



CONFIRMED MINUTES

OF THE
ORDINARY COUNCIL MEETING
26 MAY 2022

These minutes were confirmed at a meeting held 30 June 2022 and signed below by the Presiding Person, at the meeting these minutes were confirmed.

A handwritten signature in black ink, appearing to be 'J. Lee', is written over a horizontal line.

Signed:

SHIRE OF BROOME
ORDINARY COUNCIL MEETING
THURSDAY 26 MAY 2022
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**MINUTES OF THE ORDINARY COUNCIL MEETING OF THE SHIRE OF BROOME,
HELD IN THE COUNCIL CHAMBERS, CORNER WELD AND HAAS STREETS, BROOME,
ON THURSDAY 26 MAY 2022, COMMENCING AT 5:00PM.**

1. OFFICIAL OPENING

The Chairperson welcomed Councillors, officers and members of the public and declared the meeting open at 5:02pm.

2. ATTENDANCE AND APOLOGIES

ATTENDANCE

Councillors:	Cr H Tracey Cr D Male Cr C Mitchell Cr B Rudeforth Cr P Taylor Cr N Wevers	Shire President (Via eMeeting) Deputy Shire President - Chair
Apologies:	Cr P Matsumoto	
Leave of Absence:	Cr E Foy	Approved at item 6
Officers:	Mr S Mastrolembo Mr J Hall Mr J Watt Mr K Williams Mr D Kennedy Mr G McKnight Miss K Cookson	Chief Executive Officer Director Infrastructure Director Corporate Services Director Development Services Manager Governance, Strategy and Risk (via eMeeting) Marketing & Communications Coordinator Senior Administration & Governance Officer
Media:	T Thompson-Fuller C Andrews	ABC Seven West
Public Gallery:	E McLennon F O'Connor C Andrews J Laing T Sibosado J Healy K Martin P Collins M Cosson	

3. ANNOUNCEMENTS BY PRESIDENT WITHOUT DISCUSSION

Nil.

4. DECLARATIONS OF INTEREST

FINANCIAL INTERESTS (s5.60A)			
Councillor	Item No	Item	Nature of Interest
Cr H Tracey	9.2.3	Development Application – Alfresco Dining within the Road Reserve	Owner of building company that is completing this project

INDIRECT FINANCIAL INTERESTS (s5.61)			
Councillor	Item No	Item	Nature of Interest
Cr P Taylor	9.3.2	Lease Disposal – Tenancy 3 – 1 Hamersley Street Broome	My employer has a financial relationship with the applicant

IMPARTIALITY			
Councillor	Item No	Item	Nature of Interest
Cr C Mitchell	9.1.1	Annual Community Matched Funding Program 21-22	President of Broome Lions Club, Coordinates wildlife rescue organisation that looks after marine turtles and Club Secretary of Broome Men's Shed

5. PUBLIC QUESTION TIME

No public questions.

6. APPLICATIONS FOR LEAVE OF ABSENCE**COUNCIL RESOLUTION:**

Minute No. C/0522/027

Moved: Cr B Rudeforth

Seconded: Cr P Taylor

That Council grant Cr E Foy a Leave of Absence from Councillor duties inclusive of 26 May 2022 through to 27 May 2022.

CARRIED UNANIMOUSLY 6/0

7. CONFIRMATION OF MINUTES**COUNCIL RESOLUTION:**

Minute No. C/0522/028

Moved: Cr N Wevers

Seconded: Cr C Mitchell

That the Minutes of the Ordinary Meeting of Council held on 28 April 2022, as published and circulated, be confirmed as a true and accurate record of that meeting.

CARRIED UNANIMOUSLY 6/0

COUNCIL RESOLUTION:

Minute No. C/0522/029

Moved: Cr B Rudeforth

Seconded: Cr N Wevers

That the Minutes of the Special Meeting of Council held on 12 May 2022, as published and circulated, be confirmed as a true and accurate record of that meeting.

CARRIED UNANIMOUSLY 6/0

8. PRESENTATIONS / PETITIONS / DEPUTATIONS

A deputation was provided to Council by Edward Wilkinson, Chairperson of the Broome Community Resource Centre in relation to item 9.3.2 Lease Disposal – Tenancy 3 – 1 Hamersley Street, Broome (Reserve 38458).

A deputation was provided to Council by Jaimie Laing from Little Wildflower in relation to item 9.3.3 Little Wildflower – Trading in Public Places Application.

9. REPORTS FROM OFFICERS

COUNCIL RESOLUTION:

Minute No. C/0522/030

Moved: Cr C Mitchell

Seconded: Cr N Wevers

MOVE ITEMS OF BUSINESS

That Council:

1. **Move item 9.3.2 Lease Disposal - Tenancy 3 - 1 Hamersley Street Broome (Reserve 38458) for Broome Community Resource Centre and item 9.3.3 Little Wild Flower - Trading In Public Places Application in order of business in front of item 9.1.1.**
2. **Move item 9.2.3 Development Application - Alfresco Dining Within the Road Reserve after 9.4.4.**
3. **Note the reason for moving the item is to improve continuity of the meeting proceedings.**

CARRIED UNANIMOUSLY 6/0

Cr P Taylor declared a Indirect Financial Interest in Item 9.3.2, the reason being "My employer has a financial relationship with the applicant".

Cr P Taylor left the Chambers at 5:30pm.

9.3.2 LEASE DISPOSAL - TENANCY 3 - 1 HAMERSLEY STREET BROOME (RESERVE 38458) FOR BROOME COMMUNITY RESOURCE CENTRE

LOCATION/ADDRESS:	(Reserve 38458), Tenancy 3, 1 Hamersley Street, Broome at The Broome Visitor Centre Complex
APPLICANT:	Nil
FILE:	LSS122
AUTHOR:	Senior Property and Leasing Officer
CONTRIBUTOR/S:	Manager Engineering
RESPONSIBLE OFFICER:	Director Infrastructure
DISCLOSURE OF INTEREST:	Nil

SUMMARY: Council is requested to consider lease options for Tenancy 3 in the building known as the "Broome Visitor Centre" located at 1 Hamersley Street (Reserve 38458), Broome, which is currently leased in part to the Broome Tourist Bureau Inc.

BACKGROUND

Previous Considerations

OMC 19 December 2013	Item 9.2.10
OMC 14 February 2008	Item 11.1
OMC 18 December 2007	Item 9.4.9

The "Broome Visitor Centre" (**BVC**) comprises the building on Reserve 38458 located at 1 Hamersley Street, Broome. The building comprises several tenancies of which Tenancy 3 is currently vacant.

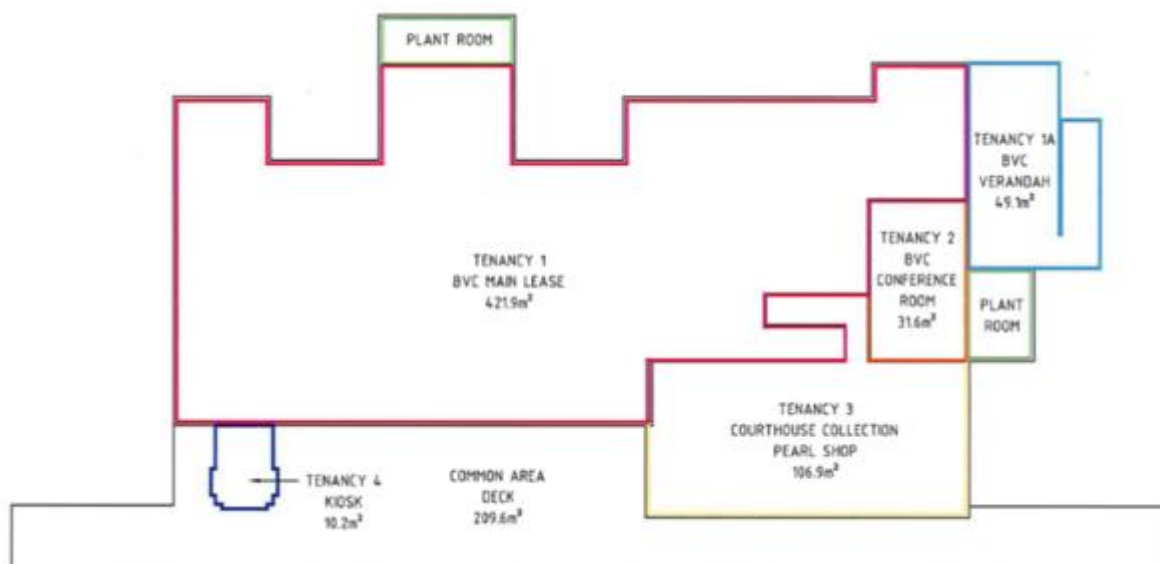


Figure 1BVC Tenancies

The last occupant in Tenancy 3 was the Courthouse Collection who leased the premise from 15 January 2007 through to 14 April 2020, the tenancy has been vacant since that time.

COMMENT

Shire officers were approached by Broome Community Resource Centre (**CRC**) in November 2021 expressing interest in leasing Tenancy 3, 1 Hamersley Street. The CRC advised Shire officers that their current lease located at 40 Dampier Terrace was due to expire July 2022. Following the approach Shire officers met and worked with the CRC on potential leasing terms of Tenancy 3.

On 4 April 2022, the Shire received a finalised lease proposal from Broome Community Resource Centre (**CRC**) summarising business requirements, proposed internal fit outs, and leasing terms. The proposal is included in **Attachment 1**

The CRC's main business operations are to provide business services (internet/ computer access), conference rooms for in house clients, hire rooms for meetings, and a training room for course work and classes. The CRC believe Tenancy 3 to be a suitable location to carry out their business purpose.

Shire officers see that entering into a new lease with CRC at tenancy 3 would also be beneficial to the Broome Visitor Centre as it would attract more visitation and foot traffic to the area. Therefore, officers believe the co-location of CRC and the Broome Visitors Centre to be complimentary.

The key terms of the proposed lease with CRC are outlined in the table below:

RENT AND CURRENT MARKET CONDITIONS

The lease of the premise to the CRC will be a Commercial Lease regardless of the CRC operating as a Non-for-profit organisation. In line with the Shire's approach to other Commercial Leases Shire officers are proposing rent be set in accordance with current market conditions. As such a valuation was sought from Opteon solutions on 17 November 2021 and market rent determined at \$34,743 per annum (plus GST) or approximately \$325 per square meter.

Following the initial five year term the market rent would be re-evaluated should the five year option be utilised.

Lease Commencement Date	1 June 2022
Premises	Broome Visitor Centre, Tenancy 3 1 Hamersley Street, Broome
Occupant	Broome Community Resource Centre
Lease Area	106.9 sqm
Term	Five years
Further term / Options	Five years by mutual agreement of both parties
Current Rent	NIL
Proposed Rent*	\$34,743 per annum (plus GST) (\$325 per sqm)
Estimated Annual Outgoings **	\$21,318.00 Note: This is based on a comparative floor space of 17.25% multiplied by the current total variable outgoings for the building. This is inclusive of electricity charges which are through one power meter to the BVC.
Landlord Works	Not applicable

*Based on Opteon Property Group Tenancy 3, 1 Hamersley Street, Broome valuation report.

** Based on current financial years budget

The tenant would be responsible for the fit out and are requesting a sixty (60) day rent abatement period be provided at the commencement of the lease.

CONSULTATION

Broome Community Resource Centre
Broome Visitor Centre
Opteon Property Group

STATUTORY ENVIRONMENT

Local Government Act 1995

Section 3.58 - Disposal of Property

Land Administration Act 1997 WA

Ministerial consent is required to lease reserve land under section 18.

POLICY IMPLICATIONS

NIL

FINANCIAL IMPLICATIONS

The Shire would receive income from the Lease rent of \$34,750 per annum.

The Shire has expended \$4,180.00 to date on legal expenses associated with the preparation of the lease which will not be recouped from the tenant.

RISK

Should the new lease not be supported by the Council, there is a risk the tenants would seek alternate office accommodation, and the Shire would forgo the rental income while the property remained vacant. If this were to eventuate the Shire would still be required to pay 17.25% of the variable outgoings of Tenancy 3 estimated at \$21,318.00 per year.

Current estimated letting periods for this tenancy are up to 6 months and potentially longer with the risk of COVID-19 impacting new tenancies. Risk can be mitigated by entering into a new lease with CRC for a 5-year term.

STRATEGIC IMPLICATIONS

Prosperity – Together, we will build a strong, diversified and growing economy with work opportunities for everyone.

Outcome Nine – A strong, diverse and inclusive economy where all can participate:

9.4 Support business growth, innovation and entrepreneurship.

VOTING REQUIREMENTS

Absolute Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Minute No. C/0522/031

Moved: Cr B Rudeforth

Seconded: Cr N Wevers

That Council:

- 1. In accordance with section 30(2)(b) of the Local Government (Functions and General) Regulations, agrees to Lease tenancy 3 at the Broome Visitor Centre, 1 Hamersley Street, Broome, to Broome Community Resource Centre.**
- 2. Authorises the Chief Executive Officer to seek Ministerial approval and negotiate the final terms and conditions of the lease in line with:**
 - a) A new lease to be entered into for a term of five years commencing on 1 June 2022;**
 - b) A five year option to extend the lease at the mutual agreement of the Shire and the Broome Community Resource Centre;**
 - c) A sixty-day rent-free period to complete tenancy fit out;**
 - d) Gross rent to be set in line with the independent market valuation;**
 - e) Rental increases to be set annual CPI (Perth All Groups June Quarter);**
 - f) The lessee to be responsible for paying variable outgoings.**
- 3. Requests the Chief Executive Officer to advertise the disposition of property in accordance with s3.58 of the Local Government Act 1995 for Disposing of Property.**

CARRIED UNANIMOUSLY BY ABSOLUTE MAJORITY 5/0

Attachments

1. Attachment 1- CRC Lease Proposal (Confidential to Councillors and Directors Only)

This attachment is confidential in accordance with section 5.23(2) of the Local Government Act 1995 section 5.23(2)(b) as it contains “the personal affairs of any person”, and section 5.23(2)((e)(ii)) as it contains “a matter that if disclosed, would reveal information that has a commercial value to a person, where the information is held by, or is about, a person other than the local government”.

2. Attachment 2- Broome Visitor Centre, Tenancy 3 - Valuation Report (Confidential to Councillors and Directors Only)

This attachment is confidential in accordance with section 5.23(2) of the Local Government Act 1995 section 5.23(2)((e)(iii)) as it contains “a matter that if disclosed, would reveal information about the business, professional, commercial or financial affairs of a person, where the information is held by, or is about, a person other than the local government”.

Cr P Taylor returned to the Chambers at 5:37pm.

The Chief Executive Officer advised that a Revised Report Recommendation has been circulated to Councillors prior to the meeting. Amendments have been made to the license expiry date to extend it until after the peak tourist season.

There was also a typographical error within the Report Recommendation which has been corrected administratively.

9.3.3 LITTLE WILD FLOWER - TRADING IN PUBLIC PLACES APPLICATION

LOCATION/ADDRESS:	Nil
APPLICANT:	Jaimie Laing
FILE:	HEA001
AUTHOR:	Environmental Health Officer
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Development Services
DISCLOSURE OF INTEREST:	Nil

SUMMARY:

The Shire has received an application for a licence to trade in a public place from Jaimie Laing trading as the Little Wild Flower Pop Up Picnics. The trading activity is proposed to utilise land at Cable Beach Reserve, Town Beach Reserve, Gantheaume Point and the grassed foreshore in front of Moonlight Bay Suites. This report provides an overview of the application for Council's consideration.

BACKGROUND

Previous Considerations

OMC 31 May 2018

Item 9.1.3

The Shire has received an application to trade in a public place from Jaimie Laing (**Applicant**) trading as the Little Wild Flower Pop Up Picnics. Little Wildflower Pop Up Picnics was previously approved under a different licensee at Ordinary Council Meeting 31 May 2018 with a licence expiry date of 30 June 2021. The trading licence was transferred to the Applicant in August 2019.

Little Wildflower Pop Up Picnics is a small scale picnic business that offers packages where food and drinks are provided by the applicant through their registered food business. Each booking has a running time from 2.5 to 4 hours. All setting up and packing down of the picnic setting is undertaken by the Applicant. Picnics are pre-booked with the Applicant and set up with pallet tables, ground covers, décor and crockery (see **Attachments 1 & 2**). The business also offers ticketed picnic events where attendees are not known to each other.

The licence was previously approved for a maximum of 20 customers, with no more than one picnic to be held in each of the approved locations at any one time. The applicant seeks to increase the number of patrons to a maximum of 30 patrons at each picnic. The applicant seeks to be able to hold multiple picnics at any one time at each of the proposed locations. Previously, food and drinks were provided by the guests but the applicant now seeks to provide full catering to the picnics. Alcohol will not be provided but the patrons are encouraged to BYO alcoholic beverages. The applicant seeks the additional trading

locations of the Gantheaume Point and the grassed foreshore in front of Moonlight Bay Suites.

COMMENT

Cable Beach Foreshore

This is an existing trading node in the Shire's Trading in Public Places Policy (the Policy) and the undertaking of trading activities in this area is consistent with the Cable Beach Foreshore Master Plan. This proposed location is on the grassed area north of the surf club and was previously approved for this picnic business (see **Attachment 3**). The proposed changes are hosting a maximum of 30 guests at any one time, providing food and beverages to customers and being able to host multiple picnics at any one time at this location.

It is recommended that the trading location be moved 20m north on the grassed foreshore so that it falls inside a bookable space on the Shire's SpacetoCo website (see **Attachment 4**). The Applicant has expressed that they do not want to operate inside this bookable spaces because it causes uncertainty and prevents the business from being able to operate freely. It is also recommended that no more than one picnic be able to be hosted at any one time.

Cable Beach

The applicant seeks to trade on the section of beach at the bottom of the stairs adjacent the Cable Beach public toilet block and this location was previously approved (see **Attachment 5**). The proposed changes are hosting a maximum of 30 guests at any one time, providing food and beverages to customers and being able to host multiple picnics at one time at this location.

It is recommended that this trading location is moved north so that it falls inside a bookable space on the Shire's SpacetoCo website (see **Attachment 6**). The Applicant has expressed that they do not want to operate inside this bookable spaces because it causes uncertainty and prevents the business from being able to operate freely. It is also recommended that no more than one picnic be able to be hosted at any one time.

Schedule 1 of the Trading Policy contains specific provisions regulating trading activities on Cable Beach. In accordance with subclause 2 in Schedule 1, trading licences will only be issued on Cable Beach:

- for trading activities which support and are directly related to the recreational use and enjoyment of Cable Beach and its adjacent waters; and
- for the section of Cable Beach:
 - (a) between a point formed by the westerly prolongation of Murray Road to the low water mark and a point located 500 metres north of the vehicle entry ramp adjacent to the Broome Surf Club; and
 - (b) between the high and low water mark.

It is arguable that Little Wildflower Pop Up Picnics will support and is directly related to the recreational use and enjoyment of Cable Beach. The trading location on the beach is within the section of Cable Beach specified in Schedule 1 of the Trading Policy.

Schedule 1 also states that a maximum of six trading licences will be granted for trading activities on Cable Beach. Currently, there are two trading licences issued for the area of Cable Beach specified in Schedule 1 of the Trading Policy, for the Beach Hut and Ultimate Watersports. There are also three camel licences operating on Cable Beach, however these

fall north of the zone specified in the policy. Therefore, the issuing of this licence will not result in more than 6 trading licences being issued for Cable Beach.

Town Beach Reserve

Town Beach Reserve is an existing trading node in the Policy and the undertaking of trading activities in this area is consistent with the current use of this area for markets and events. The applicant seeks to trade in the northern section of the Town Beach Foreshore Reserve (see **Attachments 7**) and this location was previously approved for this picnic business. The proposed changes are hosting a maximum of 30 guests at any one time, providing food and beverages to customers and being able to host multiple picnics at one time at this location. It is recommended that no more than one picnic be able to be hosted at any one time.

Moonlight Bay Apartments Foreshore

The Applicant seeks to trade on the grassed foreshore in front of Moonlight Bay Suites (the Hotel) and this location is not an existing node within the policy and is not proposed as a node in the revised policy currently out for public consultation (see **Attachment 8**). The Shire and the applicant has consulted with Moonlight Bay Suites and Matso's Broome Brewery who do not have any objections to picnics being held at this location, subject to some operational conditions. The suggested conditions were noise being kept to a minimum and picnics ceasing at 9pm so as to not disturb patrons of the hotel. It is also suggested that the Applicant provide reasonable notification of the proposed picnic dates to the hotel.

It is recommended that no more than one picnic be able to be held at any one time at this location. Patrons must also have access to the adjacent carpark and toilets for the duration of each picnic or the permit will be cancelled at this location.

Gantheaume Point

The applicant seeks to trade on Gantheaume Point Beach, approximately 60m past the no vehicle access sign (see **Attachment 9**). This location is not an existing node within the current policy and is not proposed as a node in the revised policy currently out for public consultation.

This location is not recommended to be approved as there is no access to toilets at this location for the patrons. The nearest public toilets are approximately 1.5km away and are operated by the Department of Biodiversity, Conservation and Attractions. Access to toilets has not been addressed in the application.

Vehicle Access

The Applicant will need to obtain a permit from the Shire's Chief Executive officer in accordance with the *Control of Vehicles (Off Road Areas) Act 1960* to undertake the trading activity on Cable Beach, as the applicant proposes to drive a vehicle onto the beach to set up a picnic and then again to pack up after it has finished.

Consumption of Alcohol

It is proposed that patrons of the picnics will be responsible for bringing their own alcoholic drinks which will be served by the applicant. As a result, the Applicant will be required to apply for approval to consume alcohol on Shire property in accordance with the Shire's Local Government Property and Public Places Local Law 2016, and ensure that all guests adhere to the conditions of this approval, so that alcohol is consumed responsibly at the picnics.

CONSULTATION

Consultation was undertaken with Moonlight Bay Apartments and Matso's Broome Brewery during the preparation of this report.

STATUTORY ENVIRONMENT

*Trading, Outdoor Dining and Street Entertainment Local Law 2016;
Food Act 2008.*

POLICY IMPLICATIONS

The application has been assessed by Shire Officers against the Trading Local Law and Trading Policy, and has been found to comply with the relevant provisions of both. A 12 month permit has been recommended as the Cable Beach Usage Policy is being finalised and may have implications for trading activities on Cable Beach. A 12 month permit will provide the ability to review the trading location at Gantheaume Point and Cable Beach.

FINANCIAL IMPLICATIONS

Should Council approve a Trading Licence for the Little Wild Flower Pop Up Picnics, an annual high-risk trading licence fee will be payable by the applicant. An application fee of \$335.00 has already been submitted, and an annual licence fee will be collected in accordance with Council's adopted fees and charges.

RISK

Risks associated with the business are to be managed by the Applicant. The Applicant has submitted a risk management plan to mitigate potential risks associated with the activity. As part of the terms of the trading licence, the licensee is required to obtain public liability insurance to the value of \$10,000,000 (\$10 million) prior to the commencement of trading. Considering these mitigation measures, the risk to the Shire in approving a trading licence for the Little Wild Flower Pop Up Picnics is considered Low.

There is a risk if the Shire of Broome were to refuse the application that the decision may be challenged in the State Administrative Tribunal. The risk of this occurring should the Shire refuse the application, given that the application complies overall with the Trading Local Law and Trading Policy is considered Moderate.

STRATEGIC ASPIRATIONS

Prosperity – Together, we will build a strong, diversified and growing economy with work opportunities for everyone.

Outcome Nine – A strong, diverse and inclusive economy where all can participate:

9.2 Activate the precincts of Broome.

VOTING REQUIREMENTS

Simple Majority

REPORT RECOMMENDATION:

That Council:

1. Approves the application for a Trading in Public Place Licence received from Jaimie Laing to operate Little Wild Flower Pop Up Picnics at Cable Beach (Reserve 53070), the grassed area between Zanders and the Surf Club (Cable Beach Foreshore Reserve 36477), Town Beach (Reserve 31340) and grassed foreshore in front of Moonlight Bay Apartments:
 - a) in accordance with the application received on 30 March 2022; and
 - b) subject to modification by the conditions specified in point 2 below.
2. Authorises the Chief Executive Officer to issue the Trading in a Public Place Licence to Jaimie Laing in accordance with clauses 2.3.1 and 2.4 of the Trading, Outdoor Dining and Street Entertainment Local Law 2016 and subject to the following conditions:
 - a) The licence expiry date is 31 October 2023.
 - b) The licence holder shall be subject to an annual Trading Licence fee as set by Council. The licence may be cancelled should the fee not be paid within the time set out on the invoice.
 - c) All necessary statutory approvals for all aspects of the operation must be obtained and maintained.
 - d) The licence holder must ensure that public liability insurance cover is in place for the trading activity to the value of \$10,000,000 (\$10 million) at all times.
 - e) The trading activity must occur in the areas shown on the attached plans (Attachments 4, 6, 7, & 8). Trading locations may be subject to change to align with the Shire's current bookable spaces.
 - f) The licensee must immediately comply with any lawful direction given at any time by the Chief Executive Officer of the Shire of Broome or his or her delegate, or an Authorised Officer, including the Shire of Broome Rangers.
 - g) The licensee must maintain and adhere to, during the period of the licence, all procedures, policies, licences and accreditation outlined in the licence application and allow Shire officers, at any time, to inspect and verify the use and currency of those procedures, policies, licences and accreditation.
 - h) The licensee must at all times comply with the requirements of all relevant legislation.
 - i) The licensee must, at the conclusion of each picnic, remove any refuse and litter associated with the operation of the trading activity and ensure the site is

left in a clean and safe condition. No waste or litter may be disposed of in any public space rubbish or recycling bins.

- j) All business-related equipment must be removed at the end of each picnic.*
- k) A maximum of 30 customers are permitted per picnic.*
- l) The only trading activities permitted on the area approved by this licence is for pop up picnics.*
- m) The area to be used for each picnic is limited to a maximum of 10m x 10m.*
- n) No more than one picnic to be held in any of the approved locations at any one time.*
- o) The picnic area can only be set up for the maximum of 4 hours and it is not to be permanently sectioned off from use by the public.*
- p) The licensee must book the location via the Shire's SpacetoCo website, to ensure that bookings do not coincide with events being held in the approved locations. Excessive bookings by the applicant that are not cancelled within a reasonable timeframe will be considered grounds to cancel the trading permit.*
- q) The licensee must have a valid permit issued by the Shire's Chief Executive Officer in accordance with the Control of Vehicles (Off Road Areas) Act 1960 to drive a vehicle to the approved Cable Beach trading location. The licensee must at all times comply with the requirements of the Act.*
- r) The licence conditions may be altered at any time to include prohibition of alcohol at certain trading locations and any other conditions required by a policy set by Council.*
- s) The licensee must apply annually for approval to consume alcohol on Shire property under the Shire's Local Government Property and Public Places Local Law 2016 to allow picnic guests to consume BYO alcohol as part of the trading activity. The licensee is responsible for ensuring all guests adhere to the conditions of the approval to consume alcohol on Shire property, and ensure that the responsible consumption of alcohol is practiced.*
- t) Picnics taking place at the foreshore in front of Moonlight Bay Apartments must cease at 9pm. Reasonable notification of the proposed dates for picnics must be provided to Moonlight Bay Apartments. Patrons must have access to toilets and carpark at this location at all times.*

Cr Male moved an Amendment to the Officer Recommendation.

COUNCIL RESOLUTION:

Minute No. C/0522/032

Moved: Cr D Male

Seconded: Cr H Tracey

That Council:

- 1. Approves the application for a Trading in Public Place Licence received from Jaimie Laing to operate Little Wild Flower Pop Up Picnics at Cable Beach (Reserve 53070), the grassed area between Zanders and the Surf Club (Cable Beach Foreshore Reserve 36477), Town Beach (Reserve 31340) and grassed foreshore in front of Moonlight Bay Apartments:**
 - a. in accordance with the application received on 30 March 2022; and**
 - b. subject to modification by the conditions specified in point 2 below.**
- 2. Authorises the Chief Executive Officer to issue the Trading in a Public Place Licence to Jaimie Laing in accordance with clauses 2.3.1 and 2.4 of the Trading, Outdoor Dining and Street Entertainment Local Law 2016 and subject to the following conditions:**
 - a. The licence expiry date is 31 October 2025.**
 - b. The licence holder shall be subject to an annual Trading Licence fee as set by Council. The licence may be cancelled should the fee not be paid within the time set out on the invoice.**
 - c. All necessary statutory approvals for all aspects of the operation must be obtained and maintained.**
 - d. The licence holder must ensure that public liability insurance cover is in place for the trading activity to the value of \$10,000,000 (\$10 million) at all times.**
 - e. The trading activity must occur in the areas shown on the attached plans (Attachments 4, 6, 7, & 8). Trading locations may be subject to change to align with the Shire's current bookable spaces.**
 - f. The licensee must immediately comply with any lawful direction given at any time by the Chief Executive Officer of the Shire of Broome or his or her delegate, or an Authorised Officer, including the Shire of Broome Rangers.**
 - g. The licensee must maintain and adhere to, during the period of the licence, all procedures, policies, licences and accreditation outlined in the licence application and allow Shire officers, at any time, to inspect and verify the use and currency of those procedures, policies, licences and accreditation.**
 - h. The licensee must at all times comply with the requirements of all relevant legislation.**
 - i. The licensee must, at the conclusion of each picnic, remove any refuse and litter associated with the operation of the trading activity and ensure the site is left in a clean and safe condition. No waste or litter may be disposed of in any public space rubbish or recycling bins.**
 - j. All business-related equipment must be removed at the end of each picnic.**
 - k. Multiple picnics may occur subject to a maximum of 30 patrons per approved location at any one time.**

- l. The only trading activities permitted on the area approved by this licence is for pop up picnics.***
- m. Each approved area is limited to a maximum of 10m x 10m.***
- n. The picnic area can only be set up for the maximum of 4 hours and it is not to be permanently sectioned off from use by the public.***
- o. The licensee must have a valid permit issued by the Shire's Chief Executive Officer in accordance with the Control of Vehicles (Off Road Areas) Act 1960 to drive a vehicle to the approved Cable Beach trading location. The licensee must at all times comply with the requirements of the Act.***
- p. The licence conditions may be altered at any time to include prohibition of alcohol at certain trading locations and any other conditions required by a policy set by Council.***
- q. The licensee must apply annually for approval to consume alcohol on Shire property under the Shire's Local Government Property and Public Places Local Law 2016 to allow picnic guests to consume BYO alcohol as part of the trading activity. The licensee is responsible for ensuring all guests adhere to the conditions of the approval to consume alcohol on Shire property, and ensure that the responsible consumption of alcohol is practiced.***
- r. Picnics taking place at the foreshore in front of Moonlight Bay Apartments must cease at 9pm. Reasonable notification of the proposed dates for picnics must be provided to Moonlight Bay Apartments. Patrons must have access to toilets and carpark at this location at all times.***

CARRIED UNANIMOUSLY 6/0

Reason: To enable Little Wildflower to continue to trade with certainty from a site on Cable Beach separate from the public bookable space areas.

Attachments

1. Little Wild Flower Pop Up Picnics Application (Confidential to Councillors and Directors Only)
This attachment is confidential in accordance with section 5.23(2) of the Local Government Act 1995 section 5.23(2)((e)(iii)) as it contains "a matter that if disclosed, would reveal information about the business, professional, commercial or financial affairs of a person, where the information is held by, or is about, a person other than the local government".
2. Little Wild Flower Pop Up Picnics Photos
3. Proposed Cable Beach Foreshore Trading Location
4. Revised Cable Beach Foreshore Trading Location
5. Proposed Cable Beach Trading Location
6. Revised Cable Beach Trading Location
7. Proposed Town Beach Trading Location
8. Proposed Grassed Foreshore in Front of Moonlight Bay Apartments Trading Location
9. Proposed Gantheaume Point Trading Location

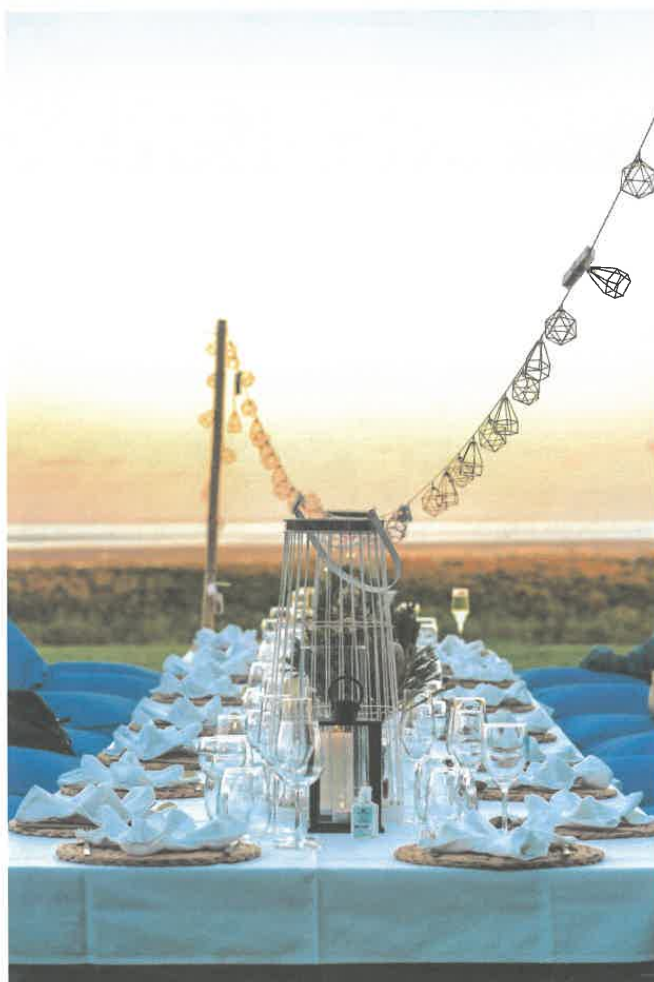
Cable Beach Area – including Chairs & Bean Bag options





Moonlight Bay Area





Town Beach Area – Evidence of one of the styles of Picnics to be set up in the requested area





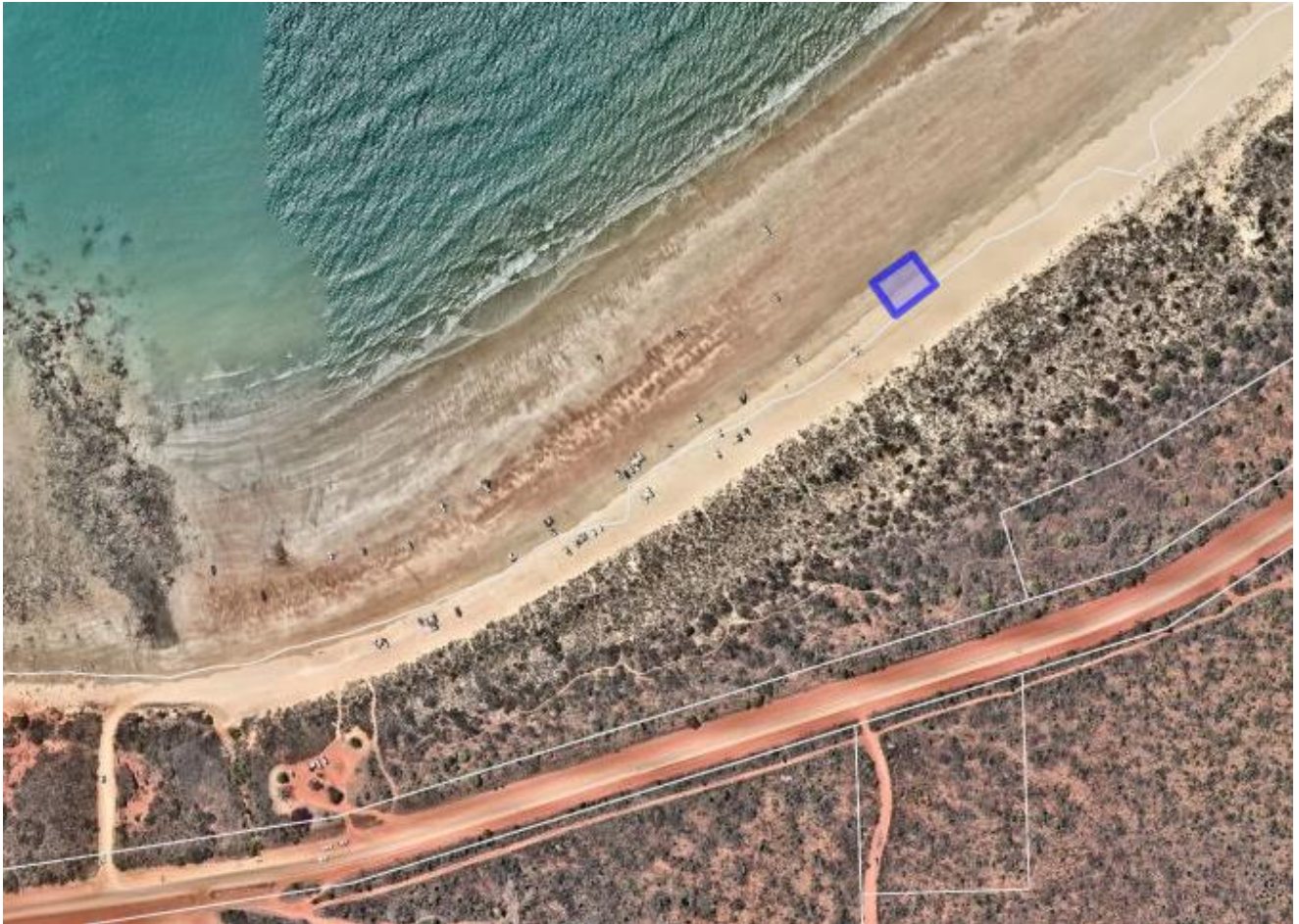












9.1 PEOPLE

Cr C Mitchell declared a Impartiality Interest in Item 9.1.1, the reason being “President of Broome Lions Club, Coordinates wildlife rescue organisation that looks after marine turtles and Club Secretary of Broome Men’s Shed”. Cr C Mitchell has made written declaration that he will consider the matter on its merits and vote accordingly.

The Chief Executive Officer advised that the Report Recommendation contained a typographical error. This has been amended and the reflected in the minutes.

9.1.1 ANNUAL COMMUNITY MATCHED FUNDING PROGRAM 2021-22

LOCATION/ADDRESS:	Nil
APPLICANT:	Nil
FILE:	FIS06
AUTHOR:	Youth and Community Development Officer
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil

SUMMARY: The Community Sponsorship Assessment Working Group (**CSAWG**) held a workshop on 2 May 2022 to consider applications for funding in accordance with the Annual Community Matched Funding Program 2021-22.

This report presents the recommendations of the CSAWG and requests Council approves those recommendations and amends the 2021-22 Annual Budget in accordance with Council Policy.

BACKGROUND

Previous Considerations

OMC 27 May 2021	Item 9.1.1
OMC 18 November 2021	Item 9.4.4

The CSAWG is a formal working group established by Council to assess community sponsorship applications and make recommendations to Council for the funding of applications.

The members of this working group are Cr Male, Cr Mitchell, Cr Matsumoto, Cr Taylor and Cr Rudeforth, with other Elected Members as proxies, upon request by the members.

At the Ordinary Council Meeting held 27 May 2021, Council requested that a CSAWG workshop be held to review the Program Objectives, Guidelines, Application Form, and advertising period for the 2021-22 round of the Annual Community Matched Funding Program.

The CSAWG workshop was held on 17 August 2021, with the changes below endorsed at the Ordinary Council Meeting held 18 November 2021 as part of the Council Policy Reviews:

- The policy was updated to make it clear that recipients of ad hoc sponsorship are not precluded from applying for Annual Community Matched Funding
- The criteria to provide audited financial statements was also removed as this was onerous relative to the size of the maximum amount of support being provided

The Annual Community Matched Funding Program 2021-22 provides funds to assist community-based organisations within the Shire of Broome for the development of social, cultural, economic, recreational, environmental, and reconciliation projects and initiatives that benefit the local community.

The Annual Community Matched Funding Program 2021-22 consists of two (2) funding sources with total funding of \$129,929 (ex GST) available as outlined below:

- Shire of Broome - Community Sponsorship Program: \$70,000
- Energy Developments Limited - West Kimberley Community Fund: \$59,929

The Annual Community Matched Funding Program is available for projects occurring between June 2022 and June 2023, with up to \$10,000 available per application, to a maximum of 50% of total project costs.

Organisations may be successful for multiple applications (maximum of three) in a three-year period providing the total amount received does not exceed \$10,000.

Projects are prioritised where the applicant has satisfactorily addressed the community sponsorship guidelines and met all relevant criteria. However, recommendation for funding is discretionary based on the assessment of the CSAWG, with the final endorsement of funding allocations made by Shire Council.

Energy Developments Limited - West Kimberley Community Fund

In 2011, the Shire of Broome and Energy Development Limited (**EDL**) signed a Memorandum of Understanding (MOU) agreement that expires in 2026.

The MOU agreement outlined that the Shire would receive \$400,000 as part of the EDL West Kimberley Community Fund to drive community wellbeing in the West Kimberley through support to not-for-profit, community driven projects or activities.

Projects or activities supported by the EDL West Kimberley Community Fund need to be consistent with the following principles:

- Support social cohesion, inclusiveness, equal opportunity and the wellbeing of the community
- Support long term development
- Be genuinely community driven initiatives
- Address community needs in the towns located within the Shire of Broome

The EDL West Kimberley Community Fund has been administered through the Annual Community Matched Funding Program. Following the CSAWG review of funding applications EDL are contacted with recommended projects that are consistent with their principles. Funding for these recommended projects is dependent on EDL approval.

COMMENT

The 2021-22 Annual Community Matched Funding Program was open for applications between 5 February 2022 and 6 April 2022. A total of fifteen (15) applications were received, requesting a total of \$111,057. A summary of the applications received is included in the attached spreadsheet (**Attachment 1**).

A workshop was held with the CSAWG on 2 May 2022 to assess the applications received in accordance with the funding guidelines. The workshop was attended by Cr Male, Cr Mitchell and Cr Taylor.

Following review and consideration of applications, the CSAWG resolved to recommend Council allocate \$57,502 of the available funding from the Shire's Community Sponsorship Program to the successful applicants, with the following balances recommended for transfer to the Community Sponsorship Reserves:

- Shire of Broome Community Sponsorship Reserve: \$12,498
- Energy Developments Limited Sponsorship Reserve: \$59,929

The CSAWG recommendations, and additional comments, are shown in the graphs below.

Organisation	Initiative	Amount Requested	Amount Recommended
Broome Aboriginal Media Association	2022 Kullarri NAIDOC Festival <ul style="list-style-type: none"> Applicant applied and was successful for funding through the Events Development Funding Program. 	\$10,000	\$0.00
Clontarf Foundation	Engaging Aboriginal Male Students in Education and Employment <ul style="list-style-type: none"> Applicant is ineligible due to annual turnover criteria 	\$10,000	\$0.00
Far North Community Services	Far North Community Services Broome Event Accessibility Team <ul style="list-style-type: none"> Applicant is ineligible due to annual turnover criteria 	\$7,275.17	\$0.00
Broome Historical Society	Conservation treatment to the Air Raid Dornier Engine.	\$10,000	\$10,000
Broome Lotteries House	Broome Chilli Festival <ul style="list-style-type: none"> Due to funding received in the 2020/21 Annual Community Matched Funding Program, applicant is eligible for \$4,700 in current 2021/22 round as per the Program Guidelines - <p><i>Organisations may be successful for multiple applications (maximum of three) in a three-</i></p>	\$6,700	\$4,700

	<i>year period providing the total amount received does not exceed \$10,000.</i>		
Broome Sports Association	Broome Sports Awards <ul style="list-style-type: none"> Following this recommended funding allocation applicant will not be eligible in the next 2022/23 round as per Program Guidelines – <i>Organisations may be successful for multiple applications (maximum of three) in a three-year period providing the total amount received does not exceed \$10,000.</i>	\$5,000	\$5,000
Broome Tri Club	Broome Tri Club is SunSmart <ul style="list-style-type: none"> Shire officers have been requested to contact applicant to discuss promotion. 	\$3,384.05	\$3,384.05
SAFE Broome	Broome Initiative for Animal Welfare 2022 <ul style="list-style-type: none"> Applicant is ineligible due to receiving \$10,000 in 2020/21 Annual Community Matched Funding Program as per the Program Guidelines - <i>Organisations may be successful for multiple applications (maximum of three) in a three-year period providing the total amount received does not exceed \$10,000.</i>	\$20,000	\$0.00
Broome Junior / Senior Motocross Club Inc	Garden area to acknowledge Traditional Owners	\$2,848	\$2,848
St Martin De Porres School	Sewing project for Worn Art – Guwan Dragonfly (Pearl Dragon)	\$950	\$950
Theatre Kimberley	The Sandfly Circus Show 2022	\$10,000	\$10,000

West Kimberley Junior Football League	Goal posts for the future <ul style="list-style-type: none"> Applicant has requested \$10,000 but not financially matched the project. 	\$10,000	\$5,720.00
Broome Men's Shed Inc	Outdoor workspace shade awning	\$1,900	\$1,900
Lions Club of Broome	Shinju Dragon Lights	\$4,000	\$4,000
Native Animal Rescue Broome Inc (NARB)	NARB Marine Turtle Rescue Unit	\$9,000	\$9,000
		TOTAL	\$57,502

CONSULTATION

The Annual Community Matched Funding Program was advertised:

- On the Shire website;
- On the Shire Facebook page
- Via a direct marketing email campaign to the Shire's community database.

Applications and guidelines were available via the Shire of Broome website:

<https://www.broome.wa.gov.au/Community/Community-Services/Community-Funding-Programs/Annual-Community-Matched-Funding-Round>

Assistance was provided by Shire officers to individual applicants in accessing the forms, and lodging applications.

STATUTORY ENVIRONMENT

Section 6.8 of the *Local Government Act 1995* (expenditure from municipal fund not included in annual budget) requires Council to authorise in advance, by absolute majority, expenditure from its municipal fund for an additional purpose.

This report recommends Council, in accordance with Council Policy (Community Sponsorship Program), transfer unallocated Community Sponsorship funds remaining as 30 June 2022, after allocation of both Annual and Ad-hoc sponsorships and external donations, to the Community Sponsorship Reserve (a total of \$72,427)

POLICY IMPLICATIONS

Policy - Community Sponsorship Program

FINANCIAL IMPLICATIONS

The total value of successful applications is \$57,502

The remaining available funds, totalling approximately \$72,427 will be transferred to the Community Sponsorship Reserve Accounts in accordance with Council Policy – Community Sponsorship Program.

- Shire of Broome Community Sponsorship Reserve: \$12,498
- Energy Developments Limited Sponsorship Reserve: \$59,929

RISK

The following risks have been identified in relation to the options provided for Council's consideration:

Risk	Type	Rank	Mitigation
Consistent and transparent process	Reputational	Low	The applications are assessed in response to the funding program criteria and objectives.
Perception of community impact	Reputational	Low	Continue to assist applicants in the future and review application documentation and guidelines.
Use of unspent funds	Reputational	Low	Funds proposed to be utilised towards the Annual Community Matched Funding round in February 2023.

STRATEGIC ASPIRATIONS

People – 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.

Outcome Three - A healthy, active community:

3.2 Improve access to sport, leisure and recreation facilities, services and programs.

3.3 Grow community capacity through volunteer support and recognition

Outcome Four - An inclusive community that celebrates culture, equality and diversity:

4.1 Grow knowledge, appreciation and involvement in local art, culture and heritage

Prosperity – Together, we will build a strong, diversified and growing economy with work opportunities for everyone.

Outcome Nine – A strong, diverse and inclusive economy where all can participate:

9.2 Activate the precincts of Broome

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Minute No. C/0522/033

Moved: Cr P Taylor**Seconded: Cr N Wevers****That Council:**

1. Pursuant to Council Policy – Community Sponsorship Program, approves the recommendation of the Community Sponsorship Assessment Working Group relating to the distribution of Annual Community Matched Program funding to support the following applicants (a total of \$57,502 (ex GST)) for the purposes and in the manner, as listed below:

Shire of Broome – Community Sponsorship Program

a)	Broome Historical Society	\$10,000	Conservation treatment to the Air Raid Dornier Engine.
b)	Broome Lotteries House	\$4,700	Broome Chilli Festival
c)	Broome Sports Association	\$5,000	Broome Sports Awards
d)	Broome Tri Club	\$3,384	Broome Tri Club is SunSmart
e)	Broome Junior / Senior Motocross Club Inc	\$2,848	Garden area to acknowledge Traditional Owners
f)	St Martin De Porres School	\$950	Sewing project for Worn Art – Guwan Dragonfly (Pearl Dragon)
g)	Theatre Kimberley	\$10,000	The Sandfly Circus Show 2022
h)	West Kimberley Junior Football League	\$5,720	Goal posts for the future
i)	Broome Men's Shed Inc	\$1,900	Outdoor workspace shade awning
j)	Lions Club of Broome	\$4,000	Shinju Dragon Lights
k)	Native Animal Rescue Broome Inc (NARB)	\$9,000	NARB Marine Turtle Rescue Unit

2. Pursuant to Council Policy – Community Sponsorship Program, declines to support the remaining applications.
3. Pursuant to section 6.8 of the Local Government Act 1995, Expenditure from municipal fund not included in the annual budget, authorises the transfer of \$72,427 to Reserve Account (Community Sponsorship Reserve) and amends the 2021/22 Annual Budget as below:
- a) Increase Transfer to Reserve Account 100235950 (Community Sponsorship Reserve) by \$72,427; and
 - b) Decrease Community Sponsorship Program Expense Account 100221720 by \$72,427;

Noting that of the \$72,427 reserve transfer, \$59,929 is part of the Energy Developments Limited Sponsorship.

CARRIED UNANIMOUSLY 6/0

Attachments

1. Annual Community Matched Funding Program 2021-22 (*Confidential to Councillors and Directors Only*)
This attachment is confidential in accordance with section 5.23(2) of the Local Government Act 1995 section 5.23(2)(h) as it contains “such other matters as may be prescribed”.

9.2 PLACE

9.2.1 FINAL ADOPTION OF LOCAL PLANNING STRATEGY

LOCATION/ADDRESS:	Shire of Broome
APPLICANT:	Shire of Broome
FILE:	PLA100
AUTHOR:	Manager Planning and Building Services
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Development Services
DISCLOSURE OF INTEREST:	Nil

SUMMARY: At the Ordinary Meeting of Council on 29 July 2021, Council resolved to adopt the draft Local Planning Strategy (**draft Strategy**) for the purposes of proceeding to advertising. The Shire received certification from the Western Australian Planning Commission (**WAPC**) to advertise the draft Strategy and the formal advertising period commenced on 9 December 2021 and closed on 31 March 2022.

This report presents the submissions received on the draft Strategy.

It is recommended that Council adopts drafts Strategy with modifications as outlined in the Schedule of Submissions and the Schedule of Modifications and forwards the relevant documents to the WAPC for its final endorsement.

BACKGROUND

Previous Considerations

OMC 27 February 2020	Item 9.2.5
OMC 25 June 2020	Item 9.2.3
OMC 24 June 2021	Item 9.2.3
OMC 29 July 2021	Item 9.2.1

The following Council resolutions have informed the review of the draft Local Planning Strategy:

- At the Ordinary Council Meeting on 27 February 2020, Council resolved to approve the Report of Review for the Local Planning Strategy and the Local Planning Scheme No.6 (LPS6). This recommended that a new Strategy and Scheme be prepared. The Report of Review was endorsed by the WAPC on 17 April 2020.
- At the Ordinary Meeting of Council on 25 June 2020, Council endorsed the Community Engagement Plan for the review of the draft Strategy and Local Planning Scheme.
- At the Ordinary Meeting of Council on 24 June 2021, Council resolved that the Local Government, pursuant to Clause 19 of the Planning and Development (Local Planning Schemes) Regulations 2015 (**the Regulations**) and section 72 of the Planning and Development Act 2005 (**the Act**), prepare Local Planning Scheme No.7 with reference to the entire area within the Shire's boundary.

- At the Ordinary Council Meeting on 29 July 2021, Council resolved to submit a copy of the draft Strategy to the WAPC for examination and following receipt of WAPC certification, to advertise the draft Strategy.

On 8 December 2021 the Shire received certification from the WAPC that the draft Strategy could proceed to advertise. The public comment period for the draft Strategy commenced on 9 December 2021 and concluded on 31 March 2022. The Shire sought approval from the WAPC to extend the advertising period beyond the 21-day maximum period specified in the Regulations. Approval was granted to extend the public comment period to 31 March 2022 (a total of 112 days) to account for the consultation being undertaken over the Christmas and New Year period (note the draft Strategy and draft LPS7 were advertised concurrently).

The submissions received are now presented to Council for consideration. Modifications to the draft Strategy in response to the submission received is also presented for consideration.

COMMENT

The Local Planning Strategy review process has been undertaken concurrently with the review of the Local Planning Scheme. The Regulations require that a local government is to prepare a Strategy in accordance with Clause 11 (a) of the Regulations for each new Local Planning Scheme that is approved for land within the district of the local government.

Draft Local Planning Strategy

The draft Strategy (**Attachment No 1**) contains planning objectives, strategies and actions to meet the future planning and land use needs for the Shire of Broome for a period of 10 - 15 years. The community's aspirations for future development within the Shire were informed by the Strategic Community Plan 2021-2031 and early engagement undertaken prior to the preparation of the Strategy.

Form and Content

The draft Strategy establishes the primary Planning Framework for the Shire of Broome and provides the strategic basis for draft Local Planning Schemes No 7. It sets out the Shire's objectives for future land-use planning and development and includes a broad framework by which to pursue those objectives. The draft Strategy seeks to address the social, environmental, resource management and economic factors that affect, and are affected by, land use and development. The Strategy has been developed in consultation with officers from the Department of Planning, Lands and Heritage to ensure the form and content complies with the regulatory requirements.

The draft Strategy is considered to:

- be consistent with State and Regional planning policy, including current strategies and structure plans;
- provide strategic direction for land-use planning and development over the ensuing 10 years or longer as the basis for the Local Planning Scheme;
- set out the strategic direction for sustainable resource management and development in the context of State and Regional planning;
- provide the rationale for the zoning and reservation of land and for the provisions of the Scheme relating to development and development control;

- provide a strategic framework for assessment and decision-making in relation to proposed scheme amendments, subdivision, and development;
- provide the context for coordinated planning and programming of physical and social infrastructure at the local level;
- assess the capacity of physical infrastructure from a land use planning perspective to ensure there is sufficient infrastructure in a locality to accommodate managed growth;
- identify the need for further studies or investigation within a local government area to address longer-term strategic planning and development issues.

The draft Strategy is divided into two parts:

- **Part One** outlines the vision and objectives for the Strategy and key strategic responses to address issues across the Shire. Strategies are summarised into the following themes:
 - Growth and Settlement
 - Economy and Employment
 - Environment and Heritage
 - Transport and Infrastructure

In order to improve readability, each action within the Strategy is accompanied by a planning direction, rationale and anticipated timeframe in table format. This structure is considered to improve accountability and ensure each action is easily monitored.

The draft Strategy also contains a diagrammatic representation (spatial plans) incorporating all four themes. It also identifies specific planning areas where detailed planning is to be undertaken. Mapping focuses on the general pattern of land use, rather than specific zoning, as a guide to more detailed representation when a Local Planning Scheme is prepared.

- **Part Two** provides the background information and analysis that informs the Strategy. This includes a review of state and local planning context, including other material considerations. It also includes a review of 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.

The report presented to the Ordinary Meeting of Council on 29 July 2021 provided an overview of the higher-level changes proposed in the draft Strategy. The comments below will focus on the public submissions received and an analysis of the matters raised in the submissions.

Submissions received

The Shire advertised the draft L Strategy and LPS7 concurrently. At the close of the public comment period 22 submissions were received, with the majority of submitters raising items for consideration on both documents. Overall, the majority of the submissions received were supportive of the strategic intent and sought that modifications were performed to the either the Strategy or LPS7.

The following key themes were raised in the submissions on the draft Strategy:

- Request to extend the Planning Area A – Regional Centre Investigation and extends of Figure 6 – Precinct Structure Planning Guidance (for Chinatown and Old Broome)

- Nyamba Buru Yawuru (**NBY**) request for greater recognition of issues and opportunities that impact on Broome's Yawuru Community
- Request for the Shire to adopt the Urban Renewal Strategy
- Request for Art to be represented as a significant industry
- Request from Broome International Airport (**BIA**) to amend terminology regarding community desire to relocate airport and references to service commercial land on Frederick Street

The Schedule of Submissions is attached (**Attachment No 2**) outlines the comments received from the submitters and an officer comment and recommendation in relation to each item raised. The comments below provide a summary of the key themes raised in the submissions.

Request to extend the Planning Area A – Regional Centre Investigation and extends of Figure 6 – Precinct Structure Planning Guidance (for Chinatown and Old Broome)

Some submissions raised concern that Planning Area A, which would guide the future location of the Precinct Structure Plan, does not extend far enough, particularly as it does not cover the full extends of the Old Broome Development Strategy area. As one of the actions of Planning Area A identified in the draft Strategy, is to review the Old Broome Development Strategy area, it is considered appropriate that the extent of Planning Area A in both Figure 5 and 6 is updated to be consistent with the Old Broome Development Strategy.

It is noted that there is a portion of area within the Old Broome Development Strategy that is recognised as having special character, being the Old Broome Special Character Area. It is recommended that Figure 6 of the draft Strategy be updated to reference this special character area, which would be reviewed, and appropriate design controls put in place through the Precinct Structure Plan preparation process.

NBY request for greater recognition of issues and opportunities that impact on Broome's Yawuru Community.

NBY have raised in their submission that the draft Strategy does not go far enough to;

- Fully define the issues and opportunities that impact on Broome's Yawuru Community
- Acknowledge Yawuru's significance to Broome's history, culture and identity
- Capitalise on the important role that Yawuru can play in planning and land management
- Recognise NBY as one of the key landowners within the Shire both in terms of land area and the strategic location of its land
- Identify specific actions to capitalise on opportunities and address issues impacting on Yawuru People

The submission raises that as local planning frameworks should capture, reflect and express local conditions, context and needs, therefore the Shire's draft Strategy is an appropriate opportunity to embrace Yawuru traditional cultural values and practices in planning for the Shire. These practices and values promote a quadruple bottom lined approach that is centred on the Yawuru philosophy of 'mabu liyan' or 'good well-being.'

NBY expressed that incorporating mabu liyan into the local framework can be facilitated by some simple actions that all sit comfortably within the established planning system and accepted suite of planning tools. Examples include:

- Identify and discuss issues affecting the Yawuru Community in the draft Strategy

- Present a pathway - identify where further study/reporting is needed to better define issues
- But where possible, include specific actions aimed at addressing these issues
- Include specific context and actions aimed at implementing the ILUAs, closing the gap and reconciliation more broadly
- Identify and capitalise on opportunities - respect and utilise Yawuru's knowledge and perspectives through a combination of mandated and best-practice engagement
- Develop local planning policies relating to topics such as: character and place, public art, built form and landscape, and expectations/opportunities and benefits of liaising with NBY on planning projects

Tables were included into NBY's submission seeking specific amendments to the draft Strategy which are all set out in **Attachment No 2**, Schedule of Submission. While requests to incorporate amendments to the draft Strategy to align with the submission have been reflected where possible, some items requested for inclusions have not been supported as it is not an item included in the WAPC's Local Planning Strategy Guidelines; is addressed under other legislation, is not an action/matter capable of being implemented in the planning framework or is outside the scope of a Strategy to perform.

Some of the specific requests for inclusion into the draft Strategy, include the following

- Recognition of ILUA's and their significance.

NBY have raised in their submission, because the ILUA's are central to land management, development and use it is appropriate that they are acknowledged and enabled by the planning framework. The submission requests that specific actions be included aimed at implementing the ILUA's.

It is agreed, that the ILUA's are an important document in shaping the growth and development of the Broome townsite. While the Strategy already references the ILUA's, it is recommended that additional commentary that provides the context and background to the ILUA's and their impact on planning for Broome is included in Part 2. Refer to **Attachment No 3** Schedule of Modifications which provides the proposed wording to be inserted in this regard.

Part 1 of the draft Strategy reflects the outcomes of the ILUA's through including the land parcels as Planning Areas under the Strategy. As Part 1 of the draft Strategy reflects the outcomes of the ILUA's through the identification of planning areas, it is not recommended to incorporate actions relative to their implementation.

It is also proposed to update the Strategy text relative to the conservation estate which is another key outcome of the ILUA's.

- Recognition as important stakeholder, both culturally and economically, and request actions that Local Planning Policy (**LPP**) be developed to encourage engagement beyond statutory requirements.

NBY have requested that the Strategy be updated to include actions to outline where consultation with traditional owners is mandated (i.e. through Native Title). While it is acknowledged that consultation with NBY is triggered through other statutory processes including native title and Aboriginal heritage, it is not the role of the Strategy to set out actions of forms of consultation required. There are numerous instances of where Commonwealth and State legislation trigger referrals or approval requirements. Referrals can be required as part of the planning assessment processes (such as State Register Heritage Places or contaminated sites) or outside of the planning assessment process (such

as EPBC Act, Aboriginal heritage, land tenure). It is not the role or function of a Strategy to establish third party referrals or approvals that may be required. Therefore the request to incorporate action in this regard is not supported.

The NBY submission also requests that the draft Strategy is amended to include an action, requiring the preparation of a Local Planning Policy to encourage development proponents to engage with NBY beyond the statutory requirements. The Shire has an existing Policy Consultation – Aboriginal Heritage which provides a framework that the Shire will undertake with regard to engagement and consultation on Aboriginal Heritage for its own projects (in addition to legislative consultation/engagement that may be required under the Aboriginal Heritage Act 1972).

It is also noted that the Aboriginal Cultural Heritage Act 2021 and Aboriginal Heritage Act 1972 (and associated Regulations) provide legislated controls for protection of Aboriginal cultural heritage. The DPLH is currently working through a co-design process to prepare the new Regulations and Guidelines to provide guidance on aboriginal cultural heritage under the new Act (note this would trigger a review of the Consultation – Aboriginal Heritage Policy once finalised). This will apply regardless of the planning framework in place. Given the co-design process currently being performed and as the Shire cannot, through the planning determination process mandate engagement with an organisation beyond the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, it is not considered appropriate to prepare a Local Planning Policy in this regard.

- Desire for greater commentary on key issues such as Aboriginal housing needs.

NBY have requested that the draft Strategy be updated to reference the housing needs of Aboriginal people, including housing numbers, housing location or housing design. NBY have requested an opportunity to provide information to the Shire with respect to Aboriginal Housing issues within the Broome townsite and to work collaboratively to development actions, rationales and timeframes in the draft Strategy.

It is agreed that Aboriginal housing needs and social housing needs generally are important in the context of Broome. It is recommended that additional information in this regard is added to 4.2.2 of the draft Strategy, which is outlined in **Attachment No 3**.

- Desire for greater commentary on natural and cultural heritage (e.g. recognition of Song Lines).

The draft Strategy has a section 2.3 which provides direction on Environment and Heritage. The NBY submission requests that this section be two separate topics with their own consideration and actions. It is noted that cultural and heritage is dealt with as its own separate sub-section of the Strategy which is deemed appropriate and a change in this regard is not deemed required.

NBY also requested that this section of the draft Strategy is updated to:

- i. Include a specific, introductory statement about Yawuru history and heritage be included in collaboration with NBY and informed by its Cultural Management Plan.
- ii. Reword section to recognise Yawuru as the traditional owners not an 'immigrant group.' Include a standalone section on Aboriginal history in collaboration with NBY and informed by its Cultural Management Plan.
- iii. Include the following action within the draft Strategy: 'Shire to develop a Reconciliation Action Plan and ensure that planning decisions are consistent with it.'

- iv. Reference to 'song cycles' needs to be updated to 'Songlines' and description of culturally significant areas needs review as Songlines, are not just coastal, they extend inland.

As set out in **Attachment No 3**, it is recommended changes be incorporated into the draft Strategy to reflect the comments raised. This applies with the exception of point iii. above as Reconciliation Action Plans sit outside of the planning framework and would be progressed separately to preparation and adoption of an Strategy.

- Inclusion of an objective in the vision in the draft Strategy that relates specifically to Yawuru Community.

The WAPC have prepared Local Planning Strategy Guidelines that provide guidance on the preparation of a Local Planning Strategy, which the Shire's draft Strategy has been prepared consistent with. The Guidelines also include a manner and form document which outlines that the vision is to align with the Strategic Community Plan.

The importance of the Yawuru community to the development of Broome is acknowledged. Similarly, the importance of other Traditional Owner (**TO**) groups which form part of the Shire is also acknowledged. Given the draft Strategy provides guidance over many TO groups, the inclusion of an objective into the vision that specifically reference one Traditional Owner group is not representative.

Therefore in relation to this request, it is recommended that an additional objective 4.2 is included into the draft Strategy which reads:

Support Broome's Traditional Owner's in managing country and celebrating culture.

- Request that NBY should be listed as a stakeholder in relation to tourism on the Dampier Peninsula.

The NBY submission seeks that the Strategy recognise that NBY is an important stakeholder and should be consulted in relation to tourism on the Peninsula and within the Kimberley. The submission also expresses that NBY is an important stakeholder in relation to the Dampier Peninsula Working Group.

It is not recommended that amendments are performed to the draft Strategy in this regard. The Dampier Peninsula Working Group has been established by the community members in the Peninsula in collaboration with the Department of Premier and Cabinet. Its not the role of the Strategy to establish which stakeholders are to form part of the Working Group.

Furthermore, similar to the comments in relation to incorporation of a Local Planning Policy with regard to engagement, the Shire does not have the ability to require engagement with NBY on tourism proposals in the Peninsula and as such inclusion of an action into the draft Strategy in this regard is not supported. It should be noted that this comment is provided in the context of planning determinations made under the local planning framework, it is noted that the Shire and other tourism representative groups engage with NBY on tourism generally, such interactions are not captured by the Strategy.

Request for the Shire to adopt the Urban Renewal Strategy;

Some submissions received supported the identification of the Urban Renewal Strategy as a Planning Area and supported the action to 'support the long-term implementation of the

Urban Renewal Strategy in partnership with the Department of Communities'. The submissions requested that Council adopt the Urban Renewal Strategy.

While the Shire of Broome has yet to adopt the Urban Renewal Strategy, the draft Strategy and therefore the long-term planning direction endorse the implementation of the Urban Renewal Strategy. The Shire's adoption of the Urban Renewal Strategy is not deemed relevant to consideration of the draft Strategy.

Request for Art to be represented as a significant industry

The submission from Goolarri Media raised concern that art is not considered as a significant industry in the Strategy (when compared with other industries such as pastoral or industry). The submission expressed that art is a significant industry as it helps make Broome a viable and desirable place to be and cites many examples of how this is achieved. The submission also raises that there should be development of art infrastructure to match the output of work by the Broome arts community.

It is acknowledged that art is a significant industry in Broome and it is proposed to incorporate additional wording into the draft Strategy to reflect this, as set out in **Attachment No 3**. It should be noted that the art industry has different land use needs and requirements and does not require establishment of a separate land use zones in the planning framework to support it (as opposed to pastoral or industry land needs). It is also not recommended that specific actions be incorporated into the Strategy in relation to art as these are already captured through other informing strategies and the Shire's Corporate Business Plan.

Request from BIA to amend terminology regarding community desire to relocate airport and references to service commercial land on Frederick Street

In the submission from Broome International Airport, concern was raised with regard to wording the draft Strategy which expressed that there was a 'strong' community desire to see the relocation of the airport. BIA raised that the engagement undertaken to inform the Strategy did not demonstrate that there was a strong community desire to see the airport relocate. This is noted and it is recommended that the sections in the draft Strategy that make reference to this is reworded.

BIA also raised concern with wording in Part 2 of the Strategy relative to service commercial land on Frederick Street, which suggests that the land may warrant short-term reconsideration of the zoning of the land. BIA requested that this statement be clarified as the Frederick Street land, which is now zoned Service Commercial in both LPS6 and LPS7, has an approved Local Development Plan No 8, and a recently approved subdivision application, which are based on the current zoning and intended to be developed for service commercial purposes. This is noted and it is recommended that the reference to this land in Part 2 of the Strategy is deleted.

The Schedule of Modifications, which is included as **Attachment No 3** summaries all the modifications recommended in relation to submissions received. There are also some modification proposed following Shire officer review of the draft Strategy. This relates predominately to mapping clarifications and also the reinstatement of the Cultural and Natural Resource Use category into the draft Strategy (currently the draft Strategy does not align with draft LPS7 in relation to this zone and it is proposed this inconsistency is addressed).

CONSULTATION

In advance of the adoption of draft Strategy for advertising, early consultation has occurred with a wide range of stakeholders to obtain their views and understand their requirements in regard to the new Scheme and Strategy. This included a series of face-to-face meetings, online feedback forms and mapping tools, as well as community workshops and drop-in information sessions.

The community engagement was undertaken in accordance with the Council endorsed Community Engagement Plan for this project.

In addition to the early community engagement, meeting with the following stakeholders were held:

- Nyamba Buru Yawuru
- Chamber of Commerce and Industry
- Department of Planning, Lands and Heritage
- Department of Transport
- Department of Communities
- Department of Justice/Department of Finance
- Development WA
- Kimberley Ports Authority
- Kimberley Development Commission
- Regional Development Australia Kimberley
- Broome International Airport
- Tourism WA
- Broome Visitors Centre
- West Kimberley Futures Alliance
- Bidyadanga Community
- Djarindjin Community
- Ardyaloon Community
- Main Roads WA

Since the adoption of the draft Strategy for advertising, which occurred at the July 2021 Council Meeting, the WAPC granted its consent to be advertised.

The public comment period for draft Strategy commenced on 9 December 2021 and concluded on 31 March 2022. The Shire sought approval from the WAPC to extend the advertising period beyond the 90-day maximum period specified in the Regulations. Approval was granted to extend the public comment period to 31 March 2022 (a total of 112 days) to account for the consultation being undertaken over the Christmas and New Year period.

The draft Strategy was advertised for public comment in the following manner:

- A public notice in the Broome Advertiser on 9 December 2021;
- Display of documents and public notice on the Shire's website;
- Display of documents and public notice at the Shire Administration Centre and Library;

- Direct notification to all people who made comment during the initial public engagement, any person who registered to be updated on the progress of the Strategy and Scheme; and to all primary and secondary stakeholders identified in the Community Engagement Plan;
- Notice in the Shire's our shire news and newsletters;
- Updates on the Shire's social media platforms.

STATUTORY ENVIRONMENT

13. Advertising and notifying local planning strategy

- (1) *A local government must, as soon as reasonably practicable after being provided with certification that a local planning strategy complies with regulation 11(2), advertise the strategy as follows —*
 - (a) *publish in accordance with regulation 76A the strategy and a notice giving details of —*
 - (i) *how the strategy is made available to the public in accordance with regulation 76A; and*
 - (ii) *the manner and form in which submissions may be made; and*
 - (iii) *the period under subregulation (2) for making submissions and the last day of that period;*
 - (c) *give a copy of the notice to each public authority that the local government considers is likely to be affected by the strategy;*
 - (e) *advertise the strategy as directed by the Commission and in any other way the local government considers appropriate.*
- (2) *The period for making submissions on a local planning strategy is —*
 - (a) *the period of 21 days after the day on which the notice of the strategy is first published under subregulation (1)(a); or*
 - (b) *a longer period approved by the Commission.*

14. Consideration of submissions

- (1) *After the expiry of the period within which submissions may be made in relation to a local planning strategy, the local government must review the strategy having regard to any submissions made.*
- (2) *The local government may —*
 - (a) *support the local planning strategy without modification; or*
 - (b) *support the local planning strategy with proposed modifications to address issues raised in the submissions.*
- (3) *After the completion of the review of the local planning strategy the local government must submit to the Commission —*
 - (a) *a copy of the advertised local planning strategy; and*
 - (b) *a schedule of the submissions received; and*
 - (c) *particulars of any modifications to the advertised local planning strategy proposed by the local government.*

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

The costs associated with the preparation of the new Strategy have been included in the 2020/21, 2021/22 and 2022/23 budgets.

RISK

Reputation

The reputational risk to the Shire in relation to the Strategy review has been managed by following the procedures required in legislation, a comprehensive Community Engagement Plan with a range of community engagement opportunities and key stakeholder meetings (including liaison with Government Agencies) as well as a series of Councillor workshops.

STRATEGIC ASPIRATIONS

Place – We will grow and develop responsibly, caring for our natural, cultural and built heritage, for everyone.

Outcome Five - Responsible management of natural resources:

5.2 Manage and conserve the natural environment, lands and water.

Outcome Six - Responsible growth and development with respect for Broome's natural and built heritage:

6.1 Promote sensible and sustainable growth and development.

Outcome Seven – Safe, well connected, affordable transport options:

7.2 Provide safe, well connected paths and trails to encourage greater use of active transport.

Prosperity – Together, we will build a strong, diversified and growing economy with work opportunities for everyone.

Outcome Nine – A strong, diverse and inclusive economy where all can participate:

9.3 Activate the Dampier Peninsula.

Performance – We will deliver excellent governance, service and value, for everyone.

Outcome Twelve – A well informed and engaged community:

12.1 Provide the community with relevant, timely information and effective engagement.

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Moved: Cr C Mitchell

That Council:

Minute No. C/0522/034

Seconded: Cr P Taylor

- 1. Pursuant to Regulation 14 (1) of the Planning and Development (Local Planning Schemes) Regulations 2015, endorses the recommendations as outlined in Attachment 2 – Schedule of Submissions;**
- 2. Pursuant to Regulation 14 (2)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015, support the Shire of Broome Local Planning Strategy subject to the modifications outlined in Attachment 3 – Schedule of Modifications;**
- 3. Pursuant to Regulation 14 (3) of the Planning and Development (Local Planning Schemes) Regulations 2015 forward the advertised Local Planning Strategy and the Schedule of Submissions and the Schedule of Modifications and this resolution to the Western Australian Planning Commission for final consideration;**
- 4. Authorise the Director Development Services to make additional minor modifications to the maps and text as may be required for spelling/grammar/legibility by the Commission or authorised person.**

CARRIED UNANIMOUSLY 6/0

Attachments

1. Advertised Local Planning Strategy
2. Schedule of Submissions
3. Schedule of Modifications - Local Planning Strategy



SHIRE OF BROOME LOCAL PLANNING STRATEGY

DECEMBER 2021

Revision Letter	--Date	Reason for Issue	CM
A	18-12-2020	Draft For Review	RS
B	10-03-2021	Draft For Review	NS
C	06-05-2021	Draft for Review	NS
D	23-06-2021	Final Draft for Council Consent to Advise	NS
E	09-08-2021	Final Draft for Council Consent to Advise	NS
F	07-12-2021	Final Draft for Advertising (WAPC Modifications)	NS

Project No: 44265

Project Name: Shire of Broome Local Planning Strategy

Prepared for:



Prepared by:

Hames Sharley
www.hamessharley.com.au

Supported by:

SHAPE URBAN Franklin Planning

DISCLAIMER

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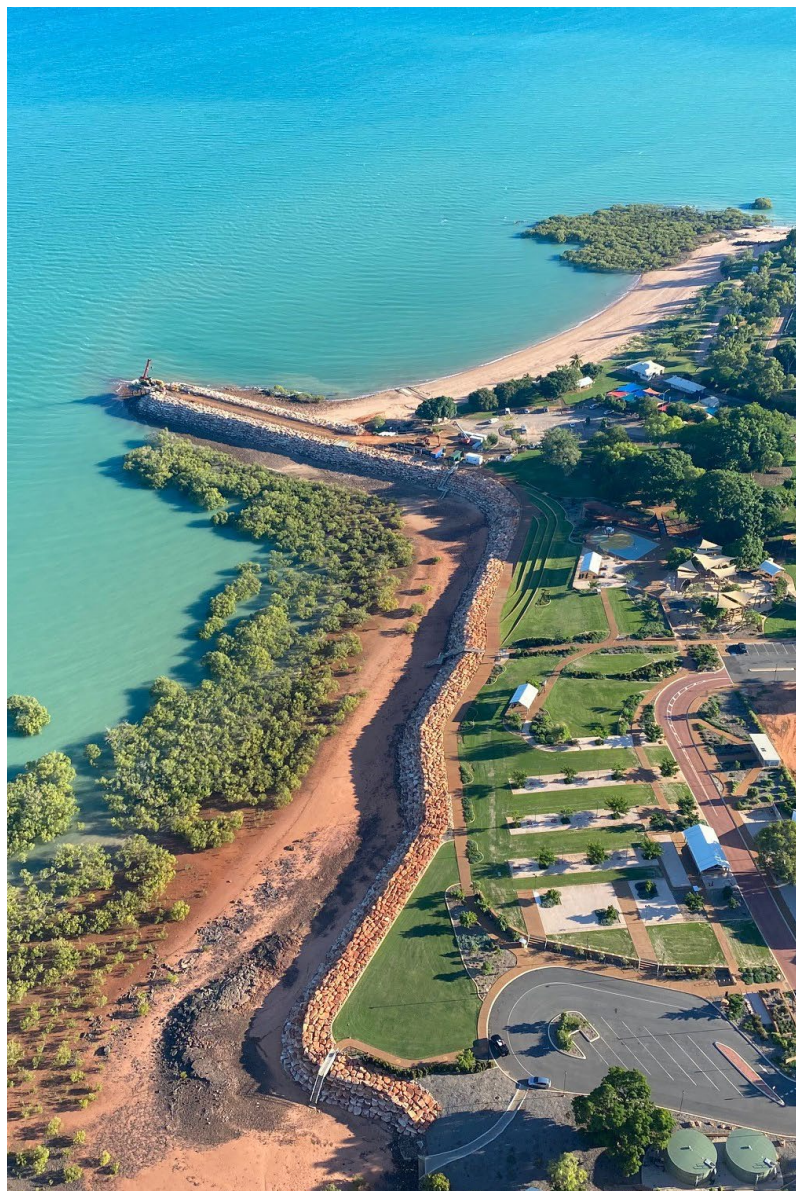
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PART 1 - STRATEGY

An abstract graphic consisting of several broad, diagonal brushstrokes in various shades of blue, creating a sense of movement and depth. The strokes are layered, with some appearing more prominent than others, and they sweep across the lower right portion of the slide.



01



9

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 (LPS 7).

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 review.

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 Local Planning Strategy outlines a 15-year vision for how land use change and development will occur within the Shire of Broome. 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 together.

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*
People 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	12 Planning and urban design promotes a safe, healthy and active community. 21 Support access to suitable and affordable housing and accommodation that meets the needs of all community members. 31 Appropriate allocation of land to support provision of health, sport and recreation activities in line with community needs. 41 Celebrate local art culture and heritage to ensure a diverse and inclusive community.
Place 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	51 Mitigate climate change and natural disaster risks. 52 Manage and conserve the Shire's natural environment, lands and water through responsible growth and development. 53 Adopt and encourage sustainable practices. 61 Promote practical and sustainable growth and development. 62 Protect significant places of interest. 63 Create attractive, well designed and climate responsive built environments, streetscapes and green spaces. 71 Ensure safe, affordable and well connected, transport networks for all modes.
Prosperity 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	92 Activate Chinatown / Old Broome and Cable Beach as the key precincts of Broome. 93 Facilitate sustainable use and land management to support strategic activation of the Dampier Peninsula.
Performance We will deliver excellent governance, service and value for everyone. 11. Effective leadership, Advocacy and governance 12. A well informed and engaged community 13. Value for money from rates and long term financial sustainability 14. Excellence in organisational performance and service delivery 15. An engaged and effective workforce that strives for service excellence	11.2 Facilitate a coherent and efficient local planning framework to enable effective implementation of local and State government strategies, plans and policies. 12.1 Provide the community with relevant, timely information and effective engagement in the planning and development of the Shire.

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



02



15

ISSUES / OPPORTUNITIES OVERVIEW

Consistent with the State Planning Framework, planning issues of relevance to the Shire of Broome 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 Broome to grow the townsite as the principal centre and to minimise pressures on other settlements within the 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	TIMEFRAME
Housing and Consolidation of Broome Townsite	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 SPP 7.2).	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 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)
		Review to be informed by SPP 7.2 – Precinct Design and the associated Precinct Design Guidelines.		
		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	TIMEFRAME
	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 importance of the Urban Renewal Strategy and recommends it be implemented to help address ongoing social issues in Broome.	Short-term (1-5 years)
Built Form and Character	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)
Workforce Accommodation	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.	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)
Community Infrastructure Provision	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)
Rural Residential Land Supply	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

2.1.2. 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 will significantly improve 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
Adequate land for housing / accommodation and access to essential services and community services.	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)
Bidyadanga Land Activation Project	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 gazetted 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 ECONOMY & EMPLOYMENT

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
Activating retail, commercial, service commercial and industrial centres.	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 4.3.5 (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 4.3.5 (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)
Supply of commercial land in remote centres.	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)
		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. 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 6: Tourism – Planning Directions and Actions

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
Major and Minor Tourism Nodes	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)
Short-term Rental Accommodation (STRA).	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: + Use class and Scheme relationship. + Preferred locations. + Parking and access.		Short-term (1-5 years)
Tourism on the Dampier Peninsula	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 Table 8).	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

2.2.4. 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 7: 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, it is important to protect these developments from encroachment of incompatible land uses.	Ongoing

2.3 ENVIRONMENT & HERITAGE

2.3.1. CULTURE & HERITAGE

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 Department of Aboriginal Affairs 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 4.41 (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.	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.	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.	Short-term (1-5 years)

ISSUES / OPPORTUNITIES	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
	Where possible, conserve and enhance cultural and environmental corridors 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 (including the introduction of new Scheme provisions) 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)
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: + Dampier Peninsula; + James Price Point; + Minyirr Park; + Entrance Point; + Roebuck Bay and Plains; and + Edgar Ranges.	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
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

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
Coastal Planning	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
Bushfire management	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
Flooding management and protection	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 TRANSPORT & INFRASTRUCTURE

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
Road Infrastructure	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 4.51 (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).	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.	A safe and efficient movement network (for all modes) is essential in allowing the Shire to provide for the transport needs of its residents.	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
Expansion of public transport infrastructure	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)
Active transport	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

Early engagement during the preparation of this Strategy established that there is still a long term need and community desire 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 an 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
Airport infrastructure	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

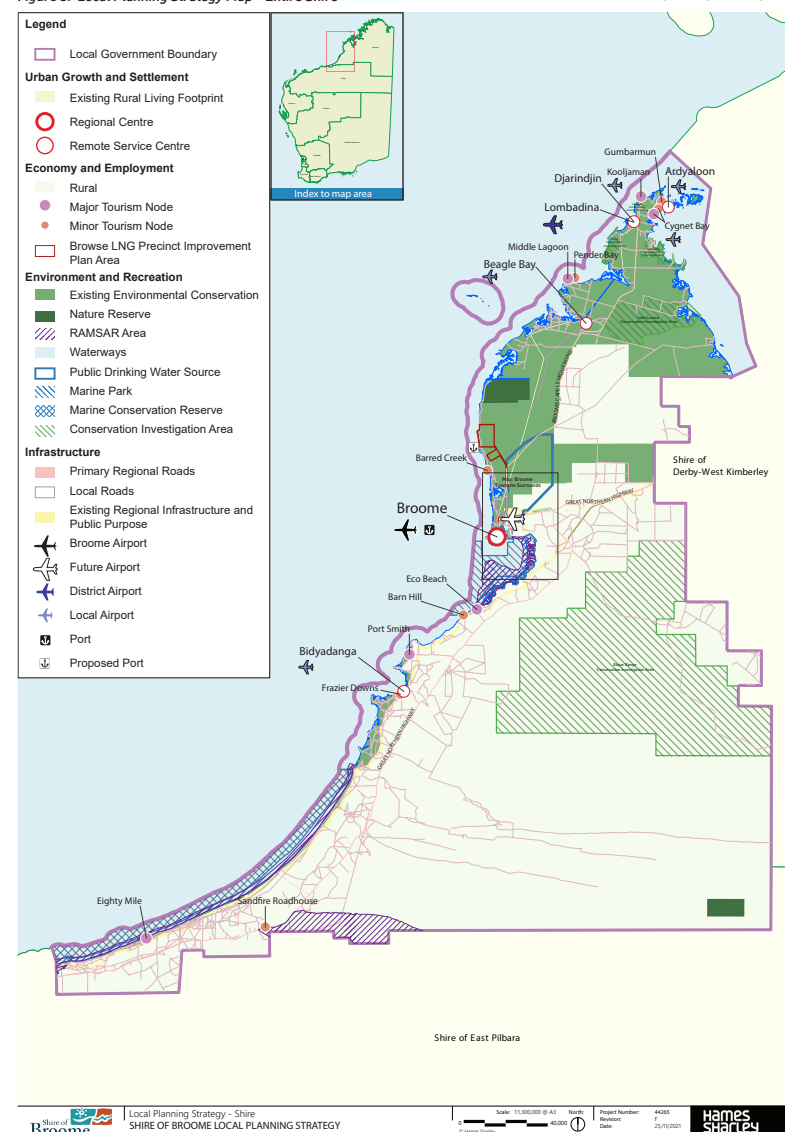
2.4.4. UTILITIES

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 plan 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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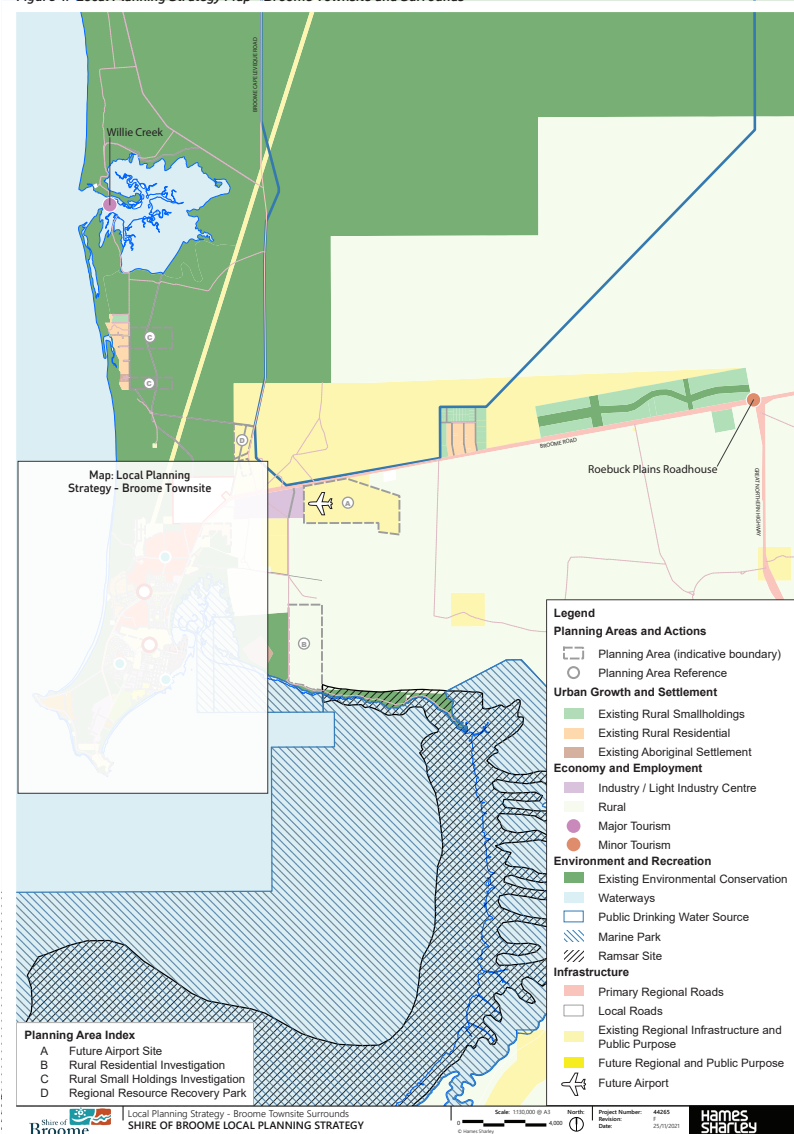
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PLANNING AREAS

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
- + Broome Townsite

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

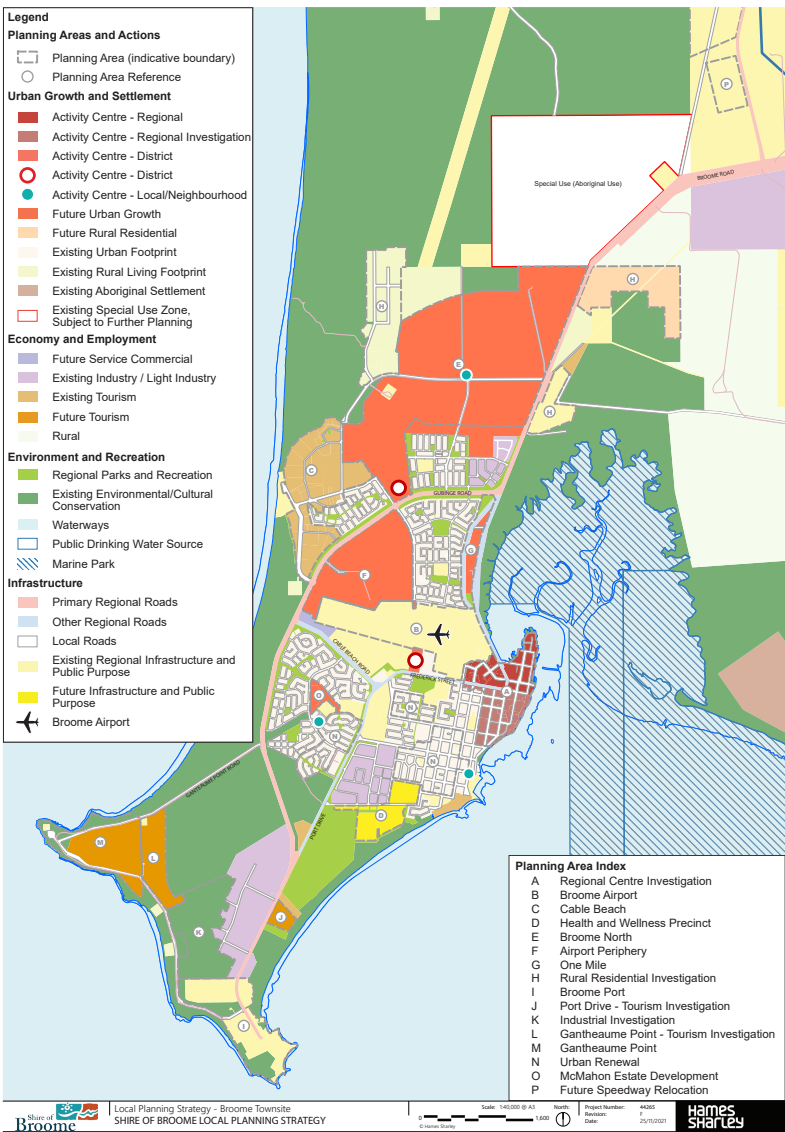


3.1 BROOME TOWNSITE SURROUNDS

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

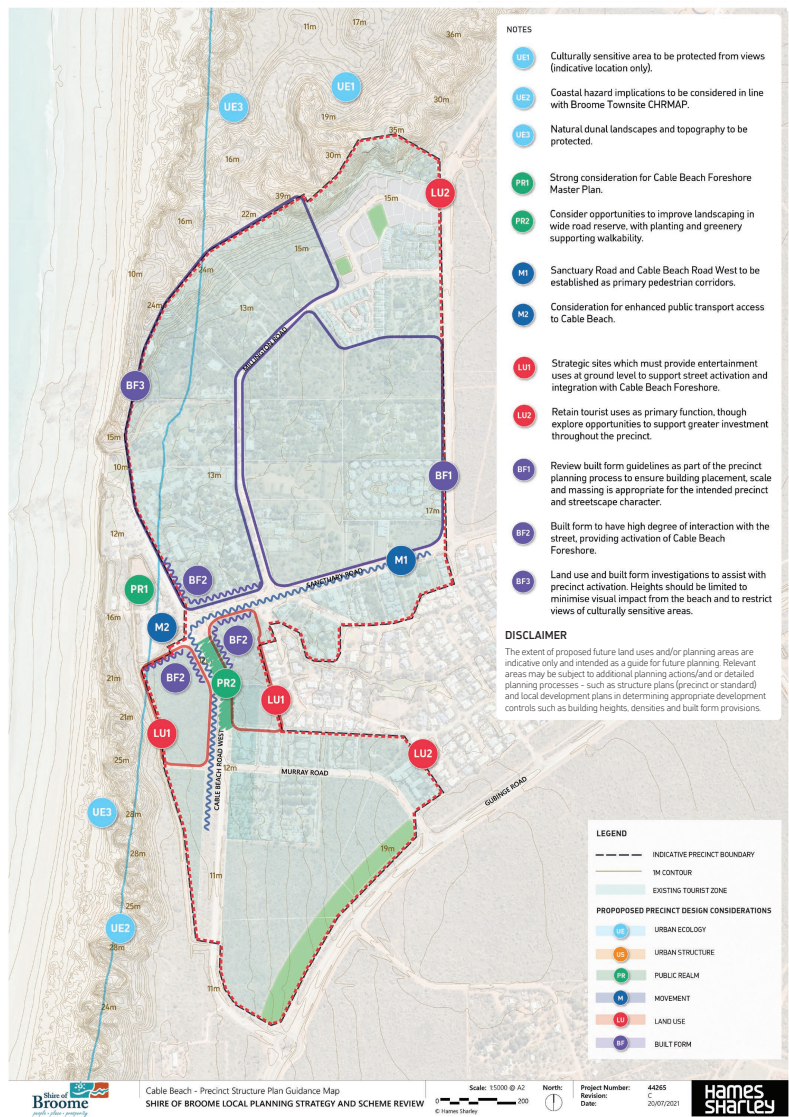
AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
A	Creation of Regional Centre and investigations for long-term expansion.	<p>Review Chinatown and Old Broome Development Strategies and prepare combined Precinct Structure Plan (in accordance with SPP 7.2).</p> <p>Update planning framework to facilitate implementation of Precinct Structure Plan, likely to include:</p> <ul style="list-style-type: none">+ Scheme Amendment.+ Removal of LPP 5.13 – Town Centre Zone.+ Removal of LPP 5.16 – Old Broome Development Strategy. <p>Refer Figure 6 for further guidance on Precinct Structure Plan considerations.</p>	<p>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.</p> <p>The process will also allow investigations into the expansion of the Regional Centre Boundary.</p> <p>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.</p>	<p>Short-term (1-5 years)</p>
		<p>Ensure that redevelopment of existing prison site is incorporated into the broader precinct planning for Chinatown and Old Broome.</p>	<p>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.</p>	<p>Medium-term (5-10 years)</p>
B	Support long-term relocation of Broome Airport	<p>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.</p>	<p>Appendix 1 in the analysis in Section 4 suggests that there is a desire to see the airport relocated to an alternate site. Some of the primary reasons for this relocation are:</p> <ul style="list-style-type: none">+ The noise of operations causing disturbance to existing residents.+ 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.+ It is resulting in continued sprawl and segregation of the Broome Townsite. <p>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.</p>	<p>Short-term (1-5 years)</p>

Figure 6: Planning Area A - Precinct Structure Planning Guidance



AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
		<p>Preparation of Structure Plan (in accordance with SPP 7.1/ SPP 7.2) for the airport site that establishes long-term vision post-relocation.</p> <p>Structure plan would also need to consider:</p> <ul style="list-style-type: none">+ Interim planning considerations, acknowledging airport operations.+ The interface with adjacent land uses.+ Key movement corridors and connections that support an integrated urban structure.+ Environmental studies and considerations to support urban development.+ Servicing and utilities requirements.	<p>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.</p>	<p>Medium-term (5-10 years)</p>
C	Precinct Planning in Cable Beach to promote development.	<p>Review Cable Beach Development Strategy and prepare Precinct Structure Plan (in accordance with SPP 7.2).</p> <p>Refer Figure 7 for further guidance on Precinct Structure Plan considerations.</p> <p>Facilitate implementation and delivery of the Cable Beach Foreshore Master Plan.</p>	<p>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.</p> <p>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.</p>	<p>Short-term (1-5 years)</p>
D	Relocation and redevelopment of Broome South WWTP, and development of a Health and Wellness Precinct.	<p>Ongoing discussions with Water Corporation on timing and process for remediation to assist with implementation / future development.</p> <p>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.</p> <p>Future planning will need to consider (among other things):</p> <ul style="list-style-type: none">+ Environmental and bushfire risk;+ Servicing and utility requirements;	<p>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 health and wellness precinct and, where possible, light industrial uses.</p> <p>A coordinated planning approach (structure plan or local development plan) is considered appropriate for the following reasons:</p> <ul style="list-style-type: none">+ Planning for a future hospital and associated medical facilities are of major strategic importance to the Shire and its community, careful consideration is required;	<p>Short-term (1-5 years)</p> <p>Long-term (10-15 years)</p>

Figure 7: Planning Area C - Precinct Structure Planning Guidance



AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
E	Broome North Development Guidance	<ul style="list-style-type: none">+ Drainage;+ Access and traffic movements (including Clemenston Street);+ Viability of potential land uses, including a new hospital, depot, light industry, water corporation requirements;+ Transition/ blend of uses between light industrial area and potentially sensitive health and wellbeing precinct; and+ Potential retention of small portion of land for Water Corporation operations (e.g. water recycling). <p>Scheme Amendment and rezoning to be undertaken concurrently.</p>	<ul style="list-style-type: none">+ To ensure that future land uses are compatible with surrounding land uses;+ The site area is in excess of 25 ha and will therefore require coordinated approaches to delivery of services, movement and access etc.; and+ A number of environmental and other site challenges exist, these will need to be resolved in a coordinated manner.	Ongoing
F	Interim planning guidance for airport periphery.	<p>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.</p> <p>Structure Plan to consider upgrades to following roads:</p> <ul style="list-style-type: none">+ Upgrade Magabala Road between Gubinge Road and Fairway Drive+ Intersection of Broome Road/ Gubinge Road+ Intersection of Gubinge Road/ Magabala Road	<p>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.</p> <p>This interim planning will ultimately support implementation of post-airport relocation outcomes.</p>	Short-term (1-5 years)

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
G	Planning for the former One Mile Aboriginal Community.	<p>Structure Plan required to guide future development of the site. Key considerations include:</p> <ul style="list-style-type: none"> Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase. Ensure that drainage, coastal processes and other environmental constraints are considered. Explore opportunities for residential development. <p>Scheme Amendment and rezoning to be undertaken concurrently.</p>	<p>The site was formerly recognised as an Aboriginal Community; however, this classification has since changed, and the land is primarily vacant (with the exception of one privately owned lot).</p> <p>The site is impacted by several environmental constraints and includes a redundant road reserve which provides an informal drainage function. Further investigations and planning are therefore required to determine the true development potential of the land prior to any rezoning occurring.</p>	Medium-term (5-10 years)
H	Rural Residential investigations.	Landowners/ developers to undertake further investigations to determine rural residential demand, including opportunities for re-subdivision of existing areas.	A number of community members identified that there is a desire for more larger lots in the 2,000 - 5,000m ² . 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.	Medium-term (5-10 years)
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"> Future connectivity and access; and Integrated drainage. 	<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"> A new road connection from Kavite Road to minimise conflicts with port operations; and Limiting the impact on dinosaur footprints and any environmentally sensitive areas. 	<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"> Drainage and water management; Impacts of coastal processes in line with the Broome Townsite CHRMAP; Movement and access arrangements; Impacts of any other environmental constraints (e.g. flora and fauna); Bushfire hazard planning in accordance with SPP 3.7; and Utilities and servicing capacity. 	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"> Drainage and water management; Movement and access arrangements; Impacts of any other environmental constraints (e.g. flora and fauna); and Utilities and servicing capacity. 	<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"> Drainage and water management; Movement and access arrangements; Impacts of any other environmental constraints (e.g. flora and fauna); and Utilities and servicing capacity. 	<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>	

AREA	PLANNING DIRECTION	ACTIONS	RATIONALE	TIMING
M	Gantheaume Point Master Planning	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.	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)
		Prepare Gantheaume Point Master Plan to formalise area as a recreation precinct and coordinate investment. Master Plan to have consideration for: <ul style="list-style-type: none"> Provision of community infrastructure facilities to support high use of Gantheaume Point; Safe beach access; Resolution of cadastral boundary misalignment for key roads; Bushfire hazard planning in accordance with SPP 3.7; and Consideration for mitigating impacts of coastal hazards essential in all proposals. 	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 area is required important to enhance safety and provide necessary community infrastructure.	Medium-term (5-10 years)
N	Urban Renewal of Existing Suburbs	Support the long-term implementation of the Urban Renewal Strategy in partnership with the Department of Communities.	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.	Ongoing
		Investigate opportunities to improve the street network in Old Broome to support safer connections. <i>Note: Implementation to be in collaboration with Department of Communities.</i>	Implementation is likely to be a long-term process undertaken over the lifetime of this Strategy.	
O	McMahon Estate Development	Develop a subdivision concept plan and business case for McMahon Estate. Design should have consideration for: <ul style="list-style-type: none"> Provision of affordable housing and active open space; Improved connectivity with a focus on safety and legibility; and Integration of drainage through water sensitive urban design principles. 	The Cable Beach suburb was originally planned around a centre with two schools, local shops, community services and a major recreational oval. 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.	Short-term (1-5 years)
P	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



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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.



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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
SPP 1 – State Planning Framework Policy	<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>	The updated Strategy and new Scheme will need to address the vision and principles of the State Planning Strategy.
SPP 2 – Environment and Natural Resources Policy	<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"> + Identify responses to areas at risk of flooding, storm surge inundation and coastal erosion; + Identify public drinking water source (PDWSA) areas; + Identify relevant separation distances between incompatible land use and development; + Protect areas of agricultural significance; and + Protect areas of cultural significance.
Draft SPP 2.4 – Basic Raw Materials	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.	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.

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.
SPP 2.5 – Rural Planning	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.	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. Future land use planning in rural zones, will need to consider: <ul style="list-style-type: none"> + Designation and protection of priority agricultural land and significant environmental assets; + The interface with any rural living zones; and + Separation distances and/or buffers.
SPP 2.6 – State Coastal Planning Policy	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. 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. SPP 2.6 is supplemented by the State Coastal Planning Policy Guidelines and Coastal Hazard Risk Management and Adaptation Planning Guidelines	The Strategy will need to consider elements such as: <ul style="list-style-type: none"> + How existing and future development interfaces with coastal areas; + How water is managed, particularly the impacts of stormwater and how it relates to foreshore reserves; + Coastal hazard risk management and adaptation planning (CHRMAP); + Coastal protection and foreshore management strategies; and + Establishment of foreshore reserves. 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.
SPP 2.7 – Public Drinking Water Source Policy	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.
State Planning Policy 2.9 – Water Resources	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. 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.	This policy requires the new LPS7 to consider: <ul style="list-style-type: none"> + Preparation and ongoing compliance with an environmental management plan; + Identification and protection of water sources that represent significant economic, social and/or environmental values; + Application of appropriate buffers for wetlands, waterways and estuaries to maintain or enhance environmental attributes, functions and values; + Promotion of local native vegetation in developments to minimise water use and maximise filtration; and + Use of Special Control Areas in protection and management of water resources.
SPP 3 – Urban Growth and Settlement	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. 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.	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. The majority of urban growth is expected to continue to occur in the Broome Townsite, with adequate land already zoned. Development in Remote Service Centres is guided primarily by DPLH endorsed Layout Plans, managed under SPP 3.2.
SPP 3.2 – Aboriginal Settlements	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. 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.	LPS7 will be required to include a 'Settlement' zone, supported by provisions that require development to be in accordance with an endorsed Layout Plan. 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.

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>	
SPP 3.4 – Natural Hazards and Disasters	<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>
SPP 3.5 – Historic Heritage Conservation	<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>
Draft SPP 3.6 – Development Contributions for Infrastructure	<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>	
SPP 3.7 – Planning in Bushfire Prone Areas	<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>
Draft SPP 4.1 – Industrial Interface	<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
SPP 5.2 - Telecommunications Infrastructure	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. 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.	The new LPS 7 should ensure that: <ul style="list-style-type: none">+ Telecommunications infrastructure is not designated as an 'X' use in any zone, and where permitted is shown as a 'P' use.+ 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.
SPP 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning	SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. 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. 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.	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. Impacts can then be mitigated through the Scheme (where required).
SPP 7.0 - Design of the Built Environment Policy	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. 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. 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.	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. 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).

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
SPP 7.2 - Precinct Design	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. 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.	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. The Strategy will need to identify these areas, providing the strategic rationale for where and why precinct structure planning should occur.
SPP 7.3 - Residential Design codes Volume 1 & Volume 2	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. 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. SPP 7.3 - Residential Design Codes Volume 1 and 2 should be read in conjunction with the supporting Guidelines.	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. 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. 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.

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"> + Minerals & Energy + Agriculture & Food + Tourism + Rangeland Industries + Housing + Education & Training + Health & Wellbeing + Infrastructure, SVCS & Government 	<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"> 1. Regional leadership and development readiness 2. Enhancing the capability services sector. 3. Aboriginal advancement. 4. Industry and resources development. 5. Developing our regional centres. 6. Infrastructure for driving growth. <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"> + promoting improved access to the region's Aboriginal cultural and natural heritage sites; + protection of water resources from adverse impacts of development; + coastal hazard risk management and adaptation planning to identify sensitive and vulnerable areas; + incorporation of major aboriginal settlements into mainstream planning + ensuring that future population growth in the Kimberley is planned for and accommodated in accordance with a defined settlement hierarchy. + ensuring sufficient land is provided in urban places that are expected to experience growth;

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
		<ul style="list-style-type: none"> + 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; + continue to develop and promote the utilisation of the Browse LNG Precinct; + acknowledging the differing needs and aspirations of Aboriginal people in relation to land; + improving local and regional planning policies to better articulate the relationship between native title and heritage legislation and land use planning processes; + plan for the equitable and effective provision of Infrastructure in Aboriginal settlements. + plan appropriately for the effects of extreme weather events and climate change in settlement areas across the region. + develop a better understanding of the locations of basic raw materials is needed, especially those materials required for construction and development.
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. 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"> + Cultural and natural resources use + Nature Reserve and Conservation Investigation Area + Settlement zone + District administration centre – Djarindjin Junction + Existing and potential tourism enterprise + Commercial and service industry + Proposed Browse LNG Precinct (includes port and buffer areas) + Basic raw materials + Pastoral and rural small holdings investigation area + Aquaculture, Pearling and Fishing + Roads + Airstrips – district and local + Recreational boating facilities + Services and Infrastructure

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"> • To establish a commercially viable gas processing location on the west Kimberley coast; • To minimise and mitigate its impact on the terrestrial and marine environment; • 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; • To facilitate the development of the Browse LNG Precinct through the provision of a multidisciplinary structure planning framework; • 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; • To ensure the appropriate separation and layout of land uses through appropriate internal and external buffers to prevent incompatible or conflicting land uses; • To provide a dedicated road from Broome - Cape Leveque Road to the Precinct; To limit aviation activities to those directly associated with the Precinct; • 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 • To ensure the public have access to James Price Point. 	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.

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

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
WAPC 2.2 – 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>	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.
WAPC DC 2.3 – 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>
WAPC DC 3.4 – Subdivision of Rural Land	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.	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.
WAPC DC 4.1 – Industrial Subdivision	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.	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.

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS
Liveable Neighbourhoods	<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"> • Community design • Movement network • Lot layout • Public parkland • Urban water management • Utilities • Activity centres and employment • Schools. 	<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 71 - Neighbourhood Design becomes operational.</p>
Better Urban Water Management	<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"> • Apply the requirements of state and regional planning policy, including SPP 2.9 Water Resources; • Propose local and regional catchment management objectives and preliminary design objectives for all elements of the total water cycle; • Map the surface and groundwater catchments and sub-catchments; • Undertake a desktop analysis of past land use with the potential for contamination; • Discuss water sources for drinking and other water needs; • 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 • 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.

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 considered relevant should be included in **Table 20**.

Table 20: Position Statements and Guidelines

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	People 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.
	Place 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	Prosperity 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	Performance 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. Key findings and recommendations 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. Key findings and recommendations 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. Key findings and recommendations 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. Key findings and recommendations 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. Key findings and recommendations 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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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>Key findings and recommendations</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 strong desire 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. Additionally, the 10 year approval timeframe prescribed in the LPS Regulations 2015 lapses in 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

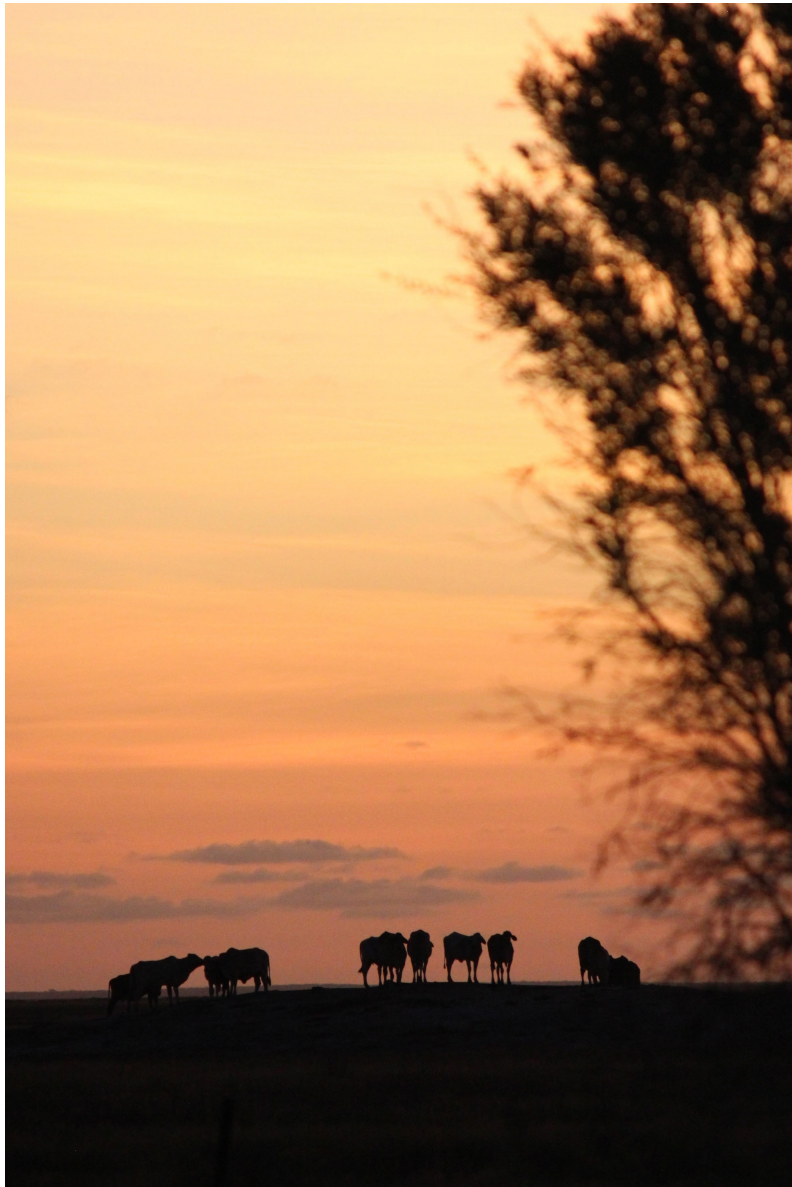
NAME OF LOCAL DEVELOPMENT PLAN	DATE OF APPROVAL	PURPOSE OF LOCAL DEVELOPMENT PLAN	STRATEGY IMPLICATIONS / RESPONSES
DAP No.2: Group Housing – Lots 416 and 438 Sario Street, Bilingurr	24 November 2011	Guidance on residential development	Keep – Lot 438 is yet to be developed.
DAP No. 3: Group Housing – 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 Hanoe 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	14 June 2012	Guidance on commercial development	Keep – the subject site is yet to be developed
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"> It capitalises on the industries with comparative and/or competitive advantages. 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. It provides the most beneficial and achievable combination of employment options and investment opportunities. It prepares Broome for the emergence of a high-growth scenario by maximising and building local capacity. 	<p>Key short to medium term initiatives were identified to help achieve the preferred growth plan including:</p> <ul style="list-style-type: none"> Activating the traded economy - 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. Activating the precincts of Broome - 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. Activating the Dampier Peninsula - Provides a significant opportunity to build a more integrated regional economy and leverage existing competitive advantages
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"> Support and contribute to liveable communities Deliver revitalised housing and infrastructure Provide diverse, affordable housing Optimise the use of land and dwellings 	<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>



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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, townsites/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 13,984 people in 2017, beyond the townsite, five secondary population centres (Remote Service Centres) and several outstations exist. The population and dwelling estimates for these centres at the 2016 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	13,984	2.6
Ardyaloon/One Arm Point	365	3.4
Djarindjin-Lombadina	395	2.8
Beagle Bay	348	3.7
Bidyadanga	617	3.7
TOTAL	15,709	

Source: 2016 ABS Census

A defining characteristic of the Shire is its cultural diversity, with a significant proportion of residents (28.2%) identified as being Aboriginal or Torres Strait Islander (ATSI), in contrast to 3.1% across WA (more than 7 times higher). The Yawuru people are the Traditional Owners and occupants in the Broome Townsite and surrounds making up some 1,000-2,000 of this population. 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.

With ATSI people contributing to the high proportion of Australian born residents in the Shire (73% vs 60% for WA), the corresponding percentage of overseas born residents is less than half the WA average 14.9% vs 32.2%. These overseas born residents are predominantly from the UK (4.1%), New Zealand (2.3%) followed by the Philippines (1.4%).

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 33 years (below the WA average of 36 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**).

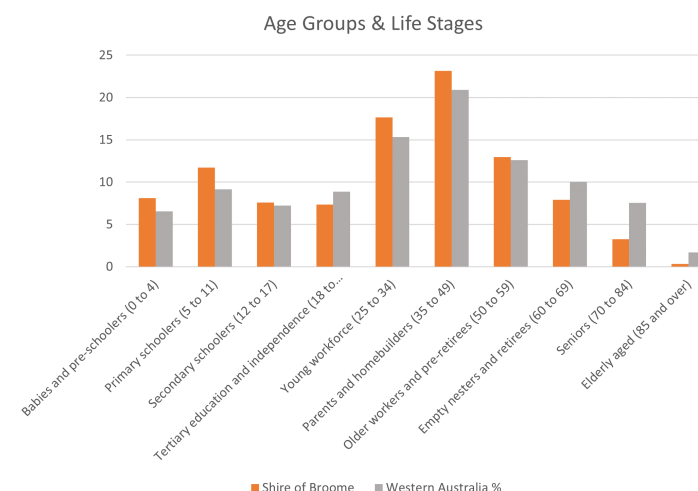


Figure 8: Age Groups & Life Stages

Source: ABS Census, 2016

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 2016 Broome experienced an increase in the percentage of lone person households and a decrease in the couple families without children and group households (reflecting an ageing population) though these trends were not evident state wide. **Figure 9** indicates the mix in the Shire relative to WA averages.

The average household size in the Shire is 2.7 persons/household (above the WA average of 2.6) and this has remained stable despite the smaller household trends mentioned above. This is likely due to the increased percentage of households with young children. It is expected that over the short and medium term the household size will remain similar, though as the population ages in the longer term the Shire will potentially see some decline in average household sizes.

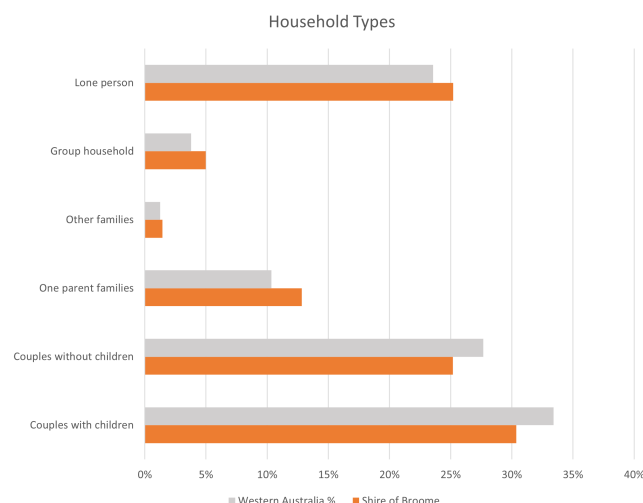


Figure 9: Household Types
Source: ABS Census, 2016

A 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

At the 2016 Census more than three quarters (78%) of Shire of Broome residents live in separate detached dwellings, which is similar to WA averages. The main variances from the WA profile are in the 'other dwellings' and medium density categories. In the Shire of Broome 8% of households live in 'other' dwellings (many of these are caravans) compared to 1% state wide. Medium density dwellings (villas, townhouses, terraces) are relatively uncommon in the Shire at 7% vs 14% across WA. People living in high density dwellings (flats, apartments, units) was in line with WA averages at 6%.

64% of Broome's detached single residential housing has 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.

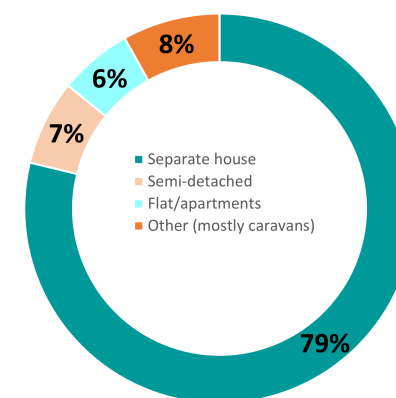
The implication of this housing profile is that providing a broader mix of housing options (that includes medium and higher density forms) could be one means to addressing the lack of younger adults and seniors living in the Shire. Additionally, greater provision of smaller dwellings has the potential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

HOUSING TENURE

Key differences between Broome and WA are that the number of households with a mortgage is much lower in Broome (16% vs 37% state wide). Conversely, renting is well above state trends with almost two fifths of the Shire's households in this category. Within this segment, social housing rentals are at 13% which is a major difference compared to WA averages where they represent only 4%. Broome's housing tenure in a locality dominated by renting is linked with 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.

Figure 10: Dwelling Mix
Source: ABS Census, 2016



RESIDENTIAL PROPERTY MARKET

Table 28 and Figure 11 demonstrate that the Broome property market has experienced growth in the last 12 months across both houses and units (related to the low vacancy rates noted previously) and asking sale prices. Information relating to late 2019 is also included as an indicator of where the market was at before the pandemic, also highlighting growth in rents and sale price points.

Table 28: Broome Housing Market Data
Rental and Sales asking prices April 2021

	Broome (6725) Apr-2021	12 month % change	10 year % change p.a.	Dec-2019 (pre-COVID)
ASKING WEEKLY RENTS				
All Units	\$ 369	9.8%	-2.3%	\$ 333
2 bedroom Units	\$ 348	18.5%	-2.2%	\$ 335
All Houses	\$ 632	18.5%	0.6%	\$ 572
3 Bedroom Houses	\$ 652	46.5%	0.9%	\$ 583
ASKING SALE PRICES				
All Units	\$ 272,284	6.8%	-4.3%	\$ 270,560
2 bedroom Units	\$ 302,930	6.5%	-4.1%	\$ 288,725
All Houses	\$ 591,236	20.2%	-1.8%	\$ 475,292
3 Bedroom Houses	\$ 502,532	8.3%	-2.4%	\$ 491,925

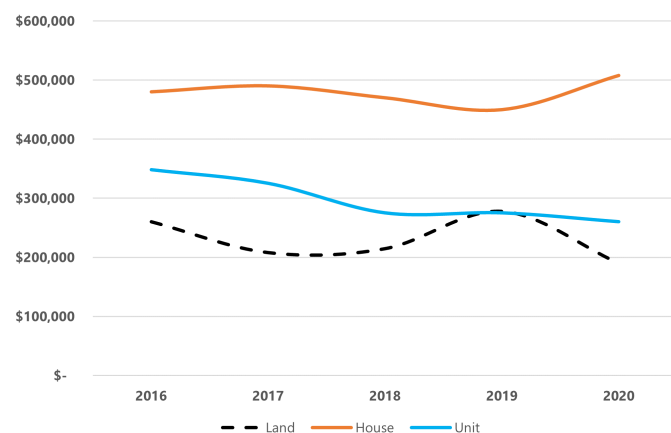


Figure 11: Median Land, House & Unit Prices
Source: REIWA Research, based on settled sales, as at 26 April 2021

House prices in Broome have increased in recent years however, the median prices for land and units (medium & higher density dwellings) have fallen over the same period (Figure 11). There are variances between values in some suburbs, such as Cable Beach which has experienced stronger house price increases. However, the overall trends reflect the information illustrated in the graph below across Broome's urban area.

In March 2021, residential rental vacancy rates in Broome are among the lowest in WA Regional areas at 0.7% down from 3.8% a year prior (March 2020). Perth is currently at 0.9% and Kalgoorlie and Albany lowest of the regions at 0.5% residential vacancy. In all cases, these vacancy rates indicate exceptionally high demand for rental properties as a vacancy rate of between 2.5-3.5% represents a balanced market (REIWA).

HOUSING AFFORDABILITY

Since the previous Local Planning Strategy, housing affordability has improved somewhat with mortgage and rental stress less pronounced. This is in part due to a fall in the median sales and rental prices, reflecting a trend across the state's property market. The downturn in the resources boom is a key factor underlying these changes.

For instance, median house prices in the Broome Urban Area have fallen from \$665,000 in 2012 to \$480,000 in 2016 and now \$507,500 in 2020. Similarly, median unit prices are now \$260,000, down from \$348,000 in 2016. In the Perth Metropolitan Area median house prices have increased from \$470,000 in 2012 to \$480,000 in 2020 (REIWA, 2020).

Recent REIWA Q1/2020 rental data for the Broome Urban Area indicates house rents for a median of \$590 per week and multi-residential dwellings \$335 pw. Notably, this is well down from \$720 in 2012 noted in the previous Strategy. Rentals vary depending on the suburb and number of bedrooms in the dwelling. The most expensive houses to rent are located in Bilingurr with a median of \$645 pw. For a flat/unit/apartment/villa, the most expensive median rents are in Djugun which both has a median of \$415 pw for a multi-residential dwelling (refer to Figure 12).

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 (contrasting to the current focus on single detached house product).

An assessment of the housing affordability situation in 2019 in contrast to 2012 as detailed in the Community Profile Review points to there being an overall improvement in the disadvantage of the population through an increase in the post-school education levels, lower housing costs and higher incomes which combined can reduce some of the disadvantage being experienced. However, there are still concentrated precincts within the Shire and Broome Townsite where social disadvantage is high.

Social problems and ongoing intergenerational disadvantage are key issues in the Shire that to some extent, built form and land use planning can contribute to. The Infrastructure section refers to street network and legibility issues and the initiative of the Communities in the Shire to disperse their properties more broadly and rebuild stock that is in some cases smaller grouped dwellings offering diversity is assisting. However, these redistribution of property interests, understandably take many years to achieve.

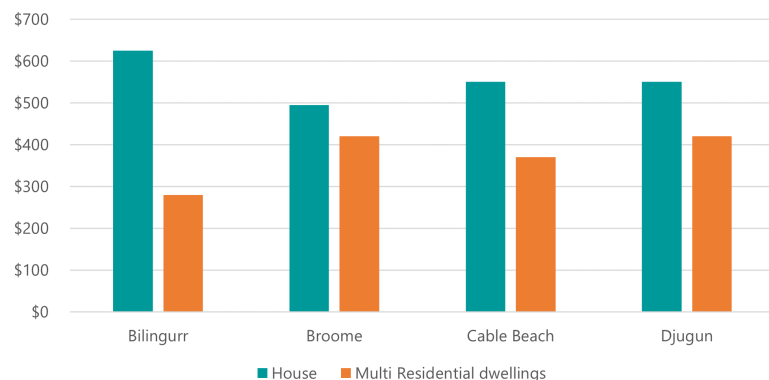


Figure 12: Median Weekly Rental by Dwelling Type

Source: REIWA, 2020

Despite a better relative situation on housing prices than at the time of the previous Local Planning Strategy, higher housing costs in Broome remain a problem. These are attributed to high building and construction costs, labour costs, the need to meet climatic conditions including cyclone-proofing and fewer consumer choices. These affect several sectors of the community including lower income earners, young adults wishing to stay in the community, and employers seeking to attract and retain employees.

The tight housing market is having a significant effect on the cost of private rentals. Currently there is an extreme shortage of rental properties and rental costs are up from 12 months ago (Table 28). The impacts of this 'un-affordability' 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.

EDUCATION, EMPLOYMENT & INCOMES

There has been an improvement in the post-school educational attainment levels in the Shire between 2011-2016, with the percentage of residents possessing a year 12 or above qualification increasing to 45% (from 41%, 5 years earlier). This change is slightly ahead of the state wide increase, and both are better than the change for the Kimberley region as a whole.

Slightly above average at 23% vs 20% for WA have a trade qualification in the Shire and below average 17% hold a university qualification (contrasted with 21% across WA). This is linked with the occupational profile in that the most common occupational groups in descending order were: Professionals 20.6%, Technicians and Trades Workers 14.8%, Community and Personal Service Workers 14.1%, Clerical and Administrative Workers 13.7%, and Managers 13.5%.

Employment by industry reflects the core tourism and services sector of the Shire's economy in that 5.8% worked in Accommodation businesses, followed by Hospitals 4.5%, Primary Education 3.6%, Secondary Education 3.0% and Local Government Administration 2.3%.

Median individual incomes in the Shire in 2016 were \$46,696 p.a. and for households \$93,392 p.a., which are above the WA averages of \$37,648 and \$82,940 respectively. It is noted that the higher cost of living in the Shire and Kimberley region relative to Perth is one factor driving these higher incomes, therefore they are not necessarily an indicator of a higher socio-economic status.

The SEIFA index of disadvantage in the Shire is 863, well below the WA index of 1015 and regional WA which is 975. Some areas within Broome have concentrations of extremely disadvantaged households. The Planning Areas nominated in this strategy that relate to the URS prepare by Communities are the key focus areas for improving on this gap/level of disadvantage experienced by some within the community. Efforts to increase the standard of living for all within the community, especially those who are socially and economically underprivileged is key to Broome's cohesion, identity and collective pride as a community.

As noted in the RPS Economic Development Strategy (draft 2020), recent unemployment rates experienced in the Shire have been higher than the WA average and rose to a 9.7% high in the December 2019 quarter. Though in the preceding years, unemployment had been similar to the State average of 6% (2017). Improving and expanding the employment opportunities available in the Shire is 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.

4.1.2. POPULATION FORECAST

In 2019, there were 16,907 residents within the Shire of Broome representing an average annual growth rate of 1.09% since 2011. 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 0.73% population increase for Band A low growth and a 1.11% annual increase under the Band E, high growth scenario.

Table 29: 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

Source: WA Tomorrow, 2019 & James 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 26**).

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% p.a.

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."

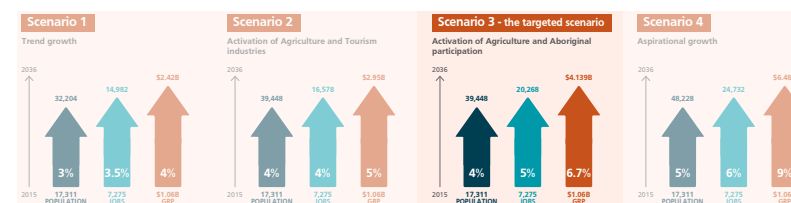


Figure 13: Population and Employment Scenarios from Broome Growth Plan

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.

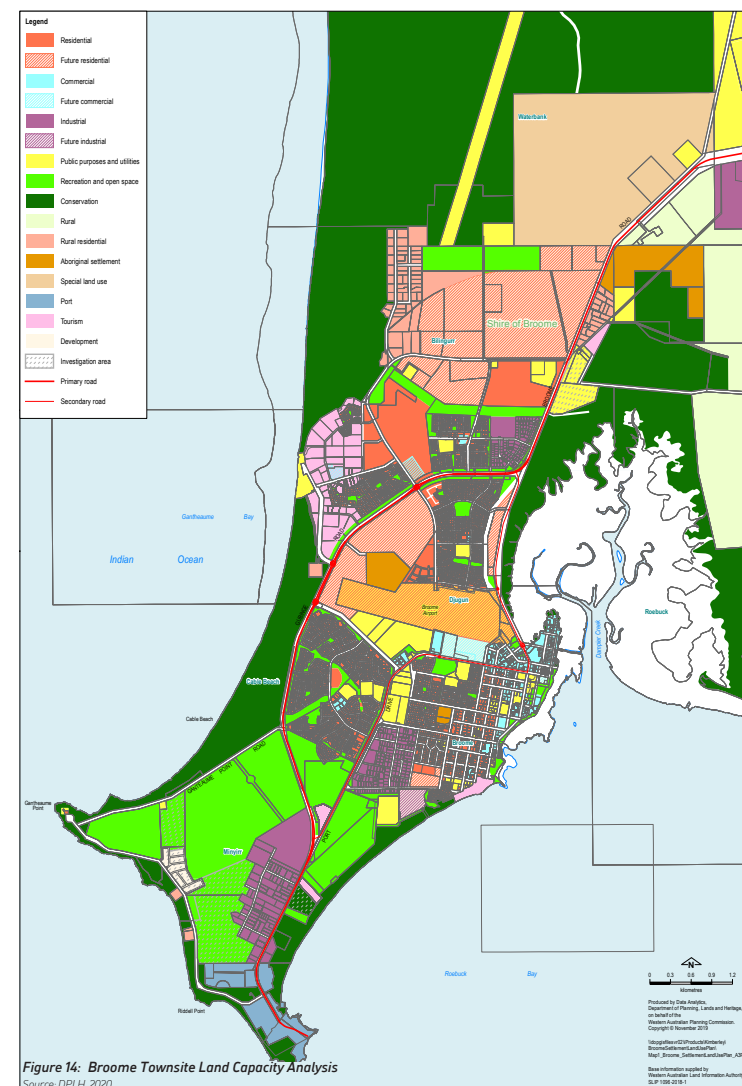
Table 30: Broome – Residential Land Capacity

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

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.



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 COMMUNITY, URBAN GROWTH & SETTLEMENT

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.

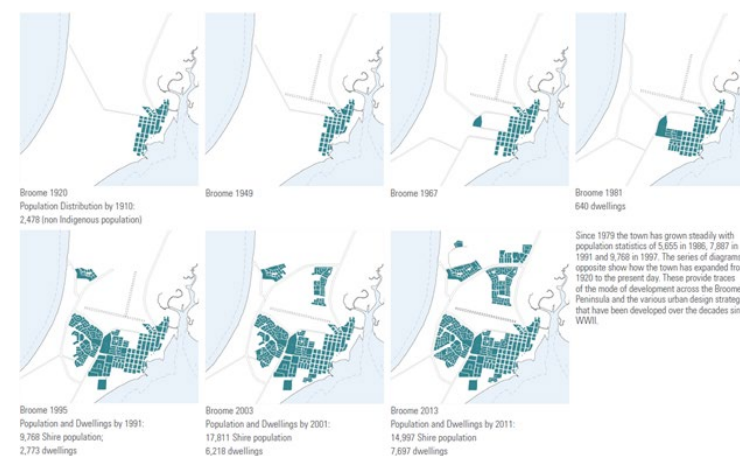


Figure 15: Broome Townsite Growth Patterns

Source: Kimberley Vernacular Handbook

Figure 15 illustrates how the townscape 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 townscape.

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 zoned 'Town Centre' 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 CHMAP 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.

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).

ABORIGINAL SETTLEMENTS

Within the Broome Townsite there are two areas that used to be Aboriginal Settlements: Bilgungurr, and Morrell Park, the layout plans applying to these areas have also recently been rescinded. 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.

Figure 16: Existing Residential Areas



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. 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.

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 2,000-5,000m² 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, the existing speedway site on Old Broome Road and the Morrell Park Road Precinct.
- ✦ 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:

- + Burriguk
- + 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 31** 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 31: Community Infrastructure Provision in the Shire of Broome

	Provision ratio/person	Current provision	Current demand	2021	2026	2031
Passive open space						
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
Active Open Space						
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
Community Facilities						
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
Social/Entertainment						
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. This 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.

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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 32**.

Table 32: 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
Commercial and Future Commercial	96	58	38
Tourist	131	97	34
Future Tourist	0	0	0
Tourist and Future Tourist	131	97	34
Industrial	601	157	445
Future Industrial	14	0	14
Industrial and Future Industrial	615	157	458

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 33 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.

