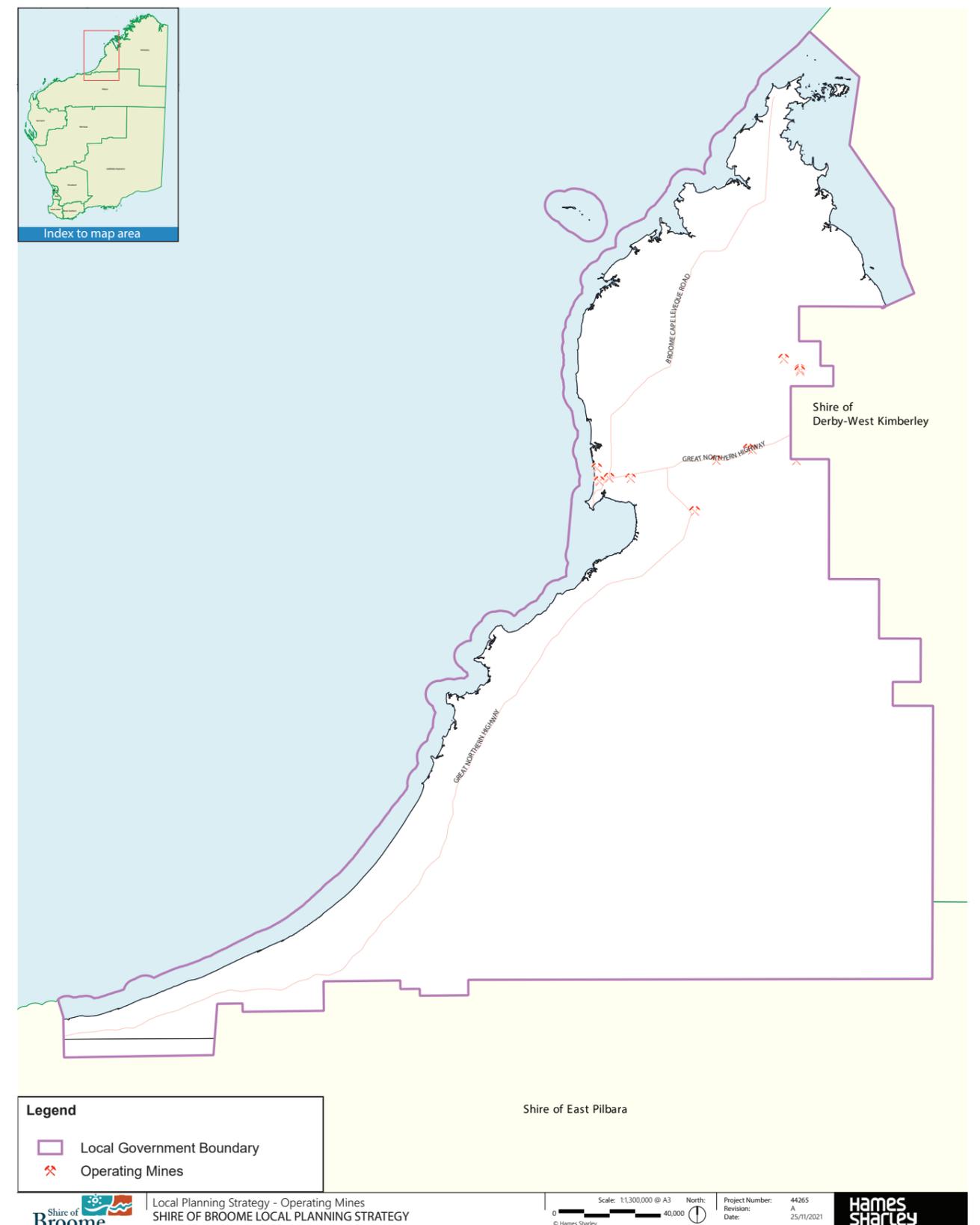
Large areas of the Shire are designated bushfire prone as per the map of bushfire prone areas. In line with State Planning Policy 3.7 - Planning in Bushfire Prone Areas, planning and development proposals are to be supported by appropriate bushfire planning. Guidance is available for tourism proposals on the Dampier Peninsula on how to address the requirements for bushfire management, for further information see <https://www.wa.gov.au/system/files/2022-02/Bushfire-Management-Plan-Guidance-for-the-Dampier-Peninsula.pdf>.

#### 4.4.5. BASIC RAW MATERIALS

There are a number of locations within and around the Broome Townsite which provide for the supply of construction materials including sands and limestone. Any basic raw materials sites will be important in facilitating affordable housing and development as the Broome Townsite grows. Consideration should therefore be given to the staging and sequencing of development to optimise the use of the land to allow for basic raw material extraction where possible.

Also of note is that of the 31 granted mining leases within the Shire, 29 are for the extraction of basic raw materials. Their locations are shown on **Figure 23**.

Figure 23: Operating Mines



# 4.5 TRANSPORT AND INFRASTRUCTURE

## 4.5.1. ROADS

As indicated on the Strategy Map, the principal freight, regional and tourist roads in the Shire are Broome Road, Great Northern Highway and Broome - Cape Leveque Road. These are State roads under the control of Main Roads WA (MRWA). As such, the management and maintenance of these roads is undertaken by MRWA and approvals for new or upgraded access to these routes is required to be sought from the authority.

As the townsite is located on a peninsula, the Broome Highway provides the only major road access. Gubinge Road is the key linking road between the port, Cable Beach tourism precinct and indirectly to Chinatown. Gubinge Road is capable of expansion to a four-lane dual carriageway, with adequate capacity for any foreseeable demand. It carries a high percentage of heavy vehicles, which is undesirable in locations with high pedestrian and cyclist usage. Other important roads are Frederick Street and Port Drive, both of which are capable of upgrade to increase capacity when warranted, and Old Broome Road which is one of the few north-south connectors in the town. Streets around Chinatown exhibit local congestion during busy periods. Local roadworks and intersection improvements may help reduce this congestion (GHD 2016).