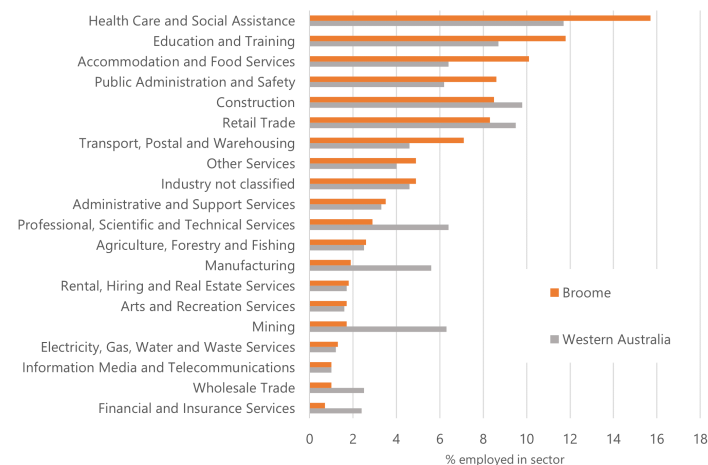


Figure 17: Employment by Industry Sector

Source: ABS Census 2016

Table 33: 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

4.3.5. 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 19** 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 34**). 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 31,000m² of (additional) retail floorspace is anticipated by 2031 (refer **Table 31**).

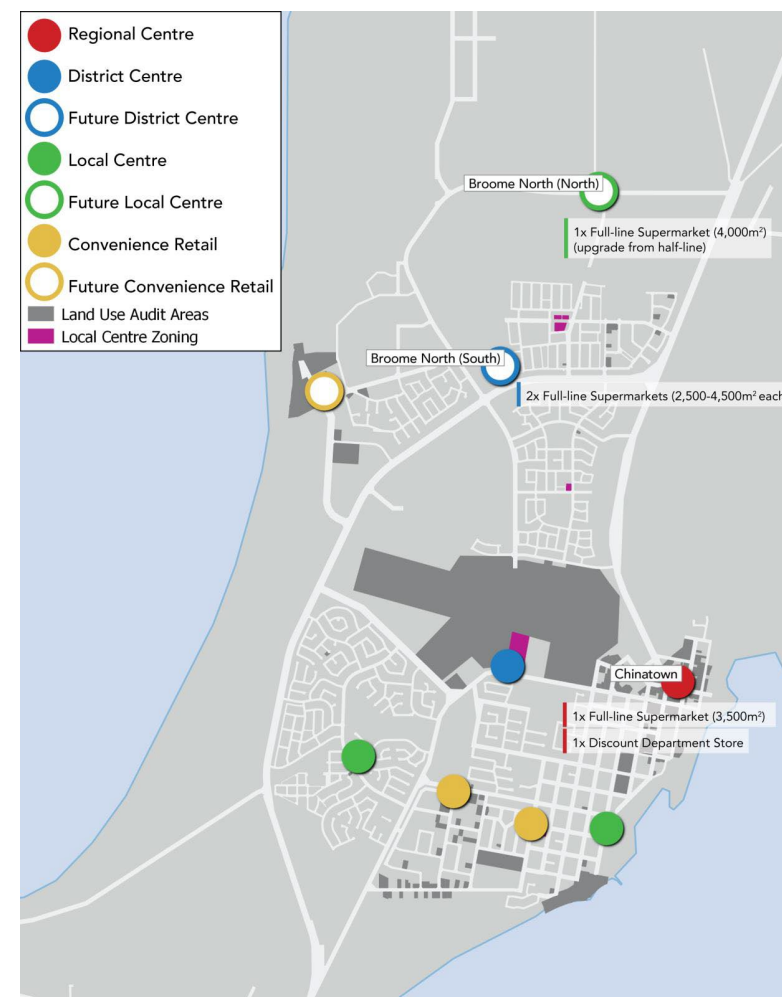


Figure 19: 2031 Proposed Commercial Centres (LCS 2017)

Source: Geografia

Table 34: 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
Total Retail Floorspace Gap	9,506	19,889	31,531	44,956
Total Commercial Floorspace Gap	3,094	6,164	9,234	12,304
Estimated Resident Population (Shire of Broome)	21,110	23,440	24,429	26,353

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 11,000m² of additional Specialised Food, Grocery and Liquor Retail floorspace and 8,500m² 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 19). 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 9,000m² by 2031 (implying approximately 23,000m² 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 32** 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.

4.3.6. 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 32**) 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

4.3.1. 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 18 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.

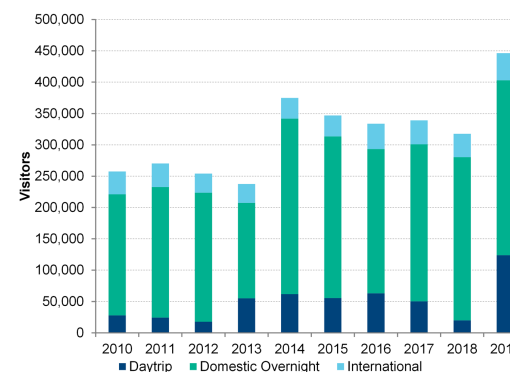


Figure 18: Tourism/Visitors, by Type, Broome and Roebuck SA2s, 2010 to 2019

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/Serviced 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, Haebertlin 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

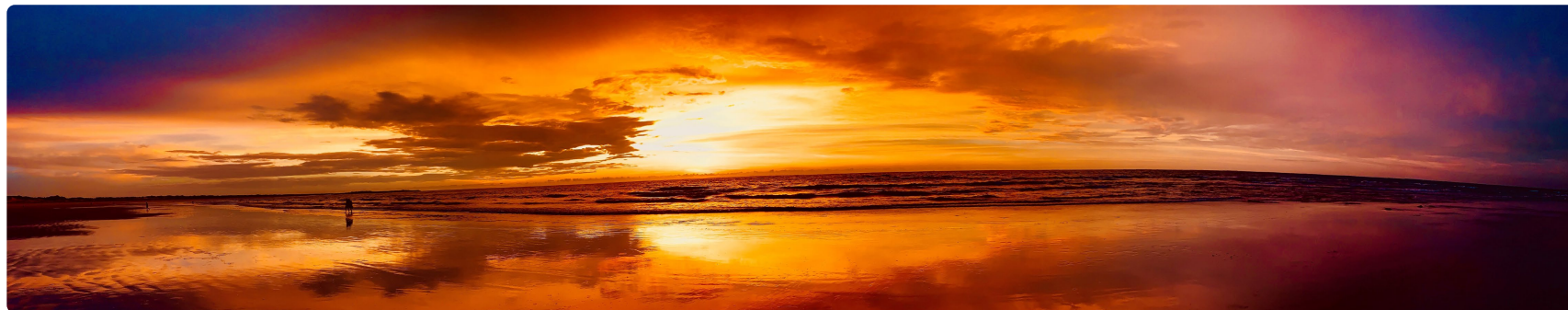
Within the Broome townsite there are three key activity areas where tourist activity is focused: Chinatown, Ol Broome and Cable Beach. The ongoing investment in infrastructure and facilities in these locations, their high levels of amenity and convenience for visitors reinforce their primacy for tourism 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

Sunset at Cable Beach



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 32** 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.

4.3.2. HEALTH & SOCIAL SERVICES/ASSISTANCE

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).

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.

4.3.3. RESOURCES/MINING

Mining is not among the larger industries within the Shire of Broome, as indicated in **Table 33** 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.

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.

4.3.4. 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 33**).

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.

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.

The Shire also has a rich settlement history associated with pearling and the pastoral industry.

ABORIGINAL HERITAGE

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

- + Bardi Jawi
- + Djabera-Djabera
- + Goolarabooloo
- + 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.

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.

Song Cycles

The cultural significance of the country in which the Shire is located is made evident through the Song Cycles which stretch along the coastline. 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 Song Cycle. 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 Law 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.

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 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 the Kimberley Centre for Arts and Story is sited at in the Planning Area A Kennedy Hill Malingbarr, therefore the implications for this Strategy include:
 - The Centre could provide both an attraction and a wayfinding opportunity, connecting Chinatown and Town Beach
 - Review of whether co-location of the Visitor Centre and/or the Broome Museum is a possibility
 - Prior to built form design and, it is recommended that Precinct Planning for the NBY lands and Broome Prison is undertaken. This Precinct Planning should be approached from the perspective of this area being a future inclusion within the townsites' Regional Centre footprint as well as considerations and linkages to existing Shire Civic and cultural facilities.
- + 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 townsites where the tracks are observable including:

- + Marlagun 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 creatorbeing 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.

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.

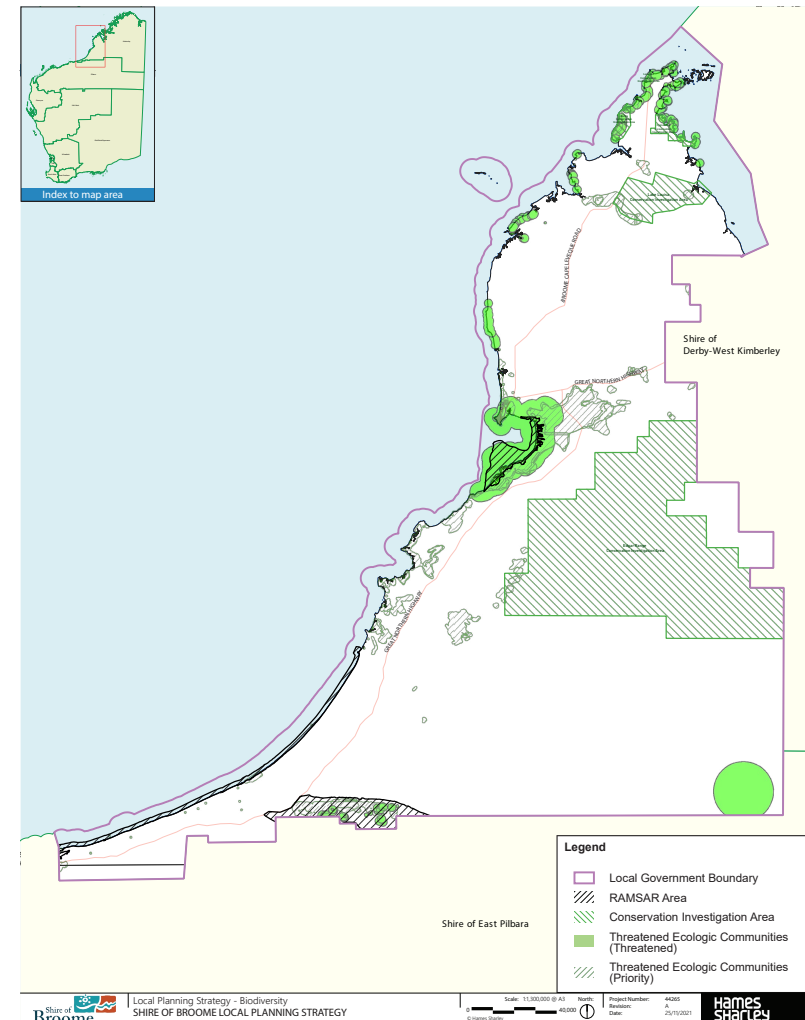
The identified environmental issues were grouped into six themes based on their current state, management concerns and the required response from the Shire and other agencies. Policies, strategies, or actions that are the Shire's responsibility were developed into an Environment Management Plan. The 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 21: 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.

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.

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 20: 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.

BUSH FIRE

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.

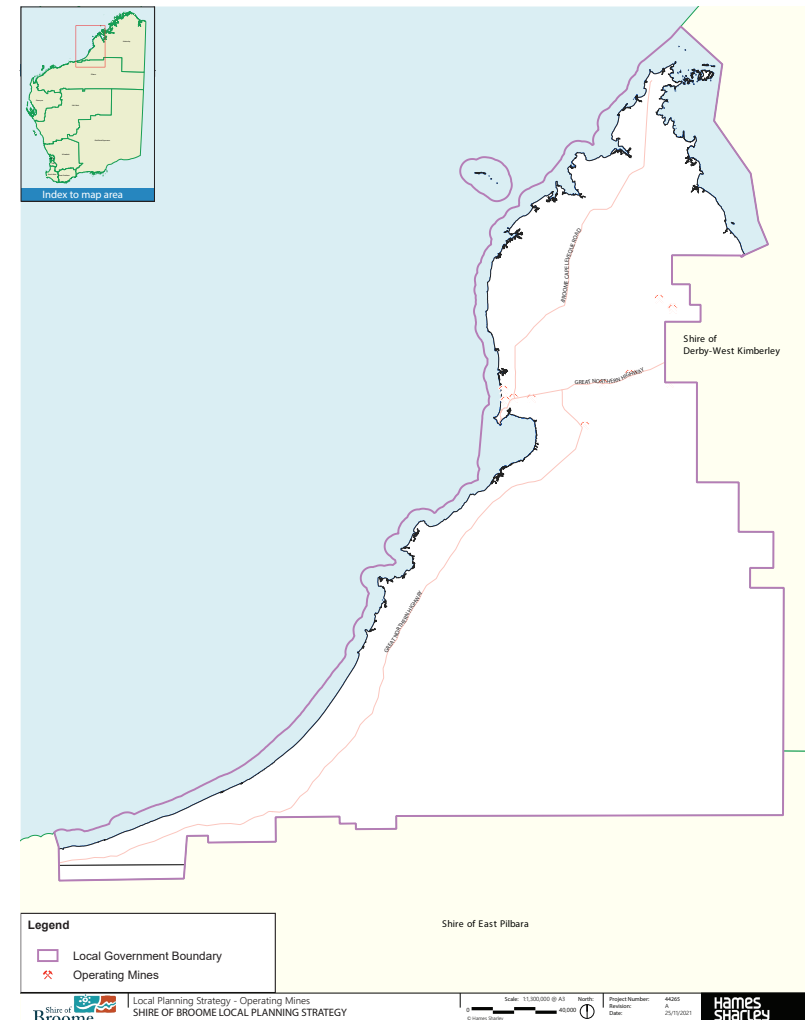
Large areas of the Shire are designated bushfire prone as per the map of bushfire prone areas. In line with State Planning Policy 3.7 - Planning in Bushfire Prone Areas, planning and development proposals are to be supported by appropriate bushfire planning.

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 22**.

Figure 22: 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 Djagween 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 Kimberly 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 represent 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.

This concept was predicated on the airport relocation and service commercial development occurring on Frederick Street. However, with the recent Homemaker Centre approval for Cable Beach Road East (NBY land) with Service Commercial/Bulky goods retailing to be developed there. When floorspace at the Homemaker Centre is established it would be appropriate to review the requirement for additional Service Commercial land in the Shire. Additionally, changes to the zoning of the land on Frederick Street could be reviewed, should the proponent desire and appropriate supply and demand rationale be presented.

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, Bidiyadanga 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 partners with BIA which provides training for local indigenous staff is provided to maintain and support helicopters and twin turbo prop passenger aircraft (refer Figure 16 below). 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, waste water, solid waste, gas, electricity, renewable energy, telecommunications and internet.

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 gigalitres (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 in Remote Aboriginal Communities

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.

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.

WASTE WATER

The two Waste Water 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. In late 2020 the Shire of Broome Council endorsed a land swap between the Shire and the Water Corporation to allow Water Corporation's expansion of the Broome North Wastewater Treatment Plant.

Specifically, Reserve 53301 is vested with the Shire of Broome for the purpose of 'storage and treatment of liquid waste, storage and processing of recyclable materials, waster transfer station'. Reserve 25716 is vested with the Water Corporation for the purpose of 'water supply'. Therefore, the land swap requires: excision portion of Reserve 25716 and creation of new Reserve in favour of the Shire of Broome; and the Shire revoking management orders for Reserve 53301 in favour of the Water Corporation; and the land transfer will allow the Water Corporation to expand their North Waste Water Treatment Plant.

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).*

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.

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.

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.

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.

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.

ELECTRICITY

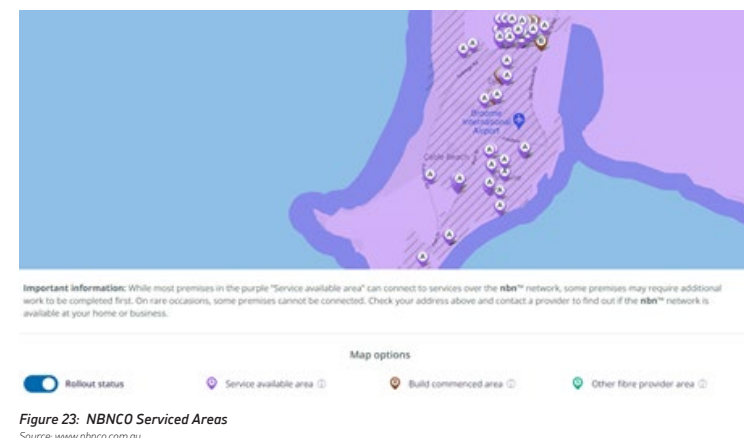
Horizon Power owns and operates the electrical generation and distribution networks in the Shire and electrical generation is provided by Energy Developments. Isolated diesel generated power supply to each of the four main communities (Bidyadanga, Beagle Bay, Djarindjin and Ardyaloon) is provided by 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).

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.

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 in **Figure 23** 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. Ensuring this access is also afforded to the remote settlements in the wider Shire is a challenge however.



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. Telstra 4G is as per **Figure 24** below these indicate the townsites and main remote aboriginal communities are covered appropriately.

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.

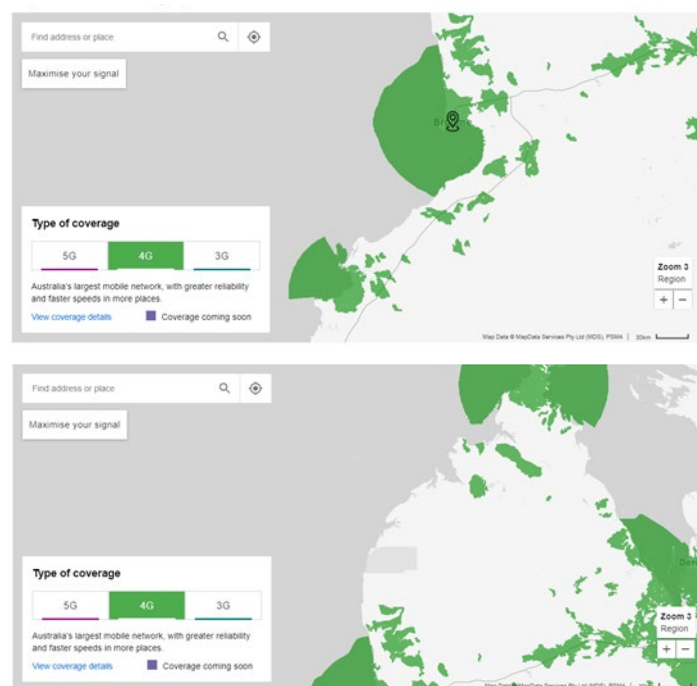


Figure 24: Telstra Mobile Coverage
Source: www.nbnco.com.au

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

- + 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.
- + Carbon sequestration should be enabled/opportunities noted.

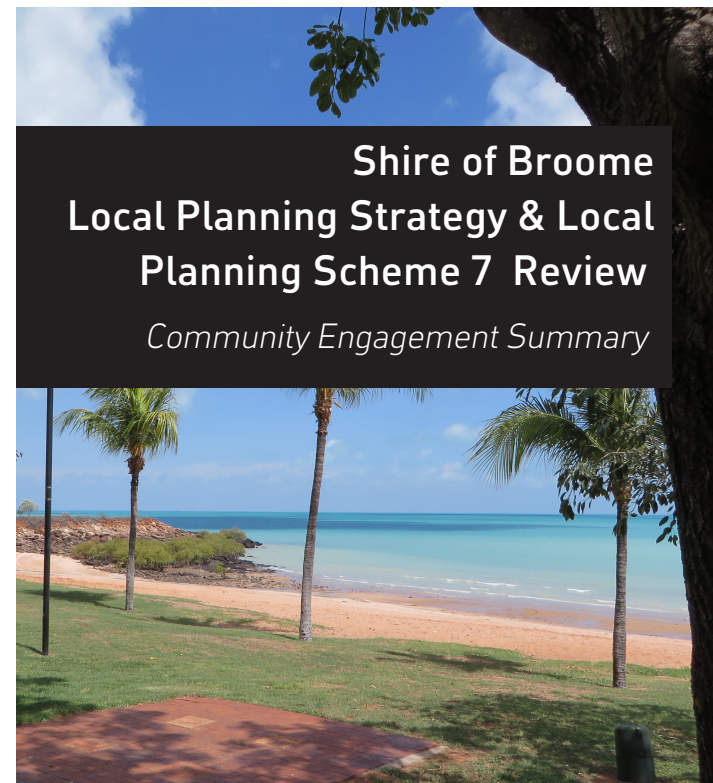
APPENDICES



APPENDIX 1 - ENGAGEMENT SUMMARY REPORT

ABBREVIATIONS

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



Shire of Broome Local Planning Strategy & Local Planning Scheme 7 Review *Community Engagement Summary*

**Hames
Sharley**
With:
**SHAPE URBAN
Franklin Planning**

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

APPENDIX 2 - REFERENCES

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ATTACHMENT 2: SCHEDULE OF PUBLIC SUBMISSIONS
DRAFT LOCAL PLANNING STRATEGY AND DRAFT LOCAL PLANNING SCHEME NO 7

Ce co m m u n i t y a l #	Name/ Organisation and address	Strategy or draft Scheme 7	Submission	Summary of Submission	Local Government Comment	Local Government Recommendation
1.	Broome International Airport, Roebuck Estate Pty Ltd and Pearl Coast Properties	Local Planning Strategy	<p>1. Broome Airport received considerable attention in the LPS, most of which was focussed on its eventual relocation. It is clearly evident, however, that in the new LPS, there is a revised expectation in relation to the timing of the airport's relocation, compared to the previous LPS (2014), when relocation was envisaged as more imminent than is the case now.</p> <p>Offsetting these practical revised timing expectations, the current LPS does place a greater emphasis on the <i>necessity</i> of the airport's eventual relocation. The impression is given, in several places, of a "strong desire" within the Broome community for the airport to relocate. While it is appreciated that the planning authorities have this opinion, there is reason to believe that the implied strength of the desire for relocation does not necessarily extend to the wider community.</p> <p>The Shire's community/ stakeholder engagement process was very comprehensive, but BIA has some issues regarding the way the process was interpreted and reported in relation to the Airport. The following points explain the basis of this concern:</p> <ul style="list-style-type: none"> The online engagement service "Social Pinpoint" was utilised by the Shire through interactive mapping and a survey to obtain public comment on six main themes. The theme of relevance to the Broome Airport was "Industrial & Infrastructure". The Social Pinpoint project page was visited 2,073 times, with 491 unique users comprising 119 stakeholders, 292 comments and 183 survey responses. The three most dominant themes responded to were "Community, Culture & environment" (34%), "Open Space and Recreation" (22%), followed by the "Industrial & Infrastructure" theme (17%). All the themes were broken down into various sub-themes of which "Airport & Port" got a mere 5% of responses. A review of these responses, of which only 19 referred to the airport itself, indicated 7 responses which argued for the retention of the airport at its current location, and 12 responses which indicated a preference for its relocation. <p>From the above, it is reasonable to conclude that the Broome Airport relocation issue is by no means a top priority for most residents/ stakeholders who had an interest in the LPS. The desire to see the airport relocated to an alternate site, although a highly relevant planning issue, clearly is not a particularly strong one within the local Broome community.</p>	<p>Airport Relocation – LPS presents view that there is "strong desire" within the wider Broome community for the airport to relocate. BIA wishes to raise that the "strong desire" to relocate the airport does not necessarily extend to the wider community.</p>	<p>Submission acknowledges and supports revised timing of airport relocation. It is acknowledged that there are some concerns with the language used, particularly where it applies to a 'strong' community perception or desire for relocation.</p> <p>The engagement statistics quoted by BIA do suggest that any use of the word 'strong' should be reconsidered, in the context of community perception.</p> <p>A review of Part 1 and Part 2 of the LPS has been undertaken and there are three instances in which 'a desire' for airport relocation is quoted.</p> <p>Part 1 – Section 2.4.3 <i>"Early engagement during the preparation of this Strategy established that there is still a long-term need and community desire for the relocation of the Broome Airport"</i></p> <p>Part 1 – Section 3.2 (Planning Area B) <i>"Appendix 1 and the analysis in Section 4 suggests that there is a desire to see the airport"</i></p> <p>Part 2 – Section 4.5.3 Airport states <i>"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"</i></p> <p>On review of the above, it is only the wording in Part 1 – Section 2.4.3 which requires rewording.</p>	<p>Upheld - reword first paragraph in Section 2.4.3 as follows:</p> <p><i>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:</i></p>

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			Nor is relocation of the airport favoured by tourists and other visitors to Broome arriving by air. Regular surveys of passenger opinion carried out by BIA itself indicate that 84% of passenger surveyed would not like to see the airport relocated. This percentage of passengers is based on the average of all airport passenger surveys going back to 2013.			
		Local Planning Strategy	<p>2. The five "drivers" for relocation of the airport are correctly portrayed in the LPS as (LPS Section 4.5.3 Airports P137):</p> <ul style="list-style-type: none"> i. Aviation volumes/capacity reached, ii. Community concerns or amenity/noise impacts, iii. BIA's investment in the existing airport being re-couped, iv. Land tenure for the future airport site being resolved between the government and BIA, v. The underlying value of the land together with population growth pressures, indicating increased potential for a higher and better land use. <p>All but the second of these points reflect the Shire's keen appreciation of the practical and longer-term processes necessary to facilitate a successful future airport relocation. "Community concerns", however, has a potentially unstable political and social connotation which, if encouraged, could adversely impact on the orderly implementation of the relocation process. BIA is concerned that if the community is actively encouraged to perceive that it has a "strong desire" to see the airport relocated, when the evidence indicates otherwise, unnecessary local political issues might arise which could make difficult, or even thwart, the orderly management of the other practical and well-considered drivers.</p>	Community perception on airport relocation and representation in LPS.	<p>Concerns are noted. As demonstrated above, it is the view of the Shire that the term 'strong desire' has not been used in reference to the broader community when discussing the Strategy's position for the long-term airport relocation.</p> <p>However, as written above the term 'community desire' will be removed based on BIA's comments.</p>	Upheld - as per previous recommendations.
			<p>3. BIA supports the LPS proposal for an MOU to outline and establish common goals relating to the airport's future relocation, however, in accordance with the points made above, it is requested that the unnecessary word "strongly" is removed from the text is removed from the Public Advertising Summary Paper</p> <p>Airport Relocation (Planning Area B)</p> <p>This Strategy 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.</p>	Wording in the Local Planning Strategy and Local Planning Scheme 7 – Public Advertising Summary Paper	This summary paper was prepared to assist public understanding of key changes in the draft Scheme and Strategy. It is only the Scheme and Strategy that is being considered by Council.	Dismissed - no change to LPS required.
			<p>4. Request to reword the rationale wording for planning area B (airport relocation) in Table 16 as shown below: Appendix 1 on the analysis in Section 4 suggests that there is a desire to see the airport relocated to an alternate site. Some of the primary reasons for this relocation are Although a significant percentage of</p>	Request for wording change regarding relocation of the airport in Table 16 of LPS.	<p>Acknowledged that wording should be amended to reflect identified planning issues, focussing less on public perception.</p> <p>Need for amended wording supported. However, in the statistics quoted by BIA above regarding the LPS Engagement only 7</p>	Upheld - reword wording of paragraph 1 in the rationale column of Table 16 (Part 1 – Section 3.2 Planning Area B) to read as follows:

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			<p>the public still favour retention of the Airport at its current location, there are some sound reasons for its eventual relocation, such as:</p> <ul style="list-style-type: none"> • The noise of operations causing disturbance to existing residents. • 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. • It is resulting in continued sprawl and segregation of the Broome Townsite. 		respondents were in favour of the airport's retention. As such we do not believe it to be appropriate to use the wording 'significant percentage of the public still favour retention'. The Shire / consultant team have had no input into the surveys undertaken by BIA and should therefore not use these statistics as a basis.	<i>Appendix 1 and the analysis in Section 4 suggests that there are sound planning reasons for why the airport should be relocated to an alternate site in the future. These include:</i>
		Local Planning Strategy	<p>5. Airport Development Plan - in discussing the need for an updated Airport Development Plan by 2025 (in Table 24 on page 76), it is considered that the term "strong desire" is inappropriate – instead request it is reworded to 'clear intent';</p> <p>The Airport Development Plan supports continued expansion of the Broome International Airport. This Strategy has identified that there is a strong-desire 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.</p>	Request for wording change regarding relocation of the airport in Table 24 of LPS.	Noted, rewording supported.	<p>Upheld - amend wording in Table 24 – Structure Plans (Section 3.5) as follows:</p> <p><i>This Strategy has identified that there is a strong-desire clear intent to support the long-term relocation of the Airport.</i></p>
		Local Planning Strategy	<p>6. The "Other Airports" paragraphs (part of Section 4.5.3. on P139) refer to the Djarindjin airport being in partnership with BIA. Please note that BIA is no longer in partnership with Djarindjin airport and the wording of this section should be modified accordingly.</p>	Update reference to Djarindjin Airport and relationship with BIA.	Noted, rewording supported.	<p>Upheld - amend wording in Section 4.5.3 Other Airports (Part 2) to remove reference that BIA is in partnership with Djarindjin airport.</p>
		Local Planning Strategy	<p>7. LPS Conclusion and Recommendations Airport - As explained above, the practical processes necessary to facilitate the eventual relocation of the Broome International Airport have now been clearly articulated in the new LPS in a manner supported by BIA, commencing (presumably) with the proposed MOU. It is, however, requested that, in the interest of orderly planning that the somewhat evocative terms "desire" and "strong desire" in relation to LPS references to the eventual relocation of the Airport be replaced by less emotional and more pro-active terms such as (for example) "intention" and "clear intention".</p>	Request for wording change with regard to BIA relocation.	Noted, removal of the term's 'desire' and 'strong desire' when referencing the airport relocation supported as explained above.	<p>As per previous recommendations.</p>
		Local Planning Strategy	<p>8. Section 3.2 (Page 42) in relation to Planning Area G - former One Mile Community) references a 'redundant road reserve'.</p> <p>It is considered that the LPS recommended action for the "western road reserve" (i.e., the "Broome Road Diversion") to become part of the One Mile's "Urban Development Zone" in order to "explore opportunities for residential development" needs to be reviewed and modified in terms of the current LPS. The Shire's Coastal Planning Policy (February 2019), which is based on some major and very</p>	One Mile (Planning Area G) – maintain Broome Diversion road reserve and do not include in planning area G.	<p>Refer response to No. 12 below.</p> <p>Regarding the road reserve, the current wording of Planning Area G (Table 16, Section 3.2) in the LPS states:</p> <p><i>"Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase".</i></p>	<p>Upheld - as per recommendation for Submission 12 below.</p>

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			<p>thorough professional studies, clearly indicates that in coming decades the existing Broome Road, and some of the One Mile land to its immediate west, will be subject to increased flood risk and erosion.</p> <p>It is therefore considered there is a <i>strong case</i> for maintaining the Broome Road Diversion reserve, because it will almost certainly be needed to replace the existing Old Broome Road in the future. Should this be required, as part of the detailed planning which will at that time be necessary, the road reserve may be able to be shifted slightly eastwards and smoothly re-aligned to also facilitate a green buffer between the new Broome Road and the existing Roebuck Estate residential development, in addition to still having a serviceable road into Broome between Dampier Creek and the Roebuck Estate for the long term.</p>		<p>It is worth noting too that both the LPS and LPS7 Scheme Mapping retain the road reserve as a road reserve. It is not included in the 'Urban Development' zone.</p> <p>It is the view of the Shire that the proposed actions do adequately address BIA's concerns. Though it is acknowledged and agreed that the term redundant road reserve be removed.</p>					
		Local Planning Strategy	<p>9. Table 24 (Page 76) in regards to the Western Triangle Development Plan states: <i>Limited subdivision and no development has occurred. 10 year approval timeframe prescribed in the LPS Regulations 2015 lapses in 2021. Review will be required.</i> It is incorrect that no development has occurred in the Western Triangle. In the southern stage, roads have been built and houses are under construction. It is also incorrect that the Western Triangle Development Plan "lapses in 2021". The restart on the new Regulations' 10 years planning horizon occurred on 19 October 2015, making it 2025 before the current WTDP lapses. By then the northern stage subdivision, which is to be lodged with the WAPC in a matter of weeks, will in all likelihood have been completed.</p>	Western Triangle Development Plan – update text in LPS.	Noted, intent supported and will be reworded.	<p>Upheld - amend wording of second paragraph in Table 24 – Structure Plans (Section 3.5) as follows:</p> <p><i>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.</i></p>				
		Local Planning Strategy	<p>10. Frederick St Service Commercial Area – request to update table 5 on page 77 of Part 2 to reflect current situation. Proposed wording is:</p> <table><tr><td>LDP No. 8: Lot 1648 Frederick Street</td><td>25 March 2021</td><td>Guidance on service commercial development</td><td>The subject site is currently being subdivided in accordance with LDP 8 planning intent</td></tr></table>	LDP No. 8: Lot 1648 Frederick Street	25 March 2021	Guidance on service commercial development	The subject site is currently being subdivided in accordance with LDP 8 planning intent	Frederick Street Service Commercial Area – update current status of LDP.	Noted, rewording supported.	<p>Upheld - amend wording in Table 25 – Local Development Plans (Part 2 Section 3.6) to reflect the adoption date of LDP No 8</p>
LDP No. 8: Lot 1648 Frederick Street	25 March 2021	Guidance on service commercial development	The subject site is currently being subdivided in accordance with LDP 8 planning intent							
		Local Planning Strategy	<p>11. Page 138 /139 in Part 2 of the LPS – statement in Paragraph 2 in relation to the Frederick Street Service Commercial Area is unclear.</p> <p>The second paragraph appears to suggest that future development of Service Commercial/ Bulkv Goods uses on the Cable Beach Road</p>	Frederick Street Service Commercial Area – update reference in Part 2 of the LPS.	<p>Inconsistency between LPS wording in Part 2 and Scheme Zoning acknowledged.</p> <p>Amendment of the text as it relates to the Frederick Street Service Commercial Land in Part 2 – Section 4.5.3 (Frame / Surrounding Lands) is supported.</p>	<p>Table 25 to be updated as suggested above in No. 11.</p> <p>Amend text in Part 2 – Section 4.5.3 (Frame / Surrounding Lands) to remove the last</p>				

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			<p>East land may warrant relatively short-term reconsideration of the need for Frederick Street Service Commercial zoning. However, the Frederick Street land, which is now zoned Service Commercial in both LPS 6 and LPS7, the related and approved LDP 8, and a recently approved subdivision application, are based on the current zoning of what is currently the best Service Commercial land in Broome.</p> <p>It would be appreciated if the Shire could clarify the intent of the paragraph mentioned above with Pearl Coast Properties Pty Ltd, prior to publication of the final version of the LPS.</p> <p>In relation to the underlying principle of the airport's post-relocation future mentioned in the first paragraph in the LPS extract above, it should be noted that it is the intention of Pearl Coast Properties Pty Ltd (owners of the entire airport land) to retain full ownership of the Frederick Street Service Commercial lots and all future constructed buildings thereon, indefinitely during the area's new role as a Service Commercial area. Maintenance of this ownership would, in the longer term following the airport's relocation, facilitate transition of the Frederick Street land to a higher and better use, should the planning situation at the time indicate a suitable rationale for this. The nature of this future potential will be explored to an appropriate degree in the updated version of the Airport Development Plan, which is required by 2025.</p> <p>Conclusion - It is requested that Table 25 on Page 77 in Part 2 of the LPS be updated in accordance with the modified table on the preceding page of this submission.</p> <p>It is requested that the intent of the paragraphs in the above extract "Frame/ Surrounding Lands" be made clearer and that Pearl Coast Properties Pty Ltd be given the opportunity to comment on any revision of the paragraphs before the final version of the LPS is released.</p>		It is recommended that the last paragraph on page 138 is deleted from the LPS.	paragraph on page 138 of the LPS.
		Local Planning Strategy and LPS7	12. One Mile - LPS7 has One Mile zoned as "Urban Development", which has replaced the former "Development" zone throughout LPS 6. This zoning would now appear to be inappropriate for the reasons discussed in the LPS comments above. However, in LPS7 (as in LPS6) the Zoning Table does not specify any Use Classes for the Urban Development zone, referencing instead Scheme Clause 18 (6) which states must have due regard for a structure plan, local development plan or community layout plan.	Zoning of former One Mile Community	<p>Correct, as is the intent of the 'Urban Development' zone future development should be guided by an approved Structure Plan.</p> <p>Current wording of Planning Area G (Table 16, Section 3.2) does already state that future structure planning needs to :</p> <p><i>"Ensure that drainage, coastal processes and other environmental constraints are considered".</i></p>	<p>Amend wording in rationale column of Table 16 for Planning Area G (Part 1 Section 3.2) as follows:</p> <p><i>The site is impacted by several environmental constraints and includes an unused road reserve</i></p>

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			A structure plan or LDP for the One Mile land and Broome Road Diversion will, therefore, be necessary prior to any development, however, it is recommended any such plan take full account of the inevitable future environmental constraints and emphasise the importance of maintaining the existing, so-called, "redundant" Broome Road Diversion reserve, either in its current, or realigned form.		Regarding the road reserve, it states: "Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase". It is worth noting too that both the LPS and LPS7 Scheme Mapping retain the road reserve as a road reserve. It is not included in the 'Urban Development' zone. It is the view of the Shire that the proposed actions do adequately address BIA's concerns. Though it is acknowledged and agreed that the term redundant road reserve be removed.	<i>which provides an informal drainage function.</i> <i>Further investigations and planning are therefore required to determine the true development potential of the land prior to any rezoning occurring.</i>
		LPS7	<p>13. The Frederick Street Service Commercial land is appropriately zoned as such in LPS7, as it was in LPS 6. This zoning does, however, extend beyond the currently defined LDP 8 area to include the balance of Lot 1648 and a portion of Lot 9050, which are functional parts of the Broome Airport itself. This was also the case in LPS6, but the issue appears not to have surfaced.</p> <p>This displacement of a functional part of the Airport's Urban Development Zone by the Service Commercial Zone may have been intentional, but this seems unlikely because, while portion of the Service Commercial zoned area is now subject to LDP 8 requirements, the balance of the Service Commercial zoned land is not.</p> <p>Furthermore "Airport and Aviation Uses" is a non-permitted use in the Service Commercial Zone, meaning any existing aviation uses on that part of the airport covered by the Service Commercial Zone are non-conforming. Also, any new or updated aviation-related uses proposed on the affected airport land, even if they accorded with the current Airport Development Plan, may not be permitted.</p> <p>It is therefore requested that the Shire reconfigure the LPS7 Service Commercial Zone boundary to align with the current LDP 8 boundary and extend the affected portion of the Airport's Urban Development Zone to align with the current LDP 8 boundary.</p>	Zoning of Frederick Street Service Commercial Area – request that the boundaries of the zoning align with the LDP 8 footprint and review the land use permissibilities for "Airport and aviation Uses" relating to the service Commercial zoned land within the LDP 8 area.	The current configuration of the Service Commercial zoning of the Frederick Street Service Commercial area is consistent with the current LPS6. However, with the recent approval of the LDP it is agreed that the Service Commercial zoning designation on the Scheme Map should be modified to be consistent with the LDP boundary. No changes to the land use permissibilities for the zoning of the subject land is supported.	Uphold in part - modify the LPS7 Scheme Map accordance with the Schedule of Modifications LPS7 to align the Service Commercial zoning to be consistent with LDP 8.
2.	Department of Mines, Industry Regulations and Safety Resource	Local Planning Strategy and LPS7	1. The Department of Mines, Industry Regulation and Safety (DMIRS) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.	No objection	Submission in support of Draft LPS and LPS7.	No issues raised or recommended changes required - no modification is recommended to draft LPS7 or LPS.

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Ce co m m u n i t y #	Name/ Organisation and address	Strategy or draft Scheme 7	Submission	Summary of Submission	Local Government Comment	Local Government Recommendation
	and Environmen tal Regulation					
3.	Martin Johnston	Local Planning Strategy and LPS7	1. Tourism , Minerals , Energy , Agriculture, Aquaculture + Transport , Construction , Government services - Broome biggest income & employment generating Industries continue to be stifled for growth through lack of Worker affordable Accommodation. Certainly Covid has significantly impacted this situation over past years.	Lack of affordable workers accommodation	Submission highlights that there is a lack of affordable workers accommodation, and that this is stifling economic growth. Part 2 – Section 4.2.2 (analysis) and Part 1 – Table 2 (planning direction) do provide some commentary and guidance on the issue, however, the link between limited economic growth due to this issue could be expanded on. Will also reference that matter is being investigated as part of the Sanctuary Road CVP business case.	Upheld - expand 'Workers Accommodation' section (Part 2) in the LPS to provide additional commentary on negative impacts associated with lack of workers accommodation. Upheld - amend the land use permissibility of workforce accommodation from 'X' to 'I' in the Rural Smallholdings zone in LPS7.
			2. <i>Accommodation issues often create a Negative spiral:</i> <ul style="list-style-type: none"> Higher Prices: Higher Accommodation prices flow through to Cost of Living & financial stresses. Industry Investment: Faces greater risk, challenging feasibility & drives alternative solutions eg. Use of FIFO workers. Negative service & experiences - impacts negatively on Broome Destination , Brand growth & appeal. Impact upon living conditions, increases mental, physical and Social instability issues. <i>I commend the Shire for recently progressing an Accommodation solution to help support Broome & Business Economic Growth - Lot 3130, Reserve 51028, bordered by Oryx Rd, Sanctuary Rd & Fairway Drive, Cable Beach - Zoned Tourism (Significantly the first Multi- Dwelling Accommodation Project for Broome in a decade +)</i> It is important this development delivers a Broome 'fit for purpose' solution providing affordable Accommodation for Key Workers and help meet an existing shortfall in affordable accommodation for Visitors. Hopefully it can be fast tracked to help enable & activate nearby planned projects important for Broome Economic Growth. <ul style="list-style-type: none"> Cable Beach Foreshore Re-development Spinifex Brewery: Cable Beach Ale House Broome North Centre & associated Urban expansion developments also come a step closer. 	Support development of key worker accommodation	Submission highlights additional challenges associated with existing workforce accommodation issues. It also shows support for the proposed development at Lot 3130, Reserve 51028, bordered by Oryx Rd, Sanctuary Rd & Fairway Drive, Cable Beach. Submission provides four page analysis of the proposed design. Whilst valuable, the comments are not directly relevant to implementation of the LPS / LPS7. The site is zoned as Special Use site for CVP under LPS7 and key worker accommodation forms part of the business case under development for the site. Site could be identified in 'Workers Accommodation' section (Part 2) as an important opportunity to showcase potential solutions.	Upheld - expand 'Workers Accommodation' section (Part 2) to provide additional commentary on negative impacts associated with lack of workers accommodation. Note that Lot 3130, Reserve 51028 is an opportunity site that the business case is investigating. Noted. No modification is recommended to draft LPS7.

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			<p>Broome Growth Strategy Planning - Broome is best positioned to become a future regional HUB 'GATEWAY to the Kimberley'</p> <p>It is projects such as this, enabling Key Worker resources and more Visitors, staying longer which stimulates Economic & Population Growth and in turn helps bring positive change to the Social Dynamic in Broome.</p>	Support business case for Sanctuary Road Caravan Park	Noted. No modification required.	No issues raised or recommended changes required.
4.	Tourism WA	Local Planning Strategy	1. Tourism WA is very involved in planning for the perpetration of the Dampier Peninsular to manage additional numbers of visitors, as a result of sealing of the road. Tourism WA is aware of the possible impacts on increase activity and supports the Shire's position to protect environmental and natural heritage of the area.	Tourism in Dampier Peninsula.	Submission supports LPS position on appropriately managing increased tourism activity in the Dampier Peninsula, in particular the desire to protect environmental and natural heritage.	No issues raised or recommended changes required.
		Local Planning Strategy	2. Tourism WA also endorses the Shire's position that the re-location of Broome International Airport remain a priority, to enable Broome to further develop and expand.	Endorse position that relocation of airport is a priority.	Submission supports LPS position that long-term relocation of Broome International Airport is a priority.	No issues raised or recommended changes required.
		Local Planning Strategy and LPS7	3. Tourism WA is supportive of the Broome Shire's policy for Short-Stay accommodation in Residential Zones. The Agency was involved in the development of the State position and is hopeful that the proposed registration scheme will provide Local Government with enough control to limit or stop inappropriate behaviour, should that occur in residential areas.	Support Short-Stay accommodation in residential zones.	Submission supports LPS position (and Shire's LPP) that there is a need to manage short-stay accommodation in Residential zones.	No issues raised or recommended changes required.
5.	Department of Water and Environmental Regulation (DWER)	Local Planning Strategy	<p>1. The Department has reviewed the Strategy and acknowledge the inclusion of comments made in our previous response dated 12 August 2020. The report references the water environment appropriately and allows for the protection of the natural environment and water resources.</p> <p>We note the intention to produce a District Water Management Strategy and support this intention. We would be happy to provide comment and advice on the strategy prior to endorsement by the Department of Planning, Lands and Heritage.</p>	Support – and support preparation of District Water Management Strategy	Submission supports LPS position regarding protection of natural environment and water resources. Also supports planning direction associated with the preparation of a District Water Management Strategy.	No issues raised or recommended changes required.
6.	Goolarri Media	Local Planning Strategy	<p>1. It is a concern that the Arts is not considered as a significant industry in the LPS document. Sadly, the industry continues to be treated as unimportant when compared to the Pastoral, mining and extraction industries and sport.</p> <p>The arts do so much more than provide decorative and interest to new developments and Shire managed events. This make the LPS short sighted and un-aspirational. If Broome did not have an arts industry that it does, it would be a very different place with much lower visitation rates and smaller population. The LPS does not</p>	Art is not represented adequately as industry in the Strategy.	<p>Submission raises concern that the significance and value of the culture and arts industry is not adequately captured or considered in the LPS.</p> <p>It is acknowledged that Part 2 of the LPS does not highlight Art and Culture as a standalone industry. Additional commentary based on submission content to be added to Part 2 – Section 4.3 Economy and Employment .</p>	Upheld - Part 2 – Section 4.3 Economy and Employment to include commentary on 'Art and Culture' using content from the submission to provide wording that highlights opportunities and challenges associated with Arts industry.

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			<p>identify the arts as a vibrant contemporary industry that is important to the town.</p> <p>The way that the LPS has been written identifies the main role of the Arts industry is to support the development of the town in becoming a museum town, adding attractive decorations here and there. A problem with museum towns developed as tourism precincts, it is hard to find someone who has lived in the town for long. Museum towns generally lack depth and sense of place. They might be kitsch, fun places to visit but not somewhere to call home.</p>			No comments directly on draft LPS7 so no modification is recommended to draft LPS7.
			<p>i. Broome has a long history of producing world quality artists (performing, visual, circus, dance, digital, writers, theatre directors, Jewellers, costume designers, composers, playwrights, musicians, film makers et al.) Broome provided Australia's first international touring event in the form of Agnes Highland and her educated ponies – circus act 1911-1912</p> <p>ii. The Arts industry in Broome attracts considerable state and national government funding that helps employ a large number of people.</p> <p>iii. The industry helps create improved liveability.</p> <p>iv. The growing mental health industry constantly rely on arts practices to deliver their improved programs. (#artssavelives)</p> <p>v. Visitors to the area list attendance at cultural events near the top of their needs, helping make Broome a 'must do' destination.</p> <p>vi. The industry employs a large number of people and makes even more people happy by improving the quality of their lives.</p> <p>vii. Broome, for the time being, remains a vibrant modern and highly creative town. A large part of the population has been born here or have committed to living here long term. They do not want to live in a sanitised highly marketable destination precinct.</p> <p>iii. Historical towns all over the world have capitalised on the existence of their resident arts communities. The arts have played significant roles in their redevelopment and rebirth. For example, Bristol docks UK redevelopment and home of Aardman Animations, Cardiff Docks redevelopment, Totnes in Devon UK a dying town brought back to life by the huge number of artists who live and work there. Jogjakarta Indonesia was once a small town, but it has become a university city with a thriving traditional and contemporary puppet and music communities, Todmorden UK. Belfast UK/Ireland where the arts have played a huge role in recovery from disasters.</p> <p>The Arts industry is a significant industry that helps make Broome a viable and desirable place to be. Sadly, we continue to see relatively little of the</p>	Art is a significant industry	<p>Submission provides a summary of the benefits associated with 'Arts and Culture' in Broome.</p> <p>It is acknowledged that Part 2 of the LPS does not highlight Art and Culture as a standalone industry. It does provide some commentary on the potential for a 'Kimberley Centre for Arts Culture and Story', which the submission does not reference.</p> <p>LPS could better acknowledge 'Arts and Culture' in Broome though note that existing documents and actions in the CBP are the vehicle for achieving this, such as:</p> <ul style="list-style-type: none"> Arts and Culture Strategy & Arts and Culture Action Plan 2021-2025; and Existing action in the Corporate Business Plan 'Facilitate implementation of the Arts and Culture Action Plan'. 	Refer to recommendation above.


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			work by our national and internationally acclaimed artists as their work is exported to other towns and cities where there are the art galleries, purpose-built stadiums, theatres, performing arts centres, rehearsal studios museums and infrastructure to support them, including highly trained staff to manage the facilities. Imagine what the arts industry could do to the development of Broome if there was the foresight to support the development of the infrastructure needed to match the output of work by our arts community.			
7.	Department of Finance and Department of Justice	Local Planning Strategy and LPS7	<p>1. The Department's submission (provided as separate attachment) has been prepared by the Department of Finance and is requesting that Lot 586 be reserved for Public Purposes – Prison in the new LPS7 to remove any planning impediments on the development of the new Broome Custodial Facility at this site.</p> <p>The Department submits that with appropriate design and siting of the facility within Lot 586, and modifications to the Broome Road Industrial Park Masterplan, planning considerations can be mitigated and/or managed appropriately to ensure that future development surrounding Lot 586 will not be unduly compromised. The Department of Justice acknowledge that the proposed modifications to the planning framework require further investigation, and this will be progressed in conjunction with Development WA and the Shire of Broome.</p> <p>Note the Department supplied a 15 page report to rationalise the submission that Lot 586 Broome Road be zoned Public Purpose – Prison in LPS7. The points below provide a summary of key themes and matters raised in the report. A full copy of the report will be provided as a sperate attachment.</p> <p>2. A high-level summary is provided below:</p> <p>The Government is committed to replacing the current Broome prison, parts of which date back to 1894, with a new modern more secure prison located out of the town centre. The current prison is subject to escapes, beyond further repair and needs replacing. A new use for the land the prison now occupies, in a pivotal part of Broome, has potential to enrich the town's built heritage and economy.</p> <p>This new facility will provide the kind of cultural and educational opportunities that have been shown to benefit prisoners on Country and will strengthen the current good relationship with elders and community organisations to use culture and healing for the rehabilitation of prisoners. The Government's plans to build the new</p>	Request that Lot 586 Broome Road be zoned Public Purpose – Prison in LPS7.	<p>No change proposed to LPS because:</p> <ul style="list-style-type: none"> Under the Shire's existing and proposed Local Planning Strategy, the area in question is identified as an industrial precinct which recommends that it is zoned General Industry under the Scheme. The current LPS incorporates an action that recommends the General Industry zone be applied in the Scheme specifically to enable for storage and transport related land uses, noxious, hazardous and port related industry that require larger land parcels and/or separation from other land uses. The draft LPS further provides planning direction that 'strategic industrial areas identified and protected to minimise land use conflict' and that the Scheme align with SPP 4.1 to ensure adequate protection of strategic industrial areas. <p>Both the current and advertised version of the LPS recognise the need to set aside land for the future industrial needs of Broome and separation of incompatible land uses is significant in ensuring this strategic outcome is achieved. To update the LPS to identify a custodial facility in this location would not align with the strategic intent of both the existing and proposed LPS as it would introduce a sensitive and incompatible land use (as a custodial facility involves the residential accommodation of its custodians) to this strategic industrial site.</p> <ul style="list-style-type: none"> The submission provides an analysis of buffer distances and reference the EPA Guidelines on the Separation Distances Between Industrial and Sensitive Land Uses. The proposed management responses to ensure adequate separation distances to land use that should be encouraged in the General Industry zone are not resolved or finalised and could place limitation and restrictions on future permitted land uses in this zone, thereby having an impact on the 	<p>Dismiss - no modification is recommended to LPS.</p> <p>Dismiss - no modifications to LPS7 recommended.</p>

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			<p>prison on Yawuru country, in partnership with Yawuru and the wider Aboriginal community of the West Kimberley, will follow global best practice in restorative justice and rehabilitation.</p> <p>Arguably this project ranks as one of the most important infrastructure investments for the region and we seek the support of the Broome community in securing the proposed site for the new Prison.</p> <p>This submission is supported by the landowner, Nyamba Buru Yawuru Ltd.</p> <p>Summary:</p> <ul style="list-style-type: none"> The existing Prison in Broome is at the end of its functional life and a new custodial facility is required. Department of Finance has assisted the Department of Justice in identifying a site for a new custodial facility in Broome. There was an early commitment by the WA Government that the new facility should be located on Yawuru land to foster a beneficial partnership and realise benefits for the Traditional Owners of Broome townsite surrounds. 29 sites have been identified and assessed as part of a thorough and comprehensive site selection and multi criteria analysis process. Lot 586 in the Broome Road Industrial Park was announced as the preferred site by the Minister for Corrective Services on 10 February 2022. 		<p>delivery of industrial land to meet the future needs of Broome. These matters should be resolved in advance of any changes to the strategic intent in the LPS.</p> <p>In relation to the request to change the zoning of the subject site under LPS7, this is not supported for the following reason:</p> <ul style="list-style-type: none"> Would be inconsistent with the strategic direction provided under the Shire's current and proposed LPS (as detailed above). As acknowledged in the submission, further investigation is required to prove the sites suitability for a custodial facility. It would be premature for the site's zoning to be changed in the Scheme in the absence of this further investigation being performed (note this includes amendments to the Broome Road Masterplan and demonstration that the development of custodial facility would not impact on industrial land supply needs). To align with the strategic objectives and SPP 4.1 the zoning table under draft LPS7 identified that all sensitive land uses that involve over-night accommodation (including a Corrective Institution) are not permitted in the General Industry zone. The change the zoning of this site to a Public Purpose – Prison, would enable the land use to occur at this location and would be inconsistent with the principles of orderly and proper planning, specifically the separation of incompatible land uses. <p>In the site selection process undertaken by the Department's to date, insufficient public consultation has been undertaken on the new identified site. When the preferred site was announced in February 2022, Shire officers advised the Departments of concerns regarding consultation and further foreshadowed that the current Local Planning Scheme review would not be considered an appropriate mechanism for this to occur as the potential for additional consultation or resolution of land use conflicts may delay the process of completion of the new Scheme</p>	
8.	Shire of Broome – Special Projects Coordinator	Local Planning Strategy and LPS7	<p>1. McMahon Estate – Lot 2441 Reid Road</p> <ul style="list-style-type: none"> The draft Local Planning Strategy identifies this area as 'Future Urban Growth' and is further identified as planning area 'O' Draft LPS7 zones the land either Residential R40 and Local Scheme Reserve – Public Open Space and Drainage. 	McMahon Estate - Request that Lot 2441 Reid Road is zoned Development to be consistent with the strategic direction	<p>Submission's request to rezone the McMahon Estate area to 'Development' is supported for the reasons highlighted in the submission.</p> <p>Given that the business case is already underway, it is recommended that the actions under Planning Area O be updated</p>	Upheld - the LPS to be modified in Part 1 – Section 3.2 (Planning Area O) to incorporate an updated action which requires structure planning in place of a

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			<ul style="list-style-type: none"> It is requested that this entire site be zoned 'Development' under draft LPS7 to align with the identification of the site as 'Future Urban Growth' in the draft Local Planning Strategy. This will enable a more flexible approach to the design of a subdivision concept plan and better opportunities for delivery of a development that can integrate with existing land use, through the preparation of a Structure Plan. The current zoning precedes current best practice urban design and does not allow for development of an urban form that addresses the following: <ul style="list-style-type: none"> i. Legibility ii. Permeability (especially pedestrian connections) iii. Variety/diversity iv. Environmental sustainability v. Urban Water Management Planning Structure Planning under a 'Development' zone will allow urban design that addresses the above. The current zoning is incongruous to surrounding zoned land, which has a mix of residential densities. A large pocket of medium density land is not sympathetic to the existing urban fabric. 'Development' zoning will allow for a structure planning process that will be more sympathetic to the existing urban fabric, The current zoned area does not encourage best practice in accordance with Crime Prevention Through Environmental Design principles, a 'Development' zone will allow these principles to be achieved. A Business Case is currently underway which involved stakeholder workshops in November 2020 and April 2021. The workshops engaged with Shire technical stakeholders, elected members and potential partner stakeholders, and involved community open days in April 2021. The Business Case addresses the housing crisis Broome is currently experiencing, and particularly a lack of accommodation for key workers, Shire staff, aged persons and for transition and affordable housing. 	<p>provided in the LPS (draft and existing).</p> <p>Benefits that could be realised if site rezoned to development outlined.</p>	<p>to require structure planning instead of a 'subdivision concept plan and business case'.</p> <p>This will be more consistent with the requirements and approach taken to other 'Future Urban Growth' areas under the LPS.</p>  <p>Amend the Scheme Map to:</p> <ol style="list-style-type: none"> Zone Lot 2441 Reid Road (Reserve 41551), McMahon Estate from the Residential R40 and Recreation and Drainage to the Urban Development zone. 	<p>'subdivision concept plan and business case'</p> <p>Uphold - modify the LPS7 Scheme Map accordance with the Schedule of Modifications LPS7 to zone Lot 2441 Reid Road (Reserve 41551) to Urban Development.</p>
		LPS7	2. <u>Sanctuary Road Caravan Park – Lot 3130</u>	Amend Schedule 3, SU6 Lot 3130 Sanctuary Road, Cable	It is understood from the draft business case that the site development is intended to progress as a Caravan Park of which	Dismiss - no modifications to LPS7 recommended.

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			<ul style="list-style-type: none"> Draft LPS7 zones this site as a Special Use and it is listed in Schedule 3 as SU6 with the Special Use of Caravan Park. A business case is currently being prepared and the intention is that the site be developed as a caravan park and it is also proposed to potentially accommodate alternative accommodation choices in park homes for either aged/independent living options and essential workers accommodation. It is requested that 'Park Home Park' be added to Schedule 3 for SU6 in addition to Caravan Park so this land use can also be undertaken on site. 	Beach Sanctuary Road Caravan Park – to include 'Park Home Park' as additional "D" use to facilitate aged/independent living options and essential workers accommodation.	<p>there would be a component of sites being made available for key worker accommodation.</p> <p>Based on this, the development would be consistent with Special Use site designation and no amendment is required.</p>	
		Local Planning Strategy	<p>3. <u>Broome Museum and immediate surrounds (67, 69 and 71 Robinson Street)</u></p> <ul style="list-style-type: none"> This area is included in the Old Broome Development Strategy and make's recommendations and is incorporated into Area D – Mixed Use Tourist/Residential and is identified as being on a priority activate frontage. The intent is to see this area activated and developed for this purpose. Figure 5 of the draft Local Planning Strategy notes the presence of an activity centre (assuming this is Seaview) however it is unclear what the underlying designation is over the museum and the immediate surrounding lots. It is requested that consideration be given to extending the extent of the Planning Area A in the draft Local Planning Strategy to include the Broome Museum and immediate surrounding land, so that a Precinct Structure Plan can be prepared over this site and the vision within the Old Broome Development Strategy can be delivered. It is requested in draft Local Planning Scheme No 7 that consideration be given to rezoning the Museum (67 Robinson Street) in addition to 69 Robinson Street, 71 Robinson Street to Mixed Use to align with the Old Broome Development Strategy. The Town Beach Cultural Plan 2010 as a part of The Old Broome Development Strategy prescribes the museum form a part of an overall 'Heritage Precinct' incorporating the existing museum and tram line. 	<p>Broome Museum and immediate surrounds – clarification of identification of site under the LPS.</p> <p>Request that Planning Area A be extended to incorporate this land and align with the recommendations of the Old Broome Development Strategy.</p>	<p>The underlying land use classification in the Draft LPS is 'Existing Regional Infrastructure and Public Purpose'. This is consistent the existing 'Public Purpose Reserve' designation under LPS6.</p> <p>It is noted though that 69 Robinson Street is currently zoned 'Residential' and should be shown as such.</p> <p>Regarding the boundary of Planning Area A it is acknowledged and agreed that the boundary should be amended to align with the boundary of the Old Broome Development Strategy. This will ensure a clearer link between the intent of the LPS planning direction and action.</p>	<p>Upheld - amend Figure 5 & 6: Planning Area A - Precinct Structure Planning Guidance to incorporate the balance of the Old Broome Development Strategy Area.</p> <p>Noted. No modification is recommended to draft LPS7.</p>


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9.	Hawaiian Group	Local Planning Strategy	<p>1. Having reviewed the draft Strategy, Hawaiian support the majority of the high-level objectives and actions that seek to support future growth of the Broome townsite over the next 15 years, including the identified need to activate both Cable Beach and Old Broome as key precincts within the Broome townsite.</p> <p>Hawaiian also supports the identified need to review the Cable Beach Development Strategy and prepare a new precinct structure plan to stimulate new growth and investment in the Cable Beach area.</p> <p>As acknowledged in the draft Strategy, private investment in Cable Beach has stagnated over the last decade, and there is a clear need to promote greater land use diversity to improve activation of the precinct, particularly during off-peak tourism periods. However, this lack of private investment will not change without meaningful alterations to the strategic direction and statutory planning framework applicable to the area.</p>	Support high-level objectives and preparation of precinct structure plan to stimulate new growth and investment in Cable Beach Area.	General support for direction of the draft LPS noted.	No recommendation required.
		Local Planning Strategy	<p>2. Whilst it is acknowledged that this opportunity for change exists through the intended precinct structure planning process, Hawaiian retain concerns over the continued references to tourism being retained as the primary function of the Cable Beach area, despite acknowledgement of the need to explore opportunities to support greater investment throughout the precinct.</p> <p>Due to the prohibitively expensive costs and high vacancy rates associated with tourism developments in Broome in the low season, Hawaiian strongly recommends that the Shire revisits the strategic direction established for the area to actively promote residential opportunities in parts of Cable Beach.</p> <p>It is acknowledged that implementing such changes will require a comprehensive reset of development controls and aspirations for the area, and our corresponding recommendations in relation to draft LPS7 are therefore set out in more detail below.</p> <p>A key component of these recommendations is a request that the street block bounded by Millington Road, Oryx Road and Sanctuary Road, which is sited away from the prime beachfront tourism areas and contains a number of longstanding vacant or underdeveloped lots, is excised from the 'Tourism' zone under draft LPS7 and included in a new 'Development' zone that is subject to</p>	<p>Concerned the Strategy continues to reference tourism being retained as the primary function of Cable Beach area.</p> <p>Hawaiian strongly recommends that the Shire revisits the strategic direction established for the area to actively promote residential opportunities in parts of Cable Beach.</p> <p>Submit that Millington Road, Oryx Road and Sanctuary Road block be excised from Tourist designation under Strategy and LPS7 and be zoned development.</p>	<p>Cable Beach is recognised as a 'Tourism Precinct' in the Shire's Local Planning Framework. Planning for this area has therefore been undertaken in accordance with various state government guidance such as:</p> <ul style="list-style-type: none"> Planning Bulletin 83/2013 Planning for Tourism (January 2013) Tourism Planning Guidelines (June 2014) <p>These documents provide guidance on planning in Tourism Precincts, which the Shire has aligned with. It is acknowledged though, that new guidelines are being prepared by the DPLH. These were released for public comment in December 2021 and when finalised will supersede the above.</p> <p>Changing Cable Beach's designation as a Tourism Precinct and the underlying Tourism Zone in LPS7 is not supported without further detailed planning.</p> <p>During pre-lodgement engagement issues were raised regarding viability of development in Cable Beach due to the existing planning requirements. This is reaffirmed in Hawaiian's submission, acknowledging that greater diversity in the Cable Beach Tourism Precinct is required. The Draft LPS therefore acknowledges this, and highlights those potential changes are needed. To allow meaningful change to occur, preparation of a</p>	No recommended change proposed.


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			comprehensive structure planning to guide future land use and development outcomes. This includes the Hawaiian owned assets at Lots 2245 and 2246 Millington Road, and Lot 6 Sanctuary Road, which provide a significant opportunity for residential development as an extension of the existing residential area to the south of Sanctuary Road. This renewed focus on residential opportunities would assist greatly in addressing the identified lack of private investment in the area, whilst providing the year-round activation that is so lacking in off-peak tourism seasons.		<p>Precinct Structure Plan was determined as the best course of action for the following reasons:</p> <ul style="list-style-type: none"> • <i>State Planning Policy 7.2 – Precinct Design</i> provides a contemporary framework for planning and development in existing areas. The policy will allow for a coordinated approach that ensures detailed consideration for a range of design elements. This would include the ability to draft new planning controls associated with land use and built form provisions. • The Precinct Structure Plan would be prepared with a concurrent Scheme Amendment which is best practice for such exercises. This would allow for implementation of any changes to land use / built form provisions in the form of LPS7 zone and development requirements. • A Precinct Structure Planning process would allow targeted engagement to be undertaken in partnership with landowners and the broader tourism industry to define an appropriate future vision for Cable Beach. <p>In light of the above, whilst it is acknowledged that greater flexibility is being sought for a number of select sites the draft LPS is clear in that, changes to the Scheme will not be supported until detailed planning has occurred. Which in this case is to be a Precinct Structure Plan prepared in accordance with the requirements of <i>State Planning Policy 7.2 – Precinct Design</i>.</p> <p>It is also worth noting that the preparation of the Cable Beach Precinct Structure Plan is identified as a short-term action, highlighting its importance as a priority project for the Shire.</p>	
		Local Planning Strategy	3. In addition to the above, we note the concerns that Hawaiian has raised separately with the Shire in relation to the revised beach access proposals for vehicles, which have been put forward as part of the separate Cable Beach Foreshore Redevelopment project. The proposal to modify vehicle access arrangements to run in even closer proximity to the existing sunset bar at Cable Beach Club Resort appears to be at odds with the recommendations of the draft Strategy in relation to enhancing built form activation of, and pedestrian priority around, the Cable Beach area. Hawaiian therefore strongly encourages the Shire to revisit this matter and find an	Concerns regarding realignment of beach vehicle access in the Cable Beach Detailed Design	The concerns raised in relation to the realignment of the beach vehicle access in the Cable Beach Detailed Design is a separate project and not a relevant consideration in the LPS. The concerns have been forwarded to the project team working on the Cable Beach Detailed Design. The matters raised in the LPS relative to built form and pedestrian priority are key design considerations in the Cable Beach Detailed Design.	Dismissed - submission not supported as relating to a separate project.

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			alternative design solution as part of ongoing work on the Cable Beach Foreshore Redevelopment project.			
		LPS7	4. Hawaiian are broadly supportive of draft LPS No. 7 in regard to: i) the aims and objectives of LPS7, particularly the need to facilitate growth and development, promote housing provision, and support strategically led business growth across all identified sectors of the Broome economy. ii) The specific recognition of residential land uses as being appropriate within the 'Tourism' zone, as per the zone objectives under Table 2 of draft LPS7; iii) The objectives for the 'Mixed Use' zone under Table 2 of draft LPS7, in terms of the intent to support a diverse range of land use outcomes, including residential housing; and iv) The proposal to reduce the minimum car parking requirements for single bedroom dwellings from the two (2) bays per dwelling required under the current LPS6 to one (1) bay per dwelling under Clause 26 of draft LPS7. This is considered to be a positive step towards supporting the provision of greater housing diversity to meet the varied needs of the local community.	Broadly support the aims and objectives of LPS7.	Noted.	Noted. No modification is recommended to draft LPS7.
		LPS7	5. However, it appears that the modifications made between the current LPS6 and draft LPS7 are largely administrative in nature. Limited consideration appears to have been given to implementing the growth objectives of the draft Strategy through the built form development controls in draft LPS7, with much reliance placed on the preparation of precinct structure plans to investigate increased development potential in key precincts. This is arguably a lost opportunity, however if this approach is to be adopted then Hawaiian strongly encourages the Shire to progress precinct structure planning for the Cable Beach area as a matter of priority, with a clear focus on alternative land use and development opportunities to encourage redevelopment of vacant sites in the area.	Concerns that limited consideration appears to be given to implementing growth objectives.	The intent of the Shire's Scheme Review was to ensure alignment with recent State Government Planning Reform initiatives including the Model Provisions, SPP 7.2 Precinct Design and to ensure alignment between the LPS and other strategic documents such as the Strategic Community Plans and Broome Growth Plan. The draft LPS clearly sets out the Shire's priorities for implementing the LSP and the timeframes for initiation of precinct planning by relevant stakeholders. The submitters support for precinct structure planning is welcomed to achieve these timeframes.	Noted. No modification is recommended to draft LPS7.
		LPS7	6. Requested Modification – Map 01 – Broome Townsite South. Rezone the following Hawaiian owned lots in Old Broome from the current 'Residential R10' and 'Residential R20' zoning to 'Mixed Use': • Lot 360 Hopton Street; and • Lots 361 and 362 Walcott Street. The requested modification will provide for a consistent zoning over the consolidated Hawaiian landholding. This in turn offers a significant opportunity for a comprehensive redevelopment that aligns with the designation of the site as part of an 'Urban Renewal Area'	Request rezoning of Lot 360 Hopton Street and Lot 361 and Lot 362 Walcott Street to 'Mixed Use'.	 It is considered premature for the land to be rezoned Mixed Use as this modification represents an ad hoc "spot" rezoning in the absence of comprehensive planning. Furthermore, the proposal warrants public advertising and stakeholder engagement which	Dismissed - no modification is recommended to draft LPS7.

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			under the draft Strategy, in which urban infill opportunities are to be encouraged.		cannot be facilitated unless the Scheme was re-advertised resulting in delay to the gazettal of LPS7.	
		LPS7	<p>7. Requested Modification – Map 02 – Broome Townsite Central.</p> <p>Rezone land in the street block bounded by Millington Road, Oryx Road and Sanctuary Road in Cable Beach from the current 'Tourism' zoning to a new 'Development' zoning, requiring comprehensive structure planning to guide land use and development outcomes.</p> <p>The land in the street block bounded by Millington Road, Oryx Road and Sanctuary Road is sited away from the prime beachfront tourism land and contains several longstanding vacant and underdeveloped lots. It is therefore a key opportunity to explore alternative land use opportunities that can deliver on the objectives of the draft Strategy in relation to the diversification of land uses within the Cable Beach precinct to stimulate private investment in, and promote year-round activation of, the area. This can be achieved by designating the land as a 'Development' zone requiring comprehensive structure planning, which will enable the intended precinct structure planning exercise to also consider appropriate land use outcomes and designate alternative land use permissibility controls in this area.</p> <p>This structure plan exercise should focus specifically on opportunities for residential development in the area, as an extension of the existing residential area to the south of Sanctuary Road, consistent with the comments provided above in relation to the draft Strategy.</p> <p>We also note that the Shire has the option of applying individual 'Special Use' zonings over the existing caravan parks within the street block bounded by Millington Road, Oryx Road and Sanctuary Road should they wish for these to remain. This would be consistent with the approach advocated in the Western Australian Planning Commission's Planning Bulletin 49/2014 – Caravan Parks.</p> <p>Part 3 – Zones and Use of Land</p> <p>Include the requested new 'Development' zone, with an objective to guide future development in accordance with an adopted structure plan, and land use permissibility to be assessed in accordance with Clause 18(6).</p> <p>8. To reflect the requested rezoning of the street block bounded by Millington Road, Oryx Road and Sanctuary Road, and enable land</p>	<p>Rezone land in the street block bounded by Millington Road, Oryx Road and Sanctuary Road in Cable Beach from 'Tourism' to 'Development' zone allowing comprehensive structure planning to guide land use and development outcomes.</p>	<p>Request landholdings bounded by Millington Road, Oryx Rd and Sanctuary Road are rezoned from the 'Tourism' zone to the 'Urban Development' zone (Hawaiian Assets Lot 2245, 2246 Millington Road and Lot 6 Sanctuary Road), Cable Beach.</p>  <p>It is considered premature for this significant land (approx. 35ha) currently zoned Tourism zone with accompanying development/use provisions to be zoned Urban Development as this is a significant proposal and does not meet the objectives and proposed strategic direction of the draft LPS particularly in relation to Tourism led development in this precinct.</p>	Dismissed - no modification is recommended to draft LPS7.

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			use controls for this area to be established through the structure plan process, with a focus on opportunities for residential uses.			
		LPS7	<p>9. Schedule 4. Cl. 10 Height of Buildings</p> <p>Amend sub-Clause (2) to apply the wall height of 10 metres and the overall height of 14 metres to all forms of development (including residential development) in the specified zones.</p> <p>The appropriate built form outcome that these height controls establish in the respective zones should apply to all land uses, including purely residential developments. This will provide greater consistency in built form outcomes and serve to encourage residential development within the Broome townsite.</p>	Amend development standards in LPS7 relative to height so wall height of 10m and building height of 14 applies to all development (currently different controls in place for residential development – R Codes)	Agreed that the height of buildings in the Tourist zone should be a wall height of 10m and overall height of 14m.	Uphold in part - modify the Scheme text accordance with the Schedule of Modifications LPS7 to clarify that height for all development in the zones will be calculated in accordance with Clause 10 of Schedule 4.
		LPS7	<p>10. Schedule 4, Cl. 15 – Mixed Use Zone</p> <p>Delete sub-Clause (5) and (6), which provide a presumption against subdivision in the 'Mixed Use' zone unless it is in accordance with an approved structure plan, local development plan or adopted local planning instrument.</p> <p>Subdivision proposals within the 'Mixed Use' zone should be able to be considered on their individual merits through the subdivision application process.</p>	Remove development standard providing presumption against subdivision in Mixed Use zone in absence of LSP or LDP.	<p>Agreed, the lot configuration and size of properties in the Mixed Use zone are of a nature that subdivision and development could progress in the absence of a LSP or LDP.</p> <p>Recommend that schedule 4 is amended to remove clause (1), (5) and (6) which references that a Structure Plan/Local Development Plan should be provided to guide development and/or subdivision.</p>	Uphold – remove provision from Mixed Use zone Schedule 4. Modify the LPS7 Scheme text accordance with the Schedule of Modifications LPS7 which references development or subdivision to be guided by Structure Plan or Local Development Plan.
		LPS7	<p>11. Schedule 4, Cl.17 – Tourism Zone</p> <p>Delete sub-Clause (3), relating to the requirement for 60% tourism use as part of any mixed use development within the 'Tourism' zone.</p> <p>This clause is unnecessarily onerous and has contributed substantially to the lack of private investment in the Cable Beach area over the last decade, as discussed in detail above in relation to the draft Strategy.</p> <p>Development applications for mixed use developments should be able to be considered of their individual merits having regard to the objectives for the 'Tourism' zone under draft LPS7, and any future precinct structure planning over the area.</p>	Remove the development standard in LPS7 requiring 60% tourism use in the tourist zone.	Sub-Clause (3), relating to the requirement for 60% tourism use for a proposal seeking approval of a combination of short-term tourism accommodation and permanent residential use within the 'Tourism' zone is consistent with the current provision in LPS6 and is considered consistent with the objectives and proposed strategic direction of the draft LPS particularly in relation to Tourism led development in this precinct.	Dismissed - no modification proposed to draft LPS7.

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		LPS7	<p>12. Schedule 4 – Plot Ratio Controls</p> <p>Remove plot ratio controls from Schedule 4 of draft LPS7, in all zones where plot ratio controls are currently specified.</p> <p>Plot ratio controls are unnecessary when draft LPS7 already provides comprehensive built form guidance through the establishment of site coverage, building height and setback controls, which as a collective are far more effective controls on overall building bulk than an arbitrary plot ratio figure.</p>	Request that plot ratio controls in all zones are removed from LPS7.	Agreed. Sufficient controls are in place with site coverage, setbacks and building heights that plot ratio is not deemed to not add value.	Uphold in part - modify the LPS7 text accordance with the Schedule of Modifications LPS7 to remove plot ratio development standards.
		Local Planning Strategy and LPS7	13. Hawaiian looks forward to the opportunity to continue working with the Shire to progress planning to support renewed investment in, and revitalisation of, the Broome townsite in accordance with the recommendations put forward in this submission. In doing so, Hawaiian urges the Shire to deliver a contemporary local planning framework that provides the increased levels of flexibility that will be required to stimulate private investment in the Broome townsite.	Conclusion and looks forward to the opportunity to work with the Shire.	Noted.	<p>No recommendation required.</p> <p>Noted. No modification to draft LPS7 required.</p>
10.	Michael Leake	LPS7	<p>1. <u>Development of the TPS – Properly identifying Stakeholders.</u></p> <p>One of the biggest issues that needs to be addressed in the development of the TPS and further Shire documents is the usage of the phrase “Stakeholder” and its definition.</p> <p>It is just wrong! And has been used incorrectly.</p> <p>A stakeholder is someone who has something at stake, or a potential loss.</p> <p>A good tool to use to identify a stakeholder is whether the entity or person runs a self-sustaining financial enterprise that receives income on a retail or fee for service basis, and if the entity goes under there is a person or director that may be personally liable and has personal assets at risk.</p> <p>Most of the 30 odd organisations that were interviewed as so called “Stakeholders” are actually support organisations at best, or unaccountable bodies at worst. Maybe if we are lucky, they might lobby on behalf of stakeholders, however I would bet that none of them consulted before they provided input into this process.</p> <p>That basically excludes from being a stakeholder all government departments as they all spend other peoples’ money, organisations like Tourism WA (who, without consulting the industry, ridiculously suggested a casino might be a good idea to increase Asian visitors), the totally</p>	Government departments should not be considered stakeholders.	Under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> both a Local Planning Strategy and Local Planning Scheme must be referred to any affected public authorities. In the Western Australian planning system, government departments / authorities are viewed as important stakeholders.	<p>Dismissed - submission not supported.</p> <p>Noted, no modification to draft LPS7 required.</p>

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			<p>unaccountable Kimberley Futures Alliance (which was discredited last year in a shire officer's report) and other membership associations etc. At best they are interested parties, but never stakeholders, and their opinions should be taken on board as second inputs.</p> <p>So to help clarify things, the stakeholders are the community members and business owners. It is as simple as that.</p> <p>Find below a summary of each of the key points raised many years ago for TPS4/5. They are still valid today, which is rather disappointing.</p>			
		Local Planning Strategy	<p>2. <u>Development of a Tourism Strategy – see also Annex 1</u></p> <p>Tourism is the major non-government industry of Broome and has been for more than 30 years. There is a glaring omission that there is no overarching Tourism Strategy that covers the whole of the Broome shire. Such a strategy would bring together and integrate development plans such as the ones for Town Beach, Chinatown and Cable Beach. There is a lot more to Tourism in Broome than just these 3 locales. This is more imperative than ever with the completion of sealing of the Cape Leveque Road.</p> <p><i>Note: Annex 1 – for a full copy of submission please refer to separate attachment.</i></p>	Development of Tourist Strategy required.	<p>The LPS provides commentary on the importance of tourism in Part 2 with relevant actions in Part 1 for both the Broome Townsite and beyond. This includes specific consideration for tourism in the Dampier Peninsula and the sealing of Cape Leveque Road.</p> <p>Given the maturity of the tourism industry, development of a Tourism Strategy is not identified as a major priority.</p>	No change to the LPS recommended.
		Local Planning Strategy	<p>3. <u>Under - developed Tourism Node – see also Annex 2</u></p> <p>The 'Gantheaume Point/ Simpsons Beach / Reddell Beach Tourism Precinct (Port Precinct)' is an example of an area that has many tourism activities operating within it. However, the area is not covered under a location specific plan or a broader Tourism Strategy. The information attached in Annex 2 outlines the tourism activities that are occurring, and how they could be integrated throughout the whole Shire, instead of isolated developments.</p> <p>Ironically, the proposed TPS [Local Planning Strategy] also supports this approach of an open space Tourism node where it identifies the potential for 3 or 4 new tourism developments in this Tourism Node in "Figure 5: Local Planning Strategy Map - Broome Townsite". These include areas (P36 -44):</p> <ul style="list-style-type: none"> • "D" Heath and Wellness Precinct • "J" Port Drive. – Tourism Investigation • "L" Gantheaume Point – Tourism Investigation 	Gantheaume Point/Simpson Beach/ Reddell Beach should be included as tourism precinct in the Strategy.	<p>Submission acknowledges maturity of Chinatown, Town Beach and Cable Beach tourism precincts. Focuses specifically on other areas as referenced below.</p> <p>Major and Minor Tourism Nodes</p> <p>Section 2.2.3 and background information in Part 2 (Section 4.3.1) demonstrate that this terminology applies specifically to tourism nodes outside of the Broome Townsite. It is the same terminology and approach used in the overarching Dampier Peninsula Planning Strategy, which is a Sub-Regional Strategy endorsed by WAPC.</p> <p>Gantheaume Point</p> <p>Broome Townsite Planning Area M specifically identifies the need to prepare the Gantheaume Point Master Plan to formalise it as a recreation area. This will ensure a coordinated approach to future upgrades and works in the area.</p> <p>Port Tourism Precinct</p>	No change to the LPS recommended.

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			<ul style="list-style-type: none"> “M” Gantheaume Point – “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 area is required important to enhance safety and provide necessary community infrastructure.” (TPS P44). <p>The new TPS [Local Planning Strategy] provides a mechanism for facilitating this recognition of a Tourism Node where it outlines in “Section 2.2.3 Tourism” the idea of Major and Minor Tourism nodes.</p> <p>Planners are concerned about the potential of conflicting uses (eg noisy industry and accommodation), but there are ways around it by limiting the activities. It should be noted that just because an area is declared a tourism node, it doesn't necessarily need to include more accommodation.</p> <p>However, we need to address the issue that this area is a Tourism Node, which already exists and is a reality, so let's put a plan in place. Yes the area is juxtaposed throughout to the Port Area and industrial area and if we don't work out how to manage the competing uses by acknowledging their existence, we will continue to have conflicts in usages that are compounded. Yes there are challenges having an industrial and port area comixed with a tourist zone but that is the reality of what is already there. These challenges can be potentially further entrenched and problems multiplied with lack of action and yet further proposed tourism developments in an area that is currently not acknowledged as tourism.</p>		<p>Existing tourism uses in the Port Precinct are primarily a legacy of how Broome has evolved over time.</p> <p>The LPS did not identify a need for major change in this area, particularly as some of the changes recommended could compromise the strategic intent to provide industrial related economic development at Broome Port – as recommended in the Kimberley Regional Planning and Infrastructure Framework.</p> <p>In addition, the Broome Townsite Coastal Hazard Risk Management and Adaptation Plan identifies the Redell Beach (Compartment 3) and Simpsons Beach (Compartment 5) areas as ‘Managed Retreat’ and ‘Avoid’ respectively. In essence, future development at risk of coastal processes is not desired as described below.</p> <p><i>Compartment 3 Reddell Beach</i> <i>The risk management and adaptation approach for this section of coast is Avoid further development within the identified coastal erosion hazard, Managed Retreat for current structures and properties within the erosion hazard area.</i></p> <p><i>Compartment 5 Simpsons Beach</i> <i>The risk management and adaptation approach for this section of coast is Avoid further development within the identified coastal erosion hazard. The avoid option will be supported by a coastal monitoring program tracking the rate of future erosion of the shoreline.</i></p> <p>Given the above, no changes are recommended to the LPS.</p>	
		Local Planning Strategy	<p>4. <u>Gubinge Road Extension – heavy through vehicle bypass – see also Annex 3</u></p> <p>The greater port area has been undergoing sporadic development over the last 20 years with only little regard for infrastructure development, safety considerations and amenity planning to accommodation expansion needs. Most planning has focussed on making roads bigger rather than looking at the overall structure.</p> <p>If the floating jetty proceeds, the loading of product from the Thunderbird (Sheffield Resources) operations and so on, there will be a significant increase in heavy road-train through traffic to the port that will have major safety concerns. The reality right now is that there are a range</p>	Request Gubinge Road be extended so Port Drive does not contain heavy industrial traffic.	<p>The proposed Gubinge Road Extension is not considered a major priority of the LPS. Relevant cost / benefit analysis has not been undertaken to determine the suitability of the proposal. There are also concerns with the impact of the proposed route, such as:</p> <ul style="list-style-type: none"> It would cause major disruption to areas of land reserved for Environment / Cultural Conservation. It would impact on identified Threatened Ecological Communities. It would also trigger Native Title considerations, as the land is subject to the ILUA. 	No change to the LPS recommended.

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			<p>of clashing uses. There are existing and proposed tourism ventures and operations (including the new \$6.5 million Broome Golf Club development that was supported by the shire as a tourist attraction), retail and wholesale outlets, and a whole range of slow moving vehicles using multiple access points. At the same time, the shire is proposing increasing the throughflow of heavy vehicles along the same section of road. This is a major contradiction in purpose and management and has the major potential for safety issues.</p> <p>A proposed new alignment is suggested that would serve Broome well for the next 50 years and should be reviewed before there is a catastrophic fatality.</p>		<p>However, the need to mitigate future conflicts where possible is acknowledged. As evidenced in Planning Area I (Part 1 – Section 3.2) which already identifies a need to consider improvements to connectivity and access to facilitate implementation of projects such as:</p> <ul style="list-style-type: none"> • Kimberley Marine Support Base; and • Broome Boating Facility. <p>A new road connection from Kavite Road is being considered as one of the options to minimise conflicts between recreational traffic and port operations.</p>	
		LPS7	<p>5. <u>Short Stay Accommodation – Attachment 1</u></p> <p>This issue has been discussed at length. See the accompanying file: "Air Bnb and unlicensed short stay letting impacts on Broome Tourism Industry Sep 19.pdf".</p> <p>The report suggests at looking at ways to increase the development in the Cable Beach Tourist Zone. This is going to be fraught with investor reluctance whilst there is the potential for a 'free for all' in uncontrolled and illegal short stay accommodation. The current situation is a direct result of the Shire failing to manage and police the current TPS, whilst knowing and acknowledging publicly that the issue is going on.</p> <p><i>Note: Attachment No 1 is a copy of the BTLG Occasional Paper which has been previously supplied to elected members. Can be provided upon request.</i></p>	Do not support proposed change to make Holiday Home a discretionary use in the Residential zone.	<p>LPS7 proposes to make un-hosted short stay accommodation a discretionary land use in the residential zone in LPS7. The Shire has prepared a draft LPP to guide appropriate development and together with the reforms currently being undertaken with the State (with regard to registration system) it is considered that the land use should remain as a discretionary land use.</p> <p>It is noted that the position within the LPS and draft LPS7 is supported by Tourism WA in their submission.</p>	Noted, though no modification to draft LPS7 required.
		Local Planning Strategy	<p>6. <u>Data Based Decision making – Annex 4</u></p> <p>Whilst this planning scheme is out for review, there is a paucity of information about the profile of industries of the shire. This is especially so with the Tourism Industry. There is no accurate data that identifies the amount of capital invested, industry turnover, number of people employed, amount of mobile capital, number of guests, profiles, types of businesses etc.</p> <p>This lack of data means that decisions are being made when people are not fully informed in many situations, and this will affect the effectiveness of strategic plans.</p>	Request for more data and information on tourism.	The Shire has undertaken extensive pre-lodgement engagement in reviewing the LPS and LPS7. While the data mentioned would be informative, the matters raised are unlikely to lead to a change in the strategic direction in the LPS or the statutory provisions in LPS7 relative to tourism.	No recommendation proposed.
		Local Planning Strategy	<p>7. <u>Differential rates</u></p> <p>Currently properties that are zoned business or tourism are charge a differential rate. Whilst this originally had the purpose of providing funds</p>	Differential rates	Rating of properties is not relevant to preparation and adoption of a Local Planning Strategy or Scheme.	Dismissed - submission not supported.

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			<p>to market Broome, this reason has become blurred. Funds are allocated without reference to the rate payers that provided those targeted funds and there is no transparency and effectiveness of how the funds are used. A significant amount is given to Australia's North West for destination marketing and yet they do not have a specific and ongoing marketing strategy for Broome. Let alone specific and measurable goals for success. The Shire has been remiss in not pursuing transparency and, above all, accountability for the effectiveness of funds spent.</p> <p>The way the differential rate misses so many industries and does not levy those that benefit directly from tourism, also needs to be reviewed. Many tour operators work out of their house, registered bed and breakfast properties do not pay any levy and the Shire makes no effort to enforce regulation and payment by unlicensed short stay properties.</p> <p>Given that tourism is such a major industry in Broome, is it not time to think about a levy on <u>all</u> rate payers in Broome and the formation of a Broome specific local tourist organisation, that is both transparent and accountable?</p>			
		Local Planning Strategy	<p>8. <u>Broome Airport Relocation – not required</u></p> <p>The TPS report erroneously concluded and is unsupported by the comments:</p> <p><i>"Early engagement during the preparation of this Strategy established that there is still a long term need and community desire for the relocation of the Broome Airport. Several factors will underpin the process of planning for the long-term transition including:</i></p> <p><i>Appendix 1 and the analysis in Section 4 suggests that there is a desire to see the airport relocated to an alternate site. Some of the primary reasons for this relocation are:</i></p> <p><i>+ The noise of operations causing disturbance to existing residents. (2.4.3 Airport infrastructure)"</i></p> <p>The linkage between 'airport noise' and 'relocation of the airport' is an incorrect inference that the authors have made between two separate and distinct points. Prior to the arrival of the helicopters at the airport, the only noise complaints were due to planes not adhering to the "Friendly Skies" policy of the airport. The comments regarding airport noise was in reference to the helicopters rather than the planes, and were not made as comments supporting the relocation of the airport. The</p>	<p>Airport relocation not required. Helicopter operations should be relocated.</p>	<p>Long-term Need Through stakeholder engagement undertaken with BIA and planning analysis, the draft LPS has determined that there are sound planning reasons for why the airport should be relocated in the future. The draft LPS has altered the strategic direction of the previous LPS by focussing on long-term relocation, rather than an 'imminent relocation'.</p> <p>This change is consistent with the feedback received and generally supported by BIA.</p> <p>Community Desire A review of Part 1 and Part 2 of the LPS has been undertaken and there are three instances in which 'a desire' for airport relocation is quoted.</p> <p>Part 1 – Section 2.4.3 <i>"Early engagement during the preparation of this Strategy established that there is still a long-term need and community desire for the relocation of the Broome Airport"</i></p> <p>Part 1 – Section 3.2 (Planning Area B) <i>"Appendix 1 and the analysis in Section 4 suggests that there is a desire to see the airport"</i></p>	<p>Upheld - reword first paragraph in Section 2.4.3 as follows:</p> <p><i>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:</i></p>

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			<p>complaints regarding airport noise have only risen to these levels since the arrival of the helicopters. This is the fact.</p> <p>The facts speak for themselves in that issues have been raised previously about noise and other aspects but most of this has improved considerably with the relocation of the majority of the helicopters to alternate sites out of Broome during the Covid period. This highlights the significant amenity improvements for the town if the helicopters were permanently relocated out of Broome at Djarindjin, or an alternate location.</p> <p>The approach of relocating the helicopters but keeping the airport in its current location would have multiple benefits:</p> <ul style="list-style-type: none"> • The current location of the airport is beneficial to the tourism industry and provides a quirkiness to the town, • Guests comment frequently about the enjoyability of having the airport close to town, • Jobs would be provided to the alternate location, • Having an alternate airport would provide a good safety alternative if another airport was needed for emergency or diversionary purposes. 		<p>Part 2 – Section 4.5.3 Airport states <i>"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"</i></p> <p>On review of the above, it is only the wording in Part 1 – Section 2.4.3 which requires potential rewording.</p> <p>Relocation of Helicopters All aviation operations are expected to be relocated, including helicopters. The MOU discussions recommended in the LPS to facilitate the airport relocation should also include helicopter operations and noise concerns.</p>	
		Local Planning Strategy	<p>9. <u>Need to focus on utilising existing assets, not just new construction</u></p> <p>It is imperative that economic development strategies do not just focus on construction style activities for the sake of employment, rather than ones with a substantial rate of return. The need for construction should be driven by economic activity that initiates and requires construction.</p> <p>This is a theme that needs to permeate the town planning scheme and strategies.</p> <p>The "build it and they will come" mindset is strong amongst those that are not personally footing the bill.</p> <p>For example, the Chinatown revitalisation will not bring any new tourists to Broome, contrary to some thought. The works did a major freshen up of tired and worn infrastructure but no tourist is going to come to Broome to see the new Chinatown. The construction activity came and went and now we need another construction activity to keep people employed. And so the cycle goes on. Government money spent on projects to prop up private companies.</p>	Review expenditure on capital projects.	Comments are not deemed to be relevant to LPS or LPS7.	Dismissed - submission not supported.

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			<p>The other issue is that the new assets are not being properly managed to full implementation after construction:</p> <ul style="list-style-type: none"> • The Broome Road Industrial Estate has only 2 or 3 occupants after 10 years and millions of dollars of construction. One of its purposes was to minimise road-trains in the Broome township to improve safety. No plan has been put in place to encourage industry to move. Why not?; • Chinatown – overt the last 3 months, every time I have visited Chinatown at night there has been at least 6 or more lights not working. They are a major feature of the new works. Is the timber work being oil and maintained throughout? It looks very dry and close to splitting, again also a key feature of the works. Is there a maintenance plan? • Airport Drain – the Shire co contributed to the works and made a contract with the community to replace the frangipani trees. They didn't and it is now the ugliest section of road in Broome for over ten years. A broken contract. • And the list goes on. <p>Any plan needs to look at the strategic application and management of the assets within the plan. The TPS is a planning document, not just a construction plan.</p> <p>However an alternate view is that if we maximise an activity such as tourism, a commercial asset will become worn (eg accommodation) and then need updating or major refurbishing. This economic activity is then funded by private industry to maintain a private asset but also significantly keeps support industries such as local construction, transport and supply industries active.</p> <p>Quick calculations to support this approachs (see previous point about data sourcing which would certainly support this argument if we had the data):</p> <ul style="list-style-type: none"> - Accommodation in Broome approx. 1,700 rooms - Built in two major stages 1995-2000 and 2005 -2009. - First stage is around 20 years old and needs refurbishing, say half or 850 rooms, that would take around 5-7 years to complete, - Second stage buildings would then be 5-7 years older and also need refurbishing as soon as stage 1 is finished. - When this is completed the cycle would start again, but however it would all be funded by successful businesses using private money. 			

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			<p>- Estimated ongoing refurbishment costs 1700 rooms x \$15k = \$25,500,000 per refurbishment cycle. That is quite a sustainable economy without building anything new.</p> <p>This would set up a major sustainable economy for Broome. Further developments would then flow through natural economic 'pull' processes, not pushed through by government grants.</p> <p>However the Covid recovery plan is based significantly around building new things with government money – up to \$100 Million. If a small fraction of that, say \$1 million per year was put forward to encourage Broome tourism and cheap flights, the multiplier effect would be enormous. However we only give a pittance to supporting cheap flights and good destination marketing.</p> <p>This is a mindset activity that needs to feed into strategic thinking as there is currently too much focus on build and build. We need current assets and infrastructure to operate at high utilisation levels to get a sustainable economy for Broome instead of the boom and bust of infrastructure building activity (and oil and gas and mining for that matter!).</p>			
		LPS7	<p>10. Expansive tourism</p> <p>Finally before I go to bed. There needs to be scope in the TPS for temporary and expansive tourist activities that can come and go with the seasons and tourism demand. We have this in some ways with the markets and tours side of the industry, where no huge capital outlay or commitment is required from stall holders or tour operators and they can follow the tourist season around the country or shut up shop in the quiet times.</p> <p>The next level which needs to be incorporated into planning strategies is also to allow and cater for temporary, but substantive activities, that can come and go with the activity of the tourist season. For example a seven storey inflatable water slide was operating at the Ascot Racecourse in Perth over Perth summer. This could be easily relocated to Broome each dry season as an entertainment activity, as could many other activities like it. A temporary structure like the water slide negates the need to construct a purpose built, expensive to operate permanent style water park.</p> <p>There is a need to encourage planning and facilitation in the planning scheme and strategies that looks outside the box so that they incorporate into the seasonality of the life we have here in Broome.</p>	Scope to allow for seasonal tourism activities	Scheme enables these types of land uses currently and furthermore, these activities may be captured through the Local Law as trading activities.	Noted. No modification to draft LPS7 required.

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11.	Kylie Weatherall	LPS7	<p>1. Service Commercial Zoning Cable Beach Rd East and Gubinge Rd The area zoned 'Service Commercial' area on the corner of Cable Beach Rd East and Gubinge Rd is a particularly poor zoning choice, as this land is and will be next to residential areas and is close to the tourist precinct of Cable Beach. This little island of 'service commercial' will fracture the towns shopping precincts and result in a 'higgledy piggledy' visual aesthetic. It will look like a badly planned urban area and be completely out of character with the locality. A shopping area more suited to a light industrial zone than a tourism corridor between the town centre and Cable Beach.</p>	Service commercial zoning on Cable Beach Road East and Gubinge Road – would be out of character with the locality.	<p>As summarised in Table 4: Retail, Commercial & Activity Centres - Planning Directions and Actions (Part 1 – Section 2.2.1) the rationale behind the service commercial zoning in this location is as follows:</p> <p><i>"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"</i></p> <p>Approval of the structure plan was a Ministerial decision, as such it must be reflected in the Shire's LPS.</p>	Noted. No modification to draft LPS7 required.
		LPS7	<p>1. Environment and recreation There is no connectivity of undeveloped across the Broome peninsula in terms of landscape – no planning for 'wildlife corridors'. If the environment had value (and you would believe it did if you read shire documents) you would see planning for the inclusion of 'wildlife corridors'. There is opportunity to allocate land and include wildlife corridors, but they are completely absent from the summary paper document and plan.</p> <p>I note the drainage areas are marked as public open space. There is further opportunity to create wildlife corridors and/or other recreational areas through the creation of well-designed drainage basins. This would help both help increase green areas, reduce flooding, erosion and improve amenity. More examples of well-designed and functional drainage areas can be seen in 'Sunset Park', behind Matsumoto (off Anne St.), along Cable Beach Rd East and in Broome North's drainage swales.</p> <p>If the Shire of Broome values the natural environment all the Threatened Ecological Communities and Priority Ecological Communities within the Shire of Broome should be highlighted in plans, as well as promoted and celebrated and protected from future development. I am concerned with the lack of acknowledgement of these plant communities in general shire documents such as the map & plan (as in the Summary document). Within the map I am also concerned that the area marked as 'M' Gantheaume Point, and as 'Future Tourism Rural' is the location of the Priority Ecological Community Dwarf Pindan Heath.</p>	<p>Lack of planning for wildlife corridors and opportunities to create through drainage corridors.</p> <p>Threatened Ecological Communities and Priority Ecological Communities within the Shire of Broome should be highlighted in plans</p>	<p>TEC and PEC's are captured as Special Control Area under LPS6 and is proposed to continue in LPS7.</p>	No recommendation required.

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		Local Planning Strategy	<p>2. Urban Renewal</p> <p>Whilst it is good to see areas in old Broome marked for urban renewal, the lack of commitment by the Shire to endorse and prioritise the urban renewal strategy is disappointing. Overcrowding and dense clusters of social housing (aka ghettos) in many of these areas contribute greatly to the increasing crime and reducing safety across Broome. The Shire of Broome needs to prioritise urban renewal and work together with the Department of Communities to make changes to social housing ghettos much faster.</p> <p>The lack of public open spaces in the block area marked 'N' for urban renewal bounded by Pembroke, Robinson, Roberts, Blick Dr., Paddy Court and Anne St. This is of great concern especially as the well utilised park on the corner of Blick Dr. and Dora St is ear-marked for development as 'Health and Wellness' development. I understand is going to be developed and there will be NO public open space. The removal of vegetation in this area is also of great concern.</p>	Urban Renewal – Shire needs to prioritise and lack of POS within the urban renewal areas.	<p>Noted that there is a desire for formal adoption of the URS, however, this is separate to the LPS / Scheme Review process.</p> <p>Further, as stated in Part 2 – Section 4.2.2 (Existing Residential Areas) implementation of the URS is likely to take many years with one of the primary challenges being:</p> <p><i>"...full costings have not yet been developed by the Department or priorities established".</i></p> <p>The LPS recognises the importance of the URS but acknowledges that it is a long-term solution that will require cross-agency implementation across all levels of government.</p>	No recommendation required.
		LPS7	<p>3. Port precinct</p> <p>A major town planning issue is the use of the land currently designated 'Port' on the map, with the area of land called 'Entrance Point' being one of the most beautiful and well visited places in Broome. Currently the port industry dominates an area which should I believe become 'public open space' as it such a well utilised area (and by a many more people than just the recreational fishing community). The council and the Shire have a great opportunity to develop this are of land into a place 'for all' not just the Port industry or the recreational fishing. The port of Broome expansion or activities should be restricted, and the entire fishing club area and the old silos should be resumed for public recreation. A more visionary approach to this site (and the expenditure of millions of dollars as is current plan for safe boat harbour) at this site would be to create a smaller but adequate safe launching boat ramp, retain the beaches and dinosaur footprints and spend more money on developing the entire site from the old silo to Entrance Point. The old silo site could potentially become bars, restaurants, open air areas for markets, performance spaces and all with adequate, large car parking areas. It would be connected to the Fishing Club, the boat ramp and Entrance Point and allow expansion into the future for a growth.</p>	Portion of the Port Reserve should be designated as public open space.	Draft LPS7 reflects the current zoning/reservation of the Port in LPS6. No changes to landownership/ tenure arrangements are proposed for this land, so it is more appropriate that the land is reserved Port and the use and development of the landholding is consistent with the reservation's objectives. Any incidental use of Port reservation for recreation purposes would need to be considered in consultation with the Port operator and the overall objectives of the reservation.	Dismissed - no modification to draft LPS7 required.
12.	Paspaley Properties - Nick Hanigan	Local Planning Strategy	1. As the intended primary strategic planning document for the Shire over the next 15 years, the draft Strategy is a significant opportunity to establish a strategic context for decision making that can drive positive change in the Broome townscape. Noting this, we are supportive of several of the stated objectives under Section 1, Part 1	Support of specific objectives in the LPS.	Support for LPS objectives noted.	No recommendation required.

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			<p>of the draft Strategy, including the need to:</p> <ul style="list-style-type: none"> Promote practical and sustainable growth and development; Activate Chinatown, Old Broome and Cable Beach as the key precincts of Broome; Support access to suitable and affordable housing and accommodation that meets the needs of all community members; Create attractive, well designed and climate responsive built environments, streetscapes and green spaces; and Ensure safe, affordable and well connected, transport networks for all modes. 			
		Local Planning Strategy	<p>2. However, we also consider that the draft Strategy has an opportunity to present a bolder vision for the future growth of the Broome townsite, particularly in the key precincts of Chinatown, Old Broome and Cable Beach.</p> <p>Whilst the Shire's stated intent for Precinct Structure Plans (PSPs) to be prepared for these key townsite locations is supported by Paspaley, the draft Strategy still has the opportunity to provide more aspirational strategic direction that is required to support meaningful change for the Broome townsite. This would offer an early opportunity for feedback from the community, whilst providing a strategic context for the future PSP process to focus on investigating a greater range of innovative solutions to support private investment in these key precincts. As part of this, there is an opportunity to acknowledge a number of the potentially transformative initiatives for the Chinatown and Old Broome area that have been presented to the Shire in recent times. In particular, we request that the draft Strategy is amended to include specific recognition of the opportunity to revisit and further investigate the following initiatives as part of the future PSP process:</p> <ul style="list-style-type: none"> Provision for a potential marina as an eastern extension to the existing Chinatown area to create a vibrant and economically viable waterfront interface; and The proposed extension of Gray Street through to Old Broome Road and the associated realisation of additional commercial land that this would provide for town centre expansion to the west of the existing shopping centre development at 8 Short 	<p>LPS requires a bolder vision for future growth, particularly marina to the east of Chinatown and extension of Grey Street and additional commercial land in Chinatown.</p>	<p>The desire for a bolder vision for Broome's key precincts is acknowledged. Their strategic importance is why future detailed planning is required to ensure positive long-term development outcomes.</p> <p>To allow meaningful change to occur, preparation of a Precinct Structure Plan was determined as the best course of action for the following reasons:</p> <ul style="list-style-type: none"> <i>State Planning Policy 7.2 – Precinct Design</i> provides a contemporary framework for planning and development in existing areas. The policy will allow for a coordinated approach that ensures detailed consideration for a range of design elements. This would include the ability to draft new planning controls associated with land use and built form provisions. The Precinct Structure Plan would be prepared with a concurrent Scheme Amendment which is best practice for such exercises. This would allow for implementation of any changes to land use / built form provisions in the form of LPS7 zone and development requirements. A Precinct Structure Planning process would allow targeted engagement to be undertaken in partnership with landowners and to define an appropriate future vision and design for the Chinatown area. 	<p>Upheld - amend Figure 6: Planning Area A - Precinct Structure Planning Guidance to include a new notation regarding detailed planning and investigation of the proposed Gray Street Extension.</p>

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			<p>Street.</p> <p>These initiatives offer desirable opportunities for town centre expansion that can complement the vision established under the draft Strategy and contribute to the supply of additional commercial land within the established Regional Activity Centre area. In addition, these initiatives provide opportunities to:</p> <ul style="list-style-type: none"> • Offset the potential loss of land area to the north of Gray Street due to the coastal defence strategy being adopted in response to the findings of the Broom Townsite Coastal Hazard Risk Management and Adaptation Plan (the CHRMAP); • Consider alternative solutions for the provision of coastal defence mechanisms required to address the findings of the CHRMAP, in a manner that can achieve a tangible return on investment through the creation of new commercial opportunities that can contribute to increased investment and activation with the Chinatown area; • Grow Chinatown as a consolidated and connected activity centre driving its retail competitiveness within Broome, especially whilst the Broome Airport remains in its current location, rather than future growth being reliant on disconnected areas to the south that would potentially split the town centre into a number of disparate elements or satellite centres; and <p>Increase the prosperity of the anchor businesses that are supporting the Broome townsite, which in turn will provide opportunities to attract greater skills and capacity to the region, and the population growth opportunities that come with this.</p> <p>Paspaley is aware of a number of independent parties that are seeking large areas of commercial floorspace in the Chinatown area. However, to realise this interest in a soft demand economy, it is imperative that the State and local government find and support large, flexible, development sites, enabling opportunities to accommodate new retail and commercial offers for Broome. Whilst these opportunities are often challenging and require innovative solutions, limiting new development only in infill locations often limits growth opportunities and prohibits adoption of affordable building techniques, placing greater building expense on projects that are by their nature (in a regional economic context with associated price premiums) often marginal.</p> <p>Consistent with the above, we request that Shire includes specific</p>		<p>Regarding proposed amendments <i>Figure 6: Planning Area A – Precinct Structure Planning Guidance</i>, the benefits of the two proposals are acknowledged. It is the Shire's view that consideration for a potential marina is too premature having not been recognised in any formal Council documents.</p> <p>The proposed Gray Street Extension is agreed for inclusion given its recognition in the Broome Townsite CHRMAP. However, given the amount of work required to determine the viability of the proposal, it is agreed that any notations are very clear that these projects are subject to detailed planning and design studies.</p>	

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			<p>reference to the opportunity to revisit both the potential marina project and the potential extension of Gray Street as part of the future PSP process for the Chinatown area, in Section 3, Part 1 of the draft Strategy. We also request that this include two notations on Figure 6: <i>Planning Area A – Precinct Structure Planning Guidance</i> as follows:</p> <ul style="list-style-type: none"> • A notation to indicate the potential to undertake a detailed planning study for the Gray Street extension area (i.e. the land west of the Paspaley Plaza and east of Old Broome Road) to potentially facilitate the expansion of Chinatown to the east. • A notation to indicate the potential to undertake a detailed planning study for the land to the east of Dampier Terrace and the associated area of the bay as a future marina site. 			
		Local Planning Strategy	<p>3. In addition to the comments provided above, we also:</p> <ul style="list-style-type: none"> • Support the Shire's intent to pursue the relocation of Broome Airport to unlock greater development opportunities in the Regional Centre zone, including residential opportunities. This would be a transformative outcome, as an opportunity for growth and greater connectedness across the Broome townsite. It should therefore be pursued as a key priority in implementing the draft Strategy. • Support the intent to foster greater connections between Chinatown and Old Broome, and to encourage development that strengthens that connection. • Commend the stated intent to retain and celebrate Broome's unique cultural heritage, including the Chinatown Conservation Area, whilst recognising the need to support sensitive redevelopment, adaptation and interpretation. However, there is an opportunity for the Shire to further demonstrate its commitment to working with the private sector to encourage heritage conservation and adaptation. This could be achieved by acknowledging in the draft Strategy that variations to key built form controls (including plot ratio, site cover and building height) will be considered in accordance with Clause 12 of the Deemed Provisions for developments that deliver positive heritage conservation outcomes. 	Support for specific Local Planning Strategy initiatives.	<p>Paspaley's support for the following initiatives is acknowledged and noted:</p> <ul style="list-style-type: none"> • The relocation of Broome International Airport. • Greater connectivity between Chinatown and Old Broome. • Support preservation of Broome's unique character and heritage through sensitive redevelopment. <p>Regarding the desire to support variations to built form controls when delivering positive heritage conservation outcomes, this is an element which is expected to be covered in the Precinct Structure Plan (with the same justification as provided above).</p>	Noted. No modification to draft LPS required.
		LPS7	4. Building on several of the recommendations outlined above, we also provide the following comments specifically in relation to the content of draft LPS7, which will ultimately replace the current LPS6	Support objectives of the Scheme but the controls in LPS7	Noted support for high level objectives.	Noted. No modification to draft LPS No. 7 required.

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			<p>as the primary statutory control on the use and development of land within the Shire.</p> <p><u>General Comments:</u></p> <p>We support the high level objectives under Clause 9 of draft LPS7, including to:</p> <p><i>Facilitate responsible growth and development with respect for Broome's unique heritage, complemented by the timely provision of supporting infrastructure;</i></p> <p><i>Promote a strong and diverse economy;</i></p> <p><i>Support access to suitable and affordable housing and accommodation to meet all community needs;</i></p> <p><i>Support strategically led business growth, innovation and entrepreneurship across all sectors of the Broome economy; and</i></p> <p><i>Mitigate climate change and natural disaster risks.</i></p> <p>However, we note that the development controls in, and resultant development potential offered by, draft LPS7 are largely the same as the Shire's existing LPS6, with discretion available to vary key built form controls where supported by a PSP, local development plan (LDP) or other planning instrument.</p> <p>It will therefore be essential that where the requirement for a PSP or LDP has been identified, it is progressed as a matter of priority by the Shire with a clear intent to identify opportunities for increased development potential in key precincts if draft LPS7 is to appropriately implement the growth objectives that underpin the draft Strategy. Actively pursuing this outcome will be integral to revitalising the Broome townsite, as simply maintaining status quo development standards from LPS6 will not be sufficient to drive positive change in the Broome townsite through private investment, which the draft Strategy acknowledges has stalled over the last decade.</p>	largely reflect LPS6 which would not encourage new development. Precinct Structure Plans should be progressed as a priority.	Noted support for a contemporary planning scheme to facilitate precinct planning which the submitter considers should be undertaken as a matter of priority.	
		LPS7	<p>5. With respect to the proposed land use controls under draft LPS7, we request that the Shire's approach to land use permissibility for 'workforce accommodation' be revisited to designate this as a standalone discretionary ('D' or 'A') use, rather than an incidental ('I'), use within Regional Centre, Mixed Use and Tourism Zones under Table 3 of draft LPS7, on the basis that:</p> <p>a. The lack of availability and affordability of accommodation for workers is one of the biggest challenges facing Broome and regional Australia, and is closely tied to the ability to attract and retain skilled workers. This is exacerbated by land use controls that</p>	Workforce accommodation land use should be a 'D' or 'A' use in the Regional Centre, Mixed Use and Tourism Zones not an 'I' land use.	Modifying the current proposed Workforce Accommodation (which by way of definition can include modular or relocated structures) land use permissibility in the Regional Centre, Mixed Use and Tourism Zones from an 'I' to an 'D' or 'A' use is considered undesirable. This could potentially provide for a modular workers camp within areas which seek to achieve a higher level of built form. Existing residential land uses within these zones (i.e. grouped or multiple dwellings) could still be developed and use for workforce accommodation and are already permitted or discretionary land uses in these zones.	Dismissed - no modification to draft LPS7 required.

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			<p>limit dedicated workforce accommodation to being established only where incidental to the primary use of land on a given site, as proposed under draft LPS7.</p> <p>b. Innovative solutions in higher urban use areas that extend beyond the traditional concept of workforce accommodation being limited to an incidental component on the same site as the land use to which the accommodation relates, should be encouraged within Broome where appropriate standards of amenity and design can be achieved for the accommodation. This would allow major tourism operators the potential to develop their own workforce accommodation facilities on independent sites, offering greater flexibility in the design and siting of such facilities.</p> <p>c. Achieving appropriate standards of amenity and design for workforce accommodation can be controlled through the designation of workforce accommodation as a discretionary land use, which inherently requires consideration via a development application.</p> <p>This approach will allow Broome to remain competitive in attracting vital skills to the region, whilst offering an opportunity to increase the critical mass of people required to support local business and activate key precincts within the Broome townsite.</p>			
		LPS7	<p>6. With respect to the detailed built form controls under draft LPS7:</p> <p>We note that across several land use zones, including the Regional Centre, Mixed Use and Tourism Zones, Clause 10(2) in Schedule 4 of draft LPS7 establishes a default 10.5 metre wall height and 14 metre overall height for mixed use and non-residential developments, which can then be varied through the adoption of a PSP, LDP or other local planning instrument. However, for purely residential developments, draft LPS7 is silent on applicable building height limits for areas coded R40 or greater, which would then default to the provisions of the Residential Design Codes (R-Codes). At the R40 density, this would default to a permitted height of two (2) storeys only, rather than the three (3) storeys that would be able to be developed within the building height controls applicable to mixed use or non-residential developments. We are of the view that the 10.5 metre wall height and 14 metre overall height under Clause 10(2) in Schedule 4 should apply to all forms of development within the specified zones given that these areas are identified as being capable of accommodating development of this scale. This provides consistency across land uses and ensures that the built form controls do not inadvertently discourage one land use over another in these zones.</p>	<p>Building height controls – residential building heights should be the same as other development - 10.5 (note its 10m) metre wall height and 14 metre overall height</p>	<p>Supported, as detailed in the Hawaiian response above.</p>	<p>Uphold in part - modify the Scheme text accordance with the Schedule of Modifications LPS7 to clarify that height for all development in the zones will be calculated in accordance with Clause 10 of Schedule 4.</p>

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		LPS7	<p>7. We note that draft LPS7 uses a combination of plot ratio, site coverage, building height and setback controls to guide built form outcomes across the Shire. In our view, site coverage, building height and setbacks as a collective set of development controls are more than sufficient to control built form outcomes, without the need for plot ratio as an additional (and somewhat arbitrary) control. Site cover is a very effective tool at controlling the proportion of buildings to open space and landscaping on a site and should be used as the primary built form control rather than plot ratio. We would therefore recommend that the Shire either removes, or reduces the reliance on, plot ratio as a fundamental development control within draft LPS7.</p> <p>Site coverage is also not a defined term under draft LPS7 and therefore the method by which this is assessed is unclear. This term should therefore be clearly defined within Part 6, Division 1 of LPS7 as relating to fully enclosed above ground structures only, and excluding basement parking and at-grade open air parking.</p>	<p>Plot ratio controls should be removed from the Scheme.</p> <p>Site coverage should be a defined term in the Scheme to provide clarity.</p>	Supported, as detailed in the Hawaiian response above.	Uphold in part - modify the LPS7 text accordance with the Schedule of Modifications LPS7 to remove plot ratio development standards and include definition for site coverage.
		LPS7	<p>8. In relation to car parking, we support the reduction in required car parking for single bedroom dwellings from two (2) bays per dwelling under the current LPS6 to one (1) bay per dwelling under Clause 26, sub-Clause (2) and (3) of draft LPS7. This is a positive change that will support the delivery of more diverse housing options within the Broome townsite.</p>	Support LPS7 proposal to reduce car parking to single bedroom dwellings.	Support noted.	Noted, no modification to draft LPS7.
		LPS7	<p>9. Additional specific comments in relation to Paspaley's development interests within the proposed Regional Centre, Mixed Use and Tourism Zones under draft LPS7 are also provided below.</p> <p><u>Regional Centre Zone:</u></p> <p>We support the general objectives for the Regional Centre Zone, which build on the recommendations of the draft Strategy.</p> <p>However, the reliance on the preparation of a PSP or LDP to exceed the default R-Codes plot ratio requirements specified under Clause 13 in Schedule 4 of LPS7 would result in the default permitted plot ratio within the Regional Centre Zone being reduced from the 1.0 in the current LPS6 to 0.7 under the draft LPS7. This is illogical in the context of the objectives of the draft Strategy to drive growth in the Regional Activity Centre area. Therefore, if plot ratio is to be retained as a fundamental development control in draft LPS7, then the default plot ratio for the Regional Centre Zone should be increased under draft LPS7 to, at a minimum, match the permitted 1.0 plot ratio under the current</p>	<p>Regional Centre zone – plot ratio clarification required.</p> <p>Support progress of PSP as a priority.</p>	See comment above.	See recommendation in row 7 above.

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			LPS6. The Regional Centre Zone is also the most important example of the need to progress a PSP as a matter of priority, in order to investigate appropriate opportunities for expansion, intensification and activation of the Chinatown area, consistent with the comments provided previously in this correspondence.							
		LPS7	10. <u>Mixed Use Zone:</u> We support the general objectives for the Mixed Use zone. However, in relation to the specific Additional Use right that applies to the Paspaley site described in the introduction of this correspondence, it is unclear why this Additional Use right identifies 'multiple dwellings' and 'grouped dwellings' as discretionary ('D') uses when this is already the case in Table 3 of draft LPS7. We are of the view that the Additional Use right should designate 'multiple dwellings' and 'grouped dwellings' as a permitted ('P') uses, rather than discretionary uses for the Paspaley owned site and request that this is updated accordingly in Schedule 1 of draft LPS7. This would reinforce the intent to pursue increased residential density on key sites within the Old Broome area, with the Paspaley owned site offering a significant opportunity to contribute to this desired pattern of growth. It is also unclear on what basis the Shire is establishing a presumption against subdivision in the Mixed Use zone in the absence of a structure plan or local development plan. It is our view that any proposed subdivision should be able to be considered on its individual merits through the subdivision process, and therefore Clause 15(5) and (6) in Schedule 4 of draft LPS7 should be deleted or amended to reflect this.	(i) Supports Mixed Use zone objectives (ii) Amend Schedule 1, A12 Lot 213, 214 and 216 Hamersley St and Lot 215 Louis Street by modifying the use permissibility from a "D" (discretionary) to a "P" (permissible Use). As permissible under Table 1: Zoning Table. Iiii) Subdivision in the zone should not require a Structure Plan or LDP.	Supported. Update the additional use schedule to outlined that the additional use would be a 'P' use. <table><tr><td>A12</td><td>Lot 213, 214 and 216 Hamersley Street and Lot 215 Louis Street as indicated on the scheme maps.</td><td>Grouped Dwellings and Multiple Dwellings 'D' use.</td><td>As determined by the local government.</td></tr></table>	A12	Lot 213, 214 and 216 Hamersley Street and Lot 215 Louis Street as indicated on the scheme maps.	Grouped Dwellings and Multiple Dwellings 'D' use.	As determined by the local government.	Uphold in part – modify reference to A12 so that Grouped or Multiple Dwellings are a 'P' use.
A12	Lot 213, 214 and 216 Hamersley Street and Lot 215 Louis Street as indicated on the scheme maps.	Grouped Dwellings and Multiple Dwellings 'D' use.	As determined by the local government.							
		LPS7	11. <u>Tourism Zone:</u> We support the acknowledgement of residential uses as being appropriate in the zone objectives under Clause 16 of draft LPS7. However, for the reasons outlined previously, we would request that the zone objectives under Clause 16 are expanded to include recognition of workforce accommodation as a potential use within the Tourism Zone. Consistent with the preceding point, we are broadly supportive of the recognition of residential opportunities in Clause 17(3) in Schedule 4 of draft LPS7, which enables approval of a mix of short-term tourism accommodation uses and residential uses on the same site. However, we are of the view that the conditions attached to Clause 17(3) in	Support the Tourist zone objective that residential use is appropriate. Zone objectives expanded to include recognition of workforce accommodation as potential use in Residential zone	The request to expand the zone objectives to include workforce accommodation is not support. As detailed in the zoning table, workforce accommodation is appropriately identified as an 'I' use in the tourist zone. No changes are supported to the 60% tourism use requirement or changed methodology related to site area rather than number of dwellings as this does not adequately provide for the desired ratio of development between these two uses and would not align with the strategic intention under the LPS.	No change recommended.				

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			<p>Schedule 4 are unnecessarily onerous, to the extent that they will continue to stifle private investment in the Cable Beach area, in a similar manner to the existing provisions of LPS6. We therefore recommend the following changes to provide increased flexibility through the development application process:</p> <ul style="list-style-type: none"> a. The 60% tourism use requirement should be based on site area only and not unit numbers, with sub-Clause (a) being amended accordingly. b. Sub-Clause (c) should be deleted or amended to remove reference to integrating the "management structure" of residential and tourism uses, to provide greater flexibility in ownership structures. c. Sub-Clause (f) should be deleted and instead considered on a case-by-case basis as part of the development application process, to provide greater flexibility in the potential staging of redevelopment proposals. <p>In addition, there is an opportunity within Clause 17 of Schedule 4 to consider the inclusion of provisions that enable consideration of adaptability in use through the development application process. In particular, there should be flexibility for alternative land uses, such as residential or workforce accommodation, to be considered in lieu of the provision of tourist accommodation where the applicant can demonstrate flexibility for future adaptation to dedicated tourism use.</p> <p>This approach has the potential to stimulate short term private investment in the area, whilst protecting the opportunity for the highest and best use of tourist accommodation as the tourism market matures to make this outcome economically viable.</p> <p>The above changes to Clause 17 in Schedule 4 of draft LPS7 would assist in addressing key findings of the draft Strategy relating to the need to address the lack of private investment in the Cable Beach area over the last decade and to consider land use diversification to improve precinct activation outside peak tourism periods. It is our view that encouraging alternative land use outcomes, such as residential and workforce accommodation, is essential to addressing these issues, whilst also providing an opportunity to address broader accommodation issues across the Shire area.</p> <p>As noted in the general comments provided previously, 'workforce accommodation' should also be designated as a discretionary ('D' or 'A') land use for the Tourism Zone within Table 3 of draft LPS7, in conjunction with the recommendations provided above.</p> <p>We also support the stated intent to prepare a Precinct Structure Plan</p>	<p>The 60% tourism use requirement should be based on site area, not unit numbers.</p> <p>'Management structure' should be removed from 17 (3) (c).</p> <p>Sub-clause 17 (3) (f) – outlining that residential development should not proceed tourist land use, should be removed.</p>	<p>The intent of the zone is to provide adequate land for Tourism purposes and there is a need to ensure these objectives are met through a staged approach as provided for in the provisions.</p>	

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			for the Cable Beach area and encourage this to focus on opportunities for increased development potential and land use flexibility to support revitalisation of the Cable Beach tourism area.			
13.	Dinosaur Coast Manageme nt Group	Local Planning Strategy and LPS7	<p>When preliminary consultation on the LPS and LPS7 commenced some time ago the DCMG requested that a Special Control Area for the dinosaur tracks be included in LPS7. We note while the text within the LPS now recognises the scientific and cultural values of the dinosaur tracks and mentions these attributes in various sections there are no provisions within LPS7 that will provide direction and advice re future development and land use.</p> <p>See as follows: 2.3.1. <i>CULTURE & HERITAGE - 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., cultural heritage values, should be given due consideration when reviewing future development proposals. Increasing knowledge and importance of cultural heritage corridors, 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.</i></p> <p>Table 8: 'Culture & Heritage – Planning Directions and Actions' then states dinosaur tracks should be protected <i>to ensure this unique feature is preserved for current and future generations</i>. The way this is to occur is supposedly by supporting the mapping and the introduction of new Scheme provisions.</p> <p>However, it then goes on to state: <i>Dinosaur footprints are protected under the Environment Protection and Biodiversity Conservation Act 1999, however, recognition in planning decisions through the Strategy is appropriate given their heritage significance nationally and internationally.</i></p> <p>The DCMG again requests that a Special Control Area – Dinosaur Coast be included in LPS7.</p> <p>The proposal that by referencing the dinosaur tracks through the LPS will protect the dinosaur tracks for current and future generations because the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (the Act) provides protection is an incorrect and flawed assumption.</p>	<p>Support recognition of the dinosaur footprints in the LPS but request that it is acknowledged in the LPS7 through inclusion of a Special Control Area.</p> <p>Proposes the inclusion of a new SCA (Part 5 and Schedule 8) and accompanying draft proposed provisions</p>	<p>Submission supports recognition of scientific and cultural values of the dinosaur tracks, however, it highlights that LPS mapping does not include up to date data which has been prepared to support the Management Plan currently being drafted. There is an opportunity to incorporate the recommended mapping references on the Strategy Maps (Figure 5).</p>	<p>Upheld - amend Strategy Maps in Part 1 (Figure 5) to correctly reference and label the Dinosaur Coast Management Plan protection areas.</p>

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			The GIS mapping done as part of the development of the MP uses the most recent and accurate spatial data available and this has identified the Gazetted spatial information (gazetted NHL boundaries) is neither accurate nor internally consistent.			
		LPS7	<p>Local Planning Scheme No 7 Schedule 8 - be updated as follows</p> <p>Number – 9</p> <p>Name of Area – SCA9 – Dinosaur Coast Area</p> <p>Purpose – To ensure compatibility of land use and development with the associated National Heritage Values of the dinosaur tracks as gazetted under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>.</p> <p>Objectives –</p> <ol style="list-style-type: none"> 1. To avoid incompatible development and land use within the Dinosaur Coast Heritage Management Plan area 2. To protect the National Heritage Values of the dinosaur tracks and ichnofossils that are contained within the Broome Sandstone <p>Additional provisions</p> <ol style="list-style-type: none"> 1. Before the local government considers any approval for development and land use within the Dinosaur Coast (SCA) require that a National Heritage Value assessment be completed in accordance with the checklist* provided in Schedule 2. The local government may impose conditions in granting development approval for development and land use within the Dinosaur Coast (SCA) relating to any of the following matters: <ol style="list-style-type: none"> a. The development is proposed to be carried out in a manner which minimises the risk of damage to National Heritage Values of the Broome Sandstone and ichnofossils including dinosaur tracks through: <ol style="list-style-type: none"> i. unrestrained and increased visitation ii. sedimentation or similar change to the natural coastal processes * <p>In conclusion the DCMG looks forward to working with the Shire of Broome to ensure the 130 million year old dinosaur tracks can continue to be enjoyed by future generations.</p>	Proposed wording for Special Control Area provided	<p>The subject/affected land is located within the coastal foreshore within the tidal area and located within the Waterbodies and the Coastal reservations. As such, the subject land has a high degree of planning guidance within the intent of these reservations which prohibits incompatible use and development within the coastal foreshore reservation. It is considered that other regulatory frameworks can more appropriately deal with the protection of these assets and furthermore that inclusion of this as a SCA does not align with direction provided WAPC Local Planning Manual.</p> <p>Further discussion DPLH, indicated that a SCA was not the appropriate scheme mechanism to address this issue.</p>	Uphold in part – additional objective to be added to LPS7 Part II text. Request to include SCA dismissed.
14.	Phil Docherty	Local Planning Strategy	<p>Yesterday I was delighted to receive a copy of the Broome Urban Renewal Strategy report, a process I was involved in over five years ago. I was even more pleased to hear that its being referred to in the Shire of Broome's Local Planning Strategy. However, I hear it hasn't yet been adopted by the SOB.</p> <p>Not only is this concerning, but also the lack of disconnect with the SOB and the WA Department of Housing with whom I have had recent</p>	<p>Support recognition of the Urban Renewal Strategy (URS) in the LPS.</p> <p>Request that the Shire adopt the URS.</p>	<p>Noted that there is support for recognition of the Broome Urban Renewal Strategy in the LPS.</p> <p>It is acknowledged that there is a desire for formal adoption of the URS, however, this is separate to the LPS / Scheme Review process.</p>	No recommended changes required.

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			<p>correspondence. Minister Carey's representative responded to my letter saying there would be no change in the Housing policy in Broome or the wider Kimberley.</p> <p>The questions I ask then are: Are the Shire of Broome adopting the Urban Renewal Strategy and its recommendations?</p> <p>If not, what alternative steps are the SOB taking to improve social housing and the associated negative impacts of poor housing policy and planning?</p> <p>My observations in Broome over the past 20 years is that high density social housing leads to dysfunction, violence, and ultimately high rates of juvenile delinquency. I see the SOB adopting the URS as a step in the right direction</p> <p>By not adopting the URS and continuing to allow the WA Housing Department to increase the housing density in the targeted areas of Anne St, Dora St and Woods Drive the SOB is complicit in failing their duty of care to their constituents.</p>		<p>Further, as stated in Part 2 – Section 4.2.2 (Existing Residential Areas) implementation of the URS is likely to take many years with one of the primary challenges being:</p> <p><i>"...full costings have not yet been developed by the Department or priorities established".</i></p> <p>The LPS recognises the importance of the URS but acknowledges that it is a long-term solution that will require cross-agency implementation across all levels of government.</p>	
15.	Carmel Leahy	Local Planning Strategy	<p>In 2016 the Shire identified and named three Broome trouble spots: the Anne St Precinct, the Dora St Precinct and the Woods Drive Precinct. An Urban Renewal process was begun. The final strategy has not been adopted by the Shire and this document does not appear on the Shire website. To my knowledge the final Broome Urban Renewal Strategy was never sent out to those involved in the process. I for one never received the document until I chased it up myself. Yet this document seems to be part of the Broome LPS.</p> <p>Police Commissioner Chris Dawson told Radio 6PR on 23 February that since Operation Regional Shield began it had picked up 83 children on the streets of Broome in the last week. We can predict most of those children come from one of the three troubled precincts identified for Urban Renewal in 2016.</p> <p>Clearly there is a relationship between poor planning and youth crime. Yet in five years the Shire has not endorsed the Broome Urban Renewal Strategy, released it to the public or beat the drum to get the Department of Communities to follow the actions agreed to in this document. In fact, the Department of Communities are set to increase the density of social housing in these precincts by using the R30 coding, knocking down aging stock and building two dwellings on the blocks. A letter from Minister Carey stated explicitly to me that they have no plans to facilitate ownership of their stock in the precincts.</p>	<p>Support recognition of the Urban Renewal Strategy (URS) in the LPS.</p> <p>Request that the Shire adopt the URS.</p>	<p>Noted that there is support for recognition of the Broome Urban Renewal Strategy in the LPS.</p> <p>It is acknowledged that there is a desire for formal adoption of the URS, however, this is separate to the LPS / Scheme Review process.</p> <p>Further, as stated in Part 2 – Section 4.2.2 (Existing Residential Areas) implementation of the URS is likely to take many years with one of the primary challenges being:</p> <p><i>"...full costings have not yet been developed by the Department or priorities established".</i></p> <p>The LPS recognises the importance of the URS, but acknowledges that it is a long-term solution that will require cross-agency implementation across all levels of government.</p>	No recommended changes required.

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			<p>The Broome Urban Renewal Strategy has been designed to be carried out in a ten-to-fifteen-year time frame. It has sat on the shelf for five years so far. I am concerned the current Broome LPS is not making this strategy the priority it should be. Youth crime needs a long-term fix. The Broome Urban Renewal is one tool the Shire can use to address this issue.</p> <p>'Long-term implementation', 'ongoing' seem vague, aspirational expressions. Given that the Urban Renewal Strategy has still, after five years not been endorsed by the Shire or released to the public, I would like to see more specific actions and times in the Local Planning Scheme that match the urgency of the situation.</p> <p>As the Police Commissioner has repeatedly said, youth crime is not just a policing issue. It needs long term, community driven solutions. It's not okay for Minister Carey to simply state how much money his department is spending without regard to the impact on these families. We worked hard on the Broome Urban Renewal Strategy to address some of these problems. Those 83 children picked up by police need a healthy, cohesive community to return to and grow up in. The Broome Urban Renewal Strategy cannot keep being pushed aside for the grander infrastructure projects that are currently being prioritised.</p> <p>I would like to see a Broome LPS that clearly leads the Department of Communities to implement the Broome Urban Renewal Strategy within the next ten years.</p>			
16.	Department of Planning, Lands and Heritage	Local Planning Strategy.	<p>1. I refer to the Shire's draft new Local Planning Strategy and Scheme. As you may be aware, the Broome South WWTP site is Crown land set apart for the purpose of 'Sewerage Treatment Works' with a Management Order issued to Water Corporation.</p> <p>As per an announcement by the Minister for Water in August 2020, the Water Corporation is preparing to decommission the Broome South WWTP and consolidate its operations to the Broome North WWTP. This is proposed to address various environmental issues and enhance operational efficiencies.</p> <p>Following this process, the Broome South WWTP site will be declared surplus to requirements and returned to the State to determine the optimal future use for the site, which will consider contamination implications.</p>	<p>Closure of the Broome South WWTP and future designation under LPS.</p> <p>Confirmation that DWER has been consulted on the suitability of the future land use for the site under the LPS.</p> <p>Department of Health is unaware of any future plans for a</p>	<p>No formal rezoning is proposed as part of the LPS, the strategic intent is for future structure planning to occur, which would facilitate rezoning and more detailed planning of the site (inclusive of any technical studies).</p> <p>The potential consideration for a hospital and other medical uses were driven by:</p> <ul style="list-style-type: none"> The location identified for a future hospital in the previous LPS is no longer deemed appropriate given unlikelihood of airport relocation for quite some time, and distance from other services in the Townsite. The other parcels included within Planning Area D are owned by Nyamba Buru Yawuru who have plans to develop health facilities in the area, this was therefore deemed an appropriate synergy and opportunity for consolidation. 	Noted, no modification to the LPS is required.

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			<p>I note the Shire proposes to rezone the land to 'Health and Wellness Precinct' and possibly a hospital. The Department of Planning, Lands and Heritage (Lands Division) has had preliminary discussions with Water Corporation regarding remediation requirements, noting Reserve 37454 (Lot 1639) is a source site polluter and Water Corporation would be responsible for the remediation of any groundwater impacts to adjoining Lot 604.</p> <p>Could the Shire please confirm if it has consulted with the Department of Water and Environmental Regulation to consider if a site classification of 'Remediated for Restricted Use' (which is the most likely outcome) would be suitable for a 'Health and Wellness Precinct – and possibly a hospital', noting this could be considered a more sensitive land use that requires a higher level of remediation.</p> <p>Further, I have spoken to the Department of Health who is unaware of any future plans for a hospital/health campus in Broome.</p> <p>The Lands Division would like to discuss the future use of this site and proposed zone further.</p>	<p>hospital/health campus in Broome.</p> <p>The Lands Division would like to discuss the future use of this site and proposed zone further.</p>	<ul style="list-style-type: none"> As part of the pre-lodgement engagement process discussions were held with the WA Country Health Service (WACHS) who acknowledged that eventually a new facility would be required in Broome (though not an immediate priority). The preference is for a new site due to spatial constraints at the Robinson Street site. <p>For the reasons outlined above, exploration of suitability for health facilities in this location were desired. The LPS does also acknowledge that ongoing liaison with Water Corporation would be required regarding remediation.</p> <p>The Shire can confirm that no discussions have been held with the Department of Water and Environmental Regulation regarding the remediation of this site.</p>	
17.	Astrid Gerrits	LPS7	<p>1. May I please ask for clarification and press the importance of cultural/ecological corridors throughout the estate? This was always the basic premise however they seem to disappear into the drains (that is NOT the same as green space, particularly not if they are bulldozed for maintenance instead of keeping them vegetated). In the new area the main eco corridor is actually severed midway which renders any connection from North to South impossible for wildlife.</p> <p>I would like to press the importance not only for ecological but also for liveability reasons of the corridors and would like to see the Shire to prioritise these connections. This may be challenging planning wise however those areas in Broome where wallabies frequent the parks and a variety of birds and reptiles are seen are favoured and keep the country healthy.</p>	Request clarification of the reserve 'Environmental Conservation and Cultural Corridors'.	Noted. LPS7 incorporates an Environmental Conservation and Cultural Corridors reservation which addresses this. No change to scheme deemed required in this regard.	Noted, no modification to the draft LPS7 is required.
		Local Planning Strategy	<p>2. Re the service centre design. I have been thinking about this and also asked on the Broome Noticeboard (a quagmire at times) if people wanted to share their experiences about shopping in Broome; what do they favour and why. That aside I have thought about some aspects that you are planning for and would like to share my thoughts for you to consider.</p> <p>In brief, on the BNB people shared that in Broome they like the Boulevard for a quick 'in and out', cool in the wet season and most</p>	Community views on commercial development	Comments on shopping centre design are noted and acknowledged. The items raised as matters for consideration in development assessment or through preparation of a Local Development Plan, not through a Scheme or Strategy.	No change recommended.

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			<p>like the new solar paneled parking spaces as it gives access to shade. People loathe the too big empty shops and quite a few people avoid the Boulevard all together. Most favour Paspaleys and at times include Chinatown or Johnny Chi Lane for local browsing, nice shopping experience, access to variety, typical Broome.</p> <p>Only a handful of people responded on fb, however I would like to share this with you as I hear similar sounds when talking with people.</p> <p>Mentioned favoured features are:</p> <ul style="list-style-type: none"> - small shops - pedestrian and cycle access (or exclusively) - green: plants and trees - alfresco areas/terraces (cafes) provided there is breeze and/or shade - market style shopping: laneways, outdoor eating, boutiques - product target shops such as bakery, green grocer, butcher opposed to supermarket - shaded or undercover parking - Broome vibe such as Paspaley - some residencies above - ability to have no fuss/quick access to whatever destination in case you no lust to wander - community orientated open space expressed by one - box style homemaker centre desire expressed by one <p>What kept me occupied most after having seen the draft planning design, was the massive car parks and the road cutting through the centre. Broome is still a small town and will remain that for a long time to come, I think it is good to keep that in mind. Even if at times it is super busy, at least half the year it is very quiet. It would be great that the new area feels good and works with both scenarios.</p> <p>I loved the unmarked public traffic space as it encourages foot traffic and actually makes traffic safer (a lasting experiment of a central station in The Netherlands has proved that: when taking away all markings and specific paths, people are more careful and it looks 10x better. Short street is getting there now, however cars are allowed).</p>			
			<p>3. Re the parking lots. Most people really dislike crossing large parking areas; it is hard to find your car, hot, cramped and generally unpleasant. Cars circle like sharks trying to get that one spot closer to the building and are increasing traffic. They are large slabs of</p>	<p>Suggestion on parking design and mitigation of heat issues.</p>	<p>Comments noted. Management of climate and particularly urban heat island effect is acknowledged as an issue. Mitigation is primarily a more detailed planning / design issue, and it would be expected that the Chinatown / Old Broome Precinct Structure Plan</p>	<p>No change recommended.</p>

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			<p>concrete that accumulate and reflect heat, water just runs right off, reasonable pedestrian access is always hard to create. And when it is quiet it is just wasted space and desolate. The new solar at the Boulevard is great for shade and terrible for parking manoeuvres (the grid of the roof interacts with the road markings and it is challenging to see what you are doing which is distracting and thus dangerous).</p> <p>If you were to opt for more 'around' parking you can spread the masses, enable much easier and closer access, shade with trees which will also look great and keep things cool. If you look at Paspaley's which I actually believe is quite well designed considering this was done 30 years ago or so they have been very smart with parking. The outdoor parking area adjacent to Short street is sizable but not massive and fairly quick and easy to access. There are lots on the streets all around the shopping centre, more behind Coles and: the upper story parking area is huge. The interesting thing about that is that Paspaley does not come across as a monstrosity (compared to the Boulevard); it seems small. Yet it is 2 storey and the full top area of Coles enables parking that is cool. Much favoured by locals. (And that could be solar panelled rather than roofed?). Except the access: first an escalator that often broke, now one elevator which also doesn't always work. Horrible for parents with prams or wheelchair users of course. I would suggest 2 or 3 pedestrian/wheelchair friendly ramps (does Ikea have one as an example?), you will need to shade them or have them under the roof still and have a non-slip surface, also when it rains).</p> <p>An advantage if you enable 'around' parking on surrounding streets is that people can park where they want to go for quick and targeted shopping rather than having to cross first the parking lot and then potentially half the shopping precinct.</p> <p>Also you could leave out the road that cuts through the centre as you would direct traffic around it (maybe enable emergency vehicle access). This enables much nicer pedestrian access, alfresco hospitality options and community shared space. Having shops fairly close to each other and all having eaves creates good sun cover whilst still being able to have trees scattered through. Alfresco/outdoor without the sun beating down will make a huge difference. If there is ample shade it will be a lot less hot and if you prevent having too many broad and large areas that will reflect heat that desire for aircon (and the need to air condition/cool huge</p>		would address this in accordance with the requirements of <i>State Planning Policy 7.2 – Precinct Design</i> .	

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			<p>quantities of unused air such like in the Boulevard) will largely be mitigated. And all shops carry their own anyway.</p> <p>People in Chinatown either access shops and cafes on the Coles/Dragonfly/Green Mango side, or go Napier/Johnny Chi Lane. Only easy slow shoppers (tourists) and few locals will bother to move through both crossing Carnarvon Street. Especially with stuff on you, people now hop in the car to move from Paspaley to Napier or back. That could be prevented from having shops closer together without a road cutting through. If you must section part of the development off with a road going through, I would suggest you keep the shopping area to one side and the other public use offices to the other (medical centre, library, dentist, physio etc) and prevent a cross sectional road through either; from my point of view they divide areas and access. Or at least leave the full shopping precinct connected and car free. If the public facility areas have a short divisionary road that may not be such an issue.</p> <p>If there would be rows or long blocks of shops, or building blocks, I strongly suggest to not just have cut through laneways such as now between Horizon and DMK/Ginrab Thai but to make these broader and into small squares such as you see in the SW (Denmark and Margaret River come to mind). These 'thorough fares' from around-parking areas to the shops are little centres of their own often with a few large shady trees, park style benches and sitting areas, hospitality terraces and shopping goods displayed outside (it would have to have eaves for things not to get sun damaged and for people to linger). These areas are usually busy and favoured for impromptu meetings, even reading, meeting and waiting etc.</p> <p>A design like that would also enable several fluent and aesthetically pleasant entries for pedestrians and cyclists either from the self-contained up market tourist accommodation on Lullfitz/Sanctuary Drive and the three adjoining suburbs of Waranyjarri, Roebuck and Sunset.</p> <p>To top it off, here is a crazy idea in regard to mitigating the heat issue of a more alfresco style precinct: have a water feature like a play fountain. Maybe not as big as the water park at Town Beach but some. It will draw public at all times and especially in the wet season. Water is always nice and appealing and even just the mist/spray would create a pleasant experience for passers by. Kids playing are</p>			

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			always nice to look at. Plant trees around it which can maybe some of the runoff water and you are on to a winner. Broome Nirvana!			
18.	Department of Primary Industries and Regional Development	Local Planning Strategy	<p>1. DPIRD acknowledges the Shire of Broome has extensive areas of rural land managed under the Land Administration Act 1997 (LAA) which supports pastoral businesses in the West Kimberley. The draft Local Planning Strategy notes the role played by pastoralism and aquaculture and the emerging opportunities for horticulture.</p> <p>DPIRD has completed land and water assessments in the La Grange including land capability assessment of Pindan soils in the La Grange area, West Kimberley and the La Grange interactive soil and groundwater map - Western Australia. Ten technical reports are published online in DPIRD's Research Library, search term: La Grange.</p>	Support the recognition of pastoralism and aquaculture and the emerging opportunities for horticulture in the LPS.	<p>DPIRD's support for recognition of pastoralism, aquaculture, and emerging horticulture opportunities noted.</p> <p>Further review of technical reports regarding La Grange supported, relevant inclusions to be incorporated into Part 2.</p>	Upheld - review technical reports related to La Grange to source additional text to be added to Part 2 of the LPS.
		LPS7	<p>2. The Shire's draft LPS7 supports agriculture but does not refer to pastoralism. The LPS also provides an opportunity to describe the statutory planning processes which apply to Crown land in the Rural zone. Information could include planning approvals required for diversification permits on pastoral leases, issued under Part 7 of the LAA and for proposals to change land use and development applications associated with diversified Crown leases and licences under the LAA.</p>	<p>While LPS7 supports agriculture does not refer to pastoralism.</p> <p>Statutory planning processes which apply to Crown land in the Rural zone should be incorporated into LPS7</p>	It is not the role of a Local Planning Scheme to provide guidance on statutory processes under other legislation. No change in this regard is recommended.	No modification to LPS7.
		LPS7	<p>3. DPIRD suggests the Rural zone planning objectives are changed to refer to the pastoral industry as follows:</p> <ul style="list-style-type: none"> To protect pastoral and broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use. (LPS7, Page 9) <p>The fifth Rural Zone objective is truncated from the scheme template and should read:</p> <ul style="list-style-type: none"> To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses (LPS7, Page 9) 	Recommendation to change the Rural objectives.	DPIRD advice on included Rural Objectives is noted. Inclusion of pastoral reference into the objective does reflect the predominate land use in these zones. The recommended changes to the Rural objectives are supported.	Uphold in part - modify the LPS7 in accordance with the Schedule of Modifications LPS7 to include reference to pastoral in the Rural objectives.
		LPS7	<p>4. Section 19 of Schedule 4 [Additional site and development requirements that apply to the scheme area] provides guidance about subdivision in the Rural Zone, Rural Smallholdings Zone and</p>	Incorrect reference in Schedule 19.	Noted typographical error to be corrected.	Uphold - modify the LPS7 in accordance with the Schedule of

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			Cultural and Natural resource use Zone. It incorrectly refers to Development Control Policy 2.4 School Sites instead of Development Control (DC) Policy 3.4 Subdivision of rural land. (LPS7, Page 77)		DPIRD land use permissibilities advice in relation to the Rural Zone is noted. The suggested rewording of the Winery Land Use definition is supported to reflect local context.	Modifications LPS7 to reference correct DC Policy.
		LPS7	5. DPIRD suggests Agriculture - intensive should change from Permitted (P) to Discretionary (D) to allow decision makers to consider relevant provisions and guidelines associated with SPP 2.5 (5.8 Intensive agriculture) and draft <i>State Planning Policy 2.9 Planning for water</i> (SPP 2.9). Most local planning schemes in WA include this use as Discretionary in zoning tables. Issues for the Broome Shire to consider in assessing application for agriculture intensive includes flood and water erosion risk and mitigation if development is proposed for floodplains as well as potential impacts on water resources and sensitive environmental and cultural assets.	Request that 'Agriculture – Intensive' is a 'D' not 'P' use in the Rural zone.	<p>The Shire as part of the omnibus amendment to LPS6 (gazetted in March 2018), this land use was changed from an A use to a P use. The reasons for this are set out in the omnibus amendment report and include:</p> <ul style="list-style-type: none"> While in some local government areas, Agriculture Intensive land use activities do have the potential to create land use conflict and therefore are discretionary uses under zoning tables, Broome is different. b Firstly, the land that is zoned General Agriculture in the Shire is either a pastoral lease or Unallocated Crown Land. Therefore applicants seeking to undertake these types of land use activities must first obtain a diversification permit or other form of approval from the DPLH. As a part of the DPLH assessment process consideration must be given to the whether the land can adequately accommodate the proposed activity. Further, given the Shire of Broome falls within a proclaimed groundwater area under the <i>Rights and Water Act 1914</i> applicants must obtain a permit from the DWER for the abstraction of water. DWER in considering such proposals assess whether the abstraction of water is sustainable. Furthermore, an applicant must also obtain a clearing permit from the DWER where the environmental impact of a proposal is addressed. <p>Development does not add value to the processes that are already implemented through the assessments undertaken by the other government departments. As such, it is recommended that the land use is permitted which will mean that an applicant will not need to seek approval from the Shire to use land for Agriculture Intensive land use on land zoned General Agriculture.</p> <p>Based on the above, the request to change the land use permissibility is not supported.</p>	Dismissed.
		LPS7	6. Breweries are not 'incidental' to rural land uses in the Shire of Broome. DPIRD recommends breweries are changed from Incidental to Discretionary uses across all zones including the Rural zone.	Request that Brewery is a discretionary use, not incidental.	The definition of brewery is for the production of beer, cider and sprits. It relates to the production as opposed to the sale and consumption of the produce on site. Typically in the zones where Brewery is an Incidental land use such activities would be undertaken incidental to other land use activities (such as a	Dismissed.

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					restaurant which is the sale and consumption of food or drinks). The current incidental land use designation under LPS7 is deemed appropriate.	
		LPS7	7. Viticulture (growing of wine grapes) is unlikely in the Shire of Broome, due to climatic conditions being unsuitable. Wines made from tropical fruit are made in Broome. A more appropriate definition for a winery in the Shire of Broome LPS 7 is premises used for the production of fruit wines and associated sale of the produce.	Adjustment to the definition of winery.	Noted. Recommend that change is performed to LPS7.	Uphold. Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to amend the definition of winery.
19.	John Wood	LPS7	<p>The current LPS No.6 indicates that the land which is currently zoned R10 could be rezoned as R40.</p> <p>Under the Draft LPS No. 7 which is currently on exhibition the land is also shown as R10 zone. The land is in an area marked as N (urban renewal)</p> <p>However, under the LPS7 the Residential zone objective is to "provide a range of housing and a choice of residential densities to meet the needs of the community"</p> <p>Under LPS7 heading "Urban Development" the objective is "provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of the scheme. To provide for a range of residential densities to encourage a variety of residential accommodation.</p> <p>In Part 4 - General development Requirement's clause 26 Modification of R-Codes, (1) Residential building height for all single houses and grouped dwellings and multiple dwellings in areas coded less than R40. This section details a list of modifications permissible for an R10 zone that now equates to R40 zone.</p> <p>In clause 32 Additional site and development requirements (1) states "Schedule 4 sets out requirements relating to development that are additional to those set out in the R-Codes, precinct structure plans, local development plans or State or local planning policies."</p> <p>In Clause 34 Variations to site and development requirements, subclass (2) states "The Local government may approve an application for a development approval that does not comply with an additional site and development requirements. Subclauses (3), (4) and (5) details approval conditions.</p>	Request that 55 Walcott Street be zoned Residential R40 (currently Residential R10) under LPS7.	<p>LPS6 zones the land R10 and this is proposed to be maintained under LPS7.</p> <p>The subject property falls within the Old Broome Development Strategy and is within the Old Broome Special Character Area, which recommends that the density of the land be maintained at R10.</p> <p>As outlined in the submissions above, it is noted that the extent of Planning Area A and where future precinct structure plan should be undertaken should extend over the whole area included in the OBDS, which includes this property.</p> <p>The Old Broome Special Character Area and the development controls in relation to this can be reviewed through the PSP processes.</p> <p>Given upcoding the land to R40 would be inconsistent with the OBDS and would represent a 'spot' rezoning, request to amend LPS7 is not supported.</p> <p>It is noted however under LPS7 Map, it identified 55 Walcott Street with an Additional Use, however the Scheme Text does not outline the additional use (which is Service Station). The owner has confirmed a preference that the additional use is maintained for the site. Accordingly, it is recommended that the Scheme Text is updated to outline the Additional Use provisions, as currently specified in LPS6.</p>	<p>Uphold in part – Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to include the text for the Additional Use (Service Station) for 55 Walcott Street, in line with LPS6.</p> <p>Request to amend the residential density is dismissed.</p>

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			<p>Under Schedule 4 item 14 (which includes the Residential Zone) Heading: "STRUCTURE AND/OR LOCAL DEVELOPMENT PLAN" subclass (3) states "Mixed use and residential development are to be assessed under the R-40 density coding of the Residential Design Codes unless otherwise provided for in the adopted local planning framework."</p> <p>Clause 1 Interpreting Zoning table the development approval of the local government may be required to carry out works on land in addition to any approval granted for the use of land. In normal circumstances 1 application is made for both the carrying out of works on, and the use of, land.</p> <p>LPS7 also states: 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. 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).</p>			
20.	Water Corporation	Local Planning Strategy	The Water Corporation notes and supports the scheme and strategy. As a supplier of water and wastewater services, the Corporation relies heavily on these planning instruments to align and periodically review its short-term operations and long term infrastructure planning.	Supports LPS and LPS7	Support noted.	No recommendations proposed.
		LPS7	2. The Corporation notes and supports the streamlining and standardization of the scheme text and maps, which should make it easier for users and agencies to read and interpret these documents for their planning purposes.	Supports streamlining and standardisation of text and maps.	Support noted.	Noted. No modification to draft LPS7 required.
		Local Planning Strategy	3. In general terms, there is a close alignment between the Corporation's long term water and wastewater planning and the planned long term townsite footprint, development sequencing and the land uses reflected in the strategy and scheme. Further revisions of our planning and the timing of capital expenditure on infrastructure upgrades can and will occur into the future as the scheme and strategy are amended to meet changes in demand and growth direction. The Corporation welcomes a close working relationship with the Shire's planning department to keep abreast of any proposed changes and new developments.	The Corporation welcomes a close working relationship with the Shire's planning department to keep abreast of any proposed changes and new developments.	Noted.	No recommendations proposed.

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		Local Planning Strategy and LPS7	4. As the Shire would be aware through separate communications from the Water Corporation, the process has commenced to close the Broome South (Clementson St) WWTP and to pump wastewater northwards to the Broome North WWTP. The odour buffer around the WWTP will in future not be required after the plant has been decommissioned. Reference in the strategy and scheme to the Clementson St WWTP and its SCA can be removed as soon as the WWTP has been closed and is no longer operating. If the SCA is to remain in the scheme text and maps, then the issue could simply be noted with the addition of some text to Table 16 of the LPS regarding removal of the Broome South WWTP odour buffer once the relocation and remediation works are complete.	The buffer surrounding the Broome South WWTP can be removed from LPS and LPS7.	It is noted that the Broome South WWTP will cease operations in December 2022. As land use which triggers the need for the buffer will cease around the same time as the likely gazettal of LPS7, the request to removal this SCA is supported.	Uphold - Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to remove the Broome South WWTP SCA.
		LPS7	5. The site and SCA for the Regional Resource Recovery Park (RRRP) are noted. It is understood that there have been prior negotiations between the Shire and the Water Corporation's Property Branch and DWER regarding the site selection and measures to protect the nearby groundwater resource.	SCA for RRRP noted.	The submitters support for the site and SCA for the Regional Resource Recovery Park (RRRP) in the draft LPS7 is noted.	Noted no change.
		Local Planning Strategy	6. The 'Future Tourism' area at Gantheaume Point requires more detailed investigations to determine if water and sewerage is required and if there is the capacity to extend services to future tourism development.	Future Tourism at Gantheaume Point requires investigation for servicing.	Noted. The LPS notes that utilities and servicing capacity would have to be considered as part of scheme amendment/structure planning for the site. LPS is deemed consistent with comment.	Noted no change.
		Local Planning Strategy	7. The 'Rural Residential Investigation' area to the northeast of the townsite is noted. This proposal similarly requires investigations into the capacity and capability to provide the area with water services, if required.	Rural Residential Investigation Area requires investigation for servicing.	Noted. The LPS notes that utilities and servicing capacity would have to be considered as part of scheme amendment/structure planning for the site. LPS is deemed consistent with comment.	Noted no change.
		Local Planning Strategy	8. Page 72 of the strategy refers a 'land swap' related to the Broome North WWTP. Given that this process has now concluded, the strategy can be amended to state something along the lines of "The Shire and Water Corporation are working collaboratively to ensure suitable land is available for the Broome North WWTP and resource recovery park"	Update reference to land swap for Broome North WWTP.	Noted. Request to update supported.	Uphold, page 72 of LPS text to be changed to state "The Shire and Water Corporation are working collaboratively to ensure suitable land is available for the Broome North WWTP and resource recovery park"
		Local Planning Strategy	9. To accommodate the long term wastewater treatment and treated wastewater reuse/disposal requirements of the Crab Creek Broome North WWTP to meet the ultimate planned townsite growth the Water Corporation may need to identify and secure additional land adjoining the WWTP site for additional pivot irrigation of fodder grasses. This issue should be noted as an annotation on the relevant LPS map.	Request for additional land adjoining Broome North WWTP be shown on LPS.	Noted, recommended that the LPS text is updated to reflect this need of the Water Corporation.	LPS text to be updated to reflect Water Corporation need to accommodate the long term wastewater treatment and treated wastewater reuse/disposal requirements. The Water Corporation may need to identify and secure additional land adjoining the WWTP site for additional pivot irrigation of

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						fodder grasses. To be noted as an annotation on the relevant LPS map.
		LPS7	10. Noting the consolidation of SCAs in part 5 of the scheme text and listed in Schedule 8, it appears that there are some differences between the provisions for the Clementson St WWTP and the Crab Creek WWTP SCA. The Corporation will work with the Shire to agree a standard set of provisions that are the same for both treatment plants. Alternately, the Clementson St WWTP SCA can be deleted in view of the imminent closure of the plant, and one set of consolidated SCA provisions can apply only to the Broome North/Crab Creek WWTP.	Request for consistent controls for the SCA's surrounding WWTP.	As per comments above, recommended that SCA for Broome South WWTP is removed. No change therefore required.	No change required.
		LPS7	11. The Water Corporation's Broome Depot site (located at 29 Blackman St) should be included in the "Public Purpose" reserve classification on the scheme maps. The depot site includes active water supply infrastructure. Also, it is noted that the LPS text use class table for the proposed "Light Industry" zone is not conclusive about public utility uses. The Corporation suggests that public utility infrastructure should be a permitted use in this zone.	Request Water Corporation Depot is a Reserve under LPS7.	Support, the Broome Depot site (located at 29 Blackman St) should be included in the "Public Purpose- Water" reservation. In regard to use permissabilities for public infrastructure in the Light Industrial zone, preference would be for appropriate reservation in the scheme.	Uphold. Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to identify Water Corporation Depot as "Public Purpose – Water".
		Local Planning Strategy	12. The proposed relocation of the Broome Prison to an as yet secured location near the Broome North WWTP is noted. Further investigations are required to determine how the new prison can be serviced with water and/or sewerage. The prison should as far as possible be located outside the odour buffer SCA around WWTP. The Corporation will work with the relevant agency and its consultants as required to investigate the water and wastewater demands and planning for the prison.	Broome Prison relocated requires further investigation to determine servicing.	Noted. No change required.	Noted.
21.	Rowe Group (on behalf of owners of Lot 203 Louis St)	Local Planning Strategy	<p>The site is identified as 'Mixed Use' under the Shire's existing 2014 Local Planning Strategy (refer Figure 2) and is located within 'Precinct 2 – Old Broome' (refer Figure 3). Precinct 2 is described as an area that is undergoing a process of change from (primarily) residential land uses to mixed use development. The 'Mixed Use' designation supports office and tourist accommodation uses, along with residential development at a density of R40.</p> <p>Notwithstanding this designation, the 2014 Local Planning Strategy identifies that in certain areas, a lower density of R10 is considered appropriate to preserve the historic character of the area. This area is referred to as the 'Old Broome Special Character Area' ('OBSCA') and the site is located within its boundary.</p> <p>The site is also identified under the existing Strategy as being within the 'Business Tourism Precinct' (refer Figure 4). 'Business Tourism'</p>	<p>Request that Lot 203 Louis Street is included in a planning area within the LPS.</p> <p>Should be within Planning Area A and boundary of Planning Area A needs to be moved to the west.</p>	Regarding Figure 5 and the boundary of Planning Area A it is acknowledged and agreed that the boundary should be amended to align with the boundary of the Old Broome Development Strategy. This will ensure a clearer link between the intent of the LPS planning direction and action.	Refer to previous recommendation for Submission 8 – upheld.

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			<p>refers to forms of development which are focussed on providing services to short-term business visitors and may include hotel, motel, serviced apartment, bed and breakfast and similar uses. One of the key strategies identified under the existing Local Planning Strategy is to support the development of business tourism within Precinct 2.</p> <p>One of the key precinct planning features demonstrated in Figures 2 – 5 is that Herbert Street is consistently used as the reference point demarcating the western boundary of the various precincts under the Local Planning Strategy. That is to say, Herbert Street represents the western edge of Precinct 2; the 'Mixed Use' Zone; the 'Business Tourism Precinct'; and the Old Broome Special Character Area, on how the objectives of 'Precinct 2' could be achieved. That is, how the Precinct could be redeveloped as a mixed use area with an open form of development that recognises the historic character of the area. Under the OBDS, the site is located in Area D (refer Figure 5) which is identified as an area suitable for mixed use, tourism, and residential land uses. Preferred land uses include Grouped Dwellings, Multiple Dwellings, Holiday Homes, Hotel, Tourist Development, Cinema/Theatres, Club Premises, Motel, Health Club, and Market.</p> <p>The land use objectives for Area D include supporting Scheme Amendments to up-code existing 'Residential' zoned land to a maximum density of R40 if it can be demonstrated that such a rezoning will not adversely affect the existing character of the area. This objective, however, does not apply to the OBSCA where the objective is to retain the existing R10 density code.</p> <p>Under the draft Strategy, the site is identified as 'Existing Urban Footprint' on the Strategy Map and is no longer included within a specific Precinct. Rather, the draft Strategy introduces new 'Planning Areas' wherein future structure planning is intended to be undertaken on a precinct level basis.</p> <p>The site is not included within any of the identified Planning Areas under the draft Strategy but rather sits directly in-between two Planning Areas being Planning Area A (Regional Centre Investigation) and Planning Area N (Urban renewal) Area (refer Figure 6). The site's exclusion from a specific Planning Area is a source of concern to our Client.</p> <p>The Community Engagement Summary released with the draft Strategy and draft LPS7 contains a map summarising key issues and</p>			

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			<p>opportunities identified through the engagement process (refer Figure 7). The map identifies the site as an area wherein the objective is to limit urban sprawl and activate the existing precinct. Importantly, it identifies Walcott Street (immediately west of the site) as the western boundary of the precinct. This further supports the argument that the western boundary of Planning Area A does not extend far enough west.</p> <p>Note: All references to drawings can be reviewed in the submission which appears as a separate attachment.</p>			
		Local Planning Strategy	<p>1. Under the draft Strategy, the 'Mixed Use' Zone has been reduced in size, confined to the area east of Robinson Street and relabelled as 'Activity Centre – Regional Investigation Area', forming part of proposed Planning Area A. This is inconsistent with the OBDS and the inconsistency is not addressed. Table 16 under Section 3.2 of the draft Strategy identifies a number of 'Actions' relating to Planning Area A. These 'Actions' include: "Review Chinatown and Old Broome Development Strategies and prepare combined Precinct Structure Plan (in accordance with SPP 7.2)"</p> <p>The boundary of Planning Area A does not match the boundary of the OBDS (refer Figures 5 and 6).</p> <p>The Shire has indicated that the boundaries of the Planning Areas are fluid and may change when precinct structure planning commences. Whilst this is understood, given one of the key actions for Planning Area A is to review the OBDS and prepare a combined precinct structure plan, it seems appropriate, if not critical, that the boundary of Planning Area A includes the OBDS Area in its entirety.</p> <p>The draft Strategy defines the 'Vision' for 'Old Broome' 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". This 'Vision' is not reflected in the draft Strategy because 'Old Broome' is partially excluded from Planning Area A.</p> <p>One of our Client's key concerns with the existing planning framework is that it does not encourage redevelopment within 'Old Broome' despite the fact that the existing Local Planning Strategy, the OBDS and the draft Strategy all advocate urban renewal responses in 'Old Broome'. The draft Strategy acknowledges that there is a significant amount of land zoned for 'Residential' and</p>	<p>Planning Area A boundaries in draft LPS should be reviewed and incorporate all of OBDS footprint.</p> <p>Do not support the R10 residential density being maintained in the OBSCA as other means to control built form.</p> <p>Recommended that Herbert Street be the western boundary of Planning Area A to enable PSP to guide appropriate built form.</p>	<p>One of the primary roles of the LPS is to assist with determining where future detailed planning should occur. Reviewing the Old Broome Development Strategy and replacing it in the Shire's planning framework is a major planning project. It should be undertaken as a separate process with specific and targeted engagement undertaken. This process will be the mechanism for any reconsideration of prevailing density codes and zones.</p> <p>It is acknowledged that this should be made clearer in the LPS and a new notation is recommended to be added to Figure 6: Planning Area A - Precinct Structure Planning Guidance.</p>	<p>Upheld - add a new notation to Figure 6: Planning Area A - Precinct Structure Planning Guidance which identifies a need to undertake a character study of Old Broome which includes the opportunity for potential review of existing planning provisions.</p>

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			<p>identified for 'Future Residential' and that a key challenge associated with this is that there is a desire to limit urban sprawl by activating the existing precincts of Broome. The Shire's Strategic Community Plan 2021-2031 and Broome Growth Plan similarly identify a need to support greater activation of existing precincts within the Shire, including 'Old Broome'.</p> <p>Both the existing and proposed planning frameworks limit residential density in 'Old Broome' to R10, restrict land use permissibility and provide no meaningful guidance as to how the area can be successfully renewed. The Shire previously advised that it prepare design guidelines to assist landowners in the area develop their properties however these guidelines were never prepared. Rather, the Shire adopted 'Local Planning Policy No. 5.16 - Old Broome Development Strategy' which essentially reiterates the objectives of the OBDS but does not address built form and design. One of the key actions for Planning Area A is now to replace Local Planning Policy No. 5.16 with a precinct structure plan.</p> <p>One of the objectives of the OBSCA has been to retain the existing R10 density code allocated to the area under the operative local planning scheme. Our Client has consistently raised concerns with this objective, noting in various submissions to the Shire on the (then) draft Local Planning Strategy and (then) draft LPS6 in September 2013 and more recently, in correspondence to the Shire dated May 2021.</p> <p>Whilst it is appreciated that the Shire wishes to preserve the open character of the area, restricting the residential density in the OBSCA to R10 is not the only way or, indeed, the most appropriate way to preserve the character of an area. The concern with this 'leave as is' approach to planning for the OBSCA is that the area will stagnate and continue to decline as investment is redirected to other parts of the Shire. There is a risk that ultimately the character of the area will decline as there is limited incentive for new investment.</p> <p>We believe there is a solution that enables redevelopment to occur in the OBSCA that is respectful of its character. Enabling increased residential density but, perhaps, imposing greater built form control by way of setbacks, building height, landscaping, and building style/materials, is one option to consider. The most</p>			

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			<p>appropriate mechanism by which to explore these opportunities is through a precinct structure plan. Including the site and the remainder of the OBSCA in Planning Area A would facilitate this process.</p> <p>On this basis, it is requested that the western boundary of Planning Area A (Regional Centre Investigation) is extended westwards to Herbert Street, ensuring no 'missing middle' between the two adjoining Planning Areas.</p> <p>Herbert Street is a logical boundary for the Planning Area given it is consistent with:</p> <ul style="list-style-type: none"> - the boundary of the Old Broome Development Strategy Area (refer Figure 7); - the boundary of the Old Broome Special Character Area (refer Figure 7); - the boundary of 'Precinct 2 – Old Broome' under the current Local Planning Strategy (refer Figure 4); - the boundary of the 'Business Tourism' Precinct under the current Local Planning Strategy (refer Figure 5). <p>Herbert Street has consistently been used as the reference point demarcating the western boundary of the various precincts listed above and it is appropriate that this boundary be retained.</p>			
		LPS7	<p>2. Existing and Proposed Zoning:</p> <p>The site is currently zoned 'Residential' under the provisions of the Shire's existing LPS6 and is allocated a residential density coding of R10 on the Scheme Maps. The land surrounding the site is predominantly zoned 'Residential', with 'Mixed Use' to the east and several 'Public Purpose' reserves to the north. The residential densities assigned to the 'Mixed Use' and 'Residential' Zones in the immediate area (within 400m of the site) vary significantly from R10 to R50 (refer Figure 1).</p> <p>Under draft LPS7, the site is proposed to retain its 'Residential' zoning and R10 density coding.</p> <p>Our Client would like to be able to redevelop the site, but the proposed planning framework imposes significant impediments to enable any meaning redevelopment to occur. Whilst our Clients support retention of the site's</p>	<p>Support 'Residential' zoning but support greater than R10 density.</p> <p>Acknowledge that increase density in LPS7 is unlikely to be supported at this point in time; therefore request that the site be included in Planning Area A under the draft Strategy and that opportunities to increase the density be explored as part of</p>	<p>Noted the support for the proposed retention of the Residential zoning for the subject land (included landholding details) however any increase in residential densities needs to be undertaken as a comprehensive precinct-based approach for Old Broome noting prior recent studies which have not supported an increase in residential densities due to a number of constraints. It is premature to be dealt with under this (increased in residential densities) as part of the Scheme Review.</p> <p>It is considered premature for the land to be up coded to a higher residential coding as this modification represents an ad hoc "spot" rezoning in the absence of comprehensive planning. Furthermore, the proposal would likely warrant public advertising and stakeholder engagement which cannot be facilitated unless the Scheme was re-advertised resulting in delay to the gazettal of LPS7.</p>	Dismissed - no modification to draft LPS7 required.

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#	Name/ Organisation and address	Strategy or draft Scheme 7	Submission	Summary of Submission	Local Government Comment	Local Government Recommendation
			<p>'Residential' zoning, they do not support retention of the site's R10 density allocation and request a modification to increase the density allocation.</p> <p>It is appreciated that further planning needs to be undertaken to explore opportunities for redevelopment in 'Old Broome' and on this basis, it is acknowledged that modifying the residential coding allocated to the site under draft LPS7 is unlikely to be supported at this point in time. On this basis we formally request that the site be included in Planning Area A under the draft Strategy and that opportunities to increase the density allocation in 'Old Broome' be explored as part of the precinct structure planning process. The aim is that an increase in density coding on the site is accommodated in the next scheme review process.</p>	the precinct structure planning process.		
22.	Nyamba Buru Yawuru General	Local Planning Strategy and LPS7	<p>1. NBY is owned by the Yawuru Native Title Holders Aboriginal Corporation RNTBC which holds native title for and on behalf of Yawuru people and has cultural authority over Yawuru country. NBY makes this submission on behalf of itself and the Yawuru Native Title Holders Aboriginal Corporation RNTBC.</p> <p>We acknowledge the Shire and its consultants for including sections relating to Aboriginal heritage (and NBY in particular) within the LPS. You will note, however, that the central theme of our submission is that the draft LPS/LPS7 do not go far enough to:</p> <ul style="list-style-type: none"> i. Fully define the issues and opportunities that impact on Broome's Yawuru Community ii. Acknowledge Yawuru's significance to Broome's history, culture and identity iii. Capitalise on the important role that Yawuru can play in planning and land management iv. Recognise NBY as one of the key landowners within the Shire both in terms of land area and the strategic location of its land v. Identify specific actions to capitalise on opportunities and address issues impacting on Yawuru People <p>This is illustrated by the following omissions from the draft LPS/LPS7:</p> <ul style="list-style-type: none"> • Reference to the Yawuru Global Indigenous Land Use Agreements (ILUAs) • A summary of the related obligations of local/State government and how these are reflected in proposed planning outcomes 	<p>Both LPS and LPS7 do not go far enough to:</p> <p>Fully define the issues and opportunities that impact on Broome's Yawuru Community</p> <p>Acknowledge Yawuru's significance to Broome's history, culture and identity</p> <p>Capitalise on the important role that Yawuru can play in planning and land management</p> <p>Recognise NBY as one of the key landowners within the Shire both in terms of land area and the strategic location of its land</p>	<p>The individual requests to change references in the LPS and LPS7 are responded to in the comments below.</p> <p>Where relevant support of amendments to the LPS or LPS7 to address the matters raised are supported. In some instances requests to perform the modifications are not supported as they are outside the scope and role of the LPS or LPS7 to perform. Refer to detailed comments below.</p>	Refer to comments below, modifications proposed to address submission.

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			<ul style="list-style-type: none"> Identification of the health, education and housing challenges affecting First Nations People in Broome Specific actions and responsibilities to address these issues – where appropriate – via planning actions <p>These omissions mean that the planning framework for Broome would (if the draft LPS/LPS7 are adopted in their current form):</p> <ul style="list-style-type: none"> Have diminished relevance to the Yawuru Community Fail to fully realise the important contributions Yawuru People can make to planning outcomes Fail to fully represent the needs and aspirations of a significant community member and landowner within the Shire Make a sub-optimal contribution to the implementation of the ILUAs Make a limited contribution to closing the gap between life outcomes for First Nations and non-First Nations Australians <p>We believe it is the responsibility of all sectors, industries, professions and frameworks to actively and deeply consider where they can contribute to the principles of reconciliation and closing the gap. If left unaddressed, the matters outlined in this letter would represent a missed opportunity to do just that – not only for the Yawuru Community in particular, but for planning frameworks more broadly. On this basis, while NBY supports the preparation of the draft LPS/LPS7 and many of their specific land-use designations, NBY's support is subject to the modifications recommended in this letter. To assist the Shire's consideration of our comments and observations, we have structured our response in the following way:</p> <p>About Nyamba Buru Yawuru – a description of NBY and its purpose, and how this purpose relates to land planning in the Shire of Broome</p> <p>The Indigenous Land Use Agreements – these are highly significant documents that impact directly upon land planning outcomes within the Shire. This section summarises the purpose of the ILUAs, why they are so important and how/why they must be reflected in the planning framework</p> <p>Regional Context – an overview of the opportunities and issues affecting Aboriginal People in the Shire of Broome</p> <p>How Planning can Make a Difference – in the spirit of working collaboratively with the Shire and the planning industry more generally, we explain how the planning framework is an important and appropriate forum to address issues of importance to Aboriginal People</p> <p>Site-Specific Comments – we have reconciled draft LPS/LPS7 outcomes against NBY's landholdings – as well as NBY's aims, intentions and management measures for its land</p>	Identify specific actions to capitalise on opportunities and address issues impacting on Yawuru People		

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			<p>Table 2: draft LPS Comments – this <i>attached</i> table includes a matrix outlining NBY's comments on specific parts of the draft LPS. We have included a rationale for the comments and, where relevant, suggested modifications</p> <p>Table 3: draft LPS7 Comments – this <i>attached</i> table includes a matrix outlining NBY's comments on specific parts of draft LPS7. We have included a rationale for the comments and, where relevant, suggested modifications.</p> <p>(see attached submission and table – below)</p> <p>Local planning frameworks should capture, reflect and express local conditions, context and needs. As such, the Shire's draft LPS7/LPS are an appropriate opportunity to embrace Yawuru traditional cultural values and practices in planning for the Shire. These practices and values promote a quadruple bottom lined approach that is centred on the Yawuru philosophy of 'mabu liyan' or 'good well-being.'</p> <p>Incorporating mabu liyan into the local framework can be facilitated by some simple actions that all sit comfortably within the established planning system and accepted suite of planning tools. Examples include:</p> <ul style="list-style-type: none"> • Identify and discuss issues affecting the Yawuru Community in the LPS • Present a pathway - identify where further study/reporting is needed to better define issues • But where possible, include specific actions aimed at addressing these issues • Include specific context and actions aimed at implementing the ILUAs, closing the gap and reconciliation more broadly • Identify and capitalise on opportunities - respect and utilise Yawuru's knowledge and perspectives through a combination of mandated and best-practice engagement • Develop local planning policies relating to topics such as: character and place, public art, built form and landscape, and expectations/opportunities and benefits of liaising with NBY on planning projects <p>These actions are discussed in further detail in Tables 2 and 3. Combined, these simple actions can have significant impact and achieve good planning outcomes by fostering greater participation, respect, collaboration and inclusiveness in the planning process.</p> <p>We take this opportunity to emphasise that NBY is a major landowner within the Shire of Broome.</p>			

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			<p>At a qualitative level this means that NBY can play a critical role in advancing local character, heritage and culture etc. (refer to commentary at Tables 2 and 3).</p> <p>At a quantitative level, over 290,000ha of land within the Shire is under the ownership/ management of NBY in a variety of contexts – urban, town centre, pastoral, remote settlement, infill, and cultural and environmental land.</p> <p>Put simply, there is unlikely to be another landowner impacted so broadly and deeply by land use planning decisions or with the ability to work with the Shire to unlock its strategic planning aims.</p>				
Local Planning Strategy and LPS7		Urbis has worked with NBY to assess each of its landholdings against its aspirations and ILUA commitments and reconciled this against draft LPS/LPS7 outcomes. In most instances there is alignment, however, we highlight inconsistencies with respect to the landholdings identified in Table 1 below – these should be addressed in the final versions of the documents.					
		Table 1 – Summary of Misalignment: draft LPS/LPS7 and NBY Aspirations/ILUA Commitments					
	Site specific - comments	Site / LPS6 Zoning	Draft LPS/LPS7	NBY Comment	NBY Recommendation	Shire Officer Recommendation	Shire Officer Recommendation
		Lots 586 & 587 Broome Road	Existing Industry/Light Industry	We note that the State is currently seeking to rezone Lot 586 to enable the development of a new prison	We note that the State is currently seeking to rezone Lot 586 to enable the development of a new prison	See comments in relation to Department of Justice and Finance submission above. Request to rezone Lot 586 to Public Purpose is not supported.	No modification to LPS or LPS7.
		LPS6 Zoning Industry	General Industry				
		Lot 555 Crab Creek Road (Wattle Downs)	Rural/ Planning Area B - Rural Residential Investigation	In the future NBY might seek to develop this land for Rural Residential purposes but this would be for on-country living for the Yawuru community only	Acknowledge and reflect in the LPS.	Lot 555 is shown as Planning Area B in Figure 4 of the LPS which identified the area as the 'Crab Creek Road rural investigation area'.	Noted. No modification to draft LPS7 required.
LPS6 Zoning General Agriculture		Rural			The Strategy already recognises the Strategic intent of the land as possible Rural Residential use. No changed is deemed required in this regard.		
	Lot 388 Kavite Road	Existing Environmental/Cult ural Conservation / Planning Area K – Industrial Investigation	NBY seeks to actively investigate this land for future industrial purposes	Designate the land as Development zone in LPS7 and/or an Investigation Area in the LPS to more fully recognise and enable the potential and intentions for this land	The subject land is identified as Planning Area K – 'Industrial Investigation' in Figure 5 of the LPS. The LPS therefore already reflects strategic intention to investigate land for industrial purposes.	Noted. No modification to draft LPS7 required.	
	LPS6 Zoning Environment al Conservatio n and		The draft LPS supports the long- term use proposed by NBY but provides insufficient certainty	Such designation does not commit the Shire to future rezoning or structure plan outcomes, however it would provide important context and impetus for future investigations	It is considered premature and contrary to proper and orderly planning for the subject land to be rezoned from Environmental		

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		Cultural Corridor	Environmental Conservation and Cultural Corridor			Conservation and Cultural Corridor to Industrial Development zone, in LPS7 at this time, due to the further investigation required.	
		Lots 400 and 401 Gantheaum e Point Road LPS6 Zoning – Environmen tal Conservatio n and Cultural Corridor & Developmen t	Future Tourism / Planning Area L – Gantheaume Point – Tourism Investigation Environmental Conservation and Cultural Corridor (Lot 400) & Development (Lot 401)	Neither Lot 400 nor 401 are required for cultural purposes, however land to the immediate south forms part of the Yawuru Conservation Estate along with the portion of Lot 1848 on the western side of Kavite Road. In this location, there are areas where the Gantheaume Point Road pavement is out of alignment with the road reserve and intrudes into adjoining land This locality is of high significance to NBY – it has several major landholdings with a combination of cultural, conservation, and development purposes	The LPS should reference the Yawuru Conservation Estate and implement appropriate reserve types/acknowledge management commitments The LPS should recognise that NBY must be central to any master planning that occurs in the locality Designate both Lot 400 and 401 as Development zone LPS should include a timeframe for the master planning of the locality to provide greater certainty to landowners	Lot 400 and Lot 401 is shown as Planning Area L in the LPS which is the 'Gantheaume Point Tourism Investigation Area'. The LPS identifies that opportunities for tourism development can be explored and acknowledges the consideration for future structure planning and/ rezoning. The progress of structure planning and rezoning would be landowner driven and therefore the LPS does not provide recommendations on timing as this is at the discretion of the landowner. Reference to master planning related to Planning Area M which is the Gantheaume Point Master Planning which covers the turf club and immediately surrounding areas. The underlying land designation of this area in the LPS reflects the location of the Conservation Estate. Yawuru have been consulted with on the preparation of the Master Plan.	Noted. No modification to draft LPS7 required.
		Lot 300 Port Drive LPS6 Zoning Coastal	Future Tourism – Planning Area J – Port Drive Tourism Investigation Local Scheme Reserve - Foreshore	NBY proposes to investigate this land for Tourism development subject to further study. The site is likely to contain Aboriginal Heritage sites for example.	Zone the land as Tourism and specify that future land use and development is subject to further investigation / technical reporting.	The LPS identifies this area as Future Tourism and falls within Planning Area J – Port Drive Tourism Investigation. The LPS therefore reflects the strategic intent of NBY's to investigate this land for tourism development. It is considered premature and contrary to proper and orderly planning for the subject land to be rezoned from Foreshore Reserve to Tourism zone in LPS7, at this time, due to the further investigation required.	Noted. No modification to draft LPS No.7 required.

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		<p>Lots 149 & 150 Haas Street, 144, 145, 146, 1219 & 3000 Carnarvon Street</p> <p>LPS6 Zoning Environment al Conservatio n and Cultural Corridor & Developmen t</p> <p>Mixed Use</p>	<p>Activity Centre – Regional Investigation - Planning Area A</p> <p>Environmental Conservation and Cultural Corridor & Development</p> <p>Mixed Use (R40)</p>	<p>This entire area has been identified as an Aboriginal Site</p> <p>NBY will engage with the State regarding a management plan for the area and an appropriate form of land tenure to protect and manage cultural values.</p> <p>There is potential for culturally sympathetic development in areas of prior disturbance.</p>	<p>LPS to acknowledge that when a Precinct Structure Plan is undertaken, NBY must be central to the development of the plan across all steps</p>	<p>The preparation of a Precinct Structure Plan (PSP) will be undertaken consistent with the SPP 7.2 – Precinct Design and the WAPC Precinct Design Guidelines.</p> <p>It is anticipated that a Community Engagement Plan will be prepared early in the PSP process which will identify key stakeholders and how they will be engaged with through the preparation of PSP. This will include NBY as a key landowner in the precincts.</p> <p>It is beyond the role of the LPS to specifically identify the stakeholders to be engaged with in the preparation of a PSP and furthermore this is captured in the existing State framework in this regard.</p>	<p>Noted.</p> <p>No modification to draft LPS or LPS7 required.</p>															
	LPS No. 7 Text Changes	<table><tr><th colspan="5">Table 3: Draft LPS7 Review- General</th></tr><tr><th></th><th>Reference Draft LPS No 7</th><th>Submitter Comments</th><th>Officer Comment</th><th>Recommendation</th></tr><tr><td>1</td><td><p>Clause 9. Aims of Scheme</p><p><i>a. People –</i></p><p>i. Promote a safe, healthy and active community;</p><p>ii. Support access to suitable and affordable housing and accommodation to meet all community needs;</p><p>iii. Ensure an inclusive community that celebrates culture, equality, and diversity; and</p></td><td><p>The aims of LPS7 with respect to People are supported but point iv could be expanded to reflect that the aim should capture development (not just land use) and that <i>all</i> land use and development should – where applicable – be mindful of Aboriginal heritage.</p><p>Embedding this as part of the aims in the early part of the LPS7 help Aboriginal heritage to be an early consideration in planning and creates context/expectations for how proponents and decision makers approach planning, design and decisions.</p><p>Propose that cl. 9 (a) (iv) be reworded as follows:</p><p>(iv) Provide for land uses and development associated with and sensitive to Aboriginal heritage, traditional law and culture.</p></td><td><p>The intent behind inclusion of this aim within the Scheme is to outline that land uses associated with Aboriginal heritage, traditional law and culture is one of the aims of the Scheme (specifically that the Scheme will in no way limit these activities). This is further clarified in Schedule A (Supplemental provisions to the deemed provisions) – whereby the Scheme outlines that the carrying out of any activities associated with traditional use and law (which does not involve construction of permanent buildings) is exempt from development approval.</p><p>There is an existing aim in the Scheme (clause 9 b. viii.) which is to 'ensure the preservation of Aboriginal and non- aboriginal heritage and culturally-significant areas'.</p></td><td><p>Noted. No modification required to draft LPS7.</p></td></tr></table>						Table 3: Draft LPS7 Review- General						Reference Draft LPS No 7	Submitter Comments	Officer Comment	Recommendation	1	<p>Clause 9. Aims of Scheme</p> <p><i>a. People –</i></p> <p>i. Promote a safe, healthy and active community;</p> <p>ii. Support access to suitable and affordable housing and accommodation to meet all community needs;</p> <p>iii. Ensure an inclusive community that celebrates culture, equality, and diversity; and</p>	<p>The aims of LPS7 with respect to People are supported but point iv could be expanded to reflect that the aim should capture development (not just land use) and that <i>all</i> land use and development should – where applicable – be mindful of Aboriginal heritage.</p> <p>Embedding this as part of the aims in the early part of the LPS7 help Aboriginal heritage to be an early consideration in planning and creates context/expectations for how proponents and decision makers approach planning, design and decisions.</p> <p>Propose that cl. 9 (a) (iv) be reworded as follows:</p> <p>(iv) Provide for land uses and development associated with and sensitive to Aboriginal heritage, traditional law and culture.</p>	<p>The intent behind inclusion of this aim within the Scheme is to outline that land uses associated with Aboriginal heritage, traditional law and culture is one of the aims of the Scheme (specifically that the Scheme will in no way limit these activities). This is further clarified in Schedule A (Supplemental provisions to the deemed provisions) – whereby the Scheme outlines that the carrying out of any activities associated with traditional use and law (which does not involve construction of permanent buildings) is exempt from development approval.</p> <p>There is an existing aim in the Scheme (clause 9 b. viii.) which is to 'ensure the preservation of Aboriginal and non- aboriginal heritage and culturally-significant areas'.</p>	<p>Noted. No modification required to draft LPS7.</p>
Table 3: Draft LPS7 Review- General																						
	Reference Draft LPS No 7	Submitter Comments	Officer Comment	Recommendation																		
1	<p>Clause 9. Aims of Scheme</p> <p><i>a. People –</i></p> <p>i. Promote a safe, healthy and active community;</p> <p>ii. Support access to suitable and affordable housing and accommodation to meet all community needs;</p> <p>iii. Ensure an inclusive community that celebrates culture, equality, and diversity; and</p>	<p>The aims of LPS7 with respect to People are supported but point iv could be expanded to reflect that the aim should capture development (not just land use) and that <i>all</i> land use and development should – where applicable – be mindful of Aboriginal heritage.</p> <p>Embedding this as part of the aims in the early part of the LPS7 help Aboriginal heritage to be an early consideration in planning and creates context/expectations for how proponents and decision makers approach planning, design and decisions.</p> <p>Propose that cl. 9 (a) (iv) be reworded as follows:</p> <p>(iv) Provide for land uses and development associated with and sensitive to Aboriginal heritage, traditional law and culture.</p>	<p>The intent behind inclusion of this aim within the Scheme is to outline that land uses associated with Aboriginal heritage, traditional law and culture is one of the aims of the Scheme (specifically that the Scheme will in no way limit these activities). This is further clarified in Schedule A (Supplemental provisions to the deemed provisions) – whereby the Scheme outlines that the carrying out of any activities associated with traditional use and law (which does not involve construction of permanent buildings) is exempt from development approval.</p> <p>There is an existing aim in the Scheme (clause 9 b. viii.) which is to 'ensure the preservation of Aboriginal and non- aboriginal heritage and culturally-significant areas'.</p>	<p>Noted. No modification required to draft LPS7.</p>																		

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			iv. Provide for land uses associated with Aboriginal heritage, traditional law and culture.		Based on the above, it is not recommended that the Scheme aim is amended.	
		2	Clause 9. Aims of Scheme 1. Place – viii) Ensure the preservation of Aboriginal and non-aboriginal heritage and culturally-significant areas.	Clause viii is noted as a specific reference to Aboriginal culture and heritage in the aims of LPS7. This is important because all planning decisions must be consistent with these aims.	Noted.	Noted. No modification required to draft LPS7.
		3	cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore Foreshore: To set aside areas for foreshore reserved abutting a body of water or water course, particularly those required pursuant to State Planning Policy 2.6 State Coastal Planning Policy and any other Commission policy.	The submitter considers that this provision of draft LPS7 influences what public reserves under LPS7 can be used for and reference to tourism is presently missing from the objectives relating to Foreshore reserve. Tourism uses should be provided for in the foreshore objective consistent with the draft LPS No. 7 aims and objectives and provide certainty for contemplated commercial tourist operations in Foreshore areas (where appropriate). Propose that cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore be reworded as follows: To provide for the protection of natural values, a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, tourism and/or uses that are compatible with and/ or support the amenity of the reservation.	LPS6 currently identifies the Foreshore Reserves as 'Coastal Reserve' and has the following aims and objectives relative to tourist development: 'Encourage Aboriginal cultural tourism, eco-tourism and recreation activities that are compatible with conservation and Aboriginal cultural heritage values.' The foreshore reserve does cover large extents of land in the Shire which could interact with locations for cultural tourism and eco-tourism. It is recommended that the objectives from LPS6 are carried forward to LPS7 The submission is therefore upheld in part, with the following modification recommended: <ul style="list-style-type: none"> To provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, Aboriginal cultural tourism, eco-tourism and/or uses that are compatible with and/ or support the amenity of the reservation. 	Upheld in part - modify the LPS7 Scheme in accordance with the Schedule of Modifications LPS7 to amend the Foreshore Reserve objective to read as follows: <ul style="list-style-type: none"> To provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, Aboriginal cultural tourism, eco-tourism and/or uses that are compatible with and/ or support the amenity of the reservation.

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		4	<p>Site Specific</p> <p>Minyirr Buru Conservation Park</p> <p>Amend draft LPS7 maps so that all land in the Minyirr Buru Conservation Park is zoned Environmental Conservation and Cultural Corridor.</p> <p>Amend the scheme text accordingly including cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore</p> <p>To make direct reference to capture environmental and cultural heritage objectives of the Conservation Estate.</p>	<p>The submitter contends that the Shire is in joint management with Yawuru PBC in reserves that form the Minyirr Buru Conservation Park (refer to the attached plan of the Conservation Estate).</p> <p>A joint management plan sets out key targets and management strategies and the joint partners are assisted in the implementation of the plan by DBCA under an assistance agreement for the on- ground works.</p> <p>These areas include those shown as Foreshore reserve and for Environmental Conservation and Cultural Corridors reserve in the draft LPS7 maps.</p> <p>The objectives of the Foreshore reserve do not sufficiently the capture environmental and cultural heritage objectives of the Conservation Estate.</p> <p>These areas are subject to conservation agreements that sit outside the planning process. There are also other agreements and approvals (relating to tenure for example) that are required as part of any land use or development proposal. As such, irrespective of any zoning or approval, development activity would not automatically follow.</p> <p>Amend draft LPS7 maps so that all land in the Minyirr Buru Conservation Park is zoned Environmental Conservation and Cultural Corridor.</p> <p>Update both draft LPS /LPS7 to state that all use and development of land within the Minyirr Buru Conservation Park must reflect the conservation agreements and highlight that the emphasis needs to be the protection of natural values.</p> <p>Update both draft LPS/LPS7 to require that land use and development proposals within and adjacent to the Conservation Park must reflect context and character including with respect to built form considerations such as building height.</p>	<p>Inclusion of all of the reserves that form part of the Minyirr Buru Conservation Estate (including those reserves that about the foreshore) would mean that the objectives of the reserve would need to be considered for any development proposal. For land within the Environmental Conservation and Cultural Corridors one of the objectives includes 'to identify areas with biodiversity, conservation, and cultural values, and to protect those areas from development and subdivision'.</p> <p>The objectives of the Environmental Conservation and Cultural Corridor reserve provide greater emphasis on protection (thereby limiting) development compared with the Foreshore reservation that provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, whilst providing for protection of natural values.</p> <p>The objectives of the Environmental Conservation and Cultural Corridor reserves, at times, may not align with the intent of the Joint Management Plan adopted for the Conservation Estates (for example Base Camp, recreational improvements at Gantheaume which are all located within the Conservation Estate) and also does not align with the comment above, seeking that the tourist reference in the Foreshore reserve be maintained.</p> <p>Based on the above, it is not recommended that changes to the reservation are performed under LPS7.</p> <p>It is noted that Lot 614 Buckleys Road is zoned Rural Residential and this forms part of the Conservation Estate. This should be an Environmental Conservation and Cultural Corridor reserve.</p> <p>Comments on LPS changes as outlined in the Attachment 1.</p>	<p>Upheld in part - change zoning of Lot 614 Buckley's Road from Rural Residential to Environmental Conservation and Cultural Corridor reserve.</p>
		5	<p>Part 3 Zone cl.16 (Table 2) Zones Objectives - Cultural and Natural Resource use</p>	<p>The submitter supports and notes the reference to preservation of significant sites but considers that this should be inherent in all zones.</p>	<p>The Shire notes and concurs that the preservation of significant areas applies throughout the scheme area and that that these matters can be dealt with under the relevant legislation. However, the inclusion of direct reference in the</p>	<p>Noted, no modification required to draft LPS7.</p>

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			<p>1. Provide for development associated with the extraction of mineral and natural resources.</p> <p>2. Ensure the preservation of Aboriginal heritage and culturally significant areas.</p> <p>3. Provide for the conservation of significant landscape and environmental areas and values. Allow for low impact tourism development including limited tourist accommodation and camping areas.</p> <p>4. Allow land uses associated with Aboriginal heritage, traditional law and culture.</p>	NBY advises the Shire of its expectation that the preservation of significant areas applies to all zones.	objectives of the - Cultural and Natural Resource use zone reflects the intent of this particular zone.	
		6	<p>Part 3 c.17 (Table 3) Zoning Table – Land Use permissibility's for the Service Commercial zone, in relation to the following land uses which are currently X (prohibited) uses:</p> <ul style="list-style-type: none"> • Amusement parlour • Art gallery • Betting agency • Brewery • Child care premises • Consulting rooms • Convenience store • Medical centre • Restaurant/café 	<p>The submitter contends that there are a range of uses that are presently proposed to be prohibited in the Service Commercial zone which should be considered for approval on a discretionary basis provided they do not compromise the objectives of the zone. The uses are potentially appropriate for and consistent with a Service Commercial setting and include:</p> <ul style="list-style-type: none"> • Amusement parlour • Art gallery • Betting agency • Brewery • Child care premises • Consulting rooms • Convenience store • Medical centre • Restaurant/café <p>Providing for these on a discretionary basis would allow the Shire to retain control of whether these uses should proceed, on merits. This would add to the flexibility provided for by LPS7 and is consistent with the Shire's objectives relating to employment and economy.</p>	<p>The objectives of the Service Commercial zone are:</p> <ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones. <p>The existing permitted and discretionary land uses in the Service Commercial zone are deemed appropriate to achieve the objectives of the Scheme. The type of land uses mentioned should be encouraged to be undertaken from other commercial zones in the Shire. Therefore, submission not supported.</p>	Noted, no modification required to draft LPS7.
		6	SCHEDULE 4: Additional site and development requirements that apply to the scheme area	The submitter contends that NBY and the Shire are working together to redefine Broome character area to better include Yawuru heritage in how people understand and interpret that character.	<p>No specific recommendations are made relative to LPS7.</p> <p>See comment relative to LPS in separate Attachment 1.</p>	Noted, no modification to the draft LPS7.

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			cl. 5. All Zones _ Inappropriate or incongruous development	LPS/LPS7 is an opportunity to embed Yawuru heritage as part of Broome's character through the planning framework more overtly as it is currently under-represented. A local planning policy should be included as an action in the accompanying LPS relating to Yawuru heritage and providing guidance on how it can be reflected in design outcomes.		
		7	SCHEDULE 4: Additional site and development requirements that apply to the scheme area 6. All Zones Landscaping and tree retention 1) When considering an application, the local government is to determine whether any tree has landscape significance and should be retained. 2) For the purpose of retaining significant tree the local government may: a) impose a condition on a development approval requiring trees to be retained; b) request the Commission to impose a subdivision condition for the retention of trees and/or for additional trees to be planted on the site; c) impose a condition requiring a modification of the development to ensure retention of significant trees. 3) A landscaping plan which details the retention of existing tree/s and proposed landscaping on site and within	Whist the submitter supports the intent of this provision it considers there is insufficient accompanying guidance/definition of what constitutes landscape significance, risking uncertainty for applicants. Delete this provision and replace it with a local planning policy (include as an LPS action) relating to tree retention, which sits outside of LPS7 (to provide for greater flexibility) and properly defines landscape significance and how to determine it.	The Shire notes the points raised and will give further consideration to the preparation of an LPP related to landscaping and tree retention. However, in the absence of a LPP being prepared it is considered appropriate that this provision be retained in draft LPS7.	Dismiss. No modification to the draft LPS7.

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			the abutting road reserve may be required as a condition of development approval for development.			
		8	<p>SCHEDULE 4: Additional site and development requirements that apply to the scheme area</p> <p>Cl.</p> <p>Regional Centre Zone District Centre Zone, Local Centre Zone Mixed Use Zone</p> <p>References are made to development control via relevant design guidelines.</p>	<p>The submitter contends that planning controls may not be in the form of local development plans. For example, precinct development plans and precinct structure plans are common and likely development control mechanisms. The current wording potentially limits the way development standards can be defined and applied.</p> <p>The specific reference to design guidelines should be deleted.</p>	Design Guidelines have been prepared and adopted for Chinatown (the Regional Centre zone). Reference to this is the Scheme text is considered appropriate.	No change recommended.
		9	<p>SCHEDULE 4: Additional site and development requirements that apply to the scheme area</p> <p>SCHEDULE 4: cl. 17 Tourism Zone</p> <p>Subdivision</p> <p>(4) The local government will not support subdivision within the Tourism zone to create lots less than 1 hectare in area, unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p> <p>(5) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where</p> <p>The provision relating to minimum lot size should be deleted and replaced with a local planning policy (include as an LPS action) that provides greater context, explanation and flexibility for subdivision in the Tourism zone.</p>	<p>The submitter considers that there is no clear rationale for the lot size restriction. Tourism zoned land owned by NBY will likely be subject to structure planning or a local development plan and this should define an appropriate lot size based on local context, character and conditions. This provides sufficient surety for decision makers.</p> <p>On this basis, the provision relating to minimum lot size should be deleted and replaced with a local planning policy (include as an LPS action) that provides greater context, explanation and flexibility for subdivision in the Tourism zone.</p>	<p>The 1ha site area is an existing site and development control in LPS6 and recommended to be maintained in LPS7.</p> <p>The PSP can review the site area requirements in further detail.</p>	No change recommended.

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			the local government considers the proposed subdivision: a) is a minor boundary adjustment. b) does not propose the creation of new lots; and c) the new lots are considered to be consistent with the subdivision pattern in the locality.			
		10	<p>SCHEDULE 6 – AUSTRALIAN NOISE EXPOSURE FORECAST CONTOURS</p> <p>1. Table (a) Building Site Acceptability Based on ANEF Zones 2. Clause 5.</p> <p>5. In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations, to the safe movement of aircraft and that CASA is the determining authority</p> <p>Table (b) Indoor Design Sound Levels</p>	<p>1. While the general intent to apply planning control measures associated with future development within the vicinity of the Broome Airport is supported, the inclusion of State Planning Policy provisions in LPS7 is not supported for the following reasons:</p> <p>i) It represents an unnecessary duplication within the planning framework.</p> <p>ii) the purpose of a planning policy is to inform a decision-maker and they are not statutory documents to be applied inflexibly. Embedding the provisions of a planning policy within a (statutory) local planning scheme has the potential to diminish the flexible application of the planning policy.</p> <p>iii) if the provisions of SPP5.1 are varied over time, a scheme amendment will be required to ensure the local planning scheme accurately reflects the new policy provisions. This adds an unnecessary layer to the planning framework, but it also risks incompatibility between the future LPS7 and SPP5.1 if any future variance is not identified.</p> <p>On this basis, the content of Schedule 6 should be removed from draft LPS7 and incorporated into a local planning policy (include as an LPS action) that would provide centralised guidance on airport-related planning controls, can easily be updated over time as required and provides for flexible application.</p> <p>2. If this provision is not supported. It affords a non-government third party the ability to strongly influence</p>	<p>There is no SPP that applies to regional airport (currently for Perth Airport and Jandakot Airport). Therefore inclusion of the noise controls in LPS7 (which exist in LPS6) are not deemed a duplication.</p> <p>1. Upheld, modify Schedule 6 Clause 5 as follows:</p> <p><i>In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations as it relates to the safe movement of aircraft as determined by CASA.</i></p> <p>Uphold in part, seek high resolution mapping to be included in Scheme.</p>	<p>Uphold in part - modify the LPS7 Scheme Map accordance with the Schedule of Modifications LPS7 to include higher resolution mapping and amend Schedule 6 Clause 5.</p>

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				<p>planning application outcomes. 'Operations' is undefined and could extend into 'commercial' operations not just aircraft movement. Request revision of clause to clarify operations are restricted to the safe movement of aircraft and that CASA is the determining authority.</p> <p>3. The Noise Exposure Plan contained within Schedule 6 is of insufficient resolution to clearly communicate the information contained within the associated tables. Should Schedule 6 form part of LPS7, a high-resolution Noise Emissions Plan should be incorporated to provide applicants and decision makers with clearly legible information.</p> <p>However, we reiterate our comments that the plan would be best available within a local planning policy that is not bound by specific format/size requirements and can be easily updated over time</p>		

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- Where it interacts with the Minyirr Buru Conservation Park it must reflect the conservation agreements and emphasis must be on the protection of natural values.

proposals within and adjacent to the Conservation Park reflecting the context and character including built form considerations such as building height.

Recommended changes to LPS

No.	Draft LPS Reference	Submitter Comments	Shire of Broome Comment	Shire of Broome Recommendation
1	1.2 Vision	<p>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.</p> <p>All the objectives of the Strategy are valid, but we note that none of them refer or relate specifically to the Yawuru Community.</p> <p>Inclusion of an objective reflecting NBY's remit would:</p> <ul style="list-style-type: none"> • Provide strong messaging around Yawuru's significance to Broome • Be inclusive of Yawuru people • Help to embed NBY's purpose at a very high level in the planning framework <p>Allow it to flow onto more detailed planning phases.</p> <p>Recommendation: Include an objective in the LPS specifically relating to the implementation of NBY's purpose and reflecting the implementation of the ILUAs.</p> <p>NBY requests an opportunity to develop this objective in collaboration with the Shire post-advertising of the draft LPS.</p>	<p>The WAPC have prepared Local Planning Strategy Guidelines that provide guidance on the preparation of a Local Planning Strategy, which the Shire's LPS has been prepared consistent with. The Guidelines also include a manner and form document which a LPS to be consistent with. The manner and form document outlines that the vision is to align with the Strategic Community Plan.</p> <p>The importance of the Yawuru community to the development of Broome is acknowledged. Similarly, the importance of other TO groups which form part of the Shire is also acknowledged. Given the LPS provides guidance over many TO groups, the inclusion of an objective into the vision that specifically reference one Traditional Owner group is not representative.</p> <p>It is recommended that an additional objective 4.2 is included into the LPS which reads:</p> <p><i>Support Broome's Traditional Owner groups in managing country and celebrating culture.</i></p>	<p>Uphold in part - add a new objective 4.2 that addresses all TO's in the Shire as follows by responding to <i>SCP Aspiration 4: An inclusive community that celebrates culture, equality and diversity.</i></p> <p><i>'Support Broome's Traditional Owner groups in managing country and celebrating culture.'</i></p>
2	<p>2.1 Community, Urban Growth and Settlement – Broome Townsite</p> <p>2.1.1 Regional Centre – Broome Townsite</p>	<p>Table 2: Broome Townsite – Planning Directions and Actions. This section does not reference housing to meet the needs of Aboriginal people – housing numbers, housing location or housing design, for example.</p> <p>This is a significant omission because planning can make a major contribution to addressing these issues.</p> <p>Without identifying associated issues and actions, there is little scope for planning to assist in their resolution.</p> <p>All aspects of housing need should be considered by planning frameworks and housing for Aboriginal People is an extremely important consideration in Broome.</p> <p>Recommendation: NBY request an opportunity to provide information to the Shire with respect to Aboriginal housing issues within the Broome townsite and to work collaboratively with the Shire to develop actions, rationales and timeframes</p>	<p>Agreed that this of importance and is supported, though prefer that references Aboriginal housing issues within the Broome townsite are consolidated into sub-sections of the LPS that already exist (rather than adding new sections).</p>	<p>Uphold – addition of information on Aboriginal housing issues and social housing issues within the Broome townsite to existing sections within the LPS Part 2 in section 4.2.2. Recommended wording to be inserted:</p> <p><i>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 appropriately to meet 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 of the Aboriginal population. Similarly, the provision of social housing by the Department of</i></p>

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		<p>for the LPS.</p> <p>NOTE: We request discussions with the Shire and Department of Planning, Lands and Heritage on whether this and other matters of particular impact and relevance to the Yawuru Community should be consolidated into sub- sections in the various (current parts) of the LPS or included in new, specific sections relating to Yawuru People (in both Parts 1 and 2).</p> <p>We note that many approaches adopted for the Broome Growth Plan are highly inclusive. They include references to Yawuru values and inclusion of Yawuru language. These should be considered for the LPS and any Yawuru- specific sections.</p>		<p><i>Communities, is significant in ensuring adequate living standards for Broome's population. The Department of Communities is a significant landowner in 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.</i></p>
3	2.1.2 Remote Service Centres	<p>Table 3: Regional Service Centres – Planning Directions and Actions</p> <p>Issue/Opportunity: Adequate land for housing / accommodation and access to essential services and community services.</p> <p>This issue applies to the Broome township as much as remote service centres.</p> <p>Recommendation: Refer to above comment.</p>	Noted that this issue/opportunity can equally be applied to the Broome townsite.	Noted, no changes recommended.
4	<p>Economy and Employment</p> <p>2.1.2 Retail, Commercial and Activity Centres</p>	<p>Table 4: Retail, Commercial & Activity Centres – Planning Directions and Actions</p> <p>a) Action: Review and update Local Commercial Strategy to align with the Strategy.</p> <p>Action: Zone the Cable Beach Road East area (Part Lot 3082) to Service Commercial in the new Local Planning</p> <p>b) Scheme.</p> <p>The action relating to Lot 3082 is consistent with NBY intentions and recent planning decisions.</p> <p>Recommendation: Noted with support.</p>	No action required.	No change recommended.

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5	2.2.3 Tourism	<p>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.</p> <p>The premise of this provision is supported but land that is appropriate and ready for advancement should not be delayed by a broader structure plan over the whole area provided that overall planning is not compromised.</p> <p>Recommendation: Amend the draft LPS to confirm that land capable and ready for structure planning can proceed in advance of the wider precinct where effective planning will not be compromised.</p>	<p>If a proponent was to submit a Structure Plan or development application, it would be assessed against the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and the Local Planning Scheme. The development controls incorporated into draft LPS7 provide discretion for development (or structure plan) to progress in advance of adoption of a Precinct Structure Plan. Given this a change to the LPS is not deemed required.</p>	Dismiss - no change recommended.
6	2.2.3 Tourism	<p>Table 6: Tourism – Planning Directions and Actions</p> <p>Continue engagement with Dampier Peninsula Working group to establish measures to manage impact of visitor activity. NBY is an important stakeholder.</p> <p>Recommendation: LPS to recognise that NBY is an important stakeholder, both culturally and economically, and should be consulted in relation to tourism on the Peninsula, particularly given Broome's position as a gateway to the Peninsula and to the Kimberley.</p>	<p>The Dampier Peninsula Working Group has been established by the community members in the peninsula in collaboration with the Department of Premier and Cabinet.</p> <p>Its not the role of the Local Planning Strategy to establish which stakeholders are to form part of the Working Group.</p>	No change recommended.
7	2.2.4 Agriculture	<p>Table 7: Agricultural Areas - Planning Directions and Actions</p> <p>No reference is made to incentives in LPS7 or elsewhere for Aboriginal Businesses and employment. This ignores the various opportunities and outcomes outlined in the Broome Growth Plan. The draft LPS is an appropriate vehicle for these outcomes to be further embedded and implemented.</p> <p>Recommendation: The LPS should acknowledge that that Broome is the centre of an Indigenous Region within which creating opportunities for Aboriginal participation in the economy etc. is paramount.</p> <p>NBY requests an opportunity to develop related actions, rationales and timeframes in collaboration with the Shire post-advertising of the draft LPS.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p>	<p>The Shire notes the importance of Aboriginal employment and the objective of achieving Aboriginal workforce participation in the Broome Growth Plan and other documents such as the Regional Investment Blueprint for The Kimberley.</p> <p>The matters that the Shire is capable of considering when determining a development application is set out in Clause 67 of the Deemed Provisions.</p> <p>The Shire is not in a position to embed employment targets or requirements into the planning framework, as the Shire is not in a position to consider this through planning determination processes.</p> <p>It is the role of other informing strategies, such as the Broome Growth Plan to establish employment targets and actions for implementing such.</p> <p>Given the above, no change is recommended.</p>	No change recommended.

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8	2.3 Environment and Heritage	<p>2.3.1 Culture and Heritage</p> <p>a) Heritage and Environment are separate topics with their own considerations and actions.</p> <p>b) This section does not fully reflect the significance of Yawuru history.</p> <p>c) The LPS does not reference the ILUAs. It is unclear whether (or how) any of the actions relate to the ILUAs.</p> <p>d) The description of culturally significant areas needs review, for example Songlines (as opposed to Song Cycles) are not just coastal – they extend inland.</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. Separate Environment and Heritage into their own sections. 2. Include a specific, introductory statement about Yawuru history and heritage in collaboration with NBY and informed by its Cultural Management Plan. 3. Include comment on how proposed actions relate to the ILUAs. 4. Include the following action within the LPS: 'Shire to develop a Reconciliation Action Plan and ensure that planning decisions are consistent with it.' 5. Reword section to recognise Yawuru as the traditional owners not an 'immigrant group.' Include a standalone section on Aboriginal history in collaboration with NBY and informed by its Cultural Management Plan. 6. Develop actions with NBY which recognise that in some cases consultation with traditional owners is mandated - for example such as in relation to land subject to Native Title. But in other cases, proponents should be encouraged to speak to NBY out of respect and inclusion, to add to their understanding of the land and its management and to reflect Broome character. 7. Identify and support ways to reflect cultural heritage in projects/planning outcomes. 8. Include an action to develop a local planning policy to inform 6) and 7) above. 9. Refer to 'significant cultural areas' rather than specific 	<p>The LPS Guidelines provide for inclusion of Environment section only, Heritage section was added at request of the Shire. Separate sub-sections are provided in the LPS.</p> <p>Some changes and additions to the LPS to respond to the following matters are suggested:</p> <ol style="list-style-type: none"> 1. Separation of sections not supported in LPS Guidelines on manner and form. 2. Agree – recommended wording included in the Schedule of Modification. 3. Agree – reference to the ILUA to be included in Part 2 of LPS. However, as the LPS reflects the ILUA in the form of planning areas, action in relation to implementation of the ILUA not recommended to be incorporated in Part 1. 4. While the Shire acknowledged that preparation of a RAP is important, this is separate to planning processes and will be progressed separately to LPS. 5. Agree rewording recommended. Refer to point 2 above in regards to Aboriginal History. 6. Acknowledged that consultation with NBY is triggered through other statutory processes including native title and Aboriginal heritage. It is not the role of the LPS to set out actions of all statutory forms of consultation that are required to be undertaken under both federal and state legislation (of which there are numerous). The Shire has its own corporate policy to guide interactions on projects that interact with Aboriginal Heritage and encourages proponents to undertake similar engagement. 7. & 8. The Aboriginal Cultural Heritage Act 2021 and Aboriginal Heritage Act 1972 (and associated Regulations) provide legislated controls for incorporation of cultural heritage. The DPLH is currently working through a co-design process to prepare the new Regulations and Guidelines to provide guidance on aboriginal cultural heritage. This will apply regardless of the planning framework in place. Given the co-design process currently being performed it is not considered appropriate to prepare an LPP in this regard, which the Shire does not have the capability to implement and is governed by legislation that the Shire is not involved with implementing. 9. Noted, wording change agreed as appropriate. 10. Addressed in previous recommendations above. 	<ol style="list-style-type: none"> 1. No change recommended. 2. Agree introductory statement about Yawuru history informed by the Cultural Management Plan has been incorporated into the Schedule of Modifications. 3. Update Part 2 to reference ILUA's. 4. Dismissed - development of a Reconciliation Action Plan is an organisational decision and whilst agreed it is an important initiative, LPS not is correct place for it to be included as an action. 5. Upheld - reword section to recognise Yawuru as the traditional owners not an 'immigrant group.' 6. No change recommended. 7. & 8. No change recommended. 9. Upheld - Planning Direction could be reworded to refer to 'significant cultural areas' 10. No action
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		<p>elements/aspects – otherwise, ensure that these are reviewed and refined with NBY.</p> <p>10. Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p>		
9	2.3.2 Natural Resource Management	<p>Table 9: Natural Resource Management - Planning Directions and Actions</p> <p>Reaching out to NBY would help proponents to access, appreciate and utilise local knowledge and land management relating to fire, natural resources, appropriate art and cultural references, landscaping, water management etc.</p> <p>The Shire is in joint management with Yawuru PBC in town reserves which form the Minyirr Buru Conservation Park. A joint management plan sets out key targets and management strategies and the joint partners are assisted in implementation of the plan by DBCA under an assistance agreement for the on-ground works.</p> <p>Recommendation: Include actions that encourage proponents to engage with NBY in relation to their project, seeking support and guidance as appropriate.</p> <p>Actions should include a local planning policy to provide guidance to proponents on how NBY can contribute to land management, planning and design, and how/when to engage with the Yawuru Community.</p> <p>The LPS should recognise commitments relating to Conservation Park management as an action.</p>	<p>First two recommendations relative to engagement with NBY and preparation of LPP, addressed in item 8 above.</p> <p>In relation to third recommendation on conservation estate, agree an action to be added to LPS Table 9.</p>	<p>Upheld – add an action to Table 9 under Conservation of Biodiversity and Natural Habitats Issue/Opportunity. To read as follows:</p> <p><i>Support the Yawuru Park Council in the implementation of the joint management plans for the Minyirr Buru Conservation Park.</i></p> <p>The following rationale, to be incorporated:</p> <p><i>The Minyirr Buru Conservation Park was created pursuant to the Yawuru ILUA's and is jointly managed by the Yawuru Registered Native Title Body Corporate (Yawuru RNTBC) 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.</i></p> <p><i>The Gunyan Binba (northern intertidal zone) is jointly managed by Yawuru RNTBC, 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.</i></p> <p><i>The Shire supports the management of the Conservation Park 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.</i></p>
10	3.2 Planning Areas Broome Townsite	<p>Table 16: Broome Townsite - Planning Areas</p> <p>Action: Ensure that redevelopment of existing prison site is incorporated into the broader precinct planning for Chinatown and Old Broome.</p> <p>The premise of this provision is supported but land that is appropriate and ready for advancement should not be delayed by a broader structure plan over the whole area provided that overall planning is not compromised.</p> <p>Recommendation:</p>	Refer to response in item 5 above.	No change recommended.

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		Amend LPS to confirm that land capable and ready for structure planning can proceed in advance of the wider precinct where effective planning will not be compromised.		
11	3.2 Planning Areas Broome Townsite	<p>Action: Review Cable Beach Development Strategy and prepare Precinct Structure Plan (in accordance with SPP 7.2).</p> <p>The premise of this provision is supported but land that is appropriate and ready for advancement should not be delayed by a broader structure plan over the whole area provided that overall planning is not compromised.</p> <p>Recommendation: Amend LPS to confirm that land capable and ready for structure planning can proceed in advance of the wider precinct where effective planning will not be compromised.</p>	Refer to response in item 5 above.	No change recommended.
12	3.2 Planning Areas Broome Townsite	<p>Action: Ongoing discussions with Water Corporation on timing and process for remediation to assist with implementation / future development.</p> <p>Rationale: 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.</p> <p>Consistent with NBY actions and intentions.</p> <p>Recommendation: Noted with support.</p>	No action – support noted.	No change recommended.
13	Figure 6 Cable Beach Precinct Structure Plan Guidance Map	<p>This map provides guidance with respect to building height across some land holdings adjacent to Yawuru Minyirr Buru reserves.</p> <p>Heights are an important consideration across all land in this locality given its proximity to such an important area with respect to heritage, culture and conservation.</p> <p>Recommendation: Reference to upper building height limits should be made for all land within this Precinct.</p>	<p>Figure 7 – Planning Area C Precinct Structure Planning Guidance includes notes on future issues that are to be explored in the preparation of a PSP of which height will be one aspect, too premature to include upper building height limits in the LPS.</p> <p>Given that issue to be addressed in more detail in future PSP preparation, premature and potentially stifling of future development to apply upper height limits in the LPS.</p>	No change recommended.

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14	3.2 Planning Areas Broome Townsite	<p>Action: 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. Structure Plan to consider upgrades to following roads:</p> <ul style="list-style-type: none"> + Upgrade Magabala Road between Gubinge Road and Fairway Drive + Intersection of Broome Road/ Gubinge Road + Intersection of Gubinge Road/ Magabala Road <p>A structure plan is not the best mechanism for interim guidance – it has a 10-year timeframe, can be expensive to prepare and can take some time to prepare/achieve approval. Structure plans can often be inflexibly applied notwithstanding they are 'due regard' documents.</p> <p>Recommendation: Delete this action and replace with an action requiring the preparation of a local planning policy to provide relevant interim guidance.</p>	<p>The State Planning framework supports that Structure Plan should be prepared to guide land zoned Urban Development. The Shire's LPS is required to be consistent with the direction provided in the State Planning framework.</p> <p>A LPP would not be an appropriate planning document to provide such guidance.</p> <p>No change is recommended in relation to this submission.</p>	No change recommended.
15	3.2 Planning Areas Broome Townsite	<p><u>Planning for the former One Mile Aboriginal Community</u></p> <p>Action: Structure Plan required to guide future development of the site. Key considerations include:</p> <ul style="list-style-type: none"> + Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase. + Ensure that drainage, coastal processes and other environmental constraints are considered. + Explore opportunities for residential development. <p>Scheme Amendment and rezoning to be undertaken concurrently.</p> <p>Rationale: The site was formerly recognised as an Aboriginal Community; however, this classification has since changed, and the land is primarily vacant (with the exception of one privately owned lot). The site is impacted by several environmental constraints and includes a redundant road reserve which provides an informal drainage function. Further investigations and planning are therefore required to determine the true development potential of the land prior to any rezoning occurring.</p> <p>This entire area is recognised as a cultural site.</p> <p>The land is unsuitable for urban development except where there is existing development – in these locations Yawuru might consider culturally sensitive development.</p> <p>Recommendation:</p>	<p>Acknowledged that area is recognised as a cultural site, therefore land may be unsuitable for urban development.</p> <p>In recognition of the submission, recommended that Planning Area G action to be updated to reference that</p> <p><i>The entire area is recognised as a cultural site and that the land may be unsuitable for urban development.</i></p>	<p>Agreed - update reference to Planning Area G – One Mile to outline:</p> <p><i>The entire area is recognised as a cultural site and that the land may be unsuitable for urban development.</i></p>

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		Delete current LPS provisions and replace with actions and rationale consistent with the cultural significance of the site and NBY expectations.		
16	3.2 Planning Areas Broome Townsite	<p>Prepare Gantheaume Point Master Plan to formalise area as a recreation precinct and coordinate investment.</p> <p>Master Plan to have consideration for:</p> <ul style="list-style-type: none"> + Provision of community infrastructure facilities to support high use of Gantheaume Point; + Safe beach access; + Resolution of cadastral boundary misalignment for key roads; + Bushfire hazard planning in accordance with SPP 3.7; and + Consideration for mitigating impacts of coastal hazards essential in all proposals. <p>NBY cares for and controls Foreshore areas in this location but are not referenced as a consideration in master planning.</p> <p>Refer to comments in Table 2 with respect to Tourism in Foreshore reserves.</p> <p>Much of the foreshore area in this location is within the Minyirr Buru Conservation Park.</p> <p>The Shire is in joint management with Yawuru PBC in reserves that form the Minyirr Buru Conservation Park (refer to the attached plan of the Conservation Estate).</p> <p>A joint management plan sets out key targets and management strategies and the joint partners are assisted in the implementation of the plan by DBCA under an assistance agreement for the on- ground works.</p> <p>These areas include those shown as Foreshore reserve and for Environmental Conservation and Cultural Corridors reserve in the draft LPS7 maps.</p> <p>These areas are subject to conservation agreements that sit outside the planning process. There are also other agreements and approvals (relating to tenure for example) that are required as part of any land use or development proposal. As such, irrespective of any master plan or other approval, development activity would not automatically follow.</p> <p>Recommendation: Specifically note cultural heritage and history as a consideration for future master planning.</p>	<p>Additional wording to address NBY care and control of Foreshore areas through joint management with the Shire and considerations for future master planning are appropriate to enhance the LPS.</p>	<p>Uphold – Planning Area M actions to specifically note cultural heritage and history as a consideration for future master planning.</p> <p>Add to actions that master planning that interacts with the Minyirr Buru Conservation Park to state:</p> <p><i>Where it [master plan] interacts with the Minyirr Buru Conservation Park it must reflect the conservation agreements and emphasis must be on the protection of natural values.</i></p> <p><i>proposals within and adjacent to the Conservation Park reflecting the context and character including built form considerations such as building height.</i></p>

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		<p>Update both draft LPS/LPS7 to state that all master planning, use and development of land within the Minyirr Buru Conservation Park must reflect the conservation agreements and highlight that the emphasis needs to be the protection of natural values.</p> <p>Update both draft LPS/LPS7 to require that master planning proposals within and adjacent to the Conservation Park must reflect context and character including with respect to built form considerations such as building height.</p>		
17	<p>2.3 Regional Planning Context</p> <p>Table 18: Regional planning instrument overview</p>	<p>A Regional Investment Blueprint For The Kimberley (2015)</p> <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"> 1. Regional leadership and development readiness 2. Enhancing the capability services sector. 3. Aboriginal advancement. 4. Industry and resources development. 5. Developing our regional centres. 6. Infrastructure for driving growth. <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> <p>The goals and agendas relating to Aboriginal people have not been specifically referenced/reflected in the LPS.</p> <p>The LPS an opportunity help achieve them by embedding them into the planning framework and making them inherent in planning decisions.</p> <p>Recommendation: Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p> <p>Work collaboratively with NBY to identify specific actions to achieve the goals and aspirations of this document via the planning framework.</p>	<p>Refer to comments in item 7 above.</p> <p>The matters that the Shire is capable of considering when determining a development application is set out in Clause 67 of the Deemed Provisions.</p> <p>The Shire is not in a position to embed employment targets or requirements into the planning framework, as the Shire is not in a position to consider this through planning determination processes.</p> <p>It is the role of other informing strategies, such as the Broome Growth Plan to establish employment targets and actions for implementing such.</p>	<p>No changes recommended in this regard.</p>

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18	3.2 Previous Local Planning Strategy	<p>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.</p> <p>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.</p> <p>While this section is noted and supported, we also note that it has not translated into any LPS actions.</p> <p>It is unclear how the Broome Growth Plan has been reflected in planning outcomes such as LPS7.</p> <p>The focus on remote service centres is too narrow – it is an important consideration but there are many issues and opportunities relevant to Aboriginal People that have not been highlighted in the draft LPS.</p> <p>Recommendation: Refer to previous comments concerning the preparation of a local planning policy relating to how proponents can include the Yawuru community in the planning process, and expectations around the same.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p> <p>Work with NBY to include more actions specific to the Yawuru Community and its needs/contribution in terms of economic opportunity.</p>	Refer to comments in item 8 above.	No change recommended in this regard.
19	3.4 Local Planning Policies	<p><u>5.12 Provision of Public Art</u> A review is required to ensure the policy is fit-for- purpose and meets the objectives of the Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p><u>5.13 Design Guidelines – Town Centre Zone</u> 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> <p>Refer to previous comments relating to the contribution that the Yawuru Community can and should make with respect to local character through</p>	Refer to comment in item 8 above.	No change recommended.

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		<p>design.</p> <p>Opportunities exist to encourage proponents and decision makers to reach out to NBY with respect to:</p> <ul style="list-style-type: none"> • Housing design • Broome character and built form • Landscape Public Art <p>Recommendation: Refer to previous comments relate to the preparation of aligned planning policies that promote the inclusion of Yawuru people in the planning framework.</p> <p>NBY requests and offers collaborative involvement in the preparation of these policies as appropriate.</p>		
20	3.7 Other Relevant Documents	<p>Table 26: Other Relevant Strategies, Plans & Policies This section provides important context for planning and land management outcomes, such as the Broome Growth Plan, Local Commercial Strategy and Cable Beach Development Strategy.</p> <p>We note that the ILUAs are missing from this section. They are a critical influence on land management as previously noted:</p> <ul style="list-style-type: none"> • As the largest landholder in Broome and having a key role in managing both economic and environmental/recreation land assets, the frameworks in the ILUAs are critical for the future development of Broome and the LPS. • The ILUAs also create several obligations on parties which will need to be considered in the LPS along with the impact of Native Title and cultural heritage laws. <p>Recommendation: Include a summary of the ILUA in this section. Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure. NBY requests confirmation of how proposed LPS outcomes reflect and enable the ILUAs and cultural heritage practices.</p>	Agreed that the ILUA should be referenced in this section.	<p>Uphold - insert succinct summary of the ILUA, its purpose and implications for LPS into Table 26 of the LPS.</p> <p><i>Name of Document: Yawuru ILUA's</i></p> <p><i>Date: 2010</i></p> <p><i>Purpose: 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 the Broome township 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.</i></p> <p><i>Implications for the Local Planning Strategy: 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.</i></p>
21	3.7 Other Relevant Documents	<p>Table 26: Other Relevant Strategies, Plans & Policies</p> <p>Local Housing Strategy 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</p>	Noted, refer to comment in item 2 above.	Uphold – resolved in modification proposed by item 2 above.

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		<p>updated to inform the Strategy. The Local Housing Strategy has therefore been repealed as a standalone document and has been integrated into this Strategy.</p> <p>Refer previous comments relating to housing and the absence of discussion/information specific to the Yawuru Community.</p> <p>Recommendation: Refer previous comments.</p>		
22	04 Local Government Profile	<p>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.</p> <p>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.</p> <p>This section does not describe the relationship between the Shire profile and ILUA commitments.</p> <p>Refer previous comments relating to the significance of the ILUAs.</p> <p>Recommendation: Include reference the ILUAs in this section.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p>	Agreed that reference to ILUA can be incorporated into section 4.4.1.	Uphold - resolved in modification proposed by item 8 above.
23	Population Distribution and Ethnicity	<p>The Yawuru people are the Traditional Owners and occupants in the Broome Townsite and surrounds making up some 1,000-2,000 of this population. 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.</p> <p>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.</p> <p>This acknowledgement is important but can be more overtly and earlier referenced in the LPS.</p>	Agree - addition of new text as outlined in item 1 – Vision, above, will ensure there is more overt and earlier reference in the LPS.	Uphold – resolved in modification proposed by item 1 above.

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		<p>Recommendation: Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure – particularly the consideration of a Yawuru specific section.</p> <p>We request the opportunity to work collaboratively with the Shire to ensure that this section is appropriately worded.</p>		
23	Housing Types and Mix	<p>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.</p> <p>Refer previous comments.</p> <p>Recommendation: Refer previous comments.</p> <p>Where issues and needs require further study and definition, include an aligned action.</p>	Agree, however, the issues and needs well defined in existing documents and urban renewal/redevelopment of housing to address it scoped.	No change recommended - Because the action in Table 2 that relates to housing affordability in the Old Broome Precinct and the past work undertaken by the Department of Communities is considered adequate to address this.
24	4.1.4 Demographics and Population Summary	<p>“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)</p> <p>+ 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.</p> <p>+ 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.</p> <p>+ 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.</p> <p>+ 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.</p> <p>+ 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</p>	Addressed in item 23 response.	n/a

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		<p>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.</p> <p>+ Rural Residential Living is generally not supported but some expansion may be possible in select locations subject to further technical investigations.</p> <p>Refer previous comments.</p> <p>Recommendation: Refer previous comments.</p> <p>Add an observation and actions relating to housing provision and design to reflect the needs of the Aboriginal Community.</p>		
25	Activating Key Precincts	<p>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.</p> <p>This an opportunity to ensure that precinct planning occurs in a culturally appropriate way.</p> <p>Recommendation: Noted with support.</p>	No action required.	No action required.
26	Aboriginal Settlements	<p>Within the Broome Townsite there are two areas that used to be Aboriginal Settlements: Bilgungurr, and Morrell Park, the layout plans applying to these areas have also recently been rescinded. Once land tenure for these areas is resolved these areas could be incorporated into Broome Townsite as residential/mixed use or future development areas.</p> <p>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.</p> <p>The State Government has committed to divest this land back to Yawuru and are currently working with Yawuru to determine the appropriate structure for this land to be divested. It is likely that some of the areas will no longer be residential but instead will be managed and protected for their cultural values (i.e. One Mile, Malingbarr) and that others will require significant work to be undertaken in consultation with residents of these areas to rationalise land planning and servicing arrangements in the future.</p>	<p>Refer to comment in item 15 above.</p> <p>Agreed, that Planning Area G – Planning for the former One Mile Community should be updated to recognise that: <i>Future Structure Planning should be cognisant of the townsite gateway/entry that the site occupies along Old Broome Road for arriving visitors.</i></p>	<p>Upheld - refer to recommendation in item 15.</p> <p>Update reference in Table 16 for Planning Area G, which acknowledges: <i>'Future Structure Planning should be cognisant of the townsite gateway/entry that the site occupies along Old Broome Road for arriving visitors.'</i></p>

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		<p>Recommendation: Update LPS to include this context including the identification of actions in collaboration with NBY.</p>		
27	4.2.3 Remote Service Centres	<p>More information should be included with respect to the design of layout plans and what is specifically being done to support the development referred to on the Peninsula.</p> <p>For both Bidyadanga and Djarindjin servicing is an issue - this should be reflected in specific actions.</p> <p>Recommendation: Work collaboratively with NBY to better identify actions, rationales and timeframes with respect to remote communities including – where needed- further reporting to define the issues and needs.</p>	<p>Section 2.1.2. of the Strategy and Table 3 provide planning direction and action for Layout Plans in the peninsula. This is also further addressed in section 4.3.2 of the LPS.</p> <p>Bidyadanga community is currently subject to the Bidyadanga Land Activation Project, and the LPS Action is to support the State government in implementation of the project.</p> <p>For Bidgydanga, the intent in the long-term is transition to a gazetted townsite. A review of the layout plan will form part of this process and it may require an alternative planning response depended upon the future governance and tenure arrangements.</p> <p>It is considered that the LPS provides sufficient direction in this regard and therefore no amendments are recommended.</p>	No change recommended.
28	4.2.4 Smaller Settlements and Outstations	<p>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 purpose services.</p> <p>Layout Plans have already been prepared and adopted for the following smaller settlements: + Burrguk + Goolarabooloo Millinbinyarri</p> <p>No comment is made in the LPS on whether there are planning issues that need to be addressed in these areas such as housing and services.</p> <p>Recommendation: As above.</p>	Refer to response in item 27.	No change recommended.
29	New Custodial Facility	<p>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.</p> <p>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.</p> <p>This relates to an area of extremely high cultural significance and sensitivity. NBY is currently working with the State Government to develop an appropriate landholding and management arrangement to manage the important cultural values of the Kennedy Hill precinct.</p> <p>This must be reflected in planning process and outcomes.</p>	<p>In relation to the comments on the custodial facility refer to the comments made in the Department of Justice submission.</p> <p>In relation to Kennedy Hill and the Precinct Structure Plan process, Figure 6 of the LPS, outlines for the Kennedy Hill area 'culturally sensitive site, stakeholder engagement to determine appropriate use'.</p> <p>Furthermore, the Precinct Structure Plan Guidelines, which establish the process for the preparation and matters to considered in the precinct structure plan preparation process, which include specific objectives and considerations in relation to Aboriginal cultural heritage.</p> <p>Based on the above, it is considered that the significance of Kennedy Hill is acknowledged in the LPS and will have to be given further consideration in the precinct structure plan process. No amendments to the LPS are proposed in this regard.</p>	<p>No change recommended.</p> <p>Refer to response in main schedule to Submission 7 for rationale.</p>

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		<p>No comment is made in the LPS on the design of the new custodial facility.</p> <p>The State Government is consulting with Yawuru in relation to the design of the new Custodial Facility to ensure the facility is culturally appropriate, best practice and is better able to rehabilitate and enable better outcomes for Aboriginal people who have to be detained.</p> <p>Recommendation: The LPS should specifically describe the significance of the 'Kennedy Hill' locality and describe how this must be considered in any future precinct planning.</p> <p>Include an action to confirm that the custodial facility will be designed to be culturally appropriate and safe.</p>		
30	Tourism Summary	<p>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.</p> <p>These opportunities are supported but are presently not included in LPS objectives.</p> <p>Recommendation: Consider inclusion of a tourism-related objective.</p> <p>As mentioned, better incorporate the ILUAs into the LPS, perhaps through an objective in collaboration with NBY.</p> <p>In collaboration with NBY, identify and include actions to support Aboriginal tourism businesses and experiences.</p>	Noted and agreed.	<p>Upheld - include new action in Table 6 for 'Tourism on the Dampier Peninsula' which focuses on generating Aboriginal tourism opportunities and experiences as follows:</p> <p><i>'Work with Traditional Owners and State Government agencies such as TourismWA to facilitate Aboriginal tourism opportunities and experiences on the Peninsula that have low environmental impact and respect cultural and natural heritage.'</i></p> <p>Timeframe: Ongoing</p>
31	4.3.2 Health & Social Services/Assistance	<p>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.</p> <p>This is aligned with NBY intentions, but LPS provisions do not refer to supporting/aligned uses like shops and offices (although these uses are available under the proposed LDP).</p> <p>Recommendation: Refer to ancillary but aligned uses in the LPS.</p>	<p>The LDP prepared and adopted for the Health and Wellbeing Centre identifies the uses mentioned as incidental uses (i.e. they would need to be connection with another discretionary land use and could not develop as an independent land use).</p> <p>Given the recognition that they are incidental land uses, it is deemed unnecessary to reference them in the LPS.</p>	No amendment required.

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32	4.4.1 Culture and Heritage / Aboriginal Heritage	<p>This acknowledgement and summary are important but can be more overtly and earlier referenced in the LPS (refer to previous comments).</p> <p>Also, per prior comments, no reference is made to the ILUAs and there are no actions in the LPS that specifically relate to NBY's purpose.</p> <p>The wording presently included is not endorsed by NBY. It needs to be accurate and nuanced in how it describes cultural relationships – reference should be to Songlines rather than Song Cycles for example.</p> <p>With respect to the Kimberley Centre for Culture and Arts, while it is positive to see that it is in the draft LPS, NBY is concerned that the suggestions have not been formulated with the community or with Yawuru.</p> <p>As the Centre will tell the Aboriginal story of the region NBY, as representative of the Yawuru community, must lead the project through a consultative process to determine the location, scope, design and involvement of other entities to be co-located with the centre.</p> <p>It is critical that the Centre benefits the Yawuru Community, and the broader community of the Shire of Broome, as well as tourists, is authentic and founded/built upon Aboriginal values and respects Yawuru protocols.</p> <p>Recommendation: This section must be reviewed and written in collaboration with NBY.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure. This commentary refers to inclusion of a specific section acknowledging, describing and responding to the Yawuru Community and its needs/contribution including the ILUAs.</p> <p>NBY seeks confirmation/identification of LPS actions specifically relating to the implementation of the ILUAs.</p> <p>The LPS must clearly state that Yawuru is the Native Title holder for Broome and is the appropriate organisation for consultation and decision making.</p> <p>Update the LPS to remove references to a specific location/co-location of the Kimberley Centre for Culture and Arts. Include a statement that the location, design and function of the Centre is to be determined through discussion with stakeholders, including the Yawuru and broader community.</p>	<p>Concerns raised are noted. It is recommended that section 4.4.1 is reviewed to address matters raised.</p>	<p>Upheld - review section 4.4.1 of the LPS to:</p> <ul style="list-style-type: none"> Remove all references to 'Song Cycles' and replace with 'Songlines'; Update reference to Kimberley Centre for Culture and Arts to remove references to a specific location/co-location of the Kimberley Centre for Culture and Arts. Include a statement that the location, design and function of the Centre is to be determined through discussion with stakeholders, including the Yawuru and broader community.
33	4.4.2 Natural Heritage	<p>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 Barrinybarr (Swan Point, Cape Leveque) to Wabana Wapana (near La Grange</p>	<p>Noted. It is recommended that section 4.4.1 is updated relative to songlines, as outlined below:</p> <p>'There are other Songlines that cannot be identified for cultural reasons - they extend from the south to the north east (the southern Tradition) and</p>	<p>Upheld - update the text in section 4.4.1 relative to Songlines to state the following:</p> <p><i>'There are other Songlines that cannot be identified for cultural reasons - they extend from the south to</i></p>

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		<p>Bay) and then inland to the south-east, over approximately 450kms.</p> <p>Recommendation: As above - reference to National Heritage Listing rather than discussions of dinosaurs from a cultural perspective (which has not been provided by Yawuru), for example.</p> <p>The LPS should acknowledge that there are other Songlines that cannot be identified publicly for cultural reasons - they extend from the south to the north east (the southern Tradition) and from the sea to inland.</p>	<p>from the sea to inland'.</p>	<p><i>the north east (the southern Tradition) and from the sea to inland'.</i></p>
34	4.4.2 Natural Heritage	<p>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.</p> <p>As above. The LPS identifies the importance of this Trail but proposes no actions.</p> <p>Recommendation: As above. Also work with NBY to identify appropriate actions and description noting, for example, that the Lurujarri Trail is just part of the Songline - it is not an exclusive entity.</p>	<p>Section 2.3.1 Table 8 identifies planning direction and action relative to songlines, which includes:</p> <p>Planning direction:</p> <p>'Where possible, conserve and enhance cultural and environmental corridors within the scheme through appropriate reserves'</p> <p>Action:</p> <p>'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)'.</p> <p>Furthermore, the protection of Aboriginal cultural heritage is governed by the Aboriginal Cultural Heritage Act 2021 and Aboriginal Heritage Act 1972.</p> <p>Given the existing action identified in the LPS and as Aboriginal cultural heritage is protected under existing Acts, that apply regardless of the planning processes of the Shire, the identification of further actions is not recommended.</p>	<p>No change recommended.</p>
35	4.4.3 Natural Environment and Management	<p>Refer to previous comments.</p> <p>The opportunity/role/knowledge of traditional owners in land management is not acknowledged in this section.</p> <p>As noted, the Shire is in joint management with Yawuru PBC over in town reserves which form the Minyirr Buru Conservation Park.</p> <p>A joint management plan sets out key targets and management strategies and the joint partners are assisted in implementation of the plan by DBCA Yawuru Rangers under an assistance agreement for the on-ground works. Yawuru also have an Indigenous Protected area declared by the Federal Government which overlays the whole Conservation Estate and Yawuru</p>	<p>For first recommendation refer to comments in item 8 above.</p> <p>In relation to second recommendation, refer to comments in item 9 above.</p> <p>In relation to third recommendation, agreed that Part 2 of the Strategy needs to acknowledge the IPAs throughout the Broome Shire.</p>	<p>Upheld – update Part 2 to acknowledge the IPAs that exist throughout the Shire. Following wording to be inserted:</p> <p><i>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</i></p>

ATTACHMENT 2: SCHEDULE OF PUBLIC SUBMISSIONS
DRAFT LOCAL PLANNING STRATEGY AND DRAFT LOCAL PLANNING SCHEME NO 7

		<p>Country Managers are engaged in cultural and land management activities to implement the IPA Plan of Management.</p> <p>Recommendation: Mandate as an action: 'as appropriate mandate or encourage proponents and agencies to reach out to NBY to learn, respect and reflect traditional land management and knowledge.'</p> <p>Acknowledge and reflect Conservation Park Management requirements and commitments in the LPS, including in this section.</p> <p>Acknowledge the IPAs in Broome and throughout the Broome Shire (such as Karajarri / Bardi).</p>		<p><i>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 two IPAs in Broome being the Yawuru and Karajarri IPA's.</i></p>
36	4.5.5 Utilities	<p>The servicing of Aboriginal Communities is recognised as a deficiency earlier in the LPS but is not discussed in detail in this section. Issues cannot be addressed unless they are appropriately defined.</p> <p>Recommendation: Working with NBY, reinforce/expand upon the servicing issues in this section (or consider incorporation into a Yawuru-specific section as previously discussed) and identify specific actions and timeframes to address.</p>	<p>Agree that servicing remote communities is an issue however already discussed in 4.5.5.</p> <p>Actions already in 2.1.2 Layout Plans are updated supporting DPLH to do this.</p>	No change recommended.
37	Renewable energy	<p>Servicing in remote communities has been identified as an issue in previous sections but this section does not draw the link between that issue and the opportunities stemming from renewable energy.</p> <p>Recommendation: Expand on the relevance of renewable energy to remote communities. Identify specific actions including a study into the role renewable energy can play for remote communities.</p>	<p>Agree, recommend that Table 14 – Utilities already references "across the Shire" which includes Remote Communities.</p>	No change recommended.

ATTACHMENT 2: SCHEDULE OF PUBLIC SUBMISSIONS
DRAFT LOCAL PLANNING STRATEGY AND DRAFT LOCAL PLANNING SCHEME NO 7

SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME LOCAL PLANNING STRATEGY

NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
PART ONE: STRATEGY			
1.	General	Undertake editorial amendments including grammatical and formatting corrections to the Strategy text and figures to the satisfaction of the Shire.	Minor editing modifications required throughout the body of the report to address grammatical errors, spelling, correct use of acronyms and formatting, as required by the Shire.
2.	Section 2.4.3 – Airport Infrastructure	Reword first paragraph in Section 2.4.3 as follows: <i>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:</i>	In response to Submission 1 which expressed concerns regarding the terminology 'strong' and 'community desire' when referencing public opinion on the airport relocation. Amended wording focuses more on the planning rationale.
3.	Section 3.2 Table 16: Broome Townsite - Planning Areas (B)	Reword paragraph 1 in the rationale column of Planning Area B, as follows: <i>Appendix 1 and the analysis in Section 4 suggests that there are sound planning reasons for why the airport should be relocated to an alternate site in the future. These include:</i>	In response to Submission 1 which expressed concerns regarding the terminology 'strong' and 'community desire' when referencing public opinion on the airport relocation. Amended wording focuses more on the planning rationale.
4.	Section 3.2 Table 16 Planning Area (G)	Amend wording in rationale column of Table 16 for Planning Area G as follows: <i>The site is impacted by several environmental constraints and includes an unused road reserve which provides an informal drainage function.</i> <i>Further investigations and planning are therefore required to</i>	Planning Area G - former One Mile Community - references a 'redundant road reserve'. Amended wording to remove redundant from sentence, addressing Submission 1.

SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME LOCAL PLANNING STRATEGY

NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<i>determine the true development potential of the land prior to any rezoning occurring.</i>	
5.	Section 3.5 Table 24	Amend wording in Table 24 – Structure Plans (Section 3.5) for the Western Triangle Development Plan as follows: <i>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.</i>	Submission 1 intent supported and agree should be reworded to reflect timing indicated.
6.	Section 3.2 Planning Area (O) McMahon Estate Development	Update text in planning action for area 'O' as follows: <i>Preparation of a subdivision concept plan and business case for McMahon Estate is underway. Future structure planning should have consideration for:</i>	Due to progression of project since preparation of draft documents (business case and subdivision concept are underway) text to be updated to reflect this status as provided in Submission 8.
7.	Figure 6: Planning Area (A) Precinct Structure Planning Guidance	Amend Figure 6: Planning Area A - Precinct Structure Planning Guidance Map to incorporate the balance of the Old Broome Development Strategy Area into the boundary.	Submission 8 and Submission 21 both request extending the boundary of Planning Area 'A' to include the land within the Old Broome Development Strategy for consideration in future Precinct Structure Planning.
8.	Figure 6: Planning Area (A) Precinct Structure Planning Guidance	Amend Figure 6: Planning Area A - Precinct Structure Planning Guidance Map to include a new notation regarding detailed planning and investigation of the proposed Gray Street Extension.	Submission 12 raises the proposed Gray Street Extension as part of delivering a bolder vision for the future growth of one of Broome's key precinct's Chinatown precinct. Though given the amount of work required to determine the viability of the proposal, it is agreed that any notations are very clear that it is subject to detailed planning and design studies.
9.	Figures 5 Local	Amend Strategy Map Figure 5 to correctly reference and label the	Submission 13 supports scientific and cultural values of the

**SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME LOCAL PLANNING STRATEGY**

NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
	Planning Strategy Map Broome Townsite	Dinosaur Coast Management Plan protection areas.	dinosaur tracks that the Strategy provides though requests Management Plan boundaries be added to mapping.
10.	Section 2.3.1 – Table 8 – Natural Heritage	Amend Action in relation to the planning direction, in relation to Natural Heritage (Dinosaur Tracks of the Kimberley Coast) as follows: Support government in mapping and protection of dinosaur footprints (including the introduction of new Scheme provisions) in recognition of their importance.	In consideration of the submission received in relation to the inclusion of a SCA in LPS7, DPLH have expressed concern about this approach. Given modification 9 above (where the Strategy figure will be updated to show the location of the Dinosaur Tracks), it is recommended that reference to inclusions of Scheme provisions is removed.
11.	Figure 6: Planning Area (A) Precinct Structure Planning Guidance	Add a new notation to Figure 6: Planning Area A - Precinct Structure Planning Guidance which identifies a need to undertake a character study of Old Broome which includes the opportunity for potential review of existing planning provisions.	Submission 21 requested the review of existing planning provisions, this would be included in considerations for future Precinct Structure Planning of Area A.
12.	Section 1.2 - Table 1	Add a new objective 4.2 to text in Table 1 that addresses all TO's in the Shire as follows by responding to SCP Aspiration 4: An inclusive community that celebrates culture, equality and diversity. As follows: <i>'Support Broome's Traditional Owner groups in managing country and celebrating culture.'</i>	Submission 22 requested Yawuru be provided with a new objective however the broadening of this to include all Traditional Owners within the Shire was considered more appropriate and representative.
13.	Section 2.3.1 Culture & Heritage	Amend the first paragraph under section 2.3.1 Cultural and Heritage to read as follows:	Submission 22 requested additional Yawuru context be added prior to Table 8.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<p><i>The Shire of Broome is home to one of the oldest human cultures, being Aboriginal Australian's. The Broome townsite is home to the Yawuru people and there are 8 other traditional owner groups in the Shire.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
14.	Section 2.3.1 Culture & Heritage	<p>Third Planning Direction to be reworded as follows:</p> <p><i>Where possible, conserve and enhance cultural and environmental corridors significant cultural areas within the scheme through appropriate reserves.</i></p>	A more generalised reference to cultural areas to remove specificity requested by Submission 22.
15.	Section 2.3.1 Culture & Heritage - Table 9	<p>Add an action to Table 9 under the Conservation of Biodiversity and Natural Habitats Issue/Opportunity to recognise commitments relating to Conservation Park management. New text as follows:</p> <p><i>Support the Yawuru Park Council in the implementation of the joint management plans for the Minyirr Buru Conservation Park.</i></p> <p>The following rationale, to be incorporated:</p> <p><i>The Minyirr Buru Conservation Park was created through the Yawuru ILUA's and incorporates joint managed conservation park within the Broome townsite which has a tri-partied management arrangement between NBY, the Shire of Broome and Department of Biodiversity, Conservation and Attractions (DBCA). The ILUA provided for the creation of the Conservation Park for the purposes of conservation, recreation and traditional customary Aboriginal use and enjoyment.</i></p> <p><i>The Shire supports the management of the Conservation Park</i></p>	Submission 22 requested that Conservation Park management be added as an Action as a means to achieving the Planning Direction.

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		<i>through its participation in the Yawuru Park Council and the ongoing participation is important to deliver implementation of the joint management plan.</i>	
16.	Section 3.2 Planning Areas Broome Townsite – Table 16 Planning Area (G)	<p>Update text in Planning Area G – One Mile to include a new second sentence under Rationale:</p> <p><i>'The entire area is recognised as a cultural site and that the land may be unsuitable for urban development'.</i></p>	Response to Submission 22 request to recognise the cultural site at One Mile resulting in limited urban development opportunity.
17.	Section 3.2 Planning Areas Broome Townsite – Table 16 Planning Area (M)	<p>Add text to Planning Area M Actions to specifically note cultural heritage and history as a consideration for future master planning. Wording as follows:</p> <p><i>Where it interacts with the Minyirr Buru Conservation Park it must reflect the conservation agreements and emphasis must be on the protection of natural values.</i></p> <p><i>proposals within and adjacent to the Conservation Park reflecting the context and character including built form considerations such as building height.</i></p>	Response to Submission 22 request that Gantheaume Point considerations in master planning be extended to include emphasis on context, character and natural values.
18.	Section 3.2 Planning Areas Broome Townsite – Table 16 Planning Area (G)	<p>Update text in Table 16 for Planning Area G actions, which acknowledges:</p> <p><i>'Future Structure Planning should be cognisant of the townsite gateway/entry that the site occupies along Old Broome Road for arriving visitors.'</i></p>	Response to Submission 22 that consideration in future structure planning of the gateway position the site occupies especially for visitors.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
19.	Section 2.2.3 - Table 6	<p>Add text for a new action in Table 6 for 'Tourism on the Dampier Peninsula' which focuses on generating Aboriginal tourism opportunities and experiences as follows:</p> <p><i>'Work with Traditional Owners and State Government agencies such as TourismWA to facilitate Aboriginal tourism opportunities and experiences on the Peninsula that have low environmental impact and respect cultural and natural heritage.'</i></p> <p>Timeframe: Ongoing</p>	Submission 22 requested that the opportunities for Aboriginal tourism and experiences to be emphasised in relation to the Dampier Peninsula.
20.	Section 2.1.2 Remote Service Centres	<p>Correct the text as follows:</p> <p><i>Cape Leveque Road will has significantly improved access to the Dampier Peninsula.</i></p>	Shire review identified change. Minor typo – road has been sealed.
PART TWO: BACKGROUND INFORMATION AND ANALYSIS			
21.	Part 2 - Section 3.5 – Structure Plans – Table 24	<p>Amend paragraph one (strategy implications/responses) wording for 'Airport Development Plan' in Table 24 – Structure Plans as follows:</p> <p><i>The Airport Development Plan supports continued expansion of the Broome International Airport. This Strategy has identified that there is a strong desire 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 focused.</i></p>	Minor change requested by proponent in Submission 1 to reflect the intent for long-term relocation of the airport rather than a strong desire for this to occur as was previously worded.
22.	Part 2 - Section 4.5.3	Amend wording in first sentence of second paragraph as follows:	Minor change requested by proponent in Submission 1, as

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
	Other Airports M25	<i>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 (refer Figure 16 below).</i>	BIA is no longer in partnership with Djarindjin Airport, therefore text to be amended accordingly.
23.	Part 2 - Section 3.5 – Structure Plans – Table 24	Amend wording of second paragraph in Table 24 – Structure Plans as follows: <i>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.</i>	Updated wording to correct current status of LDP as requested in Submission 1.
24.	Part 2 - Part 2 Section 3.6 - Table 25	Amend wording in Table 21 – Local Development Plans (Section 3.6) to reflect the adoption date of LDP No 8. Date of approval: <i>20 March 2021</i> Purpose of Local Development Plan: <i>Guidance on service commercial development</i> Strategy implications/responses: <i>Keep – the site is currently being subdivided in accordance with LDP 8 planning intent.</i>	Updated wording to correct current status of LDP as requested in Submission 1.
25.	Part 2 – Section 4.5.3 (Frame/Surrounding Lands)	Amend text in Part 2 – Section 4.5.3 (Frame/Surrounding Lands) to remove the last paragraph on page 138 of the LPS resulting in deletion as follows: <i>This concept was predicated on the airport relocation and service commercial development occurring on Frederick Street. However, with the recent Homemaker Centre approval for Cable Beach Road</i>	Inconsistency between LPS wording in Part 2 and Scheme Zoning acknowledged and text updates responding to Submission 1. Amendment of text from the LPS as it relates to the Frederick Street Service Commercial Land in Part 2 – Section 4.5.3 (Frame / Surrounding Lands) in response.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		East (NBY land) with Service Commercial/Bulky goods retailing to be developed there. When floorspace at the Homemaker Centre is established it would be appropriate to review the requirement for additional Service Commercial land in the Shire. Additionally, changes to the zoning of the land on Frederick Street could be reviewed, should the proponent desire and appropriate supply and demand rationale be presented.	
26.	Part 2 - Section 4.2.2 Workers Accommodation M29	<p>Expand by added text to Workers Accommodation section to provide additional commentary on negative impacts associated with the lack of affordable workers accommodation. Noting that Lot 3130, Reserve 51028 is an opportunity site that the business case is investigating. Amend as follows:</p> <p><i>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).</i></p>	Text additions made to provide further detail in response to Submission 3.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<p><i>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.</i></p>	
27.	Part 2 - Section 4.3 – Economy and Employment	<p>Include new text to provide analysis and commentary which highlights opportunities and challenges associated with the Arts industry in the Shire of Broome. Following text is to be inserted:</p> <p><i>4.3.5 Arts and Culture</i></p> <p><i>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.</i></p>	In response to Submission 6, text additions to be made based on content of submission.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<i>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.</i>	
28.	Part 2 - Section 2.4.3	Reword first paragraph in Section 2.4.3 as follows: <i>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:</i>	Submission 10 requested that wording be revised to remove the wording "community desire" from this text.
29.	Section 4.3.1 Agriculture	Additional paragraph(s) of text to be added to the Strategy to highlight emerging opportunities for horticulture as outlined in DPIRD reports for the La Grange area.	Submission 18 requested additional text to be added to Part 2 of the Strategy by undertaking further review of technical reports regarding La Grange.
30.	Section 4.5.5 Utilities - Waste Water	Text in the strategy refers a 'land swap' related to the Broome North WWTP. Given that this process has now concluded, text to be amended as follows: <i>In late 2020 the Shire of Broome Council endorsed a land swap between the Shire and the Water Corporation to allow Water Corporation's expansion of the Broome North Wastewater Treatment Plant.</i> <i>Specifically, Reserve 53301 is vested with the Shire of Broome for the purpose of 'storage and treatment of liquid waste, storage and</i>	Given the timing of the preparation of the Strategy and the advancement of this process now it is appropriate to update the text to reflect this.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<p>processing of recyclable materials, waster transfer station'. Reserve 25716 is vested with the Water Corporation for the purpose of 'water supply'. Therefore, the land swap requires: excision portion of Reserve 25716 and creation of new Reserve in favour of the Shire of Broome; and the Shire revoking management orders for Reserve 53301 in favour of the Water Corporation; and the land transfer will allow the Water Corporation to expand their North Waste Water Treatment Plant.</p> <p>Replace with: <i>"The Shire and Water Corporation are working collaboratively to ensure suitable land is available for the Broome North WWTP and resource recovery park."</i></p>	
31.	Section 4.5.5 Utilities - Waste Water	<p>Text to be added to section after the sentence indicated in Modification 31 above to reflect the Water Corporation's need to accommodate the long term wastewater treatment and treated wastewater reuse/disposal requirements. As follows:</p> <p><i>The Water Corporation may need to identify and secure additional land adjoining the WWTP site for additional pivot irrigation of fodder grasses.</i></p>	Submission 20 requested the need to accommodate the long term wastewater treatment through securing additional land adjoining the WWTP site be shown as an annotation on relevant map. However, there does not exist a map at an appropriate scale to indicate this therefore text to address the point is to be added.
32.	Section 4.2.2 – Regional Centre – Broome Townsite	Addition of new text as the third paragraph into the Existing Residential Areas, section highlighting Aboriginal and social housing issues within the Broome townsite under the section Existing Residential Areas.	Submission 22 requested greater commentary on Aboriginal housing issues which is to be added to the text and also similarly social housing issues.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<i>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 appropriately to meet 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 of the Aboriginal population. Similarly, the provision of social housing by the Department of Communities, is significant in ensuring adequate living standards for Broome's population. The Department of Communities is a significant landowner in 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.</i>	
33.	Section 4.4.1 – Aboriginal Heritage	Update with the addition of text to second paragraph under the heading 'Nyamba Buru Yawuru' to reference the ILUA's. Following text to be included:	Submission 22 requested that a reference to the ILUA to be included in Part 2 of LPS.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<i>The ILUA's are significant documents 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 provided that 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 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.</i>	
34.	Section 4.4.1 – Aboriginal Heritage	Under the title 'Aboriginal Heritage' remove reference to 'Djabera-Djabera' and 'Goolarabooloo' as traditional owner groups.	To reflect native title determinations.
35.	Section 3.7 Other Relevant Documents Table 26	Add a short new paragraph of text summarising the ILUA, its purpose and implications for LPS into Table 26 as follows: <i>Name of Document: Yawuru ILUA's</i>	Submission 22 requested that a summary of the ILUAs be added into this section on other relevant planning documents.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<p><i>Date: 2010</i></p> <p><i>Purpose: 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 the Broome township 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.</i></p> <p><i>Implications for the Local Planning Strategy: 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.</i></p>	
36.	Section 4.4.1 – Aboriginal Heritage	<p>Review and update section 4.4.1 to:</p> <ul style="list-style-type: none"> Remove all references to 'Song Cycles' and replace with 'Songlines' and also update reference '....which stretch along the coastline and extend inland'. Update reference to Kimberley Centre for Culture and Arts to remove references to a specific location/co-location of the Kimberley Centre for Culture and Arts. Rather, include a statement as follows: <i>The location, design and function of the Centre is to be determined through discussion with stakeholders, including the Yawuru and broader community.</i> 	Submission 22 requested terminology correction and removal of specific location reference for the planned Kimberley Centre for Culture and the Arts.

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NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
37.	Section 4.4.1 – Aboriginal Heritage	Update the text in section 4.4.1 relative to Songlines to state the following: <i>'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'.</i>	Submission 22 requested a change to text to respect that their locations cannot be identified for cultural reasons.
38.	4.3.3 Natural Environment and Management	Update text with a new paragraph that acknowledges the IPAs that exist throughout the Shire. As follows: <i>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 two IPAs in Broome being the Yawuru and Karajarri IPA's.</i>	Submission 22 requested acknowledgement of the IPAs throughout the Shire in the Strategy.
39.	2.2.1 third paragraph page 23	Minor typo Reference to Department of Aboriginal Affairs should be DPLH.	Shire review identified change.
40.	Figure 3 – Map	Modifications to mapping as follows: 1. Legend – reference to district and local airport' needs to be	Shire review identified change. Rationale as follows:

**SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME LOCAL PLANNING STRATEGY**

NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
	modifications	<p>changed to airstrip.</p> <p>2. Willie Creek needs to be shown as a major tourism node.</p> <p>3. Can pastoral stations be shown on the map.</p> <p>4. Can the La Grange investigation area be shown on the map.</p> <p>5. Graphic/figures difficult to read, especially in printed versions.</p> <p>6. Primary Regional Roads not clearly designated.</p> <p>7. Can cadastre be shown on the figure instead of the access tracks.</p> <p>8. Font for Dragon Tree Nature Reserve omitted from figure.</p> <p>9. Large tract of land in southern part of the site is UCL and not pastoral lease and should be shown as the same as the UCL in the northern part of the Shire.</p>	<p>1. These are airstrips not airports and should be reflected as such.</p> <p>2. Appears to be omitted from the plan.</p> <p>3. Shown on previous LPS figure and given significant contributor to whole shire should remain.</p> <p>4. Reference in the Strategy text and therefore should be shown on a figure.</p> <p>5. Font size too small, colours on the legend hard to distinguish on the maps.</p> <p>6. Unclear on the Figures and needs to be updated.</p> <p>7. The access tracks shown are not shown on the legend and make the figure look congested (exception to this is the access tracks which are currently represented in the existing LPS figure – access tracks in DP and south to tourist nodes). Cadastre should be shown instead which is more important in informing land use/planning.</p> <p>8. Update required.</p> <p>9. Large tract of land in southern part of the Shire is not used for pastoral purposes and should be reflected as such on the Strategy figure.</p>
41.	Page 33	Figures in the Local Planning Strategy are to be updated to remove reference to 'Existing Environmental Conservation' and	Shire review identified change. Currently LPS does not align with zoning designation under LPS7 and updates required to

SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME LOCAL PLANNING STRATEGY

NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<p>change to 'Culture and Natural Resource Use' The LPS text to be updated to provide direction on strategic intent for area:</p> <p>Add text as follows:</p> <p><i>These areas provide 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.</i></p>	ensure consistency.
42.	Figure 4 – Map Modification	<p>Minor update to figure required as follows:</p> <ol style="list-style-type: none"> 1. Willie Creek tourist node location needs to be updated. 2. Road designation on Figure unclear. 3. Broome South WWTP and associated buffer should be shown on this figure. 4. Can figure show common names for 12 Mile and Skuthorpe areas. 	<p>Shire review identified change. Rationale as follows:</p> <ol style="list-style-type: none"> 1. Show node over site. 2. Adjust road designations so its clear. Also include name for Manari, McGuigan and Crab Creek Road. If access tracks are to remain on this figure, to be shown as such in the legend. 3. Important infrastructure to guide strategic land use and should be shown. 4. For ease of reference for users.
43.	Figure 5	<p>Updates to map to consider in document finalisation as follows:</p>	<p>Shire review identified change. Rationale as follows:</p> <ol style="list-style-type: none"> 1. Existing land use and has land use implications, therefore

**SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME LOCAL PLANNING STRATEGY**

NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		<ol style="list-style-type: none"> 1. Waste Management facility and buffer not shown on figure 2. Description planning area Planning Area P to be updated to be 'motorsports facility and speedway relocation'. 3. Colours used in legend difficult to distinguish on the figures. 4. Can 4-mile community (planning area H) be shown an Existing Rural Living. 5. Land to the immediate east of planning area H, incorrectly shown as exiting rural living, to be updated to be 'Existing Environmental/Cultural Conservation. 6. Blue Haze LIA in LSP1 boundaries should be shown as Light Industry. 7. Figure is not clear about the designation of the zoned Service Commercial land on Frederick Street. Needs to be updated to be consistent with the zoning applied under LPS7. 8. Confirm designation of land on the corner of Cable Beach Road East and Frederick Street, should be consistent with the zoning applied under LPS7. 9. The underlying designation for the Broome Boulevard needs to be updated as incorrectly shown as Future Urban Growth, needs to be shown as Activity Centre – District. 10. Unclear from the figure what the blue line is around the coast, needs to be updated in legend 	<ol style="list-style-type: none"> needs to be updated. 2. Site is for motorsports and currently only references future speedway relocation. 3. To be updated so easier for users, especially in print version. 4. To reflect current usage. 5. To confirm designation and update as required. 6. Figure shows this as future urban growth. Has conditionally approved subdivision and under LPS is Light Industry. 7. Figure should be updated to show designation. 8. Land use designation unclear. 9. Mapping to be updated. 10. Include in the legend. 11. Correct typing error.

SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME LOCAL PLANNING STRATEGY

NO.	SECTION	PROPOSED MODIFICATIONS	JUSTIFICATION
		11. Update spelling of Gantheaume Point Road on figure.	
44.	Table 16, planning area (E)	Actions – details that review the DDP when it lapses in 2026 however the Shire has just adopted an amendment to the DDP at the Feb OMC 22 therefore this will extend out the ‘approval period’ – amend text to reflect.	Shire review identified change.
45.	Table 16, planning area (F)	The table text mentions that the Structure Planning is to consider upgrading of roads – clarify that roads are referenced correctly.	Shire review identified change.
46.	Table 16, planning area (G)	Update text to include coastal planning considerations given that the CHRMAP identifies the area potentially affected by inundation	Shire review identified change.
47.	Table 16, planning area (H)	Add text as follows: <i>Investigation regarding drainage and inundation would be required to determine 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. Timing: At the discretion of landowners.</i>	Shire review identified change. Given the Strategy is recommending potential for future subdivision, should be clear on known constraints and planning requirements. Also noting clearly that this would be a development/land owner driven process, not a Shire action.
48.	Table 16 - planning area (J)	Amend text as follows: <i>A technical study on the required separation distances between industrial and sensitive land uses should be undertaken.</i>	Shire review identified change. Being adjacent to industrial area with potentially hazardous industrial activities, this should be a factor considered prior to rezoning.

The Director Development Services advised that Attachment number 2 Schedule of Submissions and Attachment number 4 Schedule of Modifications have been amended from the original published agenda. Corrections were circulated to Councillors prior to the meeting.

The Director Development Services advised that there was a typographical error in the Report Recommendation. This has been amended and the reflected in the minutes.

9.2.2 FINAL ADOPTION OF LOCAL PLANNING SCHEME NO 7

LOCATION/ADDRESS:	Shire of Broome
APPLICANT:	Shire of Broome
FILE:	PLA100
AUTHOR:	Manager Planning and Building Services
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Development Services
DISCLOSURE OF INTEREST:	Nil

SUMMARY: At the Ordinary Meeting of Council on 29 July 2021, Council resolved to adopted draft Local Planning Scheme No 7 (**LPS7**) for the purposes of proceeding to advertising. The required pre-advertising consultation with the Western Australian Planning Commission (**WAPC**), Environmental Protection Authority and Heritage Council of Western Australia was undertaken and the formal advertising period commenced on 9 December 2021 and closed on 31 March 2022.