Through the engagement for this Review it was noted by MRWA that there is a general presumption against the creation of new (or increased use of existing) accesses to regional roads which, in addition to being a Main Roads policy, is supported through Development Control Policy 5.1 Regional Roads (Vehicular Access). A portion of Broome Road is designated 'Control of Access' under Section 28A of the Main Roads Act 1930 and direct access to adjacent properties will generally not be permitted.

Flooding and destruction of the major roads within and approaching Broome Townsite (including the Great Northern Highway) are possible during the wet season. The combination of long distances and low traffic volumes on roads between communities are challenging in terms of maintaining the road network to a high standard. An extensive network of roads service the Shire's remote service centres and these are a constraint in that wet season rains can be heavy, causing some sections of the road network to be isolated and road freight delivery schedules affected by this issue.

### BROOME - CAPE LEVEQUE ROAD, DAMPIER PENINSULA

The sealing of the 77.6 km southern stretch of Broome - Cape Leveque Road to heavy-freight carrying standard providing all weather, all access to the Dampier Peninsula was a previous Strategy priority, that has now been delivered. The Dampier Peninsula Working Group (DPWG) has guided the process of implementation and includes: Aboriginal Community representatives, tourism businesses, rangers and Native Title groups of the area. It has involved close liaison with Shire, and governments at State and National levels who are funding the project. All parties are focused on ensuring the outcomes and opportunities socially and economically are optimal for the local Aboriginal communities.

In the first stage, the project has been successful in its employment of Aboriginal people, primarily local and resulting in growth in the capacity of their communities and businesses. Significant government (at all levels) and local community collaboration and preparations as well as employment in the project's construction through MRWA, have been key benefits of the project.

However, aspects such as the tenure and lateral roads sealing, safety of the anticipated huge influx of visitors, increases risk to the cultural heritage and natural environments that make the Dampier Peninsula so unique (that were previously to an extent protected by the isolation and limited access). Whilst there

are significant tourism opportunities afforded by the improved access, the Peninsula now needs access to be better managed, and what is off-limits communicated to and respected by visitors.

In addition to the works above, recently (late 2020), government funding has been allocated to sealing the Kooljaman Resort Access Road at Cape Leveque and Trochus Hatchery Access Road at Ardyaloon.

The enhancement / sealing of the lateral roads that connect with the Broome - Cape Leveque Road is a key priority of the Strategy. The State government together with the Shire and MRWA are providing funding and working collaboratively to ensure improved access, ensure community road safety, continued employment opportunities and other benefits that the project has delivered so far, continue to be leveraged.

### OTHER ROADS

Although it is acknowledged that the relocation of the Broome International Airport is beyond the timeframe of the Strategy, it is still appropriate to provide for short-medium term solutions to assist in this transition. Specifically, MRWA has noted that Djiagween Rd connection to Gubinge Rd is an interim solution and that access will be removed once the airport road is constructed, providing for a safer and more efficient parallel network.

The URS prepared by UDLA for Communities highlighted that several precincts within Old Broome could benefit from review and amendments to the road, water retention/parks and access way arrangements. Several areas where anti-social behaviour has been an issue can be related to the lack of logical and legible connections in the street design. Through advancing the actions within the Urban Renewal Strategy including reconsideration of some of the pedestrian connections and drainage areas/parks improvements to connectivity and overall liveability of these neighbourhoods.

The Hamersley Street infrastructure upgrade is critical to improving connectivity between Chinatown and Town Beach through an enhanced streetscape. The road also services essential hospitality businesses, historical memorial and government services including WA Police and Broome Regional Prison. The proposed project includes undergrounding power, additional on-street, car parking, as well as footpath, lighting and landscaping improvements. This initiative has been partly funded and is in the Shire of Broome's design and costing phase by the Shire at present (Shire of Broome COVID-19 Recovery Plan, 2020).

### SUMMARY:

- + A large portion the Shire's roads are unsealed and/or tracks which provide limited capacity throughout the yearly cycle of changing climate.
- + Management and review over time of the levels of freight activity and population growth to potential manage conflicts along Gubinge Road is required.
- + Access between some remote Aboriginal settlements is very poor and improvements will be required to facilitate access (GHD 2016). Recent funding for Ardyaloon and Kooljaman Resort has been allocated by the State government to address this.
- + Improving Old Broome street network connections and legibility as per the URS would improve pedestrian connections and as a result the liveability of these neighbourhoods.

## 4.5.2. PUBLIC TRANSPORT

Shifting the transport focus within the Shire from private car travel dominance towards greater availability and usage of active travel modes and public transport was identified as a key issue in the engagement process. Though it is acknowledged that the Shire's sprawled development patterns and climatic factors are constraints on this.

The Broome Explorer bus services in the Shire are provided by a private bus operator and focused on a Chinatown to Cable Beach route. With buses available seven days a week and at half hourly intervals in high season and hourly in low season, the service is focused on the needs of tourists. Extra services to support events and attractions such as the Town Beach Thursday Night Markets, Staircase to the Moon, Gantheaume Point Morning Walk & Sunset Services are also provided. From a local resident perspective, the service is less practical in that it does not link people to their desired destinations and suburbs.

Overall, the bus services are adequate, but together with weather and trip distance considerations do not prevent the Shire's population from being exceptionally private vehicle dependent. For instance, improvements have been suggested to link patients and visitors with the Broome Health Campus. This is an initiative the WACHS is investigating to provide transport options that are not car based, easing parking issues and assisting their patients, staff and families. Government funding to expand public transport services in the townsite was raised in the previous Strategy and would enhance the equity and the experience of residents living in Broome without a car.

The staff, visitors, patients and parents/students attending the Broome Health Campus and adjacent Broome Primary School find there are parking and traffic pressures on Robinson Street in particular. The reason is that various user groups of these two activity/trip generators are competing for the same verge space or bays. The current location of the school entrance opposite the Health Campus contributes further to these parking and traffic pressures. Safety concerns for children and reduction in frustrations for all could be addressed through a change in key access point (away from Robinson Street) to the school, so it does not coincide with the hospital.