This report presents the submissions received on draft LPS7 and also presents LPS7 for final adoption.

It is recommended that Council adopts LPS7 with modifications as outlined in the Officer's recommendations in the Schedule of Submissions and the Schedule of Modifications and forwards the relevant documents to the WAPC for its final endorsement.

BACKGROUND

Previous Considerations

OMC 27 February 2020	Item 9.2.5
OMC 25 June 2020	Item 9.2.3
OMC 24 June 2021	Item 9.2.3
OMC 29 July 2021	Item 9.2.2

The following Council resolutions have informed the Scheme review process:

- At the Ordinary Council Meeting on the 27 February 2020, Council resolved to approve the Report of Review for the Local Planning Strategy and the Local Planning Scheme No 6 (LPS6). This Report recommended that a new Strategy and Scheme be prepared. The Report of Review was endorsed by the WAPC on 17 April 2020.

- At the Ordinary Meeting of Council on 25 June 2020, Council endorsed the Community Engagement Plan for the review of the Local Planning Strategy and Local Planning Scheme.
- At the Ordinary Meeting of Council on 24 June 2021, Council resolved that the local government, pursuant to Clause 19 of the Planning and Development (Local Planning Schemes) Regulations 2015 (**the Regulations**) and section 72 of the Planning and Development Act 2005 (**the Act**), prepare Local Planning Scheme No 7 (**LPS7**) with reference to the entire area within the Shire's boundary.
- At the Ordinary Meeting of Council on 29 July 2021, Council resolved to proceed to advertise the draft LPS7, to forward the draft LPS7 to the WAPC for examination and refer the draft LPS7 to the EPA and Heritage Council of Western Australia.

In accordance with the resolution of Council on 29 July 2021, draft LPS7 was referred to the EPA and Heritage Council of WA. The Shire received notification from the EPA that the Scheme should not be assessed under Part IV Division 3 of the Environmental Protection Act 1986. The Heritage Council responded and did not raise any objection to proceed to advertising.

Advice was received from WAPC on the 26 November 2021, that draft LPS7 was suitable to advertise once modifications were performed. The modifications required from the WAPC were predominately to ensure alignment with the Model Provisions in the *Planning and Development (Local Planning Schemes) Regulations 2015*.

On the 9 December 2021, the public comment period for draft LPS7 commenced and concluded on 31 March 2022. The Shire sought approval from the WAPC to extend the advertising period beyond the 90-day maximum period specified in the Regulations. Approval was granted to extend the public comment period to the 31 March 2022 (total of 112 days) to account for the consultation being undertaken over the Christmas and New Year period.

The submissions received are now presented to Council for consideration and modifications to draft LPS7 in response to the submission received is also presented for consideration.

COMMENT

Local Planning Scheme

The Local Planning Scheme is the local government's statutory planning instrument and forms the basis of which every subdivision or development application is assessed. The Local Planning Scheme has the status of 'subsidiary legislation' which means that unlike policies and other planning instruments, schemes have legislative effect and must be treated as 'law'. The Scheme comprises of the 'scheme text' and 'scheme maps' and is to be read alongside the Deemed Provisions of the Regulations.

Local Planning Scheme Review

The review of the Local Planning Scheme provides the Shire with an opportunity to ensure consistency with State legislation and State Planning Policies, as well as make sure the Scheme is fit-for-purpose, reflecting the broad land use and development direction of State Government and Council.

A copy of the advertised draft LPS7's Scheme Text can be found in **Attachment No 1** and a copy of the advertised draft Scheme Maps can be found on the Shire's website <https://www.broome.wa.gov.au/Shire-Services/Planning/Review-of-Local-Planning-Strategy-and-Local-Planning-Scheme-No.6> (File not attached due to file size).

The Scheme review process has been undertaken concurrently with the review of the Local Planning Strategy. The draft Local Planning Strategy, which is tabled in a separate report, is a high-level strategic document that sets out the framework for local planning and development over the next 10 to 15 years. The draft Local Planning Scheme has been developed to generally reflect the short-term zoning and classification of land and associated development set out in the draft Local Planning Strategy.

Both the draft Scheme and Strategy have been shaped by early community engagement undertaken in accordance with the Council endorsed Community Engagement Plan, discussed under the Consultation heading in this report.

Regulatory Requirements

A significant part of the Scheme review process is to ensure regulatory compliance with State legislation and associated policy. The *Planning and Development (Local Planning Scheme) Regulations 2015* (the **Regulations**) set out the way in which Local Planning Strategies and Local Planning Schemes are prepared, consolidated and amended. The two key components of the Regulations that inform the structure and content of the new Scheme are the 'Deemed Provisions' and 'Model Provisions'.

- Deemed Provisions

The gazettal of the Regulations in 2015 resulted in significant operational changes to Local Planning Schemes across Western Australia. The Regulations introduced 'Deemed Provisions', meaning that they have direct effect and are to be read as if they form part of all local planning schemes. The Deemed Provisions introduced uniform processes and procedures to schemes, such as structure plan preparation and development assessment. These apply automatically to all schemes and cannot be altered, varied or excluded.

It should be noted that amendments to the Deemed Provisions were gazetted in December 2020. These changes are to be read as part of the Scheme, however they are not included in the Scheme text document as they are already enshrined in legislation.

- Model Provisions

Another significant change introduced by the Regulations was the introduction of 'Model Provisions'. These are intended to standardise the form and content of local planning schemes, providing local government greater certainty of the State Government's expectations as well as ensuring a more consistent approach to decision making. The model provisions set out the structure and numbering to be included within the Scheme and identify uniform reserves, zoning and land uses.

In order to reflect the model provisions, the Scheme has been reviewed and updated to ensure a compliant structure and content. Reserves, land use definitions and zones have all been updated to be generally consistent with the model provisions.

The report presented to the Ordinary Meeting of Council on the 29 July 2021, provided an overview of the higher-level changes proposed in draft LPS7, it is not proposed to repeat in this report. The comments below will focus on the public submissions received and an analysis of the matters raised in the submissions.

Submissions received

The Shire advertised the draft Local Planning Strategy and LPS7 concurrently. At the close of the public comment period 22 submissions were received, with majority of submitters raising items for consideration on both documents. Overall, the majority of the submissions received were supportive of the strategic intent and sought that modifications were performed to the either the Strategy or LPS7.

The following key themes were raised in the submissions:

- Development standards in the tourist zone (Cable Beach);
- Development standards in the Regional Centre and Mixed Use zone;
- Development standards in Old Broome;
- Identification of the preferred site of the new Broome Custodial Facility;
- Planning provisions for the Broome South Waste Water Treatment Plant;
- Zoning for McMahon Estate – Lot 2441 Reid Road;
- Request for Special Control Area for the Dinosaur Coast;
- Permissibility of Holiday House (unhosted short term rental accommodation) in the Residential zone;
- NBY landholding specific requests.

Attachment No 2 includes the Schedule of Submissions which outlines the comment received from the submitter and an officer comment and recommendation in relation to each item raised. The comments below provide a summary of the key themes raised in the submissions.

Development Standards in the tourist zone

The Shire received submissions from landowners within the Tourist zone which sought the following modifications to draft LPS7:

- Clarification on building height controls;
- Removal of plot ratio controls; and
- Removal of development standard requiring 60% of tourist land use as part of development in the Tourist zone.

In relation to building heights, submissions raised that while Clause 10 (2) in Schedule 4 of draft LPS7 establish a default 10m wall height and 14m overall building height for mixed use and non-residential development in the Tourist zone (unless varied through a Structure Plan), residential development would be assessed at the R40 Residential Design Code requirements which would default to a permitted height of two storeys, rather than 3 storeys which can be achieved under Schedule 4. Officers recommend that this submission is upheld and draft LPS7 is updated to remove the inconsistency between building heights for residential and non-residential development in the Tourist zone.

In relation to plot ratio, Schedule 4 of draft LPS7 identify plot ratio controls for the zones in the Shire, including the Tourist zone. Submitters raised that site coverage and building height and setback controls, which are included in Schedule 4 are sufficient to control built form outcomes, without the need for plot ratio. Particularly, in the context of Broome and the

built form scale enabled through the development controls, site coverage is more effective tool at controlling the proportion of buildings to open space and landscaping on site and should be used as the primary control rather than plot ratio. Officers recommend that this submission is upheld as plot ratio is not deemed to add value to built form outcomes.

Submissions also raised concern with the site and development requirements of the Tourist which requires that the tourism land use is the predominant use on site and is to occupy not less than 60% of the site area and unit numbers. One submission also requested that portion of the land within the Cable Beach Tourist zone be zoned Development, as opposed to Tourist (effectively allowing for Structure Plan to be adopted to apply a different zone and development standards to the land). These submissions are not supported as removal of the site and development requirements from LPS7 and the change to the zoning, would not align with the objectives of the Tourist zone as outlined in the Model Provisions and furthermore would not align with the strategic intent contained within the Local Planning Strategy.

Development standards in the Regional Centre and Mixed Use zone;

Some submissions requested review of the development standards for the Regional Centre (which applies to Chinatown and the area to the immediate west) and Mixed Use zone. Submissions requested removal of the plot ratio development standards in LPS7 for the same reasons mentioned for the Tourist zone above. These submissions are recommended to be upheld and it is recommended that Council modify Schedule 4 to remove the plot ratio development standard from the Scheme.

Submissions also supported the preparation of Precinct Structure Plans for these zones (which is an action identified in the Local Planning Strategy) but requested that land that is appropriate and ready for development application should not be delayed by a broader structure plan over the whole area. While the strategic intent in the LPS is to prepare a Precinct Structure Plan over the Regional Centre and the majority of the Mixed Use zoned properties in the Shire (in addition to the Tourist zone), a development application would be submitted and assessed against LPS7. Schedule 4 of LPS7 outlines that for the applicable zones in the absence of an approved structure plan, the local government may require preparation and adoption of an local development plan prior to consideration of a development application. It is noted that there is discretion in the Scheme to not require either an LDP or Structure Plan prior to development assessment. This is considered appropriate and it is not deemed necessary to amend LPS7 to outline that development could occur in advance of a Structure Plan as provision for this already exists.

Submitters also requested that Clause 15 in Schedule 4 which outlines a presumption against subdivision in the 'Mixed Use' zone unless its in accordance with an approved structure plan, local development plan or adopted planning instrument is removed from LPS7. The submissions raised that subdivision in the Mixed Use zone should be able to considered on their individual merits through the subdivision application process. Officers have recommended that this is upheld and Schedule 4 of LPS7 is amended to remove the provision referenced. Due to the smaller lot sizes of the Mixed Use zoned properties in the Shire, a structure plan or local development plan is not likely to deliver an improved built form outcome and a provision in the Scheme which outlines a presumption against subdivision is not considered necessary. Furthermore, the Regulations, already provide discretion for the Shire to request an LDP be prepared as a condition of subdivision, if there were concerns about the potential built form outcomes. It is also noted, that existing LPS6 does not include this site and development requirement for the Mixed Use zone.

Development standards in Old Broome

Two submissions were received from landowners in the Old Broome area, one on Walcott Street and one on Louis Street. One submission raised concern regarding the extents of Planning Area A (which will guide the Precinct Structure Plan area) in the Local Planning Strategy, refer to the comments in the LPS item in this regard.

The submissions sought that the individual land parcels, which are zoned Residential R10 in LPS7 be changed to Residential R40. Both lots which requested that LPS7 be updated to increase the residential density are included in the Old Broome Development Strategy and fall within the Old Broome Special Character Area. The Old Broome Development Strategy recommends that the properties within the Special Character Area be retained at the R10 residential density, to preserve the existing open character of the area. Modifications are recommended to the LPS to include these properties (and the wider Old Broome area) into the precinct structure plans, it is considered premature to change the zoning of these two individual properties at this point, particularly given the current recommendations in the Old Broome Development Strategy. Therefore it is recommended that these requested modifications to LPS6 are dismissed.

Identification of the preferred site of the new Broome Custodial Facility;

The Department of Justice and Department of Finance made a joint submission on both the Local Planning Strategy and draft LPS7 which seeks to recognise the preferred site for the custodial facility. This submission is incorporated into the Schedule of Submissions, however due to its length and figures included within the submission is also attached separately in **Attachment No 3**.

The submission seeks that the preferred site, being Lot 586 Broome Road, which is zoned 'General Industry' under draft LPS7 is changed to a 'Public Purpose – Prison'. This would reserve the land and remove any zoning impediments to the development of the custodial facility on this site. The submission presents a review of the site selection process and also provides commentary on key planning considerations (buffer distances and the future Broome Airport). The submission acknowledges that modifications proposed will require further investigation and this will be progressed in conjunction with DevelopmentWA and the Shire of Broome.

The submission request to seek that that zoning of the land is changed to 'Public Purpose – Prison' is not supported for the following reasons:

- As acknowledged in the submission, further investigation is required to prove the sites suitability for a custodial facility. It would be premature for a zoning to be changed in a Scheme in the absence of this further investigation being performed (note this includes amendments to the Broome Road Masterplan and demonstration that the development of custodial facility would not impact on industrial land supply needs).
- Under the Shire's existing and proposed Local Planning Strategy, the area in question is identified as an industrial precinct which recommends that it is zoned General Industry under the Scheme. The current LPS incorporates an action that recommends the General Industry zone be applied in the Scheme specifically to enable for storage and transport related land uses, noxious, hazardous and port related industry that require larger land parcels and/or separation from other land uses. The draft LPS further provides planning direction that 'strategic industrial areas identified and protected to minimise land use conflict' and that the Scheme align with SPP 4.1 to ensure adequate protection of strategic industrial areas.

Both the current and advertised version of the LPS recognise the need to set aside land for the future industrial needs of Broome and separation of incompatible land

uses is significant in ensuring this strategic outcome is achieved. To change the zoning of the subject site to 'Public Purpose – Prison' would not align with the strategic intent of both the existing and proposed LPS as it would introduce a sensitive and incompatible land use (as a custodial facility involves the residential accommodation of its custodians) to this strategic industrial site.

- To align with the strategic objectives and SPP 4.1 the zoning table under draft LPS7 identified that all sensitive land uses that involve over-night accommodation (including a Corrective Institution) are not permitted in the General Industry zone. The change the zoning of this site to a Public Purpose – Prison, would enable the land use to occur at this location and would be inconsistent with the principles of orderly and proper planning, specifically the separation of incompatible land uses.
- The submission provides an analysis of buffer distances and references the EPA Guidelines on the Separation Distances Between Industrial and Sensitive Land Uses. The proposed management responses to ensure adequate separation distances to land use that should be encouraged in the General Industry zone are not resolved or finalised and could place limitation and restrictions on future permitted land uses in this zone, thereby having an impact on the delivery of industrial land to meet the future needs of Broome. These matters should be resolved in advance of any changes to the zone under a Local Planning Scheme.
- In the site selection process undertaken by the Department's to date, insufficient public consultation has been undertaken on the new identified site. When the preferred site was announced in February 2022, Shire officers advised the Departments of concerns regarding consultation and further foreshadowed that the current Local Planning Scheme review would not be considered an appropriate mechanism for this to occur as the potential for additional consultation or resolution of land use conflicts may delay the process of completion of the new Scheme.

Overall the submission is not supported as the request to change the zoning of the land is deemed premature, has not address planning concerns raised in regards to this site and also inconsistent with the strategic direction.

Planning provisions for the Broome South Waste Water Treatment Plant (WWTP);

The Water Corporation has raised in its submission that the Special Control Area included to cover the Broome South WWTP should be removed, given the timeframes for the decommissioning of the site. The Broome South WWTP will cease operation from its site in December 2022. While there will be a pumping station located on the current site, the land use activity that is triggering the need for the Special Control Area (which is a buffer relating to odour impacts) will no longer be required. As the land use triggering the need for the buffer will cease and the date for this would likely coincide with timing LPS7 comes into operation, it is recommended that the buffer is removed now.

The Special Control Area provisions currently limits development which involves preparation of food and residential forms of accommodation (including caretakers dwellings) from being undertaken on properties that fall within the Special Control Area. The removal of the SCA now, as opposed to undertaking through a separate Scheme Amendment, would remove these current constraints in a timely manner. Based on the above, this submission is supported.

It should be noted, that the identification of the Broome South WWTP as a Public Purpose Reserve – Infrastructure Services in draft LPS7 is proposed to remain. A change to the zoning of the land at this point to align with the strategic intention under the LPS would be

premature as site remediation works would not have been finalised and further investigation is required before zoning changes can be effected.

Zoning for McMahon Estate – Lot 2441 Reid Road;

A submission was received from the Shire of Broome's Special Projects team, which seeks that Lot 2441 Reid Road, which is zoned 'Residential R40' and 'Local Planning Scheme Reserve – Parks and Recreation' to 'Urban Development'. The submission requests that the zoning be adjusted for the following reasons:

- The draft Local Planning Strategy identifies this area as 'Future Urban Growth' and is further identified as planning area 'O'. The zoning under draft LPS7 does not currently align with the strategic direction in the LPS and zoning of the site as 'Development' would align with the other sites identified as 'Future Urban Growth' in the LPS.
- The application of the 'Development' zone will enable a more flexible approach to the design of a subdivision concept plan and better opportunities for delivery of a development that can integrate with existing land use, through the preparation of a Structure Plan.
- The current zoning precedes current best practice urban design and does not allow for development of an urban form that addresses the following:
 - i. Legibility
 - ii. Permeability (especially pedestrian connections)
 - iii. Variety/diversity
 - iv. Environmental sustainability
 - v. Urban Water Management Planning

Structure Planning under a 'Urban Development' zone will allow urban design that addresses the above.

- The current zoning is incongruous to surrounding zoned land, which has a mix of residential densities. A large pocket of medium density land is not sympathetic to the existing urban fabric. 'Development' zoning will allow for a structure planning process that will be more sympathetic to the existing urban fabric;
- The current zoned area does not encourage best practice in accordance with Crime Prevention Through Environmental Design principles, a 'Development' zone will allow these principles to be achieved.

The Special Project's Team is in the process of preparing a Business Case which involved stakeholder workshops in November 2020 and April 2021. The workshops engaged with Shire technical stakeholders, elected members and potential partner stakeholders, and involved community open days in April 2021. The draft Business Case seeks to provide an opportunity to address the housing crisis Broome is currently experiencing, and particularly a lack of accommodation for key workers, aged persons and for transition and affordable housing.

Based on the above rational and acknowledging the current zoning inconsistencies with the direction provided in the draft LPS, it is recommended that this submission is upheld and the change to the zoning is supported. In making this recommendation, it should be noted that the zoning change will require preparation of a Structure Plan, which will include statutory public consultation with the community and servicing authorities, in addition to the need to plan for and provide public open space and land for drainage that aligns with the State Planning Framework and the Shire's Subdivisional and Development Guidelines.

Request for Special Control Area for the Dinosaur Coast;

A submission received from the Dinosaur Coast Management Group (DCMG) seeks that LPS7 incorporate a Special Control Area relating to the Dinosaur Coast. Draft text for the proposed SCA has been supplied and is outlined in the Schedule of Submissions.

While it is acknowledged that the dinosaur footprints are significant attribute to the Shire and worthy of protection, the request for inclusion of a Special Control Area is not supported. The request is not supported for the following reasons:

- The GIS mapping supplied, identifying the extent of the Management Plan Area and the proposed boundaries of the SCA, covers land located within the Foreshore or Environmental Conservation and Cultural Corridors Reserves or within Ocean and Waterways designations under draft LPS7. As such, the subject land has a high degree of planning guidance within the intent of these reservations which prohibits incompatible use and development within the foreshore reservation.
- The location of the SCA boundary is unlikely to interact with development applications submitted with the Shire for assessment due to its position within areas predominately identified as Ocean and Waterways under LPS7. If development were to proceed in this location, it is likely to be public works (i.e. port related infrastructure or safe boating facility) which would not require development approval from the Shire. Organisations progressing with these proposals would be aware of the National Heritage Listing and the requirements of the *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Inclusion of the SCA therefore would not lead to additional protection.
- Initial engagement with DPLH officers on submissions received on draft LPS7, expressed concern over supporting incorporation of a SCA that does not align with the guidance provided in the WAPC's Local Planning Manual and the reluctance to include of SCA's that relate to matters already addressed under separation legislation (in this case the EPBC Act).

While inclusion of SCA is not supported, it is acknowledged that the objectives of the Foreshore Reserve could be strengthened to reference the protection of national recognised significance under the EPBC Act.

Permissibility of Holiday House (unhosted short term rental accommodation) in the Residential zone

The emerging issue of unhosted short-stay accommodation in the Residential zone was identified as a matter for investigation in the Report of Review adopted by Council in February 2020. This was also a matter raised in the initial consultation undertaken prior to the drafting of LPS7.

LPS7 proposed that un-hosted short-stay accommodation (defined as a Holiday House) is a discretionary land use in the Residential zones in LPS7 (this is a change from previous Schemes in the Shire which have prohibited the land use). DPLH requested that the Shire draft a LPP to provide policy guidance on how the Shire would assess and determine this land use given the change in position proposed in LPS7. This occurred and the draft LPP was advertised concurrently with LPS7 (note this will form a separate report to be presented at an upcoming Council meeting).

While the Shire received eight submissions on the draft LPP, two submissions were received on the proposed permissibility changes to the land use under LPS7. One submission was from Tourism WA which supported the land use becoming discretionary and one from a landowner, objecting to the proposed change.

Also since commencement of advertising of the draft LPS7, DPLH have released the draft Position Statement – Planning for Tourism and associated Guidelines. It is deemed that the Shire's position in LPS7 which seeks to make the land use discretionary aligns with the update DPLH guidance and no change is recommended to the draft LPS7 in this regard (that is,

upon gazettal of LPS7, the Shire will be in a position to exercise discretion and approve this land use as opposed to the current LPS6 in which the land use is prohibited).

NBY landholding specific requests

The NBY submission is outlined in the Schedule of Submissions. The submission from NBY sought the following adjustments to LPS7 and commentary in relation to each is provided below:

- Requested review of land use permissibilities in the service commercial zone in LPS7.

The submission sought that the following land uses should be discretionary as opposed to prohibited in the Service Commercial zone. The land uses requested were: Amusement parlour; Art gallery; Betting agency; Brewery; Child care premises; Consulting rooms; Convenience store; Medical centre; and Restaurant/café.

These land uses are deemed inconsistent with the objectives of the Service Commercial zone and should be encouraged in other commercial zones throughout the Shire. Therefore this request to amend the Scheme in this manner is not supported.

- Requested that some land parcels to be transferred under ILUA are rezoned under LPS7 (i.e. Kavite Road, Port Drive and Gantheaume Point).

The land parcels referenced in the submission are identified as Planning Areas in the LPS, therefore the strategic intent of the ILUA for these parcels is reflected in the planning framework. As set out in the LPS, there are a number of matters requiring consideration prior to rezoning of the subject sites in the Scheme. Therefore the request to amend the zoning of the parcels in LPS7 is not supported as it would be deemed premature in the absence of the investigations required to be performed.

- Request that all Minyirr Buru Conservation Park have the Environmental Conservation and Cultural Corridors reservation applied to them.

A request was received that all of the Minyirr Buru Conservation Park have the same reservation applied to it and requested that this was the Environmental and Cultural Corridors reserve.

Inclusion of all of the reserves that form part of the Minyirr Buru Conservation Estate (including those reserves that abut the foreshore) would mean that the objectives of the reserve would need to be considered for any development proposal. For land within the Environmental Conservation and Cultural Corridors one of the objectives includes 'to identify areas with biodiversity, conservation, and cultural values, and to protect those areas from development and subdivision'. The objectives of the Environmental Conservation and Cultural Corridor reserve provide greater emphasis on protection (thereby limiting) development compared with the Foreshore reservation that provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, whilst providing for protection of natural values.

The objectives of the Environmental Conservation and Cultural Corridor reserves, at times, may not align with the intent of the Yawuru Conservation Joint Management Plan adopted for the Conservation Estates (for example Base Camp, recreational improvements at Gantheaume which are all located within the Conservation Estate). Based on the above, it is not recommended that the reservations in LPS7 are amended in this manner.

- Request removal of the airport noise contours from Scheme.

The submission requested that the airport noise contours are removed from LPS7 as they are addressed under State Planning Policy. This request is not recommended as there is not a State Planning Policy that applies to Broome airports, the current State Planning Policies in place relate to Perth and Jandakot airports. The submission did raise some concern in regard to the wording of Clause 5 of Schedule 6 (which is the noise contours) and requests that the wording be adjusted as follows:

In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations **as it relates to the safe movement of aircraft as determined by CASA.**

This request is supported.

The Schedule of Modifications, which is included as **Attachment No 4** which summaries all the modifications recommended in relation to submissions received. There are also some modification proposed following shire officer review of LPS7. This relates to the land use permissibilities in the zoning table and the recommended changes and justification are outlines in Attachment No 5. The changes recommended to the zoning table are predominately to remove the requirement for development approval (i.e. making some land uses 'P' as opposed to 'D'); removing the need to advertise some land uses (by changing from an 'A' to 'D') and to adjust some land use permeabilities to align with existing Development Strategies.

CONSULTATION

In advance of the adoption of LPS7 for advertising, early consultation has occurred with a wide range of stakeholders to obtain their views and understand their requirements in regard to the new Scheme and Strategy. This included a series of face-to-face meetings, online feedback forms and mapping tools, as well as community workshops and drop-in information sessions.

The community engagement was undertaken in accordance with the Council endorsed Community Engagement Plan for this project. This document also provides an overview of the early engagement and has been taken into consideration in the preparation of the new draft Scheme.

In addition to the early community engagement, meeting with the following stakeholders were held:

- Nyamba Buru Yawuru
- Chamber of Commerce and Industry
- Department of Planning, Lands and Heritage
- Department of Transport
- Department of Communities
- Department of Justice/Department of Finance
- Development WA
- Kimberley Ports Authority
- Kimberley Development Commission
- Regional Development Australia Kimberley
- Broome International Airport
- Tourism WA
- Broome Visitors Centre

- West Kimberley Futures Alliance
- Bidyadanga Community
- Djarindjin Community
- Ardyaloon Community
- Main Roads WA

Since the adoption of LPS7 for advertising, which occurred at the July 2021 Council Meeting, LPS7 was referred to the Heritage Council of Western Australia and the Environmental Protection Authority pursuant to Section 79 and 81 of the Planning and Development Act respectively, and to the Western Australian Planning Commission pursuant to Regulation 21 of the Regulations. Consents were received to advertised LPS7.

The public comment period for draft LPS7 commenced on 9 December 2021 and concluded on 31 March 2022. The Shire sought approval from the WAPC to extend the advertising period beyond the 90-day maximum period specified in the Regulations. Approval was granted to extend the public comment period to the 31 March 2022 (total of 112 days) to account for the consultation being undertaken over the Christmas and New Year period.

Draft LPS7 was advertised for public comment in the following manner:

- A public notice in the Broome Advertiser on 9 December 2021;
- Display of documents and public notice on the Shire's website;
- Display of documents and public notice at the Shire Administration Centre and Library;
- Direct notification to all people who made comment during the initial public engagement, any person who registered to be updated on the progress of the Strategy and Scheme; and to all primary and secondary stakeholders identified in the Community Engagement Plan;
- Notice in the Shire's our shire news and newsletters;
- Updates on the Shire's social media platforms.

STATUTORY ENVIRONMENT

Planning and Development Act 2005

72. Local government may prepare or adopt scheme

(1) Subject to section 71, a local government may —

(a) prepare a local planning scheme with reference to any land within its district, or with reference to land within its district and other land within any adjacent district; or

(b) adopt, with or without modifications, a local planning scheme proposed by all or any of the owners of any land with respect to which the local government might itself have prepared a scheme.

(2) A local government and another local government may —

- (a) jointly prepare a local planning scheme with respect to land that is partly in the district of the first-mentioned local government and partly in the district of the other local government; or
 - (b) jointly adopt, with or without modifications, a local planning scheme proposed by all or any of the owners of any land with respect to which the local governments might themselves have prepared a scheme.
- (2) Where a local planning scheme is prepared or adopted under subsection (2) a reference in this Act to the local government or responsible authority that is preparing or has prepared the scheme is to be read as a reference to the local governments that join in the preparation or adoption of the scheme.

79. Heritage Council's advice to be sought in some cases

If an entry in the register established and maintained under the Heritage Act 2018 section 35(1) or in any local heritage survey prepared under section 103(1) of that Act relates to land or waters that are within or abut a local government district, the local government in preparing or amending a local planning scheme —

- (a) is to refer the proposed scheme or amendment to the Heritage Council for advice in so far as any proposal under that scheme or amendment affects or may affect any such land or waters; and
- (b) is to have regard to any advice given; and
- (c) is not to proceed, without the consent of the Minister, with the proposal unless or until that advice has been received.

81. Proposed scheme or amendment to be referred to EPA

When a local government resolves to prepare or adopt a local planning scheme, or an amendment to a local planning scheme, the local government is to forthwith refer the proposed local planning scheme or amendment to the EPA by giving to the EPA —

- (a) written notice of that resolution; and
- (b) such written information about the local planning scheme or amendment as is sufficient to enable the EPA to comply with section 48A of the EP Act in relation to the local planning scheme or amendment.

Planning and Development (Local Planning Schemes) Regulations 2015

25. Consideration of submissions

- (1) In this regulation — consideration period, in relation to a draft local planning scheme, means the period ending on the latest of the following days —
- (a) the day that is 120 days after the end of the submission period for the draft scheme; (b) the day that is 21 days after the receipt of a statement in respect of the draft scheme delivered under section 48F(2)(a) of the EP Act;
 - (c) the day that is 21 days after the receipt of a statement in respect of the draft scheme delivered under section 48G(3) of the EP Act if that statement is in response to a request by the local government made under section 48G(1) of the EP Act before the later of the days set out in paragraphs (a) and (b);
 - (d) a day approved by the Commission; submission period, in relation to a draft local planning scheme, means the period for making submissions that applies under regulation 22(3).

- (2) *The local government —*
 - (a) *must consider all submissions on a draft local planning scheme lodged with the local government within the submission period; and*
 - (b) *may, at the discretion of the local government, consider submissions on a draft scheme lodged after the end of the submission period but before the end of the consideration period.*
- (3) *Before the end of the consideration period for a draft local planning scheme, or a later date approved by the Commission, the local government must pass a resolution —*
 - (a) *to support the draft scheme without modification; or*
 - (b) *to support the draft scheme with proposed modifications to address issues raised in the submissions; or*
 - (c) *not to support the draft scheme.*
- (4) *If no submissions have been received within the submission period, the resolution referred to in subregulation*
- (3) *must be passed as soon as is reasonably practicable after the end of the submission period.*

POLICY IMPLICATIONS

A review of Local Planning Policies will be required to ensure they are compliant with the draft Scheme.

FINANCIAL IMPLICATIONS

The costs associated with the preparation of the new Scheme have been included in the 2020/21 and 2021/22 budgets.

RISK

Reputation

The potential reputational risk to the Shire resulting from extensive dissatisfaction with Scheme outcomes, has been managed by following the procedures required in legislation, a comprehensive Community Engagement Plan with a range of community engagement opportunities and key stakeholder meetings (including liaison with Government Agencies) as well as a series of Councillor workshops.

Financial

The key financial risk in the Scheme review relate to potential claims for injurious affection. This risk which arises under the provision of Part 11 of the Planning and Development Act 2005, has been managed by avoiding the reservation of private land for a public purpose.

Land currently zoned in terms of Local Planning Scheme No.6 that is proposed to be reserved in draft Scheme No.7, is under the care control and management of the Shire.

STRATEGIC ASPIRATIONS

Place – We will grow and develop responsibly, caring for our natural, cultural and built heritage, for everyone.

Outcome Five - Responsible management of natural resources:

5.3 Adopt and encourage sustainable practices.

Outcome Six - Responsible growth and development with respect for Broome's natural and built heritage:

6.1 Promote sensible and sustainable growth and development.

Prosperity – Together, we will build a strong, diversified and growing economy with work opportunities for everyone.

Outcome Seven – Safe, well connected, affordable transport options:

7.2 Provide safe, well connected paths and trails to encourage greater use of active transport.

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Minute No. C/0522/035

Moved: Cr C Mitchell

Seconded: Cr N Wevers

That Council:

- 1. Pursuant to Regulation 25 (2) of the Planning and Development (Local Planning Schemes) Regulations 2015, endorses the recommendations as outlined in Attachment 2 – Schedule of Submissions;**
- 2. Pursuant to Regulation 25 (3)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015, adopt the Shire of Broome Local Planning Scheme No 7 subject to the modifications outlined in Attachment 4 – Schedule of Modifications;**
- 3. Pursuant to Regulation 28 (1) of the Planning and Development (Local Planning Schemes) Regulations 2015 forward the advertised Local Planning Scheme No 7 and the Schedule of Submissions and the Schedule of Modifications and this resolution to the Western Australian Planning Commission for final consideration;**
- 4. Authorise the Director Development Services to make additional minor modifications to the maps and text as may be required for spelling/grammar/legibility by the Commission or authorised person.**

CARRIED UNANIMOUSLY 6/0

Attachments

1. Draft LPS7 Text
2. Schedule of Submissions
3. Submission from DoJ and DoF - Custodial Facility
4. Schedule of Modifications

SHIRE OF BROOME

DRAFT

LOCAL PLANNING SCHEME NO. 7

Updated to Include AMD
[INSERT/DELETE AS NEEDED]

DISCLAIMER

This is a copy of the Local Planning Scheme produced from an electronic version of the Scheme held and maintained by the Department of Planning. Whilst all care has been taken to accurately portray the current Scheme provisions, no responsibility shall be taken for any omissions or errors in this documentation.

Consultation with the respective Local Government Authority should be made to view a legal version of the Scheme.

Please advise the Department of Planning of any errors or omissions in this document.

LOCAL PLANNING SCHEME GAZETTAL DATE: [INSERT DATE]

[Title]

Queries regarding any aspect of the Scheme and how it may affect proposals for future development and use of land within the local government district should be directed to:

Shire of Broome Shire Administration Centre

Cnr. Weld and Haas Street

PO Box 44, Broome 6725

Phone: (08) 9191 3456

Email: shire@broome.wa.gov.au

SHIRE OF BROOME
DRAFT
LOCAL PLANNING SCHEME NO.7 – AMENDMENTS

AMD NO.	GAZETTAL DATE	UPDATED		DETAILS
		WHEN	BY	
	LEFT BLANK		LEFT BLANK	

SCHEME DETAILS

SHIRE OF BROOME LOCAL PLANNING SCHEME NO. 7

The Shire of Broome under the powers conferred by the *Planning and Development Act 2005* makes the following
Local Planning Scheme.

PARTS

Part 1	Preliminary	sets out the Scheme title, responsible authority for implementing the Scheme, Scheme area, contents, purpose, aims and relationship to other Schemes and laws.
Part 2	Reserves	sets out the local reserves which apply in the Scheme area and related provisions.
Part 3	Zones and the use of land	sets out the zones which apply in the Scheme area and the uses which may require approval or may be prohibited.
Part 4	General development requirements	sets out the planning requirements which may apply to a particular use or development in a zone.
Part 5	Special control areas	sets out particular provisions which may apply in addition to the zone requirements.
Part 6	Terms referred to in Scheme	sets out general terms and land use definitions used in the scheme.

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Part 1 – Preliminary

1. Citation

This local planning scheme is the Shire of Broome Local Planning Scheme No 7.

2. Commencement

Under section 87(4) of the Act, this local planning scheme comes into operation on the day on which it is published in the *Gazette*.

3. Scheme revoked

The following local planning scheme(s) is (are) revoked -

Shire of Broome Scheme No. 6, gazettal date: 30 January 2015.

4. Notes do not form part of Scheme

Notes and instructions printed in italics, do not form part of this Scheme.

Note: The Interpretation Act 1984 section 32 makes provision in relation to whether headings form part of the written law.

5. Responsibility for Scheme

The Shire of Broome is the local government responsible for the enforcement and implementation of this Scheme and the execution of any works required to be executed under this Scheme.

6. Scheme area

This Scheme applies to the area shown on the Scheme Map.

7. Contents of Scheme

(1) In addition to the provisions set out in this document (the scheme text), this Scheme includes the following -

(a) the deemed provisions (set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2) including any supplemental deemed provisions outlined in Schedule A of the scheme text;

(b) the Scheme Map.

(2) This Scheme is to be read in conjunction with any local planning strategy for the Scheme area.

8. Purposes of Scheme

The purposes of this Scheme are to -

- (a) set out the local government's planning aims and intentions for the Scheme area; and
- (b) set aside land as local reserves for public purposes; and
- (c) zone land within the Scheme area for the purposes defined in this Scheme; and
- (d) control and guide development including processes for the preparation of structure plans and local development plans; and
- (e) set out procedures for the assessment and determination of development applications; and
- (f) set out procedures for contributions to be made for the costs of providing infrastructure in connection with development through development contribution plans; and
- (g) make provision for the administration and enforcement of this Scheme; and
- (h) address other matters referred to in Schedule 7 of the Act.

9. Aims of Scheme

The aims of this Scheme are –

- (a) People –
 - (i) Promote a safe, healthy and active community;
 - (ii) Support access to suitable and affordable housing and accommodation to meet all community needs;
 - (iii) Ensure an inclusive community that celebrates culture, equality, and diversity; and
 - (iv) Provide for land uses associated with Aboriginal heritage, traditional law and culture.
- (b) Place –
 - (i) Facilitate responsible growth and development with respect for Broome's natural and built heritage;
 - (ii) Ensure safe, affordable and well-connected transport networks for all modes;
 - (iii) Provide for well managed and appropriate community infrastructure;
 - (iv) Promote practical and sustainable growth and development and land management practices;
 - (v) Create attractive, well designed and climate responsive built environments, streetscapes and green spaces;
 - (vi) Mitigate climate change and natural disaster risks;
 - (vii) Manage and conserve the Shire's natural environment assets through responsible growth and development; and

- (viii) Ensure the preservation of Aboriginal and non-aboriginal heritage and culturally-significant areas.

(c) Prosperity –

- (i) Promote a strong, diverse and inclusive economy where all can benefit;
- (ii) Ensure timely and appropriate infrastructure to support sustainable, economic growth;
- (iii) Activate the precincts of the Broome regional centre;
- (iv) Facilitate the sustainable use and land management of the Dampier Peninsula; and
- (v) Support strategically led business growth, innovation and entrepreneurship across all identified sectors supporting the Region's economy.

(d) Performance –

- (i) Facilitate a coherent and efficient local planning framework to enable effective implementation of local and State government strategies, plans and policies; and
- (ii) Ensure a well informed and engaged community providing relevant, timely information and effective engagement in the planning and development of the Shire.

10. Relationship with local laws

Where a provision of this Scheme is inconsistent with a local law, the provision of this Scheme prevails to the extent of the inconsistency.

11. Relationship with other local planning schemes

There are no other local planning schemes of the Shire of Broome which apply to the Scheme area.

12. Relationship with region planning scheme

There are no region planning schemes which apply to the Scheme area.

Part 2 - Reserves

13. Regional Reserves

There are no regional reserves in the Scheme area.

Note: The process of reserving land under a regional and local planning scheme is separate from the process of reserving land under the Land Administration Act 1997 section 41.

14. Local reserves

- (1) In this clause -
 - (a) Department of Main Roads means the department principally assisting in the administration of the *Main Roads Act 1930*;
 - (b) **Western Australian Road Hierarchy** means the document of that name available on the website maintained by the Department of Main Roads.
- (2) Local reserves are shown on the Scheme Map according to the legend on the Scheme Map.
- (3) The objectives of each local reserve are as follows -

Table 1: Reserve objectives

Reserve name	Objectives
Public Open Space	<ul style="list-style-type: none"> To set aside areas for public open space, particularly those established under the <i>Planning and Development Act 2005</i> s. 152. To provide for a range of active and passive recreation uses such as recreation buildings and courts and associated car parking and drainage.
Environmental Conservation and Cultural Corridors	<ul style="list-style-type: none"> To identify areas with biodiversity, conservation, and cultural values, and to protect those areas from development and subdivision. To identify and protect areas of biodiversity conservation significance within National Parks and State and other conservation reserves. Provide environmental and cultural corridors which enhance the open natural vegetation and/or Aboriginal heritage and culture.
Foreshore	<ul style="list-style-type: none"> To set aside areas for foreshore reserved abutting a body of water or water course, particularly those required pursuant to State Planning Policy 2.6 State Coastal Planning Policy and any other Commission

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Reserve name	Objectives
	<p>policy.</p> <ul style="list-style-type: none"> To provide for the protection of natural values, a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment and/or uses that are compatible with and/ or support the amenity of the reservation.
Primary Distributor Road	<ul style="list-style-type: none"> To set aside land required for a primary distributor road being a road classified as a Regional Distributor or Primary Distributor under the Western Australian Road Hierarchy.
District Distributor Road	<ul style="list-style-type: none"> To set aside land required for a district distributor road being a road classified as a Distributor A or Distributor B under the Western Australian Road Hierarchy.
Local Distributor Road	<ul style="list-style-type: none"> To set aside land required for a local distributor road being a road classified as a Local Distributor under the Western Australian Road Hierarchy.
Local Road	<ul style="list-style-type: none"> To set aside land required for a local road being a road classified as an Access Road under the Western Australian Road Hierarchy.
Strategic Infrastructure (Port)	<ul style="list-style-type: none"> To set aside land required for the Port of Broome associated industrial uses and activities including administration facilities and ancillary tourism and recreational uses. Ensure all development is considered within coastal hazard risk management and adaptation planning processes.
Strategic Infrastructure (Airport)	<ul style="list-style-type: none"> To set aside land for an (future) international airport with aviation related land use and development appropriate to the future airport's function.
Public Purposes	<ul style="list-style-type: none"> To provide for a range of essential physical and community infrastructure.
Medical Services	<ul style="list-style-type: none"> Public Purposes which specifically provide for a range of essential medical services.
Infrastructure Services	<ul style="list-style-type: none"> Public Purposes which specifically provide for a range of essential infrastructure services.
Education	<ul style="list-style-type: none"> Public Purposes which specifically provide for a range of essential education facilities.
Emergency Services	<ul style="list-style-type: none"> Public Purposes which specifically provide for a range of essential emergency services.
Government Services	<ul style="list-style-type: none"> Public Purposes which specifically provide for a range of government services.

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Reserve name	Objectives
Recreational	<ul style="list-style-type: none">Public Purposes which specifically provide for a range of public recreational facilities.
Cemetery	<ul style="list-style-type: none">To set aside land required for a cemetery.
Car Park	<ul style="list-style-type: none">To set aside land required for a car park.

15. Additional uses for local reserves

There are no additional uses for land in local reserves that apply to this Scheme.

Part 3 - Zones and use of land

16. Zones

- (1) Zones are shown on the Scheme Map according to the legend on the Scheme Map.
- (2) The objectives of each zone are as follows -

Table 2: Zone objectives

Zone name	Objectives
Residential	<ul style="list-style-type: none"> To provide for a range of housing and a choice of residential densities to meet the needs of the community. To facilitate and encourage high quality design, built form and streetscapes throughout residential areas. To provide for a range of non-residential uses, which are compatible with and complementary to residential development.
Rural Residential	<ul style="list-style-type: none"> To provide for lot sizes in the range of 1 ha to 4 ha. To provide opportunities for a range of limited rural and related ancillary pursuits on rural-residential lots where those activities will be consistent with the amenity of the locality and the conservation and landscape attributes of the land. To set aside areas for the retention of vegetation and landform or other features which distinguish the land.
Regional Centre	<ul style="list-style-type: none"> Provide a range of services and uses to cater for both the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment. Ensure that there is provision to transition between the uses in the regional centre and the surrounding residential areas to ensure that the impacts from the operation of the regional centre are minimised. Provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre. Encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of the Regional Centre, to develop areas for public interaction and support the provision of public transport. Ensure the provision of residential opportunities within the Regional Centre including high density housing and tourist accommodation that supports the role of the regional centre and meets the needs to the community.

Zone name	Objectives
District Centre	<ul style="list-style-type: none"> • Provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • Provide for district centres to focus on weekly needs and services for a wider district catchment. • Provide a broad range of employment opportunities to encourage diversity within the Centre. • Ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. • Provide for a wide range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community
Local Centre	<ul style="list-style-type: none"> • Provide services for the immediate neighbourhoods, that are easily accessible, which do not adversely impact on adjoining residential areas. • Provide for neighbourhood and local centres to focus on the main daily household shopping and community needs. • Encourage high quality, pedestrian-friendly, street-orientated development. • Provide a focus for medium density housing. • Ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community
Mixed Use	<ul style="list-style-type: none"> • To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
Service Commercial	<ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones.
General Industry	<ul style="list-style-type: none"> • To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.

Zone name	Objectives
	<ul style="list-style-type: none"> • To accommodate industry that would not otherwise comply with the performance standards of light industry. • Seek to manage impacts such as noise, dust and odour within the zone.
Light Industry	<ul style="list-style-type: none"> • To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones. • To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity.
Rural	<ul style="list-style-type: none"> • To provide for the maintenance or enhancement of specific local rural character. • To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use. • To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies, to protect sensitive areas especially the natural valley and watercourse systems from damage. • To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone. • To provide for a range of non-rural land uses.
Cultural and natural resource use	<ul style="list-style-type: none"> • Provide for development associated with the extraction of mineral and natural resources. • Ensure the preservation of Aboriginal heritage and culturally significant areas. • Provide for the conservation of significant landscape and environmental areas and values. • Allow for low impact tourism development including limited tourist accommodation and camping areas. • Allow land uses associated with Aboriginal heritage, traditional law and culture.

Rural Smallholdings	<ul style="list-style-type: none"> • To provide for lot sizes in the range of 4 ha to 40 ha. • To provide for a limited range of rural land uses where those activities will be consistent with the amenity of the locality and the conservation and landscape attributes of the land. • To set aside areas for the retention of vegetation and landform or other features which distinguish the land.
Tourism	<ul style="list-style-type: none"> • To promote and provide for tourism opportunities. • To provide for a variety of holiday accommodation styles and associated uses, including retail and service facilities where those facilities are provided in support of the tourist accommodation and are of an appropriate scale where they will not impact detrimentally on the surrounding or wider area. • To allow limited residential uses where appropriate. • To encourage the location of tourist facilities so that they may benefit from existing road services, physical service infrastructure, other tourist attractions, natural features and urban facilities.
Settlement	<ul style="list-style-type: none"> • To identify existing and proposed Aboriginal settlements and to collaboratively plan for the orderly and proper development of those places by — (a) requiring preparation and endorsement of a layout plan in accordance with State Planning Policy 3.2; and (b) ensuring that development accords with a layout plan.
Urban Development	<ul style="list-style-type: none"> • To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme. • To provide for a range of residential densities to encourage a variety of residential accommodation. • To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development.
Special Use	<ul style="list-style-type: none"> • To facilitate special categories of land uses which do not sit comfortably within any other zone. • To enable the Council to impose specific conditions associated with the special use.

17. Zoning table

The zoning table for this Scheme is as follows -

Table 3 - Zoning Table

Use and Development Class	Zones														
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement	Urban development
Abattoir	X	X	X	X	X	X	X	D	X	D	X	X	X	Use permissibility to be determined with reference to the endorsed layout plan.	Refer to Clause 18(6)
Aerodrome	X	X	X	X	X	X	X	X	X	X	X	X	X		
Aged or dependent person's accommodation	D	X	D	D	D	D	X	X	X	X	X	X	X		
Agriculture – extensive	X	X	X	X	X	X	X	X	X	P	P	P	X		
Agriculture – intensive	X	D	X	X	X	X	X	X	X	P	D	D	X		
Amusement parlour	X	X	D	D	D	A	X	X	X	X	X	X	D		
Airfield	X	X	X	X	X	X	X	X	X	D	D	X	X		

Use and Development Class	Zones														
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement	Urban development
Ancillary dwelling	P	D	X	X	X	D	X	X	X	D	D	D	X	Use permissibility to be determined with reference to the endorsed layout plan.	Refer to Clause 18(6)
Animal establishment	X	A	X	X	X	X	X	D	D	P	D	D	X		
Animal husbandry – intensive	X	X	X	X	X	X	X	X	X	D	A	A	X		
Art gallery	X	A	P	P	P	D	X	X	X	D	D	X	P		
Bed and breakfast accommodation	D	D	D	X	X	D	X	X	X	D	D	D	D		
Betting agency	X	X	P	D	D	D	X	X	X	X	X	X	D		
Brewery	X	X	I	I	I	I	X	P	D	I	I	X	I		
Bulky goods showroom	X	X	D	D	D	X	P	X	D	X	X	X	X		
Caravan park	X	X	X	X	X	X	X	X	X	A	A	X	P		
Caretaker's dwelling	X	X	I	I	I	I	I	X	I	I	I	X	I		

Use and Development Class	Zones													
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement
Car park	X	X	P	D	D	D	D	X	X	X	X	X	D	Use permissibility to be determined with reference to the endorsed layout plan.
Child care premises	A	X	P	P	P	D	X	X	X	X	X	X	D	
Cinema/theatre	X	X	P	X	X	D	X	X	X	X	X	X	P	
Civic use	D	D	P	P	P	D	D	X	X	X	X	X	P	
Club premises	A	X	P	P	P	D	A	X	X	X	X	X	P	
Commercial vehicle parking	X	A	X	X	X	X	D	P	P	D	D	A	A	
Community purpose	D	X	P	P	P	D	D	X	X	X	X	X	P	
Consulting rooms	X	X	P	P	P	P	X	X	X	X	X	X	D	
Convenience store	X	X	P	P	P	D	X	X	X	X	X	X	P	
Corrective institution	X	X	A	X	X	X	X	X	X	A	A	X	X	
Refer to Clause 18(6)														

Use and Development Class	Zones													
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement
Educational establishment	A	A	D	D	D	D	D	A	D	D	D	D	D	Use permissibility to be determined with reference to the endorsed layout plan.
Exhibition centre	X	X	D	X	X	D	D	X	X	X	X	X	D	
Family day care	A	A	X		X	A	X	X	X	X	X	X	X	
Fast food outlet	X	X	D	D	D	D	P	D	D	X	X	X	D	
Fuel depot	X	X	X	X	X	X	X	P	D	X	X	X	X	
Funeral parlour	X	X	X	X	X	X	D	X	P	X	X	X	X	
Garden centre	X	A	I	I	I	I	D	D	P	D	D	A	I	
Grouped dwelling	P	X	P	P	P	D	X	X	X	X	X	X	D	
Holiday accommodation	X	X	D	X	X	D	X	X	X	X	A	X	P	
Refer to Clause 18(6)														

Use and Development Class	Zones														
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement	Urban development
Holiday house	D	D	D	D	D	D	X	X	X	D	D	D	D	Use permissibility to be determined with reference to the endorsed layout plan.	Refer to Clause 18(6)
Home business	A	D	P	P	P	P	X	X	X	D	D	D	D		
Home occupation	D	D	P	P	P	P	X	X	X	D	D	D	D		
Home office	P	P	P	P	P	P	X	X	X	P	P	P	P		
Home store	X	A	P	P	P	D	X	X	X	D	A	D	P		
Hospital	X	X	D	X	X	D	X	X	X	X	X	X	D		
Hotel	X	X	P	X	X	D	X	X	X	X	X	X	P		
Industry	X	X	X	X	X	X	X	P	D	X	X	X	X		
Industry – cottage	A	D	D	D	D	P	D	P	P	D	D	D	D		
Industry - extractive	X	X	X	X	X	X	X	X	X	D	D	X	X		

Use and Development Class	Zones													
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement
Industry – light	X	X	A	X	X	X	D	D	P	X	X	X	X	Use permissibility to be determined with reference to the endorsed layout plan.
Industry – primary production	X	A	X	X	X	X	X	D	D	P	D	D	X	
Liquor store – large	X	X	P	D	D	X	P	X	X	X	X	X	X	
Liquor store – small	X	X	P	D	D	X	X	X	X	X	X	X	D	
Lunch bar	X	X	D	D	D	D	P	D	D	X	X	X	D	
Marina	X	X	A	X	X	X	X	X	X	X	X	X	X	
Marine filling station	X	X	X	X	X	X	A	D	A	X	A	X	X	
Market	X	A	P	D	D	A	X	X	X	X	A	X	D	
Medical centre	X	X	D	D	D	D	X	X	X	X	X	X	D	
Refer to Clause 18(6)														

Use and Development Class	Zones													
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement
Mining operations	X	X	X	X	X	X	X	X	X	D	D	X	X	Use permissibility to be determined with reference to the endorsed layout plan. Refer to Clause 18(6)
Motel	X	X	D	X	X	D	X	X	X	X	X	X	P	
Motor vehicle, boat or caravan sales	X	X	X	X	X	X	P	X	D	X	X	X	X	
Motor vehicle repair	X	X	X	X	X	X	D	P	P	X	X	X	X	
Motor vehicle wash	X	X	X	D	D	X	P	P	P	X	X	X	X	
Multiple dwelling	P	X	P	P	P	D	X	X	X	X	X	X	D	
Nightclub	X	X	D	X	X	X	X	X	X	X	X	X	A	
Office	X	X	P	D	D	D	I	X	I	X	X	X	I	
Park home park	X	X	X	X	X	X	X	X	X	X	X	X	X	
Place of worship	A	A	D	P	P	A	D	X	D	X	A	X	D	

Use and Development Class	Zones														
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement	Urban development
Reception centre	X	A	D	D	D	D	D	X	X	A	D	D	D	Use permissibility to be determined with reference to the endorsed layout plan.	Refer to Clause 18(6)
Recreation - private	X	A	D	D	D	D	D	X	D	D	D	D	D		
Renewable energy facility	A	A	A	A	A	A	A	A	A	A	A	A	A		
Residential building	A	X	P	X	X	D	X	X	X	X	D	X	D		
Resource recovery centre	X	X	X	X	X	X	X	A	A	A	A	X	X		
Restaurant/café	X	X	P	P	P	D	X	X	X	X	A	X	P		
Restricted premises	X	X	A	X	X	X	A	X	A	X	X	X	X		
Road house	X	X	X	X	X	X	X	X	X	A	A	X	X		
Rural home business	X	X	X	X	X	X	X	X	X	D	D	D	X		
Rural pursuit/hobby farm	X	D	X	X	X	X	X	X	X	P	P	D	X		

Use and Development Class	Zones														
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement	Urban development
Serviced apartment	X	X	P	X	X	D	X	X	X	X	X	X	P	Use permissibility to be determined with reference to the endorsed layout plan.	Refer to Clause 18(6)
Service station	X	X	A	D	D	X	P	D	D	X	A	X	X		
Shop	X	X	P	P	P	D	A	X	I	X	X	X	D		
Single house	P	P	X	X	X	D	X	X	X	P	P	P	D		
Small bar	X	X	P	A	A	A	X	X	X	X	X	X	P		
Tavern	X	X	P	A	A	A	X	X	X	X	X	X	D		
Telecommunications infrastructure	A	A	A	A	A	A	A	D	D	A	A	A	A		
Tourist development	X	X	D	X	X	D	X	X	X	X	A	X	P		
Trade display	X	X	X	X	X	X	P	D	P	X	X	X	X		
Trade supplies	X	X	X	X	X	X	P	D	P	X	X	X	X		

Use and Development Class	Zones													
	Residential	Rural Residential	Regional Centre	District Centre	Local Centre	Mixed Use	Service Commercial	General Industry	Light Industry	Rural	Cultural and natural resource use	Rural Smallholdings	Tourism	Settlement
Transport depot	X	X	X	X	X	X	A	P	D	D	A	X	X	Use permissibility to be determined with reference to the endorsed layout plan.
Tree farm	X	X	X	X	X	X	X	X	X	P	D	A	X	
Veterinary centre	X	X	D	D	D	A	D	X	P	D	X	D	X	
Warehouse/ storage	X	X	X	X	X	X	P	P	P	X	X	X	X	
Waste disposal facility	X	X	X	X	X	X	X	A	X	A	A	X	X	
Waste storage facility	X	X	X	X	X	X	X	D	A	I	I	X	X	
Winery	X	A	X	X	X	X	X	X	D	D	D	D	X	
Workforce accommodation	X	X	I	I	I	I	X	X	X	I	I	X	I	
Refer to Clause 18(6)														Urban development

18. Interpreting zoning table

- (1) The permissibility of uses of land in the various zones in the Scheme area is determined by cross-reference between the list of use classes on the left hand side of the zoning table and the list of zones at the top of the zoning table.
- (2) The symbols used in the zoning table have the following meanings -
 - P means that the use is permitted if it complies with any relevant development standards and requirements of this Scheme;
 - I means that the use is permitted if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land and it complies with any relevant development standards and requirements of this Scheme;
 - D means that the use is not permitted unless the local government has exercised its discretion by granting development approval;
 - A means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions;
 - X means that the use is not permitted by this Scheme.

Notes for this clause:

1. *The development approval of the local government may be required to carry out works on land in addition to any approval granted for the use of land. In normal circumstances 1 application is made for both the carrying out of works on, and the use of, land.*
2. *Under clause 61 of the deemed provisions, certain works and uses are exempt from the requirement for development approval.*
3. *Clause 67 of the deemed provisions deals with the consideration of applications for development approval by the local government. Under that clause, development approval cannot be granted for development that is a class X use in relation to the zone in which the development is located, except in certain circumstances where land is being used for a non-conforming use.*

- (3) A specific use class referred to in the zoning table is excluded from any other use class described in more general terms.
- (4) The local government may, in respect of a use that is not specifically referred to in the zoning table and that cannot reasonably be determined as falling within a use class referred to in the zoning table —
 - (a) determine that the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions imposed by the local government; or
 - (b) determine that the use may be consistent with the objectives of a particular zone and advertise under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or
 - (c) determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.
- (5) If a use of land is identified in a zone as being a class P or class I use, the local government may not refuse an application for development approval for that use in that zone but may require works that are to be undertaken in connection with that use to have development approval.
- (6) If the zoning table does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land -
 - (a) a structure plan;
 - (b) a local development plan; and
 - (c) a layout plan.

19. Additional uses

- (1) Schedule 1 sets out -
 - (a) classes of use for specified land that are additional to the classes of use that are permissible in the zone in which the land is located; and
 - (b) the conditions that apply to that additional use.
- (2) Despite anything contained in the zoning table, land that is specified in the Table to subclause (1) may be used for the additional class of use set out in respect of that land subject to the conditions that apply to that use.

Note: An additional use is a land use that is permitted on a specific portion of land in addition to the uses already permissible in that zone that applies to the land.

20. Restricted uses

- (1) Schedule 2 sets out -
 - (a) restricted classes of use for specified land that apply instead of the classes of use that are permissible in the zone in which the land is located; and
 - (b) the conditions that apply to that restricted use.
- (2) Despite anything contained in the zoning table, land that is specified in the Table to subclause (1) may be used only for the restricted class of use set out in respect of that land subject to the conditions that apply to that use.

Note: A restricted use is the only use or uses that is permitted on a specific portion of land and other uses that would otherwise be permissible in the zone are not permitted.

21. Special use zones

- (1) Schedule 3 sets out -
 - (a) special use zones for specified land that are in addition to the zones in the zoning table; and
 - (b) the classes of special use that are permissible in that zone; and
 - (c) the conditions that apply in respect of the special uses.
- (2) A person must not use any land, or any structure or buildings on land, in a special use zone except for a class of use that is permissible in that zone and subject to the conditions that apply to that use.

Note: Special use zones apply to special categories of land use which do not comfortably sit within any other zone in the Scheme.

22. Non-conforming uses

- (1) Unless specifically provided, this Scheme does not prevent -
 - (a) the continued use of any land, or any structure or building on land, for the purpose for which it was being lawfully used immediately before the commencement of this Scheme; or
 - (b) the carrying out of development on land if –
 - i. before the commencement of this Scheme, the development was lawfully approved; and
 - ii. the approval has not expired or been cancelled.
- (2) Subclause (1) does not apply if -
 - (a) the non-conforming use of the land is discontinued; and

- (b) a period of 6 months, or a longer period approved by the local government, has elapsed since the discontinuance of the non-conforming use.
- (3) Subclause (1) does not apply in respect of a non-conforming use of land if, under Part 11 of the Act, the local government –
 - (a) purchases the land; or
 - (b) pays compensation to the owner of the land in relation to the non-conforming use.

23. Changes to non-conforming use

- (1) A person must not, without development approval -
 - (a) alter or extend a non-conforming use of land; or
 - (b) erect, alter or extend a building used for, or in conjunction with, a non-conforming use; or
 - (c) repair, rebuild, alter or extend a building used for a non-conforming use that is destroyed to the extent of 75% or more of its value; or
 - (d) change the use of land from a non-conforming use to another use that is not permitted by the Scheme.
- (2) An application for development approval for the purposes of this clause must be advertised in accordance with clause 64 of the deemed provisions.
- (3) A local government may only grant development approval for a change of use of land referred to in subclause (1)(d) if, in the opinion of the local government, the proposed use -
 - (a) is less detrimental to the amenity of the locality than the existing non-conforming use; and
 - (b) is closer to the intended purpose of the zone in which the land is situated.

24. Register of non-conforming uses

- (1) The local government may prepare a register of land within the Scheme area that is being used for a non-conforming use.
- (2) A register prepared by the local government must set out the following -
 - (a) a description of each area of land that is being used for a non-conforming use;

- (b) a description of any building on the land;
 - (c) a description of the non-conforming use;
 - (d) the date on which any discontinuance of the non-conforming use is noted.
- (3) If the local government prepares a register under subclause (1) the local government —
 - (a) must ensure that the register is kept up-to-date; and
 - (b) must ensure that an up-to-date copy of the register is published in accordance with clause 87 of the deemed provisions.
- (3A) Subclause (3)(b) is an ongoing publication requirement for the purposes of clause 87(5)(a) of the deemed provisions.
- (4) An entry in the register in relation to land that is being used for a non-conforming use is evidence of the matters set out in the entry unless the contrary is proved.

Part 4 - General development requirements

25. R-Codes

- (1) The R-Codes, modified as set out in clause 26, are to be read as part of this Scheme.
- (2) The local government must ensure that the R-Codes are published in accordance with clause 87 of the deemed provisions.
- (2A) Subclause (2) is an ongoing publication requirement for the purposes of clause 87(5)(a) of the deemed provisions.
- (3) The coding of land for the purposes of the R-Codes is shown by the coding number superimposed on a particular area contained within the boundaries of the area shown on the Scheme Map.
- (4) The R-Codes apply to an area if —
 - (a) the area has a coding number superimposed on it in accordance with subclause (3); or
 - (b) a provision of this Scheme provides that the R-Codes apply to the area.

26. Modification of R-Codes

- (1) Residential building height for all single house(s) and grouped dwellings; and multiple dwellings in areas coded less than R40 -
 - (a) The deemed-to-comply requirements for building height at clause 5.1.6 C6 of Table 3: Maximum Building Height Category B of the R-Codes are modified as follows:

Maximum building heights (i)	
	Category B
Top of pitched roof (iii) (iv)	10.5m

- (2) Residential Car Parking Requirements for all single house(s) and grouped dwellings; and special purpose dwellings in areas coded less than R40 -
 - (a) The deemed-to-comply requirements for residential car parking at clause 5.3.3 C3.-of the R Codes are modified as follows:

Type of dwelling	Car parking spaces	
	Location A	Location B
1 bedroom dwelling	1	1
2+bedroom dwelling	2	2
Aged persons' dwelling	2	2
Ancillary dwelling	1	1

- (b) Where an ancillary dwelling is proposed an additional car parking may not be in a tandem configuration with the other two bays on site.
- (3) Residential car parking requirements for multiple dwellings in areas coded R40 and above, within mixed use development and activity centres.
- (a) The acceptable outcomes for residential car parking at clause A 3.9.2 and Table 3.9 Parking Ratio of the R Codes are modified as follows:

Parking types		Location A	Location B
Car Parking ¹	1 bedroom dwellings	1 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	2 bay per dwelling	2 bay per dwelling

¹ Calculations of parking ratios shall be rounded up to the next whole number.

- (4) Residential building design and visual privacy requirements for all single house(s) and grouped dwellings; and multiple dwellings in areas coded less than R40 -
- (a) For the purposes of administering the deemed-to-comply requirements set out in clause 5.4.1, C1.1 of the R Codes a floor level of more than 0.65m above natural ground level is to be applied.
- (5) Residential building design and outbuildings for all single house(s) and grouped dwellings; and multiple dwellings in areas coded less than R40:
- (a) The deemed-to-comply requirements for outbuildings at clause 5.4.3 C3 Category B of table B Large and multiple outbuildings of the R-Codes are modified as follows:
- (i) does not exceed a wall height of 3.2m; and
 - (ii) does not exceed a ridge height of 5m.

27. State Planning Policy 3.6 to be read as part of Scheme

- (1) *State Planning Policy 3.6 - Development Contributions for Infrastructure*, modified as set out in clause 28, is to be read as part of this Scheme.
- (2) The local government must ensure that State Planning Policy 3.6 is published in accordance with clause 87 of the deemed provisions.

28. Modification of State Planning Policy 3.6

There are no modifications to State Planning Policy 3.6.

29. Other State planning policies to be read as part of Scheme

There are no other State planning policies that are to be read as part of the Scheme.

30. Modification of State planning policies

There are no modifications to a State planning policy that, under clause 29 is to be read as part of the Scheme.

31. Environmental conditions

There are no environmental conditions imposed under the Environmental Protection Act 1986 that apply to this Scheme.

32. Additional site and development requirements

- (1) Schedule 4 sets out requirements relating to development that are additional to those set out in the R-Codes, precinct structure plans, local development plans or State or local planning policies.
- (2) To the extent that a requirement referred to in subclause (1) is inconsistent with a requirement in the R-Codes, a precinct structure plan, a local development plan or a State or local planning policy the requirement referred to in subclause (1) prevails.

33. Additional site and development requirements for areas covered by structure plan or local development plan

There are no additional requirements that apply to this Scheme.

34. Variations to site and development requirements

- (1) In this clause -

additional site and development requirements means requirements set out in clauses 32 and 33.
- (2) The local government may approve an application for a development approval that does not comply with an additional site and development requirements.
- (3) An approval under subclause (2) may be unconditional or subject to any conditions the local government considers appropriate.
- (4) If the local government is of the opinion that the non-compliance with an additional site and development requirement will mean that the development is likely to adversely affect any owners or occupiers in the general locality or in an area adjoining the site of the development the local government must -
 - (a) consult the affected owners or occupiers by following one or more of the provisions for advertising applications for development approval under clause 64(4) of the deemed provisions; and
 - (b) have regard to any expressed views prior to making its determination to grant development approval under this clause.
- (5) The local government may only approve an application for development approval under this clause if the local government is satisfied that -
 - (a) approval of the proposed development would be appropriate having regard to the matters that the local government is to have regard to in considering an application for development approval as set out in clause 67(2) of the deemed provisions; and
 - (b) the non-compliance with the additional site and development requirement will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.

35. Restrictive covenants

- (1) A restrictive covenant affecting land in the Scheme area that would have the effect of limiting the number of residential dwellings which may be constructed on the land is extinguished or varied to the extent that the number of residential dwellings that may be constructed is less than the number that could be constructed on the land under this Scheme.
- (2) If subclause (1) operates to extinguish or vary a restrictive covenant
 - (a) development approval is required to construct a residential dwelling that would result in the number of residential dwellings on the land exceeding the number that would have been allowed under the restrictive covenant; and
 - (b) the local government must not grant development approval for the construction of the residential dwelling unless it advertises the application for development approval in accordance with clause 64 of the deemed provisions.

Part 5 - Special control areas

36. Special control areas

- (1) Special control areas are marked on the Scheme Map according to the legend on the Scheme Map with a number as detailed below –
 - (a) Existing Broome International Airport Environs (SCA 1)
 - (b) Future Broome International Airport Environs (SCA 2)
 - (c) Essential Services Buffer Areas (SCA 3)
 - (d) Flood Prone Areas (SCA 4)
 - (e) Public Drinking Water Source Protection Areas (SCA 5)
 - (f) Drainage Aquifer Recharge Areas (SCA 6)
 - (g) Landscape Protection Areas (SCA 7)
 - (h) Aboriginal Communities (SCA 8)
 - (i) Coastal Hazard Risk Area (SCA 9)
- (2) The purpose, objectives and additional provisions that apply to each special control area is set out in the Schedule 8.
- (3) In respect of a Special Control Area shown on the Scheme Map, the provisions applying to the Special Control Area apply in addition to the provisions applying to any underlying zone or reserve and any general provisions of the Scheme.

Part 6 - Terms referred to in Scheme

Division 1 - General definitions used in Scheme

37. Terms used

- (1) If a word or expression used in this Scheme is listed in this clause, its meaning is as follows -

building envelope	means the area of land within which all buildings and effluent disposal facilities on a lot must be contained.
cabin	means a dwelling forming part of a tourist development or caravan park that is - (a) an individual unit other than a chalet; and (b) designed to provide short-term accommodation for guests.
chalet	means a dwelling forming part of a tourist development or caravan park that is - (a) a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and (b) designed to provide short-term accommodation for guests.
commencement day	means the day this Scheme comes into effect under section 87(4) of the Act.
commercial vehicle	means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including - (a) a utility, van, truck, tractor, bus or earthmoving equipment; and (b) a vehicle that is or is designed to be an attachment to a vehicle referred to in paragraph (a).
floor area	has meaning given in the Building Code.
minerals	has the meaning given in the <i>Mining Act 1978</i> section 8(1).
plot ratio	means the ratio of the floor area of a building to an area of land within the boundaries of the lot or lots on which the building is located.
precinct	means a definable area where particular planning policies, guidelines or standards apply.
predominant use	means the primary use of premises to which all other uses carried out on the premises are incidental.
retail	means the sale or hire of goods or services to the public.
short-term accommodation	means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12 month period.
wholesale	means the sale of goods or materials to be sold by others.

- (2) A word or expression that is not defined in this Scheme -

- (a) has the meaning it has in the *Planning and Development Act 2005*; or
- (b) if it is not defined in that Act - has the same meaning as it has in the R-Codes.

Division 2 - Land use terms used in Scheme

38. Land use terms used

If this Scheme refers to a category of land use that is listed in this provision, the meaning of that land use is as follows –

abattoir	means premises used commercially for the slaughtering of animals for the purposes of consumption as food products.
aerodrome	means an area of land or water (including any buildings, installations and equipment), the use of which as an aerodrome is certified under the regulations made under the <i>Civil Aviation Act 1998</i> , being such an area intended for use wholly or partly for the arrival, departure or movement of aircraft. same meaning as it has in the R-Codes.
aged or dependent person's accommodation	
agriculture - extensive	means premises used for the raising of stock or crops including outbuildings and earthworks, but does not include agriculture - intensive or animal husbandry - intensive.
agriculture - intensive	means premises used for commercial production purposes, including outbuildings and earthworks, associated with any of the following - (a) the production of grapes, vegetables, flowers, exotic or native plants, or fruit or nuts; (b) the establishment and operation of plant or fruit nurseries; (c) the development of land for irrigated fodder production or irrigated pasture (including turf farms); (d) aquaculture.
airfield	means any premises used for purposes relating to aircraft landing, take-off and maintenance, and does not include a private airstrip incidental to agricultural and pastoral operations.

amusement parlour	means premises - (a) that are open to the public; and (b) that are used predominantly for amusement by means of amusement machines including computers; and (c) where there are 2 or more amusement machines.
ancillary dwelling	same meaning as it has in the R-Codes.
animal establishment	means premises used for the breeding, boarding, training or caring of animals for commercial purposes but does not include animal husbandry - intensive or veterinary centre.
animal husbandry - intensive	means premises used for keeping, rearing or fattening of alpacas, beef and dairy cattle, goats, pigs, poultry (for either egg or meat production), rabbits (for either meat or fur production), sheep or other livestock in feedlots, sheds or rotational pens, but does not include agriculture - extensive.
art gallery	means premises - (a) that are open to the public; and (b) where artworks are displayed for viewing or sale.
bed and breakfast accommodation	means a dwelling - (a) used by a resident of the dwelling to provide short-term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and (b) containing not more than 2 guest bedrooms.
betting agency	means an office or totalisator agency established under the <i>Racing and Wagering Western Australia Act 2003</i> .
brewery	means premises the subject of a producer's licence authorising the production of beer, cider or spirits granted under the <i>Liquor Control Act 1988</i> .
bulky goods showroom	means premises - (a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes - (i) automotive parts and accessories; (ii) camping, outdoor and recreation goods; (iii) electric light fittings; (iv) animal supplies including equestrian and pet goods; (v) floor and window coverings;

	<ul style="list-style-type: none"> (vi) furniture, bedding, furnishings, fabrics, manchester and homewares; (vii) household appliances, electrical goods and homeentertainment goods; (viii) party supplies; (ix) office equipment and supplies; (x) babies' and children's goods, including play equipmentand accessories; (xi) sporting, cycling, leisure, fitness goods and accessories; (xii) swimming pools; or
	<ul style="list-style-type: none"> (b) used to sell goods and accessories by retail if - <ul style="list-style-type: none"> (i) a large area is required for the handling, display orstorage of the goods; or (ii) vehicular access is required to the premises for the purpose of collection of purchased goods.
caravan park	means premises that are a caravan park as defined in the <i>Caravan Parks and Camping Grounds Act 1995</i> section 5 (1).
caretaker's dwelling	means a dwelling on the same site as a building, operation or plant, and occupied by a supervisor of that building, operation or plant.
car park	<p>means premises used primarily for parking vehicles whether open to the public or not but does not include -</p> <ul style="list-style-type: none"> (a) any part of a public road used for parking or for a taxi rank;or (b) any premises in which cars are displayed for sale.
child care premises	<p>means premises where -</p> <ul style="list-style-type: none"> (a) an education and care service as defined in the <i>Education and Care Services National Law (Western Australia)</i> Section5(1), other than a family day care service as defined in that section, is provided; or (b) a child care service as defined in the <i>Child Care Services Act 2007</i> section 4 is provided.
cinema/theatre	means premises where the public may view a motion picture or theatrical production.
civic use	means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes.
club premises	means premises used by a legally constituted club or associationor other body of persons united by a common

	interest.
commercial vehicle parking	means premises used for parking of one or 2 commercial vehicles but does not include - (a) any part of a public road used for parking or for a taxirank; or (b) parking of commercial vehicles incidental to the predominant use of the land.
community purpose	means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit.
consulting rooms	means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.
convenience store	means premises - (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and (b) operated during hours which include, but may extend beyond, normal trading hours; and (c) the floor area of which does not exceed 300 m ² net lettable area.
corrective institution	means premises used to hold and reform persons committed to it by a court, such as a prison or other type of detention facility.
educational establishment	means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution.
exhibition centre	means premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature including a museum.
family day care	means premises where a family day care service as defined in the <i>Education and Care Services National Law (Western Australia)</i> is provided.
fast food outlet	means premises, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten - (a) without further preparation; and (b) primarily off the premises.
fuel depot	means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel but does not include premises used -

	<ul style="list-style-type: none"> (a) as a service station; or (b) for the sale of fuel by retail into a vehicle for use by the vehicle.
funeral parlour	<p>means premises used:</p> <ul style="list-style-type: none"> (a) to prepare and store bodies for burial or cremation; (b) to conduct funeral services.
garden centre	means premises used for the propagation, rearing and sale of plants, and the storage and sale of products associated with horticulture and gardens.
grouped dwelling	same meaning as it has in the R-Codes.
holiday accommodation	means 2 or more dwellings on one lot used to provide short term accommodation for persons other than the owner of the lot.
holiday house	means a single dwelling on one lot used to provide short-term accommodation but does not include a bed and breakfast.
home business	<p>means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service or profession if the carrying out of the business, service or profession -</p> <ul style="list-style-type: none"> (a) does not involve employing more than 2 people who are not members of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 50 m²; and (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and (e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and (f) does not involve the presence, use or calling of a vehicle more than 4.5 tonnes tare weight; and (g) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located.
home occupation	<p>means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out an occupation if the carrying out of the occupation that -</p> <ul style="list-style-type: none"> (a) does not involve employing a person who is not a member of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and

- (c) does not occupy an area greater than 20 m²; and
- (d) does not involve the display on the premises of a sign with an area exceeding 0.2 m²; and
- (e) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and
- (f) does not -
 - (i) require a greater number of parking spaces than normally required for a single dwelling; or
 - (ii) result in an increase in traffic volume in the neighbourhood; and
- (g) does not involve the presence, use or calling of a vehicle more than 4.5 tonnes tare weight; and
- (h) does not include provision for the fuelling, repair or maintenance of motor vehicles; and
- (i) does not involve the use of an essential service that is greater than the use normally required in the zone in which

the dwelling is located.

home office

means a dwelling used by an occupier of the dwelling to carry out a home occupation if the carrying out of the occupation -

- (a) is solely within the dwelling; and
- (b) does not entail clients or customers travelling to and from the dwelling; and
- (c) does not involve the display of a sign on the premises; and
- (d) does not require any change to the external appearance of the dwelling.

home store

means a shop attached to a dwelling that -

- (a) has a net lettable area not exceeding 100 m²; and
- (b) is operated by a person residing in the dwelling.

hospital

means premises used as a hospital as defined in the *Hospitals and Health Services Act 1927* section 2(1).

hotel

means premises the subject of a hotel licence other than a small bar or tavern licence granted under the *Liquor Control Act 1988* including any betting agency on the premises.

industry	<p>means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises for any of the following purposes -</p> <ul style="list-style-type: none"> (a) the storage of goods; (b) the work of administration or accounting; (c) the selling of goods by wholesale or retail; (d) the provision of amenities for employees; (e) incidental purposes.
Industry – cottage	<p>means a trade or light industry producing arts and crafts goods which does not fall within the definition of a home occupation and which – does not cause injury to or adversely affect the amenity of the neighbourhood; where operated in a residential zone, does not employ any person other than a member of the occupier's household; is conducted in an out-building which is compatible with the principal uses to which land in the zone in which it is located may be put; (d) does not occupy an area in excess of 50 m²; and (e) does not display a sign exceeding 0.2 m² in area.</p>
industry - extractive	<p>means premises, other than premises used for mining operations, that are used for the extraction of basic raw materials including by means of ripping, blasting or dredging and may include facilities for any of the following purposes -</p> <ul style="list-style-type: none"> (a) the processing of raw materials including crushing, screening, washing, blending or grading; (b) activities associated with the extraction of basic raw materials including wastewater treatment, storage, rehabilitation, loading, transportation, maintenance and administration.
industry - light	<p>means premises used for an industry where impacts on the amenity of the area in which the premises is located can be mitigated, avoided or managed.</p>
industry - primary production	<p>means premises used -</p> <ul style="list-style-type: none"> (a) to carry out a primary production business as that term is defined in the <i>Income Tax Assessment Act 1997</i> (Commonwealth) section 995-1; or (b) for a workshop servicing plant or equipment used in primary production businesses.
liquor store - large	<p>means premises the subject of a liquor store licence granted under the <i>Liquor Control Act 1988</i> with a net lettable area of more than 300 m².</p>
liquor store - small	<p>means premises the subject of a liquor store licence granted under the <i>Liquor Control Act 1988</i> with a net lettable area of not more than 300 m².</p>

lunch bar	means premises or part of premises used for the sale of takeaway food (in a form ready to be consumed without further preparation) within industrial or commercial areas.
marina	means - (a) premises used for providing mooring, fuelling, servicing, repairing, storage and other facilities for boats, including the associated sale of any boating gear or equipment; and (b) all jetties, piers, embankments, quays, moorings, offices and storerooms used in connection with the provision of those services.
marine filling station	means premises used for the storage and supply of liquid fuels and lubricants for marine craft.
market	means premises used for the display and sale of goods from stalls by independent vendors.
medical centre	means premises other than a hospital used by 3 or more health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.
mining operations	means premises where mining operations, as that term is defined in the <i>Mining Act 1978</i> section 8(1), is carried out.
motel	means premises, which may be licensed under the <i>Liquor Control Act 1988</i> - (a) used to accommodate guests in a manner similar to a hotel; and (b) with specific provision for the accommodation of guests with motor vehicles.
motor vehicle, boator caravan sales	means premises used to sell or hire motor vehicles, boats or caravans.
motor vehicle repair	means premises used for or in connection with - (a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or (b) repairs to tyres other than recapping or retreading of tyres.
motor vehicle wash	means premises primarily used to wash motor vehicles.
multiple dwelling	same meaning as it has in the R-Codes.
nightclub	means premises the subject of a nightclub licence granted under the <i>Liquor Control Act 1988</i> .
office	means premises used for administration, clerical, technical, professional or similar business activities.
park home park	means premises used as a park home park as defined in the <i>Caravan Parks and Camping Grounds Regulations 1997</i> Schedule 8.

place of worship	means premises used for religious activities such as a chapel, church, mosque, synagogue or temple.
reception centre	means premises used for hosted functions on formal or ceremonial occasions.
recreation - private	means premises that are - (a) used for indoor or outdoor leisure, recreation or sport; and (b) not usually open to the public without charge.
renewable energy facility	means premises used to generate energy from a renewable energy source and includes any building or other structure used in, or relating to, the generation of energy by a renewable resource. It does not include renewable energy electricity generation where the energy produced principally supplies a domestic and/or business premises and any on selling to the grid is secondary;
residential building	same meaning as it has in the R-Codes.
recovery resource centre	means premises other than a waste disposal facility used for the recovery of resources from waste.
restaurant/cafe	means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the <i>Liquor Control Act 1988</i> .
restricted premises	means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of - (a) publications that are classified as restricted under the <i>Classification (Publications, Films and Computer Games) Act 1995</i> (Commonwealth); and (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity; or (c) smoking-related implements.
road house	means premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities or services - (a) a full range of automotive repair services; (b) wrecking, panel beating and spray painting services; (c) transport depot facilities; (d) short-term accommodation for guests; (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies.

rural home business	<p>means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service or profession if the carrying out of the business, service or occupation -</p> <ul style="list-style-type: none"> (a) does not involve employing more than 2 people who are not members of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 200 m²; and (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and (e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and (f) does not involve the presence, use or calling of more than 3 vehicles at any one time or of a vehicle more than 30 tonnes gross weight.
rural pursuit/hobby farm	<p>means any premises, other than premises used for agriculture - extensive or agriculture - intensive, that are used by an occupier of the premises to carry out any of the following activities if carrying out of the activity does not involve permanently employing a person who is not a member of the occupier's household -</p> <ul style="list-style-type: none"> (a) the rearing, agistment, stabling or training of animals; (b) the keeping of bees; (c) the sale of produce grown solely on the premises.
serviced apartment	<p>means a group of units or apartments providing -</p> <ul style="list-style-type: none"> (a) self-contained short-stay accommodation for guests; and (b) any associated reception or recreational facilities.
service station	<p>means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for -</p> <ul style="list-style-type: none"> (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.
shop	<p>means premises other than a bulky goods showroom, a liquor store large or a liquor store - small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.</p>

single house	same meaning as it has in the R-Codes.
small bar	means premises the subject of a small bar licence granted under the <i>Liquor Control Act 1988</i> .
tavern	means premises the subject of a tavern licence granted under the <i>Liquor Control Act 1988</i> .
telecommunications infrastructure	means premises used to accommodate the infrastructure used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network.
tourist development	means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or holiday accommodation, used to provide - (a) short-term accommodation for guests; and (b) onsite facilities for the use of guests; and (c) facilities for the management of the development;
trade display	means premises used for the display of trade goods and equipment for the purpose of advertisement.
trade supplies	means premises used to sell by wholesale or retail, or to hire, assemble or manufacture any materials, tools, equipment, machinery or other goods used for any of the following purposes including goods which may be assembled or manufactured off the premises - (a) automotive repairs and servicing; (b) building including repair and maintenance; (c) industry; (d) landscape gardening; (e) provision of medical services; (f) primary production; (g) use by government departments or agencies, including local government.
transport depot	means premises used primarily for the parking or garaging of 3 or more commercial vehicles including - (a) any ancillary maintenance or refuelling of those vehicles; and (b) any ancillary storage of goods brought to the premises by those vehicles; and (c) the transfer of goods or persons from one vehicle to another.
tree farm	means land used commercially for tree production where trees are planted in blocks of more than one hectare, including land in respect of which a carbon right is registered under the <i>Carbon Rights Act 2003</i> section 5.

veterinary centre	means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders.
warehouse/ storage	means premises including indoor or outdoor facilities used for (a) the storage of goods, equipment, plant or materials; or (b) the display or the sale by wholesale of goods.
waste disposal facility	means premises used - (a) for the disposal of waste by landfill; or (b) the incineration of hazardous, clinical or biomedical waste.
waste storage facility	means premises used to collect, consolidate, temporarily store or sort waste before transfer to a waste disposal facility or a resource recovery facility on a commercial scale.
winery	means premises used for the production of viticultural produce and associated sale of the produce.
workforce accommodation	means premises, which may include modular or relocatable buildings, used - (a) primarily for the accommodation of workers engaged in construction, resource, agricultural or other industries on a temporary basis; and (b) for any associated catering, sporting and recreation facilities for the occupants and authorised visitors.

SCHEDULES

Schedule A	Supplemental provisions to the deemed provisions
Schedule 1	Additional uses
Schedule 2	Restricted uses for land in Scheme area
Schedule 3	Special use zones
Schedule 4	Additional site and development requirements that apply to the scheme area
Schedule 5	Parking standards
Schedule 6	Australian noise exposure forecast contours
Schedule 7	Obstacle limitation surface
Schedule 8	Special control areas in the scheme – purpose, objectives and additional provisions.

Schedule A - Supplemental provisions to the deemed provisions

These provisions are to be read in conjunction with the deemed provisions (Schedule 2) contained in the *Planning and Development (Local Planning Schemes) Regulations 2015*.

- Clause 61

Addition of the following rows into the table identified under clause 61 (1) (b):

	Column 1 Works	Column 2 Conditions
6.1	The erection of, or alterations or additions to, a single house where the R-Codes do not apply.	<ul style="list-style-type: none"> • the R-Codes do not apply but a single house is a permitted ("P") use in the zone • the development standards set out in the Scheme for that particular zone are satisfied • The works are not proposed on a heritage-protected place
6.2	the erection of any building associated with Agricultural - Extensive use of the land on a lot within the Rural zone	<ul style="list-style-type: none"> • the development standards set out in the Scheme for that particular zone are satisfied • The works are not proposed on a heritage-protected place
7.1	the erection or extension of an outbuilding, external fixture, boundary wall or fence, patio or pergola, veranda, garage, carport or swimming pool where the R-Codes do not apply	<ul style="list-style-type: none"> • the R-Codes do not apply to the works and a single house is a permitted ("P") in the zone • the development standards set out in the Scheme for that particular zone are satisfied • The works are not proposed on a heritage-protected place
22	the carrying out of any works on, in, over or under a street or road by a public authority acting pursuant to the provisions of any Act	
23	the carrying out of works urgently necessary in the public safety or for the safety or security of plant or equipment or for the maintenance of essential services	
24	any professional advertisement of 0.2m ² or less affixed to a building,	<ul style="list-style-type: none"> • the sign or advertisement is not proposed to be erected or installed on a heritage-protected place unless it:

	object, structure or place pertaining to an approved land use.	<ul style="list-style-type: none"> ○ Does not obscure existing signage that has an integral relationship to the land ○ Is temporary and does not damage the fabric of a building ○ Is temporarily located behind a shop window but is not internally illuminated or flashing ○ Advertises that a place is for sale or lease but does not remain on the place for more than 10 days after the place is sold or leased
25	the carrying out of any activities associated with traditional use and law.	The activities do not include the construction of a permanent structures that would otherwise require development approval.

Addition of the following uses to Clause 61(2) for which development approval of the local government is not required: :

61(2)(i)	<p>the use of land in a reserve, where such land is held by the local government or vested in a public authority:</p> <p>(i) for the purpose for which the land is reserved under the Scheme; or (ii) in the case of land vested in a public authority, for any purpose for which such land may be lawfully used by that authority.</p>
61(2)(j)	in the case of land vested in a public authority, for any purpose for which such land may be lawfully used by that authority.
61(2)(k)	the use of land which is a permitted ("P") use in the zone in which that land is situated provided it does not involve the carrying out of any building or other works

Addition of the following matters to be considered by local government under clause 67(2)

67 (2) (zc)	Any advice of the Design Review Panel
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SCHEDULE 1 - Specified additional uses for zoned land in Scheme area

No.	Description of land	Additional Use	Conditions
A1	Lot 732 Blick Drive as indicated on the scheme maps.	Restaurant/ café 'D' use.	As determined by the local government
A2	Lot 728 Blick Drive as indicated on the scheme maps.	Shop 'D' use.	As determined by the local government
A3	Lot 2094 Clemenston Street as indicated on the scheme maps.	Fish curing 'A' use.	As determined by the local government
A4	Lot 2101 Clemenston Street as indicated on the scheme maps.	Lunch bar, Shop 'D' use.	As determined by the local government
A5	Lot 417 Lullfitz Drive as indicated on the scheme maps.	Health Centre, Natural Healing workshops, short term residential accommodation and ancillary uses and residential house 'D' use.	As determined by the local government
A6	Lot 50 Coucal Street as indicated on the scheme maps.	A second dwelling 'D' use.	As determined by the local government
A7	Lot 202 Frederick Street (Boulevard Shopping Centre) as indicated on the scheme maps.	Bulky goods showroom 'D' use.	As determined by the local government
A8	Lot 3000 Broome Road, Skuthorpe as indicated on the scheme maps.	Camping and Caravan Park, Lodging House 'D' use.	<p>(1) The predominant use of the site is to remain agricultural purposes.</p> <p>(2) The additional uses are to be limited to short stay accommodation by any person for no longer that three months in any twelve month period</p> <p>(3) Appropriate separation buffers must be provided within this lot to address the potential for land use conflict from nearby agricultural land uses.</p>

No.	Description of land	Additional Use	Conditions
			(4) Adequate water supply is to be provided to the additional uses.
A9	Lot 300 Lullfitz Drive as indicated on the scheme maps.	Veterinary Centre, Caretakers Dwelling 'D' use.	As determined by the local government
A10	Lot 4 Kanagae Drive as indicated on the scheme maps.	Restaurant/ Café 'A' use.	As determined by the local government
A11	Lot 20 Yamashita Street as indicated on the scheme maps.	Restaurant/ Café 'A' use.	As determined by the local government
A12	Lot 213, 214 and 216 Hamersley Street and Lot 215 Louis Street as indicated on the scheme maps.	Grouped Dwellings and Multiple Dwellings 'D' use.	As determined by the local government.
A13	Lot 17 Yamashita Street as indicated on the scheme maps.	Restaurant/ Café 'A' use.	As determined by the local government
A14	Lot 413 Yamashita Street on the scheme maps.	Animal Establishment (Zoological Gardens) 'D' use.	As determined by the local government
A15	Lot 1 Coghlan Street as indicated on the scheme maps.	Motor Vehicle, Boat or Caravan Sales 'D' use.	As determined by the local government
A16	Lot 1 Coghlan Street as indicated on the scheme maps.	Motor Vehicle, Boat or Caravan Sales, Motor Vehicle Repairs 'D' use.	As determined by the local government
A17	Lot 1 Macpherson Street as indicated on the scheme maps.	Motor Vehicle, Boat or Caravan Sales, Motor Vehicle Repairs 'D' use.	As determined by the local government
A18	Lot 8 Frederick Street as indicated on the scheme maps.	Motor Vehicle, Boat or Caravan Sales 'D' use	As determined by the local government
A19	Lot 54 Coghlan Street as indicated on the scheme maps.	Motor Vehicle, Boat or Caravan Sales 'D' use.	As determined by the local government

No.	Description of land	Additional Use	Conditions
A 20	Lot 12 Coghlan Street as indicated on the scheme maps.	Motor Vehicle, Boat or Caravan Sales 'D' use	As determined by the local government
A 21	Lot 238 Willie Creek as indicated on the scheme maps.	Civic Use (Customs) 'D' use.	(1) Uses may include: Residential buildings for Responsible government agencies; and Customs activities. (2) All other conditions as determined by the local government.
A 22	Lot 222 Lullfitz Drive as indicated on the scheme maps.	Tourist Development	(1) The additional use shall be considered an 'A' use-the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with the advertising requirements of clause 64 of the deemed provisions. (2) Total development (including the additional use) on Lot 222 Lullfitz Drive shall not exceed 10% site coverage.
A 23	Lot 302 Fairway Drive, Bilingurr as indicated on the scheme maps.	Animal Establishment (Zoological Gardens)	(1) The additional use shall be considered an 'A' use - the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with the advertising requirements of clause 64 of the deemed provisions. (2) Total development (including the additional use) on Lot 302 Fairway Drive shall not exceed 10% site coverage. (3) Any land or buildings used for the display of

No.	Description of land	Additional Use	Conditions
			animals is restricted to camels only.

SCHEDULE 2 - Restricted uses for land in Scheme area

No.	Description of Land	Restricted Use	Conditions
R1	Lot 947 Carnarvon Street as indicated on the scheme maps.	Hotel / Motel	As determined by the local government
R2	Lot 1 Louis Street as indicated on the scheme maps.	Hotel	As determined by the local government
R3	Lot 51 Robinson Street as indicated on the scheme maps.	Motel	As determined by the local government

SCHEDULE 3 - Special use zones in Scheme area

No.	Description of Land	Special Use	Conditions	Annotation
SU1	Lot 351 Broome Road as indicated on the scheme maps.	Crocodile Farm 'D' use.	(1) Development on site may include a wildlife retreat and associated tourist uses. (2) Site and Development Requirements - As determined by the local government.	CF
SU2	Lot 100, 102 & 259 Broome Road as indicated on the scheme maps.	Aboriginal use, offices and ancillary uses 'D' use.	As determined by the local government.	AU
SU3	Lot 400 Crab Creek Road (Reserve 41066) as indicated on the scheme maps.	Bird observatory 'D use'.	As determined by the local government.	BO
SU4	Lot 1225 & Lot 640 Dora Street, Anne Street & Paddy Street as indicated on the scheme maps.	Aboriginal Use; Offices; Medical Rooms; Residential accommodation and associated uses. 'D' use.	(1) Development onsite may include: Site and Development Requirements - As determined by the local government.	V
SU5	Lot 555 Robinson Street (Reserve 31340) as indicated on the scheme maps.	Caravan Park 'D' use.	As determined by the local government.	CP
SU6	Lot 3130 Sanctuary Road as indicated on the scheme maps.	Caravan Park 'D' use.	As determined by the local government.	CP
SU7	Lot 500 Wattle Drive as indicated on the scheme maps.	Caravan Park 'D' use.	As determined by the local government.	CP

No.	Description of Land	Special Use	Conditions	Annotation
SU8	Lot 154 Willie Creek Road as indicated on the scheme maps.	Pearl Farm 'D' use.	(1) Uses may include: Pearl Farm and ancillary uses; Tourist Display; Office; Shop and Caretaker's accommodation. (2) Site and development requirements – As determined by local government.	PF
SU9	Lot 224 on Deposited Plan 216717. Dampier Peninsula – Arrow Pearls as indicated on the scheme maps.	Pearl Farm 'D' use.	As determined by the local government	PF
SU10	Lots 84, 87 & 215 Cygnet Bay Road as indicated on the scheme maps.	Pearl Farm 'D' use.	(1) Uses may include: a Pearl Farm and ancillary use; Tourist Development-Low Impact Tourism; Staff Accommodation and Restaurant. (2) Site and Development requirements – As determined by local government and as set out in a local development plan.	PF

No.	Description of Land	Special Use	Conditions	Annotation
SU11	Lot 136 Broome Road as indicated on the scheme maps.	Road House 'D' use.	(1) Uses may include: Caravan and Camping Grounds; Service Station; Convenience retail; Restaurant; Caretakers dwelling; Staff accommodation; Liquor store; Motor vehicle repairs; and Associated Uses. (2) Site and Development Requirements - As determined by the local government.	RH
SU12	Lot 1128 Sanderling Drive as indicated on the scheme maps.	Child Care Premises 'D' use.	As determined by the local government.	CC
SU13	Pt. Lot 297 on Plan No. P093256 and Pt. Reserve 20927 as indicated on the scheme maps.	Airfield 'D' use.	As determined by the local government.	AS
SU14	Lot 100 Cable Beach Road as indicated on the scheme maps.	Tourist Development 'D' use.	As determined by the local government.	TD

No.	Description of Land	Special Use	Conditions	Annotation
SU15	Lot 6 Great Northern Highway as indicated on the scheme maps.	Road House 'D' use.	(1) Uses may include: Caravan and Camping Grounds; Service Station; Convenience retail; Restaurant; Caretakers dwelling; Staff accommodation; Liquor store; Motor vehicle repairs; and Associated Uses. (2) Site and Development Requirements - As determined by the local government.	RH
SU16	Reserve 21709 (Barred Creek) Waterbank as indicated on the scheme maps.	Camping 'D' use.	As determined by the local government.	C

No.	Description of Land	Special Use	Conditions	Annotation
SU17	Lot 1642(Strata Lots 1-10) Frederick Street and Lot 1343 Frederick Street as indicated on the scheme maps.	Mixed Business 'D' use.	(1) Development shall provide a range of wholesaling, showrooms, trade and professional services which, by reason of their scale, character and operational land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within Mixed Use or Service Commercial zones. (2) Site and Development Requirements As determined by the local government with due regard to the Scheme and Policy requirements. (3) New developments must be strategically justifiable in the context of the local planning framework.	MB
SU18	(i) Lot 238 (as indicated on scheme map) – Kennedy's Cottage. (ii) Lots 192 and 1242 (as indicated on scheme map) – Port Smith.	Low Impact Tourism As a 'P' use: Tourist Development As a 'D' use: <ul style="list-style-type: none"> Bed and breakfast accommodation Industry – primary production Rural home business 	<u>Low Impact Tourism Special Use Zone Objectives</u> (1) The objectives of the Special Use Zone - Low Impact Tourism are as follows: <ul style="list-style-type: none"> To establish low impact tourist land uses capable of being combined with other uses having a minimal 	LT

No.	Description of Land	Special Use	Conditions	Annotation
	<p>(iii) Lot 323 (as indicated on scheme map) – Eco Beach.</p> <p>(iv) Lot 89 (as indicated on scheme map) -Gumbarnun.</p> <p>(v) Lots 19, 21, 100, 3001 (as indicated on scheme map)- Kooljaman</p> <p>(vi) Lot 944 & Lot 1539 Great Northern Highway (as indicated on scheme map) – Eighty Mile Beach ;</p> <p>(vii) Barn Hill Pt Lot 730 and 358 on Plan 71878, Roebuck as indicated on the scheme maps.</p>	<ul style="list-style-type: none"> Rural pursuit/hobby farm <p>As an 'A' use:</p> <ul style="list-style-type: none"> airfield <p>As an 'I' use:</p> <ul style="list-style-type: none"> Art gallery Caretaker's dwelling Community Purpose Educational establishment Office Restaurant/café Shop Small bar <p>Any use not listed is to be considered in accordance with the objectives of the special use zone and the associated development standards.</p>	<p>impact upon the existing amenity and landscape character of the land;</p> <ul style="list-style-type: none"> To provide for sustainable low-impact tourist land uses that is of a high standard in terms of design and amenity, which is sympathetic to, and integrated with, the rural and/or natural attributes of the surrounding area; and To ensure that all land uses and development have a minimal adverse impact upon the ecological and landscape values of the land and the environmental qualities of the locality. <p>(2) Development standards:</p> <p>(a) Development should not adversely impact on the environmental or landscape qualities of the locality and should maximise the retention of any native vegetation on the site;</p> <p>(b) Buildings and structures</p>	

No.	Description of Land	Special Use	Conditions	Annotation
			<p>should be located to avoid ridgelines, escarpments or visually exposed sites when viewed from any adjoining public or private land or public roads and is situated to maximise screening of the development by vegetation and/or existing landform features;</p> <p>(a) 20m minimum primary street setback;</p> <p>(b) 10m minimum side and rear boundary setback;</p> <p>(c) Building setback variations at the discretion of the local government having regard to any relevant local planning policies and the likely impact of the proposal on adjoining landholdings; and</p> <p>(d) 10% maximum site coverage;</p> <p>(3) Subdivision:</p> <p>(a) The local government will not support subdivision within the</p>	

No.	Description of Land	Special Use	Conditions	Annotation
			<p>Special Use zone unless the subdivision is in accordance with an endorsed Structure Plan, Local Development Plan or an adopted local planning framework.</p> <p>(b) The local government may support the subdivision of land in the absence of an approved structure plan, local development plan and/or layout plan, where the local government considers the proposed subdivision:</p> <p>(i) is a minor boundary adjustment and/or</p> <p>(ii) does not propose the creation of new lots.</p>	

SCHEDULE 4: Additional site and development requirements that apply to the scheme area

No.	Description of land	Requirement
1.	All Zones	<p>Car Parking</p> <p>(1) Schedule 5 sets out the requirements for parking for non-residential development, and the non-residential component of mixed-use developments for all zones.</p> <p>(2) Land within the Scheme area shall not be used or developed for any purposes unless car parking bays, bicycle racks and motorcycle bays are provided on site in accordance with Schedule 5.</p> <p>(3) Where land is to be developed or used for a purpose not mentioned in Schedule 5, or where a standard or requirement is not specified in Schedule 5, the local government shall determine in each case the required number of car parking bays, bicycle racks and motorcycle bays to be provided on the land having regard to the:</p> <ul style="list-style-type: none"> (a) nature of the proposed development; (b) number of employees or others likely to be employed or engaged in the use of the land; (c) anticipated demand for visitor parking; (d) orderly, proper and sustainable planning of the area; (e) the parking requirements under the Scheme for uses of a similar nature (if any). <p>(4) Where on any lot, different land uses have been or are to be established and those uses operate at different times to each other, the local government, upon being satisfied that the operating times will be permanent and will form the subject of conditions under which a development approval will be granted, may reduce the total number of bays required to be provided for those uses as set out under Schedule 6, or as specified by the local government, on a reciprocal use basis having regard to the greatest number of vehicles that may need to be accommodated on the land during periods of peak usage of the site.</p> <p>(5) Except as provided in sub clause (4), for developments involving a number of uses, the car parking requirement shall be the sum of the number required for each use.</p>

		<p>(6) Except as may otherwise be approved by the local government, all parking areas shall be provided with: –</p> <ul style="list-style-type: none"> (a) a surface that will render the parking area capable of use at all times; (b) drainage and connection to a legal point of discharge; (c) surface lines or similar edging marked out to show the manner in which the parking area is to be used; and (d) landscaping of external parking areas to reduce the heat retention of paved areas is to include landscaping in the form of shade trees at the rate of every 4 consecutive bays or 12 meters, whichever is the lesser. (e) In instances where parking areas accommodate 20 vehicles or more, provision shall be made, for safe demarcated pedestrian movement through the parking areas to connect with other pedestrian movement routes in the locality. <p>(7) Pedestrian access shall be separated from car parking areas to provide safe access to and within the car parking areas.</p> <p><u>Cash payments in lieu</u></p> <p>(8) Where the local government so decides, cash payments in lieu of the provision of parking spaces on the site of any proposed development may be accepted but the cash-in-lieu payment shall not be less than the estimated cost to the owner or developer of providing and constructing the parking spaces required by the scheme plus the value, as estimated by the local government, of that area of the land which would have been occupied by the parking spaces:</p> <ul style="list-style-type: none"> (a) Payments under this clause shall be paid into a parking fund to be used for the provision and maintenance of public car parking facilities anywhere within reasonable proximity to the subject land in respect of which a cash-in-lieu arrangement is made. (b) The local government may waive or vary requirements for on-site car parking if it is satisfied that adequate constructed car parking has been provided in close proximity to the proposed development. <p>(9) Where a parking area has been provided as part of an approved development and a later application for development approval is lodged with the local government to change a use within the development to one which generates the need for additional parking, the local government may –</p>
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		<p>(a) accept a cash-in-lieu of parking in the event that the additional parking cannot be provided on site; or</p> <p>(b) require the provision of additional parking either on site or in a location nearby acceptable to the local government.</p> <p>(10) Car parking for development comprised of tourism land uses and residential development shall:</p> <p>(a) be located in an area which is separate from any car parking for commercial uses and is to be exclusively used for the residential development and tourist land uses.</p> <p>(b) Provision for buses shall be provided on site, or in close proximity to a tourist land use.</p>
2.	All Zones	<p>Obstacle Limitation Surfaces map and Australian Noise Exposure Forecast</p> <p>(1) In considering applications for development approval, due regards shall be given to:</p> <p>(a) The Obstacle Limitation Surfaces map and Australian Noise Exposure Forecast (ANEF) contours for the Broome International Airport, as contained Schedule 9 and within any an adopted local planning policy;</p> <p>(b) Australian Standards 2021-2000: Acoustics – Aircraft Noise Intrusion – Building Siting and Construction; and</p> <p>(c) Advice of the relevant State Government authorities.</p> <p>(2) All development and structures, including flood lights and cranes, shall comply with the height limitations associated with the Obstacle Limitation Surfaces. Any temporary intrusions shall receive written consent from the local government prior to erection.</p>

3.	All Zones	<p>Land use and noise control</p> <p>(1) Land uses which have the potential to generate significant adverse noise levels affecting sensitive land uses due to machinery, amplified music or announcements or any other ambient noise may be the subject of conditions which require an acoustic report to be prepared by the applicant and any noise attenuation controls recommended by the report to be implemented.</p>
4.	All Zones	<p>Controlled access</p> <p>(1) Roads under the control of Main Roads Western Australia</p> <p>(a) Where development is proposed that requires access from a primary distributor under the control of Main Roads Western Australia, then Main Roads Western Australia are to control the location, number, size and construction standards of access points onto that road. Formal approval is required by Main Roads Western Australia in consultation with the local government prior to construction of the access.</p> <p>(2) Roads under the control of local government</p> <p>(b) Where development is proposed that requires access to district and local distributor roads and local roads under the control of the local government the local government may control the location, number, size and construction standards of these roads. Controlled access will apply to district and regional distributor roads shown on the Scheme Maps.</p>
5.	All Zones	<p>Inappropriate or incongruous development</p> <p>(1) Where, in the opinion of the local government, any proposed development, would not be in harmony with existing buildings or the landscape of the locality in which the proposed development is to be located by virtue of the use, design or appearance of the development, the colour or type of materials to be used on exposed surfaces, the height, bulk and mass of any building, the local government may:</p> <p>(a) refuse its approval for the development notwithstanding that it otherwise complies with the provisions of the Scheme; or</p>

		(b) impose conditions on any development approval granted for the proposed development to ensure that it will be in harmony with existing buildings and the landscape quality of the locality in which the development is to be located.
6.	All Zones	<p>Landscaping and tree retention</p> <p>(1) When considering an application, the local government is to determine whether any tree has landscape significance and should be retained.</p> <p>(2) For the purpose of retaining significant tree the local government may:</p> <ul style="list-style-type: none"> (a) impose a condition on a development approval requiring trees to be retained; (b) request the Commission to impose a subdivision condition for the retention of trees and/or for additional trees to be planted on the site; (c) impose a condition requiring a modification of the development to ensure retention of significant trees. <p>(3) A landscaping plan which details the retention of existing tree/s and proposed landscaping on site and within the abutting road reserve may be required as a condition of development approval for development.</p>
7.	All Zones	<p>Management of construction sites</p> <p>(1) In addition to any requirements which may be imposed as conditions of development approval, construction sites are to be managed so as to minimise soil erosion or the degradation of any water resource due to the action of wind or water and protect as far as practicable, the natural resource values of the site and of the adjacent area. Native vegetation cleared on sites shall be mulched and redistributed on site.</p>
8.	All Zones	<p>Caretaker's dwellings</p> <ul style="list-style-type: none"> (1) A caretaker's dwelling should be incidental to the predominant use on the site. (2) Unless otherwise approved, only one caretaker's dwelling is permitted on a lot and that dwelling should be on the same lot as the predominant use. (3) A caretaker's dwelling shall be limited in floor area to a maximum of floor area of 100 square metres;

		<p>(4) may not be used until such time as the land upon which it is to be established is developed and/or is in use for a purpose requiring oversight by a caretaker; and</p> <p>(5) Where the predominant use ceases, the right to use the caretakers dwelling expires.</p>
9.	All Zones	<p>Service Areas</p> <p>(1) All commercial, tourist and industrial developments are to make provision onsite for storage areas, bin areas and general service areas for loading and unloading of goods and these areas must be screened from view of any street. The service area and associated service vehicle movement should not conflict with on-site parking and manoeuvring of staff and patron vehicles.</p> <p>(2) On site manoeuvring space for service vehicles is to be provided in association with the service areas.</p>
10.	Mixed Use Zone, Tourism Zone, Regional Centre Zone, District Centre Zone	<p>Height of buildings</p> <p>(1) The local government's objective is to ensure development responds to the current and planned character of the Broome townsite, and to ensure the built form and amenity of the locality is maintained or enhanced.</p> <p>(2) The height of mixed use and non-residential development may not exceed a wall height of ten (10) metres and a building height of fourteen (14) metres unless:</p> <p>(a) the proposed variation is identified in an approved Local Development Plan, Structure Plan or Local Planning Policy; or</p> <p>(b) the local government is satisfied that the variation complies with the objectives of clause (1) and will not have a significant adverse impact upon the current and planned character of the area and nearby development having regard to the design principles set out in State Planning Policy 7.0: Design of the Built Environment and where relevant State Planning Policy 7.2: Precinct Design and State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.</p> <p>(3) Notwithstanding the provisions of clause (2), the local government may:</p>

		<p>(a) require the applicant to prepare a local development plan or structure plan prior to consideration of a development application; and/or</p> <p>(b) refer the application to the Design Review Panel for review against the design principles set out in State Planning Policy 7.0: Design of the Built Environment and where relevant State Planning Policy 7.2: Precinct Design and State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.</p>
11.	Rural Residential Zone, Rural Smallholdings Zone, Rural Zone, Cultural and Natural resource use Zone	<p>Water Supply</p> <p>(1) The Local Government will not support subdivision or, where applicable grant development approval, unless demonstrated and sustainable water supply is to be provided in accordance with Western Australian Planning Commission policy, including State Planning Policy 2.5 Rural Planning and its associated guidelines.</p>
12.	Regional Centre Zone, Local Centre Zone, District Centre Zone, Mixed Use Zone, Tourism Zone, Service Commercial Zone and Residential Zone	<p>Urban Design</p> <p>(1) Built form is to have regard for local climatic conditions and traditional architecture features.</p> <p>(2) Architectural features should be included in development to reduce solar penetration and increase access to prevailing breezes.</p>

13.	Regional Centre Zone	<p>Structure and/ or Local Development Plan</p> <p>(1) In the absence of an approved structure plan, and for the purposes of orderly and proper planning, the local government may require the preparation and adoption of a local development plan prior to consideration of a development application.</p> <p>Site and Development Standards</p> <p>(2) All proposals for land use and development shall be generally consistent with the adopted local planning framework and relevant design guidelines.</p> <p>(3) Mixed use and residential development are to be assessed under the R50 density coding of the Residential Design Codes unless otherwise provided for in the adopted local planning framework.</p> <p>(4) In considering applications for development approval, the local government shall have regard to the Obstacle Limitation Surfaces (Schedule 7) and Australian Noise Exposure Forecast (ANEF) contours for the Broome International Airport (Schedule 8).</p> <p>(5) Where a mixed use development is proposed, the residential use shall be confined to an upper storey unless otherwise provided for in the adopted local planning framework and design guidelines.</p> <table border="1" data-bbox="622 895 1552 1310"> <thead> <tr> <th data-bbox="622 895 808 978">Primary Street Setback (m)</th><th data-bbox="808 895 1010 978">Secondary Street Setback (m)</th><th data-bbox="1010 895 1552 978">Side and Rear Setbacks (m)</th></tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="622 978 1552 1010">Mixed Use and Residential Development</td></tr> <tr> <td colspan="3" data-bbox="622 1010 1552 1090">All setbacks are to be in accordance with R-Codes unless otherwise identified in the adopted local planning framework and relevant design guidelines.</td></tr> <tr> <td colspan="3" data-bbox="622 1090 1552 1153">Nil front setbacks may be provided where supported by the adopted local planning framework.</td></tr> <tr> <td colspan="3" data-bbox="622 1153 1552 1185">Non-Residential Development</td></tr> <tr> <td colspan="3" data-bbox="622 1185 1552 1265">All setbacks are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines.</td></tr> <tr> <td colspan="3" data-bbox="622 1265 1552 1310">Nil front setbacks may be provided where supported by the adopted local planning framework.</td></tr> </tbody> </table>	Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)	Mixed Use and Residential Development			All setbacks are to be in accordance with R-Codes unless otherwise identified in the adopted local planning framework and relevant design guidelines.			Nil front setbacks may be provided where supported by the adopted local planning framework.			Non-Residential Development			All setbacks are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines.			Nil front setbacks may be provided where supported by the adopted local planning framework.		
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		Maximum Site Coverage	Maximum Plot Ratio	
		75%	As identified in the R-Codes or adopted local planning framework and relevant design guidelines	
		Landscaping		
		As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines		
		Subdivision		
		(6) The local government will not support subdivision within the Regional Centre zone unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.		
		(7) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where the local government considers the proposed subdivision:		
		(a) Is a minor boundary adjustment;		
		(b) does not propose the creation of new lots; and		
		(c) the new lots are considered to be consistent with the subdivision pattern in the locality.		
14.	District Centre Zone, Local Centre Zone	Structure and/or Local Development Plan		
		(1) In the absence of an approved structure plan, and for the purposes of orderly and proper planning, the local government may require the preparation and adoption of a local development plan prior to consideration of a development application.		
		Site and Development Standards		
		(2) All proposals for land use and development shall be generally consistent with the adopted local planning framework and relevant design guidelines.		
		(3) Mixed use and residential development are to be assessed under the R40 density coding of the Residential Design Codes unless otherwise provided for in the adopted local planning framework.		
		(4) Where a mixed use development is proposed, the residential use shall not be permitted unless located above or behind the existing or new non-residential development on the lot(s).		

		<table> <tr> <th>Primary Street Setback (m)</th><th>Secondary Street Setback (m)</th><th>Side and Rear Setbacks (m)</th></tr> <tr> <td colspan="3">Mixed Use and Residential Development</td></tr> <tr> <td colspan="3">All setbacks are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines</td></tr> <tr> <td colspan="3">Non-Residential Development</td></tr> <tr> <td>3</td><td>3</td><td>Nil*</td></tr> <tr> <td colspan="2">Maximum Site Coverage</td><td>Maximum Plot Ratio</td></tr> <tr> <td colspan="2">50%</td><td>As identified in the R-Codes or adopted local planning framework.</td></tr> <tr> <td colspan="3">Landscaping</td></tr> <tr> <td colspan="3">As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines.</td></tr> </table> <p>* Nil side and rear setbacks may be provided at the discretion of local government where supported by the adopted local planning framework.</p> <p>Subdivision</p> <p>The local government will not support subdivision within the District Centre and Local Centre zone unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p> <p>The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where the local government considers the proposed subdivision:</p> <ul style="list-style-type: none"> (a) is a minor boundary adjustment. (b) does not propose the creation of new lots; or (c) the new lots are considered to be consistent with the subdivision pattern in the locality. 	Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)	Mixed Use and Residential Development			All setbacks are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines			Non-Residential Development			3	3	Nil*	Maximum Site Coverage		Maximum Plot Ratio	50%		As identified in the R-Codes or adopted local planning framework.	Landscaping			As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines.		
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15.	Mixed Use Zone	<p>Structure and/or Local Development Plan</p> <p>(1) In the absence of an approved structure plan, and for the purposes of orderly and proper planning, the local government may require the preparation and adoption of a local development plan prior to consideration of a development application.</p> <p>Site and Development Standards</p>																											

		<p>(2) All proposals for land use and development shall be generally consistent with the adopted local planning framework and relevant design guidelines.</p> <p>(3) Mixed use and residential development are to be assessed under the R40 density coding of the Residential Design Codes unless otherwise identified on the scheme maps or provided for in the adopted local planning framework.</p> <p>(4) In considering applications for development approval, the local government shall have regard to the Obstacle Limitation Surfaces (Schedule 6) and Australian Noise Exposure Forecast (ANEF) contours for the Broome International Airport (Schedule 7).</p>		
		Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)
		Mixed Use and Residential Development		
		All setbacks for mixed use and residential development (including residential component within mixed use development) are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines		
		Non-Residential Development		
		All setbacks are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines		
		Maximum Site Coverage		Maximum Plot Ratio
		55%		As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines
		Landscaping		
		As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines		
		Subdivision		
		<p>(5) The local government will not support subdivision within the Mixed Use zone unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p> <p>(6) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where the local government considers the proposed subdivision:</p> <p>(a) Is a minor boundary adjustment.</p> <p>(b) does not propose the creation of new lots; and</p>		

		(c) the new lots are considered to be consistent with the subdivision pattern in the locality.																		
16.	Service Commercial Zone Light Industry Zone General Industry Zone	<p>Structure and/or Local Development Plan</p> <p>(1) In the absence of an approved structure plan, and for the purposes of orderly and proper planning, the local government may require the preparation and adoption of a local development plan prior to consideration of a development application.</p> <p>Site and Development Standards</p> <table border="1"> <tr> <th>Primary Street Setback (m)</th><th>Secondary Street Setback (m)</th><th>Side and Rear Setbacks (m)</th></tr> <tr> <td>9</td><td>4.5</td><td>Nil*</td></tr> <tr> <td colspan="2">Maximum Site Coverage</td><td>Maximum Plot Ratio</td></tr> <tr> <td colspan="2">75%</td><td>N/A</td></tr> <tr> <td colspan="3">Landscaping</td></tr> <tr> <td colspan="3">Landscaping shall be provided and maintained abutting the boundary of all primary and secondary street frontages to a minimum depth of 3 metres from the boundary within the site to the satisfaction of the Shire.</td></tr> </table> <p>*subject to appropriate car parking, access and loading arrangements.</p> <p>Subdivision</p> <p>(2) The local government will not support subdivision within the Service Commercial zone unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p> <p>(3) The local government will not support subdivision within the Light Industry zone where lot areas less than 2,000m² are proposed, unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p> <p>(4) The local government will not support subdivision within the General Industry zone where lot areas less than 6,000m² are proposed, unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p>	Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)	9	4.5	Nil*	Maximum Site Coverage		Maximum Plot Ratio	75%		N/A	Landscaping			Landscaping shall be provided and maintained abutting the boundary of all primary and secondary street frontages to a minimum depth of 3 metres from the boundary within the site to the satisfaction of the Shire.		
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Landscaping																				
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		<p>(5) The local government will not support subdivision within the Broome Road Industrial Area unless the subdivision is in accordance with an endorsed Structure Plan, Local Development Plan or adopted local planning framework.</p> <p>(6) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where the local government considers the proposed subdivision:</p> <ul style="list-style-type: none"> (a) is a minor boundary adjustment. (b) does not propose the creation of new lots; (c) the new lots are considered to be consistent with the subdivision pattern in the locality; and (d) in relation to proposed General Industry subdivision satisfies the Commission's D.C Policy 4.1 and does not prejudice the intent of the General Industry zone.
17.	Tourism Zone	<p>Structure and/or Local Development Plan</p> <p>(1) In the absence of an approved structure plan, and for the purposes of orderly and proper planning, the local government may require the preparation and adoption of a local development plan prior to consideration of a development application.</p> <p>Site and Development Standards</p> <p>(2) All proposals for land use and development shall be generally consistent with the adopted local planning framework and relevant design guidelines.</p> <p>(3) The local government may approve a combination of short-term tourism accommodation uses and permanent residential use on the same site provided that it complies with the following:</p> <ul style="list-style-type: none"> (a) the tourism land use is the predominant use of the site and will occupy not less than 60% of the site area and 60% of the total number of units; (b) the scale, bulk and design of the development responds to the character and enhances the amenity of the area; (c) the residential component is integrated with both the tourism uses and management structure of the proposal; (d) the protection of residential amenity through careful design of both facilities and accommodation on the site to minimise disturbance and conflicts between land uses;

		<p>(e) where strata titling is proposed, a Management statement is registered at the same time the strata or survey-strata plan is registered that restricts the maximum length of stay to three months in any twelve month period applied to the tourism accommodation; and</p> <p>(f) if the development is to be staged, the residential development is not to precede tourist land use.</p>																											
		<table><tr><th>Primary Street Setback (m)</th><th>Secondary Street Setback (m)</th><th>Side and Rear Setbacks (m)</th></tr><tr><td colspan="3">Mixed Use and Residential Development</td></tr><tr><td colspan="3">All setbacks for residential development (including residential component within mixed use development) are to be in accordance with R-Codes (R40) unless otherwise identified in the local planning framework and relevant design guidelines.</td></tr><tr><td colspan="3">Non-Residential Development</td></tr><tr><td colspan="3"><p>(a) Nil side and rear setbacks adjoining a Tourism Zoned land.</p><p>(b) Buildings may be built from side boundary to side boundary for ground floor and first floor, except where required to provide access and parking.</p><p>(c) All other setbacks are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines</p></td></tr><tr><td>Maximum Site Coverage</td><td colspan="2">Maximum Plot Ratio</td></tr><tr><td>55%</td><td colspan="2">As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines</td></tr><tr><td colspan="3">Landscaping</td></tr><tr><td colspan="3">As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines.</td></tr></table>	Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)	Mixed Use and Residential Development			All setbacks for residential development (including residential component within mixed use development) are to be in accordance with R-Codes (R40) unless otherwise identified in the local planning framework and relevant design guidelines.			Non-Residential Development			<p>(a) Nil side and rear setbacks adjoining a Tourism Zoned land.</p> <p>(b) Buildings may be built from side boundary to side boundary for ground floor and first floor, except where required to provide access and parking.</p> <p>(c) All other setbacks are to be in accordance with R-Codes unless otherwise identified in the local planning framework and relevant design guidelines</p>			Maximum Site Coverage	Maximum Plot Ratio		55%	As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines		Landscaping			As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines.		
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		<p>Subdivision</p> <p>(4) The local government will not support subdivision within the Tourism zone to create lots less than 1 hectare in area, unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p> <p>(5) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where the local government considers the proposed subdivision:</p>																											

		<p>(a) is a minor boundary adjustment.</p> <p>(b) does not propose the creation of new lots; and</p> <p>(c) the new lots are considered to be consistent with the subdivision pattern in the locality.</p>						
18.	Rural Residential Zone	<p>Structure and/or Local Development Plan</p> <p>(1) In the absence of an approved structure plan, and for the purposes of orderly and proper planning, the local government may require the preparation and adoption of a local development plan prior to consideration of a development application.</p> <p>Site and Development Standards</p> <p>(2) The maximum aggregate floor area of outbuilding(s) on a lot should not exceed 200m² and an outbuilding shall not exceed a wall height of 4.5 metres and a building height of 6 metres.</p> <p>(3) An increase in the floor area or wall height and building height may be approved at the local government's discretion. When considering such an application, the local government shall have regard for; the approved land use on site and the demand for the outbuilding, and the use of the proposed outbuilding/s and any existing outbuildings, and the impact of increased floor area and an increase in the number of outbuildings on the amenity of the site and locality, and the objective and policies of the Rural Residential zone</p> <p>(4) Existing natural vegetation shall be retained within all setback areas.</p> <p>(5) Natural vegetation may only be removed where clearing is required to provide for approved development or land use, firebreak or drainage requirements or where vegetation is dead, dangerous or diseased. All other removal of natural vegetation requires local government approval.</p> <p>(6) Reticulated water supply is required to be connected for subdivision within the Broome Townsite Rural Residential Zone area.</p> <table border="1"> <tr> <th>Primary Street Setback (m)</th><th>Secondary Street Setback (m)</th><th>Side and Rear Setbacks (m)</th></tr> <tr> <td>20*</td><td>10*</td><td>10*</td></tr> </table> <p>*All setbacks are to be in accordance with any relevant local planning policy and/or structure plan</p>	Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)	20*	10*	10*
Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)						
20*	10*	10*						

		Maximum Site Coverage	Maximum Plot Ratio
		10%	N/A
		<p>Subdivision</p> <p>(7) The local government will not support subdivision within the Rural Residential zone unless the subdivision is in accordance with an endorsed Structure Plan, Local Development Plan or and adopted local planning framework. In regard to the following areas, the local government will only support subdivision and accompanying structure planning based on the following minimum lot sizes:</p> <ul style="list-style-type: none"> (a) Twelve Mile Precinct -2 ha; (b) Coconut Wells – 4ha; (c) Lots 404 and 407 Lullfitz Drive (Bilingurr Precinct) -2ha; and (d) Wattle Drive Precinct and (balance portion of Bilingurr Precinct) -1ha <p>(8) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where the local government considers the proposed subdivision:</p> <ul style="list-style-type: none"> (a) is a minor boundary adjustment. (b) does not propose the creation of new lots; (c) the new lots are considered to be consistent with the subdivision pattern in the locality; and (d) does not prejudice the orderly and proper planning of the area. 	
19.	<p>Rural Zone</p> <p>Rural Smallholdings Zone</p> <p>Cultural and Natural resource use Zone</p>	<p>Structure and/or Local Development Plan</p> <p>(1) For the purposes of orderly and proper planning of a particular site in Rural zone, Rural Smallholdings zone or Cultural and Natural resource use Zone, the local government may require the preparation and approval of a structure plan, local development plan (depending on the scale of the development) and/or layout plan in accordance with the deemed provisions.</p> <p>Site and Development Standards</p> <p>(2) Where rural agricultural activities or other approved land uses propose the sale of produce and goods from the site to the public and/or provide an associated education centre or educational tours, then car parking shall be provided on site with the number of required car parking bays being at the local government's discretion or as set out in Schedule 5.</p>	

		<table border="1"> <tr> <th>Primary Street Setback (m)</th><th>Secondary Street Setback (m)</th><th>Side and Rear Setbacks (m)</th></tr> <tr> <td>30</td><td>NA</td><td>20</td></tr> <tr> <td colspan="3">*Development standards to be at the discretion of the local government having regard to any relevant local planning policy and the likely impact of the proposal on adjoining landholdings.</td></tr> <tr> <th>Maximum Site Coverage</th><th colspan="2">Maximum Plot Ratio</th></tr> <tr> <td>N/A</td><td colspan="2">N/A</td></tr> </table> <p>Subdivision</p> <p>(3) The local government will not support subdivision unless the subdivision is in accordance with an endorsed Structure Plan, Local Development Plan or an adopted local planning framework.</p> <p>(4) The local government may support the subdivision of land in the absence of an approved structure plan, local development plan and/or layout plan, where the local government considers the proposed subdivision:</p> <ul style="list-style-type: none"> a) is a minor boundary adjustment. b) does not propose the creation of new lots; c) the new lots are considered to be consistent with the subdivision pattern in the locality; and d) satisfies the Commission's D.C Policy 2.4 and does not prejudice the intent of the Rural and Small Holdings zones. 	Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)	30	NA	20	*Development standards to be at the discretion of the local government having regard to any relevant local planning policy and the likely impact of the proposal on adjoining landholdings.			Maximum Site Coverage	Maximum Plot Ratio		N/A	N/A	
Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)															
30	NA	20															
*Development standards to be at the discretion of the local government having regard to any relevant local planning policy and the likely impact of the proposal on adjoining landholdings.																	
Maximum Site Coverage	Maximum Plot Ratio																
N/A	N/A																
20.	Urban Development Zone	<p>Structure and/or Local Development Plan</p> <p>(1) The local government is not to:</p> <ul style="list-style-type: none"> (a) consider recommending subdivision; or (b) approve development of land; <p>unless a structure plan in respect of the area the subject to the application, has been prepared and endorsed pursuant to Part 4 of the deemed provisions, and the application shall be generally in accordance with the structure plan.</p>															

		<i>Note: Also refer to the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2 Deemed provisions for local planning schemes, Part 4 Structure plans.</i>
		(2) Notwithstanding subclause (1) the local government may recommend subdivision or approve development without a structure plan, if in the opinion of the local government, such development is of a minor nature and will not prejudice the future structure planning of the site or zone.
21.	Settlement Zone	<p>(1) Development standards shall be as per the corresponding zone as specified on the relevant Layout Plan prepared in accordance with State Planning Policy 3.2.</p> <p>(2) Where the relevant zone is not specified on the Layout Plan the development standards will be determined by the local government using the most appropriate zone standard as a guide.</p>

SCHEDULE 5 – Parking Standards

(a) Parking for Regional Centre zone

Use and Development Class	Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/ racks and end of trip facilities (lockers, changing rooms and showers)
Residential (all types), Residential Building, Motel and the accommodation section of a Hotel.	Residential development which is to be considered in accordance with the R Codes unless varied by clause 26 of this scheme. Development providing short stay accommodation is to comply with the use class requirements set out in Schedule 5(b) below.	in accordance with the R-Codes and/or set out in a local planning policy.
All other use and development.	1 bay per 25m ² of NLA.	Only employee bicycle bay/ racks and end of trip facilities be provided as set out in Schedule 5(b) below.

(b) Parking All Zones - Excluding Regional Centre Zone

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/ racks and end of trip facilities (lockers, changing rooms and showers)
abattoir	As determined by the local government.	As determined by the local government.
aerodrome	As determined by the local government.	As determined by the local government.
aged or dependent person's accommodation	In accordance with the R-Codes.	In accordance with the R-Codes.
agriculture – extensive	As determined by the local government.	Not applicable.
agriculture – intensive	As determined by the local government.	Not applicable.
airfield	As determined by the local government.	Not applicable.
amusement parlour	1 bay per 25m ² of NLA	1 bay/rack for every 50m ² NLA.
ancillary dwelling	In accordance with the R Codes.	In accordance with the R Codes.
animal establishment	As determined by the local government.	As determined by the local government.
animal husbandry - intensive	As determined by the local government.	As determined by the local government.
art gallery	1 bay per 40m ² of NLA.	1 bay/rack for every 50m ² NLA.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/racks and end of trip facilities (lockers, changing rooms and showers)
bed and breakfast accommodation)	In accordance with the R-Codes. Plus 1 bay for each guest bedroom	In accordance with the R-Codes
betting agency	1 bay per 25m ² of NLA.	1 bay/rack for every 50m ² NLA.
brewery	1 bay per 50m ² of NLA of Brewery. 1 bay per 6m ² of drinking and dining area (if provided).	As determined by the local government.
bulky goods showroom	1 bay per 50m ² of NLA.	Visitors: 1 bay/rack per 500m ² NLA. Employees: If over 1000m ² NLA, 2 bays/racks and end of trip facilities to be provided for employees.
caravan park	A minimum of 1 bay per caravan site and 1 bay for every 2 camp sites which can be provided as part of the caravan or camp site. Plus visitor parking, of 1 bay per 20 sites with a minimum of 2 bays. All visitor bays shall be outside of any security fences/barriers.	1 bay/rack for every 4 sites.
caretaker's dwelling	2 bays	In accordance with the R-Codes.
car park	As determined by the local government	Not applicable.
childcare premises	<ul style="list-style-type: none"> 1 bay per 10 children the premises is designed and approved to accommodate; plus 1 bay per employee; <p>with a minimum of 5 bays required.</p>	Visitors: 1 bay/rack for every 4 employees. Employees: If more than 8 employees, 2 bays/racks and end of trip facilities to be provided for employee use.
cinema/theatre	1 bay for every 4 seats and 1 bay per employee	1 bay/rack for every 50m ² NLA.
civic use		Visitors: 1 bay/rack per 300m ² NLA.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/racks and end of trip facilities (lockers, changing rooms and showers)
	1 bay per 40m ² NLA. Plus 1 bay per staff member	Employees: If over 750m ² NLA, 2 bays/racks and end of trip facilities to be provided for employee use.
club premises	1 bay for every 4 persons being accommodated	1 bay/rack for every 50m ² NLA.
commercial vehicle parking*	As determined by the local government.	Not applicable.
community purpose	As determined by the local government	1 bay/rack for every 50m ² NLA.
consulting rooms	4 bays for each health consultant room.	2 bays per 4 practitioners, if more than 8 practitioners, in addition, 2 bays for employees and end of trip facilities for employees use. Visitors: 1 bay/rack for every 2 practitioners. Employees: If more than 8 practitioners, 2 bays/racks and end of trip facilities to be provided for employee use.
convenience store	As determined by the local government'	As determined by the local government.
corrective institution	As determined by the local government	As determined by the local government.
educational establishment	1 bay per staff member Plus adequate pickup/set down areas on site; Plus provision of on-site bus standing and turning areas; If students are of driving age, adequate provision for student onsite parking at the discretion of the local government.	As determined by the local government.
exhibition centre	1 bay per 40m ² of NLA.	1 bay/rack for every 50m ² NLA.
family day care	2 bays for the dwelling, plus 2 drop off/pick up bays.	In accordance with the R-Codes.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/racks and end of trip facilities (lockers, changing rooms and showers)
fast food outlet	2 bays per 2m ² of counter area, plus 1 bay per employee. Where a drive through facility is provided, 4 stacking bays plus 1 waiting bay.	Visitors: 1 bay/rack per 25m ² of NLA. Employees: If over 150m ² NLA, 2 bays/racks and end of trip facilities to be provided for employee use.
fuel depot	1 bay per 30m ² of ancillary office floor area, with a minimum of 2 bays, Plus 1 bay per employee. Adequate parking and manoeuvring for heavy vehicles shall also be provided, at the discretion of the local government.	As determined by the local government.
funeral parlour	1 bay per 30m ² of administration and customer service area. Plus 1 bay per 4 persons capable of being accommodated for any memorial service areas. Where bodies are stored and/or prepared for service or cremation, an additional 2 bays.	As determined by the local government.
garden centre	1 bay per employee and Where selling occurs 1 bay per 50m ² of publicly accessible sales area	As determined by the local government.
grouped dwelling	In accordance with the R-Codes unless otherwise varied by clause 26.	In accordance with the R-Codes.
holiday accommodation	In accordance with the R Codes for grouped and/or multiple dwelling	In accordance with the R-Codes.
home business	To be in accordance with the provisions of the R Codes, plus 1 bay, plus 1 bay for each employee not resident in the dwelling. Where the R Codes do not apply, as determined by the local government.	In accordance with the R-Codes.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/ racks and end of trip facilities (lockers, changing rooms and showers)
home occupation	To be in accordance with the R Codes, or where the R codes do not apply, as determined by the local government.	In accordance with the R-Codes.
home office	To be in accordance with the R Codes, or where the R Codes do not apply, as determined by the local government.	In accordance with the R-Codes.
home store	1 bay per 20m ² of NLA.	In accordance with the R-Codes.
hospital	As determined by the local government	As determined by the local government.
hotel	1 bay for each bedroom/accommodation unit. Plus 1 bay for each 6m ² of bar, lounge or other areas designated for the public (including function rooms), Plus 1 bay for each employee.	1 bay/rack for every 4 bedrooms/ accommodation units.
Industry industry - cottage industry- extractive industry – light industry – primary production	1 bay per 50m ² of NLA in all zones except the “General Industry” zone where 1 car bay per 100m ² of NLA shall be provided. Plus 1 bay per 30m ² of ancillary office floor area	As determined by the local government.
liquor store – large	1 bay per 25m ² NLA.	As determined by the local government.
liquor store – small	1 bay per 20m ² NLA.	As determined by the local government.
Lunch bar	2 bays per 2m ² of counter area, plus 1 bay per employee. Where a drive through facility is provided, 4 stacking bays plus 1 waiting bay.	Visitors: 1 bay/rack per 25m ² of NLA. Employees: If over 150m ² NLA, 2 bays/racks and end of trip facilities to be provided for employee use.
marine filling station	As determined by the local government.	Not applicable.
market	As determined by the local government	As determined by the local government.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/racks and end of trip facilities (lockers, changing rooms and showers)
medical centre	4 bays for each health consultant room. Plus 1 for each other employee.	Visitors: 1 bay/rack for every 2 practitioners. Employees: If more than 8 practitioners, 2 bays/racks and end of trip facilities to be provided for employee use.
mining operations	As determined by the local government.	Not applicable.
motel	1 bay for each bedroom Plus 1 bay per 25 m ² of NLA of service building	1 bay/rack for every 4 bedrooms/ accommodation units.
motor vehicle, boat or caravan sales	1 bay per 150m ² of site area allocated to vehicle display, 1 bay per 30m ² of sales/customer service area and office space, plus 2 bays per service bay, plus an additional 4 drop off bays if vehicle hire is provided.	As determined by the local government.
motor vehicle repair	1 bay per 30m ² of sales/customer service area and office space, plus 2 bays per service bay	As determined by the local government.
motor vehicle wash	As determined by the local government.	Not applicable.
multiple dwelling	In accordance with the R Codes or as varied in clause 26 of the Scheme.	In accordance with the R-Codes.
nightclub	1 bay for each 6m ² drinking and dining area.	As determined by the local government.
office	1 bay per 30 m ² of NLA.	2 bays per 750 m ² of NLA; >750 m ² of NLA, in addition, 2 bays for employees and end of trip facilities for employees use. Visitors: 1 bay/rack per 300m ² NLA. Employees: If over 750m ² NLA, 2 bays/racks and end of trip facilities to be provided for employee use.
park home park	A minimum of 1 bay per park home site plus visitor parking, of 1 bay per 20 sites with a minimum of 2 bays.	1 space for every 4 park home sites
place of worship	1 bay for every 4 persons being accommodated	1 bay/rack for every 50m ² NLA.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/racks and end of trip facilities (lockers, changing rooms and showers)
reception centre	1 bay for every 4 persons being accommodated	1 bay/rack for every 50m ² NLA.
recreation – private	1 bay per 3 spectator seats in a sporting venue. 3 bays per tennis or squash court. 15 bays per bowling green. 1 bay per 25m ² of NLA in a gym, health club or basketball court(s), or the like. All other recreation types at the discretion of the local government.	1 bay/rack for every 50m ² NLA.
renewable energy facility	As determined by the local government	Not applicable.
residential building	1 bay per bedroom. Plus 1 bay for any caretaker/manager	In accordance with the R-Codes.
resource recovery centre	As determined by the local government.	Not applicable.
restaurant/café	1 bay per 6m ² of drinking and dining area.	Visitors: 1 bay/rack per 50m ² NLA. Employees: If over 150m ² NLA, 2 bays/racks and end of trip facilities to be provided for employee use.
restricted premises	As determined by the local government.	As determined by the local government.
road house	As determined by the local government.	Not applicable.
rural home business	1 additional bay, plus 1 bay for each employee not resident in the dwelling.	Not applicable.
rural pursuit/hobby farm	1 bay per employee Plus 2 additional customer bays where the sale of produce grown solely on the lot is proposed.	Not applicable.
serviced apartment	1 bay for each bedroom. Plus 1 bay per 25m ² NLA of the service building.	In accordance with the R-Codes.
service station	2 vehicle standing points per fuel pump, 2 bays for every service bay and 1 bay for every employee, plus 1 bay per 20 m ² of NLA.	As determined by the local government.
shop	1 bay per 20 m ² of NLA	Visitors: 1 space per 250m ² NLA.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/racks and end of trip facilities (lockers, changing rooms and showers)
		Employees: If over 500m ² NLA, 2 bays/racks and end of trip facilities to be provided for employee use.
single house	In accordance with the R Codes unless otherwise varied by clause 26 of the Scheme.	In accordance with the R-Codes.
small bar	1 bay for each 6m ² of dining and drinking area.	Visitors: 1 bay/rack for every 50m ² NLA. Employees: If over 150m ² NLA, 2 bays/racks and end of trip facilities to be provided for employees.
tavern	1 bay per 6m ² of drinking and dining area.	Visitors: 1 bay/rack for every 50m ² NLA. Employees: If over 150m ² NLA, 2 bays/racks and end of trip facilities to be provided for employees.
telecommunications infrastructure	As determined by the local government.	Not applicable.
tourist development	Short stay Units: 1 bay for every two keyed units. Plus 1 visitor bay for every five keyed units. Back Packers 1 bay for every 6 beds. Long stay Units: To be in accordance with Clause 26.2 of LPS7 Restaurant/café: 1 bay per 12m ² of seating area Commercial development: 1 car bay per 25m ² of gross lettable area. Day spas: 1.5 bays per spa/massage/treatment room with a minimum of two bays. Employee Parking: 1 bay for each restaurant, café, bar or commercial component 1 accessible bay for every disabled keyed unit.	2 bays per 8 accommodation units. 1 space for every 4 bedrooms/ accommodation units.
trade display	1 bay per 150m ² of outside site area allocated to trade display, 1 bay per	As determined by the local government.

Use and Development Class	All Other Zones - Excluding Regional Centre Zone	
	Minimum Parking Bays	Minimum bicycle bay/ racks and end of trip facilities (lockers, changing rooms and showers)
	30m ² of indoor sales/customer service area and office space.	
trade supplies	1 bay per 50m ² of NLA.	As determined by the local government.
transport depot	1 bay per 30m ² of ancillary office floor area, with a minimum of 4 bays, Plus 1 bay per employee. Adequate parking and manoeuvring for heavy vehicles shall also be provided.	As determined by the local government.
tree farm	As determined by the local government.	Not applicable.
veterinary centre	4 bays for each treatment/consulting room, Plus 1 for each other employee	Visitors: 1 bay/rack for every 2 practitioners. Employees: If more than 8 practitioners, 2 bays/racks and end of trip facilities to be provided for employee use.
warehouse/ storage	1 bay per 100m ² of NLA. 1 bay per 30m ² of ancillary office floor area.	As determined by the local government.
waste disposal facility	As determined by the local government.	Not applicable.
waste storage facility	As determined by the local government.	Not applicable.
winery	As determined by the local government.	As determined by the local government.
workforce accommodation	1 bay for every bedroom	As determined by the local government.

Note: 1. 'NLA' means 'net lettable area' as defined in Division 1 - General Definitions Used in Scheme under Part 6 of the Scheme.

Note: 2. Floorspace areas 'open to the public' include, but are not limited to, reception areas and staff areas having a customer service function (e.g. public counter).

(c) Motorcycle Parking - All Zones

Motor Cycle bays	Normally to be provided in groups according to demand and a maximum of 10% of the required number of parking bays may be provided as motorcycle bays. Ref: AS 2890:5 1993 and AS 2890:1 2004
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(d) Parking Dimensions - Car, Motorcycle, Boat and Bicycle

Parking Type	Minimum Dimensions
ACROD Car Parking Bays	As per Australian Standard AS2890.6 2009.
Bicycle Parking Ref: AS 2890.3-1993	Length – 1.7 metres Double sided rails <ul style="list-style-type: none"> ▪ Width either side of rail – 0.6 metres ▪ Width – if located near fence or wall – 0.9 metres Single sided rails <ul style="list-style-type: none"> ▪ Distance from fence or wall 0.1 metres Width of park side of rail – 0.6 metres
Boat Parking	Length - 10 metres Width – 3.2 metres
Car Parking – not short term parking* *refer to user class 1 and 1A in AS2890:1	Width – 2.5 metres, can be reduced to 2.4 metres if parallel parking proposed. Length – parallel parking – 6 metres. Length – angle parking - 5.5 metres. Aisle width/reversing space – minimum 6m.
Car Parking – Public Car Park for short term parking, including parking in the Regional Centre zone or parking bays in association with a hospital, consulting rooms/medical centre, shop and service stations land uses	Width – 2.6 metres, can be reduced to 2.4 metres if parallel parking proposed. Length – parallel parking – 6 metres. Length angle parking – 5.5 metres. Aisle width/reversing space – minimum 6 metres.
Car Parking – Public Car Parking within road reserves	Width 2.7 metres, can be reduced to 2.4 metres if parallel parking proposed. Length – parallel parking – 6 metres Length – angle parking – 5.5metres Aisle width – minimum 6 metres
Car Parking – Residential	In accordance with the provisions of the R Codes.
Motor Cycle Parking Ref: AS 2809:5, AS 2890:1	Width – 1.2 metres Length – 2.5 metres

* "ACROD" means the Australian Council of Rehabilitation Organisation of Disability.

SCHEDULE 6 – AUSTRALIAN NOISE EXPOSURE

FORECAST CONTOURS

Table (a) Building Site Acceptability Based on ANEF Zones

Appendix 1 of *State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport* Adapted from AS 2021- 2000, Table 2.1: Acoustics - Aircraft noise intrusion - Building siting and construction.

Building type	Forecast noise exposure level (ANEF)			
	less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	25 to 30 ANEF	30 to 35 ANEF
House, home unit, flat, caravan park	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)	Unacceptable (Note 4) (Note 5)
School, university	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)	Unacceptable (Note 4) (Note 5)
Hospital, nursing home	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)	Unacceptable (Note 4) (Note 5)
Hotel, motel, hostel	Acceptable	Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)
Public building	Acceptable	Conditionally Acceptable	Conditionally Acceptable	Unacceptable (Note 4) (Note 5)
Commercial building	Acceptable	Acceptable	Conditionally Acceptable	Conditionally Acceptable
Light Industrial	Acceptable	Acceptable	Acceptable	Conditionally Acceptable
Other industrial	Acceptable	Acceptable	Acceptable	Acceptable

Notes:

- 1 The actual location of the 20 ANEF contour is difficult to define accurately, mainly because of variation in aircraft flight paths. Because of this, the procedure of Clause 2.3.2 of AS 2021 may be followed for building sites outside but near to the 20 ANEF contour.
- 2 Within 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential or educational uses. Land use authorities may consider that the incorporation of noise control features in the construction of residences or schools is appropriate.
- 3 There will be cases where a building of a particular type will contain spaces used for activities which would generally be found in a different type of building (e.g., an office in an

industrial building). In these cases, Table(a) should be used to determine site acceptability, but internal design noise levels within the specific spaces should be determined by Table (b).

- 4 This standard does not recommend development in unacceptable areas. However, where the relevant planning authority determines that any development may be necessary within existing built up areas designated as unacceptable, it is recommended that such development should achieve the required ANR determined according to Clause 3.2 of AS 2021. For residences, schools etc, the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
- 5 In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations.

Table (b) Indoor Design Sound Levels

Appendix 2 of *State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport* Excerpt from AS 2021: Table 3.3: *Indoor Design Sound Levels* for Determination of Aircraft Noise Reduction.*

3.3 Indoor Design Sound Levels* for Determination of Aircraft Noise Reduction

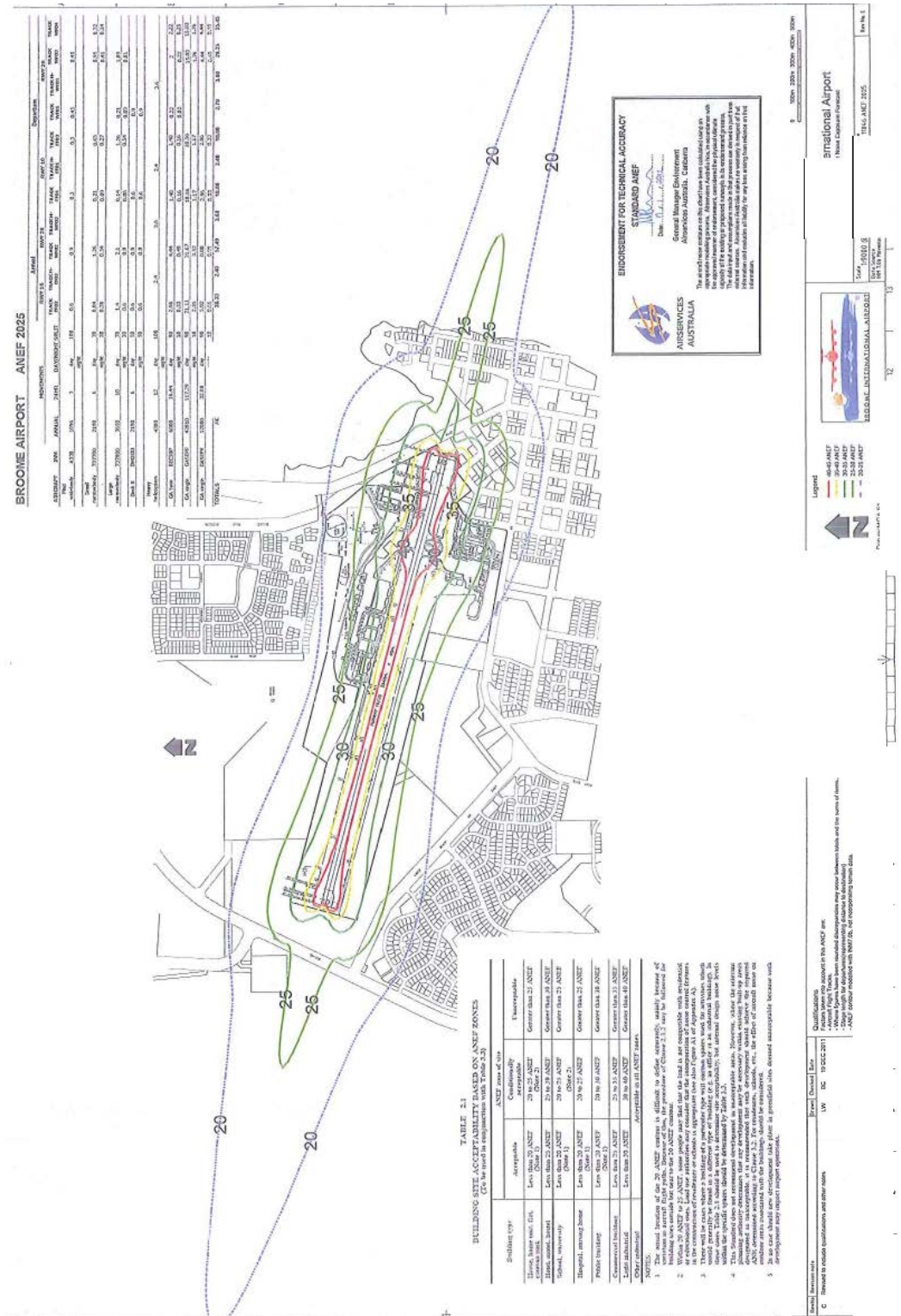
Building type and activity	Indoor design sound level*, dB(A)
Houses, home units, flats, caravan parks	
Sleeping areas, dedicated lounges	50
Other habitable spaces	55
Bathrooms, toilets, laundries	60
Hotels, motels, hostels	
Relaxing, sleeping	55
Social activities	70
Service activities	75
Schools, universities	
Libraries, study areas	50
Teaching areas, assembly areas (see Note 5)	55
Workshops, gymnasias	75
Hospitals, nursing homes	
Wards, theatres, treatment and consulting rooms	50
Laboratories	65
Service areas	75
Public buildings	
Churches, religious activities	50
Theatres, cinemas, recording studios (see Note 4)	40
Court houses, libraries, galleries	50
Commercial buildings, offices and shops	
Private offices, conference rooms	55
Drafting, open offices	65
Typing, data processing	70
Shops, supermarkets, showrooms	75
Industrial	
Inspection, analysis, precision work	75
Light machinery, assembly, bench work	80

*These indoor design sound levels are not intended to be used for measurement of adequacy of construction. For measurement of the adequacy of construction against noise intrusion see Appendix C of AS 2021.

NOTES:

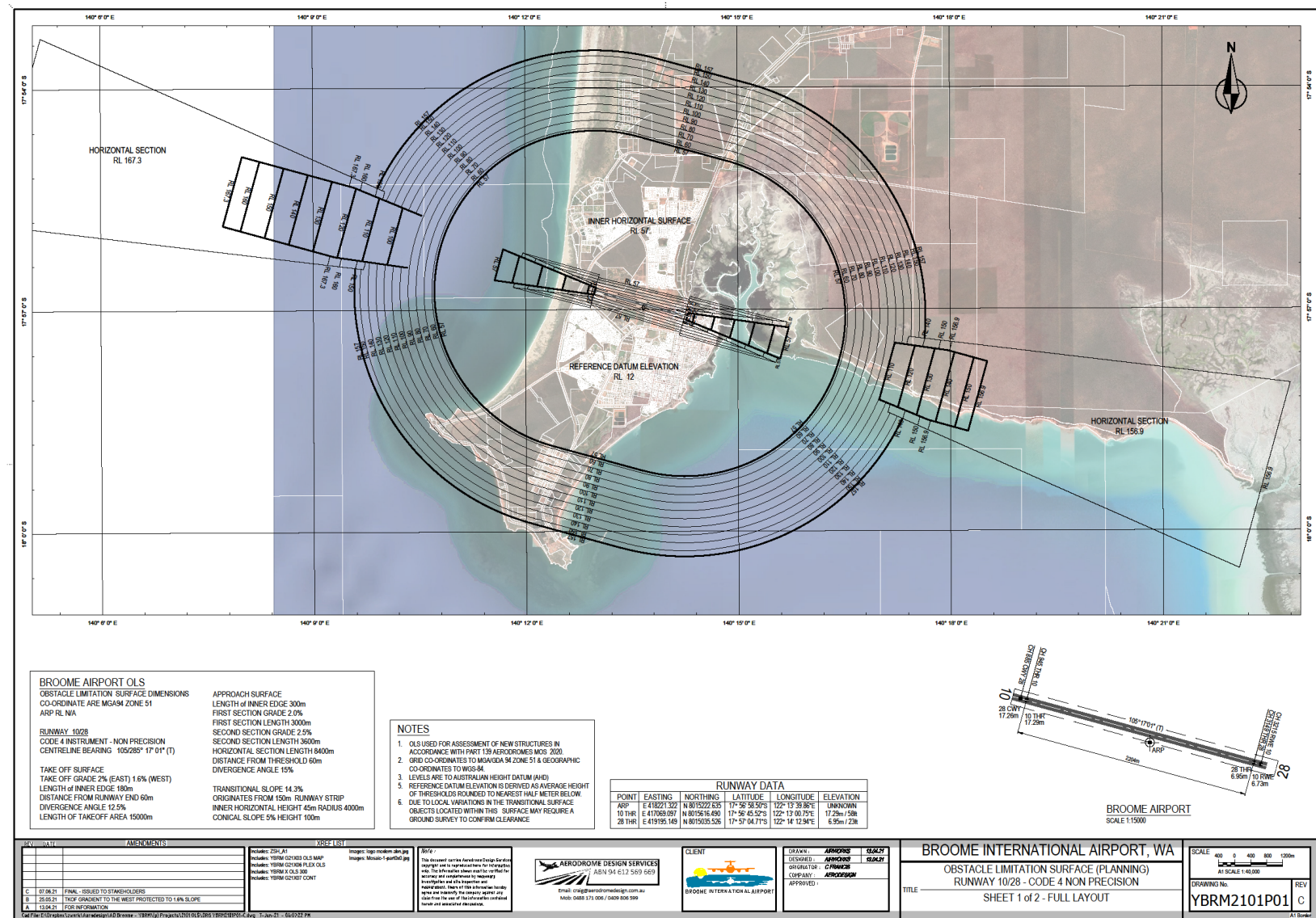
- The indoor design sound levels in Column 2 are hypothesized values based on Australian experience. A design sound level is the maximum level (dB(A)) from an aircraft flyover which, when heard inside a building by the average listener, will be judged as not intrusive or annoying by that listener while carrying out the specified activity. Owing to the variability of subjective responses to aircraft noise, these figures will not provide sufficiently low interior noise levels for occupants who have a particular sensitivity to aircraft noise.

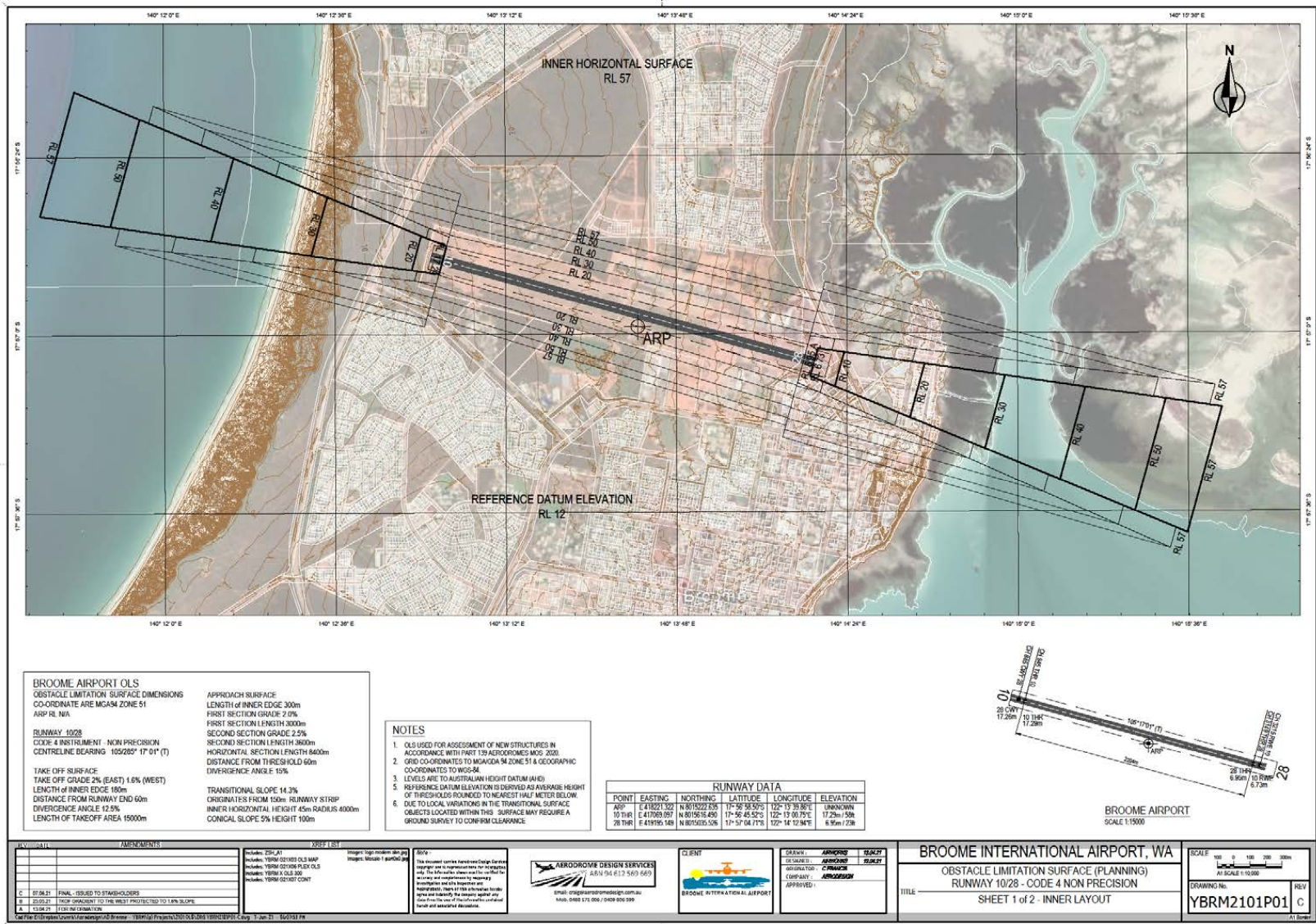
2. Some of these levels, because of the short duration of individual aircraft flyovers, exceed some other criteria published by Standards Australia for indoor background noise levels (see AS 2107).
3. The indoor design sound levels are intended for the sole purpose of designing adequate construction against aircraft noise intrusion and are not intended to be used for assessing the effects of noise. Land use planning authorities may have their own internal noise level requirements which may be used in place of the levels above.
4. For opera and concert halls and theatres, and for recording, broadcast and television studios and similar buildings where noise intrusion is unacceptable, specialist acoustic advice should always be obtained.
5. Certain activities in schools may be considered particularly noise sensitive and 50 dB(A) may be a more desirable indoor sound level to select for any teaching areas used for such activities. However, the effect of other noise sources should be considered.
6. The provisions of this Standard relating to different internal design sound levels for different indoor spaces could result in the use of different construction and materials in contiguous spaces, and require the construction of substantial barriers between habitable spaces, e.g., heavy self-closing internal doors, detracting from the amenity of the building. Therefore, consideration should be given to a uniform perimeter insulation approach.

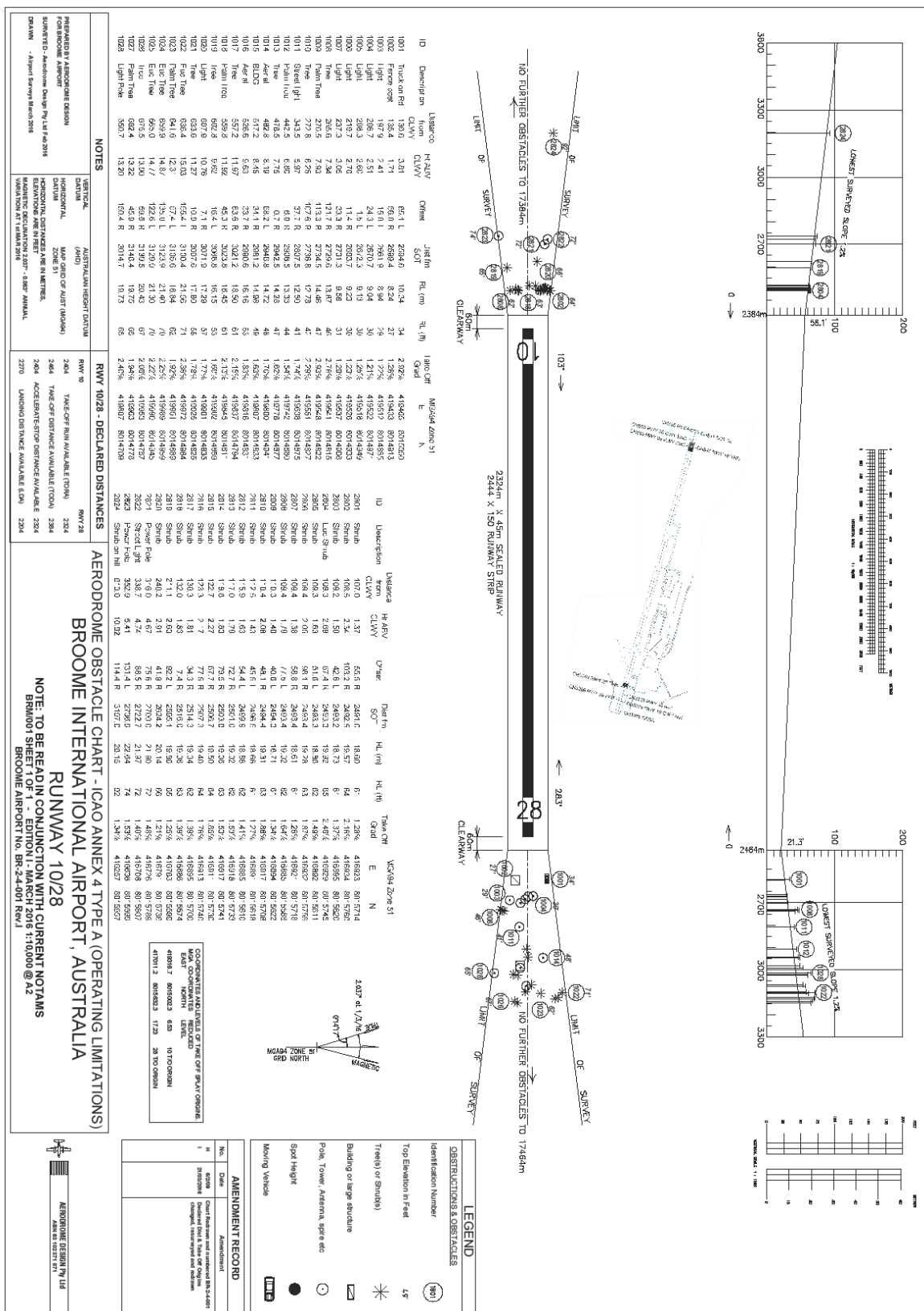


SCHEDULE 7 – OBSTACLE LIMITATION SURFACE

- (1) **Obstacle Limitation Surface (OLS).** A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome so that aircraft operations at the aerodrome may be conducted safely. Obstacle limitation surfaces consist of the following:
- a) Outer surface. A surface located in a horizontal plane above an aerodrome and its environs;
 - b) Take-off/Approach surface. An inclined plane beyond the end of a runway and preceding the threshold of a runway; and
 - c) Transitional surface. A complex surface along the side of the strip and part of the side of the approach surface, that slopes upwards and outwards to the outer surface, when provide.







SCHEDULE 8 - Special control areas in Scheme area

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
1.	SCA 1- Existing Broome International Airport Environs	To control use and development within proximity to the existing airport.	<ul style="list-style-type: none"> to ensure the ongoing safe operation of the airport with compatible use and development within its operational area. 	<p>(1) In determining applications for approval of all new land uses and development, the local government shall have regard to the Australian Noise Exposure Forecast Contours in Schedule 6.</p> <p>(2) All new development including towers, antennae, and any alterations to roof lines and any increase to building heights on land must not exceed the height restrictions in the Broome Airport Obstacle Limitation Surface Plan contained in Schedule 7.</p> <p>(3) In determining applications for approval, the local government may consult the Civil Aviation Safety Authority and the operator of the airport.</p> <p>(4) In relation to advertisements above a roof line, flashing lights on buildings or land within the approach areas to the airport which are situated within the Regional Centre Zone or foreshore, the local government may consult the Civil Aviation Safety Authority and the operator of the airport.</p>
2.	SCA 2- Future Broome International Airport Environs	To control development within proximity to the future airport site.	<ul style="list-style-type: none"> to ensure the future airport will be able to operate at its full potential with compatible use and development within its potential operational area. 	<p>(1) In determining applications for approval of all land use and development, the local government shall have regard to Australian Noise Exposure Forecast Contours and Obstacle Limitation Surface Plan.</p> <p>(2) Despite any other provisions of this Scheme, the local government must not grant development approval for any development unless it is satisfied that such development will not constitute an obstruction, hazard or</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				potential hazard to the future operation of the airport and may consult with and consider the advice of the Civil Aviation Safety Authority in making such determination.
3.	SCA 3 – Essential Services Buffer Areas	<p>To ensure compatibility of land use and development with the following essential services/ infrastructure sites:</p> <ul style="list-style-type: none"> • Clements on Street Wastewater Treatment Plant • Buckley's Road Waste Management Facility • Crab Creek Wastewater Treatment Plant and Refuse Recycling • McDaniel Road Powerhouse • Regional Resource Recovery Park 	<ul style="list-style-type: none"> • To avoid incompatible and/or sensitive land use or development within the operational buffer • To protect the ongoing operation of the essential services/ infrastructure sites. 	<p>(1) <u>Clementson Street Wastewater Treatment Plant</u></p> <p>(a) The local government will not generally support or approve development which involves the preparation of food on land which is within the identified buffer boundaries.</p> <p>(b) Any residential development or caretaker's dwelling is not permitted on land in the light and service industry zone situated on the south side of Clements on Street within the buffer.</p> <p>(c) The local government shall not approve applications for approval of development until it has consulted with the Water Corporation, Department of Water and Environmental Regulation (Environmental Protection Authority) for consideration of the offsite impacts and any conditions to be imposed on approval.</p> <p>(2) <u>Buckley's Road Waste Management Facility</u></p> <p>(a) The local government may impose on any development approval, conditions for the use or development of land which is within the identified buffer boundaries and may recommend to the Commission conditions in</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>respect of the subdivision of any such land.</p> <p>(3) <u>Crab Creek Wastewater Treatment Plant</u></p> <p>(a) Despite the provisions of the Zoning Table no residential development or caretaker's dwelling or tourist land use is permitted within the identified buffer boundaries.</p> <p>(b) In considering an application for development approval the local government is to have regard to –</p> <p>(i) whether the proposed development is compatible with odour emissions; and</p> <p>(ii) any other relevant planning or environmental considerations or policies or advice including, including those of the Commission and the Water Corporation, the Water Corporation, Department of Water and Environmental Regulation.</p> <p>(c) In consideration of (b)above, the local government may at its discretion refer any development application to the operator of the wastewater treatment plant requesting their advice.</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>(4) <u>McDaniel Road Power House</u></p> <p>(a) The power house generates noise which may create a nuisance to surrounding sensitive land uses. Consequently, the local government may –</p> <p>(i) impose conditions on any development approval with regard to noise attenuation for development on land which is situated within the nearby industrial area and/or the environmental cultural reserve; and</p> <p>(ii) limit the development within the environmental cultural reserve in order to minimise noise disturbance.</p> <p>(5) <u>Regional Resource Recovery Park</u></p> <p>(a) The local government may impose on any development approval, conditions for the use or development of land which is within the identified buffer boundaries and may recommend to the Commission conditions in respect of the subdivision of any such land.</p> <p>(b) Despite the provisions of the Zoning Table no residential development or caretaker's dwelling or tourist land use is permitted within the identified buffer boundaries.</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>(c) In considering an application for development approval the local government is to have regard to –</p> <p>(i) whether the proposed development is compatible with odour emissions; and</p> <p>(ii) any other relevant planning or environmental considerations or policies or advice including, including those of the Commission and Department of Water and Environment Regulation.</p> <p>(d) In consideration of (b) (c) above, the local government may at its discretion refer any development application to the operator of the Regional Resource Recovery Park requesting their advice.</p>
4.	SCA 4 – Flood Prone Areas	<p>To provide guidance for land use and development within Flood prone areas and manage adequate drainage.</p> <p>Potential for flooding exists within the SCA 4 areas including the following areas:</p> <p>i. Bilingurr - Lots north of Pearl Coast</p>	<ul style="list-style-type: none"> To minimise flood damage, ensure off-site impacts on adjoining land and receiving water bodies is limited, and to manage drainage for development 	<p>(1) The local government may impose conditions in granting development approval for development and land use on land within the flood prone land (SCA) relating to any of the following matters-</p> <p>(a) building floor and fill levels (absolute minimum fill level to be 5.3m A.H.D and minimum floor level of 5.7m A.H.D;</p> <p>(b) fill or drainage requirements and financial</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
		Road on Lullfitz Drive and Sands St. ii. Port Drive – lots in the southern portion of the Industry Zone; and iii. any land below 6.0m A.H.D.		contribution to drainage works; (c) limitations/restrictions on filling in areas required to hold stormwater; (d) location, construction style and/or orientation of buildings on site; (e) density and site cover; landscaping and open space; (f) location and style of fencing; (g) lot access requirements; and the type and location of on-site effluent disposal systems.
5.	SCA 5 - Public Drinking Water Source Protection Areas	To control land use and development which has the potential to adversely impact or prejudice the quality or quantity of water supplies for public use.	<ul style="list-style-type: none"> To ensure the quality of public drinking water is protected from contamination from inappropriate land use or development; and to ensure off-site impacts from stormwater are appropriately managed. 	(1) In considering an application for development approval, the local government is to have regard to- a) the potential impact of the proposed development or use on the quality of the water resource; b) the practicability and cost of any ameliorative measures proposed for the protection of the water resource; c) the existing level of protection provided for the water resource, with reference to management of land and location of the proposed development; d) the nature, location and performance of any existing or proposed effluent disposal system; e) the drainage characteristics of the land, including surface and groundwater flow and the adequacy of proposed

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>measures to manage run-off and drainage; and</p> <p>f) the requirements of the WAPC and any advice received from the Department of Water and Environment Regulation.</p> <p>(2) The local government may:</p> <p>a) refuse any application for development approval or impose conditions on any development approval so as to protect the resource; or</p> <p>b) when it grants development approval, impose a condition requiring the registration of a notification under section 70A of the Transfer of Land Act 1893 on the title of the land giving notice of any limitations or constraints associated with the protection of water resources, at the applicant's cost.</p> <p><i>Note: There will be a general presumption against development or use of land, which is not compatible with Public Drinking Water Source Areas or which involves a significant risk to the water resource. The onus will be on the proponent of development to demonstrate that the proposed activity will not prejudice the water resource.</i></p>
6.	SCA 6 – Drainage Aquifer Recharge Areas	To control land use and development which has the potential to adversely impact	<ul style="list-style-type: none"> To control the extent of development to ensure that drainage provisions are 	(1) Land situated within the Drainage Aquifer Exchange Area is required principally for the purpose of a drainage

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
		the quality or quantity of water within the recharge area.	<ul style="list-style-type: none"> adequately accommodated, and any off-site impacts of development do not adversely affect the recharge area 	<p>compensation area and aquifer recharge area.</p> <p>a) The intensity of development within this area is to be limited at the discretion of the local government on the advice of the Department for Water and Environmental Regulation, to extent which does not detrimentally affect the drainage and recharge purpose of the area.</p>
7.	SCA 7 – Landscape Protection Areas	To provide guidance for land use and development within and in proximity to Landscape Protection Areas.	<ul style="list-style-type: none"> To ensure that landscape protection areas are preserved and conserved in recognition of their environmental and ecological importance. Landscape protection areas include the following: <ul style="list-style-type: none"> (a) Monsoon Vine Thickets; and (b) RAMSAR Sites 	<p>(1) A person must not fill, clear, drain or carry out earthworks, construct any building or levee, damage a tree, shrub, or indigenous vegetation, on land within a Landscape Protection Area except with the prior approval of the local government.</p> <p>(2) A person must not fill, clear, drain or carry out earthworks, construct any building or levee on land which has the potential for the off-site impacts to affect the Landscape Protection Area except with the prior approval of the local government.</p> <p>(3) If land the subject of a development application includes land in a Landscape Protection Area and other land outside that area the development be carried out on that part of the land which is not within the area shall, wherever possible, be carried on that part</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>of the land which is not within the area.</p> <p>(4) The local government shall not support a subdivision application unless each allotment to be created for the purpose of the erection of a building is outside the Landscape Protection Area.</p> <p>(5) The local government may grant development approval for development on land within (wholly or partly) the Landscape Protection Area where it is satisfied that:</p> <ul style="list-style-type: none"> (a) the characteristics of the land, where the development is proposed, are different from the general characteristics on which the delineation of the special control area was based; and (b) there are no other reasonable or practical alternatives in the circumstances. <p>(6) The local government shall not grant development approval for development on land within a Landscape Protection Area unless it is satisfied that:</p> <ul style="list-style-type: none"> (a) the development is essential for the reasonable economic use of the land, the provision of utility services or to reduce the risk of bushfires; and

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>(b) the development is proposed to be carried out in a manner which minimises:</p> <ul style="list-style-type: none"> (i) visual and scenic impact; and (ii) the risk of soil erosion (including erosion by wind); and (iii) the risk of water pollution, through increased siltation or otherwise; and (iv) the destruction of rare or locally important vegetation systems. <p>(c) appropriate measures are proposed to retain parts of existing vegetation or to create offsets at the rate of two to one.</p> <p>(7) The local government may require that a statement of environmental effects be prepared to accompany a development application for development within a Landscape Protection Area or development within proximity to a Landscape Protection Area that has the potential to create off site impacts. To enable the local government to consider fully the environmental effects of the proposed development the statement of environmental effects should include:</p> <ul style="list-style-type: none"> (a) A full description of the proposed development. (b) A statement of the objectives of the proposed development. (c) A full description of the existing environment likely to be affected by the

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>proposed by the development if carried out.</p> <p>(d) An identification and analysis of the likely interactions between the proposed development and the environment.</p> <p>(e) An analysis of the likely environmental impacts or consequences of carrying out the proposed development, including the effect on:</p> <ul style="list-style-type: none"> (i) the growth of native plant communities; (ii) the survival of native wildlife populations; (iii) the provision and quality of habitats for both indigenous and migratory species; and (iv) the surface and groundwater characteristics of the site on which the development is proposed to be carried out and of the surrounding area, including acidity, salinity and water quality. <p>(f) Whether adequate safeguards and rehabilitation measures have been, or will be, taken to protect the landscape protection area.</p> <p>(g) Any feasible alternatives to the carrying out of the proposed development and the reasons for choosing the latter.</p> <p>(h) The consequences of not carrying out the proposed development.</p> <p>(i) Details of any landscape protection areas</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>surrounding the land to which the development application relates and the appropriateness of imposing conditions requiring the carrying out of works to preserve or enhance the value of those surrounding areas.</p> <p>(6) The local government may consult with the Department of Water and Environmental Regulation and the Water Corporation in regard to any proposal that may have environmental impact.</p>
8.	SCA 8 – Aboriginal Communities	To identify existing and proposed Aboriginal settlements and to collaboratively plan for the orderly and proper development of these places.	<ul style="list-style-type: none"> To ensure the orderly and proper development of areas within or in proximity to existing and proposed Aboriginal settlements which may be located outside of the extents of the 'Settlement' zone. 	<p>(1) Proposed development within the Aboriginal Communities SCA is to comply with a Layout Plan prepared in accordance with State Planning Policy 3.2.</p> <p>(2) In the instance that development is proposed for a place within the Aboriginal Communities SCA that does not have a Layout Plan prepared in accordance with State Planning Policy 3.2, the local government is to consider the proposal having regard to the aims of this scheme.</p>

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
9.	SCA 9 – Coastal Hazard and Risk Management Adaption Area	To provide guidance for land use and development within areas subject to coastal erosion and inundation	<ul style="list-style-type: none"> To ensure land in the coastal zone is continuously provided for coastal foreshore management, public access, recreation and conservation; To ensure public safety and reduce risk associated with coastal erosion and inundation; To avoid inappropriate land use and development of land at risk from coastal erosion and inundation; To ensure land use and development does not accelerate coastal erosion or inundation risks; or have a detrimental impact on the functions of public reserves; To ensure that development addresses the Broome Townsite Coastal Hazard Risk Management and Adaptation Plan prepared in accordance with State Planning Policy No. 2.6 State Coastal Planning Policy (as amended) and any relevant local planning policy. 	<p>(1) In considering proposed structure plans, subdivision or development applications due regard shall be given to –</p> <ul style="list-style-type: none"> (a) Broome Townsite Coastal Hazard Risk Management and Adaptation Plan; (b) State Planning Policy 2.6 - State Coastal Planning Policy; and (c) Relevant local planning policies. <p>(2) Where subdivision or development applications are received within SCA9, the local government may require a notification pursuant to section 70A of the Transfer of Land Act 1983 to be placed on the Certificate(s) of Title of the subject land, at the cost of the landowner and to the satisfaction of the local government.</p> <p>The notification is to read as follows:</p> <p><i>“Vulnerable Coastal Area – This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years”.</i></p> <p>(3) Notwithstanding the provisions of above (1) and (2) development approval is not required within SC A9 for the following development if such development is otherwise exempt from requiring development approval under the Scheme:</p> <ul style="list-style-type: none"> (a) temporary or non-permanent structures not used for human habitation.

SCA NO.	Name of area	Purpose	Objectives	Additional provisions
				<p>(b) extensions to an existing single, grouped or multiple dwelling where the nett floor area of the proposed extensions is no more than 50m²; and</p> <p>(c) a change of use where no new structures are proposed.</p>

COUNCIL RESOLUTION TO ADVERTISE LOCAL PLANNING SCHEME

Adopted by resolution of the Council of the **Shire of Broome** at the
Ordinary Meeting of Council held on the 29 July 2021

CHIEF EXECUTIVE OFFICER

PRESIDENT/ MAYOR

COUNCIL RESOLUTION TO SUPPORT / NOT SUPPORT* SCHEME FOR APPROVAL

Council resolved to **support / not support*** approval of the draft Scheme of the **Shire of Broome** at the **[INSERT MEETING TYPE]** Meeting of Council held on the **[DATE]**

The Common Seal of the **[INSERT LOCAL GOVERNMENT]** was

hereunto affixed by authority of a resolution

of the Council in the presence of:

CHIEF EXECUTIVE OFFICER

PRESIDENT/ MAYOR

****delete whichever is not applicable***

WAPC Recommended for Approval

**Delegated under S.16 of the Planning
and Development Act, 2005**

Date: _____

Approval Granted

MINISTER FOR PLANNING

Date: _____

ATTACHMENT 2: SCHEDULE OF PUBLIC SUBMISSIONS
DRAFT LOCAL PLANNING STRATEGY AND DRAFT LOCAL PLANNING SCHEME NO 7

Ce co m m u n i t y a l#	Name/ Organisation and address	Strategy or draft Scheme 7	Submission	Summary of Submission	Local Government Comment	Local Government Recommendation
1.	Broome International Airport, Roebuck Estate Pty Ltd and Pearl Coast Properties	Local Planning Strategy	<p>1. Broome Airport received considerable attention in the LPS, most of which was focussed on its eventual relocation. It is clearly evident, however, that in the new LPS, there is a revised expectation in relation to the timing of the airport's relocation, compared to the previous LPS (2014), when relocation was envisaged as more imminent than is the case now.</p> <p>Offsetting these practical revised timing expectations, the current LPS does place a greater emphasis on the <i>necessity</i> of the airport's eventual relocation. The impression is given, in several places, of a "strong desire" within the Broome community for the airport to relocate. While it is appreciated that the planning authorities have this opinion, there is reason to believe that the implied strength of the desire for relocation does not necessarily extend to the wider community.</p> <p>The Shire's community/ stakeholder engagement process was very comprehensive, but BIA has some issues regarding the way the process was interpreted and reported in relation to the Airport. The following points explain the basis of this concern:</p> <ul style="list-style-type: none"> The online engagement service "Social Pinpoint" was utilised by the Shire through interactive mapping and a survey to obtain public comment on six main themes. The theme of relevance to the Broome Airport was "Industrial & Infrastructure". The Social Pinpoint project page was visited 2,073 times, with 491 unique users comprising 119 stakeholders, 292 comments and 183 survey responses. The three most dominant themes responded to were "Community, Culture & environment" (34%), "Open Space and Recreation" (22%), followed by the "Industrial & Infrastructure" theme (17%). All the themes were broken down into various sub-themes of which "Airport & Port" got a mere 5% of responses. A review of these responses, of which only 19 referred to the airport itself, indicated 7 responses which argued for the retention of the airport at its current location, and 12 responses which indicated a preference for its relocation. <p>From the above, it is reasonable to conclude that the Broome Airport relocation issue is by no means a top priority for most residents/ stakeholders who had an interest in the LPS. The desire to see the airport relocated to an alternate site, although a highly relevant planning issue, clearly is not a particularly strong one within the local Broome community.</p>	<p>Airport Relocation – LPS presents view that there is "strong desire" within the wider Broome community for the airport to relocate. BIA wishes to raise that the "strong desire" to relocate the airport does not necessarily extend to the wider community.</p>	<p>Submission acknowledges and supports revised timing of airport relocation. It is acknowledged that there are some concerns with the language used, particularly where it applies to a 'strong' community perception or desire for relocation.</p> <p>The engagement statistics quoted by BIA do suggest that any use of the word 'strong' should be reconsidered, in the context of community perception.</p> <p>A review of Part 1 and Part 2 of the LPS has been undertaken and there are three instances in which 'a desire' for airport relocation is quoted.</p> <p>Part 1 – Section 2.4.3 <i>"Early engagement during the preparation of this Strategy established that there is still a long-term need and community desire for the relocation of the Broome Airport"</i></p> <p>Part 1 – Section 3.2 (Planning Area B) <i>"Appendix 1 and the analysis in Section 4 suggests that there is a desire to see the airport"</i></p> <p>Part 2 – Section 4.5.3 Airport states <i>"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"</i></p> <p>On review of the above, it is only the wording in Part 1 – Section 2.4.3 which requires rewording.</p>	<p>Upheld - reword first paragraph in Section 2.4.3 as follows:</p> <p><i>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:</i></p>

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			Nor is relocation of the airport favoured by tourists and other visitors to Broome arriving by air. Regular surveys of passenger opinion carried out by BIA itself indicate that 84% of passenger surveyed would not like to see the airport relocated. This percentage of passengers is based on the average of all airport passenger surveys going back to 2013.			
		Local Planning Strategy	<p>2. The five "drivers" for relocation of the airport are correctly portrayed in the LPS as (LPS Section 4.5.3 Airports P137):</p> <ul style="list-style-type: none"> i. Aviation volumes/capacity reached, ii. Community concerns or amenity/noise impacts, iii. BIA's investment in the existing airport being re-couped, iv. Land tenure for the future airport site being resolved between the government and BIA, v. The underlying value of the land together with population growth pressures, indicating increased potential for a higher and better land use. <p>All but the second of these points reflect the Shire's keen appreciation of the practical and longer-term processes necessary to facilitate a successful future airport relocation. "Community concerns", however, has a potentially unstable political and social connotation which, if encouraged, could adversely impact on the orderly implementation of the relocation process. BIA is concerned that if the community is actively encouraged to perceive that it has a "strong desire" to see the airport relocated, when the evidence indicates otherwise, unnecessary local political issues might arise which could make difficult, or even thwart, the orderly management of the other practical and well-considered drivers.</p>	Community perception on airport relocation and representation in LPS.	<p>Concerns are noted. As demonstrated above, it is the view of the Shire that the term 'strong desire' has not been used in reference to the broader community when discussing the Strategy's position for the long-term airport relocation.</p> <p>However, as written above the term 'community desire' will be removed based on BIA's comments.</p>	Upheld - as per previous recommendations.
			<p>3. BIA supports the LPS proposal for an MOU to outline and establish common goals relating to the airport's future relocation, however, in accordance with the points made above, it is requested that the unnecessary word "strongly" is removed from the text is removed from the Public Advertising Summary Paper</p> <p>Airport Relocation (Planning Area B)</p> <p>This Strategy 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.</p>	Wording in the Local Planning Strategy and Local Planning Scheme 7 – Public Advertising Summary Paper	This summary paper was prepared to assist public understanding of key changes in the draft Scheme and Strategy. It is only the Scheme and Strategy that is being considered by Council.	Dismissed - no change to LPS required.
			<p>4. Request to reword the rationale wording for planning area B (airport relocation) in Table 16 as shown below: Appendix 1 on the analysis in Section 4 suggests that there is a desire to see the airport relocated to an alternate site. Some of the primary reasons for this relocation are Although a significant percentage of</p>	Request for wording change regarding relocation of the airport in Table 16 of LPS.	<p>Acknowledged that wording should be amended to reflect identified planning issues, focussing less on public perception.</p> <p>Need for amended wording supported. However, in the statistics quoted by BIA above regarding the LPS Engagement only 7</p>	Upheld - reword wording of paragraph 1 in the rationale column of Table 16 (Part 1 – Section 3.2 Planning Area B) to read as follows:

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			<p>the public still favour retention of the Airport at its current location, there are some sound reasons for its eventual relocation, such as:</p> <ul style="list-style-type: none"> The noise of operations causing disturbance to existing residents. 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. It is resulting in continued sprawl and segregation of the Broome Townsite. 		respondents were in favour of the airport's retention. As such we do not believe it to be appropriate to use the wording 'significant percentage of the public still favour retention'. The Shire / consultant team have had no input into the surveys undertaken by BIA and should therefore not use these statistics as a basis.	<i>Appendix 1 and the analysis in Section 4 suggests that there are sound planning reasons for why the airport should be relocated to an alternate site in the future. These include:</i>
		Local Planning Strategy	<p>5. Airport Development Plan - in discussing the need for an updated Airport Development Plan by 2025 (in Table 24 on page 76), it is considered that the term "strong desire" is inappropriate – instead request it is reworded to 'clear intent';</p> <p>The Airport Development Plan supports continued expansion of the Broome International Airport. This Strategy has identified that there is a strong-desire 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.</p>	Request for wording change regarding relocation of the airport in Table 24 of LPS.	Noted, rewording supported.	<p>Upheld - amend wording in Table 24 – Structure Plans (Section 3.5) as follows:</p> <p><i>This Strategy has identified that there is a strong-desire clear intent to support the long-term relocation of the Airport.</i></p>
		Local Planning Strategy	<p>6. The "Other Airports" paragraphs (part of Section 4.5.3. on P139) refer to the Djarindjin airport being in partnership with BIA. Please note that BIA is no longer in partnership with Djarindjin airport and the wording of this section should be modified accordingly.</p>	Update reference to Djarindjin Airport and relationship with BIA.	Noted, rewording supported.	<p>Upheld - amend wording in Section 4.5.3 Other Airports (Part 2) to remove reference that BIA is in partnership with Djarindjin airport.</p>
		Local Planning Strategy	<p>7. LPS Conclusion and Recommendations Airport - As explained above, the practical processes necessary to facilitate the eventual relocation of the Broome International Airport have now been clearly articulated in the new LPS in a manner supported by BIA, commencing (presumably) with the proposed MOU. It is, however, requested that, in the interest of orderly planning that the somewhat evocative terms "desire" and "strong desire" in relation to LPS references to the eventual relocation of the Airport be replaced by less emotional and more pro-active terms such as (for example) "intention" and "clear intention".</p>	Request for wording change with regard to BIA relocation.	Noted, removal of the term's 'desire' and 'strong desire' when referencing the airport relocation supported as explained above.	<p>As per previous recommendations.</p>
		Local Planning Strategy	<p>8. Section 3.2 (Page 42) in relation to Planning Area G - former One Mile Community) references a 'redundant road reserve'.</p> <p>It is considered that the LPS recommended action for the "western road reserve" (i.e., the "Broome Road Diversion") to become part of the One Mile's "Urban Development Zone" in order to "explore opportunities for residential development" needs to be reviewed and modified in terms of the current LPS. The Shire's Coastal Planning Policy (February 2019), which is based on some major and very</p>	One Mile (Planning Area G) – maintain Broome Diversion road reserve and do not include in planning area G.	<p>Refer response to No. 12 below.</p> <p>Regarding the road reserve, the current wording of Planning Area G (Table 16, Section 3.2) in the LPS states:</p> <p><i>"Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase".</i></p>	<p>Upheld - as per recommendation for Submission 12 below.</p>

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			<p>thorough professional studies, clearly indicates that in coming decades the existing Broome Road, and some of the One Mile land to its immediate west, will be subject to increased flood risk and erosion.</p> <p>It is therefore considered there is a <i>strong case</i> for maintaining the Broome Road Diversion reserve, because it will almost certainly be needed to replace the existing Old Broome Road in the future. Should this be required, as part of the detailed planning which will at that time be necessary, the road reserve may be able to be shifted slightly eastwards and smoothly re-aligned to also facilitate a green buffer between the new Broome Road and the existing Roebuck Estate residential development, in addition to still having a serviceable road into Broome between Dampier Creek and the Roebuck Estate for the long term.</p>		<p>It is worth noting too that both the LPS and LPS7 Scheme Mapping retain the road reserve as a road reserve. It is not included in the 'Urban Development' zone.</p> <p>It is the view of the Shire that the proposed actions do adequately address BIA's concerns. Though it is acknowledged and agreed that the term redundant road reserve be removed.</p>					
		Local Planning Strategy	<p>9. Table 24 (Page 76) in regards to the Western Triangle Development Plan states: <i>Limited subdivision and no development has occurred. 10 year approval timeframe prescribed in the LPS Regulations 2015 lapses in 2021. Review will be required.</i> It is incorrect that no development has occurred in the Western Triangle. In the southern stage, roads have been built and houses are under construction. It is also incorrect that the Western Triangle Development Plan "lapses in 2021". The restart on the new Regulations' 10 years planning horizon occurred on 19 October 2015, making it 2025 before the current WTDP lapses. By then the northern stage subdivision, which is to be lodged with the WAPC in a matter of weeks, will in all likelihood have been completed.</p>	Western Triangle Development Plan – update text in LPS.	Noted, intent supported and will be reworded.	<p>Upheld - amend wording of second paragraph in Table 24 – Structure Plans (Section 3.5) as follows:</p> <p><i>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.</i></p>				
		Local Planning Strategy	<p>10. Frederick St Service Commercial Area – request to update table 5 on page 77 of Part 2 to reflect current situation. Proposed wording is:</p> <table><tr><td>LDP No. 8: Lot 1648 Frederick Street</td><td>25 March 2021</td><td>Guidance on service commercial development</td><td>The subject site is currently being subdivided in accordance with LDP 8 planning intent</td></tr></table>	LDP No. 8: Lot 1648 Frederick Street	25 March 2021	Guidance on service commercial development	The subject site is currently being subdivided in accordance with LDP 8 planning intent	Frederick Street Service Commercial Area – update current status of LDP.	Noted, rewording supported.	<p>Upheld - amend wording in Table 25 – Local Development Plans (Part 2 Section 3.6) to reflect the adoption date of LDP No 8</p>
LDP No. 8: Lot 1648 Frederick Street	25 March 2021	Guidance on service commercial development	The subject site is currently being subdivided in accordance with LDP 8 planning intent							
		Local Planning Strategy	<p>11. Page 138 /139 in Part 2 of the LPS – statement in Paragraph 2 in relation to the Frederick Street Service Commercial Area is unclear.</p> <p>The second paragraph appears to suggest that future development of Service Commercial/ Bulkv Goods uses on the Cable Beach Road</p>	Frederick Street Service Commercial Area – update reference in Part 2 of the LPS.	<p>Inconsistency between LPS wording in Part 2 and Scheme Zoning acknowledged.</p> <p>Amendment of the text as it relates to the Frederick Street Service Commercial Land in Part 2 – Section 4.5.3 (Frame / Surrounding Lands) is supported.</p>	<p>Table 25 to be updated as suggested above in No. 11.</p> <p>Amend text in Part 2 – Section 4.5.3 (Frame / Surrounding Lands) to remove the last</p>				

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			<p>East land may warrant relatively short-term reconsideration of the need for Frederick Street Service Commercial zoning. However, the Frederick Street land, which is now zoned Service Commercial in both LPS 6 and LPS7, the related and approved LDP 8, and a recently approved subdivision application, are based on the current zoning of what is currently the best Service Commercial land in Broome.</p> <p>It would be appreciated if the Shire could clarify the intent of the paragraph mentioned above with Pearl Coast Properties Pty Ltd, prior to publication of the final version of the LPS.</p> <p>In relation to the underlying principle of the airport's post-relocation future mentioned in the first paragraph in the LPS extract above, it should be noted that it is the intention of Pearl Coast Properties Pty Ltd (owners of the entire airport land) to retain full ownership of the Frederick Street Service Commercial lots and all future constructed buildings thereon, indefinitely during the area's new role as a Service Commercial area. Maintenance of this ownership would, in the longer term following the airport's relocation, facilitate transition of the Frederick Street land to a higher and better use, should the planning situation at the time indicate a suitable rationale for this. The nature of this future potential will be explored to an appropriate degree in the updated version of the Airport Development Plan, which is required by 2025.</p> <p>Conclusion - It is requested that Table 25 on Page 77 in Part 2 of the LPS be updated in accordance with the modified table on the preceding page of this submission.</p> <p>It is requested that the intent of the paragraphs in the above extract "Frame/ Surrounding Lands" be made clearer and that Pearl Coast Properties Pty Ltd be given the opportunity to comment on any revision of the paragraphs before the final version of the LPS is released.</p>		It is recommended that the last paragraph on page 138 is deleted from the LPS.	paragraph on page 138 of the LPS.
		Local Planning Strategy and LPS7	12. One Mile - LPS7 has One Mile zoned as "Urban Development", which has replaced the former "Development" zone throughout LPS 6. This zoning would now appear to be inappropriate for the reasons discussed in the LPS comments above. However, in LPS7 (as in LPS6) the Zoning Table does not specify any Use Classes for the Urban Development zone, referencing instead Scheme Clause 18 (6) which states must have due regard for a structure plan, local development plan or community layout plan.	Zoning of former One Mile Community	<p>Correct, as is the intent of the 'Urban Development' zone future development should be guided by an approved Structure Plan.</p> <p>Current wording of Planning Area G (Table 16, Section 3.2) does already state that future structure planning needs to :</p> <p><i>"Ensure that drainage, coastal processes and other environmental constraints are considered".</i></p>	<p>Amend wording in rationale column of Table 16 for Planning Area G (Part 1 Section 3.2) as follows:</p> <p><i>The site is impacted by several environmental constraints and includes an unused road reserve</i></p>

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			A structure plan or LDP for the One Mile land and Broome Road Diversion will, therefore, be necessary prior to any development, however, it is recommended any such plan take full account of the inevitable future environmental constraints and emphasise the importance of maintaining the existing, so-called, "redundant" Broome Road Diversion reserve, either in its current, or realigned form.		Regarding the road reserve, it states: "Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase". It is worth noting too that both the LPS and LPS7 Scheme Mapping retain the road reserve as a road reserve. It is not included in the 'Urban Development' zone. It is the view of the Shire that the proposed actions do adequately address BIA's concerns. Though it is acknowledged and agreed that the term redundant road reserve be removed.	<i>which provides an informal drainage function.</i> <i>Further investigations and planning are therefore required to determine the true development potential of the land prior to any rezoning occurring.</i>
		LPS7	<p>13. The Frederick Street Service Commercial land is appropriately zoned as such in LPS7, as it was in LPS 6. This zoning does, however, extend beyond the currently defined LDP 8 area to include the balance of Lot 1648 and a portion of Lot 9050, which are functional parts of the Broome Airport itself. This was also the case in LPS6, but the issue appears not to have surfaced.</p> <p>This displacement of a functional part of the Airport's Urban Development Zone by the Service Commercial Zone may have been intentional, but this seems unlikely because, while portion of the Service Commercial zoned area is now subject to LDP 8 requirements, the balance of the Service Commercial zoned land is not.</p> <p>Furthermore "Airport and Aviation Uses" is a non-permitted use in the Service Commercial Zone, meaning any existing aviation uses on that part of the airport covered by the Service Commercial Zone are non-conforming. Also, any new or updated aviation-related uses proposed on the affected airport land, even if they accorded with the current Airport Development Plan, may not be permitted.</p> <p>It is therefore requested that the Shire reconfigure the LPS7 Service Commercial Zone boundary to align with the current LDP 8 boundary and extend the affected portion of the Airport's Urban Development Zone to align with the current LDP 8 boundary.</p>	Zoning of Frederick Street Service Commercial Area – request that the boundaries of the zoning align with the LDP 8 footprint and review the land use permissibilities for "Airport and aviation Uses" relating to the service Commercial zoned land within the LDP 8 area.	The current configuration of the Service Commercial zoning of the Frederick Street Service Commercial area is consistent with the current LPS6. However, with the recent approval of the LDP it is agreed that the Service Commercial zoning designation on the Scheme Map should be modified to be consistent with the LDP boundary. No changes to the land use permissibilities for the zoning of the subject land is supported.	Uphold in part - modify the LPS7 Scheme Map accordance with the Schedule of Modifications LPS7 to align the Service Commercial zoning to be consistent with LDP 8.
2.	Department of Mines, Industry Regulations and Safety Resource	Local Planning Strategy and LPS7	1. The Department of Mines, Industry Regulation and Safety (DMIRS) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.	No objection	Submission in support of Draft LPS and LPS7.	No issues raised or recommended changes required - no modification is recommended to draft LPS7 or LPS.

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	and Environmen tal Regulation					
3.	Martin Johnston	Local Planning Strategy and LPS7	1. Tourism , Minerals , Energy , Agriculture, Aquaculture + Transport , Construction , Government services - Broome biggest income & employment generating Industries continue to be stifled for growth through lack of Worker affordable Accommodation. Certainly Covid has significantly impacted this situation over past years.	Lack of affordable workers accommodation	Submission highlights that there is a lack of affordable workers accommodation, and that this is stifling economic growth. Part 2 – Section 4.2.2 (analysis) and Part 1 – Table 2 (planning direction) do provide some commentary and guidance on the issue, however, the link between limited economic growth due to this issue could be expanded on. Will also reference that matter is being investigated as part of the Sanctuary Road CVP business case.	Upheld - expand 'Workers Accommodation' section (Part 2) in the LPS to provide additional commentary on negative impacts associated with lack of workers accommodation. Upheld - amend the land use permissibility of workforce accommodation from 'X' to 'I' in the Rural Smallholdings zone in LPS7.
			2. <i>Accommodation issues often create a Negative spiral:</i> <ul style="list-style-type: none"> Higher Prices: Higher Accommodation prices flow through to Cost of Living & financial stresses. Industry Investment: Faces greater risk, challenging feasibility & drives alternative solutions eg. Use of FIFO workers. Negative service & experiences - impacts negatively on Broome Destination , Brand growth & appeal. Impact upon living conditions, increases mental, physical and Social instability issues. <i>I commend the Shire for recently progressing an Accommodation solution to help support Broome & Business Economic Growth - Lot 3130, Reserve 51028, bordered by Oryx Rd, Sanctuary Rd & Fairway Drive, Cable Beach - Zoned Tourism (Significantly the first Multi- Dwelling Accommodation Project for Broome in a decade +)</i> It is important this development delivers a Broome 'fit for purpose' solution providing affordable Accommodation for Key Workers and help meet an existing shortfall in affordable accommodation for Visitors. Hopefully it can be fast tracked to help enable & activate nearby planned projects important for Broome Economic Growth. <ul style="list-style-type: none"> Cable Beach Foreshore Re-development Spinifex Brewery: Cable Beach Ale House Broome North Centre & associated Urban expansion developments also come a step closer. 	Support development of key worker accommodation	Submission highlights additional challenges associated with existing workforce accommodation issues. It also shows support for the proposed development at Lot 3130, Reserve 51028, bordered by Oryx Rd, Sanctuary Rd & Fairway Drive, Cable Beach. Submission provides four page analysis of the proposed design. Whilst valuable, the comments are not directly relevant to implementation of the LPS / LPS7. The site is zoned as Special Use site for CVP under LPS7 and key worker accommodation forms part of the business case under development for the site. Site could be identified in 'Workers Accommodation' section (Part 2) as an important opportunity to showcase potential solutions.	Upheld - expand 'Workers Accommodation' section (Part 2) to provide additional commentary on negative impacts associated with lack of workers accommodation. Note that Lot 3130, Reserve 51028 is an opportunity site that the business case is investigating. Noted. No modification is recommended to draft LPS7.

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			<p>Broome Growth Strategy Planning - Broome is best positioned to become a future regional HUB 'GATEWAY to the Kimberley'</p> <p>It is projects such as this, enabling Key Worker resources and more Visitors, staying longer which stimulates Economic & Population Growth and in turn helps bring positive change to the Social Dynamic in Broome.</p>	Support business case for Sanctuary Road Caravan Park	Noted. No modification required.	No issues raised or recommended changes required.
4.	Tourism WA	Local Planning Strategy	1. Tourism WA is very involved in planning for the perpetration of the Dampier Peninsular to manage additional numbers of visitors, as a result of sealing of the road. Tourism WA is aware of the possible impacts on increase activity and supports the Shire's position to protect environmental and natural heritage of the area.	Tourism in Dampier Peninsula.	Submission supports LPS position on appropriately managing increased tourism activity in the Dampier Peninsula, in particular the desire to protect environmental and natural heritage.	No issues raised or recommended changes required.
		Local Planning Strategy	2. Tourism WA also endorses the Shire's position that the re-location of Broome International Airport remain a priority, to enable Broome to further develop and expand.	Endorse position that relocation of airport is a priority.	Submission supports LPS position that long-term relocation of Broome International Airport is a priority.	No issues raised or recommended changes required.
		Local Planning Strategy and LPS7	3. Tourism WA is supportive of the Broome Shire's policy for Short-Stay accommodation in Residential Zones. The Agency was involved in the development of the State position and is hopeful that the proposed registration scheme will provide Local Government with enough control to limit or stop inappropriate behaviour, should that occur in residential areas.	Support Short-Stay accommodation in residential zones.	Submission supports LPS position (and Shire's LPP) that there is a need to manage short-stay accommodation in Residential zones.	No issues raised or recommended changes required.
5.	Department of Water and Environmental Regulation (DWER)	Local Planning Strategy	<p>1. The Department has reviewed the Strategy and acknowledge the inclusion of comments made in our previous response dated 12 August 2020. The report references the water environment appropriately and allows for the protection of the natural environment and water resources.</p> <p>We note the intention to produce a District Water Management Strategy and support this intention. We would be happy to provide comment and advice on the strategy prior to endorsement by the Department of Planning, Lands and Heritage.</p>	Support – and support preparation of District Water Management Strategy	Submission supports LPS position regarding protection of natural environment and water resources. Also supports planning direction associated with the preparation of a District Water Management Strategy.	No issues raised or recommended changes required.
6.	Goolarri Media	Local Planning Strategy	<p>1. It is a concern that the Arts is not considered as a significant industry in the LPS document. Sadly, the industry continues to be treated as unimportant when compared to the Pastoral, mining and extraction industries and sport.</p> <p>The arts do so much more than provide decorative and interest to new developments and Shire managed events. This make the LPS short sighted and un-aspirational. If Broome did not have an arts industry that it does, it would be a very different place with much lower visitation rates and smaller population. The LPS does not</p>	Art is not represented adequately as industry in the Strategy.	<p>Submission raises concern that the significance and value of the culture and arts industry is not adequately captured or considered in the LPS.</p> <p>It is acknowledged that Part 2 of the LPS does not highlight Art and Culture as a standalone industry. Additional commentary based on submission content to be added to Part 2 – Section 4.3 Economy and Employment .</p>	Upheld - Part 2 – Section 4.3 Economy and Employment to include commentary on 'Art and Culture' using content from the submission to provide wording that highlights opportunities and challenges associated with Arts industry.

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			<p>identify the arts as a vibrant contemporary industry that is important to the town.</p> <p>The way that the LPS has been written identifies the main role of the Arts industry is to support the development of the town in becoming a museum town, adding attractive decorations here and there. A problem with museum towns developed as tourism precincts, it is hard to find someone who has lived in the town for long. Museum towns generally lack depth and sense of place. They might be kitsch, fun places to visit but not somewhere to call home.</p>			No comments directly on draft LPS7 so no modification is recommended to draft LPS7.
			<p>i. Broome has a long history of producing world quality artists (performing, visual, circus, dance, digital, writers, theatre directors, Jewellers, costume designers, composers, playwrights, musicians, film makers et al.) Broome provided Australia's first international touring event in the form of Agnes Highland and her educated ponies – circus act 1911-1912</p> <p>ii. The Arts industry in Broome attracts considerable state and national government funding that helps employ a large number of people.</p> <p>iii. The industry helps create improved liveability.</p> <p>iv. The growing mental health industry constantly rely on arts practices to deliver their improved programs. (#artssavelives)</p> <p>v. Visitors to the area list attendance at cultural events near the top of their needs, helping make Broome a 'must do' destination.</p> <p>vi. The industry employs a large number of people and makes even more people happy by improving the quality of their lives.</p> <p>vii. Broome, for the time being, remains a vibrant modern and highly creative town. A large part of the population has been born here or have committed to living here long term. They do not want to live in a sanitised highly marketable destination precinct.</p> <p>iii. Historical towns all over the world have capitalised on the existence of their resident arts communities. The arts have played significant roles in their redevelopment and rebirth. For example, Bristol docks UK redevelopment and home of Aardman Animations, Cardiff Docks redevelopment, Totnes in Devon UK a dying town brought back to life by the huge number of artists who live and work there. Jogjakarta Indonesia was once a small town, but it has become a university city with a thriving traditional and contemporary puppet and music communities, Todmorden UK. Belfast UK/Ireland where the arts have played a huge role in recovery from disasters.</p> <p>The Arts industry is a significant industry that helps make Broome a viable and desirable place to be. Sadly, we continue to see relatively little of the</p>	Art is a significant industry	<p>Submission provides a summary of the benefits associated with 'Arts and Culture' in Broome.</p> <p>It is acknowledged that Part 2 of the LPS does not highlight Art and Culture as a standalone industry. It does provide some commentary on the potential for a 'Kimberley Centre for Arts Culture and Story', which the submission does not reference.</p> <p>LPS could better acknowledge 'Arts and Culture' in Broome though note that existing documents and actions in the CBP are the vehicle for achieving this, such as:</p> <ul style="list-style-type: none"> Arts and Culture Strategy & Arts and Culture Action Plan 2021-2025; and Existing action in the Corporate Business Plan 'Facilitate implementation of the Arts and Culture Action Plan'. 	Refer to recommendation above.


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			work by our national and internationally acclaimed artists as their work is exported to other towns and cities where there are the art galleries, purpose-built stadiums, theatres, performing arts centres, rehearsal studios museums and infrastructure to support them, including highly trained staff to manage the facilities. Imagine what the arts industry could do to the development of Broome if there was the foresight to support the development of the infrastructure needed to match the output of work by our arts community.			
7.	Department of Finance and Department of Justice	Local Planning Strategy and LPS7	<p>1. The Department's submission (provided as separate attachment) has been prepared by the Department of Finance and is requesting that Lot 586 be reserved for Public Purposes – Prison in the new LPS7 to remove any planning impediments on the development of the new Broome Custodial Facility at this site.</p> <p>The Department submits that with appropriate design and siting of the facility within Lot 586, and modifications to the Broome Road Industrial Park Masterplan, planning considerations can be mitigated and/or managed appropriately to ensure that future development surrounding Lot 586 will not be unduly compromised. The Department of Justice acknowledge that the proposed modifications to the planning framework require further investigation, and this will be progressed in conjunction with Development WA and the Shire of Broome.</p> <p>Note the Department supplied a 15 page report to rationalise the submission that Lot 586 Broome Road be zoned Public Purpose – Prison in LPS7. The points below provide a summary of key themes and matters raised in the report. A full copy of the report will be provided as a sperate attachment.</p> <p>2. A high-level summary is provided below:</p> <p>The Government is committed to replacing the current Broome prison, parts of which date back to 1894, with a new modern more secure prison located out of the town centre. The current prison is subject to escapes, beyond further repair and needs replacing. A new use for the land the prison now occupies, in a pivotal part of Broome, has potential to enrich the town's built heritage and economy.</p> <p>This new facility will provide the kind of cultural and educational opportunities that have been shown to benefit prisoners on Country and will strengthen the current good relationship with elders and community organisations to use culture and healing for the rehabilitation of prisoners. The Government's plans to build the new</p>	Request that Lot 586 Broome Road be zoned Public Purpose – Prison in LPS7.	<p>No change proposed to LPS because:</p> <ul style="list-style-type: none"> Under the Shire's existing and proposed Local Planning Strategy, the area in question is identified as an industrial precinct which recommends that it is zoned General Industry under the Scheme. The current LPS incorporates an action that recommends the General Industry zone be applied in the Scheme specifically to enable for storage and transport related land uses, noxious, hazardous and port related industry that require larger land parcels and/or separation from other land uses. The draft LPS further provides planning direction that 'strategic industrial areas identified and protected to minimise land use conflict' and that the Scheme align with SPP 4.1 to ensure adequate protection of strategic industrial areas. <p>Both the current and advertised version of the LPS recognise the need to set aside land for the future industrial needs of Broome and separation of incompatible land uses is significant in ensuring this strategic outcome is achieved. To update the LPS to identify a custodial facility in this location would not align with the strategic intent of both the existing and proposed LPS as it would introduce a sensitive and incompatible land use (as a custodial facility involves the residential accommodation of its custodians) to this strategic industrial site.</p> <ul style="list-style-type: none"> The submission provides an analysis of buffer distances and reference the EPA Guidelines on the Separation Distances Between Industrial and Sensitive Land Uses. The proposed management responses to ensure adequate separation distances to land use that should be encouraged in the General Industry zone are not resolved or finalised and could place limitation and restrictions on future permitted land uses in this zone, thereby having an impact on the 	<p>Dismiss - no modification is recommended to LPS.</p> <p>Dismiss - no modifications to LPS7 recommended.</p>

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			<p>prison on Yawuru country, in partnership with Yawuru and the wider Aboriginal community of the West Kimberley, will follow global best practice in restorative justice and rehabilitation.</p> <p>Arguably this project ranks as one of the most important infrastructure investments for the region and we seek the support of the Broome community in securing the proposed site for the new Prison.</p> <p>This submission is supported by the landowner, Nyamba Buru Yawuru Ltd.</p> <p>Summary:</p> <ul style="list-style-type: none"> The existing Prison in Broome is at the end of its functional life and a new custodial facility is required. Department of Finance has assisted the Department of Justice in identifying a site for a new custodial facility in Broome. There was an early commitment by the WA Government that the new facility should be located on Yawuru land to foster a beneficial partnership and realise benefits for the Traditional Owners of Broome townsite surrounds. 29 sites have been identified and assessed as part of a thorough and comprehensive site selection and multi criteria analysis process. Lot 586 in the Broome Road Industrial Park was announced as the preferred site by the Minister for Corrective Services on 10 February 2022. 		<p>delivery of industrial land to meet the future needs of Broome. These matters should be resolved in advance of any changes to the strategic intent in the LPS.</p> <p>In relation to the request to change the zoning of the subject site under LPS7, this is not supported for the following reason:</p> <ul style="list-style-type: none"> Would be inconsistent with the strategic direction provided under the Shire's current and proposed LPS (as detailed above). As acknowledged in the submission, further investigation is required to prove the sites suitability for a custodial facility. It would be premature for the site's zoning to be changed in the Scheme in the absence of this further investigation being performed (note this includes amendments to the Broome Road Masterplan and demonstration that the development of custodial facility would not impact on industrial land supply needs). To align with the strategic objectives and SPP 4.1 the zoning table under draft LPS7 identified that all sensitive land uses that involve over-night accommodation (including a Corrective Institution) are not permitted in the General Industry zone. The change the zoning of this site to a Public Purpose – Prison, would enable the land use to occur at this location and would be inconsistent with the principles of orderly and proper planning, specifically the separation of incompatible land uses. <p>In the site selection process undertaken by the Department's to date, insufficient public consultation has been undertaken on the new identified site. When the preferred site was announced in February 2022, Shire officers advised the Departments of concerns regarding consultation and further foreshadowed that the current Local Planning Scheme review would not be considered an appropriate mechanism for this to occur as the potential for additional consultation or resolution of land use conflicts may delay the process of completion of the new Scheme</p>	
8.	Shire of Broome – Special Projects Coordinator	Local Planning Strategy and LPS7	<p>1. McMahon Estate – Lot 2441 Reid Road</p> <ul style="list-style-type: none"> The draft Local Planning Strategy identifies this area as 'Future Urban Growth' and is further identified as planning area 'O' Draft LPS7 zones the land either Residential R40 and Local Scheme Reserve – Public Open Space and Drainage. 	McMahon Estate - Request that Lot 2441 Reid Road is zoned Development to be consistent with the strategic direction	<p>Submission's request to rezone the McMahon Estate area to 'Development' is supported for the reasons highlighted in the submission.</p> <p>Given that the business case is already underway, it is recommended that the actions under Planning Area O be updated</p>	Upheld - the LPS to be modified in Part 1 – Section 3.2 (Planning Area O) to incorporate an updated action which requires structure planning in place of a

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			<ul style="list-style-type: none"> It is requested that this entire site be zoned 'Development' under draft LPS7 to align with the identification of the site as 'Future Urban Growth' in the draft Local Planning Strategy. This will enable a more flexible approach to the design of a subdivision concept plan and better opportunities for delivery of a development that can integrate with existing land use, through the preparation of a Structure Plan. The current zoning precedes current best practice urban design and does not allow for development of an urban form that addresses the following: <ul style="list-style-type: none"> i. Legibility ii. Permeability (especially pedestrian connections) iii. Variety/diversity iv. Environmental sustainability v. Urban Water Management Planning Structure Planning under a 'Development' zone will allow urban design that addresses the above. The current zoning is incongruous to surrounding zoned land, which has a mix of residential densities. A large pocket of medium density land is not sympathetic to the existing urban fabric. 'Development' zoning will allow for a structure planning process that will be more sympathetic to the existing urban fabric, The current zoned area does not encourage best practice in accordance with Crime Prevention Through Environmental Design principles, a 'Development' zone will allow these principles to be achieved. A Business Case is currently underway which involved stakeholder workshops in November 2020 and April 2021. The workshops engaged with Shire technical stakeholders, elected members and potential partner stakeholders, and involved community open days in April 2021. The Business Case addresses the housing crisis Broome is currently experiencing, and particularly a lack of accommodation for key workers, Shire staff, aged persons and for transition and affordable housing. 	<p>provided in the LPS (draft and existing).</p> <p>Benefits that could be realised if site rezoned to development outlined.</p>	<p>to require structure planning instead of a 'subdivision concept plan and business case'.</p> <p>This will be more consistent with the requirements and approach taken to other 'Future Urban Growth' areas under the LPS.</p>  <p>Amend the Scheme Map to:</p> <ol style="list-style-type: none"> Zone Lot 2441 Reid Road (Reserve 41551), McMahon Estate from the Residential R40 and Recreation and Drainage to the Urban Development zone. 	<p>'subdivision concept plan and business case'</p> <p>Uphold - modify the LPS7 Scheme Map accordance with the Schedule of Modifications LPS7 to zone Lot 2441 Reid Road (Reserve 41551) to Urban Development.</p>
		LPS7	2. <u>Sanctuary Road Caravan Park – Lot 3130</u>	Amend Schedule 3, SU6 Lot 3130 Sanctuary Road, Cable	It is understood from the draft business case that the site development is intended to progress as a Caravan Park of which	Dismiss - no modifications to LPS7 recommended.

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			<ul style="list-style-type: none"> Draft LPS7 zones this site as a Special Use and it is listed in Schedule 3 as SU6 with the Special Use of Caravan Park. A business case is currently being prepared and the intention is that the site be developed as a caravan park and it is also proposed to potentially accommodate alternative accommodation choices in park homes for either aged/independent living options and essential workers accommodation. It is requested that 'Park Home Park' be added to Schedule 3 for SU6 in addition to Caravan Park so this land use can also be undertaken on site. 	Beach Sanctuary Road Caravan Park – to include 'Park Home Park' as additional "D" use to facilitate aged/independent living options and essential workers accommodation.	<p>there would be a component of sites being made available for key worker accommodation.</p> <p>Based on this, the development would be consistent with Special Use site designation and no amendment is required.</p>	
		Local Planning Strategy	<p>3. <u>Broome Museum and immediate surrounds (67, 69 and 71 Robinson Street)</u></p> <ul style="list-style-type: none"> This area is included in the Old Broome Development Strategy and make's recommendations and is incorporated into Area D – Mixed Use Tourist/Residential and is identified as being on a priority activate frontage. The intent is to see this area activated and developed for this purpose. Figure 5 of the draft Local Planning Strategy notes the presence of an activity centre (assuming this is Seaview) however it is unclear what the underlying designation is over the museum and the immediate surrounding lots. It is requested that consideration be given to extending the extent of the Planning Area A in the draft Local Planning Strategy to include the Broome Museum and immediate surrounding land, so that a Precinct Structure Plan can be prepared over this site and the vision within the Old Broome Development Strategy can be delivered. It is requested in draft Local Planning Scheme No 7 that consideration be given to rezoning the Museum (67 Robinson Street) in addition to 69 Robinson Street, 71 Robinson Street to Mixed Use to align with the Old Broome Development Strategy. The Town Beach Cultural Plan 2010 as a part of The Old Broome Development Strategy prescribes the museum form a part of an overall 'Heritage Precinct' incorporating the existing museum and tram line. 	<p>Broome Museum and immediate surrounds – clarification of identification of site under the LPS.</p> <p>Request that Planning Area A be extended to incorporate this land and align with the recommendations of the Old Broome Development Strategy.</p>	<p>The underlying land use classification in the Draft LPS is 'Existing Regional Infrastructure and Public Purpose'. This is consistent the existing 'Public Purpose Reserve' designation under LPS6.</p> <p>It is noted though that 69 Robinson Street is currently zoned 'Residential' and should be shown as such.</p> <p>Regarding the boundary of Planning Area A it is acknowledged and agreed that the boundary should be amended to align with the boundary of the Old Broome Development Strategy. This will ensure a clearer link between the intent of the LPS planning direction and action.</p>	<p>Upheld - amend Figure 5 & 6: Planning Area A - Precinct Structure Planning Guidance to incorporate the balance of the Old Broome Development Strategy Area.</p> <p>Noted. No modification is recommended to draft LPS7.</p>

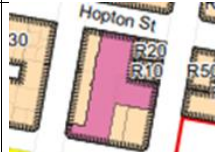
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9.	Hawaiian Group	Local Planning Strategy	<p>1. Having reviewed the draft Strategy, Hawaiian support the majority of the high-level objectives and actions that seek to support future growth of the Broome townsite over the next 15 years, including the identified need to activate both Cable Beach and Old Broome as key precincts within the Broome townsite.</p> <p>Hawaiian also supports the identified need to review the Cable Beach Development Strategy and prepare a new precinct structure plan to stimulate new growth and investment in the Cable Beach area.</p> <p>As acknowledged in the draft Strategy, private investment in Cable Beach has stagnated over the last decade, and there is a clear need to promote greater land use diversity to improve activation of the precinct, particularly during off-peak tourism periods. However, this lack of private investment will not change without meaningful alterations to the strategic direction and statutory planning framework applicable to the area.</p>	Support high-level objectives and preparation of precinct structure plan to stimulate new growth and investment in Cable Beach Area.	General support for direction of the draft LPS noted.	No recommendation required.
		Local Planning Strategy	<p>2. Whilst it is acknowledged that this opportunity for change exists through the intended precinct structure planning process, Hawaiian retain concerns over the continued references to tourism being retained as the primary function of the Cable Beach area, despite acknowledgement of the need to explore opportunities to support greater investment throughout the precinct.</p> <p>Due to the prohibitively expensive costs and high vacancy rates associated with tourism developments in Broome in the low season, Hawaiian strongly recommends that the Shire revisits the strategic direction established for the area to actively promote residential opportunities in parts of Cable Beach.</p> <p>It is acknowledged that implementing such changes will require a comprehensive reset of development controls and aspirations for the area, and our corresponding recommendations in relation to draft LPS7 are therefore set out in more detail below.</p> <p>A key component of these recommendations is a request that the street block bounded by Millington Road, Oryx Road and Sanctuary Road, which is sited away from the prime beachfront tourism areas and contains a number of longstanding vacant or underdeveloped lots, is excised from the 'Tourism' zone under draft LPS7 and included in a new 'Development' zone that is subject to</p>	<p>Concerned the Strategy continues to reference tourism being retained as the primary function of Cable Beach area.</p> <p>Hawaiian strongly recommends that the Shire revisits the strategic direction established for the area to actively promote residential opportunities in parts of Cable Beach.</p> <p>Submit that Millington Road, Oryx Road and Sanctuary Road block be excised from Tourist designation under Strategy and LPS7 and be zoned development.</p>	<p>Cable Beach is recognised as a 'Tourism Precinct' in the Shire's Local Planning Framework. Planning for this area has therefore been undertaken in accordance with various state government guidance such as:</p> <ul style="list-style-type: none"> Planning Bulletin 83/2013 Planning for Tourism (January 2013) Tourism Planning Guidelines (June 2014) <p>These documents provide guidance on planning in Tourism Precincts, which the Shire has aligned with. It is acknowledged though, that new guidelines are being prepared by the DPLH. These were released for public comment in December 2021 and when finalised will supersede the above.</p> <p>Changing Cable Beach's designation as a Tourism Precinct and the underlying Tourism Zone in LPS7 is not supported without further detailed planning.</p> <p>During pre-lodgement engagement issues were raised regarding viability of development in Cable Beach due to the existing planning requirements. This is reaffirmed in Hawaiian's submission, acknowledging that greater diversity in the Cable Beach Tourism Precinct is required. The Draft LPS therefore acknowledges this, and highlights those potential changes are needed. To allow meaningful change to occur, preparation of a</p>	No recommended change proposed.


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			comprehensive structure planning to guide future land use and development outcomes. This includes the Hawaiian owned assets at Lots 2245 and 2246 Millington Road, and Lot 6 Sanctuary Road, which provide a significant opportunity for residential development as an extension of the existing residential area to the south of Sanctuary Road. This renewed focus on residential opportunities would assist greatly in addressing the identified lack of private investment in the area, whilst providing the year-round activation that is so lacking in off-peak tourism seasons.		<p>Precinct Structure Plan was determined as the best course of action for the following reasons:</p> <ul style="list-style-type: none"> • <i>State Planning Policy 7.2 – Precinct Design</i> provides a contemporary framework for planning and development in existing areas. The policy will allow for a coordinated approach that ensures detailed consideration for a range of design elements. This would include the ability to draft new planning controls associated with land use and built form provisions. • The Precinct Structure Plan would be prepared with a concurrent Scheme Amendment which is best practice for such exercises. This would allow for implementation of any changes to land use / built form provisions in the form of LPS7 zone and development requirements. • A Precinct Structure Planning process would allow targeted engagement to be undertaken in partnership with landowners and the broader tourism industry to define an appropriate future vision for Cable Beach. <p>In light of the above, whilst it is acknowledged that greater flexibility is being sought for a number of select sites the draft LPS is clear in that, changes to the Scheme will not be supported until detailed planning has occurred. Which in this case is to be a Precinct Structure Plan prepared in accordance with the requirements of <i>State Planning Policy 7.2 – Precinct Design</i>.</p> <p>It is also worth noting that the preparation of the Cable Beach Precinct Structure Plan is identified as a short-term action, highlighting its importance as a priority project for the Shire.</p>	
		Local Planning Strategy	3. In addition to the above, we note the concerns that Hawaiian has raised separately with the Shire in relation to the revised beach access proposals for vehicles, which have been put forward as part of the separate Cable Beach Foreshore Redevelopment project. The proposal to modify vehicle access arrangements to run in even closer proximity to the existing sunset bar at Cable Beach Club Resort appears to be at odds with the recommendations of the draft Strategy in relation to enhancing built form activation of, and pedestrian priority around, the Cable Beach area. Hawaiian therefore strongly encourages the Shire to revisit this matter and find an	Concerns regarding realignment of beach vehicle access in the Cable Beach Detailed Design	The concerns raised in relation to the realignment of the beach vehicle access in the Cable Beach Detailed Design is a separate project and not a relevant consideration in the LPS. The concerns have been forwarded to the project team working on the Cable Beach Detailed Design. The matters raised in the LPS relative to built form and pedestrian priority are key design considerations in the Cable Beach Detailed Design.	Dismissed - submission not supported as relating to a separate project.

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			alternative design solution as part of ongoing work on the Cable Beach Foreshore Redevelopment project.			
		LPS7	4. Hawaiian are broadly supportive of draft LPS No. 7 in regard to: i) the aims and objectives of LPS7, particularly the need to facilitate growth and development, promote housing provision, and support strategically led business growth across all identified sectors of the Broome economy. ii) The specific recognition of residential land uses as being appropriate within the 'Tourism' zone, as per the zone objectives under Table 2 of draft LPS7; iii) The objectives for the 'Mixed Use' zone under Table 2 of draft LPS7, in terms of the intent to support a diverse range of land use outcomes, including residential housing; and iv) The proposal to reduce the minimum car parking requirements for single bedroom dwellings from the two (2) bays per dwelling required under the current LPS6 to one (1) bay per dwelling under Clause 26 of draft LPS7. This is considered to be a positive step towards supporting the provision of greater housing diversity to meet the varied needs of the local community.	Broadly support the aims and objectives of LPS7.	Noted.	Noted. No modification is recommended to draft LPS7.
		LPS7	5. However, it appears that the modifications made between the current LPS6 and draft LPS7 are largely administrative in nature. Limited consideration appears to have been given to implementing the growth objectives of the draft Strategy through the built form development controls in draft LPS7, with much reliance placed on the preparation of precinct structure plans to investigate increased development potential in key precincts. This is arguably a lost opportunity, however if this approach is to be adopted then Hawaiian strongly encourages the Shire to progress precinct structure planning for the Cable Beach area as a matter of priority, with a clear focus on alternative land use and development opportunities to encourage redevelopment of vacant sites in the area.	Concerns that limited consideration appears to be given to implementing growth objectives.	The intent of the Shire's Scheme Review was to ensure alignment with recent State Government Planning Reform initiatives including the Model Provisions, SPP 7.2 Precinct Design and to ensure alignment between the LPS and other strategic documents such as the Strategic Community Plans and Broome Growth Plan. The draft LPS clearly sets out the Shire's priorities for implementing the LSP and the timeframes for initiation of precinct planning by relevant stakeholders. The submitters support for precinct structure planning is welcomed to achieve these timeframes.	Noted. No modification is recommended to draft LPS7.
		LPS7	6. Requested Modification – Map 01 – Broome Townsite South. Rezone the following Hawaiian owned lots in Old Broome from the current 'Residential R10' and 'Residential R20' zoning to 'Mixed Use': • Lot 360 Hopton Street; and • Lots 361 and 362 Walcott Street. The requested modification will provide for a consistent zoning over the consolidated Hawaiian landholding. This in turn offers a significant opportunity for a comprehensive redevelopment that aligns with the designation of the site as part of an 'Urban Renewal Area'	Request rezoning of Lot 360 Hopton Street and Lot 361 and Lot 362 Walcott Street to 'Mixed Use'.	 It is considered premature for the land to be rezoned Mixed Use as this modification represents an ad hoc "spot" rezoning in the absence of comprehensive planning. Furthermore, the proposal warrants public advertising and stakeholder engagement which	Dismissed - no modification is recommended to draft LPS7.

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			under the draft Strategy, in which urban infill opportunities are to be encouraged.		cannot be facilitated unless the Scheme was re-advertised resulting in delay to the gazettal of LPS7.	
		LPS7	<p>7. Requested Modification – Map 02 – Broome Townsite Central.</p> <p>Rezone land in the street block bounded by Millington Road, Oryx Road and Sanctuary Road in Cable Beach from the current 'Tourism' zoning to a new 'Development' zoning, requiring comprehensive structure planning to guide land use and development outcomes.</p> <p>The land in the street block bounded by Millington Road, Oryx Road and Sanctuary Road is sited away from the prime beachfront tourism land and contains several longstanding vacant and underdeveloped lots. It is therefore a key opportunity to explore alternative land use opportunities that can deliver on the objectives of the draft Strategy in relation to the diversification of land uses within the Cable Beach precinct to stimulate private investment in, and promote year-round activation of, the area. This can be achieved by designating the land as a 'Development' zone requiring comprehensive structure planning, which will enable the intended precinct structure planning exercise to also consider appropriate land use outcomes and designate alternative land use permissibility controls in this area.</p> <p>This structure plan exercise should focus specifically on opportunities for residential development in the area, as an extension of the existing residential area to the south of Sanctuary Road, consistent with the comments provided above in relation to the draft Strategy.</p> <p>We also note that the Shire has the option of applying individual 'Special Use' zonings over the existing caravan parks within the street block bounded by Millington Road, Oryx Road and Sanctuary Road should they wish for these to remain. This would be consistent with the approach advocated in the Western Australian Planning Commission's Planning Bulletin 49/2014 – Caravan Parks.</p> <p>Part 3 – Zones and Use of Land</p> <p>Include the requested new 'Development' zone, with an objective to guide future development in accordance with an adopted structure plan, and land use permissibility to be assessed in accordance with Clause 18(6).</p> <p>8. To reflect the requested rezoning of the street block bounded by Millington Road, Oryx Road and Sanctuary Road, and enable land</p>	<p>Rezone land in the street block bounded by Millington Road, Oryx Road and Sanctuary Road in Cable Beach from 'Tourism' to 'Development' zone allowing comprehensive structure planning to guide land use and development outcomes.</p>	<p>Request landholdings bounded by Millington Road, Oryx Rd and Sanctuary Road are rezoned from the 'Tourism' zone to the 'Urban Development' zone (Hawaiian Assets Lot 2245, 2246 Millington Road and Lot 6 Sanctuary Road), Cable Beach.</p>  <p>It is considered premature for this significant land (approx. 35ha) currently zoned Tourism zone with accompanying development/use provisions to be zoned Urban Development as this is a significant proposal and does not meet the objectives and proposed strategic direction of the draft LPS particularly in relation to Tourism led development in this precinct.</p>	Dismissed - no modification is recommended to draft LPS7.

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			use controls for this area to be established through the structure plan process, with a focus on opportunities for residential uses.			
		LPS7	<p>9. Schedule 4. Cl. 10 Height of Buildings</p> <p>Amend sub-Clause (2) to apply the wall height of 10 metres and the overall height of 14 metres to all forms of development (including residential development) in the specified zones.</p> <p>The appropriate built form outcome that these height controls establish in the respective zones should apply to all land uses, including purely residential developments. This will provide greater consistency in built form outcomes and serve to encourage residential development within the Broome townsite.</p>	Amend development standards in LPS7 relative to height so wall height of 10m and building height of 14 applies to all development (currently different controls in place for residential development – R Codes)	Agreed that the height of buildings in the Tourist zone should be a wall height of 10m and overall height of 14m.	Uphold in part - modify the Scheme text accordance with the Schedule of Modifications LPS7 to clarify that height for all development in the zones will be calculated in accordance with Clause 10 of Schedule 4.
		LPS7	<p>10. Schedule 4, Cl. 15 – Mixed Use Zone</p> <p>Delete sub-Clause (5) and (6), which provide a presumption against subdivision in the 'Mixed Use' zone unless it is in accordance with an approved structure plan, local development plan or adopted local planning instrument.</p> <p>Subdivision proposals within the 'Mixed Use' zone should be able to be considered on their individual merits through the subdivision application process.</p>	Remove development standard providing presumption against subdivision in Mixed Use zone in absence of LSP or LDP.	<p>Agreed, the lot configuration and size of properties in the Mixed Use zone are of a nature that subdivision and development could progress in the absence of a LSP or LDP.</p> <p>Recommend that schedule 4 is amended to remove clause (1), (5) and (6) which references that a Structure Plan/Local Development Plan should be provided to guide development and/or subdivision.</p>	Uphold – remove provision from Mixed Use zone Schedule 4. Modify the LPS7 Scheme text accordance with the Schedule of Modifications LPS7 which references development or subdivision to be guided by Structure Plan or Local Development Plan.
		LPS7	<p>11. Schedule 4, Cl.17 – Tourism Zone</p> <p>Delete sub-Clause (3), relating to the requirement for 60% tourism use as part of any mixed use development within the 'Tourism' zone.</p> <p>This clause is unnecessarily onerous and has contributed substantially to the lack of private investment in the Cable Beach area over the last decade, as discussed in detail above in relation to the draft Strategy.</p> <p>Development applications for mixed use developments should be able to be considered of their individual merits having regard to the objectives for the 'Tourism' zone under draft LPS7, and any future precinct structure planning over the area.</p>	Remove the development standard in LPS7 requiring 60% tourism use in the tourist zone.	Sub-Clause (3), relating to the requirement for 60% tourism use for a proposal seeking approval of a combination of short-term tourism accommodation and permanent residential use within the 'Tourism' zone is consistent with the current provision in LPS6 and is considered consistent with the objectives and proposed strategic direction of the draft LPS particularly in relation to Tourism led development in this precinct.	Dismissed - no modification proposed to draft LPS7.

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		LPS7	<p>12. Schedule 4 – Plot Ratio Controls</p> <p>Remove plot ratio controls from Schedule 4 of draft LPS7, in all zones where plot ratio controls are currently specified.</p> <p>Plot ratio controls are unnecessary when draft LPS7 already provides comprehensive built form guidance through the establishment of site coverage, building height and setback controls, which as a collective are far more effective controls on overall building bulk than an arbitrary plot ratio figure.</p>	Request that plot ratio controls in all zones are removed from LPS7.	Agreed. Sufficient controls are in place with site coverage, setbacks and building heights that plot ratio is not deemed to not add value.	Uphold in part - modify the LPS7 text accordance with the Schedule of Modifications LPS7 to remove plot ratio development standards.
		Local Planning Strategy and LPS7	13. Hawaiian looks forward to the opportunity to continue working with the Shire to progress planning to support renewed investment in, and revitalisation of, the Broome townsite in accordance with the recommendations put forward in this submission. In doing so, Hawaiian urges the Shire to deliver a contemporary local planning framework that provides the increased levels of flexibility that will be required to stimulate private investment in the Broome townsite.	Conclusion and looks forward to the opportunity to work with the Shire.	Noted.	<p>No recommendation required.</p> <p>Noted. No modification to draft LPS7 required.</p>
10.	Michael Leake	LPS7	<p>1. <u>Development of the TPS – Properly identifying Stakeholders.</u></p> <p>One of the biggest issues that needs to be addressed in the development of the TPS and further Shire documents is the usage of the phrase “Stakeholder” and its definition.</p> <p>It is just wrong! And has been used incorrectly.</p> <p>A stakeholder is someone who has something at stake, or a potential loss.</p> <p>A good tool to use to identify a stakeholder is whether the entity or person runs a self-sustaining financial enterprise that receives income on a retail or fee for service basis, and if the entity goes under there is a person or director that may be personally liable and has personal assets at risk.</p> <p>Most of the 30 odd organisations that were interviewed as so called “Stakeholders” are actually support organisations at best, or unaccountable bodies at worst. Maybe if we are lucky, they might lobby on behalf of stakeholders, however I would bet that none of them consulted before they provided input into this process.</p> <p>That basically excludes from being a stakeholder all government departments as they all spend other peoples’ money, organisations like Tourism WA (who, without consulting the industry, ridiculously suggested a casino might be a good idea to increase Asian visitors), the totally</p>	Government departments should not be considered stakeholders.	Under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> both a Local Planning Strategy and Local Planning Scheme must be referred to any affected public authorities. In the Western Australian planning system, government departments / authorities are viewed as important stakeholders.	<p>Dismissed - submission not supported.</p> <p>Noted, no modification to draft LPS7 required.</p>

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			<p>unaccountable Kimberley Futures Alliance (which was discredited last year in a shire officer's report) and other membership associations etc. At best they are interested parties, but never stakeholders, and their opinions should be taken on board as second inputs.</p> <p>So to help clarify things, the stakeholders are the community members and business owners. It is as simple as that.</p> <p>Find below a summary of each of the key points raised many years ago for TPS4/5. They are still valid today, which is rather disappointing.</p>			
		Local Planning Strategy	<p>2. <u>Development of a Tourism Strategy – see also Annex 1</u></p> <p>Tourism is the major non-government industry of Broome and has been for more than 30 years. There is a glaring omission that there is no overarching Tourism Strategy that covers the whole of the Broome shire. Such a strategy would bring together and integrate development plans such as the ones for Town Beach, Chinatown and Cable Beach. There is a lot more to Tourism in Broome than just these 3 locales. This is more imperative than ever with the completion of sealing of the Cape Leveque Road.</p> <p><i>Note: Annex 1 – for a full copy of submission please refer to separate attachment.</i></p>	Development of Tourist Strategy required.	<p>The LPS provides commentary on the importance of tourism in Part 2 with relevant actions in Part 1 for both the Broome Townsite and beyond. This includes specific consideration for tourism in the Dampier Peninsula and the sealing of Cape Leveque Road.</p> <p>Given the maturity of the tourism industry, development of a Tourism Strategy is not identified as a major priority.</p>	No change to the LPS recommended.
		Local Planning Strategy	<p>3. <u>Under - developed Tourism Node – see also Annex 2</u></p> <p>The 'Gantheaume Point/ Simpsons Beach / Reddell Beach Tourism Precinct (Port Precinct)' is an example of an area that has many tourism activities operating within it. However, the area is not covered under a location specific plan or a broader Tourism Strategy. The information attached in Annex 2 outlines the tourism activities that are occurring, and how they could be integrated throughout the whole Shire, instead of isolated developments.</p> <p>Ironically, the proposed TPS [Local Planning Strategy] also supports this approach of an open space Tourism node where it identifies the potential for 3 or 4 new tourism developments in this Tourism Node in "Figure 5: Local Planning Strategy Map - Broome Townsite". These include areas (P36 -44):</p> <ul style="list-style-type: none"> • "D" Heath and Wellness Precinct • "J" Port Drive. – Tourism Investigation • "L" Gantheaume Point – Tourism Investigation 	Gantheaume Point/Simpson Beach/ Reddell Beach should be included as tourism precinct in the Strategy.	<p>Submission acknowledges maturity of Chinatown, Town Beach and Cable Beach tourism precincts. Focuses specifically on other areas as referenced below.</p> <p>Major and Minor Tourism Nodes</p> <p>Section 2.2.3 and background information in Part 2 (Section 4.3.1) demonstrate that this terminology applies specifically to tourism nodes outside of the Broome Townsite. It is the same terminology and approach used in the overarching Dampier Peninsula Planning Strategy, which is a Sub-Regional Strategy endorsed by WAPC.</p> <p>Guantheaume Point</p> <p>Broome Townsite Planning Area M specifically identifies the need to prepare the Guantheaume Point Master Plan to formalise it as a recreation area. This will ensure a coordinated approach to future upgrades and works in the area.</p> <p>Port Tourism Precinct</p>	No change to the LPS recommended.

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			<ul style="list-style-type: none"> “M” Gantheaume Point – “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 area is required important to enhance safety and provide necessary community infrastructure.” (TPS P44). <p>The new TPS [Local Planning Strategy] provides a mechanism for facilitating this recognition of a Tourism Node where it outlines in “Section 2.2.3 Tourism” the idea of Major and Minor Tourism nodes.</p> <p>Planners are concerned about the potential of conflicting uses (eg noisy industry and accommodation), but there are ways around it by limiting the activities. It should be noted that just because an area is declared a tourism node, it doesn't necessarily need to include more accommodation.</p> <p>However, we need to address the issue that this area is a Tourism Node, which already exists and is a reality, so let's put a plan in place. Yes the area is juxtaposed throughout to the Port Area and industrial area and if we don't work out how to manage the competing uses by acknowledging their existence, we will continue to have conflicts in usages that are compounded. Yes there are challenges having an industrial and port area comixed with a tourist zone but that is the reality of what is already there. These challenges can be potentially further entrenched and problems multiplied with lack of action and yet further proposed tourism developments in an area that is currently not acknowledged as tourism.</p>		<p>Existing tourism uses in the Port Precinct are primarily a legacy of how Broome has evolved over time.</p> <p>The LPS did not identify a need for major change in this area, particularly as some of the changes recommended could compromise the strategic intent to provide industrial related economic development at Broome Port – as recommended in the Kimberley Regional Planning and Infrastructure Framework.</p> <p>In addition, the Broome Townsite Coastal Hazard Risk Management and Adaptation Plan identifies the Redell Beach (Compartment 3) and Simpsons Beach (Compartment 5) areas as ‘Managed Retreat’ and ‘Avoid’ respectively. In essence, future development at risk of coastal processes is not desired as described below.</p> <p><i>Compartment 3 Reddell Beach</i> <i>The risk management and adaptation approach for this section of coast is Avoid further development within the identified coastal erosion hazard, Managed Retreat for current structures and properties within the erosion hazard area.</i></p> <p><i>Compartment 5 Simpsons Beach</i> <i>The risk management and adaptation approach for this section of coast is Avoid further development within the identified coastal erosion hazard. The avoid option will be supported by a coastal monitoring program tracking the rate of future erosion of the shoreline.</i></p> <p>Given the above, no changes are recommended to the LPS.</p>	
		Local Planning Strategy	<p>4. <u>Gubinge Road Extension – heavy through vehicle bypass – see also Annex 3</u></p> <p>The greater port area has been undergoing sporadic development over the last 20 years with only little regard for infrastructure development, safety considerations and amenity planning to accommodation expansion needs. Most planning has focussed on making roads bigger rather than looking at the overall structure.</p> <p>If the floating jetty proceeds, the loading of product from the Thunderbird (Sheffield Resources) operations and so on, there will be a significant increase in heavy road-train through traffic to the port that will have major safety concerns. The reality right now is that there are a range</p>	Request Gubinge Road be extended so Port Drive does not contain heavy industrial traffic.	<p>The proposed Gubinge Road Extension is not considered a major priority of the LPS. Relevant cost / benefit analysis has not been undertaken to determine the suitability of the proposal. There are also concerns with the impact of the proposed route, such as:</p> <ul style="list-style-type: none"> It would cause major disruption to areas of land reserved for Environment / Cultural Conservation. It would impact on identified Threatened Ecological Communities. It would also trigger Native Title considerations, as the land is subject to the ILUA. 	No change to the LPS recommended.

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			<p>of clashing uses. There are existing and proposed tourism ventures and operations (including the new \$6.5 million Broome Golf Club development that was supported by the shire as a tourist attraction), retail and wholesale outlets, and a whole range of slow moving vehicles using multiple access points. At the same time, the shire is proposing increasing the throughflow of heavy vehicles along the same section of road. This is a major contradiction in purpose and management and has the major potential for safety issues.</p> <p>A proposed new alignment is suggested that would serve Broome well for the next 50 years and should be reviewed before there is a catastrophic fatality.</p>		<p>However, the need to mitigate future conflicts where possible is acknowledged. As evidenced in Planning Area I (Part 1 – Section 3.2) which already identifies a need to consider improvements to connectivity and access to facilitate implementation of projects such as:</p> <ul style="list-style-type: none"> • Kimberley Marine Support Base; and • Broome Boating Facility. <p>A new road connection from Kavite Road is being considered as one of the options to minimise conflicts between recreational traffic and port operations.</p>	
		LPS7	<p>5. <u>Short Stay Accommodation – Attachment 1</u></p> <p>This issue has been discussed at length. See the accompanying file: "Air Bnb and unlicensed short stay letting impacts on Broome Tourism Industry Sep 19.pdf".</p> <p>The report suggests at looking at ways to increase the development in the Cable Beach Tourist Zone. This is going to be fraught with investor reluctance whilst there is the potential for a 'free for all' in uncontrolled and illegal short stay accommodation. The current situation is a direct result of the Shire failing to manage and police the current TPS, whilst knowing and acknowledging publicly that the issue is going on.</p> <p><i>Note: Attachment No 1 is a copy of the BTLG Occasional Paper which has been previously supplied to elected members. Can be provided upon request.</i></p>	Do not support proposed change to make Holiday Home a discretionary use in the Residential zone.	<p>LPS7 proposes to make un-hosted short stay accommodation a discretionary land use in the residential zone in LPS7. The Shire has prepared a draft LPP to guide appropriate development and together with the reforms currently being undertaken with the State (with regard to registration system) it is considered that the land use should remain as a discretionary land use.</p> <p>It is noted that the position within the LPS and draft LPS7 is supported by Tourism WA in their submission.</p>	Noted, though no modification to draft LPS7 required.
		Local Planning Strategy	<p>6. <u>Data Based Decision making – Annex 4</u></p> <p>Whilst this planning scheme is out for review, there is a paucity of information about the profile of industries of the shire. This is especially so with the Tourism Industry. There is no accurate data that identifies the amount of capital invested, industry turnover, number of people employed, amount of mobile capital, number of guests, profiles, types of businesses etc.</p> <p>This lack of data means that decisions are being made when people are not fully informed in many situations, and this will affect the effectiveness of strategic plans.</p>	Request for more data and information on tourism.	The Shire has undertaken extensive pre-lodgement engagement in reviewing the LPS and LPS7. While the data mentioned would be informative, the matters raised are unlikely to lead to a change in the strategic direction in the LPS or the statutory provisions in LPS7 relative to tourism.	No recommendation proposed.
		Local Planning Strategy	<p>7. <u>Differential rates</u></p> <p>Currently properties that are zoned business or tourism are charge a differential rate. Whilst this originally had the purpose of providing funds</p>	Differential rates	Rating of properties is not relevant to preparation and adoption of a Local Planning Strategy or Scheme.	Dismissed - submission not supported.

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			<p>to market Broome, this reason has become blurred. Funds are allocated without reference to the rate payers that provided those targeted funds and there is no transparency and effectiveness of how the funds are used. A significant amount is given to Australia's North West for destination marketing and yet they do not have a specific and ongoing marketing strategy for Broome. Let alone specific and measurable goals for success. The Shire has been remiss in not pursuing transparency and, above all, accountability for the effectiveness of funds spent.</p> <p>The way the differential rate misses so many industries and does not levy those that benefit directly from tourism, also needs to be reviewed. Many tour operators work out of their house, registered bed and breakfast properties do not pay any levy and the Shire makes no effort to enforce regulation and payment by unlicensed short stay properties.</p> <p>Given that tourism is such a major industry in Broome, is it not time to think about a levy on <u>all</u> rate payers in Broome and the formation of a Broome specific local tourist organisation, that is both transparent and accountable?</p>			
		Local Planning Strategy	<p>8. <u>Broome Airport Relocation – not required</u></p> <p>The TPS report erroneously concluded and is unsupported by the comments:</p> <p><i>"Early engagement during the preparation of this Strategy established that there is still a long term need and community desire for the relocation of the Broome Airport. Several factors will underpin the process of planning for the long-term transition including:</i></p> <p><i>Appendix 1 and the analysis in Section 4 suggests that there is a desire to see the airport relocated to an alternate site. Some of the primary reasons for this relocation are:</i></p> <p><i>+ The noise of operations causing disturbance to existing residents. (2.4.3 Airport infrastructure)"</i></p> <p>The linkage between 'airport noise' and 'relocation of the airport' is an incorrect inference that the authors have made between two separate and distinct points. Prior to the arrival of the helicopters at the airport, the only noise complaints were due to planes not adhering to the "Friendly Skies" policy of the airport. The comments regarding airport noise was in reference to the helicopters rather than the planes, and were not made as comments supporting the relocation of the airport. The</p>	<p>Airport relocation not required. Helicopter operations should be relocated.</p>	<p>Long-term Need Through stakeholder engagement undertaken with BIA and planning analysis, the draft LPS has determined that there are sound planning reasons for why the airport should be relocated in the future. The draft LPS has altered the strategic direction of the previous LPS by focussing on long-term relocation, rather than an 'imminent relocation'.</p> <p>This change is consistent with the feedback received and generally supported by BIA.</p> <p>Community Desire A review of Part 1 and Part 2 of the LPS has been undertaken and there are three instances in which 'a desire' for airport relocation is quoted.</p> <p>Part 1 – Section 2.4.3 <i>"Early engagement during the preparation of this Strategy established that there is still a long-term need and community desire for the relocation of the Broome Airport"</i></p> <p>Part 1 – Section 3.2 (Planning Area B) <i>"Appendix 1 and the analysis in Section 4 suggests that there is a desire to see the airport"</i></p>	<p>Upheld - reword first paragraph in Section 2.4.3 as follows:</p> <p><i>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:</i></p>

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			<p>complaints regarding airport noise have only risen to these levels since the arrival of the helicopters. This is the fact.</p> <p>The facts speak for themselves in that issues have been raised previously about noise and other aspects but most of this has improved considerably with the relocation of the majority of the helicopters to alternate sites out of Broome during the Covid period. This highlights the significant amenity improvements for the town if the helicopters were permanently relocated out of Broome at Djarindjin, or an alternate location.</p> <p>The approach of relocating the helicopters but keeping the airport in its current location would have multiple benefits:</p> <ul style="list-style-type: none"> • The current location of the airport is beneficial to the tourism industry and provides a quirkiness to the town, • Guests comment frequently about the enjoyability of having the airport close to town, • Jobs would be provided to the alternate location, • Having an alternate airport would provide a good safety alternative if another airport was needed for emergency or diversionary purposes. 		<p>Part 2 – Section 4.5.3 Airport states <i>"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"</i></p> <p>On review of the above, it is only the wording in Part 1 – Section 2.4.3 which requires potential rewording.</p> <p>Relocation of Helicopters All aviation operations are expected to be relocated, including helicopters. The MOU discussions recommended in the LPS to facilitate the airport relocation should also include helicopter operations and noise concerns.</p>	
		Local Planning Strategy	<p>9. <u>Need to focus on utilising existing assets, not just new construction</u></p> <p>It is imperative that economic development strategies do not just focus on construction style activities for the sake of employment, rather than ones with a substantial rate of return. The need for construction should be driven by economic activity that initiates and requires construction.</p> <p>This is a theme that needs to permeate the town planning scheme and strategies.</p> <p>The "build it and they will come" mindset is strong amongst those that are not personally footing the bill.</p> <p>For example, the Chinatown revitalisation will not bring any new tourists to Broome, contrary to some thought. The works did a major freshen up of tired and worn infrastructure but no tourist is going to come to Broome to see the new Chinatown. The construction activity came and went and now we need another construction activity to keep people employed. And so the cycle goes on. Government money spent on projects to prop up private companies.</p>	Review expenditure on capital projects.	Comments are not deemed to be relevant to LPS or LPS7.	Dismissed - submission not supported.

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			<p>The other issue is that the new assets are not being properly managed to full implementation after construction:</p> <ul style="list-style-type: none"> • The Broome Road Industrial Estate has only 2 or 3 occupants after 10 years and millions of dollars of construction. One of its purposes was to minimise road-trains in the Broome township to improve safety. No plan has been put in place to encourage industry to move. Why not?; • Chinatown – overt the last 3 months, every time I have visited Chinatown at night there has been at least 6 or more lights not working. They are a major feature of the new works. Is the timber work being oil and maintained throughout? It looks very dry and close to splitting, again also a key feature of the works. Is there a maintenance plan? • Airport Drain – the Shire co contributed to the works and made a contract with the community to replace the frangipani trees. They didn't and it is now the ugliest section of road in Broome for over ten years. A broken contract. • And the list goes on. <p>Any plan needs to look at the strategic application and management of the assets within the plan. The TPS is a planning document, not just a construction plan.</p> <p>However an alternate view is that if we maximise an activity such as tourism, a commercial asset will become worn (eg accommodation) and then need updating or major refurbishing. This economic activity is then funded by private industry to maintain a private asset but also significantly keeps support industries such as local construction, transport and supply industries active.</p> <p>Quick calculations to support this approachs (see previous point about data sourcing which would certainly support this argument if we had the data):</p> <ul style="list-style-type: none"> - Accommodation in Broome approx. 1,700 rooms - Built in two major stages 1995-2000 and 2005 -2009. - First stage is around 20 years old and needs refurbishing, say half or 850 rooms, that would take around 5-7 years to complete, - Second stage buildings would then be 5-7 years older and also need refurbishing as soon as stage 1 is finished. - When this is completed the cycle would start again, but however it would all be funded by successful businesses using private money. 			

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			<p>- Estimated ongoing refurbishment costs 1700 rooms x \$15k = \$25,500,000 per refurbishment cycle. That is quite a sustainable economy without building anything new.</p> <p>This would set up a major sustainable economy for Broome. Further developments would then flow through natural economic 'pull' processes, not pushed through by government grants.</p> <p>However the Covid recovery plan is based significantly around building new things with government money – up to \$100 Million. If a small fraction of that, say \$1 million per year was put forward to encourage Broome tourism and cheap flights, the multiplier effect would be enormous. However we only give a pittance to supporting cheap flights and good destination marketing.</p> <p>This is a mindset activity that needs to feed into strategic thinking as there is currently too much focus on build and build. We need current assets and infrastructure to operate at high utilisation levels to get a sustainable economy for Broome instead of the boom and bust of infrastructure building activity (and oil and gas and mining for that matter!).</p>			
		LPS7	<p>10. Expansive tourism</p> <p>Finally before I go to bed. There needs to be scope in the TPS for temporary and expansive tourist activities that can come and go with the seasons and tourism demand. We have this in some ways with the markets and tours side of the industry, where no huge capital outlay or commitment is required from stall holders or tour operators and they can follow the tourist season around the country or shut up shop in the quiet times.</p> <p>The next level which needs to be incorporated into planning strategies is also to allow and cater for temporary, but substantive activities, that can come and go with the activity of the tourist season. For example a seven storey inflatable water slide was operating at the Ascot Racecourse in Perth over Perth summer. This could be easily relocated to Broome each dry season as an entertainment activity, as could many other activities like it. A temporary structure like the water slide negates the need to construct a purpose built, expensive to operate permanent style water park.</p> <p>There is a need to encourage planning and facilitation in the planning scheme and strategies that looks outside the box so that they incorporate into the seasonality of the life we have here in Broome.</p>	Scope to allow for seasonal tourism activities	Scheme enables these types of land uses currently and furthermore, these activities may be captured through the Local Law as trading activities.	Noted. No modification to draft LPS7 required.

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11.	Kylie Weatherall	LPS7	<p>1. Service Commercial Zoning Cable Beach Rd East and Gubinge Rd The area zoned 'Service Commercial' area on the corner of Cable Beach Rd East and Gubinge Rd is a particularly poor zoning choice, as this land is and will be next to residential areas and is close to the tourist precinct of Cable Beach. This little island of 'service commercial' will fracture the towns shopping precincts and result in a 'higgledy piggledy' visual aesthetic. It will look like a badly planned urban area and be completely out of character with the locality. A shopping area more suited to a light industrial zone than a tourism corridor between the town centre and Cable Beach.</p>	Service commercial zoning on Cable Beach Road East and Gubinge Road – would be out of character with the locality.	<p>As summarised in Table 4: Retail, Commercial & Activity Centres - Planning Directions and Actions (Part 1 – Section 2.2.1) the rationale behind the service commercial zoning in this location is as follows:</p> <p><i>"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"</i></p> <p>Approval of the structure plan was a Ministerial decision, as such it must be reflected in the Shire's LPS.</p>	Noted. No modification to draft LPS7 required.
		LPS7	<p>1. Environment and recreation There is no connectivity of undeveloped across the Broome peninsula in terms of landscape – no planning for 'wildlife corridors'. If the environment had value (and you would believe it did if you read shire documents) you would see planning for the inclusion of 'wildlife corridors'. There is opportunity to allocate land and include wildlife corridors, but they are completely absent from the summary paper document and plan.</p> <p>I note the drainage areas are marked as public open space. There is further opportunity to create wildlife corridors and/or other recreational areas through the creation of well-designed drainage basins. This would help both help increase green areas, reduce flooding, erosion and improve amenity. More examples of well-designed and functional drainage areas can be seen in 'Sunset Park', behind Matsumoto (off Anne St.), along Cable Beach Rd East and in Broome North's drainage swales.</p> <p>If the Shire of Broome values the natural environment all the Threatened Ecological Communities and Priority Ecological Communities within the Shire of Broome should be highlighted in plans, as well as promoted and celebrated and protected from future development. I am concerned with the lack of acknowledgement of these plant communities in general shire documents such as the map & plan (as in the Summary document). Within the map I am also concerned that the area marked as 'M' Gantheaume Point, and as 'Future Tourism Rural' is the location of the Priority Ecological Community Dwarf Pindan Heath.</p>	<p>Lack of planning for wildlife corridors and opportunities to create through drainage corridors.</p> <p>Threatened Ecological Communities and Priority Ecological Communities within the Shire of Broome should be highlighted in plans</p>	<p>TEC and PEC's are captured as Special Control Area under LPS6 and is proposed to continue in LPS7.</p>	No recommendation required.

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		Local Planning Strategy	<p>2. Urban Renewal</p> <p>Whilst it is good to see areas in old Broome marked for urban renewal, the lack of commitment by the Shire to endorse and prioritise the urban renewal strategy is disappointing. Overcrowding and dense clusters of social housing (aka ghettos) in many of these areas contribute greatly to the increasing crime and reducing safety across Broome. The Shire of Broome needs to prioritise urban renewal and work together with the Department of Communities to make changes to social housing ghettos much faster.</p> <p>The lack of public open spaces in the block area marked 'N' for urban renewal bounded by Pembroke, Robinson, Roberts, Blick Dr., Paddy Court and Anne St. This is of great concern especially as the well utilised park on the corner of Blick Dr. and Dora St is ear-marked for development as 'Health and Wellness' development. I understand is going to be developed and there will be NO public open space. The removal of vegetation in this area is also of great concern.</p>	Urban Renewal – Shire needs to prioritise and lack of POS within the urban renewal areas.	<p>Noted that there is a desire for formal adoption of the URS, however, this is separate to the LPS / Scheme Review process.</p> <p>Further, as stated in Part 2 – Section 4.2.2 (Existing Residential Areas) implementation of the URS is likely to take many years with one of the primary challenges being:</p> <p><i>"...full costings have not yet been developed by the Department or priorities established".</i></p> <p>The LPS recognises the importance of the URS but acknowledges that it is a long-term solution that will require cross-agency implementation across all levels of government.</p>	No recommendation required.
		LPS7	<p>3. Port precinct</p> <p>A major town planning issue is the use of the land currently designated 'Port' on the map, with the area of land called 'Entrance Point' being one of the most beautiful and well visited places in Broome. Currently the port industry dominates an area which should I believe become 'public open space' as it such a well utilised area (and by a many more people than just the recreational fishing community). The council and the Shire have a great opportunity to develop this are of land into a place 'for all' not just the Port industry or the recreational fishing. The port of Broome expansion or activities should be restricted, and the entire fishing club area and the old silos should be resumed for public recreation. A more visionary approach to this site (and the expenditure of millions of dollars as is current plan for safe boat harbour) at this site would be to create a smaller but adequate safe launching boat ramp, retain the beaches and dinosaur footprints and spend more money on developing the entire site from the old silo to Entrance Point. The old silo site could potentially become bars, restaurants, open air areas for markets, performance spaces and all with adequate, large car parking areas. It would be connected to the Fishing Club, the boat ramp and Entrance Point and allow expansion into the future for a growth.</p>	Portion of the Port Reserve should be designated as public open space.	Draft LPS7 reflects the current zoning/reservation of the Port in LPS6. No changes to landownership/ tenure arrangements are proposed for this land, so it is more appropriate that the land is reserved Port and the use and development of the landholding is consistent with the reservation's objectives. Any incidental use of Port reservation for recreation purposes would need to be considered in consultation with the Port operator and the overall objectives of the reservation.	Dismissed - no modification to draft LPS7 required.
12.	Paspaley Properties - Nick Hanigan	Local Planning Strategy	1. As the intended primary strategic planning document for the Shire over the next 15 years, the draft Strategy is a significant opportunity to establish a strategic context for decision making that can drive positive change in the Broome townscape. Noting this, we are supportive of several of the stated objectives under Section 1, Part 1	Support of specific objectives in the LPS.	Support for LPS objectives noted.	No recommendation required.

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			<p>of the draft Strategy, including the need to:</p> <ul style="list-style-type: none"> Promote practical and sustainable growth and development; Activate Chinatown, Old Broome and Cable Beach as the key precincts of Broome; Support access to suitable and affordable housing and accommodation that meets the needs of all community members; Create attractive, well designed and climate responsive built environments, streetscapes and green spaces; and Ensure safe, affordable and well connected, transport networks for all modes. 			
		Local Planning Strategy	<p>2. However, we also consider that the draft Strategy has an opportunity to present a bolder vision for the future growth of the Broome townsite, particularly in the key precincts of Chinatown, Old Broome and Cable Beach.</p> <p>Whilst the Shire's stated intent for Precinct Structure Plans (PSPs) to be prepared for these key townsite locations is supported by Paspaley, the draft Strategy still has the opportunity to provide more aspirational strategic direction that is required to support meaningful change for the Broome townsite. This would offer an early opportunity for feedback from the community, whilst providing a strategic context for the future PSP process to focus on investigating a greater range of innovative solutions to support private investment in these key precincts. As part of this, there is an opportunity to acknowledge a number of the potentially transformative initiatives for the Chinatown and Old Broome area that have been presented to the Shire in recent times. In particular, we request that the draft Strategy is amended to include specific recognition of the opportunity to revisit and further investigate the following initiatives as part of the future PSP process:</p> <ul style="list-style-type: none"> Provision for a potential marina as an eastern extension to the existing Chinatown area to create a vibrant and economically viable waterfront interface; and The proposed extension of Gray Street through to Old Broome Road and the associated realisation of additional commercial land that this would provide for town centre expansion to the west of the existing shopping centre development at 8 Short 	<p>LPS requires a bolder vision for future growth, particularly marina to the east of Chinatown and extension of Grey Street and additional commercial land in Chinatown.</p>	<p>The desire for a bolder vision for Broome's key precincts is acknowledged. Their strategic importance is why future detailed planning is required to ensure positive long-term development outcomes.</p> <p>To allow meaningful change to occur, preparation of a Precinct Structure Plan was determined as the best course of action for the following reasons:</p> <ul style="list-style-type: none"> <i>State Planning Policy 7.2 – Precinct Design</i> provides a contemporary framework for planning and development in existing areas. The policy will allow for a coordinated approach that ensures detailed consideration for a range of design elements. This would include the ability to draft new planning controls associated with land use and built form provisions. The Precinct Structure Plan would be prepared with a concurrent Scheme Amendment which is best practice for such exercises. This would allow for implementation of any changes to land use / built form provisions in the form of LPS7 zone and development requirements. A Precinct Structure Planning process would allow targeted engagement to be undertaken in partnership with landowners and to define an appropriate future vision and design for the Chinatown area. 	<p>Upheld - amend Figure 6: Planning Area A - Precinct Structure Planning Guidance to include a new notation regarding detailed planning and investigation of the proposed Gray Street Extension.</p>

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			<p>Street.</p> <p>These initiatives offer desirable opportunities for town centre expansion that can complement the vision established under the draft Strategy and contribute to the supply of additional commercial land within the established Regional Activity Centre area. In addition, these initiatives provide opportunities to:</p> <ul style="list-style-type: none"> • Offset the potential loss of land area to the north of Gray Street due to the coastal defence strategy being adopted in response to the findings of the Broom Townsite Coastal Hazard Risk Management and Adaptation Plan (the CHRMAP); • Consider alternative solutions for the provision of coastal defence mechanisms required to address the findings of the CHRMAP, in a manner that can achieve a tangible return on investment through the creation of new commercial opportunities that can contribute to increased investment and activation with the Chinatown area; • Grow Chinatown as a consolidated and connected activity centre driving its retail competitiveness within Broome, especially whilst the Broome Airport remains in its current location, rather than future growth being reliant on disconnected areas to the south that would potentially split the town centre into a number of disparate elements or satellite centres; and <p>Increase the prosperity of the anchor businesses that are supporting the Broome townsite, which in turn will provide opportunities to attract greater skills and capacity to the region, and the population growth opportunities that come with this.</p> <p>Paspaley is aware of a number of independent parties that are seeking large areas of commercial floorspace in the Chinatown area. However, to realise this interest in a soft demand economy, it is imperative that the State and local government find and support large, flexible, development sites, enabling opportunities to accommodate new retail and commercial offers for Broome. Whilst these opportunities are often challenging and require innovative solutions, limiting new development only in infill locations often limits growth opportunities and prohibits adoption of affordable building techniques, placing greater building expense on projects that are by their nature (in a regional economic context with associated price premiums) often marginal.</p> <p>Consistent with the above, we request that Shire includes specific</p>		<p>Regarding proposed amendments <i>Figure 6: Planning Area A – Precinct Structure Planning Guidance</i>, the benefits of the two proposals are acknowledged. It is the Shire's view that consideration for a potential marina is too premature having not been recognised in any formal Council documents.</p> <p>The proposed Gray Street Extension is agreed for inclusion given its recognition in the Broome Townsite CHRMAP. However, given the amount of work required to determine the viability of the proposal, it is agreed that any notations are very clear that these projects are subject to detailed planning and design studies.</p>	

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			<p>reference to the opportunity to revisit both the potential marina project and the potential extension of Gray Street as part of the future PSP process for the Chinatown area, in Section 3, Part 1 of the draft Strategy. We also request that this include two notations on Figure 6: <i>Planning Area A – Precinct Structure Planning Guidance</i> as follows:</p> <ul style="list-style-type: none"> • A notation to indicate the potential to undertake a detailed planning study for the Gray Street extension area (i.e. the land west of the Paspaley Plaza and east of Old Broome Road) to potentially facilitate the expansion of Chinatown to the east. • A notation to indicate the potential to undertake a detailed planning study for the land to the east of Dampier Terrace and the associated area of the bay as a future marina site. 			
		Local Planning Strategy	<p>3. In addition to the comments provided above, we also:</p> <ul style="list-style-type: none"> • Support the Shire's intent to pursue the relocation of Broome Airport to unlock greater development opportunities in the Regional Centre zone, including residential opportunities. This would be a transformative outcome, as an opportunity for growth and greater connectedness across the Broome townsite. It should therefore be pursued as a key priority in implementing the draft Strategy. • Support the intent to foster greater connections between Chinatown and Old Broome, and to encourage development that strengthens that connection. • Commend the stated intent to retain and celebrate Broome's unique cultural heritage, including the Chinatown Conservation Area, whilst recognising the need to support sensitive redevelopment, adaptation and interpretation. However, there is an opportunity for the Shire to further demonstrate its commitment to working with the private sector to encourage heritage conservation and adaptation. This could be achieved by acknowledging in the draft Strategy that variations to key built form controls (including plot ratio, site cover and building height) will be considered in accordance with Clause 12 of the Deemed Provisions for developments that deliver positive heritage conservation outcomes. 	Support for specific Local Planning Strategy initiatives.	<p>Paspaley's support for the following initiatives is acknowledged and noted:</p> <ul style="list-style-type: none"> • The relocation of Broome International Airport. • Greater connectivity between Chinatown and Old Broome. • Support preservation of Broome's unique character and heritage through sensitive redevelopment. <p>Regarding the desire to support variations to built form controls when delivering positive heritage conservation outcomes, this is an element which is expected to be covered in the Precinct Structure Plan (with the same justification as provided above).</p>	Noted. No modification to draft LPS required.
		LPS7	4. Building on several of the recommendations outlined above, we also provide the following comments specifically in relation to the content of draft LPS7, which will ultimately replace the current LPS6	Support objectives of the Scheme but the controls in LPS7	Noted support for high level objectives.	Noted. No modification to draft LPS No. 7 required.