To address the parking shortage, WACHS has had past discussions with adjacent Uniting Church land owners regarding a PPP for developing a car park to service the hospital, which would be leased and operated by WACHS. However, this concept has been put on hold, until master planning for overall campus and Broome health services is undertaken. These conflicts that are an issue for the school and Health Campus represent an opportunity for formal consideration of the parking problem between the two activity nodes and the Shire. The response may include greater consideration of flexibility from the Shire of Broome in the configuration and arrangement of parking in the area.

### **SUMMARY**

It is noted that any future enhancements to the bus services and infrastructure in the Shire should be considered alongside cycling and walking path improvements. Broome's youth, economically disadvantaged and older people are all more likely to walk, cycle or take the bus as they do not have access to a vehicle or are unable to drive. The opportunity to better link the precincts of Broome exists and with a high proportion of visitors on roads both in vehicles, cycling and walking there are safety concerns (especially in tourism peak times) that should be central to future public transport initiatives.

## 4.5.3. AIRPORTS

Broome International Airport (BIA) is the 'gateway to Kimberley' and services a variety of markets including local residents, tourism and business travel, emergency services (e.g. Royal Flying Doctor Service Base) as well as the offshore oil and gas sector (e.g. Browse Basin with its heliport). Broome has traditionally been a tourism-based airport though it has grown rapidly in recent years through oil and gas related travel which assists in addressing some of the strong seasonality and contributes to reduced costs. The airport employs 90 direct staff members and generates close to 800 jobs in Broome and the Kimberley region and currently has more than 400,000 passengers a year through it.

BIA is currently working toward establishing a permanent Singapore-Broome connection service after successful trial flights in 2018 and 2019. A direct connection with Singapore airport provides access to Europe without requiring a stop via a southern Australian airport. These European visitors represents a significant tourist market for Broome. BIA is also looking to further expand direct flights to eastern Australia in the peak and shoulder seasons. Increasing the inbound tourist market core to ensuring viability of the airport, given the low resident base in Broome.

Further, significant infrastructure upgrades to terminals (to the tune of \$14 million) which will enable the processing of up to 1.3 million passengers per year are currently being undertaken. Given the current passenger volumes outlined above, the airport has significant capacity to continue operations in its current location, for some decades to come. Duplication of the arrivals hall to facilitate both an international and national/local flight arriving simultaneously with customs processing of the former, is currently being considered.

It is noted that investigations and negotiations were undertaken some time ago and a future airport site identified for Broome. Located approximately 15km north of the townsite, it is reserved in the current Scheme and this will be carried forward in LPS7. The pressure/need to develop land to the immediate north of the townsite and proper and orderly planning were previous reasons cited for the relocation of the airport. Though it is noted that in intervening years the current development patterns have adapted and Broome North and other developments together with the slowed population growth trajectory and a more than adequate supply of residential zoned or capable land (refer to earlier section Property Market) to house future residents.

Therefore, the drivers for relocation of the airport currently include:

- + Aviation volumes/capacity reached;
- + Community concerns or amenity/noise impacts;
- + BIA's investment in the existing airport being recouped;
- + Land tenure for the future airport site being resolved between the government and BIA; and
- + The underlying value of the land together with population growth pressures, indicating the land use would be better used/higher and better use.

It is acknowledged that the presence of the airport has limitations on Chinatown in that it prevents development due to the Obstacle Limitation Surface (OLS) which limits the height of obstacles which may impact flight operations. Therefore, in Chinatown there is a maximum height limit that ranges from 6.8m to 14m dependent on proximity to the runway. The result is there is little attraction to developing residential in the town centre and these aspects are to an extent sterilising this central Broome land. In

recent years there has been significant public realm investment in Chinatown however, there is still a lack of activation year long and into the evenings. The opportunities for greater urban consolidation and activation in Chinatown that would benefit the Broome community, are positives that the relocation of the airport would generate.

In summary, several factors will underpin the process of planning for the long term transition including:

- + Addressing the need for tenure to be resolved over the new airport site,
- + Structure planning for the centre of the Broome urban area to contemplate a post-relocation of the airport scenario,
- + Careful attention in all planning and decision making relating to the core and frame uses and interfaces, including future road connections and servicing.

It is acknowledged that the development of infrastructure of this scale and importance to the Kimberley Region and appropriate transitioning to the new location and decommissioning of the current site is a long-term process. However, the partnerships and commitment to commencing this project should ideally occur during the 15 year life of this Strategy.

It was identified in GHD 2016 Infrastructure Audit report, that when the airport is relocated the following roads will require upgrades

- + Upgrade Magabala Road between Gubinge Road and Fairway Drive
- + Intersection of Broome Road/Gubinge Road
- + Intersection of Gubinge Road/Magabala Road

In summary, engagement undertaken for this Review established that some members of the community would like to see the airport relocated. Additionally, the Shire's Elected Members/Councillors support the long term intent for airport relocation. Future planning needs to carefully consider what happens to the land in this precinct post-relocation. This Strategy recommends future precinct structure planning be undertaken post-relocation of the airport. This could include guidance on planning considerations such as land use and movement. It is preferable that an implementation strategy (including an MOU) is created in the short term for the transition and key stakeholders committed to this process.

### **Frame / Surrounding Lands**

Responding to the land in the frame of the airport and planning for a post-relocation future is an underlying principle of this Strategy. To the north west of the airport (Planning Area F in this Strategy) an education/health precinct providing for student accommodation, sporting facilities and residential development and potential relocation of the hospital. The discussions regarding the more likely future health campus location being related to the Health & Wellness Precinct in Planning Area D indicate that these uses are less likely there now.

It is essential that the frame/surrounding uses of the airport is future proofed and flexibly planned to ensure integrated development with the core. The Structure Plan for the Airport that is to be renewed in 2025 should be prepared with the position of the best outcomes for the centre of Broome's urban area, post-relocation of the airport.