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			<p>as the primary statutory control on the use and development of land within the Shire.</p> <p><u>General Comments:</u></p> <p>We support the high level objectives under Clause 9 of draft LPS7, including to:</p> <p><i>Facilitate responsible growth and development with respect for Broome's unique heritage, complemented by the timely provision of supporting infrastructure;</i></p> <p><i>Promote a strong and diverse economy;</i></p> <p><i>Support access to suitable and affordable housing and accommodation to meet all community needs;</i></p> <p><i>Support strategically led business growth, innovation and entrepreneurship across all sectors of the Broome economy; and</i></p> <p><i>Mitigate climate change and natural disaster risks.</i></p> <p>However, we note that the development controls in, and resultant development potential offered by, draft LPS7 are largely the same as the Shire's existing LPS6, with discretion available to vary key built form controls where supported by a PSP, local development plan (LDP) or other planning instrument.</p> <p>It will therefore be essential that where the requirement for a PSP or LDP has been identified, it is progressed as a matter of priority by the Shire with a clear intent to identify opportunities for increased development potential in key precincts if draft LPS7 is to appropriately implement the growth objectives that underpin the draft Strategy. Actively pursuing this outcome will be integral to revitalising the Broome townsite, as simply maintaining status quo development standards from LPS6 will not be sufficient to drive positive change in the Broome townsite through private investment, which the draft Strategy acknowledges has stalled over the last decade.</p>	largely reflect LPS6 which would not encourage new development. Precinct Structure Plans should be progressed as a priority.	Noted support for a contemporary planning scheme to facilitate precinct planning which the submitter considers should be undertaken as a matter of priority.	
		LPS7	<p>5. With respect to the proposed land use controls under draft LPS7, we request that the Shire's approach to land use permissibility for 'workforce accommodation' be revisited to designate this as a standalone discretionary ('D' or 'A') use, rather than an incidental ('I'), use within Regional Centre, Mixed Use and Tourism Zones under Table 3 of draft LPS7, on the basis that:</p> <p>a. The lack of availability and affordability of accommodation for workers is one of the biggest challenges facing Broome and regional Australia, and is closely tied to the ability to attract and retain skilled workers. This is exacerbated by land use controls that</p>	Workforce accommodation land use should be a 'D' or 'A' use in the Regional Centre, Mixed Use and Tourism Zones not an 'I' land use.	Modifying the current proposed Workforce Accommodation (which by way of definition can include modular or relocated structures) land use permissibility in the Regional Centre, Mixed Use and Tourism Zones from an 'I' to an 'D' or 'A' use is considered undesirable. This could potentially provide for a modular workers camp within areas which seek to achieve a higher level of built form. Existing residential land uses within these zones (i.e. grouped or multiple dwellings) could still be developed and use for workforce accommodation and are already permitted or discretionary land uses in these zones.	Dismissed - no modification to draft LPS7 required.

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			<p>limit dedicated workforce accommodation to being established only where incidental to the primary use of land on a given site, as proposed under draft LPS7.</p> <p>b. Innovative solutions in higher urban use areas that extend beyond the traditional concept of workforce accommodation being limited to an incidental component on the same site as the land use to which the accommodation relates, should be encouraged within Broome where appropriate standards of amenity and design can be achieved for the accommodation. This would allow major tourism operators the potential to develop their own workforce accommodation facilities on independent sites, offering greater flexibility in the design and siting of such facilities.</p> <p>c. Achieving appropriate standards of amenity and design for workforce accommodation can be controlled through the designation of workforce accommodation as a discretionary land use, which inherently requires consideration via a development application.</p> <p>This approach will allow Broome to remain competitive in attracting vital skills to the region, whilst offering an opportunity to increase the critical mass of people required to support local business and activate key precincts within the Broome townsite.</p>			
		LPS7	<p>6. With respect to the detailed built form controls under draft LPS7:</p> <p>We note that across several land use zones, including the Regional Centre, Mixed Use and Tourism Zones, Clause 10(2) in Schedule 4 of draft LPS7 establishes a default 10.5 metre wall height and 14 metre overall height for mixed use and non-residential developments, which can then be varied through the adoption of a PSP, LDP or other local planning instrument. However, for purely residential developments, draft LPS7 is silent on applicable building height limits for areas coded R40 or greater, which would then default to the provisions of the Residential Design Codes (R-Codes). At the R40 density, this would default to a permitted height of two (2) storeys only, rather than the three (3) storeys that would be able to be developed within the building height controls applicable to mixed use or non-residential developments. We are of the view that the 10.5 metre wall height and 14 metre overall height under Clause 10(2) in Schedule 4 should apply to all forms of development within the specified zones given that these areas are identified as being capable of accommodating development of this scale. This provides consistency across land uses and ensures that the built form controls do not inadvertently discourage one land use over another in these zones.</p>	<p>Building height controls – residential building heights should be the same as other development - 10.5 (note its 10m) metre wall height and 14 metre overall height</p>	<p>Supported, as detailed in the Hawaiian response above.</p>	<p>Uphold in part - modify the Scheme text accordance with the Schedule of Modifications LPS7 to clarify that height for all development in the zones will be calculated in accordance with Clause 10 of Schedule 4.</p>

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		LPS7	<p>7. We note that draft LPS7 uses a combination of plot ratio, site coverage, building height and setback controls to guide built form outcomes across the Shire. In our view, site coverage, building height and setbacks as a collective set of development controls are more than sufficient to control built form outcomes, without the need for plot ratio as an additional (and somewhat arbitrary) control. Site cover is a very effective tool at controlling the proportion of buildings to open space and landscaping on a site and should be used as the primary built form control rather than plot ratio. We would therefore recommend that the Shire either removes, or reduces the reliance on, plot ratio as a fundamental development control within draft LPS7.</p> <p>Site coverage is also not a defined term under draft LPS7 and therefore the method by which this is assessed is unclear. This term should therefore be clearly defined within Part 6, Division 1 of LPS7 as relating to fully enclosed above ground structures only, and excluding basement parking and at-grade open air parking.</p>	<p>Plot ratio controls should be removed from the Scheme.</p> <p>Site coverage should be a defined term in the Scheme to provide clarity.</p>	Supported, as detailed in the Hawaiian response above.	Uphold in part - modify the LPS7 text accordance with the Schedule of Modifications LPS7 to remove plot ratio development standards and include definition for site coverage.
		LPS7	<p>8. In relation to car parking, we support the reduction in required car parking for single bedroom dwellings from two (2) bays per dwelling under the current LPS6 to one (1) bay per dwelling under Clause 26, sub-Clause (2) and (3) of draft LPS7. This is a positive change that will support the delivery of more diverse housing options within the Broome townsite.</p>	Support LPS7 proposal to reduce car parking to single bedroom dwellings.	Support noted.	Noted, no modification to draft LPS7.
		LPS7	<p>9. Additional specific comments in relation to Paspaley's development interests within the proposed Regional Centre, Mixed Use and Tourism Zones under draft LPS7 are also provided below.</p> <p><u>Regional Centre Zone:</u></p> <p>We support the general objectives for the Regional Centre Zone, which build on the recommendations of the draft Strategy.</p> <p>However, the reliance on the preparation of a PSP or LDP to exceed the default R-Codes plot ratio requirements specified under Clause 13 in Schedule 4 of LPS7 would result in the default permitted plot ratio within the Regional Centre Zone being reduced from the 1.0 in the current LPS6 to 0.7 under the draft LPS7. This is illogical in the context of the objectives of the draft Strategy to drive growth in the Regional Activity Centre area. Therefore, if plot ratio is to be retained as a fundamental development control in draft LPS7, then the default plot ratio for the Regional Centre Zone should be increased under draft LPS7 to, at a minimum, match the permitted 1.0 plot ratio under the current</p>	<p>Regional Centre zone – plot ratio clarification required.</p> <p>Support progress of PSP as a priority.</p>	See comment above.	See recommendation in row 7 above.

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			LPS6. The Regional Centre Zone is also the most important example of the need to progress a PSP as a matter of priority, in order to investigate appropriate opportunities for expansion, intensification and activation of the Chinatown area, consistent with the comments provided previously in this correspondence.							
		LPS7	10. <u>Mixed Use Zone:</u> We support the general objectives for the Mixed Use zone. However, in relation to the specific Additional Use right that applies to the Paspaley site described in the introduction of this correspondence, it is unclear why this Additional Use right identifies 'multiple dwellings' and 'grouped dwellings' as discretionary ('D') uses when this is already the case in Table 3 of draft LPS7. We are of the view that the Additional Use right should designate 'multiple dwellings' and 'grouped dwellings' as a permitted ('P') uses, rather than discretionary uses for the Paspaley owned site and request that this is updated accordingly in Schedule 1 of draft LPS7. This would reinforce the intent to pursue increased residential density on key sites within the Old Broome area, with the Paspaley owned site offering a significant opportunity to contribute to this desired pattern of growth. It is also unclear on what basis the Shire is establishing a presumption against subdivision in the Mixed Use zone in the absence of a structure plan or local development plan. It is our view that any proposed subdivision should be able to be considered on its individual merits through the subdivision process, and therefore Clause 15(5) and (6) in Schedule 4 of draft LPS7 should be deleted or amended to reflect this.	(i) Supports Mixed Use zone objectives (ii) Amend Schedule 1, A12 Lot 213, 214 and 216 Hamersley St and Lot 215 Louis Street by modifying the use permissibility from a "D" (discretionary) to a "P" (permissible Use). As permissible under Table 1: Zoning Table. liii) Subdivision in the zone should not require a Structure Plan or LDP.	Supported. Update the additional use schedule to outlined that the additional use would be a 'P' use. <table><tr><td>A12</td><td>Lot 213, 214 and 216 Hamersley Street and Lot 215 Louis Street as indicated on the scheme maps.</td><td>Grouped Dwellings and Multiple Dwellings 'D' use.</td><td>As determined by the local government.</td></tr></table>	A12	Lot 213, 214 and 216 Hamersley Street and Lot 215 Louis Street as indicated on the scheme maps.	Grouped Dwellings and Multiple Dwellings 'D' use.	As determined by the local government.	Uphold in part – modify reference to A12 so that Grouped or Multiple Dwellings are a 'P' use.
A12	Lot 213, 214 and 216 Hamersley Street and Lot 215 Louis Street as indicated on the scheme maps.	Grouped Dwellings and Multiple Dwellings 'D' use.	As determined by the local government.							
		LPS7	11. <u>Tourism Zone:</u> We support the acknowledgement of residential uses as being appropriate in the zone objectives under Clause 16 of draft LPS7. However, for the reasons outlined previously, we would request that the zone objectives under Clause 16 are expanded to include recognition of workforce accommodation as a potential use within the Tourism Zone. Consistent with the preceding point, we are broadly supportive of the recognition of residential opportunities in Clause 17(3) in Schedule 4 of draft LPS7, which enables approval of a mix of short-term tourism accommodation uses and residential uses on the same site. However, we are of the view that the conditions attached to Clause 17(3) in	Support the Tourist zone objective that residential use is appropriate. Zone objectives expanded to include recognition of workforce accommodation as potential use in Residential zone	The request to expand the zone objectives to include workforce accommodation is not support. As detailed in the zoning table, workforce accommodation is appropriately identified as an 'I' use in the tourist zone. No changes are supported to the 60% tourism use requirement or changed methodology related to site area rather than number of dwellings as this does not adequately provide for the desired ratio of development between these two uses and would not align with the strategic intention under the LPS.	No change recommended.				

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			<p>Schedule 4 are unnecessarily onerous, to the extent that they will continue to stifle private investment in the Cable Beach area, in a similar manner to the existing provisions of LPS6. We therefore recommend the following changes to provide increased flexibility through the development application process:</p> <ul style="list-style-type: none"> a. The 60% tourism use requirement should be based on site area only and not unit numbers, with sub-Clause (a) being amended accordingly. b. Sub-Clause (c) should be deleted or amended to remove reference to integrating the "management structure" of residential and tourism uses, to provide greater flexibility in ownership structures. c. Sub-Clause (f) should be deleted and instead considered on a case-by-case basis as part of the development application process, to provide greater flexibility in the potential staging of redevelopment proposals. <p>In addition, there is an opportunity within Clause 17 of Schedule 4 to consider the inclusion of provisions that enable consideration of adaptability in use through the development application process. In particular, there should be flexibility for alternative land uses, such as residential or workforce accommodation, to be considered in lieu of the provision of tourist accommodation where the applicant can demonstrate flexibility for future adaptation to dedicated tourism use.</p> <p>This approach has the potential to stimulate short term private investment in the area, whilst protecting the opportunity for the highest and best use of tourist accommodation as the tourism market matures to make this outcome economically viable.</p> <p>The above changes to Clause 17 in Schedule 4 of draft LPS7 would assist in addressing key findings of the draft Strategy relating to the need to address the lack of private investment in the Cable Beach area over the last decade and to consider land use diversification to improve precinct activation outside peak tourism periods. It is our view that encouraging alternative land use outcomes, such as residential and workforce accommodation, is essential to addressing these issues, whilst also providing an opportunity to address broader accommodation issues across the Shire area.</p> <p>As noted in the general comments provided previously, 'workforce accommodation' should also be designated as a discretionary ('D' or 'A') land use for the Tourism Zone within Table 3 of draft LPS7, in conjunction with the recommendations provided above.</p> <p>We also support the stated intent to prepare a Precinct Structure Plan</p>	<p>The 60% tourism use requirement should be based on site area, not unit numbers.</p> <p>'Management structure' should be removed from 17 (3) (c).</p> <p>Sub-clause 17 (3) (f) – outlining that residential development should not proceed tourist land use, should be removed.</p>	<p>The intent of the zone is to provide adequate land for Tourism purposes and there is a need to ensure these objectives are met through a staged approach as provided for in the provisions.</p>	

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			for the Cable Beach area and encourage this to focus on opportunities for increased development potential and land use flexibility to support revitalisation of the Cable Beach tourism area.			
13.	Dinosaur Coast Manageme nt Group	Local Planning Strategy and LPS7	<p>When preliminary consultation on the LPS and LPS7 commenced some time ago the DCMG requested that a Special Control Area for the dinosaur tracks be included in LPS7. We note while the text within the LPS now recognises the scientific and cultural values of the dinosaur tracks and mentions these attributes in various sections there are no provisions within LPS7 that will provide direction and advice re future development and land use.</p> <p>See as follows: 2.3.1. <i>CULTURE & HERITAGE - 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., cultural heritage values, should be given due consideration when reviewing future development proposals. Increasing knowledge and importance of cultural heritage corridors, 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.</i></p> <p>Table 8: 'Culture & Heritage – Planning Directions and Actions' then states dinosaur tracks should be protected <i>to ensure this unique feature is preserved for current and future generations</i>. The way this is to occur is supposedly by supporting the mapping and the introduction of new Scheme provisions.</p> <p>However, it then goes on to state: <i>Dinosaur footprints are protected under the Environment Protection and Biodiversity Conservation Act 1999, however, recognition in planning decisions through the Strategy is appropriate given their heritage significance nationally and internationally.</i></p> <p>The DCMG again requests that a Special Control Area – Dinosaur Coast be included in LPS7.</p> <p>The proposal that by referencing the dinosaur tracks through the LPS will protect the dinosaur tracks for current and future generations because the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (the Act) provides protection is an incorrect and flawed assumption.</p>	<p>Support recognition of the dinosaur footprints in the LPS but request that it is acknowledged in the LPS7 through inclusion of a Special Control Area.</p> <p>Proposes the inclusion of a new SCA (Part 5 and Schedule 8) and accompanying draft proposed provisions</p>	<p>Submission supports recognition of scientific and cultural values of the dinosaur tracks, however, it highlights that LPS mapping does not include up to date data which has been prepared to support the Management Plan currently being drafted. There is an opportunity to incorporate the recommended mapping references on the Strategy Maps (Figure 5).</p>	<p>Upheld - amend Strategy Maps in Part 1 (Figure 5) to correctly reference and label the Dinosaur Coast Management Plan protection areas.</p>

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			The GIS mapping done as part of the development of the MP uses the most recent and accurate spatial data available and this has identified the Gazetted spatial information (gazetted NHL boundaries) is neither accurate nor internally consistent.			
		LPS7	<p>Local Planning Scheme No 7 Schedule 8 - be updated as follows</p> <p>Number – 9</p> <p>Name of Area – SCA9 – Dinosaur Coast Area</p> <p>Purpose – To ensure compatibility of land use and development with the associated National Heritage Values of the dinosaur tracks as gazetted under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>.</p> <p>Objectives –</p> <ol style="list-style-type: none"> 1. To avoid incompatible development and land use within the Dinosaur Coast Heritage Management Plan area 2. To protect the National Heritage Values of the dinosaur tracks and ichnofossils that are contained within the Broome Sandstone <p>Additional provisions</p> <ol style="list-style-type: none"> 1. Before the local government considers any approval for development and land use within the Dinosaur Coast (SCA) require that a National Heritage Value assessment be completed in accordance with the checklist* provided in Schedule 2. The local government may impose conditions in granting development approval for development and land use within the Dinosaur Coast (SCA) relating to any of the following matters: <ol style="list-style-type: none"> a. The development is proposed to be carried out in a manner which minimises the risk of damage to National Heritage Values of the Broome Sandstone and ichnofossils including dinosaur tracks through: <ol style="list-style-type: none"> i. unrestrained and increased visitation ii. sedimentation or similar change to the natural coastal processes * <p>In conclusion the DCMG looks forward to working with the Shire of Broome to ensure the 130 million year old dinosaur tracks can continue to be enjoyed by future generations.</p>	Proposed wording for Special Control Area provided	<p>The subject/affected land is located within the coastal foreshore within the tidal area and located within the Waterbodies and the Coastal reservations. As such, the subject land has a high degree of planning guidance within the intent of these reservations which prohibits incompatible use and development within the coastal foreshore reservation. It is considered that other regulatory frameworks can more appropriately deal with the protection of these assets and furthermore that inclusion of this as a SCA does not align with direction provided WAPC Local Planning Manual.</p> <p>Further discussion DPLH, indicated that a SCA was not the appropriate scheme mechanism to address this issue.</p>	Uphold in part – additional objective to be added to LPS7 Part II text. Request to include SCA dismissed.
14.	Phil Docherty	Local Planning Strategy	<p>Yesterday I was delighted to receive a copy of the Broome Urban Renewal Strategy report, a process I was involved in over five years ago. I was even more pleased to hear that its being referred to in the Shire of Broome's Local Planning Strategy. However, I hear it hasn't yet been adopted by the SOB.</p> <p>Not only is this concerning, but also the lack of disconnect with the SOB and the WA Department of Housing with whom I have had recent</p>	<p>Support recognition of the Urban Renewal Strategy (URS) in the LPS.</p> <p>Request that the Shire adopt the URS.</p>	<p>Noted that there is support for recognition of the Broome Urban Renewal Strategy in the LPS.</p> <p>It is acknowledged that there is a desire for formal adoption of the URS, however, this is separate to the LPS / Scheme Review process.</p>	No recommended changes required.

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			<p>correspondence. Minister Carey's representative responded to my letter saying there would be no change in the Housing policy in Broome or the wider Kimberley.</p> <p>The questions I ask then are: Are the Shire of Broome adopting the Urban Renewal Strategy and its recommendations?</p> <p>If not, what alternative steps are the SOB taking to improve social housing and the associated negative impacts of poor housing policy and planning?</p> <p>My observations in Broome over the past 20 years is that high density social housing leads to dysfunction, violence, and ultimately high rates of juvenile delinquency. I see the SOB adopting the URS as a step in the right direction</p> <p>By not adopting the URS and continuing to allow the WA Housing Department to increase the housing density in the targeted areas of Anne St, Dora St and Woods Drive the SOB is complicit in failing their duty of care to their constituents.</p>		<p>Further, as stated in Part 2 – Section 4.2.2 (Existing Residential Areas) implementation of the URS is likely to take many years with one of the primary challenges being:</p> <p><i>"...full costings have not yet been developed by the Department or priorities established".</i></p> <p>The LPS recognises the importance of the URS but acknowledges that it is a long-term solution that will require cross-agency implementation across all levels of government.</p>	
15.	Carmel Leahy	Local Planning Strategy	<p>In 2016 the Shire identified and named three Broome trouble spots: the Anne St Precinct, the Dora St Precinct and the Woods Drive Precinct. An Urban Renewal process was begun. The final strategy has not been adopted by the Shire and this document does not appear on the Shire website. To my knowledge the final Broome Urban Renewal Strategy was never sent out to those involved in the process. I for one never received the document until I chased it up myself. Yet this document seems to be part of the Broome LPS.</p> <p>Police Commissioner Chris Dawson told Radio 6PR on 23 February that since Operation Regional Shield began it had picked up 83 children on the streets of Broome in the last week. We can predict most of those children come from one of the three troubled precincts identified for Urban Renewal in 2016.</p> <p>Clearly there is a relationship between poor planning and youth crime. Yet in five years the Shire has not endorsed the Broome Urban Renewal Strategy, released it to the public or beat the drum to get the Department of Communities to follow the actions agreed to in this document. In fact, the Department of Communities are set to increase the density of social housing in these precincts by using the R30 coding, knocking down aging stock and building two dwellings on the blocks. A letter from Minister Carey stated explicitly to me that they have no plans to facilitate ownership of their stock in the precincts.</p>	<p>Support recognition of the Urban Renewal Strategy (URS) in the LPS.</p> <p>Request that the Shire adopt the URS.</p>	<p>Noted that there is support for recognition of the Broome Urban Renewal Strategy in the LPS.</p> <p>It is acknowledged that there is a desire for formal adoption of the URS, however, this is separate to the LPS / Scheme Review process.</p> <p>Further, as stated in Part 2 – Section 4.2.2 (Existing Residential Areas) implementation of the URS is likely to take many years with one of the primary challenges being:</p> <p><i>"...full costings have not yet been developed by the Department or priorities established".</i></p> <p>The LPS recognises the importance of the URS, but acknowledges that it is a long-term solution that will require cross-agency implementation across all levels of government.</p>	No recommended changes required.

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			<p>The Broome Urban Renewal Strategy has been designed to be carried out in a ten-to-fifteen-year time frame. It has sat on the shelf for five years so far. I am concerned the current Broome LPS is not making this strategy the priority it should be. Youth crime needs a long-term fix. The Broome Urban Renewal is one tool the Shire can use to address this issue.</p> <p>'Long-term implementation', 'ongoing' seem vague, aspirational expressions. Given that the Urban Renewal Strategy has still, after five years not been endorsed by the Shire or released to the public, I would like to see more specific actions and times in the Local Planning Scheme that match the urgency of the situation.</p> <p>As the Police Commissioner has repeatedly said, youth crime is not just a policing issue. It needs long term, community driven solutions. It's not okay for Minister Carey to simply state how much money his department is spending without regard to the impact on these families. We worked hard on the Broome Urban Renewal Strategy to address some of these problems. Those 83 children picked up by police need a healthy, cohesive community to return to and grow up in. The Broome Urban Renewal Strategy cannot keep being pushed aside for the grander infrastructure projects that are currently being prioritised.</p> <p>I would like to see a Broome LPS that clearly leads the Department of Communities to implement the Broome Urban Renewal Strategy within the next ten years.</p>			
16.	Department of Planning, Lands and Heritage	Local Planning Strategy.	<p>1. I refer to the Shire's draft new Local Planning Strategy and Scheme. As you may be aware, the Broome South WWTP site is Crown land set apart for the purpose of 'Sewerage Treatment Works' with a Management Order issued to Water Corporation.</p> <p>As per an announcement by the Minister for Water in August 2020, the Water Corporation is preparing to decommission the Broome South WWTP and consolidate its operations to the Broome North WWTP. This is proposed to address various environmental issues and enhance operational efficiencies.</p> <p>Following this process, the Broome South WWTP site will be declared surplus to requirements and returned to the State to determine the optimal future use for the site, which will consider contamination implications.</p>	<p>Closure of the Broome South WWTP and future designation under LPS.</p> <p>Confirmation that DWER has been consulted on the suitability of the future land use for the site under the LPS.</p> <p>Department of Health is unaware of any future plans for a</p>	<p>No formal rezoning is proposed as part of the LPS, the strategic intent is for future structure planning to occur, which would facilitate rezoning and more detailed planning of the site (inclusive of any technical studies).</p> <p>The potential consideration for a hospital and other medical uses were driven by:</p> <ul style="list-style-type: none"> The location identified for a future hospital in the previous LPS is no longer deemed appropriate given unlikelihood of airport relocation for quite some time, and distance from other services in the Townsite. The other parcels included within Planning Area D are owned by Nyamba Buru Yawuru who have plans to develop health facilities in the area, this was therefore deemed an appropriate synergy and opportunity for consolidation. 	Noted, no modification to the LPS is required.

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			<p>I note the Shire proposes to rezone the land to 'Health and Wellness Precinct' and possibly a hospital. The Department of Planning, Lands and Heritage (Lands Division) has had preliminary discussions with Water Corporation regarding remediation requirements, noting Reserve 37454 (Lot 1639) is a source site polluter and Water Corporation would be responsible for the remediation of any groundwater impacts to adjoining Lot 604.</p> <p>Could the Shire please confirm if it has consulted with the Department of Water and Environmental Regulation to consider if a site classification of 'Remediated for Restricted Use' (which is the most likely outcome) would be suitable for a 'Health and Wellness Precinct – and possibly a hospital', noting this could be considered a more sensitive land use that requires a higher level of remediation.</p> <p>Further, I have spoken to the Department of Health who is unaware of any future plans for a hospital/health campus in Broome.</p> <p>The Lands Division would like to discuss the future use of this site and proposed zone further.</p>	<p>hospital/health campus in Broome.</p> <p>The Lands Division would like to discuss the future use of this site and proposed zone further.</p>	<ul style="list-style-type: none"> As part of the pre-lodgement engagement process discussions were held with the WA Country Health Service (WACHS) who acknowledged that eventually a new facility would be required in Broome (though not an immediate priority). The preference is for a new site due to spatial constraints at the Robinson Street site. <p>For the reasons outlined above, exploration of suitability for health facilities in this location were desired. The LPS does also acknowledge that ongoing liaison with Water Corporation would be required regarding remediation.</p> <p>The Shire can confirm that no discussions have been held with the Department of Water and Environmental Regulation regarding the remediation of this site.</p>	
17.	Astrid Gerrits	LPS7	<p>1. May I please ask for clarification and press the importance of cultural/ecological corridors throughout the estate? This was always the basic premise however they seem to disappear into the drains (that is NOT the same as green space, particularly not if they are bulldozed for maintenance instead of keeping them vegetated). In the new area the main eco corridor is actually severed midway which renders any connection from North to South impossible for wildlife.</p> <p>I would like to press the importance not only for ecological but also for liveability reasons of the corridors and would like to see the Shire to prioritise these connections. This may be challenging planning wise however those areas in Broome where wallabies frequent the parks and a variety of birds and reptiles are seen are favoured and keep the country healthy.</p>	Request clarification of the reserve 'Environmental Conservation and Cultural Corridors'.	Noted. LPS7 incorporates an Environmental Conservation and Cultural Corridors reservation which addresses this. No change to scheme deemed required in this regard.	Noted, no modification to the draft LPS7 is required.
		Local Planning Strategy	<p>2. Re the service centre design. I have been thinking about this and also asked on the Broome Noticeboard (a quagmire at times) if people wanted to share their experiences about shopping in Broome; what do they favour and why. That aside I have thought about some aspects that you are planning for and would like to share my thoughts for you to consider.</p> <p>In brief, on the BNB people shared that in Broome they like the Boulevard for a quick 'in and out', cool in the wet season and most</p>	Community views on commercial development	Comments on shopping centre design are noted and acknowledged. The items raised as matters for consideration in development assessment or through preparation of a Local Development Plan, not through a Scheme or Strategy.	No change recommended.

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			<p>like the new solar paneled parking spaces as it gives access to shade. People loathe the too big empty shops and quite a few people avoid the Boulevard all together. Most favour Paspaleys and at times include Chinatown or Johnny Chi Lane for local browsing, nice shopping experience, access to variety, typical Broome.</p> <p>Only a handful of people responded on fb, however I would like to share this with you as I hear similar sounds when talking with people.</p> <p>Mentioned favoured features are:</p> <ul style="list-style-type: none"> - small shops - pedestrian and cycle access (or exclusively) - green: plants and trees - alfresco areas/terraces (cafes) provided there is breeze and/or shade - market style shopping: laneways, outdoor eating, boutiques - product target shops such as bakery, green grocer, butcher opposed to supermarket - shaded or undercover parking - Broome vibe such as Paspaley - some residencies above - ability to have no fuss/quick access to whatever destination in case you no lust to wander - community orientated open space expressed by one - box style homemaker centre desire expressed by one <p>What kept me occupied most after having seen the draft planning design, was the massive car parks and the road cutting through the centre. Broome is still a small town and will remain that for a long time to come, I think it is good to keep that in mind. Even if at times it is super busy, at least half the year it is very quiet. It would be great that the new area feels good and works with both scenarios.</p> <p>I loved the unmarked public traffic space as it encourages foot traffic and actually makes traffic safer (a lasting experiment of a central station in The Netherlands has proved that: when taking away all markings and specific paths, people are more careful and it looks 10x better. Short street is getting there now, however cars are allowed).</p>			
			<p>3. Re the parking lots. Most people really dislike crossing large parking areas; it is hard to find your car, hot, cramped and generally unpleasant. Cars circle like sharks trying to get that one spot closer to the building and are increasing traffic. They are large slabs of</p>	<p>Suggestion on parking design and mitigation of heat issues.</p>	<p>Comments noted. Management of climate and particularly urban heat island effect is acknowledged as an issue. Mitigation is primarily a more detailed planning / design issue, and it would be expected that the Chinatown / Old Broome Precinct Structure Plan</p>	<p>No change recommended.</p>

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			<p>concrete that accumulate and reflect heat, water just runs right off, reasonable pedestrian access is always hard to create. And when it is quiet it is just wasted space and desolate. The new solar at the Boulevard is great for shade and terrible for parking manoeuvres (the grid of the roof interacts with the road markings and it is challenging to see what you are doing which is distracting and thus dangerous).</p> <p>If you were to opt for more 'around' parking you can spread the masses, enable much easier and closer access, shade with trees which will also look great and keep things cool. If you look at Paspaley's which I actually believe is quite well designed considering this was done 30 years ago or so they have been very smart with parking. The outdoor parking area adjacent to Short street is sizable but not massive and fairly quick and easy to access. There are lots on the streets all around the shopping centre, more behind Coles and: the upper story parking area is huge. The interesting thing about that is that Paspaley does not come across as a monstrosity (compared to the Boulevard); it seems small. Yet it is 2 storey and the full top area of Coles enables parking that is cool. Much favoured by locals. (And that could be solar panelled rather than roofed?). Except the access: first an escalator that often broke, now one elevator which also doesn't always work. Horrible for parents with prams or wheelchair users of course. I would suggest 2 or 3 pedestrian/wheelchair friendly ramps (does Ikea have one as an example?), you will need to shade them or have them under the roof still and have a non-slip surface, also when it rains).</p> <p>An advantage if you enable 'around' parking on surrounding streets is that people can park where they want to go for quick and targeted shopping rather than having to cross first the parking lot and then potentially half the shopping precinct.</p> <p>Also you could leave out the road that cuts through the centre as you would direct traffic around it (maybe enable emergency vehicle access). This enables much nicer pedestrian access, alfresco hospitality options and community shared space. Having shops fairly close to each other and all having eaves creates good sun cover whilst still being able to have trees scattered through. Alfresco/outdoor without the sun beating down will make a huge difference. If there is ample shade it will be a lot less hot and if you prevent having too many broad and large areas that will reflect heat that desire for aircon (and the need to air condition/cool huge</p>		would address this in accordance with the requirements of <i>State Planning Policy 7.2 – Precinct Design</i> .	

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			<p>quantities of unused air such like in the Boulevard) will largely be mitigated. And all shops carry their own anyway.</p> <p>People in Chinatown either access shops and cafes on the Coles/Dragonfly/Green Mango side, or go Napier/Johnny Chi Lane. Only easy slow shoppers (tourists) and few locals will bother to move through both crossing Carnarvon Street. Especially with stuff on you, people now hop in the car to move from Paspaley to Napier or back. That could be prevented from having shops closer together without a road cutting through. If you must section part of the development off with a road going through, I would suggest you keep the shopping area to one side and the other public use offices to the other (medical centre, library, dentist, physio etc) and prevent a cross sectional road through either; from my point of view they divide areas and access. Or at least leave the full shopping precinct connected and car free. If the public facility areas have a short divisionary road that may not be such an issue.</p> <p>If there would be rows or long blocks of shops, or building blocks, I strongly suggest to not just have cut through laneways such as now between Horizon and DMK/Ginrab Thai but to make these broader and into small squares such as you see in the SW (Denmark and Margaret River come to mind). These 'thorough fares' from around-parking areas to the shops are little centres of their own often with a few large shady trees, park style benches and sitting areas, hospitality terraces and shopping goods displayed outside (it would have to have eaves for things not to get sun damaged and for people to linger). These areas are usually busy and favoured for impromptu meetings, even reading, meeting and waiting etc.</p> <p>A design like that would also enable several fluent and aesthetically pleasant entries for pedestrians and cyclists either from the self-contained up market tourist accommodation on Lullfitz/Sanctuary Drive and the three adjoining suburbs of Waranyjarri, Roebuck and Sunset.</p> <p>To top it off, here is a crazy idea in regard to mitigating the heat issue of a more alfresco style precinct: have a water feature like a play fountain. Maybe not as big as the water park at Town Beach but some. It will draw public at all times and especially in the wet season. Water is always nice and appealing and even just the mist/spray would create a pleasant experience for passers by. Kids playing are</p>			

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			always nice to look at. Plant trees around it which can maybe some of the runoff water and you are on to a winner. Broome Nirvana!			
18.	Department of Primary Industries and Regional Development	Local Planning Strategy	<p>1. DPIRD acknowledges the Shire of Broome has extensive areas of rural land managed under the Land Administration Act 1997 (LAA) which supports pastoral businesses in the West Kimberley. The draft Local Planning Strategy notes the role played by pastoralism and aquaculture and the emerging opportunities for horticulture.</p> <p>DPIRD has completed land and water assessments in the La Grange including land capability assessment of Pindan soils in the La Grange area, West Kimberley and the La Grange interactive soil and groundwater map - Western Australia. Ten technical reports are published online in DPIRD's Research Library, search term: La Grange.</p>	Support the recognition of pastoralism and aquaculture and the emerging opportunities for horticulture in the LPS.	<p>DPIRD's support for recognition of pastoralism, aquaculture, and emerging horticulture opportunities noted.</p> <p>Further review of technical reports regarding La Grange supported, relevant inclusions to be incorporated into Part 2.</p>	Upheld - review technical reports related to La Grange to source additional text to be added to Part 2 of the LPS.
		LPS7	<p>2. The Shire's draft LPS7 supports agriculture but does not refer to pastoralism. The LPS also provides an opportunity to describe the statutory planning processes which apply to Crown land in the Rural zone. Information could include planning approvals required for diversification permits on pastoral leases, issued under Part 7 of the LAA and for proposals to change land use and development applications associated with diversified Crown leases and licences under the LAA.</p>	<p>While LPS7 supports agriculture does not refer to pastoralism.</p> <p>Statutory planning processes which apply to Crown land in the Rural zone should be incorporated into LPS7</p>	It is not the role of a Local Planning Scheme to provide guidance on statutory processes under other legislation. No change in this regard is recommended.	No modification to LPS7.
		LPS7	<p>3. DPIRD suggests the Rural zone planning objectives are changed to refer to the pastoral industry as follows:</p> <ul style="list-style-type: none"> To protect pastoral and broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use. (LPS7, Page 9) <p>The fifth Rural Zone objective is truncated from the scheme template and should read:</p> <ul style="list-style-type: none"> To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses (LPS7, Page 9) 	Recommendation to change the Rural objectives.	DPIRD advice on included Rural Objectives is noted. Inclusion of pastoral reference into the objective does reflect the predominate land use in these zones. The recommended changes to the Rural objectives are supported.	Uphold in part - modify the LPS7 in accordance with the Schedule of Modifications LPS7 to include reference to pastoral in the Rural objectives.
		LPS7	<p>4. Section 19 of Schedule 4 [Additional site and development requirements that apply to the scheme area] provides guidance about subdivision in the Rural Zone, Rural Smallholdings Zone and</p>	Incorrect reference in Schedule 19.	Noted typographical error to be corrected.	Uphold - modify the LPS7 in accordance with the Schedule of

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			Cultural and Natural resource use Zone. It incorrectly refers to Development Control Policy 2.4 School Sites instead of Development Control (DC) Policy 3.4 Subdivision of rural land. (LPS7, Page 77)		DPIRD land use permissibilities advice in relation to the Rural Zone is noted. The suggested rewording of the Winery Land Use definition is supported to reflect local context.	Modifications LPS7 to reference correct DC Policy.
		LPS7	5. DPIRD suggests Agriculture - intensive should change from Permitted (P) to Discretionary (D) to allow decision makers to consider relevant provisions and guidelines associated with SPP 2.5 (5.8 Intensive agriculture) and draft <i>State Planning Policy 2.9 Planning for water</i> (SPP 2.9). Most local planning schemes in WA include this use as Discretionary in zoning tables. Issues for the Broome Shire to consider in assessing application for agriculture intensive includes flood and water erosion risk and mitigation if development is proposed for floodplains as well as potential impacts on water resources and sensitive environmental and cultural assets.	Request that 'Agriculture – Intensive' is a 'D' not 'P' use in the Rural zone.	<p>The Shire as part of the omnibus amendment to LPS6 (gazetted in March 2018), this land use was changed from an A use to a P use. The reasons for this are set out in the omnibus amendment report and include:</p> <ul style="list-style-type: none"> While in some local government areas, Agriculture Intensive land use activities do have the potential to create land use conflict and therefore are discretionary uses under zoning tables, Broome is different. b Firstly, the land that is zoned General Agriculture in the Shire is either a pastoral lease or Unallocated Crown Land. Therefore applicants seeking to undertake these types of land use activities must first obtain a diversification permit or other form of approval from the DPLH. As a part of the DPLH assessment process consideration must be given to the whether the land can adequately accommodate the proposed activity. Further, given the Shire of Broome falls within a proclaimed groundwater area under the <i>Rights and Water Act 1914</i> applicants must obtain a permit from the DWER for the abstraction of water. DWER in considering such proposals assess whether the abstraction of water is sustainable. Furthermore, an applicant must also obtain a clearing permit from the DWER where the environmental impact of a proposal is addressed. <p>Development does not add value to the processes that are already implemented through the assessments undertaken by the other government departments. As such, it is recommended that the land use is permitted which will mean that an applicant will not need to seek approval from the Shire to use land for Agriculture Intensive land use on land zoned General Agriculture.</p> <p>Based on the above, the request to change the land use permissibility is not supported.</p>	Dismissed.
		LPS7	6. Breweries are not 'incidental' to rural land uses in the Shire of Broome. DPIRD recommends breweries are changed from Incidental to Discretionary uses across all zones including the Rural zone.	Request that Brewery is a discretionary use, not incidental.	The definition of brewery is for the production of beer, cider and sprits. It relates to the production as opposed to the sale and consumption of the produce on site. Typically in the zones where Brewery is an Incidental land use such activities would be undertaken incidental to other land use activities (such as a	Dismissed.

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					restaurant which is the sale and consumption of food or drinks). The current incidental land use designation under LPS7 is deemed appropriate.	
		LPS7	7. Viticulture (growing of wine grapes) is unlikely in the Shire of Broome, due to climatic conditions being unsuitable. Wines made from tropical fruit are made in Broome. A more appropriate definition for a winery in the Shire of Broome LPS 7 is premises used for the production of fruit wines and associated sale of the produce.	Adjustment to the definition of winery.	Noted. Recommend that change is performed to LPS7.	Uphold. Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to amend the definition of winery.
19.	John Wood	LPS7	<p>The current LPS No.6 indicates that the land which is currently zoned R10 could be rezoned as R40.</p> <p>Under the Draft LPS No. 7 which is currently on exhibition the land is also shown as R10 zone. The land is in an area marked as N (urban renewal)</p> <p>However, under the LPS7 the Residential zone objective is to "provide a range of housing and a choice of residential densities to meet the needs of the community"</p> <p>Under LPS7 heading "Urban Development" the objective is "provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of the scheme. To provide for a range of residential densities to encourage a variety of residential accommodation.</p> <p>In Part 4 - General development Requirement's clause 26 Modification of R-Codes, (1) Residential building height for all single houses and grouped dwellings and multiple dwellings in areas coded less than R40. This section details a list of modifications permissible for an R10 zone that now equates to R40 zone.</p> <p>In clause 32 Additional site and development requirements (1) states "Schedule 4 sets out requirements relating to development that are additional to those set out in the R-Codes, precinct structure plans, local development plans or State or local planning policies."</p> <p>In Clause 34 Variations to site and development requirements, subclass (2) states "The Local government may approve an application for a development approval that does not comply with an additional site and development requirements. Subclauses (3), (4) and (5) details approval conditions.</p>	Request that 55 Walcott Street be zoned Residential R40 (currently Residential R10) under LPS7.	<p>LPS6 zones the land R10 and this is proposed to be maintained under LPS7.</p> <p>The subject property falls within the Old Broome Development Strategy and is within the Old Broome Special Character Area, which recommends that the density of the land be maintained at R10.</p> <p>As outlined in the submissions above, it is noted that the extent of Planning Area A and where future precinct structure plan should be undertaken should extend over the whole area included in the OBDS, which includes this property.</p> <p>The Old Broome Special Character Area and the development controls in relation to this can be reviewed through the PSP processes.</p> <p>Given upcoding the land to R40 would be inconsistent with the OBDS and would represent a 'spot' rezoning, request to amend LPS7 is not supported.</p> <p>It is noted however under LPS7 Map, it identified 55 Walcott Street with an Additional Use, however the Scheme Text does not outline the additional use (which is Service Station). The owner has confirmed a preference that the additional use is maintained for the site. Accordingly, it is recommended that the Scheme Text is updated to outline the Additional Use provisions, as currently specified in LPS6.</p>	<p>Uphold in part – Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to include the text for the Additional Use (Service Station) for 55 Walcott Street, in line with LPS6.</p> <p>Request to amend the residential density is dismissed.</p>

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			<p>Under Schedule 4 item 14 (which includes the Residential Zone) Heading: "STRUCTURE AND/OR LOCAL DEVELOPMENT PLAN" subclass (3) states "Mixed use and residential development are to be assessed under the R-40 density coding of the Residential Design Codes unless otherwise provided for in the adopted local planning framework."</p> <p>Clause 1 Interpreting Zoning table the development approval of the local government may be required to carry out works on land in addition to any approval granted for the use of land. In normal circumstances 1 application is made for both the carrying out of works on, and the use of, land.</p> <p>LPS7 also states: 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. 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).</p>			
20.	Water Corporation	Local Planning Strategy	The Water Corporation notes and supports the scheme and strategy. As a supplier of water and wastewater services, the Corporation relies heavily on these planning instruments to align and periodically review its short-term operations and long term infrastructure planning.	Supports LPS and LPS7	Support noted.	No recommendations proposed.
		LPS7	2. The Corporation notes and supports the streamlining and standardization of the scheme text and maps, which should make it easier for users and agencies to read and interpret these documents for their planning purposes.	Supports streamlining and standardisation of text and maps.	Support noted.	Noted. No modification to draft LPS7 required.
		Local Planning Strategy	3. In general terms, there is a close alignment between the Corporation's long term water and wastewater planning and the planned long term townsite footprint, development sequencing and the land uses reflected in the strategy and scheme. Further revisions of our planning and the timing of capital expenditure on infrastructure upgrades can and will occur into the future as the scheme and strategy are amended to meet changes in demand and growth direction. The Corporation welcomes a close working relationship with the Shire's planning department to keep abreast of any proposed changes and new developments.	The Corporation welcomes a close working relationship with the Shire's planning department to keep abreast of any proposed changes and new developments.	Noted.	No recommendations proposed.

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		Local Planning Strategy and LPS7	4. As the Shire would be aware through separate communications from the Water Corporation, the process has commenced to close the Broome South (Clementson St) WWTP and to pump wastewater northwards to the Broome North WWTP. The odour buffer around the WWTP will in future not be required after the plant has been decommissioned. Reference in the strategy and scheme to the Clementson St WWTP and its SCA can be removed as soon as the WWTP has been closed and is no longer operating. If the SCA is to remain in the scheme text and maps, then the issue could simply be noted with the addition of some text to Table 16 of the LPS regarding removal of the Broome South WWTP odour buffer once the relocation and remediation works are complete.	The buffer surrounding the Broome South WWTP can be removed from LPS and LPS7.	It is noted that the Broome South WWTP will cease operations in December 2022. As land use which triggers the need for the buffer will cease around the same time as the likely gazettal of LPS7, the request to removal this SCA is supported.	Uphold - Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to remove the Broome South WWTP SCA.
		LPS7	5. The site and SCA for the Regional Resource Recovery Park (RRRP) are noted. It is understood that there have been prior negotiations between the Shire and the Water Corporation's Property Branch and DWER regarding the site selection and measures to protect the nearby groundwater resource.	SCA for RRRP noted.	The submitters support for the site and SCA for the Regional Resource Recovery Park (RRRP) in the draft LPS7 is noted.	Noted no change.
		Local Planning Strategy	6. The 'Future Tourism' area at Gantheaume Point requires more detailed investigations to determine if water and sewerage is required and if there is the capacity to extend services to future tourism development.	Future Tourism at Gantheaume Point requires investigation for servicing.	Noted. The LPS notes that utilities and servicing capacity would have to be considered as part of scheme amendment/structure planning for the site. LPS is deemed consistent with comment.	Noted no change.
		Local Planning Strategy	7. The 'Rural Residential Investigation' area to the northeast of the townsite is noted. This proposal similarly requires investigations into the capacity and capability to provide the area with water services, if required.	Rural Residential Investigation Area requires investigation for servicing.	Noted. The LPS notes that utilities and servicing capacity would have to be considered as part of scheme amendment/structure planning for the site. LPS is deemed consistent with comment.	Noted no change.
		Local Planning Strategy	8. Page 72 of the strategy refers a 'land swap' related to the Broome North WWTP. Given that this process has now concluded, the strategy can be amended to state something along the lines of "The Shire and Water Corporation are working collaboratively to ensure suitable land is available for the Broome North WWTP and resource recovery park"	Update reference to land swap for Broome North WWTP.	Noted. Request to update supported.	Uphold, page 72 of LPS text to be changed to state "The Shire and Water Corporation are working collaboratively to ensure suitable land is available for the Broome North WWTP and resource recovery park"
		Local Planning Strategy	9. To accommodate the long term wastewater treatment and treated wastewater reuse/disposal requirements of the Crab Creek Broome North WWTP to meet the ultimate planned townsite growth the Water Corporation may need to identify and secure additional land adjoining the WWTP site for additional pivot irrigation of fodder grasses. This issue should be noted as an annotation on the relevant LPS map.	Request for additional land adjoining Broome North WWTP be shown on LPS.	Noted, recommended that the LPS text is updated to reflect this need of the Water Corporation.	LPS text to be updated to reflect Water Corporation need to accommodate the long term wastewater treatment and treated wastewater reuse/disposal requirements. The Water Corporation may need to identify and secure additional land adjoining the WWTP site for additional pivot irrigation of

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						fodder grasses. To be noted as an annotation on the relevant LPS map.
		LPS7	10. Noting the consolidation of SCAs in part 5 of the scheme text and listed in Schedule 8, it appears that there are some differences between the provisions for the Clementson St WWTP and the Crab Creek WWTP SCA. The Corporation will work with the Shire to agree a standard set of provisions that are the same for both treatment plants. Alternately, the Clementson St WWTP SCA can be deleted in view of the imminent closure of the plant, and one set of consolidated SCA provisions can apply only to the Broome North/Crab Creek WWTP.	Request for consistent controls for the SCA's surrounding WWTP.	As per comments above, recommended that SCA for Broome South WWTP is removed. No change therefore required.	No change required.
		LPS7	11. The Water Corporation's Broome Depot site (located at 29 Blackman St) should be included in the "Public Purpose" reserve classification on the scheme maps. The depot site includes active water supply infrastructure. Also, it is noted that the LPS text use class table for the proposed "Light Industry" zone is not conclusive about public utility uses. The Corporation suggests that public utility infrastructure should be a permitted use in this zone.	Request Water Corporation Depot is a Reserve under LPS7.	Support, the Broome Depot site (located at 29 Blackman St) should be included in the "Public Purpose- Water" reservation. In regard to use permissabilities for public infrastructure in the Light Industrial zone, preference would be for appropriate reservation in the scheme.	Uphold. Modify the LPS7 in accordance with the Schedule of Modifications LPS7 to identify Water Corporation Depot as "Public Purpose – Water".
		Local Planning Strategy	12. The proposed relocation of the Broome Prison to an as yet secured location near the Broome North WWTP is noted. Further investigations are required to determine how the new prison can be serviced with water and/or sewerage. The prison should as far as possible be located outside the odour buffer SCA around WWTP. The Corporation will work with the relevant agency and its consultants as required to investigate the water and wastewater demands and planning for the prison.	Broome Prison relocated requires further investigation to determine servicing.	Noted. No change required.	Noted.
21.	Rowe Group (on behalf of owners of Lot 203 Louis St)	Local Planning Strategy	<p>The site is identified as 'Mixed Use' under the Shire's existing 2014 Local Planning Strategy (refer Figure 2) and is located within 'Precinct 2 – Old Broome' (refer Figure 3). Precinct 2 is described as an area that is undergoing a process of change from (primarily) residential land uses to mixed use development. The 'Mixed Use' designation supports office and tourist accommodation uses, along with residential development at a density of R40.</p> <p>Notwithstanding this designation, the 2014 Local Planning Strategy identifies that in certain areas, a lower density of R10 is considered appropriate to preserve the historic character of the area. This area is referred to as the 'Old Broome Special Character Area' ('OBSCA') and the site is located within its boundary.</p> <p>The site is also identified under the existing Strategy as being within the 'Business Tourism Precinct' (refer Figure 4). 'Business Tourism'</p>	<p>Request that Lot 203 Louis Street is included in a planning area within the LPS.</p> <p>Should be within Planning Area A and boundary of Planning Area A needs to be moved to the west.</p>	Regarding Figure 5 and the boundary of Planning Area A it is acknowledged and agreed that the boundary should be amended to align with the boundary of the Old Broome Development Strategy. This will ensure a clearer link between the intent of the LPS planning direction and action.	Refer to previous recommendation for Submission 8 – upheld.

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			<p>refers to forms of development which are focussed on providing services to short-term business visitors and may include hotel, motel, serviced apartment, bed and breakfast and similar uses. One of the key strategies identified under the existing Local Planning Strategy is to support the development of business tourism within Precinct 2.</p> <p>One of the key precinct planning features demonstrated in Figures 2 – 5 is that Herbert Street is consistently used as the reference point demarcating the western boundary of the various precincts under the Local Planning Strategy. That is to say, Herbert Street represents the western edge of Precinct 2; the 'Mixed Use' Zone; the 'Business Tourism Precinct'; and the Old Broome Special Character Area, on how the objectives of 'Precinct 2' could be achieved. That is, how the Precinct could be redeveloped as a mixed use area with an open form of development that recognises the historic character of the area. Under the OBDS, the site is located in Area D (refer Figure 5) which is identified as an area suitable for mixed use, tourism, and residential land uses. Preferred land uses include Grouped Dwellings, Multiple Dwellings, Holiday Homes, Hotel, Tourist Development, Cinema/Theatres, Club Premises, Motel, Health Club, and Market.</p> <p>The land use objectives for Area D include supporting Scheme Amendments to up-code existing 'Residential' zoned land to a maximum density of R40 if it can be demonstrated that such a rezoning will not adversely affect the existing character of the area. This objective, however, does not apply to the OBSCA where the objective is to retain the existing R10 density code.</p> <p>Under the draft Strategy, the site is identified as 'Existing Urban Footprint' on the Strategy Map and is no longer included within a specific Precinct. Rather, the draft Strategy introduces new 'Planning Areas' wherein future structure planning is intended to be undertaken on a precinct level basis.</p> <p>The site is not included within any of the identified Planning Areas under the draft Strategy but rather sits directly in-between two Planning Areas being Planning Area A (Regional Centre Investigation) and Planning Area N (Urban renewal) Area (refer Figure 6). The site's exclusion from a specific Planning Area is a source of concern to our Client.</p> <p>The Community Engagement Summary released with the draft Strategy and draft LPS7 contains a map summarising key issues and</p>			

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			<p>opportunities identified through the engagement process (refer Figure 7). The map identifies the site as an area wherein the objective is to limit urban sprawl and activate the existing precinct. Importantly, it identifies Walcott Street (immediately west of the site) as the western boundary of the precinct. This further supports the argument that the western boundary of Planning Area A does not extend far enough west.</p> <p>Note: All references to drawings can be reviewed in the submission which appears as a separate attachment.</p>			
		Local Planning Strategy	<p>1. Under the draft Strategy, the 'Mixed Use' Zone has been reduced in size, confined to the area east of Robinson Street and relabelled as 'Activity Centre – Regional Investigation Area', forming part of proposed Planning Area A. This is inconsistent with the OBDS and the inconsistency is not addressed. Table 16 under Section 3.2 of the draft Strategy identifies a number of 'Actions' relating to Planning Area A. These 'Actions' include: "Review Chinatown and Old Broome Development Strategies and prepare combined Precinct Structure Plan (in accordance with SPP 7.2)"</p> <p>The boundary of Planning Area A does not match the boundary of the OBDS (refer Figures 5 and 6).</p> <p>The Shire has indicated that the boundaries of the Planning Areas are fluid and may change when precinct structure planning commences. Whilst this is understood, given one of the key actions for Planning Area A is to review the OBDS and prepare a combined precinct structure plan, it seems appropriate, if not critical, that the boundary of Planning Area A includes the OBDS Area in its entirety.</p> <p>The draft Strategy defines the 'Vision' for 'Old Broome' 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". This 'Vision' is not reflected in the draft Strategy because 'Old Broome' is partially excluded from Planning Area A.</p> <p>One of our Client's key concerns with the existing planning framework is that it does not encourage redevelopment within 'Old Broome' despite the fact that the existing Local Planning Strategy, the OBDS and the draft Strategy all advocate urban renewal responses in 'Old Broome'. The draft Strategy acknowledges that there is a significant amount of land zoned for 'Residential' and</p>	<p>Planning Area A boundaries in draft LPS should be reviewed and incorporate all of OBDS footprint.</p> <p>Do not support the R10 residential density being maintained in the OBSCA as other means to control built form.</p> <p>Recommended that Herbert Street be the western boundary of Planning Area A to enable PSP to guide appropriate built form.</p>	<p>One of the primary roles of the LPS is to assist with determining where future detailed planning should occur. Reviewing the Old Broome Development Strategy and replacing it in the Shire's planning framework is a major planning project. It should be undertaken as a separate process with specific and targeted engagement undertaken. This process will be the mechanism for any reconsideration of prevailing density codes and zones.</p> <p>It is acknowledged that this should be made clearer in the LPS and a new notation is recommended to be added to Figure 6: Planning Area A - Precinct Structure Planning Guidance.</p>	<p>Upheld - add a new notation to Figure 6: Planning Area A - Precinct Structure Planning Guidance which identifies a need to undertake a character study of Old Broome which includes the opportunity for potential review of existing planning provisions.</p>

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			<p>identified for 'Future Residential' and that a key challenge associated with this is that there is a desire to limit urban sprawl by activating the existing precincts of Broome. The Shire's Strategic Community Plan 2021-2031 and Broome Growth Plan similarly identify a need to support greater activation of existing precincts within the Shire, including 'Old Broome'.</p> <p>Both the existing and proposed planning frameworks limit residential density in 'Old Broome' to R10, restrict land use permissibility and provide no meaningful guidance as to how the area can be successfully renewed. The Shire previously advised that it prepare design guidelines to assist landowners in the area develop their properties however these guidelines were never prepared. Rather, the Shire adopted 'Local Planning Policy No. 5.16 - Old Broome Development Strategy' which essentially reiterates the objectives of the OBDS but does not address built form and design. One of the key actions for Planning Area A is now to replace Local Planning Policy No. 5.16 with a precinct structure plan.</p> <p>One of the objectives of the OBSCA has been to retain the existing R10 density code allocated to the area under the operative local planning scheme. Our Client has consistently raised concerns with this objective, noting in various submissions to the Shire on the (then) draft Local Planning Strategy and (then) draft LPS6 in September 2013 and more recently, in correspondence to the Shire dated May 2021.</p> <p>Whilst it is appreciated that the Shire wishes to preserve the open character of the area, restricting the residential density in the OBSCA to R10 is not the only way or, indeed, the most appropriate way to preserve the character of an area. The concern with this 'leave as is' approach to planning for the OBSCA is that the area will stagnate and continue to decline as investment is redirected to other parts of the Shire. There is a risk that ultimately the character of the area will decline as there is limited incentive for new investment.</p> <p>We believe there is a solution that enables redevelopment to occur in the OBSCA that is respectful of its character. Enabling increased residential density but, perhaps, imposing greater built form control by way of setbacks, building height, landscaping, and building style/materials, is one option to consider. The most</p>			

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			<p>appropriate mechanism by which to explore these opportunities is through a precinct structure plan. Including the site and the remainder of the OBSCA in Planning Area A would facilitate this process.</p> <p>On this basis, it is requested that the western boundary of Planning Area A (Regional Centre Investigation) is extended westwards to Herbert Street, ensuring no 'missing middle' between the two adjoining Planning Areas.</p> <p>Herbert Street is a logical boundary for the Planning Area given it is consistent with:</p> <ul style="list-style-type: none"> - the boundary of the Old Broome Development Strategy Area (refer Figure 7); - the boundary of the Old Broome Special Character Area (refer Figure 7); - the boundary of 'Precinct 2 – Old Broome' under the current Local Planning Strategy (refer Figure 4); - the boundary of the 'Business Tourism' Precinct under the current Local Planning Strategy (refer Figure 5). <p>Herbert Street has consistently been used as the reference point demarcating the western boundary of the various precincts listed above and it is appropriate that this boundary be retained.</p>			
		LPS7	<p>2. Existing and Proposed Zoning:</p> <p>The site is currently zoned 'Residential' under the provisions of the Shire's existing LPS6 and is allocated a residential density coding of R10 on the Scheme Maps. The land surrounding the site is predominantly zoned 'Residential', with 'Mixed Use' to the east and several 'Public Purpose' reserves to the north. The residential densities assigned to the 'Mixed Use' and 'Residential' Zones in the immediate area (within 400m of the site) vary significantly from R10 to R50 (refer Figure 1).</p> <p>Under draft LPS7, the site is proposed to retain its 'Residential' zoning and R10 density coding.</p> <p>Our Client would like to be able to redevelop the site, but the proposed planning framework imposes significant impediments to enable any meaning redevelopment to occur. Whilst our Clients support retention of the site's</p>	<p>Support 'Residential' zoning but support greater than R10 density.</p> <p>Acknowledge that increase density in LPS7 is unlikely to be supported at this point in time; therefore request that the site be included in Planning Area A under the draft Strategy and that opportunities to increase the density be explored as part of</p>	<p>Noted the support for the proposed retention of the Residential zoning for the subject land (included landholding details) however any increase in residential densities needs to be undertaken as a comprehensive precinct-based approach for Old Broome noting prior recent studies which have not supported an increase in residential densities due to a number of constraints. It is premature to be dealt with under this (increased in residential densities) as part of the Scheme Review.</p> <p>It is considered premature for the land to be up coded to a higher residential coding as this modification represents an ad hoc "spot" rezoning in the absence of comprehensive planning. Furthermore, the proposal would likely warrant public advertising and stakeholder engagement which cannot be facilitated unless the Scheme was re-advertised resulting in delay to the gazettal of LPS7.</p>	Dismissed - no modification to draft LPS7 required.

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			<p>'Residential' zoning, they do not support retention of the site's R10 density allocation and request a modification to increase the density allocation.</p> <p>It is appreciated that further planning needs to be undertaken to explore opportunities for redevelopment in 'Old Broome' and on this basis, it is acknowledged that modifying the residential coding allocated to the site under draft LPS7 is unlikely to be supported at this point in time. On this basis we formally request that the site be included in Planning Area A under the draft Strategy and that opportunities to increase the density allocation in 'Old Broome' be explored as part of the precinct structure planning process. The aim is that an increase in density coding on the site is accommodated in the next scheme review process.</p>	the precinct structure planning process.		
22.	Nyamba Buru Yawuru General	Local Planning Strategy and LPS7	<p>1. NBY is owned by the Yawuru Native Title Holders Aboriginal Corporation RNTBC which holds native title for and on behalf of Yawuru people and has cultural authority over Yawuru country. NBY makes this submission on behalf of itself and the Yawuru Native Title Holders Aboriginal Corporation RNTBC.</p> <p>We acknowledge the Shire and its consultants for including sections relating to Aboriginal heritage (and NBY in particular) within the LPS. You will note, however, that the central theme of our submission is that the draft LPS/LPS7 do not go far enough to:</p> <ul style="list-style-type: none"> i. Fully define the issues and opportunities that impact on Broome's Yawuru Community ii. Acknowledge Yawuru's significance to Broome's history, culture and identity iii. Capitalise on the important role that Yawuru can play in planning and land management iv. Recognise NBY as one of the key landowners within the Shire both in terms of land area and the strategic location of its land v. Identify specific actions to capitalise on opportunities and address issues impacting on Yawuru People <p>This is illustrated by the following omissions from the draft LPS/LPS7:</p> <ul style="list-style-type: none"> • Reference to the Yawuru Global Indigenous Land Use Agreements (ILUAs) • A summary of the related obligations of local/State government and how these are reflected in proposed planning outcomes 	<p>Both LPS and LPS7 do not go far enough to:</p> <p>Fully define the issues and opportunities that impact on Broome's Yawuru Community</p> <p>Acknowledge Yawuru's significance to Broome's history, culture and identity</p> <p>Capitalise on the important role that Yawuru can play in planning and land management</p> <p>Recognise NBY as one of the key landowners within the Shire both in terms of land area and the strategic location of its land</p>	<p>The individual requests to change references in the LPS and LPS7 are responded to in the comments below.</p> <p>Where relevant support of amendments to the LPS or LPS7 to address the matters raised are supported. In some instances requests to perform the modifications are not supported as they are outside the scope and role of the LPS or LPS7 to perform. Refer to detailed comments below.</p>	Refer to comments below, modifications proposed to address submission.

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			<ul style="list-style-type: none"> • Identification of the health, education and housing challenges affecting First Nations People in Broome • Specific actions and responsibilities to address these issues – where appropriate – via planning actions <p>These omissions mean that the planning framework for Broome would (if the draft LPS/LPS7 are adopted in their current form):</p> <ul style="list-style-type: none"> • Have diminished relevance to the Yawuru Community • Fail to fully realise the important contributions Yawuru People can make to planning outcomes • Fail to fully represent the needs and aspirations of a significant community member and landowner within the Shire • Make a sub-optimal contribution to the implementation of the ILUAs • Make a limited contribution to closing the gap between life outcomes for First Nations and non-First Nations Australians <p>We believe it is the responsibility of all sectors, industries, professions and frameworks to actively and deeply consider where they can contribute to the principles of reconciliation and closing the gap. If left unaddressed, the matters outlined in this letter would represent a missed opportunity to do just that – not only for the Yawuru Community in particular, but for planning frameworks more broadly. On this basis, while NBY supports the preparation of the draft LPS/LPS7 and many of their specific land-use designations, NBY's support is subject to the modifications recommended in this letter. To assist the Shire's consideration of our comments and observations, we have structured our response in the following way:</p> <p>About Nyamba Buru Yawuru – a description of NBY and its purpose, and how this purpose relates to land planning in the Shire of Broome</p> <p>The Indigenous Land Use Agreements – these are highly significant documents that impact directly upon land planning outcomes within the Shire. This section summarises the purpose of the ILUAs, why they are so important and how/why they must be reflected in the planning framework</p> <p>Regional Context – an overview of the opportunities and issues affecting Aboriginal People in the Shire of Broome</p> <p>How Planning can Make a Difference – in the spirit of working collaboratively with the Shire and the planning industry more generally, we explain how the planning framework is an important and appropriate forum to address issues of importance to Aboriginal People</p> <p>Site-Specific Comments – we have reconciled draft LPS/LPS7 outcomes against NBY's landholdings – as well as NBY's aims, intentions and management measures for its land</p>	Identify specific actions to capitalise on opportunities and address issues impacting on Yawuru People		

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			<p>Table 2: draft LPS Comments – this <i>attached</i> table includes a matrix outlining NBY's comments on specific parts of the draft LPS. We have included a rationale for the comments and, where relevant, suggested modifications</p> <p>Table 3: draft LPS7 Comments – this <i>attached</i> table includes a matrix outlining NBY's comments on specific parts of draft LPS7. We have included a rationale for the comments and, where relevant, suggested modifications.</p> <p>(see attached submission and table – below)</p> <p>Local planning frameworks should capture, reflect and express local conditions, context and needs. As such, the Shire's draft LPS7/LPS are an appropriate opportunity to embrace Yawuru traditional cultural values and practices in planning for the Shire. These practices and values promote a quadruple bottom lined approach that is centred on the Yawuru philosophy of 'mabu liyan' or 'good well-being.'</p> <p>Incorporating mabu liyan into the local framework can be facilitated by some simple actions that all sit comfortably within the established planning system and accepted suite of planning tools. Examples include:</p> <ul style="list-style-type: none"> • Identify and discuss issues affecting the Yawuru Community in the LPS • Present a pathway - identify where further study/reporting is needed to better define issues • But where possible, include specific actions aimed at addressing these issues • Include specific context and actions aimed at implementing the ILUAs, closing the gap and reconciliation more broadly • Identify and capitalise on opportunities - respect and utilise Yawuru's knowledge and perspectives through a combination of mandated and best-practice engagement • Develop local planning policies relating to topics such as: character and place, public art, built form and landscape, and expectations/opportunities and benefits of liaising with NBY on planning projects <p>These actions are discussed in further detail in Tables 2 and 3. Combined, these simple actions can have significant impact and achieve good planning outcomes by fostering greater participation, respect, collaboration and inclusiveness in the planning process.</p> <p>We take this opportunity to emphasise that NBY is a major landowner within the Shire of Broome.</p>			

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			<p>At a qualitative level this means that NBY can play a critical role in advancing local character, heritage and culture etc. (refer to commentary at Tables 2 and 3).</p> <p>At a quantitative level, over 290,000ha of land within the Shire is under the ownership/ management of NBY in a variety of contexts – urban, town centre, pastoral, remote settlement, infill, and cultural and environmental land.</p> <p>Put simply, there is unlikely to be another landowner impacted so broadly and deeply by land use planning decisions or with the ability to work with the Shire to unlock its strategic planning aims.</p>				
Local Planning Strategy and LPS7	Site specific - comments	Urbis has worked with NBY to assess each of its landholdings against its aspirations and ILUA commitments and reconciled this against draft LPS/LPS7 outcomes. In most instances there is alignment, however, we highlight inconsistencies with respect to the landholdings identified in Table 1 below – these should be addressed in the final versions of the documents.					
		Table 1 – Summary of Misalignment: draft LPS/LPS7 and NBY Aspirations/ILUA Commitments					
		Site / LPS6 Zoning	Draft LPS/LPS7	NBY Comment	NBY Recommendation	Shire Officer Recommendation	Shire Officer Recommendation
		Lots 586 & 587 Broome Road	Existing Industry/Light Industry	We note that the State is currently seeking to rezone Lot 586 to enable the development of a new prison	We note that the State is currently seeking to rezone Lot 586 to enable the development of a new prison	See comments in relation to Department of Justice and Finance submission above. Request to rezone Lot 586 to Public Purpose is not supported.	No modification to LPS or LPS7.
		LPS6 Zoning Industry	General Industry				
		Lot 555 Crab Creek Road (Wattle Downs)	Rural/ Planning Area B - Rural Residential Investigation	In the future NBY might seek to develop this land for Rural Residential purposes but this would be for on-country living for the Yawuru community only	Acknowledge and reflect in the LPS.	Lot 555 is shown as Planning Area B in Figure 4 of the LPS which identified the area as the 'Crab Creek Road rural investigation area'. The Strategy already recognises the Strategic intent of the land as possible Rural Residential use. No changed is deemed required in this regard.	Noted. No modification to draft LPS7 required.
LPS6 Zoning General Agriculture	Rural						
Lot 388 Kavite Road	Existing Environmental/Cult ural Conservation /	NBY seeks to actively investigate this land for future industrial purposes	Designate the land as Development zone in LPS7 and/or an Investigation Area in the LPS to more fully recognise and enable the potential and intentions for this land	The subject land is identified as Planning Area K – 'Industrial Investigation' in Figure 5 of the LPS. The LPS therefore already reflects strategic intention to investigate land for industrial purposes.	Noted. No modification to draft LPS7 required.		
LPS6 Zoning Environment al Conservatio n and	Planning Area K – Industrial Investigation	The draft LPS supports the long- term use proposed by NBY but provides insufficient certainty	Such designation does not commit the Shire to future rezoning or structure plan outcomes, however it would provide important context and impetus for future investigations	It is considered premature and contrary to proper and orderly planning for the subject land to be rezoned from Environmental			

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		Cultural Corridor	Environmental Conservation and Cultural Corridor			Conservation and Cultural Corridor to Industrial Development zone, in LPS7 at this time, due to the further investigation required.	
		Lots 400 and 401 Gantheaum e Point Road LPS6 Zoning – Environmen tal Conservatio n and Cultural Corridor & Developmen t	Future Tourism / Planning Area L – Gantheaume Point – Tourism Investigation Environmental Conservation and Cultural Corridor (Lot 400) & Development (Lot 401)	Neither Lot 400 nor 401 are required for cultural purposes, however land to the immediate south forms part of the Yawuru Conservation Estate along with the portion of Lot 1848 on the western side of Kavite Road. In this location, there are areas where the Gantheaume Point Road pavement is out of alignment with the road reserve and intrudes into adjoining land This locality is of high significance to NBY – it has several major landholdings with a combination of cultural, conservation, and development purposes	The LPS should reference the Yawuru Conservation Estate and implement appropriate reserve types/acknowledge management commitments The LPS should recognise that NBY must be central to any master planning that occurs in the locality Designate both Lot 400 and 401 as Development zone LPS should include a timeframe for the master planning of the locality to provide greater certainty to landowners	Lot 400 and Lot 401 is shown as Planning Area L in the LPS which is the 'Gantheaume Point Tourism Investigation Area'. The LPS identifies that opportunities for tourism development can be explored and acknowledges the consideration for future structure planning and/ rezoning. The progress of structure planning and rezoning would be landowner driven and therefore the LPS does not provide recommendations on timing as this is at the discretion of the landowner. Reference to master planning related to Planning Area M which is the Gantheaume Point Master Planning which covers the turf club and immediately surrounding areas. The underlying land designation of this area in the LPS reflects the location of the Conservation Estate. Yawuru have been consulted with on the preparation of the Master Plan.	Noted. No modification to draft LPS7 required.
		Lot 300 Port Drive LPS6 Zoning Coastal	Future Tourism – Planning Area J – Port Drive Tourism Investigation Local Scheme Reserve - Foreshore	NBY proposes to investigate this land for Tourism development subject to further study. The site is likely to contain Aboriginal Heritage sites for example.	Zone the land as Tourism and specify that future land use and development is subject to further investigation / technical reporting.	The LPS identifies this area as Future Tourism and falls within Planning Area J – Port Drive Tourism Investigation. The LPS therefore reflects the strategic intent of NBY's to investigate this land for tourism development. It is considered premature and contrary to proper and orderly planning for the subject land to be rezoned from Foreshore Reserve to Tourism zone in LPS7, at this time, due to the further investigation required.	Noted. No modification to draft LPS No.7 required.

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		<p>Lots 149 & 150 Haas Street, 144, 145, 146, 1219 & 3000 Carnarvon Street</p> <p>LPS6 Zoning Environment al Conservatio n and Cultural Corridor & Developmen t</p> <p>Mixed Use</p>	<p>Activity Centre – Regional Investigation - Planning Area A</p> <p>Environmental Conservation and Cultural Corridor & Development</p> <p>Mixed Use (R40)</p>	<p>This entire area has been identified as an Aboriginal Site</p> <p>NBY will engage with the State regarding a management plan for the area and an appropriate form of land tenure to protect and manage cultural values.</p> <p>There is potential for culturally sympathetic development in areas of prior disturbance.</p>	<p>LPS to acknowledge that when a Precinct Structure Plan is undertaken, NBY must be central to the development of the plan across all steps</p>	<p>The preparation of a Precinct Structure Plan (PSP) will be undertaken consistent with the SPP 7.2 – Precinct Design and the WAPC Precinct Design Guidelines.</p> <p>It is anticipated that a Community Engagement Plan will be prepared early in the PSP process which will identify key stakeholders and how they will be engaged with through the preparation of PSP. This will include NBY as a key landowner in the precincts.</p> <p>It is beyond the role of the LPS to specifically identify the stakeholders to be engaged with in the preparation of a PSP and furthermore this is captured in the existing State framework in this regard.</p>	<p>Noted.</p> <p>No modification to draft LPS or LPS7 required.</p>															
LPS No. 7	Text Changes	<table><tr><th colspan="5">Table 3: Draft LPS7 Review- General</th></tr><tr><th></th><th>Reference Draft LPS No 7</th><th>Submitter Comments</th><th>Officer Comment</th><th>Recommendation</th></tr><tr><td>1</td><td><p>Clause 9. Aims of Scheme</p><p><i>a. People –</i></p><p>i. Promote a safe, healthy and active community;</p><p>ii. Support access to suitable and affordable housing and accommodation to meet all community needs;</p><p>iii. Ensure an inclusive community that celebrates culture, equality, and diversity; and</p></td><td><p>The aims of LPS7 with respect to People are supported but point iv could be expanded to reflect that the aim should capture development (not just land use) and that <i>all</i> land use and development should – where applicable – be mindful of Aboriginal heritage.</p><p>Embedding this as part of the aims in the early part of the LPS7 help Aboriginal heritage to be an early consideration in planning and creates context/expectations for how proponents and decision makers approach planning, design and decisions.</p><p>Propose that cl. 9 (a) (iv) be reworded as follows:</p><p>(iv) Provide for land uses and development associated with and sensitive to Aboriginal heritage, traditional law and culture.</p></td><td><p>The intent behind inclusion of this aim within the Scheme is to outline that land uses associated with Aboriginal heritage, traditional law and culture is one of the aims of the Scheme (specifically that the Scheme will in no way limit these activities). This is further clarified in Schedule A (Supplemental provisions to the deemed provisions) – whereby the Scheme outlines that the carrying out of any activities associated with traditional use and law (which does not involve construction of permanent buildings) is exempt from development approval.</p><p>There is an existing aim in the Scheme (clause 9 b. viii.) which is to 'ensure the preservation of Aboriginal and non- aboriginal heritage and culturally-significant areas'.</p></td><td><p>Noted. No modification required to draft LPS7.</p></td></tr></table>						Table 3: Draft LPS7 Review- General						Reference Draft LPS No 7	Submitter Comments	Officer Comment	Recommendation	1	<p>Clause 9. Aims of Scheme</p> <p><i>a. People –</i></p> <p>i. Promote a safe, healthy and active community;</p> <p>ii. Support access to suitable and affordable housing and accommodation to meet all community needs;</p> <p>iii. Ensure an inclusive community that celebrates culture, equality, and diversity; and</p>	<p>The aims of LPS7 with respect to People are supported but point iv could be expanded to reflect that the aim should capture development (not just land use) and that <i>all</i> land use and development should – where applicable – be mindful of Aboriginal heritage.</p> <p>Embedding this as part of the aims in the early part of the LPS7 help Aboriginal heritage to be an early consideration in planning and creates context/expectations for how proponents and decision makers approach planning, design and decisions.</p> <p>Propose that cl. 9 (a) (iv) be reworded as follows:</p> <p>(iv) Provide for land uses and development associated with and sensitive to Aboriginal heritage, traditional law and culture.</p>	<p>The intent behind inclusion of this aim within the Scheme is to outline that land uses associated with Aboriginal heritage, traditional law and culture is one of the aims of the Scheme (specifically that the Scheme will in no way limit these activities). This is further clarified in Schedule A (Supplemental provisions to the deemed provisions) – whereby the Scheme outlines that the carrying out of any activities associated with traditional use and law (which does not involve construction of permanent buildings) is exempt from development approval.</p> <p>There is an existing aim in the Scheme (clause 9 b. viii.) which is to 'ensure the preservation of Aboriginal and non- aboriginal heritage and culturally-significant areas'.</p>	<p>Noted. No modification required to draft LPS7.</p>
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1	<p>Clause 9. Aims of Scheme</p> <p><i>a. People –</i></p> <p>i. Promote a safe, healthy and active community;</p> <p>ii. Support access to suitable and affordable housing and accommodation to meet all community needs;</p> <p>iii. Ensure an inclusive community that celebrates culture, equality, and diversity; and</p>	<p>The aims of LPS7 with respect to People are supported but point iv could be expanded to reflect that the aim should capture development (not just land use) and that <i>all</i> land use and development should – where applicable – be mindful of Aboriginal heritage.</p> <p>Embedding this as part of the aims in the early part of the LPS7 help Aboriginal heritage to be an early consideration in planning and creates context/expectations for how proponents and decision makers approach planning, design and decisions.</p> <p>Propose that cl. 9 (a) (iv) be reworded as follows:</p> <p>(iv) Provide for land uses and development associated with and sensitive to Aboriginal heritage, traditional law and culture.</p>	<p>The intent behind inclusion of this aim within the Scheme is to outline that land uses associated with Aboriginal heritage, traditional law and culture is one of the aims of the Scheme (specifically that the Scheme will in no way limit these activities). This is further clarified in Schedule A (Supplemental provisions to the deemed provisions) – whereby the Scheme outlines that the carrying out of any activities associated with traditional use and law (which does not involve construction of permanent buildings) is exempt from development approval.</p> <p>There is an existing aim in the Scheme (clause 9 b. viii.) which is to 'ensure the preservation of Aboriginal and non- aboriginal heritage and culturally-significant areas'.</p>	<p>Noted. No modification required to draft LPS7.</p>																		

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			iv. Provide for land uses associated with Aboriginal heritage, traditional law and culture.		Based on the above, it is not recommended that the Scheme aim is amended.	
		2	Clause 9. Aims of Scheme 1. Place – viii) Ensure the preservation of Aboriginal and non-aboriginal heritage and culturally-significant areas.	Clause viii is noted as a specific reference to Aboriginal culture and heritage in the aims of LPS7. This is important because all planning decisions must be consistent with these aims.	Noted.	Noted. No modification required to draft LPS7.
		3	cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore Foreshore: To set aside areas for foreshore reserved abutting a body of water or water course, particularly those required pursuant to State Planning Policy 2.6 State Coastal Planning Policy and any other Commission policy.	The submitter considers that this provision of draft LPS7 influences what public reserves under LPS7 can be used for and reference to tourism is presently missing from the objectives relating to Foreshore reserve. Tourism uses should be provided for in the foreshore objective consistent with the draft LPS No. 7 aims and objectives and provide certainty for contemplated commercial tourist operations in Foreshore areas (where appropriate). Propose that cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore be reworded as follows: To provide for the protection of natural values, a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, tourism and/or uses that are compatible with and/ or support the amenity of the reservation.	LPS6 currently identifies the Foreshore Reserves as 'Coastal Reserve' and has the following aims and objectives relative to tourist development: 'Encourage Aboriginal cultural tourism, eco-tourism and recreation activities that are compatible with conservation and Aboriginal cultural heritage values.' The foreshore reserve does cover large extents of land in the Shire which could interact with locations for cultural tourism and eco-tourism. It is recommended that the objectives from LPS6 are carried forward to LPS7 The submission is therefore upheld in part, with the following modification recommended: <ul style="list-style-type: none"> To provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, Aboriginal cultural tourism, eco-tourism and/or uses that are compatible with and/ or support the amenity of the reservation. 	Upheld in part - modify the LPS7 Scheme in accordance with the Schedule of Modifications LPS7 to amend the Foreshore Reserve objective to read as follows: <ul style="list-style-type: none"> To provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, Aboriginal cultural tourism, eco-tourism and/or uses that are compatible with and/ or support the amenity of the reservation.

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		4	<p>Site Specific</p> <p>Minyirr Buru Conservation Park</p> <p>Amend draft LPS7 maps so that all land in the Minyirr Buru Conservation Park is zoned Environmental Conservation and Cultural Corridor.</p> <p>Amend the scheme text accordingly including cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore</p> <p>To make direct reference to capture environmental and cultural heritage objectives of the Conservation Estate.</p>	<p>The submitter contends that the Shire is in joint management with Yawuru PBC in reserves that form the Minyirr Buru Conservation Park (refer to the attached plan of the Conservation Estate).</p> <p>A joint management plan sets out key targets and management strategies and the joint partners are assisted in the implementation of the plan by DBCA under an assistance agreement for the on- ground works.</p> <p>These areas include those shown as Foreshore reserve and for Environmental Conservation and Cultural Corridors reserve in the draft LPS7 maps.</p> <p>The objectives of the Foreshore reserve do not sufficiently the capture environmental and cultural heritage objectives of the Conservation Estate.</p> <p>These areas are subject to conservation agreements that sit outside the planning process. There are also other agreements and approvals (relating to tenure for example) that are required as part of any land use or development proposal. As such, irrespective of any zoning or approval, development activity would not automatically follow.</p> <p>Amend draft LPS7 maps so that all land in the Minyirr Buru Conservation Park is zoned Environmental Conservation and Cultural Corridor.</p> <p>Update both draft LPS /LPS7 to state that all use and development of land within the Minyirr Buru Conservation Park must reflect the conservation agreements and highlight that the emphasis needs to be the protection of natural values.</p> <p>Update both draft LPS/LPS7 to require that land use and development proposals within and adjacent to the Conservation Park must reflect context and character including with respect to built form considerations such as building height.</p>	<p>Inclusion of all of the reserves that form part of the Minyirr Buru Conservation Estate (including those reserves that about the foreshore) would mean that the objectives of the reserve would need to be considered for any development proposal. For land within the Environmental Conservation and Cultural Corridors one of the objectives includes 'to identify areas with biodiversity, conservation, and cultural values, and to protect those areas from development and subdivision'.</p> <p>The objectives of the Environmental Conservation and Cultural Corridor reserve provide greater emphasis on protection (thereby limiting) development compared with the Foreshore reservation that provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, whilst providing for protection of natural values.</p> <p>The objectives of the Environmental Conservation and Cultural Corridor reserves, at times, may not align with the intent of the Joint Management Plan adopted for the Conservation Estates (for example Base Camp, recreational improvements at Gantheaume which are all located within the Conservation Estate) and also does not align with the comment above, seeking that the tourist reference in the Foreshore reserve be maintained.</p> <p>Based on the above, it is not recommended that changes to the reservation are performed under LPS7.</p> <p>It is noted that Lot 614 Buckleys Road is zoned Rural Residential and this forms part of the Conservation Estate. This should be an Environmental Conservation and Cultural Corridor reserve.</p> <p>Comments on LPS changes as outlined in the Attachment 1.</p>	<p>Upheld in part - change zoning of Lot 614 Buckley's Road from Rural Residential to Environmental Conservation and Cultural Corridor reserve.</p>
		5	<p>Part 3 Zone cl.16 (Table 2) Zones Objectives - Cultural and Natural Resource use</p>	<p>The submitter supports and notes the reference to preservation of significant sites but considers that this should be inherent in all zones.</p>	<p>The Shire notes and concurs that the preservation of significant areas applies throughout the scheme area and that that these matters can be dealt with under the relevant legislation. However, the inclusion of direct reference in the</p>	<p>Noted, no modification required to draft LPS7.</p>

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			<p>1. Provide for development associated with the extraction of mineral and natural resources.</p> <p>2. Ensure the preservation of Aboriginal heritage and culturally significant areas.</p> <p>3. Provide for the conservation of significant landscape and environmental areas and values. Allow for low impact tourism development including limited tourist accommodation and camping areas.</p> <p>4. Allow land uses associated with Aboriginal heritage, traditional law and culture.</p>	NBY advises the Shire of its expectation that the preservation of significant areas applies to all zones.	objectives of the - Cultural and Natural Resource use zone reflects the intent of this particular zone.	
		6	<p>Part 3 c.17 (Table 3) Zoning Table – Land Use permissibility's for the Service Commercial zone, in relation to the following land uses which are currently X (prohibited) uses:</p> <ul style="list-style-type: none"> • Amusement parlour • Art gallery • Betting agency • Brewery • Child care premises • Consulting rooms • Convenience store • Medical centre • Restaurant/café 	<p>The submitter contends that there are a range of uses that are presently proposed to be prohibited in the Service Commercial zone which should be considered for approval on a discretionary basis provided they do not compromise the objectives of the zone. The uses are potentially appropriate for and consistent with a Service Commercial setting and include:</p> <ul style="list-style-type: none"> • Amusement parlour • Art gallery • Betting agency • Brewery • Child care premises • Consulting rooms • Convenience store • Medical centre • Restaurant/café <p>Providing for these on a discretionary basis would allow the Shire to retain control of whether these uses should proceed, on merits. This would add to the flexibility provided for by LPS7 and is consistent with the Shire's objectives relating to employment and economy.</p>	<p>The objectives of the Service Commercial zone are:</p> <ul style="list-style-type: none"> • To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites. • To provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones. <p>The existing permitted and discretionary land uses in the Service Commercial zone are deemed appropriate to achieve the objectives of the Scheme. The type of land uses mentioned should be encouraged to be undertaken from other commercial zones in the Shire. Therefore, submission not supported.</p>	Noted, no modification required to draft LPS7.
		6	SCHEDULE 4: Additional site and development requirements that apply to the scheme area	The submitter contends that NBY and the Shire are working together to redefine Broome character area to better include Yawuru heritage in how people understand and interpret that character.	<p>No specific recommendations are made relative to LPS7.</p> <p>See comment relative to LPS in separate Attachment 1.</p>	Noted, no modification to the draft LPS7.

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			cl. 5. All Zones _ Inappropriate or incongruous development	LPS/LPS7 is an opportunity to embed Yawuru heritage as part of Broome's character through the planning framework more overtly as it is currently under-represented. A local planning policy should be included as an action in the accompanying LPS relating to Yawuru heritage and providing guidance on how it can be reflected in design outcomes.		
		7	SCHEDULE 4: Additional site and development requirements that apply to the scheme area 6. All Zones Landscaping and tree retention 1) When considering an application, the local government is to determine whether any tree has landscape significance and should be retained. 2) For the purpose of retaining significant tree the local government may: a) impose a condition on a development approval requiring trees to be retained; b) request the Commission to impose a subdivision condition for the retention of trees and/or for additional trees to be planted on the site; c) impose a condition requiring a modification of the development to ensure retention of significant trees. 3) A landscaping plan which details the retention of existing tree/s and proposed landscaping on site and within	Whist the submitter supports the intent of this provision it considers there is insufficient accompanying guidance/definition of what constitutes landscape significance, risking uncertainty for applicants. Delete this provision and replace it with a local planning policy (include as an LPS action) relating to tree retention, which sits outside of LPS7 (to provide for greater flexibility) and properly defines landscape significance and how to determine it.	The Shire notes the points raised and will give further consideration to the preparation of an LPP related to landscaping and tree retention. However, in the absence of a LPP being prepared it is considered appropriate that this provision be retained in draft LPS7.	Dismiss. No modification to the draft LPS7.

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			the abutting road reserve may be required as a condition of development approval for development.			
		8	<p>SCHEDULE 4: Additional site and development requirements that apply to the scheme area</p> <p>Cl.</p> <p>Regional Centre Zone District Centre Zone, Local Centre Zone Mixed Use Zone</p> <p>References are made to development control via relevant design guidelines.</p>	<p>The submitter contends that planning controls may not be in the form of local development plans. For example, precinct development plans and precinct structure plans are common and likely development control mechanisms. The current wording potentially limits the way development standards can be defined and applied.</p> <p>The specific reference to design guidelines should be deleted.</p>	Design Guidelines have been prepared and adopted for Chinatown (the Regional Centre zone). Reference to this is the Scheme text is considered appropriate.	No change recommended.
		9	<p>SCHEDULE 4: Additional site and development requirements that apply to the scheme area</p> <p>SCHEDULE 4: cl. 17 Tourism Zone</p> <p>Subdivision</p> <p>(4) The local government will not support subdivision within the Tourism zone to create lots less than 1 hectare in area, unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework.</p> <p>(5) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where</p> <p>The provision relating to minimum lot size should be deleted and replaced with a local planning policy (include as an LPS action) that provides greater context, explanation and flexibility for subdivision in the Tourism zone.</p>	<p>The submitter considers that there is no clear rationale for the lot size restriction. Tourism zoned land owned by NBY will likely be subject to structure planning or a local development plan and this should define an appropriate lot size based on local context, character and conditions. This provides sufficient surety for decision makers.</p> <p>On this basis, the provision relating to minimum lot size should be deleted and replaced with a local planning policy (include as an LPS action) that provides greater context, explanation and flexibility for subdivision in the Tourism zone.</p>	<p>The 1ha site area is an existing site and development control in LPS6 and recommended to be maintained in LPS7.</p> <p>The PSP can review the site area requirements in further detail.</p>	No change recommended.

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#	Name/ Organisation and address	Strategy or draft Scheme 7	Submission	Summary of Submission	Local Government Comment	Local Government Recommendation
			the local government considers the proposed subdivision: a) is a minor boundary adjustment. b) does not propose the creation of new lots; and c) the new lots are considered to be consistent with the subdivision pattern in the locality.			
		10	<p>SCHEDULE 6 – AUSTRALIAN NOISE EXPOSURE FORECAST CONTOURS</p> <p>1. Table (a) Building Site Acceptability Based on ANEF Zones</p> <p>2. Clause 5.</p> <p>5. In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations, to the safe movement of aircraft and that CASA is the determining authority</p> <p>Table (b) Indoor Design Sound Levels</p>	<p>1. While the general intent to apply planning control measures associated with future development within the vicinity of the Broome Airport is supported, the inclusion of State Planning Policy provisions in LPS7 is not supported for the following reasons:</p> <p>i) It represents an unnecessary duplication within the planning framework.</p> <p>ii) the purpose of a planning policy is to inform a decision-maker and they are not statutory documents to be applied inflexibly. Embedding the provisions of a planning policy within a (statutory) local planning scheme has the potential to diminish the flexible application of the planning policy.</p> <p>iii) if the provisions of SPP5.1 are varied over time, a scheme amendment will be required to ensure the local planning scheme accurately reflects the new policy provisions. This adds an unnecessary layer to the planning framework, but it also risks incompatibility between the future LPS7 and SPP5.1 if any future variance is not identified.</p> <p>On this basis, the content of Schedule 6 should be removed from draft LPS7 and incorporated into a local planning policy (include as an LPS action) that would provide centralised guidance on airport-related planning controls, can easily be updated over time as required and provides for flexible application.</p> <p>2. If this provision is not supported. It affords a non-government third party the ability to strongly influence</p>	<p>There is no SPP that applies to regional airport (currently for Perth Airport and Jandakot Airport). Therefore inclusion of the noise controls in LPS7 (which exist in LPS6) are not deemed a duplication.</p> <p>1. Upheld, modify Schedule 6 Clause 5 as follows:</p> <p><i>In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations as it relates to the safe movement of aircraft as determined by CASA.</i></p> <p>Uphold in part, seek high resolution mapping to be included in Scheme.</p>	<p>Uphold in part - modify the LPS7 Scheme Map accordance with the Schedule of Modifications LPS7 to include higher resolution mapping and amend Schedule 6 Clause 5.</p>

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#	Name/ Organisati on and address	Strategy or draft Scheme 7	Submission	Summary of Submission	Local Government Comment	Local Government Recommendation
				<p>planning application outcomes. 'Operations' is undefined and could extend into 'commercial' operations not just aircraft movement. Request revision of clause to clarify operations are restricted to the safe movement of aircraft and that CASA is the determining authority.</p> <p>3. The Noise Exposure Plan contained within Schedule 6 is of insufficient resolution to clearly communicate the information contained within the associated tables. Should Schedule 6 form part of LPS7, a high-resolution Noise Emissions Plan should be incorporated to provide applicants and decision makers with clearly legible information.</p> <p>However, we reiterate our comments that the plan would be best available within a local planning policy that is not bound by specific format/size requirements and can be easily updated over time</p>		

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- Where it interacts with the Minyirr Buru Conservation Park it must reflect the conservation agreements and emphasis must be on the protection of natural values.

proposals within and adjacent to the Conservation Park reflecting the context and character including built form considerations such as building height.

Recommended changes to LPS

No.	Draft LPS Reference	Submitter Comments	Shire of Broome Comment	Shire of Broome Recommendation
1	1.2 Vision	<p>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.</p> <p>All the objectives of the Strategy are valid, but we note that none of them refer or relate specifically to the Yawuru Community.</p> <p>Inclusion of an objective reflecting NBY's remit would:</p> <ul style="list-style-type: none"> • Provide strong messaging around Yawuru's significance to Broome • Be inclusive of Yawuru people • Help to embed NBY's purpose at a very high level in the planning framework <p>Allow it to flow onto more detailed planning phases.</p> <p>Recommendation: Include an objective in the LPS specifically relating to the implementation of NBY's purpose and reflecting the implementation of the ILUAs.</p> <p>NBY requests an opportunity to develop this objective in collaboration with the Shire post-advertising of the draft LPS.</p>	<p>The WAPC have prepared Local Planning Strategy Guidelines that provide guidance on the preparation of a Local Planning Strategy, which the Shire's LPS has been prepared consistent with. The Guidelines also include a manner and form document which a LPS to be consistent with. The manner and form document outlines that the vision is to align with the Strategic Community Plan.</p> <p>The importance of the Yawuru community to the development of Broome is acknowledged. Similarly, the importance of other TO groups which form part of the Shire is also acknowledged. Given the LPS provides guidance over many TO groups, the inclusion of an objective into the vision that specifically reference one Traditional Owner group is not representative.</p> <p>It is recommended that an additional objective 4.2 is included into the LPS which reads:</p> <p><i>Support Broome's Traditional Owner groups in managing country and celebrating culture.</i></p>	<p>Uphold in part - add a new objective 4.2 that addresses all TO's in the Shire as follows by responding to <i>SCP Aspiration 4: An inclusive community that celebrates culture, equality and diversity.</i></p> <p><i>'Support Broome's Traditional Owner groups in managing country and celebrating culture.'</i></p>
2	<p>2.1 Community, Urban Growth and Settlement – Broome Townsite</p> <p>2.1.1 Regional Centre – Broome Townsite</p>	<p>Table 2: Broome Townsite – Planning Directions and Actions. This section does not reference housing to meet the needs of Aboriginal people – housing numbers, housing location or housing design, for example.</p> <p>This is a significant omission because planning can make a major contribution to addressing these issues.</p> <p>Without identifying associated issues and actions, there is little scope for planning to assist in their resolution.</p> <p>All aspects of housing need should be considered by planning frameworks and housing for Aboriginal People is an extremely important consideration in Broome.</p> <p>Recommendation: NBY request an opportunity to provide information to the Shire with respect to Aboriginal housing issues within the Broome townsite and to work collaboratively with the Shire to develop actions, rationales and timeframes</p>	<p>Agreed that this of importance and is supported, though prefer that references Aboriginal housing issues within the Broome townsite are consolidated into sub-sections of the LPS that already exist (rather than adding new sections).</p>	<p>Uphold – addition of information on Aboriginal housing issues and social housing issues within the Broome townsite to existing sections within the LPS Part 2 in section 4.2.2. Recommended wording to be inserted:</p> <p><i>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 appropriately to meet 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 of the Aboriginal population. Similarly, the provision of social housing by the Department of</i></p>

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		<p>for the LPS.</p> <p>NOTE: We request discussions with the Shire and Department of Planning, Lands and Heritage on whether this and other matters of particular impact and relevance to the Yawuru Community should be consolidated into sub- sections in the various (current parts) of the LPS or included in new, specific sections relating to Yawuru People (in both Parts 1 and 2).</p> <p>We note that many approaches adopted for the Broome Growth Plan are highly inclusive. They include references to Yawuru values and inclusion of Yawuru language. These should be considered for the LPS and any Yawuru- specific sections.</p>		<p><i>Communities, is significant in ensuring adequate living standards for Broome's population. The Department of Communities is a significant landowner in 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.</i></p>
3	2.1.2 Remote Service Centres	<p>Table 3: Regional Service Centres – Planning Directions and Actions</p> <p>Issue/Opportunity: Adequate land for housing / accommodation and access to essential services and community services.</p> <p>This issue applies to the Broome township as much as remote service centres.</p> <p>Recommendation: Refer to above comment.</p>	Noted that this issue/opportunity can equally be applied to the Broome townsite.	Noted, no changes recommended.
4	<p>Economy and Employment</p> <p>2.1.2 Retail, Commercial and Activity Centres</p>	<p>Table 4: Retail, Commercial & Activity Centres – Planning Directions and Actions</p> <p>a) Action: Review and update Local Commercial Strategy to align with the Strategy.</p> <p>Action: Zone the Cable Beach Road East area (Part Lot 3082) to Service Commercial in the new Local Planning</p> <p>b) Scheme.</p> <p>The action relating to Lot 3082 is consistent with NBY intentions and recent planning decisions.</p> <p>Recommendation: Noted with support.</p>	No action required.	No change recommended.

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5	2.2.3 Tourism	<p>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.</p> <p>The premise of this provision is supported but land that is appropriate and ready for advancement should not be delayed by a broader structure plan over the whole area provided that overall planning is not compromised.</p> <p>Recommendation: Amend the draft LPS to confirm that land capable and ready for structure planning can proceed in advance of the wider precinct where effective planning will not be compromised.</p>	<p>If a proponent was to submit a Structure Plan or development application, it would be assessed against the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and the Local Planning Scheme. The development controls incorporated into draft LPS7 provide discretion for development (or structure plan) to progress in advance of adoption of a Precinct Structure Plan. Given this a change to the LPS is not deemed required.</p>	Dismiss - no change recommended.
6	2.2.3 Tourism	<p>Table 6: Tourism – Planning Directions and Actions</p> <p>Continue engagement with Dampier Peninsula Working group to establish measures to manage impact of visitor activity. NBY is an important stakeholder.</p> <p>Recommendation: LPS to recognise that NBY is an important stakeholder, both culturally and economically, and should be consulted in relation to tourism on the Peninsula, particularly given Broome's position as a gateway to the Peninsula and to the Kimberley.</p>	<p>The Dampier Peninsula Working Group has been established by the community members in the peninsula in collaboration with the Department of Premier and Cabinet.</p> <p>Its not the role of the Local Planning Strategy to establish which stakeholders are to form part of the Working Group.</p>	No change recommended.
7	2.2.4 Agriculture	<p>Table 7: Agricultural Areas - Planning Directions and Actions</p> <p>No reference is made to incentives in LPS7 or elsewhere for Aboriginal Businesses and employment. This ignores the various opportunities and outcomes outlined in the Broome Growth Plan. The draft LPS is an appropriate vehicle for these outcomes to be further embedded and implemented.</p> <p>Recommendation: The LPS should acknowledge that that Broome is the centre of an Indigenous Region within which creating opportunities for Aboriginal participation in the economy etc. is paramount.</p> <p>NBY requests an opportunity to develop related actions, rationales and timeframes in collaboration with the Shire post-advertising of the draft LPS.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p>	<p>The Shire notes the importance of Aboriginal employment and the objective of achieving Aboriginal workforce participation in the Broome Growth Plan and other documents such as the Regional Investment Blueprint for The Kimberley.</p> <p>The matters that the Shire is capable of considering when determining a development application is set out in Clause 67 of the Deemed Provisions.</p> <p>The Shire is not in a position to embed employment targets or requirements into the planning framework, as the Shire is not in a position to consider this through planning determination processes.</p> <p>It is the role of other informing strategies, such as the Broome Growth Plan to establish employment targets and actions for implementing such.</p> <p>Given the above, no change is recommended.</p>	No change recommended.

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8	2.3 Environment and Heritage	<p>2.3.1 Culture and Heritage</p> <p>a) Heritage and Environment are separate topics with their own considerations and actions.</p> <p>b) This section does not fully reflect the significance of Yawuru history.</p> <p>c) The LPS does not reference the ILUAs. It is unclear whether (or how) any of the actions relate to the ILUAs.</p> <p>d) The description of culturally significant areas needs review, for example Songlines (as opposed to Song Cycles) are not just coastal – they extend inland.</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. Separate Environment and Heritage into their own sections. 2. Include a specific, introductory statement about Yawuru history and heritage in collaboration with NBY and informed by its Cultural Management Plan. 3. Include comment on how proposed actions relate to the ILUAs. 4. Include the following action within the LPS: 'Shire to develop a Reconciliation Action Plan and ensure that planning decisions are consistent with it.' 5. Reword section to recognise Yawuru as the traditional owners not an 'immigrant group.' Include a standalone section on Aboriginal history in collaboration with NBY and informed by its Cultural Management Plan. 6. Develop actions with NBY which recognise that in some cases consultation with traditional owners is mandated - for example such as in relation to land subject to Native Title. But in other cases, proponents should be encouraged to speak to NBY out of respect and inclusion, to add to their understanding of the land and its management and to reflect Broome character. 7. Identify and support ways to reflect cultural heritage in projects/planning outcomes. 8. Include an action to develop a local planning policy to inform 6) and 7) above. 9. Refer to 'significant cultural areas' rather than specific 	<p>The LPS Guidelines provide for inclusion of Environment section only, Heritage section was added at request of the Shire. Separate sub-sections are provided in the LPS.</p> <p>Some changes and additions to the LPS to respond to the following matters are suggested:</p> <ol style="list-style-type: none"> 1. Separation of sections not supported in LPS Guidelines on manner and form. 2. Agree – recommended wording included in the Schedule of Modification. 3. Agree – reference to the ILUA to be included in Part 2 of LPS. However, as the LPS reflects the ILUA in the form of planning areas, action in relation to implementation of the ILUA not recommended to be incorporated in Part 1. 4. While the Shire acknowledged that preparation of a RAP is important, this is separate to planning processes and will be progressed separately to LPS. 5. Agree rewording recommended. Refer to point 2 above in regards to Aboriginal History. 6. Acknowledged that consultation with NBY is triggered through other statutory processes including native title and Aboriginal heritage. It is not the role of the LPS to set out actions of all statutory forms of consultation that are required to be undertaken under both federal and state legislation (of which there are numerous). The Shire has its own corporate policy to guide interactions on projects that interact with Aboriginal Heritage and encourages proponents to undertake similar engagement. 7. & 8. The Aboriginal Cultural Heritage Act 2021 and Aboriginal Heritage Act 1972 (and associated Regulations) provide legislated controls for incorporation of cultural heritage. The DPLH is currently working through a co-design process to prepare the new Regulations and Guidelines to provide guidance on aboriginal cultural heritage. This will apply regardless of the planning framework in place. Given the co-design process currently being performed it is not considered appropriate to prepare an LPP in this regard, which the Shire does not have the capability to implement and is governed by legislation that the Shire is not involved with implementing. 9. Noted, wording change agreed as appropriate. 10. Addressed in previous recommendations above. 	<ol style="list-style-type: none"> 1. No change recommended. 2. Agree introductory statement about Yawuru history informed by the Cultural Management Plan has been incorporated into the Schedule of Modifications. 3. Update Part 2 to reference ILUA's. 4. Dismissed - development of a Reconciliation Action Plan is an organisational decision and whilst agreed it is an important initiative, LPS not is correct place for it to be included as an action. 5. Upheld - reword section to recognise Yawuru as the traditional owners not an 'immigrant group.' 6. No change recommended. 7. & 8. No change recommended. 9. Upheld - Planning Direction could be reworded to refer to 'significant cultural areas' 10. No action
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		<p>elements/aspects – otherwise, ensure that these are reviewed and refined with NBY.</p> <p>10. Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p>		
9	2.3.2 Natural Resource Management	<p>Table 9: Natural Resource Management - Planning Directions and Actions</p> <p>Reaching out to NBY would help proponents to access, appreciate and utilise local knowledge and land management relating to fire, natural resources, appropriate art and cultural references, landscaping, water management etc.</p> <p>The Shire is in joint management with Yawuru PBC in town reserves which form the Minyirr Buru Conservation Park. A joint management plan sets out key targets and management strategies and the joint partners are assisted in implementation of the plan by DBCA under an assistance agreement for the on-ground works.</p> <p>Recommendation: Include actions that encourage proponents to engage with NBY in relation to their project, seeking support and guidance as appropriate.</p> <p>Actions should include a local planning policy to provide guidance to proponents on how NBY can contribute to land management, planning and design, and how/when to engage with the Yawuru Community.</p> <p>The LPS should recognise commitments relating to Conservation Park management as an action.</p>	<p>First two recommendations relative to engagement with NBY and preparation of LPP, addressed in item 8 above.</p> <p>In relation to third recommendation on conservation estate, agree an action to be added to LPS Table 9.</p>	<p>Upheld – add an action to Table 9 under Conservation of Biodiversity and Natural Habitats Issue/Opportunity. To read as follows:</p> <p><i>Support the Yawuru Park Council in the implementation of the joint management plans for the Minyirr Buru Conservation Park.</i></p> <p>The following rationale, to be incorporated:</p> <p><i>The Minyirr Buru Conservation Park was created pursuant to the Yawuru ILUA's and is jointly managed by the Yawuru Registered Native Title Body Corporate (Yawuru RNTBC) 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.</i></p> <p><i>The Gunyan Binba (northern intertidal zone) is jointly managed by Yawuru RNTBC, 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.</i></p> <p><i>The Shire supports the management of the Conservation Park 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.</i></p>
10	3.2 Planning Areas Broome Townsite	<p>Table 16: Broome Townsite - Planning Areas</p> <p>Action: Ensure that redevelopment of existing prison site is incorporated into the broader precinct planning for Chinatown and Old Broome.</p> <p>The premise of this provision is supported but land that is appropriate and ready for advancement should not be delayed by a broader structure plan over the whole area provided that overall planning is not compromised.</p> <p>Recommendation:</p>	Refer to response in item 5 above.	No change recommended.

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		Amend LPS to confirm that land capable and ready for structure planning can proceed in advance of the wider precinct where effective planning will not be compromised.		
11	3.2 Planning Areas Broome Townsite	<p>Action: Review Cable Beach Development Strategy and prepare Precinct Structure Plan (in accordance with SPP 7.2).</p> <p>The premise of this provision is supported but land that is appropriate and ready for advancement should not be delayed by a broader structure plan over the whole area provided that overall planning is not compromised.</p> <p>Recommendation: Amend LPS to confirm that land capable and ready for structure planning can proceed in advance of the wider precinct where effective planning will not be compromised.</p>	Refer to response in item 5 above.	No change recommended.
12	3.2 Planning Areas Broome Townsite	<p>Action: Ongoing discussions with Water Corporation on timing and process for remediation to assist with implementation / future development.</p> <p>Rationale: 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.</p> <p>Consistent with NBY actions and intentions.</p> <p>Recommendation: Noted with support.</p>	No action – support noted.	No change recommended.
13	Figure 6 Cable Beach Precinct Structure Plan Guidance Map	<p>This map provides guidance with respect to building height across some land holdings adjacent to Yawuru Minyirr Buru reserves.</p> <p>Heights are an important consideration across all land in this locality given its proximity to such an important area with respect to heritage, culture and conservation.</p> <p>Recommendation: Reference to upper building height limits should be made for all land within this Precinct.</p>	<p>Figure 7 – Planning Area C Precinct Structure Planning Guidance includes notes on future issues that are to be explored in the preparation of a PSP of which height will be one aspect, too premature to include upper building height limits in the LPS.</p> <p>Given that issue to be addressed in more detail in future PSP preparation, premature and potentially stifling of future development to apply upper height limits in the LPS.</p>	No change recommended.

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14	3.2 Planning Areas Broome Townsite	<p>Action: 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. Structure Plan to consider upgrades to following roads:</p> <ul style="list-style-type: none"> + Upgrade Magabala Road between Gubinge Road and Fairway Drive + Intersection of Broome Road/ Gubinge Road + Intersection of Gubinge Road/ Magabala Road <p>A structure plan is not the best mechanism for interim guidance – it has a 10-year timeframe, can be expensive to prepare and can take some time to prepare/achieve approval. Structure plans can often be inflexibly applied notwithstanding they are 'due regard' documents.</p> <p>Recommendation: Delete this action and replace with an action requiring the preparation of a local planning policy to provide relevant interim guidance.</p>	<p>The State Planning framework supports that Structure Plan should be prepared to guide land zoned Urban Development. The Shire's LPS is required to be consistent with the direction provided in the State Planning framework.</p> <p>A LPP would not be an appropriate planning document to provide such guidance.</p> <p>No change is recommended in relation to this submission.</p>	No change recommended.
15	3.2 Planning Areas Broome Townsite	<p><u>Planning for the former One Mile Aboriginal Community</u></p> <p>Action: Structure Plan required to guide future development of the site. Key considerations include:</p> <ul style="list-style-type: none"> + Explore benefits of bringing the western road reserve into the 'Urban Development' zone to ensure it is considered in a future structure planning phase. + Ensure that drainage, coastal processes and other environmental constraints are considered. + Explore opportunities for residential development. <p>Scheme Amendment and rezoning to be undertaken concurrently.</p> <p>Rationale: The site was formerly recognised as an Aboriginal Community; however, this classification has since changed, and the land is primarily vacant (with the exception of one privately owned lot). The site is impacted by several environmental constraints and includes a redundant road reserve which provides an informal drainage function. Further investigations and planning are therefore required to determine the true development potential of the land prior to any rezoning occurring.</p> <p>This entire area is recognised as a cultural site.</p> <p>The land is unsuitable for urban development except where there is existing development – in these locations Yawuru might consider culturally sensitive development.</p> <p>Recommendation:</p>	<p>Acknowledged that area is recognised as a cultural site, therefore land may be unsuitable for urban development.</p> <p>In recognition of the submission, recommended that Planning Area G action to be updated to reference that</p> <p><i>The entire area is recognised as a cultural site and that the land may be unsuitable for urban development.</i></p>	<p>Agreed - update reference to Planning Area G – One Mile to outline:</p> <p><i>The entire area is recognised as a cultural site and that the land may be unsuitable for urban development.</i></p>

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		Delete current LPS provisions and replace with actions and rationale consistent with the cultural significance of the site and NBY expectations.		
16	3.2 Planning Areas Broome Townsite	<p>Prepare Gantheaume Point Master Plan to formalise area as a recreation precinct and coordinate investment.</p> <p>Master Plan to have consideration for:</p> <ul style="list-style-type: none"> + Provision of community infrastructure facilities to support high use of Gantheaume Point; + Safe beach access; + Resolution of cadastral boundary misalignment for key roads; + Bushfire hazard planning in accordance with SPP 3.7; and + Consideration for mitigating impacts of coastal hazards essential in all proposals. <p>NBY cares for and controls Foreshore areas in this location but are not referenced as a consideration in master planning.</p> <p>Refer to comments in Table 2 with respect to Tourism in Foreshore reserves.</p> <p>Much of the foreshore area in this location is within the Minyirr Buru Conservation Park.</p> <p>The Shire is in joint management with Yawuru PBC in reserves that form the Minyirr Buru Conservation Park (refer to the attached plan of the Conservation Estate).</p> <p>A joint management plan sets out key targets and management strategies and the joint partners are assisted in the implementation of the plan by DBCA under an assistance agreement for the on- ground works.</p> <p>These areas include those shown as Foreshore reserve and for Environmental Conservation and Cultural Corridors reserve in the draft LPS7 maps.</p> <p>These areas are subject to conservation agreements that sit outside the planning process. There are also other agreements and approvals (relating to tenure for example) that are required as part of any land use or development proposal. As such, irrespective of any master plan or other approval, development activity would not automatically follow.</p> <p>Recommendation: Specifically note cultural heritage and history as a consideration for future master planning.</p>	<p>Additional wording to address NBY care and control of Foreshore areas through joint management with the Shire and considerations for future master planning are appropriate to enhance the LPS.</p>	<p>Uphold – Planning Area M actions to specifically note cultural heritage and history as a consideration for future master planning.</p> <p>Add to actions that master planning that interacts with the Minyirr Buru Conservation Park to state:</p> <p><i>Where it [master plan] interacts with the Minyirr Buru Conservation Park it must reflect the conservation agreements and emphasis must be on the protection of natural values.</i></p> <p><i>proposals within and adjacent to the Conservation Park reflecting the context and character including built form considerations such as building height.</i></p>

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		<p>Update both draft LPS/LPS7 to state that all master planning, use and development of land within the Minyirr Buru Conservation Park must reflect the conservation agreements and highlight that the emphasis needs to be the protection of natural values.</p> <p>Update both draft LPS/LPS7 to require that master planning proposals within and adjacent to the Conservation Park must reflect context and character including with respect to built form considerations such as building height.</p>		
17	<p>2.3 Regional Planning Context</p> <p>Table 18: Regional planning instrument overview</p>	<p>A Regional Investment Blueprint For The Kimberley (2015)</p> <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"> 1. Regional leadership and development readiness 2. Enhancing the capability services sector. 3. Aboriginal advancement. 4. Industry and resources development. 5. Developing our regional centres. 6. Infrastructure for driving growth. <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> <p>The goals and agendas relating to Aboriginal people have not been specifically referenced/reflected in the LPS.</p> <p>The LPS an opportunity help achieve them by embedding them into the planning framework and making them inherent in planning decisions.</p> <p>Recommendation: Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p> <p>Work collaboratively with NBY to identify specific actions to achieve the goals and aspirations of this document via the planning framework.</p>	<p>Refer to comments in item 7 above.</p> <p>The matters that the Shire is capable of considering when determining a development application is set out in Clause 67 of the Deemed Provisions.</p> <p>The Shire is not in a position to embed employment targets or requirements into the planning framework, as the Shire is not in a position to consider this through planning determination processes.</p> <p>It is the role of other informing strategies, such as the Broome Growth Plan to establish employment targets and actions for implementing such.</p>	<p>No changes recommended in this regard.</p>

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18	3.2 Previous Local Planning Strategy	<p>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.</p> <p>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.</p> <p>While this section is noted and supported, we also note that it has not translated into any LPS actions.</p> <p>It is unclear how the Broome Growth Plan has been reflected in planning outcomes such as LPS7.</p> <p>The focus on remote service centres is too narrow – it is an important consideration but there are many issues and opportunities relevant to Aboriginal People that have not been highlighted in the draft LPS.</p> <p>Recommendation: Refer to previous comments concerning the preparation of a local planning policy relating to how proponents can include the Yawuru community in the planning process, and expectations around the same.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p> <p>Work with NBY to include more actions specific to the Yawuru Community and its needs/contribution in terms of economic opportunity.</p>	Refer to comments in item 8 above.	No change recommended in this regard.
19	3.4 Local Planning Policies	<p><u>5.12 Provision of Public Art</u> A review is required to ensure the policy is fit-for- purpose and meets the objectives of the Planning and Development (Local Planning Schemes) Regulations 2015.</p> <p><u>5.13 Design Guidelines – Town Centre Zone</u> 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> <p>Refer to previous comments relating to the contribution that the Yawuru Community can and should make with respect to local character through</p>	Refer to comment in item 8 above.	No change recommended.

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		<p>design.</p> <p>Opportunities exist to encourage proponents and decision makers to reach out to NBY with respect to:</p> <ul style="list-style-type: none"> • Housing design • Broome character and built form • Landscape Public Art <p>Recommendation: Refer to previous comments relate to the preparation of aligned planning policies that promote the inclusion of Yawuru people in the planning framework.</p> <p>NBY requests and offers collaborative involvement in the preparation of these policies as appropriate.</p>		
20	3.7 Other Relevant Documents	<p>Table 26: Other Relevant Strategies, Plans & Policies This section provides important context for planning and land management outcomes, such as the Broome Growth Plan, Local Commercial Strategy and Cable Beach Development Strategy.</p> <p>We note that the ILUAs are missing from this section. They are a critical influence on land management as previously noted:</p> <ul style="list-style-type: none"> • As the largest landholder in Broome and having a key role in managing both economic and environmental/recreation land assets, the frameworks in the ILUAs are critical for the future development of Broome and the LPS. • The ILUAs also create several obligations on parties which will need to be considered in the LPS along with the impact of Native Title and cultural heritage laws. <p>Recommendation: Include a summary of the ILUA in this section. Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure. NBY requests confirmation of how proposed LPS outcomes reflect and enable the ILUAs and cultural heritage practices.</p>	Agreed that the ILUA should be referenced in this section.	<p>Uphold - insert succinct summary of the ILUA, its purpose and implications for LPS into Table 26 of the LPS.</p> <p><i>Name of Document: Yawuru ILUA's</i></p> <p><i>Date: 2010</i></p> <p><i>Purpose: 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 the Broome township 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.</i></p> <p><i>Implications for the Local Planning Strategy: 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.</i></p>
21	3.7 Other Relevant Documents	<p>Table 26: Other Relevant Strategies, Plans & Policies</p> <p>Local Housing Strategy 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</p>	Noted, refer to comment in item 2 above.	Uphold – resolved in modification proposed by item 2 above.

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		<p>updated to inform the Strategy. The Local Housing Strategy has therefore been repealed as a standalone document and has been integrated into this Strategy.</p> <p>Refer previous comments relating to housing and the absence of discussion/information specific to the Yawuru Community.</p> <p>Recommendation: Refer previous comments.</p>		
22	04 Local Government Profile	<p>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.</p> <p>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, townsites/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.</p> <p>This section does not describe the relationship between the Shire profile and ILUA commitments.</p> <p>Refer previous comments relating to the significance of the ILUAs.</p> <p>Recommendation: Include reference the ILUAs in this section.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure.</p>	Agreed that reference to ILUA can be incorporated into section 4.4.1.	Uphold - resolved in modification proposed by item 8 above.
23	Population Distribution and Ethnicity	<p>The Yawuru people are the Traditional Owners and occupants in the Broome Townsite and surrounds making up some 1,000-2,000 of this population. 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.</p> <p>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.</p> <p>This acknowledgement is important but can be more overtly and earlier referenced in the LPS.</p>	Agree - addition of new text as outlined in item 1 – Vision, above, will ensure there is more overt and earlier reference in the LPS.	Uphold – resolved in modification proposed by item 1 above.

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		<p>Recommendation: Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure – particularly the consideration of a Yawuru specific section.</p> <p>We request the opportunity to work collaboratively with the Shire to ensure that this section is appropriately worded.</p>		
23	Housing Types and Mix	<p>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.</p> <p>Refer previous comments.</p> <p>Recommendation: Refer previous comments.</p> <p>Where issues and needs require further study and definition, include an aligned action.</p>	Agree, however, the issues and needs well defined in existing documents and urban renewal/redevelopment of housing to address it scoped.	No change recommended - Because the action in Table 2 that relates to housing affordability in the Old Broome Precinct and the past work undertaken by the Department of Communities is considered adequate to address this.
24	4.1.4 Demographics and Population Summary	<p>"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)</p> <p>+ 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.</p> <p>+ 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.</p> <p>+ 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.</p> <p>+ 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.</p> <p>+ 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</p>	Addressed in item 23 response.	n/a

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		<p>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.</p> <p>+ Rural Residential Living is generally not supported but some expansion may be possible in select locations subject to further technical investigations.</p> <p>Refer previous comments.</p> <p>Recommendation: Refer previous comments.</p> <p>Add an observation and actions relating to housing provision and design to reflect the needs of the Aboriginal Community.</p>		
25	Activating Key Precincts	<p>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.</p> <p>This an opportunity to ensure that precinct planning occurs in a culturally appropriate way.</p> <p>Recommendation: Noted with support.</p>	No action required.	No action required.
26	Aboriginal Settlements	<p>Within the Broome Townsite there are two areas that used to be Aboriginal Settlements: Bilgungurr, and Morrell Park, the layout plans applying to these areas have also recently been rescinded. Once land tenure for these areas is resolved these areas could be incorporated into Broome Townsite as residential/mixed use or future development areas.</p> <p>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.</p> <p>The State Government has committed to divest this land back to Yawuru and are currently working with Yawuru to determine the appropriate structure for this land to be divested. It is likely that some of the areas will no longer be residential but instead will be managed and protected for their cultural values (i.e. One Mile, Malingbarr) and that others will require significant work to be undertaken in consultation with residents of these areas to rationalise land planning and servicing arrangements in the future.</p>	<p>Refer to comment in item 15 above.</p> <p>Agreed, that Planning Area G – Planning for the former One Mile Community should be updated to recognise that: <i>Future Structure Planning should be cognisant of the townsite gateway/entry that the site occupies along Old Broome Road for arriving visitors.</i></p>	<p>Upheld - refer to recommendation in item 15.</p> <p>Update reference in Table 16 for Planning Area G, which acknowledges: <i>'Future Structure Planning should be cognisant of the townsite gateway/entry that the site occupies along Old Broome Road for arriving visitors.'</i></p>

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		<p>Recommendation: Update LPS to include this context including the identification of actions in collaboration with NBY.</p>		
27	4.2.3 Remote Service Centres	<p>More information should be included with respect to the design of layout plans and what is specifically being done to support the development referred to on the Peninsula.</p> <p>For both Bidyadanga and Djarindjin servicing is an issue - this should be reflected in specific actions.</p> <p>Recommendation: Work collaboratively with NBY to better identify actions, rationales and timeframes with respect to remote communities including – where needed- further reporting to define the issues and needs.</p>	<p>Section 2.1.2. of the Strategy and Table 3 provide planning direction and action for Layout Plans in the peninsula. This is also further addressed in section 4.3.2 of the LPS.</p> <p>Bidyadanga community is currently subject to the Bidyadanga Land Activation Project, and the LPS Action is to support the State government in implementation of the project.</p> <p>For Bidgydanga, the intent in the long-term is transition to a gazetted townsite. A review of the layout plan will form part of this process and it may require an alternative planning response depended upon the future governance and tenure arrangements.</p> <p>It is considered that the LPS provides sufficient direction in this regard and therefore no amendments are recommended.</p>	No change recommended.
28	4.2.4 Smaller Settlements and Outstations	<p>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 purpose services.</p> <p>Layout Plans have already been prepared and adopted for the following smaller settlements: + Burrguk + Goolarabooloo Millinbinyarri</p> <p>No comment is made in the LPS on whether there are planning issues that need to be addressed in these areas such as housing and services.</p> <p>Recommendation: As above.</p>	Refer to response in item 27.	No change recommended.
29	New Custodial Facility	<p>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.</p> <p>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.</p> <p>This relates to an area of extremely high cultural significance and sensitivity. NBY is currently working with the State Government to develop an appropriate landholding and management arrangement to manage the important cultural values of the Kennedy Hill precinct.</p> <p>This must be reflected in planning process and outcomes.</p>	<p>In relation to the comments on the custodial facility refer to the comments made in the Department of Justice submission.</p> <p>In relation to Kennedy Hill and the Precinct Structure Plan process, Figure 6 of the LPS, outlines for the Kennedy Hill area 'culturally sensitive site, stakeholder engagement to determine appropriate use'.</p> <p>Furthermore, the Precinct Structure Plan Guidelines, which establish the process for the preparation and matters to considered in the precinct structure plan preparation process, which include specific objectives and considerations in relation to Aboriginal cultural heritage.</p> <p>Based on the above, it is considered that the significance of Kennedy Hill is acknowledged in the LPS and will have to be given further consideration in the precinct structure plan process. No amendments to the LPS are proposed in this regard.</p>	<p>No change recommended.</p> <p>Refer to response in main schedule to Submission 7 for rationale.</p>

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		<p>No comment is made in the LPS on the design of the new custodial facility.</p> <p>The State Government is consulting with Yawuru in relation to the design of the new Custodial Facility to ensure the facility is culturally appropriate, best practice and is better able to rehabilitate and enable better outcomes for Aboriginal people who have to be detained.</p> <p>Recommendation: The LPS should specifically describe the significance of the 'Kennedy Hill' locality and describe how this must be considered in any future precinct planning.</p> <p>Include an action to confirm that the custodial facility will be designed to be culturally appropriate and safe.</p>		
30	Tourism Summary	<p>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.</p> <p>These opportunities are supported but are presently not included in LPS objectives.</p> <p>Recommendation: Consider inclusion of a tourism-related objective.</p> <p>As mentioned, better incorporate the ILUAs into the LPS, perhaps through an objective in collaboration with NBY.</p> <p>In collaboration with NBY, identify and include actions to support Aboriginal tourism businesses and experiences.</p>	Noted and agreed.	<p>Upheld - include new action in Table 6 for 'Tourism on the Dampier Peninsula' which focuses on generating Aboriginal tourism opportunities and experiences as follows:</p> <p><i>'Work with Traditional Owners and State Government agencies such as TourismWA to facilitate Aboriginal tourism opportunities and experiences on the Peninsula that have low environmental impact and respect cultural and natural heritage.'</i></p> <p>Timeframe: Ongoing</p>
31	4.3.2 Health & Social Services/Assistance	<p>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.</p> <p>This is aligned with NBY intentions, but LPS provisions do not refer to supporting/aligned uses like shops and offices (although these uses are available under the proposed LDP).</p> <p>Recommendation: Refer to ancillary but aligned uses in the LPS.</p>	<p>The LDP prepared and adopted for the Health and Wellbeing Centre identifies the uses mentioned as incidental uses (i.e. they would need to be connection with another discretionary land use and could not develop as an independent land use).</p> <p>Given the recognition that they are incidental land uses, it is deemed unnecessary to reference them in the LPS.</p>	No amendment required.

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32	4.4.1 Culture and Heritage / Aboriginal Heritage	<p>This acknowledgement and summary are important but can be more overtly and earlier referenced in the LPS (refer to previous comments).</p> <p>Also, per prior comments, no reference is made to the ILUAs and there are no actions in the LPS that specifically relate to NBY's purpose.</p> <p>The wording presently included is not endorsed by NBY. It needs to be accurate and nuanced in how it describes cultural relationships – reference should be to Songlines rather than Song Cycles for example.</p> <p>With respect to the Kimberley Centre for Culture and Arts, while it is positive to see that it is in the draft LPS, NBY is concerned that the suggestions have not been formulated with the community or with Yawuru.</p> <p>As the Centre will tell the Aboriginal story of the region NBY, as representative of the Yawuru community, must lead the project through a consultative process to determine the location, scope, design and involvement of other entities to be co-located with the centre.</p> <p>It is critical that the Centre benefits the Yawuru Community, and the broader community of the Shire of Broome, as well as tourists, is authentic and founded/built upon Aboriginal values and respects Yawuru protocols.</p> <p>Recommendation: This section must be reviewed and written in collaboration with NBY.</p> <p>Refer to previous commentary under 2.1 Community, Urban Growth and Settlement – Broome Townsite and 2.1.1 Regional Centre – Broome Townsite with respect to further opportunities for collaboration, inclusivity and structure. This commentary refers to inclusion of a specific section acknowledging, describing and responding to the Yawuru Community and its needs/contribution including the ILUAs.</p> <p>NBY seeks confirmation/identification of LPS actions specifically relating to the implementation of the ILUAs.</p> <p>The LPS must clearly state that Yawuru is the Native Title holder for Broome and is the appropriate organisation for consultation and decision making.</p> <p>Update the LPS to remove references to a specific location/co-location of the Kimberley Centre for Culture and Arts. Include a statement that the location, design and function of the Centre is to be determined through discussion with stakeholders, including the Yawuru and broader community.</p>	Concerns raised are noted. It is recommended that section 4.4.1 is reviewed to address matters raised.	<p>Upheld - review section 4.4.1 of the LPS to:</p> <ul style="list-style-type: none"> Remove all references to 'Song Cycles' and replace with 'Songlines'; Update reference to Kimberley Centre for Culture and Arts to remove references to a specific location/co-location of the Kimberley Centre for Culture and Arts. Include a statement that the location, design and function of the Centre is to be determined through discussion with stakeholders, including the Yawuru and broader community.
33	4.4.2 Natural Heritage	<p>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 Barrinybarr (Swan Point, Cape Leveque) to Wabana Wapana (near La Grange</p>	<p>Noted. It is recommended that section 4.4.1 is updated relative to songlines, as outlined below:</p> <p>'There are other Songlines that cannot be identified for cultural reasons - they extend from the south to the north east (the southern Tradition) and</p>	<p>Upheld - update the text in section 4.4.1 relative to Songlines to state the following:</p> <p><i>'There are other Songlines that cannot be identified for cultural reasons - they extend from the south to</i></p>

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		<p>Bay) and then inland to the south-east, over approximately 450kms.</p> <p>Recommendation: As above - reference to National Heritage Listing rather than discussions of dinosaurs from a cultural perspective (which has not been provided by Yawuru), for example.</p> <p>The LPS should acknowledge that there are other Songlines that cannot be identified publicly for cultural reasons - they extend from the south to the north east (the southern Tradition) and from the sea to inland.</p>	<p>from the sea to inland'.</p>	<p><i>the north east (the southern Tradition) and from the sea to inland'.</i></p>
34	4.4.2 Natural Heritage	<p>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.</p> <p>As above. The LPS identifies the importance of this Trail but proposes no actions.</p> <p>Recommendation: As above. Also work with NBY to identify appropriate actions and description noting, for example, that the Lurujarri Trail is just part of the Songline - it is not an exclusive entity.</p>	<p>Section 2.3.1 Table 8 identifies planning direction and action relative to songlines, which includes:</p> <p>Planning direction:</p> <p>'Where possible, conserve and enhance cultural and environmental corridors within the scheme through appropriate reserves'</p> <p>Action:</p> <p>'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)'.</p> <p>Furthermore, the protection of Aboriginal cultural heritage is governed by the Aboriginal Cultural Heritage Act 2021 and Aboriginal Heritage Act 1972.</p> <p>Given the existing action identified in the LPS and as Aboriginal cultural heritage is protected under existing Acts, that apply regardless of the planning processes of the Shire, the identification of further actions is not recommended.</p>	<p>No change recommended.</p>
35	4.4.3 Natural Environment and Management	<p>Refer to previous comments.</p> <p>The opportunity/role/knowledge of traditional owners in land management is not acknowledged in this section.</p> <p>As noted, the Shire is in joint management with Yawuru PBC over in town reserves which form the Minyirr Buru Conservation Park.</p> <p>A joint management plan sets out key targets and management strategies and the joint partners are assisted in implementation of the plan by DBCA Yawuru Rangers under an assistance agreement for the on-ground works. Yawuru also have an Indigenous Protected area declared by the Federal Government which overlays the whole Conservation Estate and Yawuru</p>	<p>For first recommendation refer to comments in item 8 above.</p> <p>In relation to second recommendation, refer to comments in item 9 above.</p> <p>In relation to third recommendation, agreed that Part 2 of the Strategy needs to acknowledge the IPAs throughout the Broome Shire.</p>	<p>Upheld – update Part 2 to acknowledge the IPAs that exist throughout the Shire. Following wording to be inserted:</p> <p><i>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</i></p>

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		<p>Country Managers are engaged in cultural and land management activities to implement the IPA Plan of Management.</p> <p>Recommendation: Mandate as an action: 'as appropriate mandate or encourage proponents and agencies to reach out to NBY to learn, respect and reflect traditional land management and knowledge.'</p> <p>Acknowledge and reflect Conservation Park Management requirements and commitments in the LPS, including in this section.</p> <p>Acknowledge the IPAs in Broome and throughout the Broome Shire (such as Karajarri / Bardi).</p>		<p><i>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 two IPAs in Broome being the Yawuru and Karajarri IPA's.</i></p>
36	4.5.5 Utilities	<p>The servicing of Aboriginal Communities is recognised as a deficiency earlier in the LPS but is not discussed in detail in this section. Issues cannot be addressed unless they are appropriately defined.</p> <p>Recommendation: Working with NBY, reinforce/expand upon the servicing issues in this section (or consider incorporation into a Yawuru-specific section as previously discussed) and identify specific actions and timeframes to address.</p>	<p>Agree that servicing remote communities is an issue however already discussed in 4.5.5.</p> <p>Actions already in 2.1.2 Layout Plans are updated supporting DPLH to do this.</p>	No change recommended.
37	Renewable energy	<p>Servicing in remote communities has been identified as an issue in previous sections but this section does not draw the link between that issue and the opportunities stemming from renewable energy.</p> <p>Recommendation: Expand on the relevance of renewable energy to remote communities. Identify specific actions including a study into the role renewable energy can play for remote communities.</p>	<p>Agree, recommend that Table 14 – Utilities already references "across the Shire" which includes Remote Communities.</p>	No change recommended.