### **OTHER AIRPORTS**

Unsealed airstrips are located in the communities of Beagle Bay, Bidadanga and Ardyaloon. A sealed airport operation, has been established at Djarindjin (approximately 170km north of Broome at the northern extent of the Dampier Peninsula). This facility was established in 2011 by the remote indigenous community of the same name in partnership with BIA. Its role is to extend the reach of the heliport in Broome by re-fuelling helicopters transporting workers to the offshore oil and gas rigs (approximately 370km off the Shire's coast). Helicopters are 'hot refuelled' which means the blades and engines are still running but for safety reasons passengers disembark and wait in the terminal during the process.

Owned and operated by the community, Djarindjin provides training for local indigenous staff is provided to maintain and support helicopters and twin turbo prop passenger aircraft. The airport also provides RFDS support to the communities living on the Dampier Peninsula and is the main patient transfer station for sick and injured people to ensure they receive medical help in Broome or beyond.

As further expansion of activity and access to the Dampier Peninsula occurs over the life of this Strategy, the assessment of the need and desire for additional airport facilities may be appropriate.

#### 4.5.4. PORT

Broome's port services mining/oil/gas, live cattle export and cruise ships and is the major fuel import facility for the region. Less prominent though still a component of the Port's services are vessels associated with pearling, fishing, charter and naval/customs. It is managed by the Kimberley Ports Authority who has recently also been given responsibility for managing port operations at Wyndham, Yampi Sound (Cockatoo and Koolan Islands), and Derby. The significant tidal changes in Broome are a challenge that through recent investment by government in facility upgrades and dredging the port can now accommodate heavier loads and can better manage access.

A project that has evolved since the previous Strategy is the elevation of Broome's role as a logistics hub for the region via the Kimberley Marine Support Base Pty Ltd project which the Kimberley Ports Authority is closely collaborating with. The Kimberley Marine Offloading Facility (KMOF) involves a proposed floating wharf and associated onshore terminal facilities designed to service the growing oil and gas industry from Broome, rather than from Darwin or the Pilbara.

Investigations are underway to also to facilitate growth in the cruise ship sector and potential for a Direct Container Service, the opportunity to register the Port of Broome as a First Port of Entry with associated quarantine, biosecurity and border management for international arrivals/processing is under investigation. In order to surpass road transport which is still currently a viable option, the scale of agricultural processing in the region (including meat and horticulture value-add products) would need to increase significantly to enable the export via the Port to be feasible. The tourism spending, jobs and support for increased investment in a number of sectors such as agriculture, mining and logistics are key economic benefits of the project to the Shire's economy.

In terms of land use in and around the port, extensive cruise ship passenger amenities or facilities were not perceived to be a key focus or requirement. It is preferred that arrivals to Broome are transported to the Visitor Centre and accommodation venues in the town centre, where information can be provided and spending in local businesses best captured. There are some businesses clustered near the port and on the approach roads that are not necessarily required to be located adjacent to it.

Over time and with greater volumes of traffic and goods to and from the port the transitioning of the surrounds to more port related services and businesses would be expected. The 412 hectare Broome Road Industrial Park general industrial estate that DevelopmentWA has established in recent years 8km from the town and 16 kilometres from the Port. Suited to businesses in the transport and logistics, equipment hire and construction services sector it will also be able to cater for processing and support industries for the recently released Skuthorpe horticulture area. With the more recent advent of bulky goods retailing opportunity sites together with Blue Haze mean there are several industrial and large format retail/service business locations available in and around Broome, matching a variety of needs.

Expansion capacity exists for additional port related land uses in the current scheme and additionally there is future potential on the NBY lands (see Planning Area K on map) following technical investigations and structure planning. A review and updating of the KPA Master Plan to reflect the recent projects that have or are being actioned would be appropriate. This would help ensure there is a strategic view of all aspects under consideration and integration with other surrounding activity nodes in the area.

**Planning Areas J, K & L** – were identified in the previous Strategy. It is proposed to change these from existing 'Development Investigation Areas' to 'Planning Areas'.

- + PA J - Tourism investigation area (mixture of Development Zone and Cultural Corridor Reserve). Explore other uses here
- + PA K - Port expansion investigation area (Cultural Corridor Reserve). Supported by Council
- + PA L - Tourism investigation area (zoned Coastal).

Additional commentary and guidance on studies and investigations required prior to any planning proposals (e.g. cultural heritage, drainage, environmental considerations).

The upgrade of McDaniel Road is currently underway and has been actioned by the Shire as an essential upgrade to facilitate the KMOF.

**Planning Area O** Gantheaume Point – There has to date been no coordinated planning around Gantheaume Point and the Broome Turf Club. With strong tourist use, some guidance could be provided through recommendations in the strategy. To provide greater guidance around potential land use and design of coastal reserve as part of a wider precinct, including reporting requirements such as coastal processes and the need to review cadastral boundaries of roads etc.

The Broome Boating Facility refer Figure 17 below is a current joint project that has involved the DoT, Shire, Broome Fishing Club, KPA, KDC and engagement with NBY that is under planning/business case funding phase is adjacent to the port at Entrance Point. As Broome experiences up to 10 metre tides, this provides safe recreational boat launch and return facilities for the community in all conditions. Significant engagement with stakeholders and the community to determine the facilities and design has been undertaken.

The existing Sea Search and Rescue and the Fishing Club uses adjacent to the new boat ramp will remain. The current practice of fishing off the rocks at Entrance Point will be encouraged to be relocated to the new Town Beach All-Access Fishing Jetty. This provides a safe, land based fishing and viewing for Staircase to the Moon that extends from the rock groyne recently added during the Town Beach Project.

An unresolved but important matter is the proposed new road link to the Broome Boating Facility to avoid port and recreational traffic mixing and increase the security controls at the port given future increases to traffic anticipated with the KMSB development. It is understood the Shire, NBY and Department of Transport will continue ongoing work towards resolving an appropriate solution to achieve this road alignment for least conflict in traffic in the area.