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Government of **Western Australia**
Department of **Justice**
Office of the Director General

All enquiries: Sandy Kerr
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Our Ref: F2021/16579

Mr Sam Mastrolembo
Chief Executive Officer
Shire of Broome
Cnr Weld and Haas Streets
BROOME WA 6725

By Email: Sam.Mastrolembo@broome.wa.gov.au

Dear Mr Mastrolembo

Shire of Broome Local Planning Scheme No. 7 Submission

The Department of Justice and the Department of Finance have been undertaking a site identification and assessment process for a new custodial facility in Broome.

The Government is committed to replacing the current Broome prison, parts of which date back to 1894, with a new modern more secure prison located out of the town centre. The current prison is subject to escapes, is beyond further repair, and needs replacing. A new use for the land the prison now occupies, in a pivotal part of Broome, has potential to enrich the town's built heritage and economy.

The new custodial facility will provide the kind of cultural and educational opportunities that have been shown to benefit prisoners on Country and will strengthen the current good relationship with elders and community organisations to use culture and healing for the rehabilitation of prisoners.

The Government's plans to build the new prison on Yawuru country, in partnership with Yawuru and the wider Aboriginal community of the West Kimberley, will follow global best practice in restorative justice and rehabilitation.

Lot 586, a Yawuru owned site within the Broome Road Industrial Park, has been identified as potentially suitable for the new Broome Custodial Facility subject to the Department being able to address planning constraints. Advice received from the Department of Planning, Lands and Heritage, and Development WA, required the Department to provide a submission to amend the Local Planning Scheme No. 7 (LPS7) currently advertised for review.

The Department's submission (attached) has been prepared by the Department of Finance and is requesting that Lot 586 be reserved for Public Purposes – Prison in the new LPS7 to facilitate the development of the new Broome Custodial Facility.

The Department submits that appropriate design and siting of the facility within Lot 586, and proposed modifications to the Broome Road Industrial Park Masterplan, planning

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considerations can be mitigated and/or managed appropriately to ensure that future development surrounding Lot 586 will not be unduly compromised.
It is acknowledged that the proposed modifications require further investigation, and this will be progressed in conjunction with Development WA and the Shire of Broome.

Should you wish to discuss the matter further, please do not hesitate to contact Mr Sandy Kerr, Executive Director Corporate Services on telephone 9264 1414 or via email at Sandy.Kerr@justice.wa.gov.au

Yours sincerely



Dr Adam Tomison
DIRECTOR GENERAL

29 March 2022

Attach: Shire of Broome Local Planning Scheme No. 7 Submission – New Custodial Facility



Government of **Western Australia**
Department of **Justice**



Government of **Western Australia**
Department of **Finance**

Shire of Broome Local Planning Scheme No. 7 Submission

New Custodial Facility

Prepared by Statutory Planning and Asset Policy, Department of Finance

28 March 2022

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1. Purpose

This report is seeking an amendment to the proposed Shire of Broome Local Planning Scheme No. 7 (LPS7) to rezone Lot 586 in the Broome Road Industrial Park from an Industry zone to a Public Purpose Prison reserve to accommodate a new Custodial Facility in Broome.

The Government is committed to replacing the current Broome prison, parts of which date back to 1894, with a new modern more secure prison located out of the town centre. The current prison is subject to escapes, beyond further repair and needs replacing. A new use for the land the prison now occupies, in a pivotal part of Broome, has potential to enrich the town's built heritage and economy.

This new facility will provide the kind of cultural and educational opportunities that have been shown to benefit prisoners on Country and will strengthen the current good relationship with elders and community organisations to use culture and healing for the rehabilitation of prisoners. The Government's plans to build the new prison on Yawuru country, in partnership with Yawuru and the wider Aboriginal community of the West Kimberley, will follow global best practice in restorative justice and rehabilitation.

Arguably this project ranks as one of the most important infrastructure investments for the region and we seek the support of the Broome community in securing the proposed site for the new Prison.

This submission is supported by the landowner, Nyamba Buru Yawuru Ltd.

2. Summary

- The existing Prison in Broome is at the end of its functional life and a new custodial facility is required.
- Department of Finance has assisted the Department of Justice in identifying a site for a new custodial facility in Broome.
- There was an early commitment by the WA Government that the new facility should be located on Yawuru land to foster a beneficial partnership and realise benefits for the Traditional Owners of Broome townsite surrounds.
- 29 sites have been identified and assessed as part of a thorough and comprehensive site selection and multi criteria analysis process.
- Lot 586 in the Broome Road Industrial Park was announced as the preferred site by the Minister for Corrective Services on 10 February 2022.

3. Site Selection

The Department of Finance and the Department of Justice undertook a site selection process to identify sites with the potential to accommodate the proposed Custodial Facility in Broome.

3.1 Stakeholders and consultation

- Department of Justice (Justice)
- Department of Finance (Finance)
- Nyamba Buru Yawuru (NBY)
- Yawura Prescribed Body Corporate (Yawura PBC)
- Shire of Broome (Shire)
- Development WA (DevWA)
- Department of Planning Land and Heritage (DPLH)
- Department of Transport (DoT)
- Water Corporation (WaterCorp)
- Department of Water, Environment and Regulation (DWER)

3.1 Methodology

The long list of sites suitable for consideration was developed through:

- Reviewing Government owned sites identified from a desktop assessment of the Government Property Register and Crown Reserves SLIP datasets to identify Government owned land within the Shire of Broome;
- Reviewing the sites identified by Yawuru;
- Reviewing the sites identified by the Shire of Broome;
- Reviewing the sites identified at the community meeting;
- Reviewing the sites previously identified for the new Shire Regional Resource Recovery Park.

The critical factors for site identification included:

1. A minimum site area of 30ha;
2. On Yawuru Land and culturally acceptable to the Yawuru PBC; and
3. Within a 20 min drive to the Broome town centre.

3.2 Assessment Criteria

A wide range of assessment criteria were developed that address relevant tenure, operational and environmental/site characteristics of each site to inform the assessment suitability for the development of the new Broome Custodial Facility:

1. **Legal/Planning:**
 - Tenure – Current tenure and ability to secure appropriate tenure
 - Statutory & Strategic Planning – Is the current zoning and future strategic intent suitable?

- Existing Surrounding Land Uses – Impacts on and of surrounding land uses
- Approvals – Securing approvals - Impact on cost and delivery timeframes?

2. Operational Requirements:

- Culturally Suitable Site - On Yawuru Land and to be acceptable to Yawuru PBC and have no cultural/heritage implications affecting the development of the site
- Size – Minimum 30ha
- Location - Approx.15min drive from Broome (Note - up to 20 mins assessed as suitable)
- Services - Access to a sealed road
- Site Suitability - Site capable of development, level, well drained and at no risk of flooding
- Environmental - Environmental impacts are to be avoided, minimised or managed

3. Site Issues

- Site Conditions - Including Registered Contaminated Sites, vegetation, bushfire, groundwater, Environmentally sensitive area (ESA)
- Heritage – Aboriginal or State Heritage impacts?
- Utilities - Availability of water, sewer (power information not available)
- Utilities – distance to site services (power, gas, water) may add cost and time to site development

3.3. Benefits of Preferred Site

Lot 586 has been identified as the preferred site due to a range of benefits that have been identified through the site selection process, compared to the other sites. These include:

- Acceptable distance from Broome - 11 km or 12 min drive via Broome Rd
- Access off a sealed road – Broome Road
- Suitable size – 39.48 hectares
- Adequate size to retain vegetation buffer from street
- Relative proximity of existing services
- Not in close proximity to any residential land uses
- Area is generally flat and outside known flood risk areas

The planning considerations that affect this site are acknowledged and are addressed in this submission. It is contended that these considerations can be mitigated and/or managed appropriately.

4. Location and Site Details

Lot 586 is within Broome Road Industrial Park approximately 8km northeast of the town centre. The Site is bounded by Broome Road, with a truck breakdown area in the road reserve, to the north and future Industrial land to the east, south and west. Beyond that there is a water protection area to the North, Future (relocated) Airport Site to the east, Wastewater Treatment Plant to the South, and Morrell Park Community to the West.

Table 1		Lot 586
	Certificate of Title	2786/12
	Address:	N/A
	Parcel Identifier:	Lot 586 On Deposited Plan 71791
	Area (ha)	39.4812
	Native Title	Within Rubibi Native Title Determination Area
	Memorials, easements, and other encumbrances	Eastern half of site Pending - Exploration Licence (FMG) Water pipe runs east/west through middle of site
Tenure	Proprietor:	Nyamba Buru Yawuru LTD
	Crown Reserve:	N/A
	Reserve Purpose	N/A
	Land Use	N/A
	Management Order:	N/A
	Responsible Agency:	N/A
Planning	Metropolitan Region Scheme	N/A
	Shire of Broome Local Planning Scheme No. 6	Industry (Within future Airport Buffer)
	Draft Shire of Broome Local Planning Scheme No. 7	General Industry (Within SCA 2 - Future Broome International Airport Environs)
	Shire of Broome Local Planning Strategy	Industry

Table 1: Site Details Summary

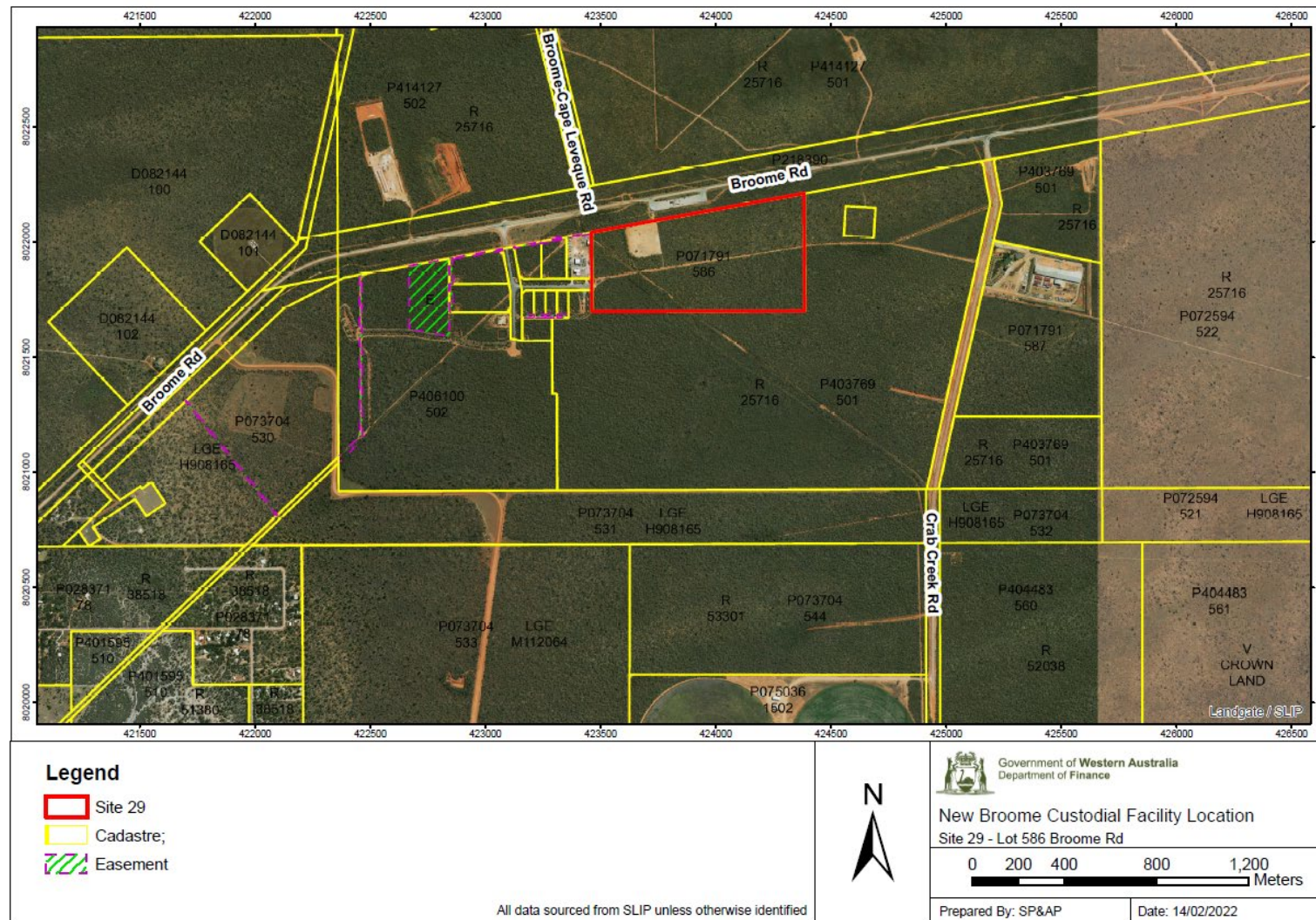


Figure 1 - Site Plan: Lot 586

5. Site Constraints

5.1 Encumbrances

There are no formal encumbrances over the site.

5.2 Environment

5.2.1 Topography & Vegetation

The subject site appears relatively flat.

The site is mostly vegetated, classified as Native Vegetation (Remnant Vegetation) with a small clearing on the northern side coming off the truck stop in the road reserve.

Flora and fauna surveys undertaken in 2010 as part of the Broome Road Industrial Park Masterplan indicated that the site was in good condition and did not contain any threatened ecological communities (TEC) or other endangered/vulnerable flora or fauna.

5.2.2 Environmentally Sensitive Areas

Most of the site is within an Environmentally Sensitive Area under the Environmental Protection Act 1986.

5.2.3 Contamination

The subject site is not registered on the Contaminated Sites Database, but this does not preclude the possibility that unregistered contamination exists.

5.2.4 Designated Bushfire Prone Area

The entire site is within a Designated Bushfire Prone Area. It is best practice that all projects that constitute 'development' under the *Planning & Development Act 2005*, and that are within designated bushfire prone areas, are to comply with the requirements of State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP3.7).

It is noted that ultimately the Designated Bushfire Prone Areas in all sides of the site will reduce as the industrial area is developed.

5.2.5 Acid Sulphate Soils

The site is not within a risk area for Acid Sulphate Soils (ASS).

5.2.6 Environmental Protection Authority Assessment

Preliminary consultation with the Department of Water and Environmental Regulation did not raise any environmental concerns with the modification post EPA assessment changing the Industrial zoning to a Public Purpose (Prison) reserve.

5.3 Utilities

The site has a mains water distribution pipe running east-west through the middle of the site. The site is not serviced by sewer, power or drainage network.

Consultation with Water Corporation confirmed that the mains water pipe could not be maintained within the correctional facility site due to the need for 24/7 access. The relocation of the pipe would need to be considered, preferably within a gazetted road reserve. Options include the existing Broome

Road reserve to the north of the site or to a future gazetted road reserve along the southern boundary of the site.

The project has committed to the relocation of the pipe as required.

5.4 State Heritage

The subject site is not on the State Register of Heritage Places.

5.5 Local Heritage

The subject site is not on the Shire's Heritage List.

5.6 Aboriginal Heritage

The site is not within a Registered Aboriginal Heritage Site

5.7 Native Title

Lot 586 was transferred to Nyamba Buru Yawuru Ltd through the Yawuru Indigenous Land Use Agreement (ILUA) as part of the establishment of the Broome Road Industrial Park. Nyamba Buru Yawuru Ltd has confirmed that this was transferred as freehold grant which extinguished Native Title rights.

6. Current Planning Framework

6.1 Local Planning Scheme No. 6 & Local Planning Strategy

The site is currently zoned Industry in the Shire of Broome's Local Planning Scheme No. 6, as well as the current Shire of Broome Local Planning Strategy.

The site is also located within the Future Broome International Airport Environs Special Control Area (SCA 1) in the LPS. The objectives of the SCA 1 are to ensure the future airport will be able to operate at its full potential with compatible use and development within its potential operational area.

6.2 Broome Road Industrial Park Masterplan

The Broome Road Industrial Master Plan was developed in 2012 by (the now) DevelopmentWA to guide the long-term development of the industrial estate. The general objectives of the Industry zone are to:

provide for manufacturing industry, the storage and distribution of goods and associated uses, which by the nature of their operations should be separate from residential areas; encourage large storage and transport related land uses, noxious, hazardous and port related industry and other land uses which require large land parcels and/or separation from other land uses for health, safety or environmental reasons; and minimise the intensity of subdivision in the zone. (Broome Road Industrial Estate Masterplan, 2012. Pg 7)

The Masterplan is shown in Figure 2 below, with the subject site outlined in red. Some modification to the proposed road layout will be required to accommodate the proposed custodial facility. Consultation with DevelopmentWA has confirmed that there are no significant impediments to amending the current Masterplan layout to accommodate the new custodial facility.

6.3 State Industrial Buffer Policy (Government of Western Australia 1997)

The purpose of the policy is to protect industrial areas and other special uses with buffer requirements from sensitive land uses. Buffer areas are implemented through planning schemes, strategies, structure plans and policies.

This policy addresses the buffer requirements for a number of industrial categories including General Industry, as well as infrastructure including public installations that provide a service such as Wastewater treatment plants and Airports. The buffer areas for industrial land uses are defined in section 6.4 below.

6.4 Separation Distances between Industrial and Sensitive Land Uses No. 3 June 2005

This document provides the generic buffer (separation) distances referred to in the State Industrial Buffer Policy (Government of Western Australia 1997).

A custodial facility could be considered a sensitive land use and buffer distances vary from between 16 to 3000 metres depending on the nature and scale of the industrial use.

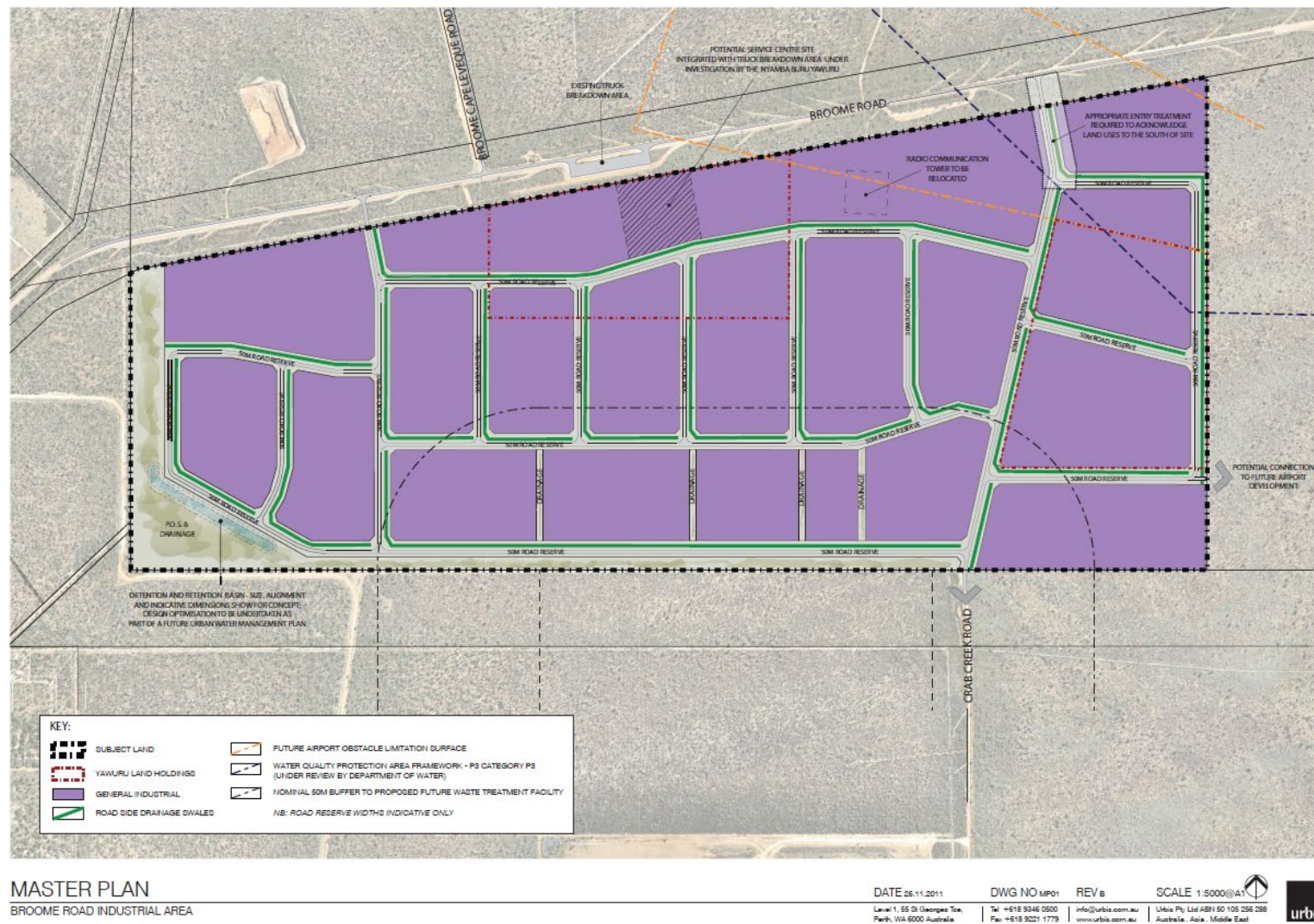


Figure 2 - Broome Road Industrial Area Masterplan

7. Key Considerations

The proposed site for the new custodial facility is zoned 'General Industry' in the proposed LPS7. The objectives of this zone are:

- To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.
- To accommodate industry that would not otherwise comply with the performance standards of light industry.
- Seek to manage impacts such as noise, dust and odour within the zone.

The site is also located within the Future Broome International Airport Environs Special Control Area (SCA 2) in the Draft LPS. The objectives of the SCA 2 are to ensure the future airport will be able to operate at its full potential with compatible use and development within its potential operational area.

Buffer distances to future industrial land uses and the adjacent future Broome airport represent the two key considerations for this site to accommodate a new custodial facility.

7.1 Buffer Distances

Under the proposed General Industry zone in LPS7, a range of industrial uses will be permitted in the Broome Road Industrial Park. These include:

- Brewery
- Commercial vehicle parking
- Fuel depot
- Industry
- Cottage Industry
- Motor vehicle repair
- Motor vehicle wash
- Transport depot
- Warehouse/storage
- A number of discretionary uses.

Under the EPA's Guide to Separation Distances, a range of buffer requirements could apply to the new custodial facility, ranging from 200 to 3000 meters. The types of industries that attract buffers of up to 3000m include chemical production. A 3000m buffer from parts of the Industrial Park encompass other residential areas. If these types of facilities are ever required in Broome, it is suggested that a more suitable site would be required to be identified further away due to proximity of other residential areas.

Ensuring adequate setbacks will be the key to operating a custodial facility adjacent to general industry. An indicative test fit of the custodial facility on the proposed site illustrates setbacks to the property boundaries of 90 – 190 metres could be achieved within the site boundaries (Figure 3). Whilst these distances don't meet potential buffers required, there are several measures that can be put in place to increase these distances:

1. Amending the current Masterplan to include 50m road reserves around Lot 586. This would add 50m to separation distances and increase the potential to 140-240m based on the current test fit arrangement.
2. Including a 'buffer' strip of smaller lot sizes immediately adjacent to Lot 586 to potentially facilitate industries that may have smaller buffer requirements. This would then result in those industries requiring larger areas and potentially additional buffer distances being located

further away from Lot 586. Smaller lots are already in place in the first stage of the development immediately west of Lot 586, and so this concept would be a continuation of those lot sizes. Using lot dimensions from the existing first stage of development, this could add a further ~250m, at a minimum, to the separation distance to heavier industries.

One of the design principles within the current Masterplan is to locate *smaller lots (below 2.5 hectares) adjacent to the main entry roads, on the basis that the smaller lots will generate more traffic (have a higher concentration of workers and visitors) and therefore limits the movements throughout the site, and provides opportunities for more attractive buildings to create a unified streetscape.*

Identifying smaller lots adjacent to Lot 586 would contribute to achieving this design intent but maintaining the greater amount of traffic in the northern portion of the site.

These two measures would provide a minimum separation distance of ~500m to any future heavy industrial uses that attract greater buffer requirements. Depending on further investigations, the separation could be greater. DevelopmentWA have indicated in principle support to further investigation of amendments to the current Masterplan to accommodate the new custodial facility. These two measures would require further investigation and discussion with DevelopmentWA and the Shire of Broome.

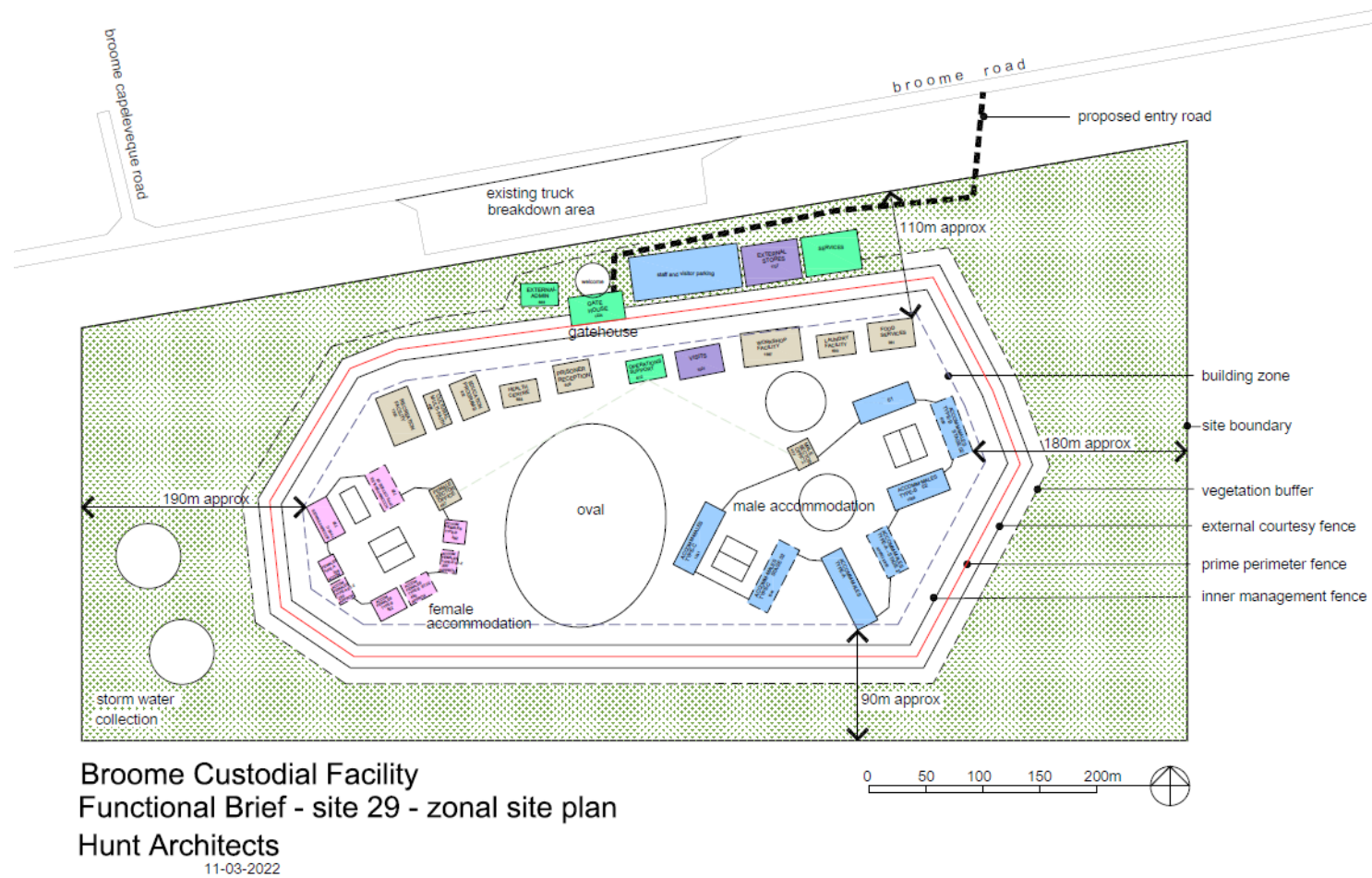


Figure 3 - Broome Custodial Facility approximate setbacks

7.2 Future Broome Airport

The location for the future Broome Airport has been identified for some time and has been protected through the current planning scheme and strategy. The preparation of the Broome Road Industrial Park Masterplan included analysis of potential future airport and runway alignments as well as Obstacle Limitation Surface (OLS) analysis.

Figure 4 below identifies the OLS area (in orange) in relation to Lot 586 (red), as identified in the Masterplan document. It identifies that the development of Lot 586 for a custodial facility will not be affected by the projected OLS area

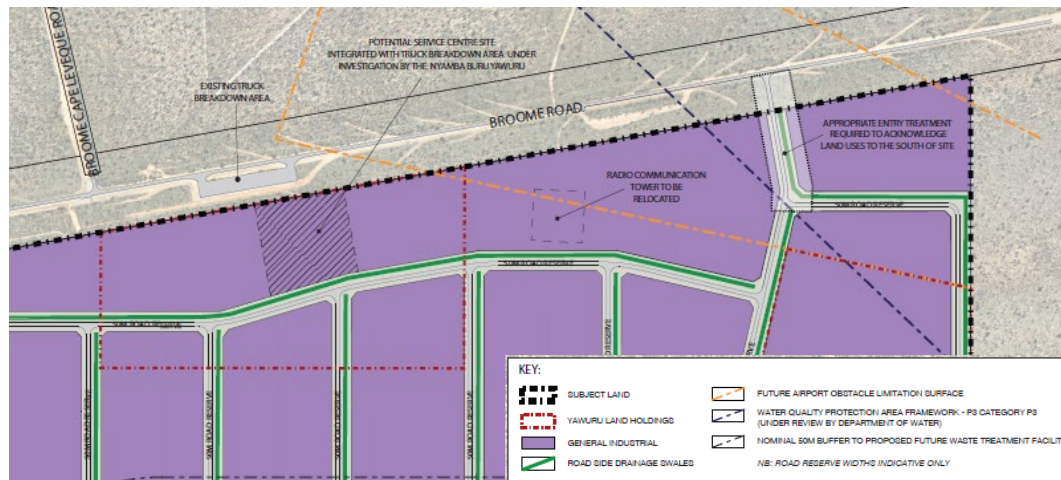


Figure 4 – Future Airport OLS

In terms of light and noise, these factors can be considered in the design of the facility. Noise attenuation measures can be included in building requirements to adhere to Australian Noise Exposure Forecast (ANEF) requirements. Figure 5 below shows the current ANEF noise contours for the existing airport, overlaid on the future airport site, in alignment with the future runway location identified in the Masterplan to provide an illustrative guide to potential ANEF restrictions for Lot 586.

State Planning Policy 5.1 indicates that residential uses are acceptable up to 25 ANEF. Figure 5 illustrates that Lot 586 is well within the 20 ANEF boundary based on operations at the current airport being applied to the future airport site. Even if the ANEF contours were adjusted, there is a significant margin before Lot 586 would be above the 25 ANEF exposure area.

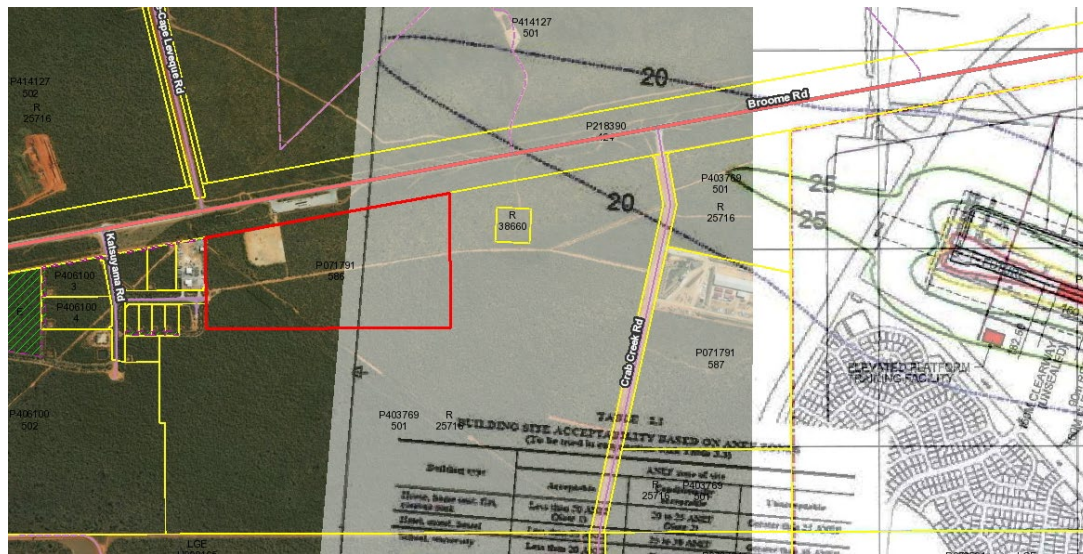


Figure 5 – Indicative ANEF Exposure

For the Custodial Facility internal, external and perimeter lighting is constrained at night whereby only operational areas are lit fully. For lock down hours lighting is sufficient for officer surveillance and safe movement.

Security lighting is triggered through activation of secure zone alerts requiring that sector or area to be illuminated to enable checks of alert causes. Light spill over is minimised to the extent that external security beyond the perimeter can be maintained.

It is very rare that the whole facility will be fully illuminated at night.

8. Conclusion

Lot 586 has been identified through a thorough and comprehensive site selection process that investigated 29 different sites, in consultation with a range of stakeholders and components of the Broome community. This submission is requesting that it be reserved for Public Purposes – Prison in the new LPS7 to facilitate the development of the new Broome Custodial Facility.

Through appropriate design and siting of the facility within Lot 586, and proposed modifications to the Broome Road Industrial Park Masterplan, planning considerations can be mitigated and/or managed appropriately to ensure that future development surrounding Lot 586 will not be unduly compromised. It is acknowledged that the proposed modifications require further investigation, and this will be progressed in conjunction with DevelopmentWA and the Shire of Broome.

SCHEDULE OF MODIFICATIONS
SHIRE OF BROOME DRAFT LOCAL PLANNING SCHEME No 7

Schedule of Modifications -Text

No.	Page	Section	Proposed Modification	Justification
1		General	Undertake grammatical and formatting modifications to Scheme Text and Maps to the satisfaction of the Shire of Broome.	To ensure grammatical and formatting issues are correct.
2.		Part 2: Reserves Table 1: Reserve Objectives	<p>Amend the scheme text accordingly including cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore To make direct reference to environmental and cultural heritage objectives of the Conservation Estate.</p> <p>Modify Table 1 – Reserve objectives as follows; Propose that cl. 14 Local Reserves Table 1 – Reserve Objectives – Foreshore be reworded as follows:</p> <ul style="list-style-type: none"> To provide for the protection of National heritage and natural values, and the environmental and cultural heritage objectives of the Conservation Estate. To provide for a range of active and passive recreational uses, cultural and community activities, activities promoting community education of the environment, Aboriginal cultural tourism, eco-tourism and/or uses that are compatible with and/ or support the amenity of the reservation. 	<p>In response to submissions 13 and 22 as detailed within the schedule of submissions.</p> <p>Bold text is proposed inserted text.</p>
3.		Part 3: Zones and Uses of Land Table 2: Zone Objectives	<p>Modify Table 2 – Zone objectives as follows:</p> <p>Table 2 – Zone Objectives – Rural Zone first bullet point to be reworded as follows:</p> <ul style="list-style-type: none"> To protect pastoral and broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use. (LPS 7, Page 9) <p>Amend the fifth bullet point to read as follows:</p>	<p>In response to submission 18 as detailed within the schedule of submissions.</p> <p>Bold text is proposed inserted text.</p>

No.	Page	Section	Proposed Modification	Justification
			<ul style="list-style-type: none"> To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses 	
4.		Table 3: Zoning Table	Modify Table 3 - Zoning Table to amend the permissibility of Workforce Accommodation in Rural Smallholdings zone from "X" use to "I" use.	In response to submission 3 as detailed within the schedule of submissions
5.		Table 3: Zoning Table	<p>Modify Table 3 - Zoning Table by changing the permissibility of various uses as follows:</p> <ol style="list-style-type: none"> 1) Reorder airfield and amusement parlour uses in alphabetical order. 2) Amend the permissibility of Commercial Vehicle Parking use in the Rural, and Rural Smallholdings zone from 'D' use to 'P' 3) Amend the permissibility of Bulky Good retail in the Regional Centre, District Centre and Local Centre zones from 'D' use to 'X' use. 4) Amend the permissibility of Cinema Theatre in the District Centre zones from 'X' use to 'D' use. 5) Amend the permissibility of Corrective Institution in the Regional Centre, from 'D' use to 'X' use. 6) Include the permissibility of Family Day Care in the District Centre to 'X' use. 7) Amend the permissibility of Fast Food Outlet in the General Industry and Light Industrial zones from 'D' use to 'X' use. 8) Amend the permissibility of Lunch Bar in the Regional Centre, District Centre and Local Centre zones zone from 'D' use to 'P' use. 9) Amend use permissibilities in Rural zone: <ol style="list-style-type: none"> (i) Caravan Park from 'A' to 'D' 10) Amend use permissibilities in Cultural and Natural Resource Use zone: <ol style="list-style-type: none"> (i) Caravan Park from 'A' to 'D' (ii) Tourist Development from 'A' to 'D'. (iii) Grouped Dwelling from 'X' use to 'D' use. 11) Amend the permissibility of Rural Pursuit/Hobby Farm in the Rural Residential and Rural Small Holdings zone from 'D' use to 'P' use. 	<p>Shire Officer level proposed modifications, justification for each outlined below:</p> <ol style="list-style-type: none"> 1) Typing error. 2) This land use is for parking of up to two commercial vehicles and preference is for these to be permitted land use in these zones. 3) Bulky goods retail is more appropriate in the Service Commercial zone. The Chinatown Development Strategy recommends that bulky good retail is not appropriate and therefore should be an 'X' use. 4) Is a land use that should be capable of being considered in this zone. 5) Not considered a land use appropriate in the Regional Centre zone. 6) Currently no land use permissibility is defined for this use in the zone.

No.	Page	Section	Proposed Modification	Justification
			12) Amend the permissibility of 'Bed and Breakfast' in the Residential zone from 'D' to a 'P' use.	<p>7) A Fast Food Outlet in industrial zones is not deemed appropriate and therefore should be an 'X' use.</p> <p>8) This land use is deemed appropriate in these zones and should not need development approval, therefore should be a 'P' use.</p> <p>9) To avoid the need to advertise a Caravan Park land use in the Rural zone which is deemed unnecessary.</p> <p>10) i) and ii) is to avoid the need to advertise these land uses which is deemed unnecessary. iii) is recommended as the land use of 'community living' has been removed from LPS7 and there are likely to be instances where some TO Groups will want to have on-country living for their members. With the removal of the 'community living' land use from LPS7, it is recommended that Grouped Dwellings are a discretionary land use in these zones to align with the intent of some TO groups.</p> <p>11) This land use is deemed appropriate in the Rural Residential zone without the need to obtain development</p>

No.	Page	Section	Proposed Modification	Justification								
				approval, therefore recommended to be a P use. 12) This would have the effect of exempting hosted short stay accommodation which aligns with the WAPC draft Position Statement Planning for Tourism.								
-		<i>Part 4: General Development Requirements</i>	<i>Refer to Modification 9 to Schedule 4.</i>									
6.		Part 6: Terms Referred to in Scheme	Modify Division 1 – General definitions used in Scheme include definitions as follows:- (i) Site coverage : the proportion of a site that is covered by buildings and structures.	In response to submission 12 as detailed within the schedule of submissions. Bold text is proposed inserted text.								
7.			Modify Division 2 – Land use terms used in Scheme to include the following land use terms:- (i) Resource Recovery Facility – make consistent with LPS Regulations (Schedule 2) (ii) Winery - means premises used for the production of viticultural produce including fruit wines and associated sale of the produce.	Shire Officer level proposed modification In response to submission 18 as detailed within the schedule of submissions Bold text is proposed inserted text.								
8.		Schedule 1- Additional Use	Amend Schedule 1 – Additional Use to amend scheme text reference to A12 for Lots 213, 214 and 216 Hamersley St and Lot 215 Louis Street as follows: <table><tr><th>No.</th><th>Description of land</th><th>Additional Use</th><th>Conditions</th></tr><tr><td>A12</td><td>Lots 213, 214 and 216 Hamersley St and Lot 215 Louis Street as indicated on the scheme maps.</td><td>Grouped Dwellings and Multiple Dwellings</td><td>As determined by the local government</td></tr></table>	No.	Description of land	Additional Use	Conditions	A12	Lots 213, 214 and 216 Hamersley St and Lot 215 Louis Street as indicated on the scheme maps.	Grouped Dwellings and Multiple Dwellings	As determined by the local government	In response to submission 12 as detailed within the schedule of submissions. Bold text is proposed inserted text and struck through text to be removed.
No.	Description of land	Additional Use	Conditions									
A12	Lots 213, 214 and 216 Hamersley St and Lot 215 Louis Street as indicated on the scheme maps.	Grouped Dwellings and Multiple Dwellings	As determined by the local government									

No.	Page	Section	Proposed Modification				Justification											
					‘D’ ‘P’ Use													
			Renumbr additional uses, thereafter accordingly. Make Necessary Mapping updates accordingly.															
9.			Amend Schedule 1 – Additional Use to included text reference to A9 for Lot 11 Walcott Street Service Station, as follows				Bold text is proposed inserted.											
			<table><tr><th>No.</th><th>Description of land</th><th>Additional Use</th><th>Conditions</th></tr><tr><td>A9</td><td>Lot 11 Walcott Street as indicated on the scheme maps.</td><td>Service Station a ‘A’ Use</td><td>As determined by the local government</td></tr></table>				No.	Description of land	Additional Use	Conditions	A9	Lot 11 Walcott Street as indicated on the scheme maps.	Service Station a ‘A’ Use	As determined by the local government				In response to submission 19 as detailed within the schedule of submissions.
No.	Description of land	Additional Use	Conditions															
A9	Lot 11 Walcott Street as indicated on the scheme maps.	Service Station a ‘A’ Use	As determined by the local government															
			Renumbr additional uses, thereafter accordingly. Make necessary mapping updates accordingly (Additional Use number references).															
11.		Schedule 4: Additional site and development requirements that apply to scheme area.	Amend Schedule 4 as follows: 1) Clause 10 Height of Buildings in the Mixed Use, Tourism, Regional Centre and District Centre zone – Amend sub-clause 2 to read: The height of mixed use and non-residential development may not exceed a wall height of ten (10) metres and a building height of fourteen (14) metres unless: 2) Clause 13 Regional Centre zone -Amend table to reference to Maximum plot ratio (deleting As identified in the R-Codes or adopted local planning framework and relevant design guidelines) and insert building height provision as follows:				In response to submissions 9, 12,22 as detailed within the schedule of submissions Bold text is proposed inserted text.											
			<table><tr><td>Primary Street Setback (m)</td><td>Secondary Street Setback (m)</td><td colspan="2">Side and Rear Setbacks (m)</td></tr><tr><td colspan="4">Mixed Use and Residential Development</td></tr></table>				Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)		Mixed Use and Residential Development							
Primary Street Setback (m)	Secondary Street Setback (m)	Side and Rear Setbacks (m)																
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No.	Page	Section	Proposed Modification	Justification
			<p>As identified in the R-Codes unless otherwise identified in the local planning framework and relevant design guidelines.</p> <p>8) Clause 15 Mixed Use zone delete subclause (1), (5) and (6) as follows:</p> <p>Structure and/or Local Development Plan (1) In the absence of an approved structure plan, and for the purposes of orderly and proper planning, the local government may require the preparation and adoption of a local development plan prior to consideration of a development application.</p> <p>Subdivision (5) The local government will not support subdivision within the Mixed Use zone unless it is in accordance with an approved structure plan, local development plan or adopted local planning framework. (6) The local government may support the subdivision of land in the absence of an approved structure plan or local development plan, where the local government considers the proposed subdivision: (a) Is a minor boundary adjustment. (b) does not propose the creation of new lots; and (c) the new lots are considered to be consistent with the subdivision pattern in the locality. Renumber subclauses (2) – (4), thereafter accordingly.</p> <p>9) Amend Clause 19 - Rural Zone, Rural Smallholdings Zone and Cultural and Natural resource use Zone to refer to Development Control (DC) Policy 3.4 Subdivision of Rural land.</p>	
13.		Schedule 6 - Australian noise exposure forecast contours	<p>(i) modify Schedule 6, Clause 5 as follows:</p> <p><i>No new development shall take place in greenfield sites deemed unacceptable because such development may impact airport operations as it relates to the safe movement of aircraft as determined by CASA.</i></p>	In response to submission 22 as detailed within the schedule of submissions. Bold text is proposed inserted text.

No.	Page	Section	Proposed Modification	Justification
			(ii) Amend to include higher resolution/quality mapping	
14.		Schedule 7: Obstacle limitation surface	Amend to include higher resolution/quality mapping	In response to submission 22 as detailed within the schedule of submissions
15.		Schedule 8: Special control areas in the scheme – purpose, objectives and additional provisions.- SCA 3	Amend Schedule 8-SCA 3 to delete scheme text provisions for (1) Clementson Street Wastewater Treatment Plant subclauses (a) (b) (c) and references to Clementson Street Wastewater Treatment Plant WWTP and renumber the remained SCA 3 Essential Services Buffer sites accordingly.	In response to submission 20 as detailed within the schedule of submissions

Schedule of Modifications -Map Modifications

No.	Map Sheet		Proposed Modification	Justification
M1		Port Smith Caravan Park Port Smith Road, La Grange	Amend the Scheme Map to show SU18 designation over the whole leasehold for Caravan Park. Also boundaries need to be updated to reflect change in lease areas.	Shire Officer level proposed modification.
M2		Lot 1648 Frederick Street, Service Commercial Area	Amend the Scheme Map to align the Service Commercial zoning designation consistent with the approved Development Area Plan No. 8 (LDP) for Lot 1648 Frederick Street and portion of Lot 9050 Frederick Street.	In response to submission 1 as detailed within the schedule of submissions.
M3		McMahon Estate – Lot 2441 Reid Road	Amend the Scheme Map to: (i) Change the zoning of Lot 2441 Reid Road (Reserve 41551 -McMahon Estate) Broome from Residential R40 and Parks Recreation and	In response to submission 8 (COB) as detailed within the schedule of submissions. (Consistent with draft LPS recommendation for Planning Area O)

No.	Map Sheet		Proposed Modification	Justification
			Drainage reserve to the Urban Development zone;	
M4		Clementson St WWTP SCA 3 – Essential Services Buffer	Amend the Scheme Map to remove the WWTP- SCA 3 – Essential Services Buffer	In response to submission 20 as detailed within the schedule of submissions – Water Corporation
M5		Broome Depot site (located at 29 Blackman St).	Amend the Scheme Map to change Lot 1796 Blackman Street from Light Industrial zone to Public Purpose- water supply reserve	In response to submission 20 as detailed within the schedule of submissions – Water Corporation
M6.		Minyirr Buru Conservation Park - Lot 614 Buckley's Road	Amend the zoning of Lot 614 Buckley's Road from Rural Residential to Environmental Conservation and Cultural Corridor reserve.	In response to submission 22 as detailed within the schedule of submissions.

9.3 PROSPERITY

9.3.1 EXPRESSIONS OF INTEREST - COMMUNITY STORAGE FACILITIES

LOCATION/ADDRESS:	Portion of Reserve, 42502, Cable Beach Road East, Broome
APPLICANT:	Varies
FILE:	LSS268
AUTHOR:	Senior Property and Leasing Officer
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Infrastructure
DISCLOSURE OF INTEREST:	Nil

SUMMARY:

This report requests Council to consider entering into 'Storage Unit Agreements' with 15 Not-for-Profit Community Organisations for the use of the Community Storage Facility sheds located on a Portion of Reserve 42502 at the Broome Recreation and Aquatic Centre (BRAC).

BACKGROUND

Previous Considerations

OMC 26 February 2015	Item 9.1.2
OMC 10 June 2016	Item 6.2.1
OMC 29 September 2016	Item 9.1.4
OMC 28 September 2017	Item 9.2.12

In 2015 the Shire of Broome was successful in receiving funding from Lotterywest to construct a community storage facility on Reserve 42502 at BRAC. The intention of the storage facility was for the space to be used by community groups who do not have a facility or premise to operate from but have a need to store equipment associated with the purpose of the group.

Construction of the facility commenced in January 2017 and the project was completed in April 2017. The final design comprised a total of 16 storage bays ranging between 16.9sqm and 73.9sqm with a total useable area of 415.7sqm. Each storage unit has internal walls and lockable external roller doors. Some of the storage units have power. A floor plan of the units is attached (**Attachment 1**).

COMMENT

On the 25 March 2022, all current Licensees at the storage units were notified by the Shire that their current Storage Unit Agreements were due for expiry on 30 June 2022. The Licensees were advised that if they wish to pursue another license for their storage unit, they would be required to re- apply through a public Expression of Interest (**EOI**) process.

On 31 March 2022, the availability for the storage units was advertised for a two-week EOI to lease period. The EOI sought responses from community groups interested in leasing the premises for storage purposes. The EOI requested applicants apply addressing relevant

compliance, eligibility, and assessment criteria to demonstrate their suitability for the storage units.

The EOI was advertised in the Broome Advertiser and on the Shire's webpage on 31 March 2022 with submissions closing on 14 April 2022.

ASSESSMENT AND EVALUATION

Application forms were provided to all EOI enquiries for initial assessment. The questions within the EOI were the same as those listed in the initial EOI process in 2017. Those questions were;

- Is the applicant 'not-for-profit' (requirement under LotteryWest funding agreement).
- What purpose does the applicant require storage for?
- Does the applicant have access to any other storage facilities?
- Does the organisation have the capacity to cover the annual fees and charges?

Following the initial EOI period 22 submissions were received for a total of 16 storage units. To ensure Shire officers had the enough information to differentiate between the applications all applicants were provided with a further evaluation criteria submission document to complete and return to the Shire. The criteria document outlined how their EOI will be assessed against weighted criteria to determine the most suitable applicants.

The weightings were:

- Financial capacity to meet obligations of the lease (10%)
- Demonstrated benefit and social well being to the community (40%)
- Demonstrated level of governance to support longevity of tenure (10%)
- Demonstrated best utilisation of the storage unit (40%)

All 22 applicants returned the evaluation criteria submissions and these submissions were assessed by a panel of four Shire officers.

A summary of the applications and the panel's assessment of the applications is included in the confidential Evaluation Report in **Attachment 2**.

RENT AND CURRENT MARKET CONDITIONS

The purpose of the LotteryWest funding was to ensure that Community Groups could access storage at minimal cost. With this purpose the licence agreement rates have been determined to cover only the outgoings, maintenance and renewal costs at the Storage Facility.

Cost	Total (Per annum)	Rate (Per sqm)
Outgoings - Insurance	\$1,600.00	\$3.80
Outgoings -Utilities	\$1,000.00	\$2.40
Outgoings - Maintenance Expenses	\$1,000.00	\$2.40
Outgoings – Total	\$3,600.00	\$8.60

Renewal fund (based on building life of 30 years)	\$9,997.55	\$25.70
Total Costs (415.7sqm)	\$13,597.55	\$32.71

The licence agreement rate for each agreement is then calculated by multiplying the area of the storage unit by \$32.71 (excl. GST).

The licence agreement rate will be reviewed on an annual basis.

LICENCE AGREEMENT TERM

The current Licences at the storage units were for a term of two years plus an optional one year i.e. three years. Shire officers believe that it is more suitable to provide a single term agreement of five years as this reduces the frequency the community groups need to re-apply and in turn lessens the frequency and workload of undertaking an EOI process.

In increasing the term of the agreement Shire officers acknowledge that it will be important to ensure the community groups continue to utilise the storage units for the intended purpose and also that the community groups remain active in the community and therefore continue to provide benefit to the community. Within the licence agreement the Shire will reserve the right to terminate the agreement should the community group not be able to demonstrate the above.

In accordance with the panel's assessment in the confidential Evaluation Report (**Attachment 2**) the following community groups are recommended for licence agreements at the Community Storage Facility.

Name of Applicant	Recommend Storage Unit & Size	Annual Licence Fee Year 1
Rotary Club of Broome	#01 (73.9sqm)	\$2,421.06 (plus GST)
Broome Saints Football	#02 (20.1sqm)	\$658.50 (plus GST)
Kimberley Wildlife Rehabilitation Inc	#03 (20.6sqm)	\$674.88 (plus GST)
Marrugeku Inc	#04 (19.7sqm)	\$645.04 (plus GST)
West Kimberley Junior Football League	#05 (19.7sqm)	\$645.40 (plus GST)
Dinosaur Coast Management	#06 (19.7sqm)	\$645.40 (plus GST)
Broome Soccer Association	#07 (16.9sqm)	\$553.67 (plus GST)
SAFE Broome	#08 (34.7sqm)	\$1,136.82 (plus GST)
Shinju Matsuri Committee Inc	#09 (34.7sqm)	\$1,136.82 (plus GST)
Wasamba Incorporated	#10 (17.6sqm)	\$576.60 (plus GST)
Saltwater Country	#11 (17.1sqm)	\$576.60 (plus GST)
Little Athletics	#12 (17.1sqm)	\$576.60 (plus GST)

Kimberley Stolen Generation	#13 (17.6sqm)	\$576.60 (plus GST)
Theatre Kimberley Inc	#14 (34.7sqm)	\$1,136.82 (plus GST)
Theatre Kimberley Inc	#15 (34.7sqm)	\$1,136.82 (plus GST)
Broome Pearlers Sport	#16 (16.9sqm)	\$553.67 (plus GST)

CONSULTATION

The EOI was advertised in the Broome Advertiser and on the Shire's webpage on 31 March 2022 with submissions closing on 14 April 2022.

STATUTORY ENVIRONMENT

Under section 30(2)(b) of the *Local Government (Functions And General) Regulations 1996* the disposal of property to a body that is charitable, benevolent, religious, cultural, educational, recreational, sporting or other like nature is exempt from section 3.58 of the *Local Government Act, Disposal of Property*.

Under Section 18 of the *Land Administration Act 1997* prior to entering into a licence agreement in respect of Crown Land in a managed reserve the Shire must obtain the written approval from the Minister for Lands.

POLICY IMPLICATIONS

NIL

FINANCIAL IMPLICATIONS

All outgoings, maintenance and future renewal costs are covered by the licensee fee.

RISK

Should the officer recommendation not be supported the recommended community groups will be without storage. This presents as high reputational risk to the Shire as we have community storage available for use.

STRATEGIC IMPLICATIONS

Prosperity – Together, we will build a strong, diversified and growing economy with work opportunities for everyone.

Outcome Nine – A strong, diverse and inclusive economy where all can participate:

9.4 Support business growth, innovation and entrepreneurship.

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

**Moved: Cr N Wevers
That Council:**

Minute No. C/0522/036

Seconded: Cr C Mitchell

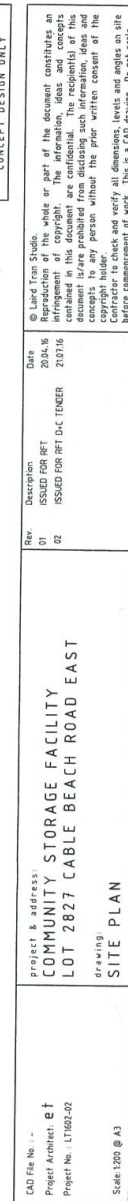
- 1. Enter into licence agreements for the Storage Units located on Reserve 42502, Cable Beach Road East, Broome with;**
 - a) Rotary Club of Broome, Unit 1**
 - b) Broome Saints Football, Unit 2**
 - c) Kimberley Wildlife Rehabilitation Inc, Unit 3**
 - d) Marrugeku Inc, Unit 4**
 - e) West Kimberley Junior Football League, Unit 5**
 - f) Dinosaur Coast Management, Unit 6**
 - g) Broome Soccer Association, Unit 7**
 - h) SAFE Broome, Unit 8**
 - i) Shinju Matsuri Committee Inc, Unit 9**
 - j) Wasamba Incorporated, Unit 10**
 - k) Saltwater Country, Unit 11**
 - l) Little Athletics, Unit 12**
 - m) Kimberley Stolen Generation, Unit 13**
 - n) Theatre Kimberley Inc, Unit 14**
 - o) Theatre Kimberley Inc, Unit 15**
 - p) Broome Pearlers Sport, Unit 16**
- 2. Authorises the Chief Executive Officer to seek Ministerial approval and negotiate the final terms and conditions of the licence agreements in line with:**
 - a) The Licensee to be responsible for paying, in advance, the annual license fee.**
 - b) The term of the licence agreements to be 5 years, commencing from 1 July 2022.**
 - c) The Licensee to continue to operate as per the purpose set out in the application and to the benefit of the community.**

CARRIED UNANIMOUSLY 6/0

Attachments

1. Storage Unit Floor Plans
2. Evaluation Report - Community Storage Units (Confidential to Councillors and Directors Only)

This attachment is confidential in accordance with section 5.23(2) of the Local Government Act 1995 section 5.23(2)((e)(iii)) as it contains "a matter that if disclosed, would reveal information about the business, professional, commercial or financial affairs of a person, where the information is held by, or is about, a person other than the local government".



9.4 PERFORMANCE

9.4.1 CORPORATE COMMUNICATION AND ENGAGEMENT STRATEGY

LOCATION/ADDRESS:	Nil
APPLICANT:	Nil
FILE:	COM08
AUTHOR:	Marketing & Communications Coordinator
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil

SUMMARY:

The draft Corporate Communication and Engagement Strategy 2022 – 2027 (CCES) details methods and measures for the Shire of Broome to engage with residents, ratepayers, stakeholders and the wider community.

The draft Strategy was presented to the Ordinary Council Meeting on 24 February 2022 to advertise for a four-week public comment period. Engagement activities were undertaken by Shire officers, with 226 participating community members.

This report presents the final CCES document for consideration of adoption.

BACKGROUND

Previous Considerations

OMC 24 February 2022

Item 9.4.1

The Shire of Broome has a number of internal policies related to communications and engagement, including Business Operating Procedures for media releases, Shire newsletters and the provision of public information.

Council adopted a Community Engagement Framework at the Ordinary Meeting of Council held on 1 November 2012. This document was reviewed and converted to the new Policy Template, and endorsed again by Council, at the Ordinary Meeting of Council on 12 December 2019.

The Shire of Broome, however, does not have an overarching Corporate Communication and Engagement Strategy (CCES) to tie these documents together. The CCES project was included in the Shire's Corporate Business Plan 2021-2025 (CBP) with the CCES project scheduled to be completed in the 2021-22 financial year.

Broome-based communications firm Harby Studios was awarded RFQ 21-33 on 1 September 2021 to provide specialist consultancy services throughout the CCES project.

In September and October 2021, a desktop review of the Shire's current processes was undertaken, in addition to research on what tools other local governments across Western Australia use to engage and communicate with their communities.

Numerous internal meetings between Shire staff have taken place, while a Councillor workshop was held on 2 November 2021 (Councillors Tracey, Male, Mitchell, Rudeforth, Taylor and Wevers were in attendance) to get invaluable feedback and direction from Councillors.

Following this a draft CCES was compiled and workshopped with Councillors on 8 February 2022, with Councillors Tracey, Mitchell, Rudeforth, Taylor, Wevers, Foy and Matsumoto in attendance.

At the February 2022 Ordinary Council Meeting, Councillors unanimously voted to facilitate a four-week public comment period from 25 February to 25 March.

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Minute No. C/0222/021

Moved: Cr N Wevers

Seconded: Cr C Mitchell

That Council:

- 1. Notes the draft Corporate Communication and Engagement Strategy as attached (Attachment 1);**
- 2. Endorses the Corporate Communication and Engagement Strategy Community Engagement Plan as attached (Attachment 2); and**
- 3. Requests the Chief Executive Officer to commence a four-week public comment period from 25 February to 25 March 2022 to enable community input into the draft Strategy.**

CARRIED UNANIMOUSLY 6/0

During the four-week public comment period, 226 surveys were completed by community members and interested parties.

Shire officers held two Community Information Sessions, with four community members in attendance. Three engagement stalls were held at the Courthouse Markets, Broome Boulevard and Paspaley Plaza.

The public comment period was advertised through nine social media posts, two e-newsletters and in a Shire News advertisement in the Broome Advertiser newspaper.

COMMENT

Through the public comment period a wide range of thoughts and opinions were gathered, while specific questions related to communication and engagement were asked through the survey.

When asked what platforms the Shire should use to communicate with the community, Facebook/Instagram (161/226) ranked highest, followed by the Broome Advertiser (108/226) and Triple M Broome (66/226).

Survey respondents were asked what new communication or engagement techniques the Shire should implement. The establishment of events calendar (133/226) ranked highest, followed by additional explanatory videos (119/226) and outdoor advertising (66/226).

The majority of survey respondents (152/226) were subscribed to the Shire's e-newsletter or wanted to subscribe.

Survey respondents were asked how they wanted to be engaged with. Market stalls (116/226) ranked highest, followed by engagement stalls at shopping centres (107/226) and online platforms such as project websites (105/226).

Survey respondents were asked if they paid attention to posters/flyers on physical noticeboards around Broome. The response was split, with 38 per cent (85/226) saying they did and 61 per cent (137/226) saying they did not. Four people did not answer the question.

Survey respondents were asked if they attended Shire community events, with 65 per cent (146/226) saying they did and 32 per cent (72/226) saying they did not. Eight people did not answer the question.

Overall, this feedback fits in with the draft CCES Strategy, as it shows that the community wants the Shire to prioritise communication and engagement methods already in use, or new initiatives that were included in the draft.

Key Themes from the public comment period are summarised in the table below:

Theme	Comment / Response	Recommended Changes to draft CCES
Be more proactive in terms of engagement.	Community members want engagement sessions to be held not only in the Shire's administration building, but in the community at different venues. A train of thought of 'go to where the people are' was apparent through the public comment period.	No recommended changes – already included in draft under Priority 3 and Priority 6.
Outdoor signage and noticeboards are important for less tech-savvy community members.	The use of outdoor signage was brought up by both Councillors and community members, with further exploration of cost required by Shire officers. While 61 per cent of survey respondents said they did not pay attention to physical noticeboards, it is clear that there is still a sizeable section of the community that use physical noticeboards to get news.	No recommended changes – already included in draft under Priority 3 and Priority 7.
Positive feedback in relation to social media and e-newsletters.	Social media and e-newsletters are clearly effective ways for the Shire to engage with our community. Increasing the quantity of e-newsletters and frequency of social media posts should be a priority.	Additional action added under Priority 3 – Increase the quantity of e-newsletters and frequency of social media posts.
Positive feedback in relation to stalls at markets and other locations in Broome.	Community members ranked engagement stalls at the markets and shopping centres highly, with the face-to-face opportunity to engage with Shire officers clearly valued.	No recommended changes – already included in draft under Priority 6.

	<p>The Shire has already increased engagement stalls in 2021, with this to continue moving forward.</p> <p>Holding stalls at other venues and at different events would clearly be beneficial and needs to be established.</p>	
<p>The Shire needs to communicate how feedback and engagement with the community is used.</p>	<p>People taking the time to provide the Shire with feedback and engagement need to know how their input has been used.</p> <p>This responsibility has generally fallen to project managers or specific officers in the past, but internal processes need to be amended to ensure community members who contribute are contacted afterwards to explain how their feedback was incorporated.</p> <p>The Shire clearly values community feedback, but needs to improve how it articulates this part of the process.</p>	<p>Additional action under Priority 3</p> <p>-</p> <p>Ensure community members who provide feedback or input are told how their participation has impacted Shire actions.</p>
<p>The Shire needs to improve engagement with Aboriginal community members.</p>	<p>The Shire values and respects the Aboriginal community and currently endeavours to encourage public participation.</p> <p>However, different methods of engagement are required to ensure Aboriginal voices are heard and feedback is prominent in decision making.</p>	<p>Additional action under Priority 3</p> <p>-</p> <p>Ensure all relevant information and opportunities for public participation are being circulated to Aboriginal communities outside of the Broome township and up the Dampier Peninsula.</p>
<p>The Shire's website has too much content.</p>	<p>The Shire's website was redeveloped in 2020 but there are currently over 250 pages of information available.</p> <p>Another website audit is required to streamline this content and make it easier to navigate for community members.</p>	<p>No recommended changes – already included in draft under Priority 3.</p>

The general consensus of public comments was that the Shire's communication and engagement has improved in recent years, but it is clear that more work is required to ensure the entire community has access to relevant information and the opportunity to participate.

As such, using as many different methods to encourage public participation is required to continue this improvement.

The inclusion of eight priorities and 47 actions in the CCES will help Shire officers to be targeted, considered and thorough in future communication and engagement.

CONSULTATION

An endorsed Community Engagement Plan was followed by Shire officers through the four-week public comment period. (**Attachment 2**)

This led to the following public participation:

- 226 Survey responses received – 199 digital and 107 hard copy.
- Two Community Information Sessions held on March 16.
- Engagement stall held at Courthouse Markets on March 19.
- Engagement stall held at Broome Boulevard on March 22.
- Engagement stall held at Paspaley Plaza on March 23.

STATUTORY ENVIRONMENT

NIL

POLICY IMPLICATIONS

NIL

FINANCIAL IMPLICATIONS

The CCES has been compiled under the assumption that the Shire's resources from a resourcing and budgetary perspective will remain the same as they currently are for the five-year duration of the strategy.

Most of the actions contained within the Strategy are improvements that can be made internally. Where there is additional cost required, this can be absorbed by the Shire's existing marketing budget.

To facilitate targeted marketing campaigns, a modest additional budgetary allocation may be required.

RISK

NIL

STRATEGIC ASPIRATIONS

People – 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.

Outcome One - A safe community:

1.3 Increase awareness and engagement in community safety education and crime prevention programs.

Outcome Four - An inclusive community that celebrates culture, equality and diversity:

4.1 Grow knowledge, appreciation and involvement in local art, culture and heritage.

Performance – We will deliver excellent governance, service and value, for everyone.

Outcome Twelve – A well informed and engaged community:

12.1 Provide the community with relevant, timely information and effective engagement.

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Minute No. C/0522/037

Moved: Cr P Taylor

Seconded: Cr N Wevers

That Council:

- 1. Notes the feedback received from the public in relation to the Shire of Broome Corporate Communication and Engagement Strategy.**
- 2. Endorses the Shire of Broome Corporate Communication and Engagement Strategy as an informing document under the Shire's Integrated Planning and Reporting Framework.**

CARRIED UNANIMOUSLY 6/0

Attachments

1. CCES Community Engagement Plan
2. Corporate Communication and Engagement Strategy

Community Engagement Plan

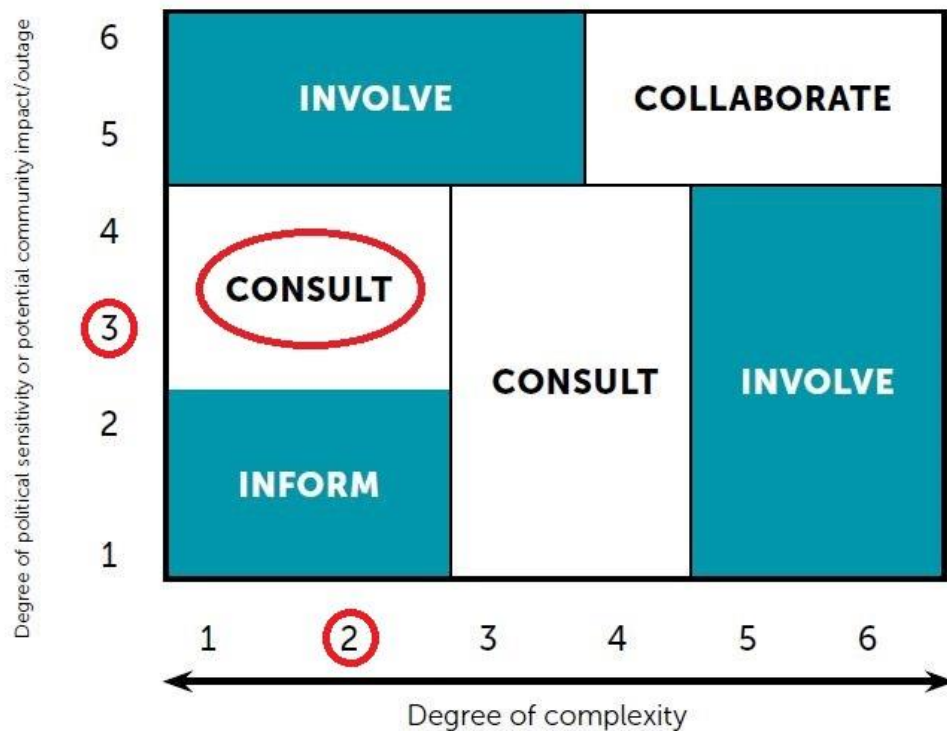
Project name:	Corporate Communication and Engagement Strategy (CCES)
Project owner:	Sam Mastrolembro, Chief Executive Officer
Project manager:	Gareth McKnight, Marketing and Communications Coordinator

Identify Target Stakeholders

Primary Stakeholders
<ul style="list-style-type: none">• Shire of Broome• The Broome community
Secondary stakeholders
<ul style="list-style-type: none">• Nyamba Buru Yawuru• Broome Visitor Centre• Australia's North West Tourism• Broome Chamber of Commerce• Local not-for-profit organisations, charities and sports clubs.• Aboriginal communities with the Shire of Broome
Tertiary stakeholders
<ul style="list-style-type: none">• Media Agencies (Broome Advertiser, GWN, ABC Kimberley, Triple M Broome, Hit FM and Goolarri FM)

DETERMINE LEVEL OF ENGAGEMENT

Community Engagement Matrix:



	SCORE 1 - 2	SCORE 3 - 4	SCORE 5 - 6	This Project
Degree of complexity	There is one clear issue and or problem that needs to be addressed.	There are more than one or two issues/problems that can be resolved.	There are multiple issues/problems and it is unclear how to resolve them.	2

	SCORE 1 - 2	SCORE 3 - 4	SCORE 5 - 6	This Project
Degree of potential community impact and political sensitivity	The project will have little effect on communities and they will hardly notice any changes.	The project will fix a problem that will benefit communities and the change will cause minor inconvenience. There are groups in communities who	The project will create a change that will have an impact on communities and the living environment and the degree of impact/outrage and acceptance will vary. Community expectations about the project are different	3

	The project has acceptance throughout the community.	may see potential in raising the profile of a project to gain attention for their cause.	to those of the decision makers and there is high potential for individuals and groups to use the uncertainty to gain attention.	
--	--	---	--	--

Project score for Degree of Complexity: **Two**

There is only one clear issue that needs to be addressed: how the Shire's communication and engagement methods can reach the maximum number of residents, stakeholders and interested parties.

The project becomes more complex given the ever-increasing number of available communication methods, especially around evolving technologies and platforms.

However, through consulting with the wider Broome community, a new CCES will have the ability to prioritise methods of communication and engagement based on public responses.

Project score for Degree of Community Impact/Political Sensitivity: **Three**

The Shire of Broome strives to be as open and transparent in its day-to-day decision-making process as possible, with communication and engagement with the community a key component in this.

However, the 2020 Community Perceptions Survey showed that the Shire of Broome is 8% below the WA industry average in the metric 'the Shire listens to and respects residents' views'. The metric 'the Shire clearly explains reasons for decisions' was also 1% below the WA industry average.

This shows that there is room for improvement in how the Shire communicates and engages with the community, with some community members potentially feeling that they are not informed or they do not have a chance to have their say.

As such, getting as many submissions as possible during this public comment period is important to ensure everyone that is interested has input into the Shire's future communication and engagement methods.

Engagement Level for the Project

According to the Community Engagement Matrix the level of community engagement for this project is **CONSULT**, however it is proposed to vary in line with the level of stakeholder:

For **primary stakeholders**, the level of engagement for the project will be "**Consult**", to allow primary stakeholders to have input and provide important feedback in relation to the Shire's communication and engagement.

For **secondary stakeholders**, the level of engagement for the project will be "**Consult**", to allow secondary stakeholders to have input and provide important feedback in relation to the Shire's communication and engagement.

For **tertiary stakeholders**, the level of engagement for the project will be "**Inform**", to distribute information. Goals and promises to the public for both engagement levels can be seen below.

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public Participation Goal:				
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	<i>To place final decision-making in the hands of the public.</i>
Promise to the Public:				
We will keep you informed	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	<i>We will implement what you decide.</i>

ENGAGEMENT TOOLS AND ACTIVITIES

Based on the Community Engagement Framework and successful methods used in recent engagement processes for other Shire projects, the following engagement tools have been selected for this project.

Information displays

- Public displays at the Shire Administration Office, Library, BRAC and other prominent locations around town.
- A stall will be hosted at the Broome Markets.

Information sessions

- Two information sessions will be held during the public comment period, to garner feedback and community input.

Media releases and media engagement

- A media release will be prepared at the start of the public comment period to drum up interest in the project.
- Shire to be proactive in engaging the media, with a project spokesperson available for interviews for print, radio, and television.

Social media strategy

- With a growing number of people getting their news/information from social media, the Shire's Facebook, Twitter and Instagram channels will be used.
- A consistent approach to the provision of posts/information will keep the project in people's minds.

- Social media is another way to answer questions related to the project.
- 'Boost' Facebook posts to a targeted local audience.

Electronic newsletters

- E-newsletters can be compiled and provided to the Shire's database.

Poster/flyers

- A project poster and flyers will be created, to be circulated and displayed at prominent public locations and noticeboards.

Advertising – print and radio

- Broome Advertiser – inclusion in bi-weekly Shire News page, use of public notices and ad-hoc advertising as required.
- Radio – inclusion of advertising on local radio stations to promote the project and provide information.

Bulletin/Noticeboards

- Information sessions/events and community feedback periods to be advertised on bulletin boards and noticeboards around Broome.

ENGAGEMENT ACTION PLAN

Date	Tool/ Activity	Stakeholders involved	Purpose	Budget ex GST	Communication/ message	Feedback/ Follow up
TBC	Information sessions	Primary & Secondary	Consult	\$1,000	Engage with primary and secondary stakeholders to provide information and seek feedback.	Feedback considered in the finalisation of the CCES.
Feb 25 – Mar 25	Social media strategy	All	Consult	In house	Provision of information and promotion of project through social media. Avenue for public inquiries.	Social media statistics to be used in final report.
Feb 25	Media releases	All	Consult	In house	Provision of information and promotion of project through the media.	Media coverage to be used in final report.
Feb 25 – Mar 25	Advertising	All	Consult	Utilising existing paid advertising (no additional costs)	Provision of information and promotion of project through various advertising channels.	Advertising statistics to be used in final report.
Feb 25 – Mar 25	Newsletters	All	Consult	In house	Provision of information and promotion of project through Shire mailing list.	E-newsletter statistics to be used in final report.
Feb 25 – Mar 25	Bulletin / Noticeboards	All	Consult	Nil	Provision of information and promotion of project events through use of public noticeboards.	Ensure latest relevant information displayed at public locations.

Total Provisional Sum **\$1,000** excluding GST

ENGAGEMENT EVALUATION

Everything the Shire of Broome does has community engagement and involvement at its core; as our vision stipulates, *Broome – A Future, for Everyone*.

The aim of this process is to further improve how we involve the Broome community in the Shire's decision-making process, keep residents and stakeholders informed, and garner feedback.

For the engagement process to be a success, primary and secondary stakeholders should be engaged, informed and have the opportunity to provide their opinions.

The intention is to incorporate feedback into the final CCES document, so that future communication and engagement strategies are catered to what the community has told us.



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Introduction

At the Shire of Broome, our core focus is to serve the community.

Broome is a such a special place and a wonderful town to live, work and visit.

Our town has a bright future – *A Future for Everyone* – and the Shire wants you to be a vital part of that journey.

This Corporate Communication and Engagement Strategy has you at its core. Its purpose is to ensure you know what the Shire is doing and that you have had an input into decisions that may impact you.

In researching and developing this Strategy, it is clear that the community thinks as a Shire we are doing well in some areas, however there are naturally areas we can make improvements in.

Your feedback, thoughts and input have been incorporated into this Strategy, and were critical in shaping the way we will communicate and engage with you moving forward – thank you for taking the time to have your say.

Message from Shire President

Our community is at the centre of everything the Shire of Broome does, with the organisation and Council committed to making our region an even better place to live, work and visit.

Effective communication and meaningful engagement are paramount to keeping our community informed and ensuring your feedback is reflected in our forward planning.

This Strategy will act as a blueprint for how the Shire relays the latest news to community members, promotes the amazing people and groups in our region, and undertakes engagement to inform future decisions.

I'd like to say a big thank you to everyone that participated in this process. Your thoughts, comments and suggestions were insightful and valued.

You will see your feedback incorporated in the eight priorities of this Strategy, with a host of associated actions to improve the Shire's current communication and engagement methods.

While we received lots of positive community commentary about how we currently communicate and engage, it is clear there are things we can change and amend to improve in this space.

The Shire is passionate about our town and the wider West Kimberley region – this Strategy will be an important informing document over the next five years.

Harold Tracey
Shire of Broome president





Our Vision & Values

Our Vision

Broome
a future for
everyone

Our Mission

To deliver **affordable**
and quality Local
Government services

Our Values

These are the values and behaviours that the Shire of Broome and the local community cares deeply about. We always strive to be:

P

Proactive,
forward thinking
open-minded
and innovative

E

for Everyone;
inclusive and
welcoming of
all people.

A

Accountable;
transparent
and ethical.

R

Respectful of
everyone and
everything.

L

Listening to
people's needs
and ideas;
community
focused.

S

Sustainable, aiming
to meet present
needs without
compromising the
ability for future
generations to meet
their needs.



Community Engagement



What is Community Engagement?

Engagement involves a range of activities that allow community members to be informed of, involved in, and provide input into Shire activities and local issues.

These activities range from everyday informal discussions, contact with stakeholders during service delivery, group discussions or meetings and formal consultation processes.

The Broome community is complex and many issues involve a wide range of stakeholders, often with different views and areas of interest, and varying degrees of access to social media and web-based engagement tools.

Engagement activities need to incorporate the diversity and dynamics of the Broome community, help different groups consider issues constructively and manage potentially conflicting interests.

Why is Community Engagement Important?

Traditionally, local governments have relied on the community representation of elected Councillors to ensure that community issues and priorities are reflected in Shire activities.

This is still crucial but increasingly community members have an expectation of more direct involvement in providing input to the Shire's priorities.

Not only is greater transparency and engagement with community expected, but it is also good business practice.

Successful engagement can improve strategic planning and service delivery, ensure we are addressing the priorities of the community and increase community support and collaboration.

However, despite the community being our core focus, engagement does not mean that every detail of our operation is open to community comment or control.

How we have engaged with you

In 2019, Council endorsed the Community Engagement Framework, which is the blueprint for our engagement with the community.

It is based on the International Association for Public Participation's (IAP2) Public Participation Spectrum, which details the different types of engagement with stakeholders and communities.

IAP2 is an international leader in public participation, with their spectrum used by governments and organisations across the world. It is universally acknowledged as best practice in all forms of community and industry engagement.

The spectrum outlines the different levels of suggested participation depending on the complexity, sensitivity and impact for each project or decision (refer Fig 6 below). It also clearly sets out the promise to the public, and the likely tools to be used for each level of participation.

For example, some simple and non-sensitive decisions or projects simply require the public to be kept informed through web updates, social media or eNews, whereas other more complex and sensitive decisions should involve extensive public participation and consultation. See Tables 8 and 9 below for some practical examples of how the spectrum has been used to guide engagement in recent Shire projects.

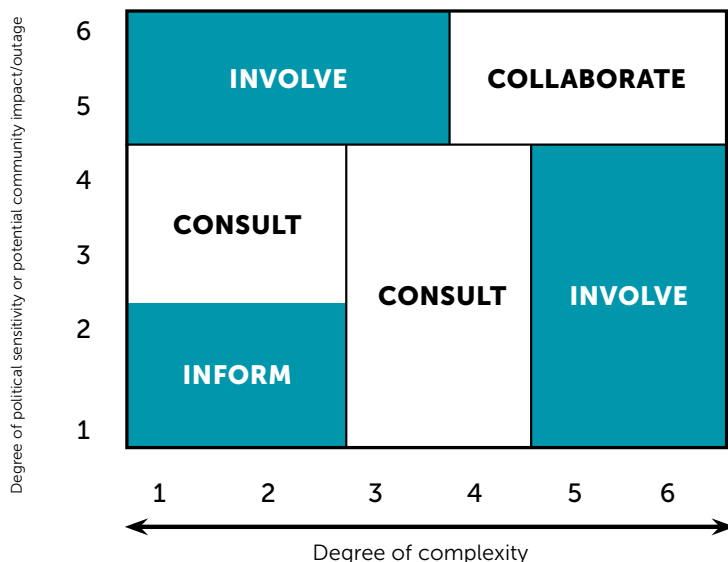


Fig 6. International Association for Public Participation's (IAP2) Public Participation Spectrum

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public Participation Goal:				
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	<i>To place final decision making in the hands of the public.</i>
Promise to the Public:				
We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	<i>We will implement what you decide.</i>
Example Tools:				
Fact Sheets Websites Open houses Media releases Project Bulletins	Public comment Focus groups Surveys Public meetings Targeted feedback eg. specific stakeholders	Workshops Project/Strategy planning Steering Committees	Advisory committees Consensus Building Participatory decision-making	<i>Council committees with delegated decision-making authority.</i>

Fig 7. The five levels of IAP2 engagement and how they are used.



Chinatown Revitalisation Project Community Engagement Matrix

The below table shows how the Shire used the engagement matrix for an important project, the Chinatown Revitalisation Project.

	SCORE 1 - 2	SCORE 3 - 4	SCORE 5 - 6	THIS PROJECT
Degree of complexity	There is one clear issue and or problem that needs to be addressed.	There are more than one or two issues/problems that can be resolved.	There are multiple issues/problems, and it is unclear how to resolve them.	4
Degree of potential community impact and political sensitivity	The project will have little effect on stakeholders, and they will hardly notice any changes. The project has acceptance throughout the community.	The project will fix a problem that will benefit stakeholders and the change will cause minor inconvenience. There are groups who may see potential in raising the profile of a project to gain attention for their cause.	The project will create a change that will have an impact on stakeholders and the living/working environment, and the degree of impact/outrage and acceptance will vary. Stakeholder expectations about the project are different to those of the decision makers and there is high potential for individuals and groups to use the uncertainty to gain attention.	5

Fig 9. Practical examples of how the spectrum has been used to guide engagement in recent Shire projects – Chinatown Revitalisation Project.

Each project may have a different result, which then helps shape the way the Shire engages with the community on that project. Some of the ways we have engaged with the community on different projects are shown below.





Community Communications



What are Community Communications?

Communications involves a range of methods that help inform the community of Shire activities, local issues, and initiatives.

Over the past decade, there has been a big shift in available communication methods, which has enabled faster and more effective communications.

We are now in a very much digital world – however more traditional methods still play an integral role, so a balanced approach is key.

The range of communication methods is vast – from signage and advertising seen or heard throughout the Shire streets and in key locations, to the dispersion of information online, digital and in print formats that can be seen and consumed in the comfort of one's home or workplace.

The Broome community is diverse and also widely spread. This means a combination of different communication methods are required to ensure communications are effectively reaching the different demographics. Combinations could include but are not limited to print, radio, signage, social media, digital – and so many more.

It's important communication methods take into consideration and incorporate the diversity and dynamics of the Broome community, to help different community groups be reached and informed.

Why is Community Communications important?

Community communications ensure what the Shire is regularly keeping the community informed and up to date on important topics, projects, actions and opportunities.

It's integral the Shire maintains a high level of communication with the community so that it can operate efficiently and effectively, for the community and with the community. It also ensures the community knows what's happening at the Shire and has the option to participate in suitable activities as a community member.

Together - communications and engagement help build stronger communities.



How we have communicated with you

Website

The Shire of Broome's website (www.broome.wa.gov.au) is a one-stop shop for information about the region and the Shire's projects and initiatives.

It was overhauled in 2020 to become more user-friendly, with the content available in 12 languages and a range of digital forms available for residents to use.

The site's 'Latest News', 'Events' and 'Have your Say' sections are regularly updated.

In 2021, the website recorded over 422,000 page views – that's over 1,000 page views per day. The most visited URL, other than the home page, was our COVID-19 FAQ page.

The Shire also has project-specific websites for the Chinatown Revitalisation Project (www.chinatownbroome.com.au), the Regional Resource Recovery Park (www.rrrp.com.au) and the Broome Boating Facility (www.broomeboatingfacility.com.au).

E-newsletters

The Shire's e-newsletter database has over 4,000 subscribers, equating to roughly a quarter of Broome's population.

Regular e-newsletters are sent out to update the community on what the Shire is doing. In 2021, we distributed 77 e-newsletters.

Social Media

We use social media to provide news updates to the community and to publicise public participation opportunities. It's a very popular form of communication in the Shire, with our main Facebook page having almost 19,000 followers, while Shire facilities such as the Broome Recreation and Aquatic Centre, library and Civic Centre also have individual pages with high levels of engagement.

Analysis by marketing agency SHUNT, who compare social media statistics across all WA local governments, regularly put the Shire of Broome Facebook page in the top ten across the State, which means the community is engaging well with the content we create.

Instagram and Twitter are also used regularly to promote similar information to Facebook posts.

We also have a LinkedIn account to ensure visibility across all platforms, as well as a YouTube account.

The Shire allocates a modest amount of our overall marketing budget to Facebook and Instagram advertising to ensure relevant messages are reaching people who may not follow our pages, including visitors.

Shire News page in *Broome Advertiser*

In 2021-2022, and for many years prior, the Shire held a 12-monthly contract with the *Broome Advertiser* for a full-page Shire News advertisement published each fortnight.

Advertising – Broome Advertiser and Southern Cross Austereo

The Shire agreed to a 12-monthly contact with Southern Cross Austereo in 2021-2022, and for many years prior, with recurring adverts played on local radio stations Triple M Broome and HIT FM.

Ad-hoc additional advertising is also purchased on radio and in the *Broome Advertiser* to promote individual events or initiatives.

Videos

Videos explaining projects or calling for public participation are used by the Shire on an ad-hoc basis and usually feature the Shire president or deputy president.

These videos are embedded on the Shire's websites and also posted on social media to share the information.

Events

The Shire has a busy yearly event calendar, with a focus on increasing the sense of community and catering to Broome families.

We use these events to promote other initiatives and to give the community a chance to engage with Shire staff.

Public Stalls

During public consultation periods, we set up public stalls in Broome's shopping centres and at the markets to make information more accessible and increase participation from the community.

We also had a regular presence at the Town Beach Markets in the second half of 2021, with different staff members present to discuss their areas of expertise with the community.

Council Meetings

Ordinary Meetings of Council are held on the last Thursday of every month (except January) and are open to the public.

Shire marketing staff provide previews beforehand and reviews afterwards to promote what is on the monthly agenda and what the outcomes were, which are published on the website and social media.

Public Question Time gives members of the community an opportunity to ask questions directly of the administration and Council.

A yearly Annual Electors Meeting is also held and presents an opportunity for community members to ask questions of Council and propose motions.

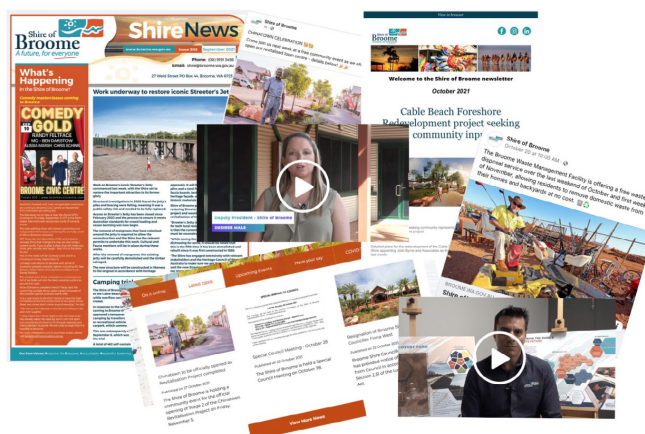
Those in attendance are then asked to vote on proposed motions, which will allow Councillors to gauge what type of community support there is for different proposals.

Public Notices

We regularly book public notices in the *Broome Advertiser* and *The West Australian* to inform the community of opportunities for public participation, to publicise tenders and to promote pertinent information.

Noticeboards

Posters, public notices and other information is routinely displayed at physical noticeboards across Broome, at both Shire-run and community facilities.



Communication & Engagement process for this Strategy

The Shire of Broome wanted to develop a new Corporate Communications and Engagement Strategy (Strategy) that could:

- Work alongside the recently endorsed Strategic Community Plan 2021-31 (SCP).
- Help guide the Shire's communications with the local Broome community, and ensure communications are timely, effective, have reach, and are easily consumed.
- Provide a blueprint for updated and modern ways of engaging and informing the community on a range of matter and events, enabling the community to efficiently be a part of the Shire's decision-making processes when suitable, and obtaining useful and measurable feedback from the community.
- Enable information collected from the community on certain matters to help make informed decisions that represent the desires and needs of the community.

To develop a community driven resource, a thorough research and review process was conducted by Shire staff and external advisors, which included:

1. Literature review:

- Current Shire of Broome documented processes and procedures
- Desktop research on other WA local government communications and engagement documents and strategies, and best practice processes.

2. Information gathering:

- Garner expectations of communication methods that need to be used and/or improved.
- Interview with Shire staff for current intelligence and insights.
- Review past communication and engagement activities.
- Shire of Broome Councillors feedback workshop.
- Clarify stakeholders and community groups.

3. Prepare a draft Strategy

4. Public consultation and feedback on the draft Strategy

- Four-week community comment period, February 25 – March 25, 2022.
- Face-to-face public sessions
- Physical and online surveys available to facilitate community input.
- Include all viable communication and engagement methods.
- Target all community demographics and key locations.
- Collate results and feedback.
- Define key outcomes and changes required.

5. Revise the Strategy and incorporate community feedback and survey results

6. Obtain Council endorsement on the final Strategy

7. Officially release the approved Strategy

What you've told us

2020 Community Scorecard

In 2020, the Shire undertook a **Community Scorecard** to gauge the public's opinions about our town, the Shire's performance and future priorities.

A total of 1,046 residents, business operators and ratepayers provided input. 91% of ratepayers gave the Shire a positive rating (ranking either excellent, good or OK), giving an overall

Performance Index Score of 72 out of 100 (refer Fig 1).

We also asked specific questions relating to communication and engagement, with the results shown in Fig 2-5 (next page). The industry average figures are collected from local governments across Western Australia.

Community Perceptions Survey results:



36%

of residents agree that the Shire has developed and communicated a clear vision for the area



30%

agreed that the Shire has a good understanding of community needs



24%

agreed that the Shire listens to and respects residents' views



26%

agreed that the Shire clearly explains reasons for decisions and how residents' views have been taken into account

Overall Shire of Broome Performance Rating

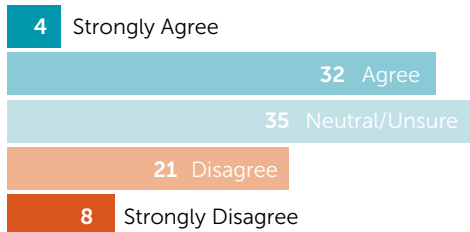
(% of respondents)



Fig 1. Performance Index Score results for the Shire of Broome, Community Perceptions Survey 2020.

Clear Vision

36%
Total Agree

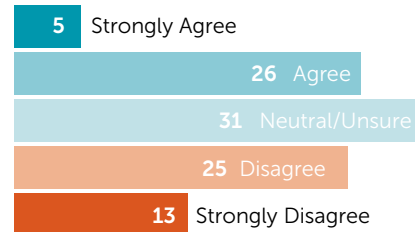


Level of Agreement (% of respondents)

Fig 2. Shire of Broome: 36% clear vision – industry average is 34%.

Good Understanding of Community Needs

30%
Total Agree

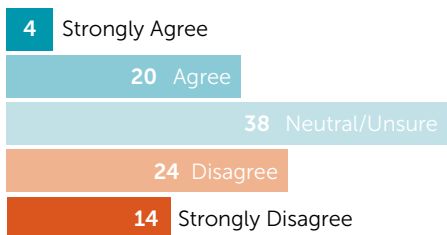


Level of Agreement (% of respondents)

Fig 3. Shire of Broome: 30% good understanding of community needs – industry average is 34%.

Listens/Respects Residents

24%
Total Agree

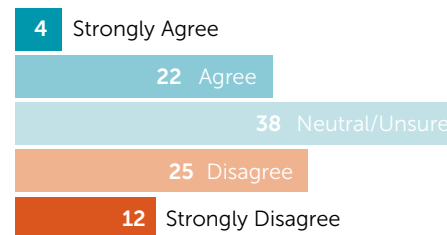


Level of Agreement (% of respondents)

Fig 4. Shire of Broome: 24% listens/respects residents – industry average is 32%.

Explains Reasons

26%
Total Agree



Level of Agreement (% of respondents)

Fig 5. Shire of Broome: 26% explains reasons – industry average is 27%.

Another Community Scorecard will be undertaken in mid-2022, with a clearer vision for communicating and engaging with our community required to improve these statistics.

Please note tallying of decimal percentage may effect rounding of final figures +/- 1%.



2022 Draft Strategy Feedback

The four-week public comment period provided invaluable community input to this Strategy, with a number of key themes emerging through face-to-face engagement and community survey responses.

Key Survey Results

What platforms should the Shire use to communicate with the community?



What new communication and engagement techniques should the Shire implement?



Are you subscribed to the Shire's eNewsletter or do you want to be?

Majority of respondents were subscribed – or wanted to be subscribed.



How do you want to be engaged with by the Shire?



NB: Information Sessions at the Shire's offices rated 6th out of 6 options.

Do you pay attention to posters/flyers on physical notice boards?



NB: 4 people did not answer.

Do you attend Shire community events?



NB: 8 people did not answer.

Key Result Themes



Be more proactive in terms of engagement

While the Shire hosts engagement sessions at Shire-run facilities, there is scope for increasing this to different venues in the community. The train of thought of 'go to where the people are' was apparent, with the Shire needing to be proactive in engaging with the community, rather than having an expectation people will automatically be engaged.



Outdoor signage and noticeboards are important

The use of outdoor signage was brought up by both Councilors and community members, with further exploration of cost required by Shire officers. While 61 per cent of survey respondents said they did not pay attention to physical noticeboards, it is clear that there is still a sizeable section of the community that use physical noticeboards to get news.



Positive feedback in relation to social media and e-newsletters

Social media and e-newsletters are clearly effective ways for the Shire to engage with our community. Increasing the quantity of e-newsletters and frequency of social media posts should be a priority given the survey results received.



Improve engagement with Aboriginal community members

The Shire values and respects the Aboriginal community and currently endeavours to encourage public participation. However, different methods of engagement are required to ensure Aboriginal voices are heard and feedback is prominent in decision making.



Engagement stalls at markets and shopping centres valued

Community members ranked engagement stalls at the markets and shopping centres highly, with the face-to-face opportunity to engage with Shire officers clearly valued. The Shire has already increased engagement stalls in 2021, with this to continue moving forward. Holding stalls at other venues and at different events would clearly be beneficial and needs to be established.



Articulate how community feedback has been used

People taking the time to provide the Shire with feedback and engagement need to know how their input has been used. This responsibility has generally fallen to project managers or specific officers in the past, but internal processes need to be amended to ensure community members who contribute are contacted afterwards to explain how their feedback was incorporated. The Shire clearly values community feedback but needs to improve how it articulates this part of the process to close the project loop.



Simplify the website

The Shire's website was redeveloped in 2020 but there are currently over 250 pages of information available. Another website audit is required to streamline this content and make it easier to navigate for community members.

Feedback Overview



Feedback Overview



Strategies & Priorities

This Strategy offers a streamlined and coherent approach to the engagement and communications undertaken by the Shire of Broome.

It will give Shire officers with a guiding document to use on a day-to-day basis, while also providing a longer-term blueprint for the Shire to clearly articulate its messaging and thoroughly involve the community in the decision-making process.

The priorities of this Strategy are:

PRIORITY 1

Increase the Broome community's knowledge of the Shire's role in our region by clearly articulating what we do and don't do, and why.

Key Messaging

The Shire has a specific role in Broome and the wider West Kimberley region – as do the State and Federal Governments – and we regularly inform the community of this through our marketing efforts.

Actions

- Undertake a targeted media campaign to educate the community what the Shire does and doesn't do.
- Use WALGA resources to explain the difference between local, State and Federal government roles and responsibilities.
- Publicise the details of local politicians and government agencies that the Shire collaborates with.

Our measure of success

- Fewer complaints to the Shire about things the Shire doesn't control or have jurisdiction over.
- Increased community understanding of what the Shire's role in Broome is.

PRIORITY 2

Promote the Shire's vision and values – and explain our Strategic Community Plan's goals.

Key Messaging

After extensive community consultation, the Shire's Strategic Community Plan is a long-term visionary document that encompasses your feedback and priorities, and outlines our plan for the future.

Actions

- Undertake a targeted media campaign to explain the objectives and progress of the SCP.
- Ensure Shire marketing materials and communications detail how our actions link back to the SCP.
- Produce promotional material encompassing the Shire's vision and values.

Our measure of success

- The Shire's vision and values become widely recognised and easily identifiable by the community.
- The community have a greater knowledge of the Shire's SCP and understand why we are doing what we are.
- Improved future Community Perception Survey results related to the Shire's vision.



PRIORITY 3

Increase public participation and engagement from our community in Shire initiatives and projects.

Key Messaging	Our community is at the core of everything the Shire does – we want you to be informed and to have lots of opportunities to have your say.
Actions	<ul style="list-style-type: none"> • Use multiple communication avenues to inform the community about what the Shire is doing. • Ensure communication and engagement avenues are both digital and in-person. • Implement a uniform four-week public consultation period (where allowed by legislation). • Ensure Community Engagement Plans are completed for all Shire projects valued over \$50,000. • Aim to make the Shire website more accessible through the further use of online forms and ensure information is relevant and timely. • Better utilise databases of partner organisations such as the Broome Visitor Centre, Australia's North West, Nyamba Buru Yawuru and the Broome Chamber of Commerce and Industry to circulate updates from the Shire. • Ensure more comprehensive usage of physical noticeboards around Broome to publicise Shire events and opportunities for public participation, particularly for those who don't have ready access to the internet. • Collaborate with online third-party social media sites, such as Facebook Community Noticeboards, to circulate Shire-related information. • Increase the regularity of radio interviews between Shire representatives and Triple M Broome, Goolarri Media and ABC Kimberley. • Ensure all relevant information and opportunities for public participation are being circulated to Aboriginal communities outside of the Broome township and up the Dampier Peninsula. • Increase the quantity of e-newsletters and frequency of social media posts. • Ensure community members who provide feedback or input are told how their participation has impacted Shire actions.
Our measure of success	<ul style="list-style-type: none"> • Improved ratings in relation to communication and engagement metrics in the next two Community Perceptions Surveys. • Growth in the Shire's social media channels. • Growth in the number of subscribers to the Shire's e-newsletter. • Increase in the number of responses the Shire receives during public consultation periods. • More people attending Shire of Broome Council meetings.

PRIORITY 4

Improve the community's understanding of the rates process and accurately communicate how Shire rates are used each year.

Key Messaging

No-one likes paying Shire rates – but this money is reinvested in the Broome community and makes our town a better place to live, work and visit.

Actions

- Undertake a targeted media campaign to ensure the community understands why they pay rates and what their rates will be used for.
- Refresh and simplify the Shire's Rates Brochure.
- Introduce a new ratepayer information pack.

Our measure of success

- An improved perception of value for rates in the Broome community.
- Reduced queries and complaints to the Shire's rates department.
- Improved value for rates metric results in next two Community Perception Surveys.



PRIORITY 5

Enhance civic pride and the sense of community by actively marketing 'good news stories' of Broome and the West Kimberley.

Key Messaging	We live in one of the most amazing places in Australia, full of amazing people – let's celebrate this!
Actions	<ul style="list-style-type: none"> • Work more closely with Broome's charities, not-for-profit organisations and sports clubs to promote what they are doing and tell their stories. • Celebrate Broome's Indigenous population and the cultural significance of First Nations Australians to our region. • Recognise Broome's volunteers and what they do for our town. • Produce promotional videos to showcase Broome's natural environment and revitalised precincts. • Promote Broome's history and heritage by working with the Broome Historical Museum. • Increase the regularity of videos for use online, explaining Shire projects and decisions, and promoting events. • Undertake quarterly marketing campaigns to educate the community on different topics related to the Shire and to promote specific Shire initiatives. • Increase the profile of Shire Councillors and staff across all levels of the organisation through the use of short videos, which can be posted to social media and on our website.
Our measure of success	<ul style="list-style-type: none"> • Improved positive engagement on social media to Shire materials. • Larger attendance at community events. • Increased community cohesion and recognition of Broome's organisations and people. • Increased understanding of Broome's environment, history and heritage.



PRIORITY 6

Improve community engagement with Shire-run events and maximise attendance and participation.

Key Messaging

The Shire has an exciting events schedule that creates civic pride and celebrates Broome's unique community, history and heritage.

Actions

- Review the Shire's existing events, assessing impact and popularity in the community and the reasons they are currently being held.
- Implement plans and develop partnerships that diversify audiences for events across cultures and generations.
- Support Broome's not-for-profit organisations and charities to co-host and lead their own events.
- Ensure the Shire is appropriately acknowledged for events we have delivered, supported or funded.
- Provide a visible Shire presence by officers at community events to enable engagement with Shire projects and initiatives.
- Use video technology to more accurately promote and market Shire events and pursue the use of web platforms to more effectively promote all events in Broome.
- Regularly hold community engagement stalls around Broome to promote what the Shire is doing.
- Investigate and deliver a Broome events calendar.

Our measure of success

- An enhanced sense of community is witnessed at Shire events and more people attend our events.
- Closer collaboration with Broome not-for-profit and service organisations, resulting in more impactful and well-attended events.
- We refine our events calendar and delivery and receive positive feedback from the community.

PRIORITY 7

To ensure all Shire communications and promotional material has consistency in its style and branding to improve the Shire's brand identity.

Key Messaging	The Shire of Broome has a clear vision and values, recognisable through our promotional materials and branding.
Actions	<ul style="list-style-type: none"> • Appoint one graphic design consultant on a retainer basis to ensure uniformity across external promotional materials. • Implement an internal style guide to ensure all communications have the same style. • Investigate advertising options - including outdoor and displays at third-party venues. • Investigate out-of-home advertising options, such as billboards and electronic noticeboards.
Our measure of success	<ul style="list-style-type: none"> • Increased consistency in the Shire's communication material and more brand recognition in the community. • More comprehensive marketing by the Shire across Broome.

PRIORITY 8

Provide more consistent communications for Shire facilities – BRAC, Broome Civic Centre and Broome Public Library.

Key Messaging	Shire facilities like BRAC, the library and Civic Centre are community hubs – we want to promote and celebrate the events and initiatives they undertake for the residents of Broome.
Actions	<ul style="list-style-type: none"> • Implement marketing strategies for the Shire's facilities to improve communication methods and ensure consistency of external content. • Increase recognition of the Shire's facilities through additional marketing and promotion. • Investigate a new survey provider to increase community feedback about Shire facilities to drive improvement and engagement.





Shire of Broome
A future, for everyone

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[instagram.com/shireofbroome/](https://www.instagram.com/shireofbroome/)

broome.wa.gov.au

9.4.2 EXECUTION OF DOCUMENTS POLICY

LOCATION/ADDRESS:	Nil
APPLICANT:	Nil
FILE:	ADM28
AUTHOR:	Manager Governance, Strategy & Risk
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Corporate Services
DISCLOSURE OF INTEREST:	Nil

SUMMARY:

This report recommends that Council adopts a new Execution of Documents Policy to replace an existing Council Policy and an existing Council Authorisation.

The consolidation of the existing Council Policy and Council Authorisation into a single policy will provide improved clarity to ensure that document execution is completed in a compliant manner by officers in accordance with the *Local Government Act 1995*.

BACKGROUND*Previous Considerations*

OMC 31 August 2017

Item 9.4.3

Council currently has an Execution of Documents and Application of Common Seal Policy together with a Council Authorisation approved on 31 August 2017 titled - Execution of Documents on Behalf of the Shire of Broome.

Collectively, the Policy and Council Authorisation provide staff with guidance in the use of the common seal, define different classes of documents, and identify the execution method and which officers have authority to execute the different classes of document.

COMMENT

There are several reasons why the existing Policy and Council Authorisation have been reviewed and are being recommended for amalgamation into one Council Policy.

First, the existing Execution of Documents and Application of Common Seal Policy references clauses from the Shire of Broome Standing Orders Local Law 2003. The Standing Orders Local Law 2003 was repealed in 2020 and replaced by the Meeting Procedures Local Law 2020. The Meeting Procedures Local Law 2020 which is based on the current WALGA template does not contain any reference to common seal usage as this is covered in the *Local Government Act 1995* (Act) by section 9.49A – Execution of documents.

Secondly, the Execution of Documents on Behalf of the Shire of Broome Authorisation has been found to be difficult for staff to understand and there has been frequent queries to Governance to provide direction with regards to the appropriate execution of documents.

As a result a review of how other local governments were approaching this area was undertaken. This revealed a trend towards a comprehensive Council policy that provided staff with a single point of reference.

The new Execution of Documents Policy defines 3 categories of documents with the aim being that the 3 categories will cover most documents that are generated in the normal course of local government operations.

Category 1 Documents - Common Seal

These documents tend to be ceremonial in nature or subject to specific statutory requirements. The use of the Common Seal requires a specific resolution of Council and as a result usage is infrequent.

Category 2 Documents – No Common Seal

Section 9.49A(4) of the Act states “a local government may, by resolution, authorise the CEO, another employee or an agent of the local government to sign documents on behalf of the local government, either generally or subject to conditions or restrictions specified in the authorisation”.

Category 2 documents are those documents able to be signed by the Chief Executive Officer, Directors, Managers, and officers with delegated authority from the Chief Executive Officer.

A list of typical Category 2 documents is provided in the policy and who is authorised to execute. Broadly these documents have greater significance either contractually or legally to the remainder of documents covered in Category 3.

Category 3 Documents

These documents are created in the normal course of business and executed by any officer where the authority has been extended through authorisation, policy, procedure, or position description.

Some examples of Category 3 documents include letters, correspondence, and the issuing of purchase orders.

CONSULTATION

The Execution of Documents Policy has been drafted based on a review of other local governments policy in this area including Bunbury, Wanneroo, Vincent, Perth and Karratha.

STATUTORY ENVIRONMENT

Local Government Act 1995

Section 2.7 – Role of council
(2)(b) determine the local government's policies.

Section 9.49A. – Execution of Documents

POLICY IMPLICATIONS

This policy replaces the existing Execution of Documents and Application of Common Seal Policy and the September 2017 Council Authorisation – Execution of Documents on Behalf of the Shire of Broome.

FINANCIAL IMPLICATIONS

Nil

RISK

Executing documents incorrectly could expose the Shire to negative reputational and financial consequences. A clear single policy for staff to refer to will assist mitigate the risk of this occurring.

STRATEGIC ASPIRATIONS

Performance – We will deliver excellent governance, service and value, for everyone.

Outcome Eleven – Effective leadership, advocacy and governance:

11.2 Deliver best practice governance and risk management.

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Minute No. C/0522/038

Moved: Cr B Rudeforth

Seconded: Cr N Wevers

That Council:

- 1. Adopts the Execution of Documents Policy as per Attachment 1;**
- 2. Retires the existing Execution of Documents and Application of Common Seal Policy (Attachment 2); and**
- 3. Retires the existing Council Authorisation – Execution of Documents on Behalf of the Shire of Broome (Attachment 3).**

CARRIED UNANIMOUSLY 6/0

Attachments

1. Execution of Documents Policy (New)
2. Execution of Documents and Application of Common Seal Policy (to be retired)
3. Execution of Documents on Behalf of the Shire of Broome Authorisation (to be retired)

COUNCIL POLICY



Execution of Documents

Policy Objective

To ensure that the Shire's common seal is used and documents are executed in accordance with the provisions of the *Local Government Act 1995 (Act)*.

Policy Scope

This Policy applies to all Shire of Broome officers who have been authorised through the provisions of this policy to execute documents on behalf of Council and the Shire of Broome.

The following take precedent over this Policy:

1. Legislation;
2. The formal requirements of a Commonwealth or State department, authority or agency (as described in a Policy or procedure); or
3. A Council decision that expressly specifies a particular way in which a document is to be executed.

Policy Statement

The Council is required to comply with sections 9.49A (Execution of Documents) and 9.49 (Documents, how authenticated) of the Act. These sections detail the requirements for documents to be duly executed by a local government.

Under the Act, for a document to be considered duly executed, the document must be executed in one of the following ways:

1. **By affixing the Common Seal** of the Shire in the presence of the Shire President and Chief Executive Officer [s9.49A(3) of the Act]; or
2. **Without affixing the Common Seal**, by the Chief Executive Officer, another employee or agent of the Shire who has been authorised by resolution of Council to sign documents on behalf of the Shire. [s9.49A(4) of the Act]

Three document categories have been established to assist in determining the appropriate signing authority.

Category 1 Documents - Common Seal

The affixing of the Common Seal is authorised for documents that are ceremonial in nature, where there is a statutory requirement or where the other party requires the use of the Common Seal.

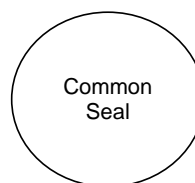
Category 1 documents require a specific resolution of Council to execute the document with the Common Seal.

Category 1 documents are as follows:

1. Local Laws – new or amendments;
2. Local Planning Schemes – new or amendments;
3. Mortgages and loan documents;
4. Landgate Transfer of Land forms;
5. Documents required by other party to be duly executed by Common Seal; and
6. Documents of a Ceremonial Nature (e.g. Sister City Agreements)

The sealing clause shall be:

The Common Seal of the)
SHIRE OF BROOME was affixed)
on [_ _ Month 20_ _])
by the authority of the Council)
in the presence of:)



(Insert Name of Shire President)
Shire President

(Insert Name of CEO)
Chief Executive Officer

Category 2 Documents – No Common Seal

Under section 9.49A(4) Council authorises the officers listed in the Table below to sign documents on behalf of the Shire of Broome. Only Directors, Managers, and officers with delegated authority from the Chief Executive Officer may sign (execute) documents relevant to matters within the scope of their Directorate and/or Business Unit.

Description	Authority to Execute	Typical documents included, but are not limited to:
Offer and Acceptance forms and associated documents required to enact a decision of Council to purchase or sell land. This does not include Mortgage and Transfer of Land documents which are Landgate forms listed as Category 1 documents.	<ul style="list-style-type: none"> Chief Executive Officer Responsible Director 	<ul style="list-style-type: none"> ➤ standard REIWA terms ➤ Special conditions of offer; ➤ Contracts of sale
Documents required to enact a decision of Council, which are not Category 1 documents.	<ul style="list-style-type: none"> Chief Executive Officer Responsible Director 	<ul style="list-style-type: none"> ➤ Contractual documents resulting from a tender process. ➤ Notification on title as required by a condition of approval, etc

Category 2 Documents – No Common Seal cont.

Description	Authority to Execute	Typical documents included, but are not limited to:
General deeds, legal and service agreements.	<ul style="list-style-type: none"> • Chief Executive Officer • Responsible Director 	<ul style="list-style-type: none"> ➤ EBA's ➤ Settlements and/or releases ➤ Confidentiality and non-disclosure ➤ Developer contributions ➤ Memorandums of understanding ➤ Other statements of intent and terms and conditions ➤ Funding agreements ➤ Sponsorship
Leases, licences and access agreements, and associated documents.	<ul style="list-style-type: none"> • Chief Executive Officer • Responsible Director • Manager Engineering 	<ul style="list-style-type: none"> ➤ Any notices required to be given under a lease, etc.
Documents required when the Shire owns land or manages land under a management order.	<ul style="list-style-type: none"> • Chief Executive Officer • Responsible Director • Manager Planning & Building Services 	<ul style="list-style-type: none"> ➤ Subdivision applications ➤ Development applications ➤ Building applications ➤ Agreement for access and indemnity ➤ Works agreements, etc
Documents prepared for registration at Landgate excluding Mortgage and Transfer of Land forms which are Category 1 documents.	<ul style="list-style-type: none"> • Chief Executive Officer • Responsible Director • Manager Planning & Building Services 	<ul style="list-style-type: none"> ➤ Restrictive covenants ➤ Caveats ➤ Memorials ➤ Covenants ➤ Easements ➤ Rights of carriageway
Documents required to enact a decision made under delegated authority or as a condition of approval given under delegated authority.	<ul style="list-style-type: none"> • Chief Executive Officer • Responsible Director • The Shire Officer exercising the delegated authority 	<ul style="list-style-type: none"> ➤ Planning approvals ➤ Building approvals

Category 3 Documents

Category 3 documents are created in the normal course of business and are consistent with the Shire's policies and procedures. Category 3 documents are to be executed by the Chief Executive Officer, Director or Manager, or an officer where the authority has been extended to that officer through an authorisation, policy, procedure, or a position description.

These documents include, but are not limited, to the following:

1. Letters, correspondence, and other documents that reflect an operational or procedural action required in the ordinary course of business;
2. Agreements for the purchase of goods and services identified within the directorates budget (other than tenders) and conforming to the requirements of the Shire's Purchasing Policy and other relevant policies;
3. Contracts for grant funding with private agencies (incoming and outgoing);
4. Regular hire agreements for Shire facilities.

Roles and Responsibilities

The common seal is in the custody of the Office of the Chief Executive Officer which is responsible for arranging the affixing of the common seal on documents. A record of its use is kept in the Shire's Common Seal Register.

The responsible officer is to ensure that they fully understand what is being executed on behalf of Council. If it is unclear what category a document is, then the higher category is to take precedence.

Document Control Box					
Document Responsibilities:					
Owner:	Chief Executive Officer		Owner Business Unit:	Office of the CEO	
Reviewer:	Manager Governance, Strategy & Risk		Decision Maker:	Council	
Compliance Requirements:					
Legislation:	Local Government Act 1995 - s9.49A Execution of documents Local Government Act 1995 - s9.49 Documents, how authenticated				
Industry:					
Organisational:					
Document Management:					
Risk Rating:	Low	Review Frequency:	Every 4 years	Next Due:	April 2026
Version #	Decision Reference:	Synopsis:			
1.	26 May 2022	Replaces Execution of Documents and Application of Common Seal Policy			
2.					
3.					

COUNCIL POLICY



Execution of Documents and Application of Common Seal

Policy Objective

To clarify the authority given by Council for the execution of documents and the affixing of the Common Seal when required, by the President and the Chief Executive Officer under Clause 19.1(2) of the Shire of Broome Standing Orders Local Law 2003 (or as amended).

Policy Statement

The Shire of Broome has a Common Seal that is to be affixed to certain documents as proof that the document in question has been attested to by the Shire.

Documents that require the Common Seal are to be presented to Council for consideration within the Reports of Officers section at the appropriate meeting of Council. The report recommendation is to include the following or similar wording *"That Council approves the affixation of the Common Seal of the Shire of Broome to the said document and authorises the Shire President and Chief Executive Officer to sign all documentation as required"*.

The attachment of the Common Seal requires attesting by both the Shire President, or in their absence the Deputy Shire President, and Chief Executive Officer or the person acting in that position.

Clause 19.1(4) of the Shire of Broome Standing Orders Local Law 2003 (or as amended) requires the Chief Executive Officer maintain a register of documents where the Common Seal has been affixed.

Guidelines

The *Local Government Act 1995* (the Act) was amended to clarify the requirements for the valid execution of documents on behalf of a local government. The relevant provisions of the Act are:

9.49A. Execution of documents

- (1) A document is duly executed by a local government if —
 - (a) the common seal of the local government is affixed to it in accordance with subsections (2) and (3); or
 - (b) it is signed on behalf of the local government by a person or persons authorised under subsection (4) to do so.
- (2) The common seal of a local government is not to be affixed to any document except as authorised by the local government.
- (3) The common seal of the local government is to be affixed to a document in the presence of —
 - (a) the mayor or president; and

(b) the chief executive officer or a senior employee authorised by the chief executive officer, each of whom is to sign the document to attest that the common seal was so affixed.

- (4) A local government may, by resolution, authorise the chief executive officer, another employee or an agent of the local government to sign documents on behalf of the local government, either generally or subject to conditions or restrictions specified in the authorisation.*
- (5) A document executed by a person under an authority under subsection (4) is not to be regarded as a deed unless the person executes it as a deed and is permitted to do so by the authorisation.*

9.49B. Contract formalities

- (1) Insofar as the formalities of making, varying or discharging a contract are concerned, a person acting under the authority of a local government may make, vary or discharge a contract in the name of or on behalf of the local government in the same manner as if that contract was made, varied or discharged by a natural person.
- (2) The making, variation or discharge of a contract in accordance with subsection (1) is effectual in law and binds the local government concerned and other parties to the contract.
- (3) Subsection (1) does not prevent a local government from making, varying or discharging a contract under its common seal.

9.49. Documents, how authenticated

A document, is, unless this Act requires otherwise, sufficiently authenticated by a local government without its common seal if signed by the CEO or an employee of the local government who purports to be authorised by the CEO to so sign.

To facilitate the effective utilisation of the Act's provisions, Council at its Ordinary Council Meeting of 7 September 2017 adopted authorisations to the CEO, Directors and a number of Managers for the execution of documents on behalf of the Shire of Broome, without the requirement to affix the seal. Full details of the authorisations are detailed in **CA1 – Execution of Documents on Behalf of the Shire of Broome**.

As a consequence of the adoption of the Authorisations by Council there are less documents that now are required to have the Common Seal of the Shire of Broome affixed. The following documents are required to have the Common Seal affixed (other documents may have the seal affixed at the discretion of the CEO):-

	Document Description		Document Description
1	New or Revised Town Planning Schemes	4	C/Wealth or State Government documents where legislation specifically requires the seal or CEO signature.
2	Amendments to Town Planning Schemes	5	Documents of a Ceremonial Nature – such as Sister City agreements
3	New, Revised or Amendments to Local Laws		

The sealing clause shall be:

The COMMON SEAL of the SHIRE OF BROOME)
by the authority of a resolution of the Council)
was hereunto affixed in the presence of:)

Common
Seal

(Insert Name of Shire President)
Shire President

(Insert Name of CEO)
Chief Executive Officer

It should be noted that some matters that may be dealt with under delegated authority may require the Common Seal to be affixed.

Document Control Box							
Document Responsibilities:							
Owner:	Chief Executive Officer			Owner Business Unit:	Office of the CEO		
Reviewer:	Manager Governance, Strategy & Risk			Decision Maker:	Council		
Compliance Requirements:							
Legislation:							
Industry:							
Organisational:	CA1 Execution of Documents						
Document Management:							
Risk Rating:	Medium	Review Frequency:	Biennial	Next Due:	12/2021	Records Ref:	
Version #	Decision Reference:	Synopsis:					
1.	14 June 2005	OMC Initial Adoption					
2.	12 December 2019	Review and conversion to new policy template					

To Be Retired

SHIRE OF BROOME COUNCIL AUTHORISATION

Title:	Execution of Documents on Behalf of the Shire of Broome		
Authorisation No.:	CA1		
Authorisation from:	Council	Authorised to:	Shire Officers as detailed below
Date Adopted:	7 September 2017	Date Last Reviewed:	

Legislation/Policy:	Section 9.49A of the <i>Local Government Act 1995</i>
Function of the Local Government which is being authorised:	The signing of documents on behalf of the Shire which do not require the affixing of the seal.

Details

(a) any document, including Deeds, that is necessary or appropriate to be signed for these officers to carry out their functions and duties under any written law;

- i. The Chief Executive Officer*
- ii. The Director of Development & Community Services*
- iii. The Director of Infrastructure Services*
- iv. The Director of Corporate Services*

(b) any document, excluding Deeds, that is necessary or appropriate to be signed to carry out the Manager's functions and duties under any written law;

- v. Manager Governance*
- vi. Manager Financial Services*
- vii. Manager Information Services*
- viii. Manager Planning & Building Services*
- ix. Manager Health, Emergency & Ranger Services*
- x. Manager Community & Economic Development*
- xi. Manager Sport & Recreation*
- xii. Manager Infrastructure Operations*
- xiii. Manager Engineering*

CROSS REFERENCES (If any):

Business Operation Procedure No.		Policy No.:	
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Notes:	See Advice Note – Attachment 1
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Attachment 1 - Advice Note**SHIRE OF BROOME****PART A - EXAMPLES OF DOCUMENTS THAT CAN BE EXECUTED UNDER COUNCIL
AUTHORISATION**

	Document Description		Document Description
1	Restrictive Covenants – under s.129BA of the <i>Transfer of Land Act 1893</i> and any discharge or modifications of covenants	11	Reciprocal Access agreements and withdrawal or modification of Reciprocal Access agreements
2	Lodgement, modification and withdrawal of Caveats	12	Management Statements and withdrawal or modification of Management Statements
3	Lodgement, modification and withdrawal of Memorial	13	General Legal and Service Agreements
4	Leases where Council has previously resolved to enter into or have been approved under delegation, including renewals, extensions or modifications of leases, including leases for staff housing	14	Contracts for the provision of services or goods, including those to be entered into following a tender process
5	Deeds of Agreement, Development Contribution Deeds and Deeds of Release;	15	Transfer of land documents where Council has previously resolved to either purchase or dispose of land or land is being transferred to the Shire for a public purpose
6	Licences	16	Debenture documents for loans which Council has resolved to raise
7	Covenants and any discharge or modification of covenants	17	New Funding or Contracts of Agreement between the Council and State or Commonwealth Governments or Private Organisations for programs to which Council has previously adopted, or additions to existing programs, which in the view of the Chief Executive Officer are in accordance with the original intent of the adopted program
8	Easements and the surrender or modification of easements	18	Records Disposal Authorisation
9	Notifications on title and withdrawal or modification of notifications	19	Letters requested to be written by Council by resolution, which are not of a Political nature
10	Rights of Carriageway agreements and withdrawal or modification of Rights of Carriageway agreements	20	

PART B - EXAMPLES OF DOCUMENTS WHERE THE COMMON SEAL IS/OR MAYBE REQUIRED

	Document Description		Document Description
1	New or Revised Town Planning Schemes	4	C/Wealth or State Government documents where legislation specifically requires the seal or CEO signature.
2	Amendments to Town Planning Schemes	5	Documents of a Ceremonial Nature – such as Sister City agreements
3	New, Revised or Amendments to Local Laws	6	

9.4.3 MONTHLY PAYMENT LISTING APRIL 2022

LOCATION/ADDRESS:	Nil
APPLICANT:	Nil
FILE:	FRE02
AUTHOR:	Finance Officer - Creditors
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Corporate Services
DISCLOSURE OF INTEREST:	Nil

SUMMARY:

This report recommends that Council receives the list of payments made under delegated authority, as per the attachment to this report, for April 2022.

BACKGROUND

The Chief Executive Officer (CEO) has delegated authority to make payments from the Municipal and Trust funds as per the budget allocations.

COMMENT

The Shire provides payments to suppliers by either Electronic Funds Transfer (EFT & BPAY), cheque, credit card or direct debit. Attached is a list of all payments processed under delegated authority during April 2022.

CONSULTATION

Nil.

STATUTORY ENVIRONMENT***Local Government (Financial Management) Regulations 1996***

13. *Payments from municipal fund or trust fund by CEO, CEO's duties as to etc.*

- (1) *If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared —*
 - (a) *the payee's name;*
 - (b) *the amount of the payment; and*
 - (c) *the date of the payment; and*
 - (d) *sufficient information to identify the transaction.*
- (2) *A list of accounts for approval to be paid is to be prepared each month showing —*
 - (a) *for each account which requires council authorisation in that month —*
 - (i) *the payee's name; and*
 - (ii) *the amount of the payment; and*
 - (iii) *sufficient information to identify the transaction; and*

(b) the date of the meeting of the Council to which the list is to be presented.

(3) A list prepared under sub regulation (1) or (2) is to be —

- (a) presented to the Council at the next ordinary meeting of the Council after the list is prepared; and
- (b) recorded in the minutes of that meeting.

POLICY IMPLICATIONS

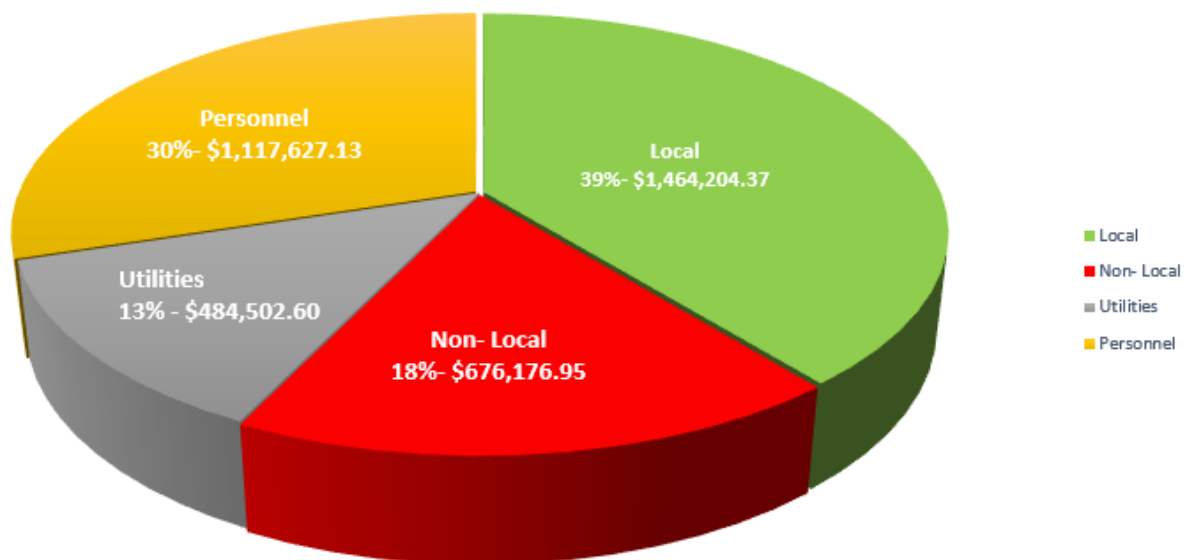
Nil.

FINANCIAL IMPLICATIONS

List of payments made in accordance with budget and delegated authority. Payments can also be analysed as follows:

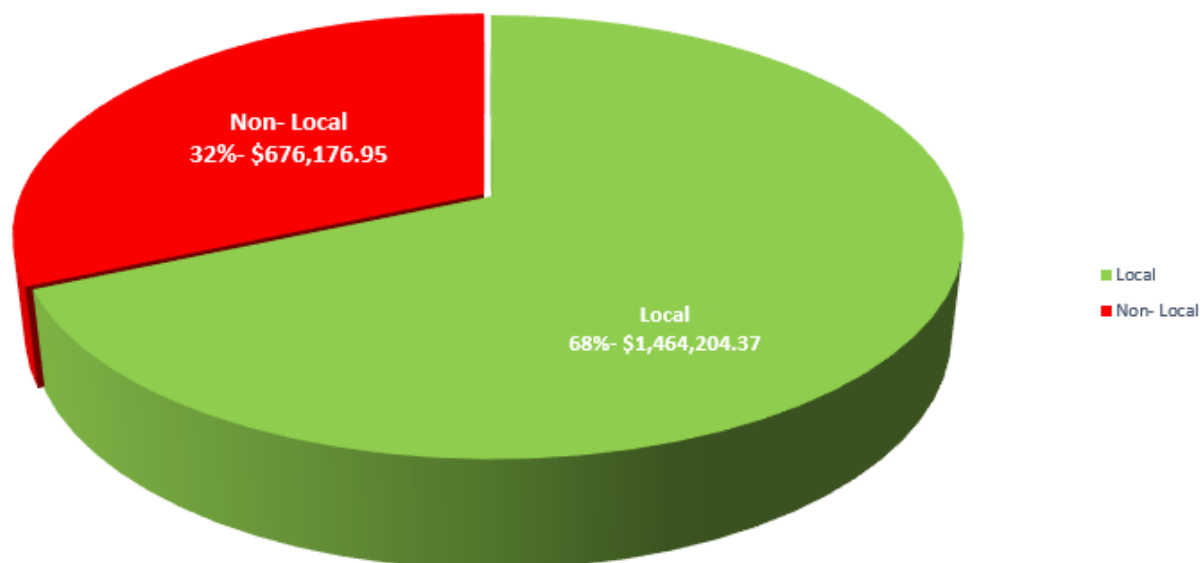
List of payments made in accordance with budget and delegated authority. The graph below displays the percentage comparison for the total spend for the month of April 2022. Local Spending accounted for \$1,464,204.37 (39%), non-local payments were \$676,176.95 (18%), personnel payments totalled \$1,117,627.13 (30%) and utility payments totalled \$484,502.60 (13%) for the month of April 2022.

SHIRE OF BROOME PAYMENTS APRIL 2022



The below graph shows the percentage of local spend in comparison to non-local and recoupable spend for April 2022 after \$1,117,627.13 in personnel payments, \$484,502.60 in utilities and other non-local sole suppliers were excluded.

LOCAL Vs NON-LOCAL PAYMENTS APRIL 2022



YEAR TO DATE CREDITOR PAYMENTS

The below table summarises the total payments made to creditors year to date:

Month	Cheques	EFT Payments	Direct Debit	Credit Card	Trust	Payroll	Total Creditors
Jul-21	\$ 10,506.30	\$ 5,896,317.44	\$ 160,306.41	\$ 6,007.73	\$ -	\$ 1,696,691.00	\$ 7,769,828.88
Aug-21	\$ 10,506.30	\$ 2,713,492.40	\$ 183,695.00	\$ -	\$ -	\$ 941,363.60	\$ 3,849,057.30
Sep-21	\$ 6,195.68	\$ 3,935,210.23	\$ 178,688.21	\$ 12,730.32	\$ -	\$ 1,226,205.36	\$ 5,359,029.80
Oct-21	\$ 1,483.11	\$ 2,768,258.68	\$ 160,949.53	\$ 12,730.32	\$ -	\$ 1,205,740.99	\$ 4,149,162.63
Nov-21	\$ 200.00	\$ 3,488,512.00	\$ 155,301.97	\$ 14,493.76	\$ -	\$ 1,138,889.36	\$ 4,797,397.09
Dec-21	\$ 1,535.45	\$ 2,440,244.32	\$ 641,503.06	\$ 15,913.03	\$ -	\$ 1,670,146.75	\$ 4,769,342.61
Jan-22	\$ 400.00	\$ 1,082,912.81	\$ 174,182.24	\$ 7,624.83	\$ -	\$ 1,110,862.41	\$ 2,375,982.29
Feb-22	\$ 2,864.42	\$ 1,160,790.14	\$ 165,950.64	\$ 2,081.14	\$ -	\$ 827,368.62	\$ 2,159,054.96
Mar-22	\$ 1,740.70	\$ 2,388,130.73	\$ 159,320.20	\$ 5,550.57	\$ -	\$ 1,642,368.34	\$ 4,197,110.54
Apr-22	\$ 751.61	\$ 2,456,550.66	\$ 167,430.04	\$ -	\$ -	\$ 1,117,627.13	\$ 3,742,359.44
TOTAL	36,183.57	28,330,419.41	2,147,327.30	77,131.70	-	12,577,263.56	43,168,325.54

RISK

The risk of Council not adopting this report is extreme as this will result in non-compliance with Regulation 13 of the *Local Government (Financial Management) Regulations 1996*.