#### **SUMMARY:**

- + Major projects such as Broome Boating Facility and Kimberley Marine Offloading Facility will reshape Broome's port precinct. This Strategy responds by providing guidance on implementation of major proposals. Specific recommendations and actions to be provided for each project (e.g. Kavite Road extension for the Broome Boating Facility).
- + Two implications for the new scheme LPS7 are the designation of the land to accommodate Strategic Infrastructure/Facility zone rather than Public Purposes

## 4.5.5. UTILITIES

Key considerations in the potential for future development within the Shire include the ability to service land with appropriate infrastructure in a timely and cost effective manner. This section discusses the provision of water, wastewater, solid waste, gas, electricity, renewable energy, and telecommunications.

### WATER

#### POTABLE WATER

Public Drinking Water Source Area – Priority 1 Recognises the proclaimed Priority 1 area that protects the future water supplies for Broome. Land uses are limited to those which will have no adverse impacts on groundwater quantity and quality. Land use identified by “Culture and Natural Resource Use” and certain compatible uses by Traditional Owners may coexist with management of the water resource. This use approximates the extension identified in the Waterbank Structure Plan to protect the source of future water supplies to provide for the future growth of Broome townsite. DPPS 2015

A water reserve for groundwater supply including a 200 hectare infrastructure site is proposed to accommodate future requirements for power, effluent ponds and waste disposal. A water reserve the Broome Public Drinking Water Source Area (PDWSA) over the ground water supply for the town is also accommodated. Protection of this reserve is essential to provide the only water supply for the town. The Department of Water monitors both the supply and quality of water over time.

The Broome Sandstone Aquifer, north of Broome Road provides the water for the townsite and surrounds. The water is pumped from the production bores to a storage tank located in the wellfield. The Canning Basin is the main source of groundwater for towns in the West Kimberley including Broome, Derby and Fitzroy Crossing. Groundwater is still available to support growth although abstraction needs to be carefully managed to prevent saltwater intrusion into the aquifers used to supply coastal towns (Water for Urban Growth, 2016).

In terms of future water demand, the estimated West Kimberley demand (which is primarily Broome and Derby driven) is anticipated to rise from the 2016 level of 9 gegalitres (GL) per year to approximately 15-19 GL per year by 2050. Drivers of this anticipated increase are population growth, and increased use in the irrigated agriculture and tourism sectors.

#### Planning Areas - Future Development Areas

Detailed planning will be required for future residential, industrial, horticultural, agricultural and rural smallholding/rural residential developments in relation to specific water resource management issues. Depending on the location of the development, these may include identification of sustainable potable and non-potable water supplies, on-site wastewater management, impacts on water dependent ecosystems and stormwater management (both in terms of quality and quantity).

While the general requirements of the BUWM framework (and future revised document) provide a mechanism to manage these issues for some types of developments, for others the designation of future development areas as Special Control Areas (or similar) requiring structure planning is a very effective approach to managing water resource management issues. The requirements of the BUWM framework can be incorporated within the planning guidance for each area, along with the identification of specific issues (such as identification of water supplies) that need to be addressed at a particular stage in the planning process e.g. LPS amendment, structure planning or development planning.

#### Remote Service Centres

Adequate protection of public drinking water supplies needs to be given in the Local Planning Scheme, this could be through SCA's where appropriate. Any recent policy changes or proposed water and waste water infrastructure upgrades should be recognised in the strategy and scheme. In particular, recently announced funding for upgrades to Ardyaloon, Lombadina, Djarindjin and Beagle Bay may include preparation of drinking water source protection reports and recommended water reserve boundaries.

#### WASTEWATER

The two Wastewater Treatment Plants (WWTPs), the original Broome WWTP located near the southern end of the townsite, and the Broome North WWTP located approximately 6km north east of the airport on Crabb Creek Road, are both pond-type treatment plants. The latter was commissioned to cater for the expansion of Broome's urban areas.

The Shire and Water Corporation are working collaboratively to ensure suitable land is available for the Broome North WWTP and resource recovery park. The Water Corporation may need to identify and secure additional land adjoining the WWTP site for additional pivot irrigation of fodder grasses.

The older of the facilities located south of Clementson Street next to the Broome Golf Course is scheduled to be replaced by the State Government and the land remediated. As this is to occur during the 15 year life of the Strategy, consideration of the future use of this land and the surrounding precinct for Health and Wellbeing uses was a consideration discussed and engaged on in the review. *The Broome North WWTP is a new installation and has surplus capacity (in terms of both its treatment capacity and its treated wastewater (TWW) disposal capacity) (GHD 2016).*

#### Remote Service Centres

Coordination and delivery of wastewater infrastructure in the Shire's remote service centres will be delivered through future reviews of existing Community Layout Plans. Under SPP 3.2, at a minimum it is expected that wastewater services should comply with relevant government sewerage policies. The level of infrastructure provided varies between centres, a combination of reticulated sewerage, sewerage ponds, and on-site disposal through septic tanks.

The following upgrades should be considered:

- + **Bidyadanga** - The lack of reticulated sewerage in the eastern portion of the settlement is a contamination risk for Bidyadanga's drinking water source. The construction of additional ponds and the extension of the sewerage reticulation are necessary to ensure acceptable levels of public health at Bidyadanga in the future.
- + **Beagle Bay** - The sewerage ponds are due to be upgraded due to ongoing maintenance issues. The sewerage ponds are located 500 metres away from the community living area and in that regard is considered appropriate. However, the proximity to Beagle Bay waterway may have some implications to the ongoing viability of this location.

#### WATER EFFICIENCY & REUSE

With the impending closure of the Broome South Waste Water Treatment Plant alternative infrastructure is required to continue the essential supply of 1.85ML/Day minimum recycled waste water to service several key recreation and education facilities within Broome. These include BRAC, Haynes Oval, Saint Mary's College and the Broome Golf Club and some alternative options for water supply have undergone

high level design and costings. Attracting and retaining people to live in regional areas such as Broome is dependent on the ability to maintain education, recreation and tourism facilities in the centre in a cost efficient manner through recycling programs such as this. Further there are beneficial environmental outcomes of re-using water to maintain such public landscapes.

There has been significant strategic planning undertaken to address Public Open Space (POS) fit-for-purpose water supply issues in Broome. Total water cycle best practice management involving treated waste water (TWW) reuse should continue to be a part of the solution to the fit-for-purpose water supply issues in Broome, rather than sole investment in additional groundwater supplies from north east of the town (and within the PDWSA). The Department recommends Option 1 in the Shire of Broome Public Open Space Irrigation Options Study Report (GHD October 2016) identifying TWW from Broome North Waste Water Treatment Plant for POS water supply, remains part of the primary strategic planning option represented in the strategy and scheme (including identification of development contribution areas).

## SUMMARY

- + Provision of community facilities in the Shire to a high standard and environmental benefits are maintained by continuing the re-use of water on ovals, schools and club grounds.
- + In accordance with the Better Urban Water Management framework it's important that the role of POS for stormwater management continues to be recognised.
- + Detailed planning will be required for future residential, industrial, horticultural, agricultural and rural smallholding/rural residential developments in relation to specific water resource management issues.
- + Future reviews of Community Layout Plans should ensure water and wastewater infrastructure is delivered in accordance with SPP 3.2.

## COMMUNICATIONS

### NATIONAL BROADBAND NETWORK

NBN cables have been installed in most of the Broome Townsite and as of early 2019 coverage is available, with some locations still being built (replacing ADSL). NBNCo mapping indicates from where A = service available in the area and B = build commenced. This significant improvement to broadband access in recent times is beneficial to home and business users.

### Remote Service Centres

Provision of NBNCo infrastructure to remote settlements in the wider Shire remains a challenge.

### TELECOMMUNICATIONS

The Broome Growth Plan highlighted that the Shire requires telecommunications infrastructure and services equal to or better than those available in Australian capital cities. In the intervening years there has been some improvement in mobile reception coverage. However, the long expanses of roads that connect the settlements within the Shire are in many cases not serviced. This presents safety and efficiency issues for those travelling between centres frequently. Technology advancements to support greater reception reach in remote areas is continually progressing to address this issue and the Shire is just one part of the nation experiencing it.

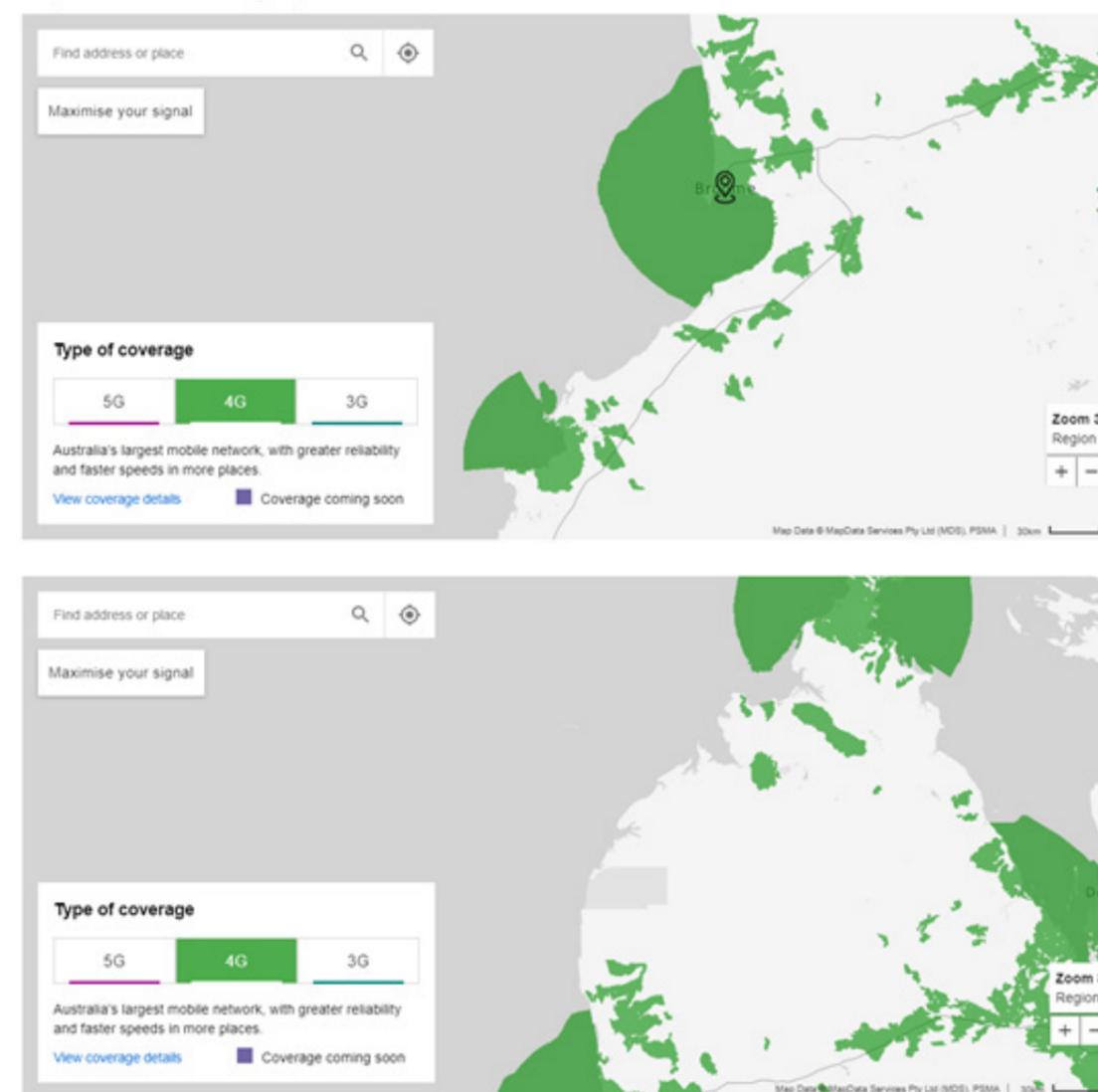


Figure 24: Telstra Mobile Coverage

Source: [www.nbnco.com.au](http://www.nbnco.com.au)

### Remote Service Centres

Reliable telecommunications infrastructure in remote service centres is essential to quality of life, especially in areas where access to emergency services is difficult. SPP 3.2 identifies high risk locations as being more than 2 hours travel time. Beagle Bay (90 minute drive to Broome) is the only settlement not identified as being high risk. Telstra 4G as per **Figure 24** indicates that primary remote service centres are covered appropriately.

Further opportunities to expand or enhance telecommunications infrastructure should be considered. The Ardyaloon Community Layout Plan makes reference to some potential initiatives.

## POWER

### ELECTRICITY

Horizon Power owns and operates the electrical generation and distribution networks in the Shire and electrical generation is provided by Energy Developments. Isolated diesel generated power supply to each of the four main communities (Bidyardanga, Beagle Bay, Djarindjin and Ardyaloon) is provided by the companies together, due to the vast distances in the region. In the townsite of Broome the power supply is generated from diesel and natural gas at a plant located near the Port of Broome (GHD 2016).

#### **Remote Service Centres**

Under SPP 3.2 a regulated and reliable electricity supply is identified as essential infrastructure. All remote service centres have access to electricity. The following upgrades are planned / may be required in the future:

- + **Beagle Bay** - The power station has a current firm generation/supply of 0.38 MW and the community uses a peak load of 0.31 MW. Although there is additional power available, any significant residential increase to the community will require power upgrades.
- + **Bidyadanga** - Based on an extrapolation of Horizon Power's forecast, it is estimated that the firm generation supply of 0.815MW will be sufficient to meet the requirements of the design population of 1250 by 2027. Future upgrades may be required beyond this timeframe.

### RENEWABLE ENERGY

Both the Broome Growth Plan and the engagement for this Review raised the importance of alternative, renewable energy sources being investigated and adopted in Broome. In particular, engagement highlighted a strong desire from community and businesses in the Shire to adopt solar power. However, currently Horizon Power only allows 10 per cent of the town's power to come from solar because there are issues with grid fluctuations during periods of high and low light.

The result is that unfortunately, the only way for most residents to install solar panels and benefit from lower power bills, is to disconnect from the grid. There are significant pressures on household budgets due to the high costs of living in regional areas with many goods and services coming from Perth. This together with the abundance of sunlight in northern Western Australia makes it more critical that the availability of solar energy sources is made more universally available to consumers and businesses.

To address the issue, Horizon Power is undertaking trials of battery storage technology in other WA towns and hopes to expand this to Broome. A pilot program in Broome North that included solar power, battery storage systems and smart appliances to understand how to stabilise the network and intermittency that arises from high levels of solar generation. In future these learnings will hopefully allow for expanded use of solar by residents and businesses in the Shire.

Since the previous Strategy's preparation, Intercontinental Energy has been proofing up The Asian renewable Energy Hub a major wind renewable energy project to the point of it receiving environmental approval in 2020. Located between Port Hedland and Broome at Eighty Mile Beach, the intent was to export electricity generated through developing world's largest wind-and-solar power generator via undersea cables to Singapore and Indonesia. They have now switched direction and are intending to export ammonia instead of electricity as an alternative fuel for coal fired power stations. It is believed that the cost of transporting energy generated over vast distances was the aspect that affected the project's cost-effectiveness.

Theia Energy has identified that the economic viability of their oil and gas project and environmental and community benefits could be improved by investigating a renewable energy component. It could become a more sustainable project overall by harnessing geo-thermal opportunities in the Canning Basin which already has high heat flows and because drilling is happening for the gas and oil also at the same time leveraging renewable energy sources would be an excellent outcome.

### SUMMARY

- + Key issues with electricity for the Strategy are: that the Remote Service Centres are dependent on diesel generated power supplies.
- + Secondly, as the townsite of Broome grows there may be a need for the relocation of the diesel and natural gas power plant at the Port to relocate. The previous Strategy identified that this could potentially be located at the future airport/infrastructure site on Broome Road.
- + Future reviews of Community Layout Plans should ensure electricity infrastructure is delivered in accordance with SPP 3.2.
- + This Strategy encourages investigation of alternative electricity sources for Broome whilst acknowledging the rapidly changing technology in the renewables sector and the importance of maintaining the stringent review processes at a State level regarding environmental impact of any proposal on the natural environment and assets, that make the Shire so special.
- + Incorporation of sustainable design components and incentivising renewable energy adoption in new residential and commercial buildings in the Shire is one step that would encourage greater inclusion of renewable energy sources. For instance, WACHS was one stakeholder that identified that there is significant potential for the hospital to incorporate renewable energy, especially in a new future development.

## GAS

The Shire currently does not have a reticulated gas supply. Therefore, all gas is transported in and stored at homes and businesses in tanks and bottles. Additionally, Broome's diesel and gas power station also has no reticulated gas supply, therefore bottled gas is trucked to the station.

## SOLID WASTE MANAGEMENT

It was identified in the previous Strategy that the existing landfill waste facility at Buckley's Road 9km from the town centre off Broome Road is ageing and reaching the end of its useful life (January 2020 it was anticipated to reach its baseline capacity). A new recycling and landfill waste facility is proposed by the Shire to address this issue. The facility will have the capacity to service the needs of the Shire and wider Kimberley for the next 70 years. The Regional Resource Recovery Park (RRRP) will have two components. More advanced in its progression and funding, is the recycling portion which is customer facing and the landfill part is expected to occur following EPA review in early 2021.

There are several benefits of the new facility to the Shire's community in the form of adopting environmental management and recycling best practice, jobs in both the construction and operations phases and the normalisation of waste services to Aboriginal Communities. The latter is important to address in rural living and secondary settlements outside the town site because the disposal of solid waste in unclassified trench and fill landfill facilities is in some instances located above drinking water sources risking contamination of the drinking water supply.

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The Shire has identified two potential sites for the establishment of the RRRP, and as of October 2020 highly detailed investigations at both sites, rather than just one are being undertaken. To date, cultural, flora and fauna surveys have been undertaken as well as financial analysis and consultation with Broome's Traditional Owners, NBY. These are now to be followed up by hydrogeological and geotechnical investigations and monitoring. Following this work a site comparison report will be prepared to assist in reaching a preferred option.

The new RRRP will allow adoption of best practice environmental approaches to minimise the amount of waste going to landfill and provide a Community Recycling Centre that represents an ongoing benefit to the Broome community. It is anticipated that in February 2021 an engagement process with residents and stakeholders will be undertaken to continue to advance the project by presenting the two site options and gain feedback on the preferred location

### **Remote Service Centres**

Under SPP 3.2 a regulated and consistent waste disposal service should be provided. All remote service centres have access to electricity. The current management of waste varies between centres.

Previous Community Layout Plans have identified the following potential issues:

- + **Ardyaloon** - As previously mentioned there are concerns that the rubbish site is contaminating the water supply. Relocation to a suitable site is a better option.
- + **Beagle Bay** - A new rubbish tip location should be identified in the future that is 2 kilometres away from the community living area and of less risk to the quality of drinking water. .
- + **Bidyadanga** - Based on an extrapolation of Horizon Power's forecast, it is estimated that the firm generation supply of 08.15MW will be sufficient to meet the requirements of the design population of 1250 by 2027. Future upgrades may be required beyond this timeframe.
- + **Lombadina** - The tip is very close to the Chile Creek tidal inlet. It is expected that a new rubbish tip location further from the community living area will need to be investigated in the future.

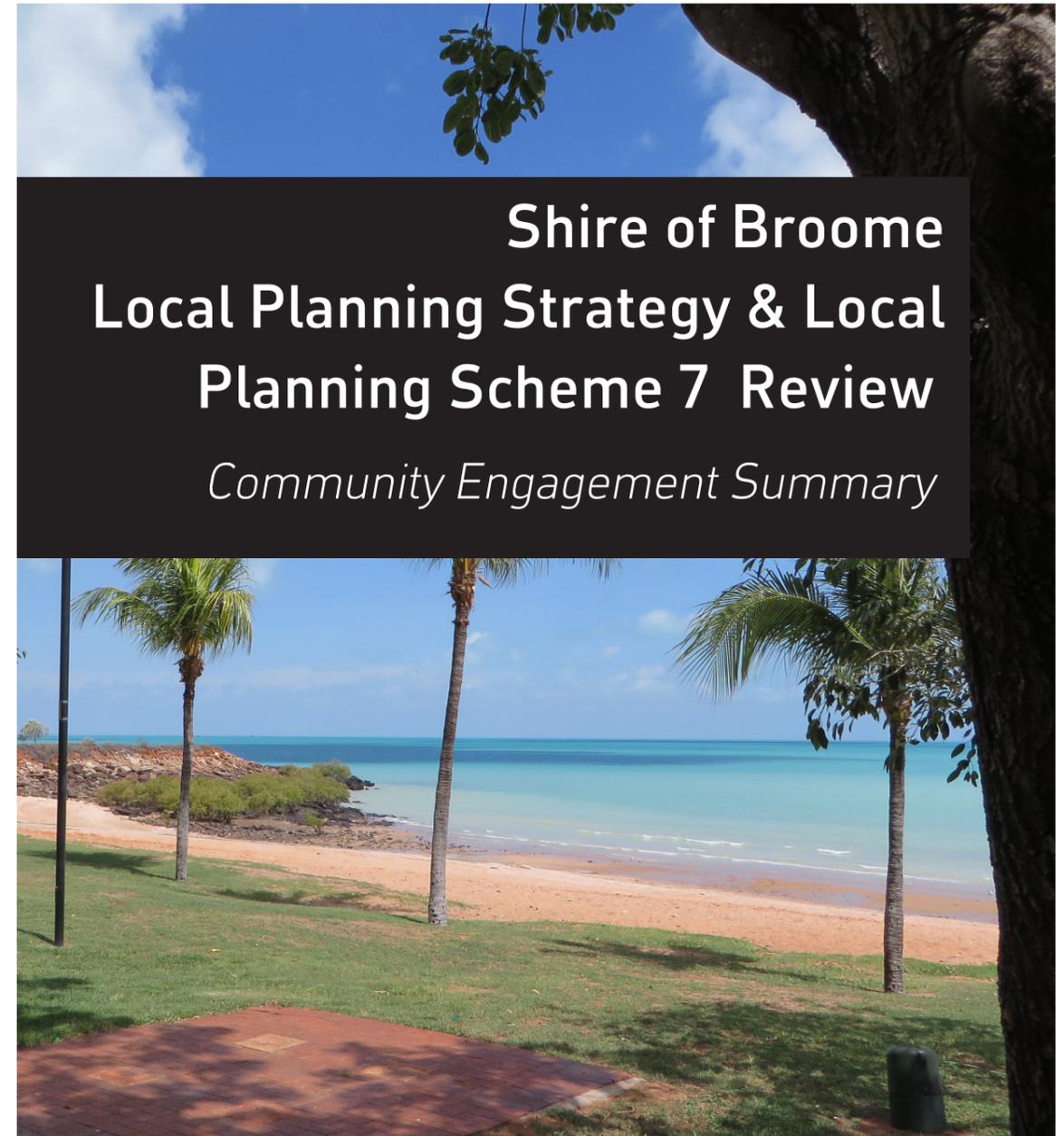
### **SUMMARY**

- + Following the selection of the preferred site for the RRRP by Council after community engagement feedback received the appropriate LPS7 zoning required will be reviewed.
- + Future reviews of Community Layout Plans should ensure waste management services are delivered in accordance with SPP 3.2.

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# APPENDICES

## APPENDIX 1 - ENGAGEMENT SUMMARY REPORT



Hames  
SHARLEY  
With:  
SHAPE URBAN  
Franklin Planning

Shire of  
**Broome**  
*people • place • prosperity*

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