The likelihood of this ever occurring is rare due to the CEO's implementation of procedures to ensure payment details are disclosed to Council in a timely manner, as well as Procurement and Purchasing policies which ensure these payments are made in accordance with budget and delegated authority and comply with *Local Government (Financial Management) Regulations 1996*.

STRATEGIC CORPORATE PLAN OBJECTIVES

Performance - We will deliver excellent governance, service and value, for everyone.

Outcome Thirteen - Value for money from rates and long term financial sustainability:

VOTING REQUIREMENTS*Simple Majority***COUNCIL RESOLUTION:****(REPORT RECOMMENDATION)****Minute No. C/0522/039****Moved: Cr C Mitchell****Seconded: Cr P Taylor****That Council:**

- 1. Receives the list of payments made from the Municipal and Trust Accounts in April 2022 totalling in \$3,742,359.44 (Attachment 1) per the requirements of Regulation 12 of the Local Government (Financial Management) Regulations 1996 covering:**
 - a) EFT Vouchers 64956 - 65452 totalling \$3,574,177.79;**
 - b) Municipal Cheque Vouchers 57733 - 57735 totalling \$751.61;**
 - c) Trust Cheque Vouchers 0000 - 0000 totalling \$0.00; and**
 - d) Credit Card Payments and Municipal Direct Debits 30650.01 - 30723.33 totalling \$167,430.04.**
- 2. Notes the local spend of \$1,464,204.37 included in the amount above, equating to 39% of total payments excluding personnel, utility and other external sole supplier costs.**

CARRIED UNANIMOUSLY 6/0**Attachments**

1. Monthly Payment Listing April 2022

Management Regulation 12.

Each payment must show on a list the payees name, the amount of the payment, the date of the payment and sufficient information to identify the transaction.

This report incorporates the Delegation of Authority (Administration Regulation 19)

PAYMENTS BY EFT, CHEQUE, TRUST, DIRECT DEBITS & CREDIT CARDS - APRIL 2022						
MUNICIPAL & TRUST ELECTRONIC TRANSFERS - APRIL 2022						
EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
EFT64956	01/04/2022	BRUCE JOSEPH RUDEFORTH JNR	Monthly Councillor Sitting Fee and Allowances	\$ 1,747.75	MFS	\$ 1,747.75
EFT64957	01/04/2022	CHRISTOPHER RALPH MITCHELL	Monthly Councillor Sitting Fee and Allowances	\$ 1,747.75	MFS	\$ 1,747.75
EFT64958	01/04/2022	DESIREE MAGDOLNA MALE	Monthly Councillor Sitting Fee and Allowances	\$ 2,737.67	MFS	\$ 2,737.67
EFT64959	01/04/2022	ELSTA REGINA FOY	Monthly Councillor Sitting Fee and Allowances	\$ 1,747.75	MFS	\$ 1,747.75
EFT64960	01/04/2022	HAROLD NORMAN TRACEY	Monthly Councillor Sitting Fee and Allowances	\$ 6,202.16	MFS	\$ 6,202.16
EFT64961	01/04/2022	NIK WEVERS	Monthly Councillor Sitting Fee and Allowances	\$ 1,747.75	MFS	\$ 1,747.75
EFT64962	01/04/2022	PETER JOHN TAYLOR	Monthly Councillor Sitting Fee and Allowances	\$ 1,747.75	MFS	\$ 1,747.75
EFT64963	01/04/2022	PHILLIP FRANCIS MATSUMOTO	Monthly Councillor Sitting Fee and Allowances	\$ 1,747.75	MFS	\$ 1,747.75
EFT64964	01/04/2022	ABLE ELECTRICAL (WA) PTY LTD	Repair Fault on Lights- Father McMahon Oval	\$ 792.00	MFS	\$ 792.00
EFT64965	01/04/2022	ADVANCED ELECTRICAL EQUIPMENT PTY LTD	Electrical Maintenance- Conti Foreshore	\$ 430.17	MFS	\$ 26.00
EFT64966	01/04/2022	ALLVOLTS POWER SOLUTIONS PTY LTD	Equipment- P&G	\$ 26.00	MFS	\$ 26.00
EFT64967	01/04/2022	ARTISTRALIA	Bar Manager- Civic Centre	\$ 217.80	MFS	\$ 217.80
EFT64968	01/04/2022	ATEA CONSULTING	Executive Consultancy- Kimberley Zone	\$ 62,981.63	MFS	\$ 62,981.63
EFT64969	01/04/2022	B & S IMPACT CONSTRUCTIONS PTY LTD (NORTH WEST BUILDERS)	Crossover Subsidy- Infrastructure	\$ 2,000.00	MFS	\$ 2,000.00
EFT64970	01/04/2022	BIDFOOD (PREVIOUSLY GOLDLINE DISTRIBUTORS)	Kiosk Supplies- BRAC	\$ 1,474.07	MFS	\$ 1,474.07
EFT64971	01/04/2022	BOLINDA PUBLISHING PTY LTD	Books- Library	\$ 44.42	MFS	\$ 44.42
EFT64972	01/04/2022	BROOME BUILDERS PTY LTD	Crossover Subsidy- Infrastructure	\$ 1,000.00	MFS	\$ 1,000.00
EFT64973	01/04/2022	BROOME DIESEL & HYDRAULIC SERVICE	Hydraulic Hose Repair- Workshop	\$ 379.05	MFS	\$ 379.05
EFT64974	01/04/2022	BROOME MOTORS	Replacement Key - Workshop	\$ 383.09	MFS	\$ 383.09
EFT64975	01/04/2022	BROOME PROGRESSIVE SUPPLIES	Kiosk Supplies- BRAC	\$ 19.40	MFS	\$ 19.40
EFT64976	01/04/2022	BROOME SCOOTERS PTY LTD	Tool Servicing- P&G	\$ 121.00	MFS	\$ 121.00
EFT64977	01/04/2022	(KIMBERLEY MOWERS & SPARES)	Vehicle Repairs- Office of the CEO	\$ 311.41	MFS	\$ 311.41
EFT64978	01/04/2022	BUNNINGS BROOME	Maintenance- Shire Admin	\$ 87.64	MFS	\$ 87.64
EFT64979	01/04/2022	COAST & COUNTRY ELECTRICS	Lighting Maintenance- Zanders Carpark & Hatoyama Park	\$ 1,674.32	MFS	\$ 1,674.32
EFT64980	01/04/2022	FIELD AIR CONDITIONING & AUTO ELECTRICAL PTY LTD	Air Con Repair Bobcat Loader- P&G	\$ 844.45	MFS	\$ 844.45
EFT64981	01/04/2022	FOOTPRINT CLEANING (FORMERLY REGIONAL ASSET MANAGEMENT SERVICES)	Weekly Outside Cleaning- Various Locations	\$ 655.43	MFS	\$ 655.43
EFT64982	01/04/2022	GREAT NORTHERN LOGISTICS PTY LTD	Supply and Empty Bins for Pensioners- WMF	\$ 11,550.00	MFS	\$ 11,550.00
EFT64983	01/04/2022	HOLDFAST FLUID POWER NW PTY LTD	Repair Fuel Pump - Depot	\$ 345.13	MFS	\$ 345.13
EFT64984	01/04/2022	HORIZON POWER (ELECTRICITY USAGE)	Electricity Charges- Various	\$ 8,896.05	MFS	\$ 8,896.05
EFT64985	01/04/2022	INTELLIHR SYSTEMS PTY LTD	License, Maintenance & Support- IT	\$ 3,267.00	MFS	\$ 3,267.00
EFT64986	01/04/2022	INTERNATIONAL ASSOCIATION FOR PUBLIC PARTICIPATION AUSTRALASIA LIMITED	Organisational Training- People & Culture	\$ 13,500.00	MFS	\$ 13,500.00
EFT64987	01/04/2022	J BLACKWOOD & SON T/AS BLACKWOODS	Wrench Makita Batteries- Works	\$ 1,428.69	MFS	\$ 1,428.69
EFT64988	01/04/2022	JENNA MCNEISH TAS BROOME FLORIST	Flowers- People & Culture	\$ 150.00	MFS	\$ 150.00
EFT64989	01/04/2022	KIMBERLEY TRUSS (NORTRUSS (NT) PTY LTD)	Reactive Maintenance - Library	\$ 145.60	MFS	\$ 145.60
EFT64990	01/04/2022	KIMBERLEY WASHROOM SERVICES	Provide Nappy & Sanitary Waste - Various	\$ 1,421.00	MFS	\$ 1,421.00
EFT64991	01/04/2022	LEISURE MANAGEMENT SERVICES (LINKS MODULAR SOLUTIONS)	ActiveCarrot Full Suite Fee- IT	\$ 491.34	MFS	\$ 491.34
EFT64992	01/04/2022	LOCK & LOAD LASER TAG	Laser Tag- Civic Centre	\$ 495.00	MFS	\$ 495.00
EFT64993	01/04/2022	MCCORRY BROWN EARTHMOVING PTY LTD	Pindan Cover (RDT20-09)- WMF	\$ 29,150.00	MFS	\$ 29,150.00
EFT64994	01/04/2022	MCMULLEN NOLAN GROUP PTY LTD (MNG)	Feature Survey - Stewart Street	\$ 8,058.60	MFS	\$ 8,058.60
EFT64995	01/04/2022	MITCHELL FRANKLYN-FOWLER	Bar Manager- Civic Centre	\$ 185.88	MFS	\$ 185.88

Item 9.4.3 - MONTHLY PAYMENT LISTING APRIL 2022

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
EFT64996	01/04/2022	NEXON ASIA PACIFIC PTY LTD	Monthly Managed Services- IT	\$ 15,201.08	MFS	
EFT64997	01/04/2022	NORTH WEST COAST SECURITY	Fortnightly Cash Pickups- Shire Admin	\$ 60.50	MFS	\$ 60.50
EFT64998	01/04/2022	NORTH WEST LOCKSMITHS	Screen Security Lock- WMF	\$ 89.00	MFS	\$ 89.00
EFT64999	01/04/2022	NORTH WEST TRIM & SHADE	Reinstall Shade in Cable Beach - P&G	\$ 6,600.00	MFS	\$ 6,600.00
EFT65000	01/04/2022	NUTRIEN AG SOLUTIONS	Chemicals- P&G	\$ 3,355.66	MFS	\$ 3,355.66
EFT65001	01/04/2022	OFFICE NATIONAL BROOME	Work Station- Shire Admin	\$ 2,329.63	MFS	\$ 2,329.63
EFT65002	01/04/2022	OFFICE OF THE AUDITOR GENERAL	OAG Roads to Recovery Certificate- Infrastructure	\$ 4,400.00	MFS	
EFT65003	01/04/2022	OPTON PROPERTY GROUP PTY LTD	Property Valuation- The Old Broome Lock Up	\$ 1,980.00	MFS	
EFT65004	01/04/2022	PRINTING IDEAS	Printing- Various	\$ 3,670.70	MFS	\$ 3,670.70
EFT65005	01/04/2022	PRITCHARD FRANCIS CONSULTING PTY LTD	Engineering Consultancy- Infrastructure	\$ 3,410.00	MFS	
EFT65006	01/04/2022	RAGS ROOF PLUMBING	Install Replacement Roof to Existing Effluent Water Tank- BRAC	\$ 14,542.00	MFS	\$ 14,542.00
EFT65007	01/04/2022	RECISHWEST	Life Buoys- Jetty Project	\$ 2,200.00	MFS	
EFT65008	01/04/2022	ROEBUCK BAY HOTEL	Bar Stock- Civic Centre	\$ 652.72	MFS	\$ 652.72
EFT65009	01/04/2022	SALTWATER COUNTRY Inc.	Sponsorship- Rhythm and Ride Event	\$ 33,000.00	MFS	\$ 33,000.00
EFT65010	01/04/2022	SEAT ADVISOR PTY LTD	Ticket Commissions- Civic Centre	\$ 104.72	MFS	
EFT65011	01/04/2022	SECUREPAY PTY LTD	Security for Ticket Sales- Civic Centre	\$ 15.95	MFS	
EFT65012	01/04/2022	SPORTS STAR TROPHIES	Medals- BRAC	\$ 1,217.95	MFS	
EFT65013	01/04/2022	STIHL SHOP REDCLIFFE	Tools- P&G	\$ 2,105.10	MFS	
EFT65014	01/04/2022	SURFMET PTY LTD T/A KIMBERLEY SOILS LABORATORY	Construction- Youth Bike Recreation Area	\$ 3,245.00	MFS	
EFT65015	01/04/2022	SWAN MARINE CONSTRUCTION (SMC MARINE PTY LTD)	Refurbishment Progress Claim (RFT 21-03)- Streeters Jetty	\$ 19,373.97	MFS	
EFT65016	01/04/2022	T - QUIP	Parts Groundmaster- P&G	\$ 87.40	MFS	
EFT65017	01/04/2022	TALIS CONSULTANTS	Waste Design Consultancy- RRRP	\$ 1,006.50	MFS	
EFT65018	01/04/2022	TELSTRA	Telephone Charges- IT	\$ 3,109.70	MFS	
EFT65019	01/04/2022	THINK WATER BROOME	Haynes Oval Tanks Pump Maintained- P&G	\$ 3,373.15	MFS	\$ 3,373.15
EFT65020	01/04/2022	TNT AUSTRALIA PTY LTD T/AS TNT EXPRESS	Freight- Health	\$ 113.33	MFS	
EFT65021	01/04/2022	TOTALLY WORKWEAR	Uniforms- People & Culture	\$ 130.60	MFS	\$ 130.60
EFT65022	01/04/2022	VIVA ENERGY AUSTRALIA	Fuel Charges- Various	\$ 302.47	MFS	
EFT65023	01/04/2022	WATTLEUP TRACTORS	Front Wing Roller Assembly for Mower- P&G	\$ 95.94	MFS	
EFT65024	01/04/2022	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION (WALGA)	Rapid Antigen Tests- People & Culture	\$ 16,060.00	MFS	
EFT65025	01/04/2022	WESTRAC	Repairs & Maintenance- Works	\$ 21.71	MFS	
EFT65026	01/04/2022	WOOLWORTHS GROUP LIMITED (96000235)	Supplies for Maintenance of Port Smith Rd- Works	\$ 223.94	MFS	
EFT65027	04/04/2022	WATER CORPORATION	Water Use and Service Charge- Various	\$ 85,592.97	MFS	
EFT65028	04/04/2022	AVERY AIRCONDITIONING PTY LTD	Airconditioning Repairs- Kimberley Regional Office 2	\$ 419.69	MFS	\$ 419.69
EFT65029	04/04/2022	BIDFOOD (PREVIOUSLY GOLDLINE DISTRIBUTORS)	Kiosk Supplies- BRAC	\$ 493.20	MFS	\$ 493.20
EFT65030	04/04/2022	BOAB UAS PTY LTD	Air Raid Artwork- Community	\$ 450.00	MFS	\$ 450.00
EFT65031	04/04/2022	BOC LIMITED	Dry Ice- Health	\$ 93.72	MFS	
EFT65032	04/04/2022	BOYA EQUIPMENT	Service Kit For Kubota Tractor- P&G	\$ 1,469.51	MFS	
EFT65033	04/04/2022	BROOME ALI WORX	Repairs Hand Rails- Cable Beach	\$ 1,672.00	MFS	\$ 1,672.00
EFT65034	04/04/2022	BROOME CHAMBER OF COMMERCE & INDUSTRY (INC) - BCCI	Broome Chamber of Commerce- Gift Cards	\$ 257.40	MFS	\$ 257.40
EFT65035	04/04/2022	BROOME DOCTORS PRACTICE PTY LTD	Pre-employment Medicals- People & Culture	\$ 1,139.00	MFS	\$ 1,139.00
EFT65036	04/04/2022	BROOME PROGRESSIVE SUPPLIES	Milk- Shire Admin	\$ 34.82	MFS	\$ 34.82
EFT65037	04/04/2022	CARPET PAINT & TILE CENTRE	AeroSpray- Workshop	\$ 47.25	MFS	\$ 47.25
EFT65038	04/04/2022	FLOWERS ON SAVILLE STREET	Flowers- People & Culture	\$ 100.00	MFS	\$ 100.00
EFT65039	04/04/2022	INDUSTRIAL AUTOMATION GROUP	Maintenance Oval Lights- BRAC	\$ 1,680.80	MFS	
EFT65040	04/04/2022	SALARY & WAGES	Payroll S&W	\$ 505.00	MFS	
EFT65041	04/04/2022	KAZUE DOKI (LIME LEAF CAFE)	Catering - Cable Beach Engagement Sessions	\$ 150.00	MFS	\$ 150.00
EFT65042	04/04/2022	KENNARDS HIRE	Hire of 5 Tonne Excavator- BRAC Carpark	\$ 1,213.20	MFS	\$ 1,213.20
EFT65043	04/04/2022	KIMBERLEY AUTO CARE	Vehicle Detailing- WMF	\$ 660.00	MFS	\$ 660.00
EFT65044	04/04/2022	KIMBERLEY GOLD PURE DRINKING WATER	Drinking Water- WMF	\$ 170.00	MFS	\$ 170.00
EFT65045	04/04/2022	M2M ONE PTY LTD	Sim Card- BRAC	\$ 10.45	MFS	
EFT65046	04/04/2022	MARY ELIZABETH JANE LAWTON	Screenprinted Cotton Bags- Youth Hack	\$ 1,575.60	MFS	\$ 1,575.60
EFT65047	04/04/2022	MCCORRY BROWN EARTHMOVING PTY LTD	Install Concrete Footpaths- Millington Rd	\$ 701.25	MFS	\$ 701.25
EFT65048	04/04/2022	MELBOURNE INTERNATIONAL COMEDY FESTIVAL	Broome Comedy Festival Roadshow- Civic Centre	\$ 4,125.00	MFS	
EFT65049	04/04/2022	MUDMAP STUDIO	Greenspace Stage 2- Town Beach Redevelopment	\$ 3,960.00	MFS	\$ 3,960.00
EFT65050	04/04/2022	OFFICE NATIONAL BROOME	Sunscreens Lotion- Depot	\$ 29.10	MFS	\$ 29.10
EFT65051	04/04/2022	PRINTING IDEAS	Daily Plant & Truck Books- Depot	\$ 459.80	MFS	\$ 459.80

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
EFT65052	04/04/2022	REMOTE MECHANICAL CONTRACTING	Prime Mover Radiator Replacement & Inspection- Works	\$ 2,904.00	MFS	\$ 2,904.00
EFT65053	04/04/2022	ROADLINE CIVIL CONTRACTORS	Tipper Hire (RFT20-10)- Manari Road	\$ 14,300.00	MFS	\$ 14,300.00
EFT65054	04/04/2022	STRATCO WA PTY LTD	Build & Grounds Maintenance- P&G	\$ 141.09	MFS	\$ 141.09
EFT65055	04/04/2022	STREETER & MALE PTY MITRE 10	Screen Door Repairs- WMF	\$ 61.43	MFS	\$ 61.43
EFT65056	04/04/2022	SUNDRY CREDITOR D- SECURITY INCENTIVE SCHEME -	Security Incentive Scheme- Community	\$ 201.75	MFS	\$ 201.75
EFT65057	04/04/2022	SUNDRY CREDITOR- CIVIC CENTRE- LOMBADINA ABORIGINAL CORPORATION	Bond Refund (1826)- Civic Centre	\$ 447.25	MFS	
EFT65058	04/04/2022	TALIS CONSULTANTS	Project Management (RFT 21/27)- RRRP	\$ 10,619.13	MFS	
EFT65059	04/04/2022	THE CONTINENTAL HOTEL T/A GARRETT HOSPITALITY PTY LTD	Venue and Catering- Broome Sport in Focus Sports Forum	\$ 2,050.00	MFS	\$ 2,050.00
EFT65060	04/04/2022	TOTALLY WORKWEAR	Uniform- Rangers	\$ 907.00	MFS	\$ 907.00
EFT65061	04/04/2022	WEST COAST ON HOLD (ON HOLD ONLINE)	Phone Messages- Marketing	\$ 77.00	MFS	
EFT65062	04/04/2022	WESTERN DIAGNOSTIC PATHOLOGY	Recruitment Drug and Alcohol Tests- People & Culture	\$ 269.72	MFS	
EFT65063	04/04/2022	XPANSE	License Maintenance and Support- IT	\$ 28,699.00	MFS	
EFT65064	07/04/2022	SALARY & WAGES	Payroll S&W	\$ 134,282.00	MFS	
EFT65065	07/04/2022	SALARY & WAGES	Payroll S&W	\$ 1,780.35	MFS	
EFT65066	08/04/2022	SALARY & WAGES	Payroll S&W	\$ 440.30	MFS	
EFT65067	08/04/2022	SALARY & WAGES	Payroll S&W	\$ 860.00	MFS	
EFT65068	08/04/2022	SALARY & WAGES	Payroll S&W	\$ 680.00	MFS	
EFT65069	08/04/2022	SALARY & WAGES	Payroll S&W	\$ 472.44	MFS	
EFT65070	08/04/2022	SALARY & WAGES	Payroll S&W	\$ 170.20	MFS	
EFT65071	08/04/2022	BEILBY DOWNING TEAL	Recruitment Expenses-Finance	\$ 5,500.00	MFS	
EFT65072	08/04/2022	BROOME BOULEVARD PROPERTY SYNDICATE	Engagement Stall Booking at Broome Boulevard- Cable Beach Foreshore Project	\$ 407.00	MFS	
EFT65073	08/04/2022	BROOME PLUMBING & GAS	Plumbing- BRAC	\$ 260.00	MFS	\$ 260.00
EFT65074	08/04/2022	BROOME SCOOTERS PTY LTD (KIMBERLEY MOWERS & SPARES)	Fertiliser Spreader- P&G	\$ 1,043.90	MFS	\$ 1,043.90
EFT65075	08/04/2022	COAST & COUNTRY ELECTRICS	Electrical Maintenance- BRAC	\$ 104.65	MFS	\$ 104.65
EFT65076	08/04/2022	COLES SUPERMARKETS - CHINATOWN, S324	Catering- Citizenship Ceremony	\$ 343.41	MFS	\$ 343.41
EFT65077	08/04/2022	DANIEL CERBINO	Location Reimbursement Expense- People & Culture	\$ 2,011.76	MFS	\$ 2,011.76
EFT65078	08/04/2022	DARREN KENNEDY	Reimbursement CPA Membership- Governance	\$ 1,415.00	MFS	\$ 1,415.00
EFT65079	08/04/2022	ELIZABETH (ELISE) PENDLEBURY	Location Reimbursement- People & Culture	\$ 1,221.85	MFS	\$ 1,221.85
EFT65080	08/04/2022	FOOTPRINT CLEANING (FORMERLY REGIONAL ASSET MANAGEMENT SERVICES)	Cleaning- Water Park	\$ 2,821.40	MFS	\$ 2,821.40
EFT65081	08/04/2022	G. BISHOPS TRANSPORT SERVICES PTY LTD	Freight- Nursery	\$ 1,024.65	MFS	\$ 1,024.65
EFT65082	08/04/2022	GRAYTILL	Spray Unit Parts- Depot	\$ 1,296.69	MFS	
EFT65083	08/04/2022	HATCH ROBERTS DAY PTY LTD	Investigations, Concepts and Business Case- McMahon Estate	\$ 3,338.50	MFS	
EFT65084	08/04/2022	HORIZON POWER (ELECTRICITY USAGE)	Electricity Charges- BRAC	\$ 17,968.02	MFS	
EFT65085	08/04/2022	INFOSURETY PTY LTD T/A INFOTRUST	Vault Enhanced Cloud Monthly Subscription- IT	\$ 148.10	MFS	
EFT65086	08/04/2022	MAPIEN	Workplace Cultural Intervention & Operational Review- People & Culture	\$ 22,423.09	MFS	
EFT65087	08/04/2022	MCINTOSH & SON	Filter/Service Kit for the Wheel Loader- WMF	\$ 2,290.38	MFS	
EFT65088	08/04/2022	PAULA HART	Air Raid Artwork- Town Beach Redevelopment	\$ 24,007.50	MFS	
EFT65089	08/04/2022	PROMOTIONAL EXPOSURE	Comedy Gold Performance (50% Deposit)- Civic Centre	\$ 3,025.00	MFS	
EFT65090	08/04/2022	SEVEN NETWORK (OPERATIONS) LIMITED	Advertising- Fight the Bite Campaign	\$ 311.46	MFS	
EFT65091	08/04/2022	SUNDRY CREDITOR E - SECURITY INCENTIVE SCHEME - STEPHANIE McCORMICK	Security Incentive Scheme- Community	\$ 275.00	MFS	\$ 275.00
EFT65092	08/04/2022	SUNDRY CREDITOR- DEBTORS - BROOME'S LAST RESORT	Refund (36999)- Cable Beach Amphitheatre	\$ 392.20	MFS	
EFT65093	08/04/2022	VIVA ENERGY AUSTRALIA	Fuel Card Charges- Various	\$ 171.49	MFS	
EFT65094	08/04/2022	WOOLWORTHS GROUP LIMITED (96000235)	Kiosk Supplies- BRAC	\$ 53.75	MFS	
EFT65095	08/04/2022	ZAK PETER AUSTIN	Crossover Subsidy- Infrastructure	\$ 1,000.00	MFS	\$ 1,000.00
EFT65096	11/04/2022	ACOR CONSULTANTS (WA) PTY LIMITED	Frederick St Carpark Design- Infrastructure	\$ 3,822.50	MFS	\$ 3,822.50
EFT65097	11/04/2022	AFGRI EQUIPMENT AUSTRALIA PTY LTD	Cabin Filters- P&G	\$ 121.11	MFS	
EFT65098	11/04/2022	ALLEN MOORE	Community Development Strategy - Community Services	\$ 400.00	MFS	\$ 400.00

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend	
EFT65099	11/04/2022	AMINDA MENAKA WARNASOORIYA	Bond Refund- Staff	\$ 1,517.15	MFS		
EFT65100	11/04/2022	ANSER GROUP PTY LTD	Lighting Upgrade- Haynes Oval	\$ 4,994.00	MFS		
EFT65101	11/04/2022	AVERY AIRCONDITIONING PTY LTD	Building Quarterly Maintenance Schedule- Kimberley Regional Office 2	\$ 462.00	MFS	\$ 462.00	
EFT65102	11/04/2022	BAIRD AUSTRALIA PTY LTD	Currents Study- Town Beach Jetty	\$ 6,545.00	MFS		
EFT65103	11/04/2022	BIDFOOD (PREVIOUSLY GOLDLINE DISTRIBUTORS)	Kiosk Supplies- BRAC	\$ 1,751.70	MFS	\$ 1,751.70	
EFT65104	11/04/2022	BP AUSTRALIA PTY LTD - FUEL	Bulk Diesel- Depot	\$ 14,327.73	MFS	\$ 14,327.73	
EFT65105	11/04/2022	BROOME BOLT SUPPLIES WA PTY LTD	Ratchet Binders- Depot	\$ 308.00	MFS	\$ 308.00	
EFT65106	11/04/2022	BROOME BOULEVARD CAFE	Catering- Workshop	\$ 210.00	MFS	\$ 210.00	
EFT65107	11/04/2022	BROOME BOULEVARD PROPERTY SYNDICATE	Community Stall- Community Engagement Strategy	\$ 203.50	MFS		
EFT65108	11/04/2022	BROOME CLEANAWAY	Kerbside Recycling Collection (RFT 14/01)- WMF	\$ 58,649.42	MFS	\$ 58,649.42	
EFT65109	11/04/2022	BROOME DIESEL & HYDRAULIC SERVICE	Parts for Smart Spray- Depot	\$ 31.15	MFS	\$ 31.15	
EFT65110	11/04/2022	BROOME TOYOTA	Car Service- Corporate Services	\$ 741.38	MFS	\$ 741.38	
EFT65111	11/04/2022	BUSINESS SOLUTIONS NORTHWEST (JONAH SANTIAGO)	Budget Preparation Consultancy- Finance	\$ 1,450.00	MFS		
EFT65112	11/04/2022	CARPET PAINT & TILE CENTRE	Works Maintenance - Chinatown	\$ 374.40	MFS	\$ 374.40	
EFT65113	11/04/2022	COLES SUPERMARKETS - CHINATOWN, S324	Kiosk Supplies- BRAC	\$ 287.92	MFS	\$ 287.92	
EFT65114	11/04/2022	CS LEGAL	Debt Collection Services- Finance	\$ 1,009.96	MFS		
EFT65115	11/04/2022	DINOSAUR COAST MANAGEMENT GROUP	Bond Refund (1783)- Civic Centre	\$ 417.80	MFS	\$ 417.80	
EFT65116	11/04/2022	DIX PRODUCTIONS- ENTERTAINMENT	Equipment Hire- Civic Centre	\$ 752.40	MFS	\$ 752.40	
EFT65117	11/04/2022	EVENTPRO SOFTWARE	EventPro Professional Edition and Modules Licencing- IT	\$ 1,436.41	MFS		
EFT65118	11/04/2022	FOOTPRINT CLEANING (FORMERLY REGIONAL ASSET MANAGEMENT SERVICES)	Cleaning Charges (RFT17-02)- Various	\$ 21,388.71	MFS	\$ 21,388.71	
EFT65119	11/04/2022	FORPARK AUSTRALIA	Parts Playground- P&G	\$ 10,262.12	MFS		
EFT65120	11/04/2022	G. BISHOPS TRANSPORT SERVICES PTY LTD	Supply Park Equipment- P&G	\$ 743.90	MFS	\$ 743.90	
EFT65121	11/04/2022	HARBY ENTERPRISES PTY LTD T/A HARBY STUDIOS	Website Design- Cable Beach Redevelopment Project	\$ 5,138.84	MFS		
EFT65122	11/04/2022	HARMONY HORTICULTURE	Weed Spray- Broome North	\$ 4,004.00	MFS	\$ 4,004.00	
EFT65123	11/04/2022	HARVEY NORMAN AV/IT SUPERSTORE	SD Card & Adapter- IT	\$ 38.00	MFS	\$ 38.00	
EFT65124	11/04/2022	BROOME	HERSEY'S SAFETY PTY LTD	Bag of Rags- Depot	\$ 1,155.00	MFS	
EFT65125	11/04/2022	HOLDFAST FLUID POWER NW PTY LTD	Loader Hose Repair- Depot	\$ 193.20	MFS		
EFT65126	11/04/2022	IANNELLO DESIGN	Media Release Template- IT	\$ 66.00	MFS		
EFT65127	11/04/2022	ILLION AUSTRALIA PTY LTD	SMS Payment Request Service- Rates	\$ 984.50	MFS		
EFT65128	11/04/2022	INTELLIHR SYSTEMS PTY LTD	License Maintenance & Support- IT	\$ 3,250.50	MFS		
EFT65129	11/04/2022	IT VISION	Altus Bank Reconciliation Annual Licence Fee - IT	\$ 1,489.65	MFS		
EFT65130	11/04/2022	J BLACKWOOD & SON T/AS BLACKWOODS	Uniform- People & Culture	\$ 479.47	MFS	\$ 479.47	
EFT65131	11/04/2022	JAYE SMOKER (UNBOUND SOUND)	Strings Production- Civic Centre	\$ 594.00	MFS	\$ 594.00	
EFT65132	11/04/2022	JENNA MCNEISH TAS BROOME FLORIST	Flowers- People & Culture	\$ 150.00	MFS	\$ 150.00	
EFT65133	11/04/2022	KIMBERLEY ARTS NETWORK INC	Organisational Training- People & Culture	\$ 200.00	MFS	\$ 200.00	
EFT65134	11/04/2022	KIMBERLEY AUTO CARE	Car Detailing- Depot	\$ 660.00	MFS	\$ 660.00	
EFT65135	11/04/2022	KIMBERLEY SECURITY SHREDDING	Shredding- Records	\$ 385.00	MFS	\$ 385.00	
EFT65136	11/04/2022	LGIS INSURANCE BROKING	Health & Wellbeing Seminars- People & Culture	\$ 1,191.85	MFS		
EFT65137	11/04/2022	MAGABALA BOOKS ABORIGINAL CORPORATION	Books- Library	\$ 400.81	MFS	\$ 400.81	
EFT65138	11/04/2022	NORTH WEST LOCKSMITHS	Upgrade Locks- BRAC	\$ 2,836.45	MFS	\$ 2,836.45	
EFT65139	11/04/2022	NORTH WEST TRIM & SHADE	Shade Sail Repairs- BRAC	\$ 1,100.00	MFS	\$ 1,100.00	
EFT65140	11/04/2022	OHM ELECTRONICS	Consumables- Workshop	\$ 186.40	MFS	\$ 186.40	
EFT65141	11/04/2022	PMK WELDING & METAL FABRICATION	Welding on Grader- Workshop	\$ 51.78	MFS	\$ 51.78	
EFT65142	11/04/2022	POOL WISDOM	Pool Chemical Supply- BRAC	\$ 1,376.00	MFS	\$ 1,376.00	
EFT65143	11/04/2022	QUIC DIG PTY LTD	Earthmoving Services- P&G	\$ 2,959.00	MFS	\$ 2,959.00	
EFT65144	11/04/2022	REMOTE MECHANICAL CONTRACTING	Service to Case Loader- WMF	\$ 1,386.00	MFS	\$ 1,386.00	
EFT65145	11/04/2022	RESOLUTE SECURITY SERVICES	Security Services- Shire Admin	\$ 7,777.00	MFS		
EFT65146	11/04/2022	ROYAL LIFE SAVING SOCIETY - WA	Aquatic Compliance Assessment- BRAC	\$ 1,060.40	MFS		
EFT65147	11/04/2022	SAMANTHA JO BOWRA	Reimbursement Expense- Civic Centre	\$ 176.76	MFS	\$ 176.76	

Item 9.4.3 - MONTHLY PAYMENT LISTING APRIL 2022

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
EFT65148	11/04/2022	SECUREPAY PTY LTD	Security- Civic Centre	\$ 19.78	MFS	
EFT65149	11/04/2022	SPACETOCO PTY LTD	Monthly Spacetoco- IT	\$ 165.00	MFS	
EFT65150	11/04/2022	SPORTS STAR TROPHIES	Trophies & Medals for Netball- BRAC	\$ 376.15	MFS	
EFT65151	11/04/2022	STANLEY FRANCIS PHOTOGRAPHY	Photography- Cable Beach Foreshore Upgrade	\$ 250.00	MFS	\$ 250.00
EFT65152	11/04/2022	STRATCO WA PTY LTD	Signage Maintenance- Chinatown	\$ 2,990.71	MFS	\$ 2,990.71
EFT65153	11/04/2022	SUNDRY CREDITOR C- SECURITY INCENTIVE SCHEME -	Security Scheme Incentive- Community	\$ 204.50	MFS	\$ 204.50
EFT65154	11/04/2022	TALIS CONSULTANTS	Consultancy Services- Demco/Simpsons Beach DFES Claims	\$ 1,072.50	MFS	
EFT65155	11/04/2022	TAPPED PLUMBING & GAS PTY LTD	Plumbing- Town Beach	\$ 1,740.20	MFS	\$ 1,740.20
EFT65156	11/04/2022	TERRY PATTERSON BUILDER (DEVERE CORPORATION PTY LTD)	Repairs to Shade Poles- P&G	\$ 5,500.00	MFS	\$ 5,500.00
EFT65157	11/04/2022	TOTALLY WORKWEAR	Uniform -Depot	\$ 1,488.75	MFS	\$ 1,488.75
EFT65158	11/04/2022	VIVA ENERGY AUSTRALIA	Fuel Card Charges- Various	\$ 145.13	MFS	
EFT65159	11/04/2022	WATER CORPORATION	Disconnection Service (Lot 1865 Res 39082)- Matsumoto St	\$ 1,181.00	MFS	
EFT65160	11/04/2022	WELDING SOLUTIONS	Threaded Flange for Water Tank - P&G	\$ 289.32	MFS	
EFT65161	11/04/2022	WESTBOOKS	New Book Purchases- Library	\$ 695.38	MFS	
EFT65162	11/04/2022	WOOLWORTHS GROUP LIMITED (96000235)	BBQ Supplies- Cable Beach Community Engagement	\$ 228.55	MFS	
EFT65163	11/04/2022	ZOHO CORPORATION PRIVATE LIMITED COMPANY	Software Annual Licensing & Maintenance- IT	\$ 14,953.95	MFS	
EFT65164	12/04/2022	SALARY & WAGES	Payroll S&W	\$ 393,728.00	MFS	
EFT65165	12/04/2022	SALARY & WAGES	Payroll S&W	\$ 14,246.33	MFS	
EFT65166	14/04/2022	ABLE ELECTRICAL (WA) PTY LTD	Upgrade Oval Lights (RFT21/05)- BRAC	\$ 543,775.32	MFS	\$ 543,775.32
EFT65167	14/04/2022	ADVANCED ELECTRICAL EQUIPMENT PTY LTD	Globes- Shire Chambers & Function Room	\$ 71.50	MFS	
EFT65168	14/04/2022	AGENT SALES & SERVICES PTY LTD	Chlorine Test- Health	\$ 1,012.00	MFS	
EFT65169	14/04/2022	ANDREW CLOSE	Reimbursement- Cable Beach Foreshore	\$ 554.37	MFS	\$ 554.37
EFT65170	14/04/2022	AVERY AIRCONDITIONING PTY LTD	Airconditioning Maintenance- BRAC	\$ 574.48	MFS	\$ 574.48
EFT65171	14/04/2022	BIDFOOD (PREVIOUSLY GOLDLINE DISTRIBUTORS)	Consumables- BRAC	\$ 435.80	MFS	\$ 435.80
EFT65172	14/04/2022	BROOME CLEANAWAY	Bin Empties- Nursery	\$ 107.22	MFS	\$ 107.22
EFT65173	14/04/2022	BUNNINGS BROOME	Maintenance Repairs- Medland Pavilion	\$ 262.46	MFS	\$ 262.46
EFT65174	14/04/2022	CARDNO (WA) PTY LTD	Road Safety Audit Reports- Various Locations	\$ 8,337.73	MFS	
EFT65175	14/04/2022	COLES SUPERMARKETS - CHINATOWN, S324	Catering- Cable Beach Engagement Information Sessions	\$ 210.94	MFS	\$ 210.94
EFT65176	14/04/2022	HORIZON POWER (ELECTRICITY USAGE)	Electricity Charges- Shire Admin	\$ 28,898.96	MFS	
EFT65177	14/04/2022	IRONJACK RECYCLING PTY LTD ATF	Mulching of Green waste and Pallets (RFT19-03)- WMF	\$ 22,462.44	MFS	
EFT65178	14/04/2022	KAZUE DOKI (LIME LEAF CAFE)	Catering- Citizenship Ceremony	\$ 737.00	MFS	\$ 737.00
EFT65179	14/04/2022	KIM JANE NEVILL	Training Reimbursement- Rates	\$ 158.00	MFS	\$ 158.00
EFT65180	14/04/2022	KIMBERLEY MENTAL HEALTH & DRUG SERVICE	Refund- Rates	\$ 3,848.84	MFS	\$ 3,848.84
EFT65181	14/04/2022	NORTH WEST LOCKSMITHS	Hinged Security Door Lock- WMF	\$ 60.00	MFS	\$ 60.00
EFT65182	14/04/2022	PEARL TOWN BUS SERVICE / BROOME	Bus Hire- Youth Development Programme	\$ 200.00	MFS	\$ 200.00
EFT65183	14/04/2022	EXPLORER BUS	Staff Accommodation- Works Maintenance	\$ 330.00	MFS	\$ 330.00
EFT65184	14/04/2022	PORT SMITH CARAVAN PARK	Advanced Electrical Equipment	\$ 330.00	MFS	\$ 330.00
EFT65185	18/04/2022	ADVANCED ELECTRICAL EQUIPMENT PTY LTD	Terminal Strip Connectors- P&G	\$ 151.56	MFS	
EFT65186	18/04/2022	AUTOPRO BROOME (Gaff Holdings Pty Ltd)	Consumables Expense - Workshop	\$ 10.00	MFS	\$ 10.00
EFT65187	18/04/2022	BROOME DIESEL & HYDRAULIC SERVICE	Mudguard Kit- Workshop	\$ 976.20	MFS	\$ 976.20
EFT65188	18/04/2022	BROOME SCOOTERS PTY LTD (KIMBERLEY MOWERS & SPARES)	Material Purchase- P&G	\$ 520.00	MFS	\$ 520.00
EFT65189	18/04/2022	BROOME CRETE	Concrete Work- BRAC Carpark	\$ 4,102.90	MFS	\$ 4,102.90
EFT65190	18/04/2022	CABLE BEACH ELECTRICAL SERVICE	Replace Control Relays and Check Retic Wiring- Bedford Park	\$ 990.00	MFS	\$ 990.00
EFT65191	18/04/2022	CLANCY MCDOWELL COMMUNICATION & MEDIA	Audit of Hanging Panel System- Civic Centre	\$ 975.00	MFS	\$ 975.00
EFT65192	18/04/2022	CONVIC PTY LTD (SKATEPARK DESIGN)	Skate Park Construction- BRAC	\$ 38,802.31	MFS	
EFT65193	18/04/2022	DORMA AUTOMATICS PTY LTD	Repair Sliding Door- Library	\$ 242.00	MFS	
EFT65194	18/04/2022	ELITE POOL COVERS PTY LTD	Aquatic Plant & Equipment Maintenance- BRAC	\$ 843.70	MFS	
EFT65195	18/04/2022	ELIZABETH (ELISE) PENDLEBURY	Uniform Reimbursement- People & Culture	\$ 197.40	MFS	\$ 197.40
EFT65196	18/04/2022	FIELD AIR CONDITIONING & AUTO ELECTRICAL PTY LTD	Vehicle Starter Motor- Works	\$ 357.45	MFS	\$ 357.45
EFT65197	18/04/2022	FIRE & SAFETY SERVICES	Routine Equipment Servicing - Civic Centre	\$ 253.02	MFS	\$ 253.02

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
EFT65198	18/04/2022	FOOTPRINT CLEANING (FORMERLY REGIONAL ASSET MANAGEMENT SERVICES)	Cleaning (RFT17-02)- Various	\$ 40,385.82	MFS	\$ 40,385.82
EFT65199	18/04/2022	FUEL TRANS AUSTRALIA PTY LTD T/A RECHARGE PETROLEUM (BP BROOME CENTRAL)	Unleaded Fuel- Depot	\$ 565.40	MFS	\$ 565.40
EFT65200	18/04/2022	GO GO MEDIA	Marketing- BRAC	\$ 198.00	MFS	
EFT65201	18/04/2022	GURNGA ENERGY	Grid Solar Connection- BRAC	\$ 2,904.00	MFS	\$ 2,904.00
EFT65202	18/04/2022	HOLDFAST FLUID POWER NW PTY LTD	Tyre Inflator- Workshop	\$ 307.69	MFS	
EFT65203	18/04/2022	HORIZON POWER (ELECTRICITY USAGE)	Electricity Charges- Street Lighting	\$ 55,547.91	MFS	
EFT65204	18/04/2022	J BLACKWOOD & SON T/AS BLACKWOODS	Wheels for Nursery Trolley- P&G	\$ 374.56	MFS	\$ 374.56
EFT65205	18/04/2022	KIMBERLEY CONTRACTING	Weekly Posi-shell Application (RFT 19-11)- WMF	\$ 34,100.00	MFS	\$ 34,100.00
EFT65206	18/04/2022	KIMBERLEY FUEL & OIL SERVICES	Oils & Lubricants- Depot	\$ 1,345.22	MFS	\$ 1,345.22
EFT65207	18/04/2022	KIMBERLEY GOLD PURE DRINKING WATER	Drinking Water- WMF	\$ 170.00	MFS	\$ 170.00
EFT65208	18/04/2022	KIMBERLEY TRUSS (NORTRUSS (NT) PTY LTD)	Chainsaw Replacement- P&G	\$ 1,786.52	MFS	\$ 1,786.52
EFT65209	18/04/2022	MARKETFORCE	Advertising- Town Planning	\$ 746.02	MFS	
EFT65210	18/04/2022	MCKENO BLOCKS & PAVERS	Carpark & Roads Works- BRAC	\$ 46.75	MFS	\$ 46.75
EFT65211	18/04/2022	MCMULLEN NOLAN GROUP PTY LTD (MNG)	Survey for Carpark- BRAC	\$ 577.50	MFS	
EFT65212	18/04/2022	NORTH WEST COAST SECURITY	Fortnightly Cash Pick Up- Shire Admin	\$ 121.00	MFS	\$ 121.00
EFT65213	18/04/2022	NORTH WEST LOCKSMITHS	Key Cabinet- BRAC	\$ 555.00	MFS	\$ 555.00
EFT65214	18/04/2022	NORTHERN RURAL SUPPLIES PTY LTD	Haynes Oval Maintenance- P&G	\$ 8,896.80	MFS	\$ 8,896.80
EFT65215	18/04/2022	OFFICE NATIONAL BROOME	Monthly Printing Costs- IT	\$ 507.21	MFS	\$ 507.21
EFT65216	18/04/2022	ROADLINE CIVIL CONTRACTORS	Hire Tipper- Works	\$ 2,860.00	MFS	\$ 2,860.00
EFT65217	18/04/2022	ROBERT PASCOE (R.B PASCOE & A.C RAMSAY)	Xmas Trails 202- Chinatown	\$ 1,000.00	MFS	\$ 1,000.00
EFT65218	18/04/2022	ROEBUCK BAY HOTEL	Beverages- Civic Centre	\$ 520.02	MFS	\$ 520.02
EFT65219	18/04/2022	SCAPE-ISM PTY LTD ATFT REES FAMILY TRUST	Tram Artwork Sandblasting- Chinatown	\$ 28,732.00	MFS	
EFT65220	18/04/2022	SHENTON ENTERPRISES PTY LTD T/A JOHN SHENTON PUMPS	Supply & Replacement UV Lamp- Town Beach	\$ 6,083.00	MFS	
EFT65221	18/04/2022	SUNDRY CREDITOR B- SECURITY INCENTIVE SCHEME -	Security Incentive Scheme- Community	\$ 275.00	MFS	\$ 275.00
EFT65222	18/04/2022	SUNDRY CREDITOR C- SECURITY INCENTIVE SCHEME -	Security Incentive Scheme- Community	\$ 80.00	MFS	\$ 80.00
EFT65223	18/04/2022	SUNDRY CREDITOR D- SECURITY INCENTIVE SCHEME -	Security Incentive Scheme- Community	\$ 275.00	MFS	\$ 275.00
EFT65224	18/04/2022	T - QUIP	Parts for Loader- Depot	\$ 522.50	MFS	
EFT65225	18/04/2022	TAPPED PLUMBING & GAS PTY LTD	Plumbing Maintenance- Town Beach	\$ 348.70	MFS	\$ 348.70
EFT65226	18/04/2022	THINK WATER BROOME	Reticulation- Various	\$ 4,837.75	MFS	\$ 4,837.75
EFT65227	18/04/2022	TNT AUSTRALIA PTY LTD T/AS TNT EXPRESS	Freight- Health	\$ 351.37	MFS	
EFT65228	18/04/2022	VERBAL JUDO AUSTRALIA	Judo Training Sessions- People and Culture	\$ 4,400.00	MFS	
EFT65229	18/04/2022	WESTBOOKS	Books & Binding- Library	\$ 599.56	MFS	
EFT65230	21/04/2022	CHARTER PROPERTY GROUP PTY LTD	Staff Rent- April 2022	\$ 3,258.93	MFS	
EFT65231	21/04/2022	FIRST NATIONAL REAL ESTATE BROOME	Staff Rent- April 2022	\$ 9,480.42	MFS	\$ 9,480.42
EFT65232	21/04/2022	FIRST NATIONAL REAL ESTATE BROOME - COMMERCIAL TRUST	Staff Rent- April 2022	\$ 300.00	MFS	\$ 300.00
EFT65233	21/04/2022	HUTCHINSON REAL ESTATE	Staff Rent- April 2022	\$ 2,400.00	MFS	\$ 2,400.00
EFT65234	21/04/2022	JILLIAN MARGARET GREEN	Staff Rent- April 2022	\$ 3,091.50	MFS	\$ 3,091.50
EFT65235	21/04/2022	MARY ELIZABETH JANE LAWTON	Staff Rent- April 2022	\$ 1,520.08	MFS	\$ 1,520.08
EFT65236	21/04/2022	PRD NATIONWIDE	Staff Rent- April 2022	\$ 9,790.94	MFS	\$ 9,790.94
EFT65237	21/04/2022	RAY WHITE BROOME (STAFF RENTAL PAYMENTS)	Staff Rent- April 2022	\$ 10,438.23	MFS	\$ 10,438.23
EFT65238	22/04/2022	A PLUS EVENTS & HIRE	Table Cloths- Citizenship Ceremony	\$ 88.00	MFS	\$ 88.00
EFT65239	22/04/2022	AARLI BAR (WENDLAND EVENTS P/L)	Catering- Shire Admin	\$ 375.00	MFS	\$ 375.00
EFT65240	22/04/2022	ABLE ELECTRICAL (WA) PTY LTD	Replace Tennis Court Light - BRAC	\$ 5,885.00	MFS	\$ 5,885.00
EFT65241	22/04/2022	ADI COX	Entertainment- Chinatown Stage 2 Launch	\$ 400.00	MFS	\$ 400.00
EFT65242	22/04/2022	ARTISTRIA	Screening Rights Mid Morning Movies- Civic Centre	\$ 550.00	MFS	
EFT65243	22/04/2022	AUSTRALIA POST	Post Charges- Various	\$ 1,205.93	MFS	\$ 1,205.93
EFT65244	22/04/2022	AUTOPRO BROOME (Gaff Holdings Pty Ltd)	Workshop Consumables- Depot	\$ 489.46	MFS	\$ 489.46
EFT65245	22/04/2022	AVERY AIRCONDITIONING PTY LTD	Air-conditioning Repairs- Kimberley Regional Office 2	\$ 2,191.92	MFS	\$ 2,191.92

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
EFT65246	22/04/2022	BEST IT & BUSINESS SOLUTIONS PTY LTD	Software Annual Licensing & Maintenance- IT	\$ 139.00	MFS	\$ 139.00
EFT65247	22/04/2022	BIDFOOD (PREVIOUSLY GOLDLINE DISTRIBUTORS)	Kiosk Supplies- BRAC	\$ 411.00	MFS	\$ 411.00
EFT65248	22/04/2022	BOC LIMITED	Medical Oxygen- BRAC	\$ 199.74	MFS	
EFT65249	22/04/2022	BP AUSTRALIA PTY LTD - FUEL	Diesel Bulk Tank- Depot	\$ 42,751.78	MFS	\$ 42,751.78
EFT65250	22/04/2022	BREATHCHECK	Safety Equipment- Depot	\$ 395.00	MFS	
EFT65251	22/04/2022	BROOME BOLT SUPPLIES WA PTY LTD	Parts- Hooklift WMF	\$ 5.50	MFS	\$ 5.50
EFT65252	22/04/2022	BROOME CLEANAWAY	Kerbside Collection (RFT 14/01)- WMF	\$ 54,418.39	MFS	\$ 54,418.39
EFT65253	22/04/2022	BROOME DIESEL & HYDRAULIC SERVICE	Tipper Service- Works	\$ 1,373.35	MFS	\$ 1,373.35
EFT65254	22/04/2022	BROOME PLUMBING & GAS	Pavilion Maintenance- Haynes Oval	\$ 275.00	MFS	\$ 275.00
EFT65255	22/04/2022	BROOME SMALL ENGINE SERVICES	Consumables Expense- Depot	\$ 22.00	MFS	\$ 22.00
EFT65256	22/04/2022	BROOME TOWING & SALVAGE	Burnt Vehicle Towing- Ranger	\$ 110.00	MFS	\$ 110.00
EFT65257	22/04/2022	BUNNINGS BROOME	Change Grinder- Works	\$ 1,544.13	MFS	\$ 1,544.13
EFT65258	22/04/2022	BWS LIQUOUR (ENDEAVOUR GROUP)	Alcohol Restock- Civic Centre	\$ 604.38	MFS	\$ 604.38
EFT65259	22/04/2022	CJD EQUIPMENT PTY LTD	Rear View Mirrors for Wheel Loader- Works	\$ 280.59	MFS	
EFT65260	22/04/2022	CLARITY COMMUNICATIONS	Software for E-News Letters- Various	\$ 1,352.05	MFS	
EFT65261	22/04/2022	CLARK EQUIPMENT SALES PTY LTD	Vehicle Maintenance- Work	\$ 101.55	MFS	
EFT65262	22/04/2022	COAST & COUNTRY ELECTRICS	Investigate/fault Issues with Shire Street Lights- Various Locations	\$ 3,248.53	MFS	\$ 3,248.53
EFT65263	22/04/2022	COCA COLA AMATIL (HOLDINGS) LTD	Kiosk Supplies- BRAC	\$ 2,684.35	MFS	
EFT65264	22/04/2022	COLES SUPERMARKETS - CHINATOWN, S324	Kiosk Supplies- BRAC	\$ 143.86	MFS	\$ 143.86
EFT65265	22/04/2022	DANIEL CERBINO	Medical Examination- People & Culture	\$ 40.00	MFS	\$ 40.00
EFT65266	22/04/2022	DEAN WILSON TRANSPORT PTY LTD	Freight- Depot	\$ 173.94	MFS	\$ 173.94
EFT65267	22/04/2022	DEPARTMENT OF WATER AND ENVIRONMENTAL REGULATION	Annual Licence Fee- WMF	\$ 6,496.00	MFS	
EFT65268	22/04/2022	ELGAS LTD	General Utilities- BRAC	\$ 410.60	MFS	
EFT65269	22/04/2022	EVENTPRO SOFTWARE	Modules Licencing- IT	\$ 1,436.41	MFS	
EFT65270	22/04/2022	FOOTPRINT CLEANING (FORMERLY REGIONAL ASSET MANAGEMENT SERVICES)	Cleaning Charges- Various	\$ 1,815.00	MFS	\$ 1,815.00
EFT65271	22/04/2022	G. BISHOPS TRANSPORT SERVICES PTY LTD	Freight- P&G	\$ 512.76	MFS	\$ 512.76
EFT65272	22/04/2022	HARBY ENTERPRISES PTY LTD T/A HARBY STUDIOS	Corporate Communication and Engagement Strategy- Community	\$ 5,426.14	MFS	
EFT65273	22/04/2022	HARMONY HORTICULTURE	Weed Spraying- Broome North & Blue Haze	\$ 8,794.50	MFS	\$ 8,794.50
EFT65274	22/04/2022	IAN CHESTER	First Aid Masks- BRAC	\$ 31.51	MFS	\$ 31.51
EFT65275	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 213.73	MFS	
EFT65276	22/04/2022	KIM JANE NEVILL	Training Reimbursement - Rates	\$ 211.30	MFS	\$ 211.30
EFT65277	22/04/2022	KIMBERLEY FUEL & OIL SERVICES	Consumables- Workshop	\$ 1,246.18	MFS	\$ 1,246.18
EFT65278	22/04/2022	KIMBERLEY GOLD PURE DRINKING WATER	Drinking Water- WMF	\$ 170.00	MFS	\$ 170.00
EFT65279	22/04/2022	KIMBERLEY KERBS	Maintained- Sunset Park	\$ 2,530.00	MFS	\$ 2,530.00
EFT65280	22/04/2022	LHM FABRICATION & FENCING	Fence Panel Replacement- BRAC	\$ 3,245.00	MFS	\$ 3,245.00
EFT65281	22/04/2022	M2M ONE PTY LTD	Sim Cards- IT	\$ 20.90	MFS	
EFT65282	22/04/2022	MCINTOSH & SON	Gas Strut- Workshop	\$ 386.63	MFS	
EFT65283	22/04/2022	MINETRANS PTY LTD	Loader Seat Part- WMF	\$ 709.90	MFS	
EFT65284	22/04/2022	NEIL OLSSON	Reimbursement Relocation Costs- Infrastructure	\$ 8,938.94	MFS	\$ 8,938.94
EFT65285	22/04/2022	NORTH WEST TRIM & SHADE	Building Maintenance (RFQ 21- 48)- Town Beach Cafe	\$ 330.00	MFS	\$ 330.00
EFT65286	22/04/2022	NUTRIEN AG SOLUTIONS	Portable Fuel Tank- P&G	\$ 110.00	MFS	\$ 110.00
EFT65287	22/04/2022	OFFICE NATIONAL BROOME	Stationery- Shire Admin	\$ 1,824.37	MFS	\$ 1,824.37
EFT65288	22/04/2022	PIVOTAL (LEADING EDGE COMPUTERS)	iPod Glass Screen Protector- IT	\$ 19.90	MFS	\$ 19.90
EFT65289	22/04/2022	POOL WISDOM	Pool Chemicals- BRAC	\$ 2,354.50	MFS	\$ 2,354.50
EFT65290	22/04/2022	POWERVAC PTY LTD	Floor Cleaner- BRAC	\$ 305.61	MFS	
EFT65291	22/04/2022	Q.S. SERVICES	Pool Deck Training- BRAC	\$ 6,512.00	MFS	
EFT65292	22/04/2022	REGIONAL ARTS WA	Yuck Circus Performance- Civic Centre	\$ 440.00	MFS	
EFT65293	22/04/2022	ROADLINE CIVIL CONTRACTORS	Traffic Controllers- Morrell Park	\$ 4,452.25	MFS	\$ 4,452.25
EFT65294	22/04/2022	SHENTON ENTERPRISES PTY LTD T/A JOHN SHENTON PUMPS	Supply UV Parts- BRAC	\$ 14,567.30	MFS	
EFT65295	22/04/2022	SLATER & GARTRELL SPORTS	Furniture & Equipment- BRAC	\$ 1,168.50	MFS	
EFT65296	22/04/2022	SOUTHERN CROSS AUSTEREO (SCA)	Radio Advertising- Marketing	\$ 1,100.00	MFS	\$ 1,100.00
EFT65297	22/04/2022	ST JOHN AMBULANCE AUSTRALIA (WA) INC	Training- People & Culture	\$ 160.00	MFS	
EFT65298	22/04/2022	STREETER & MALE PTY MITRE 10	Ladder, Tools & Equipment- P&G	\$ 584.15	MFS	\$ 584.15

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EFT65299	22/04/2022	SUBLIME (ELLYN MARIE HARTVIGSEN)	Broome Air Raid Collateral- Community	\$ 360.00	MFS	
EFT65300	22/04/2022	SUNDRY CREDITOR B- SECURITY INCENTIVE SCHEME -	Security Incentive Scheme- Community	\$ 275.00	MFS	\$ 275.00
EFT65302	22/04/2022	TALIS CONSULTANTS	Detail Design Services (RFQ21-27)- RRRP	\$ 31,491.64	MFS	
EFT65303	22/04/2022	TELSTRA	Service & Equipment Rental- IT	\$ 2,240.37	MFS	
EFT65304	22/04/2022	TOTALLY WORKWEAR	Uniform- Civic Centre	\$ 217.60	MFS	\$ 217.60
EFT65305	22/04/2022	AUSTRALIAN TAXATION OFFICE	Payroll S&W	\$ 128,782.58	MFS	
EFT65306	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 12,399.35	MFS	
EFT65307	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 1,780.35	MFS	
EFT65308	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 440.30	MFS	
EFT65309	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 820.00	MFS	
EFT65310	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 700.00	MFS	
EFT65311	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 472.44	MFS	
EFT65312	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 190.20	MFS	
EFT65313	22/04/2022	SALARY & WAGES	Payroll S&W	\$ 377,963.00	MFS	
EFT65314	22/04/2022	4LOGIC PTY LTD	Lifecycle Replacement of IT Networking Equipment (RFQ22-18)- BRAC	\$ 25,547.21	MFS	
EFT65315	22/04/2022	SUNDRY CREDITOR A - SECURITY INCENTIVE SCHEME - BARRY WILSON	Security Incentive Scheme- Community	\$ 275.00	MFS	\$ 275.00
EFT65316	22/04/2022	SUNDRY CREDITOR D- SECURITY INCENTIVE SCHEME -	Security Incentive Scheme- Community	\$ 275.00	MFS	\$ 275.00
EFT65317	25/04/2022	ACURIX NETWORKS PTY LTD	Internet Subscriptions- Library	\$ 490.60	MFS	
EFT65318	25/04/2022	AMBER LOUISE RANN	Netball Umpiring- BRAC	\$ 560.00	MFS	\$ 560.00
EFT65319	25/04/2022	AVERY AIRCONDITIONING PTY LTD	Airconditioning Repairs- Library	\$ 115.50	MFS	\$ 115.50
EFT65320	25/04/2022	BEST IT & BUSINESS SOLUTIONS PTY LTD	Monthly Printer Copies- IT	\$ 93.50	MFS	\$ 93.50
EFT65321	25/04/2022	BOAB FENCING	Fencing & Gate Works- BRAC	\$ 4,019.95	MFS	\$ 4,019.95
EFT65322	25/04/2022	BRIGHTHOUSE STRATEGIC CONSULTANTS	Business Case Consultancy (RFQ21-36)- Sanctuary Road Caravan Park	\$ 20,097.00	MFS	
EFT65323	25/04/2022	BROOME BOLT SUPPLIES WA PTY LTD	Scavenger Broom- P&G	\$ 521.40	MFS	\$ 521.40
EFT65324	25/04/2022	BROOME CLARK POOLS & SPAS	Pool Servicing- Staff Housing	\$ 188.89	MFS	\$ 188.89
EFT65325	25/04/2022	BROOME CLEANAWAY	Kerbside Refuse (RFT14-01)- Various	\$ 12,522.64	MFS	\$ 12,522.64
EFT65326	25/04/2022	BROOME DIESEL & HYDRAULIC SERVICE	Pump Kit- Depot	\$ 1,729.75	MFS	\$ 1,729.75
EFT65327	25/04/2022	BROOME HISTORICAL SOCIETY & MUSEUM	Image of Catalina For Signage- Air Raid Artwork	\$ 43.00	MFS	\$ 43.00
EFT65328	25/04/2022	BROOME MOTORS	Vehicle Service- WMF	\$ 3,430.58	MFS	\$ 3,430.58
EFT65329	25/04/2022	BROOME PROGRESSIVE SUPPLIES	Disinfectant- Depot	\$ 1,009.30	MFS	\$ 1,009.30
EFT65330	25/04/2022	BROOME TOWING & SALVAGE	Abandoned Vehicle Towing- Rangers	\$ 99.00	MFS	\$ 99.00
EFT65331	25/04/2022	BROOME CRETE	Carpark & Roads Works- BRAC	\$ 13,547.66	MFS	\$ 13,547.66
EFT65332	25/04/2022	CABLE BEACH TYRE SERVICE PTY LTD (GOODYEAR AUTOCARE BROOME)	Tyres- Various	\$ 7,003.50	MFS	\$ 7,003.50
EFT65333	25/04/2022	COAST & COUNTRY ELECTRICS	Electrical Works- Various	\$ 5,524.66	MFS	\$ 5,524.66
EFT65334	25/04/2022	COCA COLA AMATIL (HOLDINGS) LTD	Kiosk Supplies- BRAC	\$ 464.40	MFS	
EFT65335	25/04/2022	DOMINIC RANN	Netball Umpiring- BRAC	\$ 700.00	MFS	\$ 700.00
EFT65336	25/04/2022	FIELD AIR CONDITIONING & AUTO ELECTRICAL PTY LTD	Battery Replacement Water Cart Truck - P&G	\$ 4,606.80	MFS	\$ 4,606.80
EFT65337	25/04/2022	FIRE & SAFETY SERVICES	Replacement Fire Extinguisher for Vehicles- Various	\$ 2,732.63	MFS	\$ 2,732.63
EFT65338	25/04/2022	GLENN KIMBERLEY BARWICK	Netball Umpiring- BRAC	\$ 350.00	MFS	\$ 350.00
EFT65339	25/04/2022	GRAYTILL	Repair Kit- P&G	\$ 225.49	MFS	
EFT65340	25/04/2022	HART SPORT	Netball Bibs- BRAC	\$ 130.00	MFS	
EFT65341	25/04/2022	HARVEY NORMAN AV/IT SUPERSTORE	Laptop RAM- IT	\$ 89.00	MFS	\$ 89.00
EFT65342	25/04/2022	HORIZON POWER (ELECTRICITY USAGE)	Electricity Charges- Various	\$ 4,257.70	MFS	
EFT65343	25/04/2022	IANNELLO DESIGN	Flyer Design- RRRP	\$ 1,518.00	MFS	
EFT65344	25/04/2022	INFOSURETY PTY LTD T/A INFOTRUST	License and Support- IT	\$ 11,219.82	MFS	
EFT65345	25/04/2022	SALARY & WAGES	Payroll S&W	\$ 1,729.40	MFS	
EFT65346	25/04/2022	KENNARDS HIRE	Hire- Various	\$ 3,929.35	MFS	\$ 3,929.35
EFT65347	25/04/2022	LEISURE MANAGEMENT SERVICES (LINKS MODULAR SOLUTIONS)	License Support & Maintenance- IT	\$ 491.34	MFS	
EFT65348	25/04/2022	MARKETFORCE	Advertising- Town Planning	\$ 229.85	MFS	
EFT65349	25/04/2022	ROYAL LIFE SAVING SOCIETY - WA	Swimming Lessons Certificates- BRAC	\$ 304.00	MFS	
EFT65350	25/04/2022	TALIS CONSULTANTS	Cost Benefit Analysis- RRRP	\$ 27,351.50	MFS	
EFT65351	25/04/2022	THINK WATER BROOME	Reticulation - P&G	\$ 1,588.82	MFS	\$ 1,588.82

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EFT65352	27/04/2022	ACELANE (T/AS ROEBUCK PLAINS ROADHOUSE - WELLIKO PTY LTD)	Refund for Double Payment- WMF	\$ 2,496.20	MFS	\$ 2,496.20
EFT65353	27/04/2022	AMY QUARTERMAINE	Netball Umpiring- BRAC	\$ 140.00	MFS	\$ 140.00
EFT65354	27/04/2022	COGGO PTY LTD	Group Fitness Classes- BRAC	\$ 1,260.00	MFS	\$ 1,260.00
EFT65356	27/04/2022	DEANNE HAYWARD	Netball Umpiring- BRAC	\$ 525.00	MFS	\$ 525.00
EFT65357	27/04/2022	KIRRIY PRIORITY	Reimbursement Cert III Horticulture- P&G	\$ 148.05	MFS	\$ 148.05
EFT65359	27/04/2022	SUNDRY CREDITOR - CIVIC CENTRE - KAREN LYONS	Bond Refund- Civic Centre	\$ 220.00	MFS	
EFT65360	27/04/2022	SUNDRY CREDITOR C	Security Incentive Scheme- Community	\$ 171.75	MFS	\$ 171.75
EFT65361	27/04/2022	SUNDRY CREDITOR E	Security Incentive Scheme- Community	\$ 275.00	MFS	\$ 275.00
EFT65362	27/04/2022	SUNDRY CREDITOR- CIVIC CENTRE- LOMBADINA ABORIGINAL CORPORATION	Bond Refund (1826)- Civic Centre	\$ 363.00	MFS	
EFT65363	28/04/2022	SALARY & WAGES	Payroll S&W	\$ 5,986.00	MFS	
EFT65364	28/04/2022	ABLE ELECTRICAL (WA) PTY LTD	Plantroom Maintenance- BRAC	\$ 198.00	MFS	\$ 198.00
EFT65365	28/04/2022	ADVANCED ELECTRICAL EQUIPMENT PTY LTD	Lamp Globes for Shire Chambers	\$ 109.87	MFS	
EFT65366	28/04/2022	ALLPEST (BROOME PEST CONTROL)	Pest Inspection- 69 Robinson St	\$ 264.00	MFS	\$ 264.00
EFT65367	28/04/2022	AUSTRALIA'S NORTH WEST TOURISM	Bonds Refund- Civic Centre	\$ 500.00	MFS	\$ 500.00
EFT65368	28/04/2022	AUSTRALIAN LIBRARY & INFORMATION ASSOCIATION LTD	Online Storytime Agreement Registration- Library	\$ 165.00	MFS	
EFT65369	28/04/2022	BROOME ALI WORK	Maintenance- Town Beach Cafe	\$ 264.00	MFS	\$ 264.00
EFT65370	28/04/2022	BROOME BOLT SUPPLIES WA PTY LTD	Trailer Parts- Works	\$ 213.84	MFS	\$ 213.84
EFT65371	28/04/2022	BROOME CLEANAWAY	Kerbside Refuse (RFT14-01)- Various	\$ 29,537.38	MFS	\$ 29,537.38
EFT65372	28/04/2022	BROOME LOCKSMITHS	Haynes Oval Pavilion Maintenance- BRAC	\$ 198.00	MFS	\$ 198.00
EFT65373	28/04/2022	BROOME MOTORS	Vehicle Service- Health	\$ 2,018.47	MFS	\$ 2,018.47
EFT65374	28/04/2022	BROOME PLUMBING & GAS	Fit Toilet Mechanisms- BRAC	\$ 1,393.32	MFS	\$ 1,393.32
EFT65375	28/04/2022	BROOME PROGRESSIVE SUPPLIES	Kiosk Supplies- BRAC	\$ 240.27	MFS	\$ 240.27
EFT65376	28/04/2022	BROOME SQUASH CLUB	Ad Hoc Sponsorship 2022- Broome Squash Club	\$ 1,000.00	MFS	\$ 1,000.00
EFT65377	28/04/2022	CABLE BEACH TYRE SERVICE PTY LTD (GOODYEAR AUTOCARE BROOME)	Service Water Truck- Depot	\$ 1,271.00	MFS	\$ 1,271.00
EFT65378	28/04/2022	CARPET PAINT & TILE CENTRE	Bus Shelter Maintenance- Depot	\$ 706.95	MFS	\$ 706.95
EFT65379	28/04/2022	CHRISTIE ELIZABETH MILENKOVIC	Netball Umpiring- BRAC	\$ 175.00	MFS	\$ 175.00
EFT65380	28/04/2022	COAST & COUNTRY ELECTRICS	Electrical Maintenance- Shire Admin	\$ 502.36	MFS	\$ 502.36
EFT65381	28/04/2022	COCA COLA AMATIL (HOLDINGS) LTD	Kiosk Supplies- BRAC	\$ 2,417.05	MFS	
EFT65382	28/04/2022	COGGO PTY LTD	Group Fitness- BRAC	\$ 1,260.00	MFS	\$ 1,260.00
EFT65383	28/04/2022	DIRECTCOMMS PTY LTD	Loan Reservation Service- Library	\$ 48.91	MFS	
EFT65384	28/04/2022	EUROFINS ARL (ANALYTICAL REFERENCE LABORATORY) PTY LTD	Asbestos Testing- Depot	\$ 60.50	MFS	
EFT65385	28/04/2022	FIELD AIR CONDITIONING & AUTO ELECTRICAL PTY LTD	Vehicle Maintenance- Workshop	\$ 2,620.20	MFS	\$ 2,620.20
EFT65386	28/04/2022	FOOTPRINT CLEANING (FORMERLY REGIONAL ASSET MANAGEMENT SERVICES)	Cleaning Charges- Various	\$ 1,240.25	MFS	\$ 1,240.25
EFT65387	28/04/2022	G. BISHOPS TRANSPORT SERVICES PTY LTD	Freight- Depot	\$ 121.03	MFS	\$ 121.03
EFT65388	28/04/2022	GREEN MANGO CAFÉ (LAL CHAND PTY LTD)	Catering- Workshop	\$ 222.00	MFS	\$ 222.00
EFT65389	28/04/2022	HARBY ENTERPRISES PTY LTD T/A HARBY STUDIOS	Facilitation- Cable Beach Engagement Workshops	\$ 3,784.91	MFS	
EFT65390	28/04/2022	HORIZON POWER (ELECTRICITY USAGE)	Electricity Charges- Various	\$ 17,879.83	MFS	
EFT65391	28/04/2022	INFOSURETY PTY LTD T/A INFOTRUST	Licence Maintenance & Support- IT	\$ 22,709.17	MFS	
EFT65392	28/04/2022	J BLACKWOOD & SON T/AS	Corporate Uniform- People & Culture	\$ 326.59	MFS	\$ 326.59
EFT65393	28/04/2022	JASCO CONSULTING PTY LTD	Microsoft Licensing Upgrade Monthly Subscriptions- IT	\$ 7,866.76	MFS	
EFT65394	28/04/2022	KARRATHA ASPHALT (MANNING PAVEMENT SERVICES)	Sealing Aggregate- Works	\$ 3,054.98	MFS	
EFT65395	28/04/2022	KAZUE DOKI (LIME LEAF CAFE)	Catering- Council Workshop	\$ 146.30	MFS	\$ 146.30
EFT65396	28/04/2022	KIMBERLEY TRUSS (NORTRUSS (NT) PTY LTD)	Door Repairs for Ablution Block- Town Beach	\$ 72.31	MFS	\$ 72.31
EFT65397	28/04/2022	KOLORS PTY LTD (PINDAN PRINTING)	Programs & Card Printing- Air Raid Event	\$ 132.00	MFS	\$ 132.00
EFT65398	28/04/2022	KOMATSU AUSTRALIA PTY LTD	Loader Parts- WMF	\$ 1,116.98	MFS	
EFT65399	28/04/2022	LINMAC BEARING EQUIPMENT	Dozer Repairs- Depot	\$ 3,384.70	MFS	
EFT65400	28/04/2022	MAJOR MOTORS PTY LTD	Truck Service- Workshop	\$ 1,472.79	MFS	

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EFT65401	28/04/2022	MCCORRY BROWN EARTHMOVING PTY LTD	Six Wheel Tipper Hire (RFT 20/10)- Works	\$ 30,679.55	MFS	\$ 30,679.55
EFT65402	28/04/2022	MCMULLEN NOLAN GROUP PTY LTD (MNG)	Site Surveying- WMF	\$ 4,222.35	MFS	
EFT65403	28/04/2022	MUDMAP STUDIO	Signage- Town Beach Precinct	\$ 2,859.95	MFS	\$ 2,859.95
EFT65404	28/04/2022	NORTH WEST COAST SECURITY	Security Charges- Shire Admin	\$ 60.50	MFS	\$ 60.50
EFT65405	28/04/2022	NORTH WEST STRATA SERVICES	Staff Housing Levy- 6/11 Ibis Way	\$ 3,655.50	MFS	\$ 3,655.50
EFT65406	28/04/2022	OFFICE NATIONAL BROOME	Stationery- Shire Admin	\$ 1,822.69	MFS	\$ 1,822.69
EFT65407	28/04/2022	OHM ELECTRONICS	Vehicle Maintenance- Depot	\$ 970.00	MFS	\$ 970.00
EFT65408	28/04/2022	PARALLEL ELECTRICAL SERVICE	Supply Light Pole- Town Beach Redevelopment	\$ 330.00	MFS	\$ 330.00
EFT65409	28/04/2022	PERFEKT PTY LTD	License Maintenance & Support- IT	\$ 6,682.50	MFS	
EFT65410	28/04/2022	POINT HEALTH PTY LTD	Aqualisa- Depot	\$ 1,952.50	MFS	
EFT65411	28/04/2022	REBECCA HAYES	Netball Umpiring- BRAC	\$ 525.00	MFS	\$ 525.00
EFT65412	28/04/2022	REMOTE MECHANICAL CONTRACTING	Loader Repairs- WMF	\$ 5,224.45	MFS	\$ 5,224.45
EFT65413	28/04/2022	RIMPA (RECORDS AND INFORMATION MANAGEMENT PROFESSIONALS AUSTRALASIA)	Online Training Course- General	\$ 275.00	MFS	
EFT65414	28/04/2022	ROYAL FLYING DOCTOR SERVICE CORPORATE OFFICE	Bond Refund (1793)- Civic Centre	\$ 200.00	MFS	
EFT65415	28/04/2022	SCOTT LEWIS WILSON (JC PRODUCTIONS)	Facilitation & Speakers- Youth Hack 2022	\$ 1,585.00	MFS	\$ 1,585.00
EFT65416	28/04/2022	TARNI PAYNE	Netball Umpiring- BRAC	\$ 140.00	MFS	
EFT65417	28/04/2022	VERAISON TRAINING & DEVELOPMENT	Planning for Broome's Community Clubs Facilitation Workshop- Community	\$ 3,058.00	MFS	
EFT65418	28/04/2022	VIVA ENERGY AUSTRALIA	Fuel Card Charges- Various	\$ 582.81	MFS	
EFT65419	28/04/2022	WOOLWORTHS GROUP LIMITED (96000235)	Kiosk Supplies- BRAC	\$ 34.00	MFS	
EFT65420	29/04/2022	BROOME DIESEL & HYDRAULIC SERVICE	Truck Maintenance- WMF	\$ 2,362.35	MFS	\$ 2,362.35
EFT65421	29/04/2022	FOOTPRINT CLEANING (FORMERLY REGIONAL ASSET MANAGEMENT SERVICES)	Consumables- Cable Beach Ablution Block	\$ 5,850.09	MFS	\$ 5,850.09
EFT65422	29/04/2022	HARBY ENTERPRISES PTY LTD T/A HARBY STUDIOS	Corporate Communication & Engagement Strategy (RFQ 21-33)- Community	\$ 2,196.87	MFS	
EFT65423	29/04/2022	SALARY & WAGES	Payroll S&W	\$ 337.70	MFS	
EFT65424	29/04/2022	KARRATHA ASPHALT (MANNING PAVEMENT SERVICES)	Aggregate for Urban Reseals Renewal Program (RFT 19/06)- Various	\$ 33,368.72	MFS	
EFT65425	29/04/2022	KAZUE DOKI (LIME LEAF CAFE)	Catering- Infrastructure	\$ 256.85	MFS	\$ 256.85
EFT65426	29/04/2022	KIMBERLEY KERBS	Kerbing- Antoine Street	\$ 11,513.70	MFS	\$ 11,513.70
EFT65427	29/04/2022	MCCORRY BROWN EARTHMOVING PTY LTD	Footpath Maintenance (RFT 21-01)- Various	\$ 31,977.00	MFS	\$ 31,977.00
EFT65428	29/04/2022	MCMULLEN NOLAN GROUP PTY LTD (MNG)	Footpath Setout- D'Antoine Street	\$ 2,112.00	MFS	
EFT65429	29/04/2022	NORTH AUSSIE ICE	Ice for Drinking Water- WMF	\$ 34.65	MFS	\$ 34.65
EFT65430	29/04/2022	OFFICE NATIONAL BROOME	Stationery- Shire Admin	\$ 126.15	MFS	\$ 126.15
EFT65431	29/04/2022	OPTIC SECURITY GROUP- NORWEST	Replace Smoke Detector- BRAC	\$ 214.89	MFS	\$ 214.89
EFT65432	29/04/2022	P & M AUTOMOTIVE EQUIPMENT	Jacking Beam for Vehicle Hoist- Depot	\$ 4,327.73	MFS	
EFT65433	29/04/2022	PRITCHARD FRANCIS CONSULTING PTY LTD	Playground Maintenance- Town Beach	\$ 550.00	MFS	
EFT65434	29/04/2022	REMOTE MECHANICAL CONTRACTING	Replace Dozer Fuel Lines- WMF	\$ 528.00	MFS	\$ 528.00
EFT65435	29/04/2022	ROEBUCK BAY HOTEL	Refreshments- Councillors	\$ 124.08	MFS	\$ 124.08
EFT65436	29/04/2022	SECUREX SECURITY PTY LTD	Employee Security Cards- People & Culture	\$ 132.00	MFS	
EFT65437	29/04/2022	SOUTHERN CROSS AUSTEREO (SCA)	Advertising- Fight the Bite Campaign	\$ 3,503.50	MFS	\$ 3,503.50
EFT65438	29/04/2022	SPACETOPO PTY LTD	License Maintenance & Support- IT	\$ 165.00	MFS	
EFT65439	29/04/2022	ST JOHN AMBULANCE AUSTRALIA (WA) INC	Aquatic Equipment- BRAC	\$ 14.95	MFS	
EFT65440	29/04/2022	STRATAGREEN (FORMERLY GREENWAY ENTERPRISES)	Oval Equipment Replacement- P&G	\$ 1,720.57	MFS	
EFT65441	29/04/2022	STREETEER & MALE PTY MITRE 10	Tools & Equipment- P&G	\$ 617.34	MFS	\$ 617.34
EFT65442	29/04/2022	SWAN MARINE CONSTRUCTION (SMC MARINE PTY LTD)	Jetty Refurbishment (RFT21-03)- Chinatown	\$ 124,391.37	MFS	
EFT65443	29/04/2022	TALIS CONSULTANTS	Project Management Allocation- RRRP	\$ 3,771.63	MFS	
EFT65444	29/04/2022	TAPPED PLUMBING & GAS PTY LTD	Reactive Maintenance- Shire Admin	\$ 733.70	MFS	\$ 733.70
EFT65445	29/04/2022	TASK EXCHANGE PTY LIMITED	License Support & Maintenance- IT	\$ 8,252.20	MFS	
EFT65446	29/04/2022	THINK WATER BROOME	Ovals Reticulation Parts- BRAC	\$ 5,182.17	MFS	\$ 5,182.17
EFT65447	29/04/2022	TNT AUSTRALIA PTY LTD T/AS TNT EXPRESS	Freight Charges- Health	\$ 273.50	MFS	

Item 9.4.3 - MONTHLY PAYMENT LISTING APRIL 2022

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
EFT65448	29/04/2022	TONON LEGAL PTY LTD (T/A DANIELA TONON LEGAL	Legal Consulting Services Review- Community	\$ 1,089.00	MFS	
EFT65449	29/04/2022	TOTALLY WORKWEAR	Uniform- Rangers	\$ 1,323.40	MFS	\$ 1,323.40
EFT65450	29/04/2022	TROPPO SOUND	Piano Stool Hire- Civic Centre	\$ 22.00	MFS	\$ 22.00
EFT65451	29/04/2022	WATERCHOICE (AUST) PTY LTD	Water Systems- Shire Admin	\$ 65.00	MFS	
EFT65452	29/04/2022	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION (WALGA)	Recovery Coordinator Training- People & Culture	\$ 1,980.00	MFS	
MUNICIPAL ELECTRONIC FUNDS TRANSFER TOTAL:				\$ 3,574,177.79		\$ 1,463,901.15

MUNICIPAL CHEQUES - APRIL 2022						
DD#	Date	Name	Description	Amount	Del Auth	Local Spend
57733	11/04/2022	DEPARTMENT OF TRANSPORT - LICENSING	Shire of Broome Plates- Shire Admin	\$ 400.00	MFS	
57734	26/04/2022	DEPARTMENT OF TRANSPORT - LICENSING	Shire of Broome Plates- Shire Admin	\$ 200.00	MFS	
57735	26/04/2022	SHIRE OF BROOME (ADMIN PETTY CASH)	Petty Cash- BRAC	\$ 151.61	MFS	\$ 151.61
MUNICIPAL ELECTRONIC FUNDS TRANSFER TOTAL:				\$ 751.61		\$ 151.61

TRUST CHEQUES - APRIL 2022						
DD#	Date	Name	Description	Amount	Del Auth	Local Spend
TRUST CHEQUES TOTAL:				\$ -		\$ -

MUNICIPAL DIRECT DEBIT/CREDIT CARD PAYMENTS - APRIL 2022						
DD#	Date	Name	Description	Amount	Del Auth	Local Spend
DD30650.1	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 46,785.23	MFS	
DD30650.2	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 550.00	MFS	
DD30650.3	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,143.07	MFS	
DD30650.4	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 2,629.19	MFS	
DD30650.5	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 624.39	MFS	
DD30650.6	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,188.06	MFS	
DD30650.7	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 3,945.60	MFS	
DD30650.8	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 751.81	MFS	
DD30650.9	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,202.90	MFS	
DD30723.1	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 50,814.11	MFS	
DD30723.2	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 550.00	MFS	
DD30723.3	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 561.39	MFS	
DD30723.4	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 2,767.15	MFS	
DD30723.5	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 503.96	MFS	
DD30723.6	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,079.94	MFS	
DD30723.7	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,454.92	MFS	
DD30723.8	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 784.11	MFS	
DD30723.9	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,395.11	MFS	
DD30650.10	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,180.59	MFS	
DD30650.11	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 318.20	MFS	
DD30650.12	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 397.24	MFS	
DD30650.13	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 2,332.51	MFS	
DD30650.14	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 270.79	MFS	
DD30650.15	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 261.99	MFS	
DD30650.16	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 351.25	MFS	
DD30650.17	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 454.34	MFS	
DD30650.18	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 605.45	MFS	
DD30650.19	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 1,010.65	MFS	
DD30650.20	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 327.05	MFS	
DD30650.21	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 309.20	MFS	
DD30650.22	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 413.26	MFS	
DD30650.23	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 2,559.22	MFS	
DD30650.24	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 146.31	MFS	
DD30650.25	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 271.80	MFS	
DD30650.26	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 134.01	MFS	
DD30650.27	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 6,571.07	MFS	
DD30650.28	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 3,524.81	MFS	
DD30650.29	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 737.06	MFS	

Item 9.4.3 - MONTHLY PAYMENT LISTING APRIL 2022

EFT	Date	Name	Description	Amount	DEL AUTH	Local Spend
DD30650.30	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 765.08	MFS	
DD30650.31	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 483.85	MFS	
DD30650.32	05/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 827.93	MFS	
DD30723.10	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 949.23	MFS	
DD30723.11	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 324.41	MFS	
DD30723.12	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 574.94	MFS	
DD30723.13	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 2,352.24	MFS	
DD30723.14	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 270.79	MFS	
DD30723.15	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 717.57	MFS	
DD30723.16	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 168.92	MFS	
DD30723.17	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 634.48	MFS	
DD30723.18	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 791.15	MFS	
DD30723.19	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 321.92	MFS	
DD30723.20	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 953.46	MFS	
DD30723.21	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 310.33	MFS	
DD30723.22	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 413.26	MFS	
DD30723.23	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 2,556.60	MFS	
DD30723.24	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 278.99	MFS	
DD30723.25	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 31.00	MFS	
DD30723.26	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 89.35	MFS	
DD30723.27	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 318.24	MFS	
DD30723.28	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 7,009.09	MFS	
DD30723.29	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 2,710.96	MFS	
DD30723.30	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 735.35	MFS	
DD30723.31	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 669.38	MFS	
DD30723.32	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 483.85	MFS	
DD30723.33	19/04/2022	SUPERANNUATION	Superannuation Contributions	\$ 841.93	MFS	
MUNICIPAL DIRECT DEBIT/CREDIT CARD TOTAL:				\$ 167,430.04		\$ -

MUNICIPAL ELECTRONIC TRANSFER TOTAL	\$ 3,574,177.79	\$ 1,464,052.76
MUNICIPAL CHEQUES TOTAL	\$ 751.61	\$ 151.61
TRUST CHEQUE TOTAL	\$ -	\$ -
MUNICIPAL DIRECT DEBIT/ CREDIT CARD TOTAL	\$ 167,430.04	\$ -
TOTAL PAYMENTS APRIL 2022	\$ 3,742,359.44	\$ 1,464,204.37

Key for Delegation of Authority:

CEO- Chief Executive Officer
MFS- Manager Financial Services
DCS- Director Corporate Services

9.4.4 MONTHLY STATEMENT OF FINANCIAL ACTIVITY REPORT - APRIL 2022

LOCATION/ADDRESS:	Nil
APPLICANT:	Nil
FILE:	FRE02
AUTHOR:	Finance Officer - Revenue
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Corporate Services
DISCLOSURE OF INTEREST:	Nil

SUMMARY:

Council is required by legislation to consider and adopt the Monthly Statement of Financial Activity Report for the period ended 30 April 2022, as required by Regulation 34(1) of the *Local Government (Financial Management) Regulations 1996 (FMR)*.

BACKGROUNDPrevious Considerations

Council is provided with the Monthly Financial Activity Report which has been developed in line with statutory reporting standards and provides Council with a holistic overview of the operations of the Shire of Broome.

Supplementary information has been provided in the form of Notes to the Monthly Report and a General Fund Summary of Financial Activity, which discloses Council's Revenue and Expenditure in summary form, by Programme (Function and Activity).

Disclosure and supply of appropriate explanations for variances presented in the Statement of Financial Activity, is mandatory under FMR 34(2)(b).

FMR 34(5) requires a local government to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards (AAS) and Council's adopted risk management matrix thresholds, to be used in statements of financial activity for reporting material variances.

COMMENT

The 2021/22 Annual Budget was adopted at the Ordinary Meeting of Council on 24 June 2021. The following are key indicators supporting the year to-date budget position with respect to the Annual Forecast Budget:

Budget Year elapsed	83%
Total Rates Raised Revenue	100% (of which 95% has been collected)
Total Other Operating Revenue	76%
Total Operating Expenditure	76%
Total Capital Revenue	40%
Total Capital Expenditure	50%
Total Sale of Assets Revenue	22%

More detailed explanations of variances are contained in Note 2 of the Monthly Statement of Financial Activity. The commentary identifies material variations between the expected year-to-date budget position and the position at the reporting date.

Based on the 2021/22 Annual Budget presented at the Ordinary Meeting of Council on 24 June 2021, Council adopted a balanced budget to 30 June 2022.

CONSULTATION

Nil.

STATUTORY ENVIRONMENT

Local Government (Financial Management) Regulations 1996

34. Financial activity statement report — s. 6.4

(1A) In this regulation —

“committed assets” means revenue unspent but set aside under the annual budget for a specific purpose.

- (1) A local government is to prepare each month a statement of financial activity reporting on the sources and applications of funds, as set out in the annual budget under regulation 22(1)(d), for that month in the following detail —
 - (a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c);
 - (b) budget estimates to the end of the month to which the statement relates;
 - (c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;
 - (d) material variances between the comparable amounts referred to in paragraphs (b) and (c); and
 - (e) the net current assets at the end of the month to which the statement relates.
- (2) Each statement of financial activity is to be accompanied by documents containing —
 - (a) an explanation of the composition of the net current assets of the month to which the statement relates, less committed assets and restricted assets;
 - (b) an explanation of each of the material variances referred to in sub regulation (1)(d); and
 - (c) such other supporting information as is considered relevant by the local government.
- (3) The information in a statement of financial activity may be shown —
 - (a) according to nature and type classification;
 - (b) by program; or
 - (c) by business unit.
- (4) A statement of financial activity, and the accompanying documents referred to in sub regulation (2), are to be —
 - (a) presented at an ordinary meeting of the council within 2 months after the end of the month to which the statement relates; and
 - (b) recorded in the minutes of the meeting at which it is presented.
- (5) Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.

Local Government Act 1995

6.8. Expenditure from municipal fund not included in annual budget

- (1) A local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure —
- (a) is incurred in a financial year before the adoption of the annual budget by the local government;
 - (b) is authorised in advance by resolution*; or
 - (c) is authorised in advance by the mayor or president in an emergency.

* Absolute majority required.

(1a) In subsection (1) —

“additional purpose” means a purpose for which no expenditure estimate is included in the local government's annual budget.

- (2) Where expenditure has been incurred by a local government —
- (a) pursuant to subsection (1)(a), it is to be included in the annual budget for that financial year; and
 - (b) pursuant to subsection (1)(c), it is to be reported to the next ordinary meeting of the council.

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

The adoption of the Monthly Financial Report is retrospective. Accordingly, the financial implications associated with adopting the Monthly Financial Report are nil.

RISK

The Financial Activity Report is presented monthly and provides a retrospective picture of the activities at the Shire. Contained within the report is information pertaining to the financial cost and delivery of strategic initiatives and key projects.

In order to mitigate the risk of budget over-runs or non-delivery of projects, the Chief Executive Officer (CEO) has implemented internal control measures such as regular Council and management reporting and the quarterly Finance and Costing Review (FACR) process to monitor financial performance against budget estimates. Materiality reporting thresholds have been established at half the adopted Council levels, which equate to \$5,000 for operating budget line items and \$10,000 for capital items, to alert management prior to there being irreversible impacts.

It should also be noted that there is an inherent level of risk of misrepresentation of the financials through either human error or potential fraud. The establishment of control measures through a series of efficient systems, policies and procedures, which fall under the responsibility of the CEO as laid out in the *Local Government (Financial Management Regulations) 1996* regulation 5, seek to mitigate the possibility of this occurring. These controls are set in place to provide daily, weekly and monthly checks to ensure that the integrity of the data provided is reasonably assured.

STRATEGIC CORPORATE PLAN OBJECTIVES

Performance – We will deliver excellent governance, service and value, for everyone.

Outcome Eleven – Effective leadership, advocacy and governance:

11.2 Deliver best practice governance and risk management

Outcome Twelve – A well informed and engaged community:

12.1 Provide the community with relevant, timely information and effective engagement

Outcome Thirteen - Value for money from rates and long term financial sustainability:

13.1 Plan effectively for short and long term financial sustainability

13.2 Improve real and perceived value for money from rates

Outcome Fourteen – Excellence in organisational performance and service delivery:

14.3 Monitor and continuously improve performance levels.

VOTING REQUIREMENTS

Simple Majority

COUNCIL RESOLUTION:

(REPORT RECOMMENDATION)

Minute No. C/0522/040

Moved: Cr P Taylor

Seconded: Cr C Mitchell

That Council adopts the Monthly Financial Activity Statement Report for the period ended 30 April 2022 as attached.

CARRIED UNANIMOUSLY 6/0

Attachments

1. Monthly Statement of Activity April 2022

SHIRE OF BROOME
MONTHLY FINANCIAL REPORT
For the Period Ended 30 April 2022

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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Shire of Broome

Compilation Report

For the Period Ended 30 April 2022

Report Purpose

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996*, Regulation 34 .

Overview

Summary reports and graphical progressive graphs are provided on page 3, 4 and 5.
No matters of significance are noted.

Statement of Financial Activity by reporting program

Is presented on page 6 and shows a surplus as at 30 April 2022 of \$8,880,606.

Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary.

Preparation

Prepared by: S Santoro

Reviewed by: E French

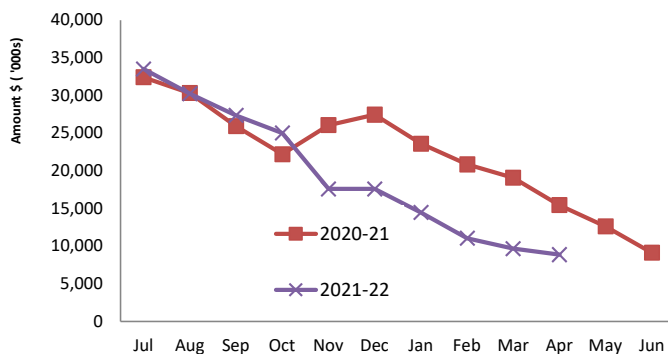
Date prepared: 17/05/2022

Shire of Broome

Monthly Summary Information

For the Period Ended 30 April 2022

Liquidity Over the Year (Refer Note 3)



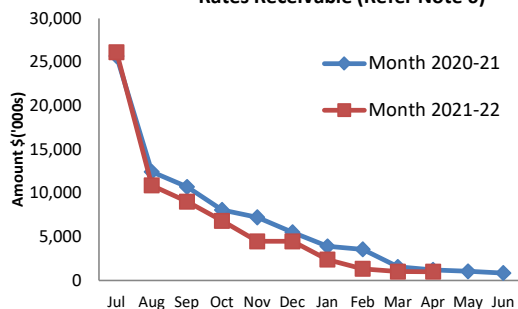
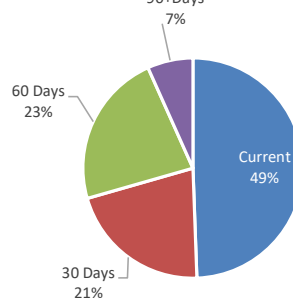
Cash and Cash Equivalents as at period end

Unrestricted	\$ 12,121,998
Restricted	\$ 30,858,840
	<u>\$ 42,980,837</u>

Receivables

Rates	\$ 1,041,180
Other	\$ 489,369
	<u>\$ 1,530,549</u>

Rates Receivable (Refer Note 6)

Accounts Receivable Ageing (non-rates)
(Refer Note 6)

Comments

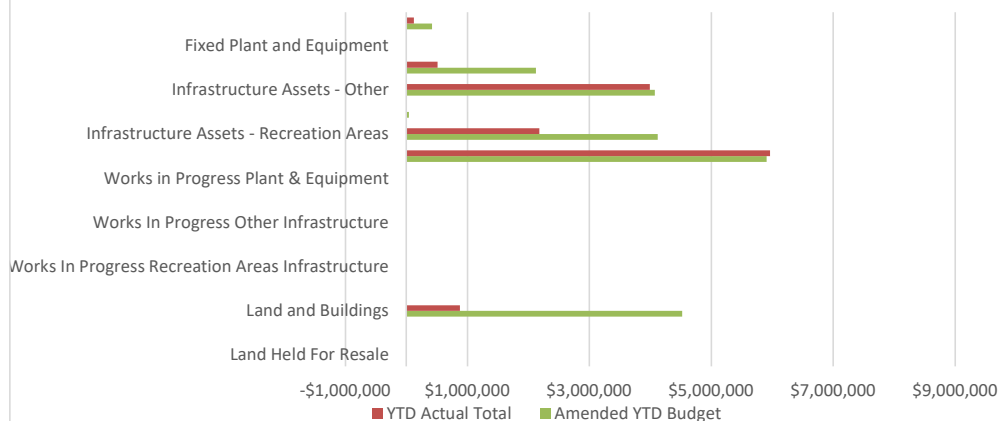
1. Liquidity refers to the Shire of Broome's ability to meet its financial obligations within the current year. Liquidity increased at the start of the financial year by \$24.417M due mainly to the issuance of rates. Liquidity is a combination of unrestricted cash, Current Debtors (including Rates), and Current Creditors. The Shire of Broome's current position (representing liquidity) can be found in Note 3.

2. Rates were raised in July with payment due 35 days after issuing. Total Rates raised for the year was \$23.9M with total outstanding rates YTD at \$1.04M.

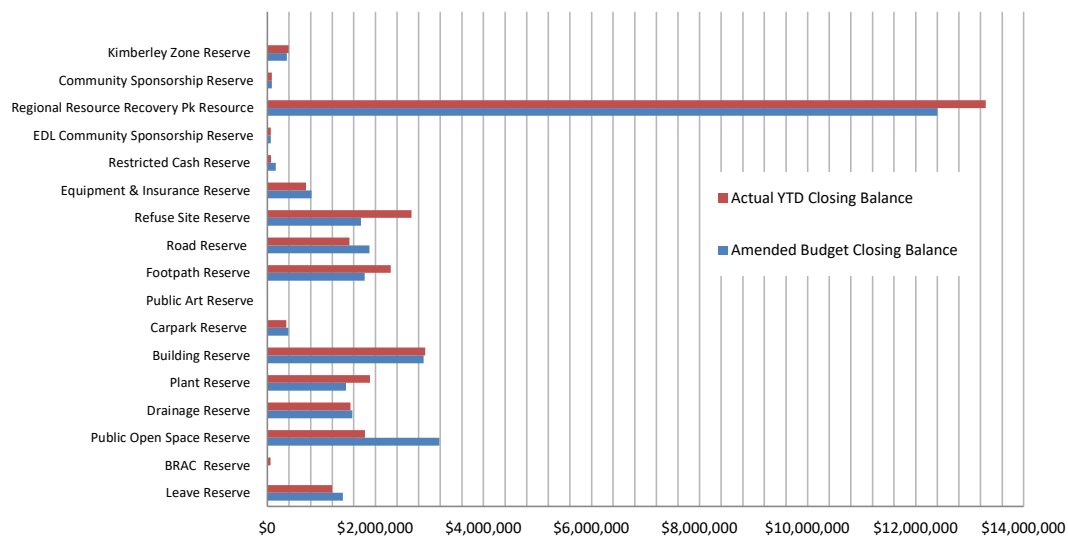
This information is to be read in conjunction with the accompanying Financial Statements and notes.

Shire of Broome
Monthly Summary Information
For the Period Ended 30 April 2022

Capital Expenditure Program YTD (Refer Note 12)



Year To Date Reserve Balance to End of Year Estimate (Refer Note 7)



Comments

*Amended Budget Closing balance is the forecast of the closing balance after all budgeted transfers to and from reserve have been performed. At this time there have been no transactions to or from reserve other than to recognise interest earned on reserve investments. All interest earned on Reserve investments is recorded on reserve at the end of each month.

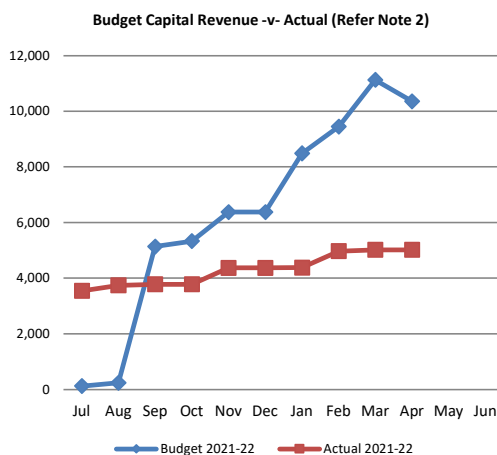
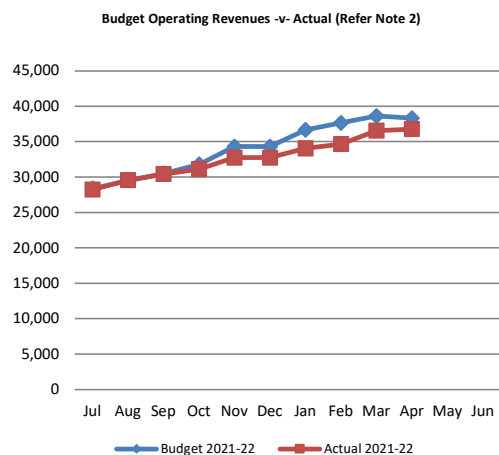
This information is to be read in conjunction with the accompanying Financial Statements and notes.

Shire of Broome

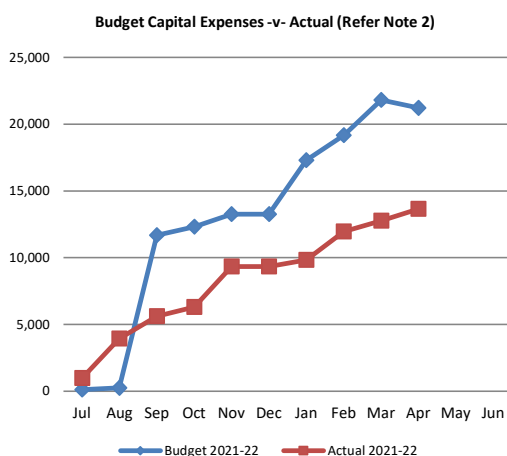
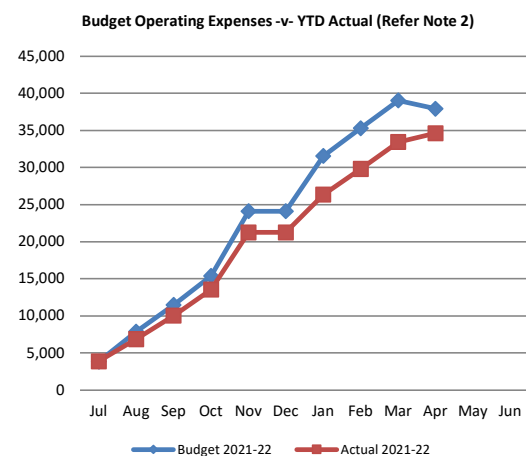
Monthly Summary Information

For the Period Ended 30 April 2022

Revenues



Expenditure



Comments

Explanation on material variances are presented in note 2.

This information is to be read in conjunction with the accompanying Financial Statements and notes.

SHIRE OF BROOME
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting Program)
For the Period Ended 30 April 2022

	Note	Amended Annual Budget (a)	Amended YTD Budget (b)	YTD Actual (c)	%	Var. \$ (c)-(b)	Var. % (c)-(b)/(b)	Var.
Operating Revenues		\$	\$	\$		\$	%	
Governance		184,440	178,840	178,347		(493)	(0.28%)	
General Purpose Funding - Rates	9	24,312,494	24,244,175	24,296,766		52,591	0.22%	
General Purpose Funding - Other		822,334	616,751	1,889,620		1,272,869	206.38%	▲
Law, Order and Public Safety		120,861	100,700	89,273		(11,427)	(11.35%)	▼
Health		184,731	167,599	159,736		(7,863)	(4.69%)	
Education and Welfare		25,000	25,000	25,000		0	0.00%	
Housing		2,027,236	1,689,370	468,925		(1,220,445)	(72.24%)	▼
Community Amenities		6,674,577	6,068,961	5,700,076		(368,885)	(6.08%)	
Recreation and Culture		1,570,902	1,319,857	1,222,276		(97,581)	(7.39%)	
Transport		1,120,732	952,994	634,575		(318,419)	(33.41%)	▼
Economic Services		963,071	820,050	348,025		(472,025)	(57.56%)	▼
Other Property and Services		2,675,397	2,156,136	1,776,186		(379,950)	(17.62%)	▼
Total Operating Revenue		40,681,775	38,340,433	36,788,805	76%	(1,551,628)		
Operating Expense								
Governance		(2,364,933)	(1,921,639)	(1,642,716)		278,923	14.51%	▲
General Purpose Funding		(339,348)	(282,790)	(305,337)		(22,547)	(7.97%)	
Law, Order and Public Safety		(1,135,435)	(944,824)	(1,226,438)		(281,614)	(29.81%)	▼
Health		(806,634)	(672,220)	(634,790)		37,430	5.57%	
Education and Welfare		(440,295)	(366,208)	(267,772)		98,436	26.88%	▲
Housing		(2,252,459)	(1,878,043)	(786,892)		1,091,151	58.10%	▲
Community Amenities		(10,553,226)	(8,773,194)	(7,864,291)		908,903	10.36%	▲
Recreation and Culture		(13,977,026)	(11,633,272)	(10,263,109)		1,370,163	11.78%	▲
Transport		(11,103,225)	(9,253,150)	(7,626,109)		1,627,041	17.58%	▲
Economic Services		(2,145,498)	(1,749,056)	(1,654,592)		94,464	5.40%	
Other Property and Services		(469,946)	(463,698)	(2,352,427)		(1,888,729)	(407.32%)	▼
Total Operating Expenditure		(45,588,025)	(37,938,094)	(34,624,473)	76%	3,313,621		
Funding Balance Adjustments								
Add back Depreciation	25	12,629,134	10,524,300	11,039,044		514,744	(4.89%)	
Adjust (Profit)/Loss on Asset Disposal	8	69,567	78,200	13,583		(64,617)	82.63%	
Adjust Revaluation, Provisions and Accruals		0	0	0		0		
Net Cash from Operations		7,792,451	11,004,839	13,216,959		2,212,120		
Capital Revenues								
Grants, Subsidies and Contributions		12,070,216	9,704,594	4,822,978		(4,881,616)	50.30%	▲
Governance		0	0	0		0		
General Purpose Funding		0	0	0		0		
Rates		0	0	0		0		
Other General Purpose Funding		0	0	0		0		
Law, Order and Public Safety		5,000	2,500	0		(2,500)	100.00%	
Health		0	0	0		0		
Education and Welfare		0	0	0		0		
Housing		0	0	0		0		
Community Amenities		37,333	31,110	37,333		6,223	(20.00%)	
Recreation and Culture		8,475,977	6,797,703	3,341,908		(3,455,795)	50.84%	
Transport		3,151,471	2,539,591	1,293,737		(1,245,854)	49.06%	
Economic Services		400,435	333,690	150,000		(183,690)	55.05%	
Other Property and Services		0	0	0		0		
Proceeds from Disposal of Assets	8	875,000	652,150	195,746	22%	(456,404)	69.98%	▼
Total Capital Revenues		12,945,216	10,356,744	5,018,724	40%	(5,338,020)		

SHIRE OF BROOME
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting Program)
For the Period Ended 30 April 2022

	Note	Amended Annual Budget (a)	Amended YTD Budget (b)	YTD Actual (c)	%	Var. \$ (c)-(b)	Var. % (c)-(b)/(b)	Var.
Capital Expenses								
Land Held for Resale	12	0	0	0		0		
Land Under Control (Crown Land)	12	0	0	0		0		
Land and Buildings	12	(5,648,450)	(4,520,270)	(879,654)		3,640,616	80.54%	▲
Infrastructure Assets - Roads & Footpaths	12	(7,705,448)	(5,907,483)	(5,961,644)		(54,161)	(0.92%)	▲
Infrastructure Assets - Recreation Areas	12	(5,555,029)	(4,118,623)	(2,182,542)		1,936,081	47.01%	▲
Infrastructure Assets - Drainage	12	(74,320)	(40,800)	0		40,800	100.00%	▲
Infrastructure Assets - Other	12	(5,037,998)	(4,073,260)	(3,993,028)		80,232	1.97%	▲
Mobile Plant and Equipment	12	(2,861,000)	(2,124,490)	(511,008)		1,613,482	75.95%	▲
Fixed Plant and Equipment	12	0	0	0		0		
Furniture and Equipment	12	(611,590)	(420,092)	(125,220)		294,872	70.19%	▲
Total Capital Expenditure		(27,493,835)	(21,205,018)	(13,653,095)	50%	7,551,923		
Net Cash from Capital Activities								
		(14,548,619)	(10,848,274)	(8,634,371)		2,213,903		
Financing								
Proceeds from New Debentures		2,490,746	575,620	0		(575,620)	100.00%	▲
Proceeds from Advances		0	0	0		0		
Self-Supporting Loan Principal		93,483	46,577	0		(46,577)	100.00%	▲
Transfer from Reserves	7	5,266,554	3,734,840	0		(3,734,840)	100.00%	▲
Advances to Community Groups		0	0	0		0		
Repayment of Debentures	10	(936,275)	(435,709)	(426,692)		9,017	2.07%	▲
Repayment of Self Supporting Loan		(75,389)	(37,562)	0		37,562	100.00%	▲
Asset Rehab Liability		(450,158)	(225,079)	(102,142)		122,937	54.62%	▲
Transfer to Reserves	7	(5,180,865)	(2,840,140)	(12,594)		2,827,546	99.56%	▲
Net Cash from Financing Activities		1,208,096	818,547	(541,428)		(1,359,975)		
Net Operations, Capital and Financing								
		(5,548,072)	975,112	4,041,160		3,066,048		
Opening Funding Surplus(Deficit)								
	3	4,839,446	4,839,446	4,839,446		0		
Closing Funding Surplus(Deficit)								
	3	(708,626)	5,814,558	8,880,606		3,066,048		

Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 2 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

SHIRE OF BROOME
STATEMENT OF FINANCIAL ACTIVITY
(By Nature or Type)
For the Period Ended 30 April 2022

	Note	Amended Annual Budget (a)	Amended YTD Budget (b)	YTD Actual (c)	%	Var. \$ (c)-(b)	Var. % (c)-(b)/(b)	Var.
Operating Revenues		\$	\$	\$		\$	%	
Rates	9	23,902,635	23,902,635	23,902,635		0	0.00%	
Operating Grants, Subsidies and Contributions		2,758,887	2,305,843	3,135,111		829,268	35.96%	▲
Fees and Charges		12,258,051	10,780,333	8,828,609		(1,951,724)	(18.10%)	▼
Service Charges		0	0	0		0		
Interest Earnings		387,850	254,112	290,724		36,612	14.41%	▲
Other Revenue		1,199,975	1,000,440	609,362		(391,078)	(39.09%)	▼
Profit on Disposal of Assets	8	174,377	97,070	22,366		(74,704)	(76.96%)	▼
Total Operating Revenue		40,681,775	38,340,433	36,788,807	77%	(1,551,626)		
Operating Expense								
Employee Costs		(15,532,185)	(12,945,499)	(13,024,360)		(78,861)	0.61%	
Materials and Contracts		(12,123,505)	(9,969,261)	(6,409,943)		3,559,318	(35.70%)	
Utility Charges		(2,144,443)	(1,787,110)	(1,842,844)		(55,734)	3.12%	
Depreciation on Non-Current Assets		(12,629,134)	(10,524,300)	(11,039,044)		(514,744)	4.89%	
Interest Expenses		(122,689)	(62,459)	(61,286)		1,173	(1.88%)	
Insurance Expenses		(746,307)	(746,180)	(720,485)		25,695	(3.44%)	
Other Expenditure		(2,045,818)	(1,728,014)	(1,490,558)		237,456	(13.74%)	
Loss on Disposal of Assets	8	(243,944)	(175,270)	(35,950)		139,320	(79.49%)	
Total Operating Expenditure		(45,588,025)	(37,938,093)	(34,624,470)	76%	3,313,623		
Funding Balance Adjustments								
Add back Depreciation		12,629,134	10,524,300	11,039,044		514,744	4.89%	
Adjust (Profit)/Loss on Asset Disposal	8	69,567	78,200	13,583		(64,617)	(82.63%)	▼
Adjust Revaluation, Provisions and Accruals		0	0	0		0		
Net Cash from Operations		7,792,451	11,004,840	13,216,964		2,212,124		
Capital Revenues								
Grants, Subsidies and Contributions		12,070,216	9,704,594	4,822,978		(4,881,616)	(50.30%)	▼
Proceeds from Disposal of Assets	25	875,000	652,150	195,746	22%	(456,404)	(69.98%)	▼
Total Capital Revenues		12,945,216	10,356,744	5,018,724	40%	(5,338,020)		
Capital Expenses								
Land Held for Resale	12	0	0	0		0		
Land Under Control (Crown Land)	12	0	0	0		0		
Land and Buildings	12	(5,648,450)	(4,520,270)	(879,654)		3,640,616	(80.54%)	
Infrastructure Assets - Roads & Footpaths	12	(7,705,448)	(5,907,483)	(5,961,644)		(54,161)	0.92%	
Infrastructure Assets - Recreation Areas	12	(5,555,029)	(4,118,623)	(2,182,542)		1,936,081	(47.01%)	
Infrastructure Assets - Drainage	12	(74,320)	(40,800)	0		40,800	(100.00%)	
Infrastructure Assets - Other	12	(5,037,998)	(4,073,260)	(3,993,028)		80,232	(1.97%)	
Fixed Plant and Equipment	12	0	0	0		0		
Furniture and Equipment	12	(611,590)	(420,092)	(125,220)		294,872	(70.19%)	
Total Capital Expenditure		(27,493,835)	(21,205,018)	(13,653,095)	50%	7,551,923		
Net Cash from Capital Activities		(14,548,619)	(10,848,274)	(8,634,371)		2,213,903		
Financing								
Proceeds from New Debentures		2,490,746	575,620	0		(575,620)	(100.00%)	▼
Proceeds from Advances		0	0	0		0		
Self-Supporting Loan Principal		93,483	46,577	0		(46,577)	(100.00%)	▼
Transfer from Reserves	7	5,266,554	3,734,840	0		(3,734,840)	(100.00%)	▼
Advances to Community Groups		0	0	0		0		
Repayment of Debentures	10	(936,275)	(435,709)	(426,692)		9,017	(2.07%)	
Repayment of Self Supporting Loan		(75,389)	(37,562)	0		37,562	(100.00%)	
Asset Rehab Liability		(450,158)	(225,079)	(102,142)		122,937	(54.62%)	
Transfer to Reserves	7	(5,180,865)	(2,840,140)	(12,594)		2,827,546	(99.56%)	
Net Cash from Financing Activities		1,208,096	818,547	(541,428)		(1,359,975)		
Net Operations, Capital and Financing		(5,548,072)	975,113	4,041,165		3,066,052		
Opening Funding Surplus(Deficit)	3	4,839,446	4,839,446	4,839,446		0		
Closing Funding Surplus(Deficit)	3	(708,626)	5,814,559	8,880,611		3,066,052		

Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold. Refer to Note 2 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

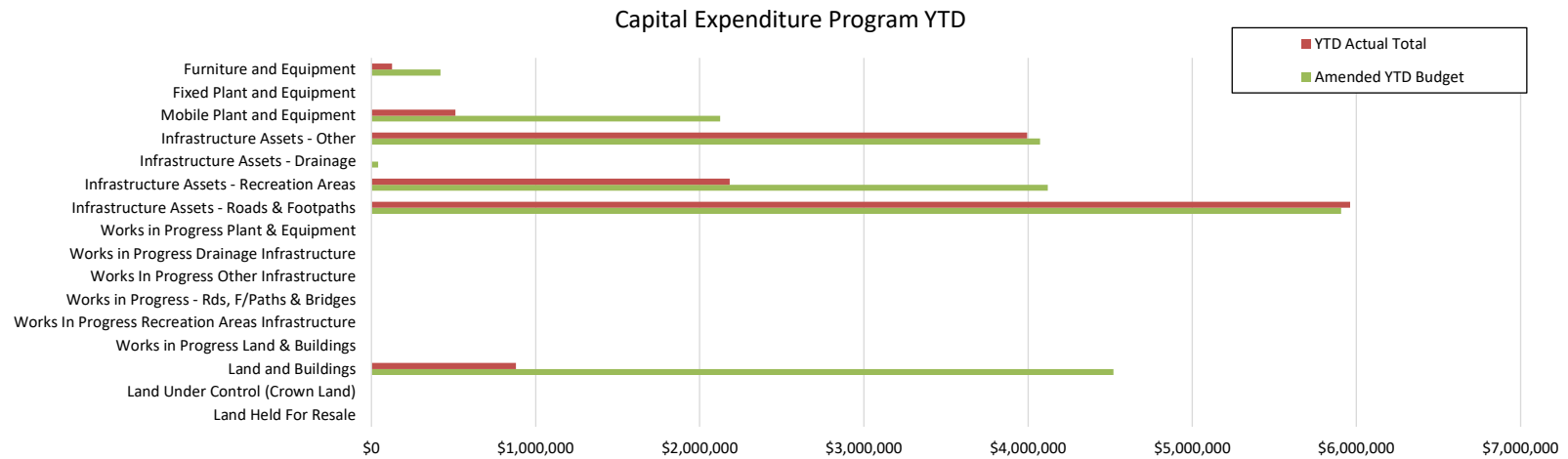
SHIRE OF BROOME
STATEMENT OF CAPITAL ACQUISITIONS AND CAPITAL FUNDING
For the Period Ended 30 April 2022

Capital Acquisitions	Note	YTD Actual New /Upgrade (a)	YTD Actual (Renewal Expenditure) (b)	YTD Actual Total (c) = (a)+(b)	Amended YTD Budget (d)	Amended Annual Budget	Variance (d) - (c)
		\$	\$	\$	\$	\$	\$
Land Held For Resale	12	0	0	0	0	0	0
Land Under Control (Crown Land)	12	0	0	0	0	0	0
Land and Buildings	12	656,813	222,841	879,654	4,520,270	5,648,450	(3,640,616)
Works in Progress Land & Buildings	12	0	0	0	0	0	0
Works In Progress Recreation Areas Infrastructure	12	0	0	0	0	0	0
Works in Progress - Rds, F/Paths & Bridges	12	0	0	0	0	0	0
Works In Progress Other Infrastructure	12	0	0	0	0	0	0
Works in Progress Drainage Infrastructure	12	0	0	0	0	0	0
Works in Progress Plant & Equipment	12	0	0	0	0	0	0
Infrastructure Assets - Roads & Footpaths	12	5,027,021	934,623	5,961,644	5,907,483	7,705,448	54,161
Infrastructure Assets - Recreation Areas	12	2,133,846	48,696	2,182,542	4,118,623	5,555,029	(1,936,081)
Infrastructure Assets - Drainage	12	0	0	0	40,800	74,320	(40,800)
Infrastructure Assets - Other	12	3,917,157	75,871	3,993,028	4,073,260	5,037,998	(80,232)
Mobile Plant and Equipment	12	3,966	507,042	511,008	2,124,490	2,861,000	(1,613,482)
Fixed Plant and Equipment	12	0	0	0	0	0	0
Furniture and Equipment	12	125,220	0	125,220	420,092	611,590	(294,872)
Capital Expenditure Totals		11,864,023	1,789,072	13,653,095	21,205,018	27,493,835	(7,551,923)

Funded By:

Capital Grants and Contributions	4,822,978	9,704,594	12,070,216	4,881,616
Borrowings	0	575,620	2,490,746	(575,620)
Other (Disposals & C/Fwd)	195,746	652,150	875,000	(456,404)
Total Own Source Funding - Cash Backed Reserves	0	3,734,840	(5,266,554)	(3,734,840)
Own Source Funding - Operations	8,634,371	6,537,814	17,324,427	2,096,557
Capital Funding Total	13,653,095	21,205,018	27,493,835	(7,551,923)

SHIRE OF BROOME
STATEMENT OF CAPITAL ACQUISITIONS AND CAPITAL FUNDING
For the Period Ended 30 April 2022



SHIRE OF BROOME
STATEMENT OF BUDGET AMENDMENTS
(Statutory Reporting Program)
For the Period Ended 30 April 2022

	Adopted Budget	Adopted Budget Amendments (Note 5)	Amended Annual Budget (a)
Operating Revenues	\$	\$	\$
Governance	12,620	171,820	184,440
General Purpose Funding - Rates	24,314,912	(2,418)	24,312,494
General Purpose Funding - Other	822,334	0	822,334
Law, Order and Public Safety	120,861	0	120,861
Health	194,731	(10,000)	184,731
Education and Welfare	25,000	0	25,000
Housing	2,031,236	(4,000)	2,027,236
Community Amenities	6,627,788	46,789	6,674,577
Recreation and Culture	1,498,143	72,759	1,570,902
Transport	600,070	520,662	1,120,732
Economic Services	911,027	52,044	963,071
Other Property and Services	2,475,280	200,117	2,675,397
Total Operating Revenue	39,634,002	1,047,773	40,681,775
Operating Expense			
Governance	(2,240,459)	(124,474)	(2,364,933)
General Purpose Funding	(339,348)	0	(339,348)
Law, Order and Public Safety	(1,116,235)	(19,200)	(1,135,435)
Health	(806,634)	0	(806,634)
Education and Welfare	(424,795)	(15,500)	(440,295)
Housing	(2,247,459)	(5,000)	(2,252,459)
Community Amenities	(10,780,752)	227,526	(10,553,226)
Recreation and Culture	(13,995,567)	18,541	(13,977,026)
Transport	(11,233,425)	130,200	(11,103,225)
Economic Services	(2,210,496)	64,998	(2,145,498)
Other Property and Services	(241,123)	(228,823)	(469,946)
Total Operating Expenditure	(45,636,293)	48,268	(45,588,025)
Funding Balance Adjustments			
Add back Depreciation	12,629,134	0	12,629,134
Adjust (Profit)/Loss on Asset Disposal	65,387	4,180	69,567
Adjust Provisions and Accruals	0	0	0
Net Cash from Operations	6,692,230	1,100,221	7,792,451
Capital Revenues			
Grants, Subsidies and Contributions	8,226,226	3,843,990	12,070,216
Proceeds from Disposal of Assets	694,000	181,000	875,000
Proceeds from Sale of Investments	0		0
Total Capital Revenues	8,920,226	4,024,990	12,945,216

SHIRE OF BROOME
STATEMENT OF BUDGET AMENDMENTS
(Statutory Reporting Program)
For the Period Ended 30 April 2022

	Adopted Budget	Adopted Budget Amendments (Note 5)	Amended Annual Budget (a)
Capital Expenses			
Land Held for Resale	0	0	0
Land Under Control (Crown Land)	0	0	0
Land and Buildings	(4,661,693)	(986,757)	(5,648,450)
Works in Progress Land & Buildings	0	0	0
Works In Progress Recreation Areas			
Infrastructure	0	0	0
Works in Progress - Rds, F/Paths & Bridges	0	0	0
Works In Progress Other Infrastructure	0	0	0
Works in Progress Plant & Equipment	0	0	0
Infrastructure Assets - Roads & Footpaths	(6,222,370)	(1,483,078)	(7,705,448)
Infrastructure Assets - Recreation Areas	(4,904,135)	(650,894)	(5,555,029)
Infrastructure Assets - Drainage	(150,560)	76,240	(74,320)
Infrastructure Assets - Other	(3,993,002)	(1,044,996)	(5,037,998)
Mobile Plant and Equipment	(2,188,500)	(672,500)	(2,861,000)
Fixed Plant and Equipment	0	0	0
Furniture and Equipment	(588,125)	(23,465)	(611,590)
Total Capital Expenditure	(22,708,385)	(4,785,450)	(27,493,834)
Net Cash from Capital Activities	(13,788,159)	(760,460)	(14,548,618)
Financing			
Proceeds from New Debentures	2,100,000	390,746	2,490,746
Proceeds from Advances	0	0	0
Self-Supporting Loan Principal	93,483	0	93,483
Transfer from Reserves	3,562,505	1,704,049	5,266,554
Purchase of Investments	0	0	0
Advances to Community Groups	0	0	0
Repayment of Debentures	(936,275)	0	(936,275)
Repayment of Self Supporting Loan	(75,389)	0	(75,389)
Asset Rehab Liability	(700,158)	250,000	(450,158)
Transfer to Reserves	(2,441,206)	(2,739,659)	(5,180,865)
Net Cash from Financing Activities	1,602,960	(394,864)	1,208,096
Net Operations, Capital and Financing	(5,492,969)	(55,103)	(5,548,072)
Opening Funding Surplus(Deficit)	5,492,969	(653,523)	4,839,446
Closing Funding Surplus(Deficit)	0	(708,626)	(708,626)

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 2: EXPLANATION OF MATERIAL VARIANCES

Reporting Program	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
Operating Revenues	\$	%			
Governance	(493)	(0.28%)			
General Purpose Funding - Rates	52,591	0.22%			
General Purpose Funding - Other	1,272,869	206.38%	▲	Timing	FAGS 5th payment received
Law, Order and Public Safety	(11,427)	(11.35%)	▼	Timing	Emergency services reimbursement to be received
Health	(7,863)	(4.69%)			
Education and Welfare	0	0.00%			
Housing	(1,220,445)	(72.24%)	▼	Permanent	Lower level of staff leasing through Shire.
Community Amenities	(368,885)	(6.08%)			
Recreation and Culture	(97,581)	(7.39%)			
Transport	(318,419)	(33.41%)	▼	Timing	Funds to be received for Wandrra Claim.
Economic Services	(472,025)	(57.56%)	▼	Timing	BVC & Roebuck CP monthly recoup amount - annual reconciliation at year end. Building fees higher due to higher value applications.
Other Property and Services	(379,950)	(17.62%)	▼	Timing	LGIS insurance contribution not yet received. Income for leased property is under review.
Operating Expense					
Governance	278,923	14.51%	▲	Timing	Accrual for annual audit fee - awaiting invoice. Community sponsorship program to be paid later in the year.
General Purpose Funding	(22,547)	(7.97%)			
Law, Order and Public Safety	(281,614)	(29.81%)	▼	Timing	DRFAWA, confirmed February flooding event
Health	37,430	5.57%			
Education and Welfare	98,436	26.88%	▲	Permanent	Community Services positions vacant.
Housing	1,091,151	58.10%	▲	Permanent	Lower level of staff leasing through Shire.
Community Amenities	908,903	10.36%	▲	Permanent /Timing	Recycling/Waste management contractors unavailable to get to site due to COVID interstate lockdowns in July/Aug, RFQ required to engage environmental consultant for contaminated site remediation.
Recreation and Culture	1,370,163	11.78%	▲	Permanent /Timing	Resources for parks & ovals maintenance being allocated to Chinatown streetscaping works.
Transport	1,627,041	17.58%	▲	Permanent /Timing	Resources for urban road maintenance allocated to Town Beach Carpark.
Economic Services	94,464	5.40%			
Other Property and Services	(1,888,729)	(407.32%)	▼	Timing	ABC Allocation Journals processed YTD higher than budget as LGIS insurance contribution not yet received. IT Licence fees paid ahead of budget.
Capital Revenues					
Grants, Subsidies and Contributions	(4,881,616)	50.30%	▲	Timing	20/21 Grant recognition of income as contract liability in current year - Chinatown, Town Beach Jetty & LRCI projects.
Proceeds from Disposal of Assets	(456,404)	69.98%	▼	Timing	Assets disposed of at various time throughout year.
Capital Expenses					
Land Held for Resale	0				
Land Under Control (Crown Land)	0				
Land and Buildings	3,640,616	80.54%	▲	Timing	Surf Club Tender being evaluated. Regional Resource Recovery Park not yet commenced.
Works in Progress Land & Buildings	0				
Works In Progress Recreation Areas	0				
Infrastructure					
Works in Progress - Rds, F/Paths & Bridges	0				
Works In Progress Other	0				
Infrastructure					
Works in Progress Drainage	0				
Infrastructure					
Works in Progress - Plant & Equipment	0				
Infrastructure Assets - Roads & Footpaths	(54,161)	(0.92%)			

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

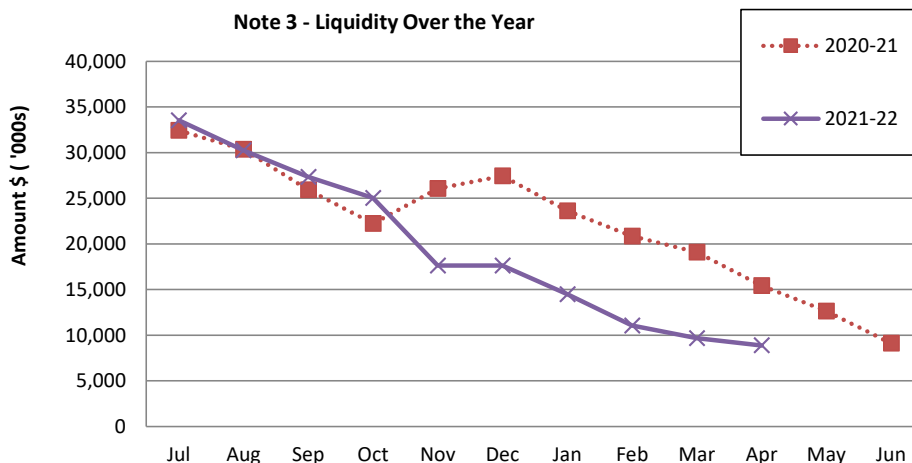
Note 2: EXPLANATION OF MATERIAL VARIANCES

Reporting Program	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
Infrastructure Assets - Recreation Areas	1,936,081	47.01%	▲	Timing	New skate park development in progress, Cable Beach design in progress
Infrastructure Assets - Drainage	40,800	100.00%	▲	Timing	Carryover works on clearing mangroves at end of Short St Drainage, ongoing investigation on methodology to complete works.
Infrastructure Assets - Other	80,232	1.97%			
Mobile Plant and Equipment	1,613,482	75.95%	▲	Timing	Assets to be received by the end of the financial year
Fixed Plant and Equipment	0				
Furniture and Equipment	294,872	(8.37%)	▲	Timing	Carryover project Altus Payroll - due to commence April
Financing					
Proceeds from New Debentures	(575,620)	100.00%	▲	Timing	Carryover Loans Chinatown Contingency & Surf Club not yet drawn down.
Proceeds from Advances	0				
Self-Supporting Loan Principal	(46,577)	100.00%	▲	Timing	Golf Club self supporting loan.
Transfer from Reserves	(3,734,840)	100.00%	▲	Timing	Reserve Transfers completed at EOFY.
Advances to Community Groups	0				
Loan Principal	9,017	2.07%			
Repayment of Self Supporting Loan	37,562	100.00%	▲	Timing	Golf Club self supporting loan.
Transfer to Reserves	2,827,546	99.56%	▲	Timing	Reserve Transfers completed at EOFY.

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 3: NET CURRENT FUNDING POSITION

Positive=Surplus (Negative=Deficit)				
	Note	YTD 30 Apr 2022	30 Jun 2021	YTD 30 Apr 2021
		\$	\$	\$
Current Assets				
Cash Unrestricted	4	12,121,998	6,137,536	4,248,923
Cash Restricted	4	30,858,840	30,846,264	32,077,697
Receivables - Rates	6	1,041,180	839,535	1,162,574
Receivables - Rates Other		(35,838)	(72,471)	58,044
Receivables - Debtors	6	499,411	2,089,103	1,001,752
Receivables - Other		33,265	665,842	244,662
Sundry Provisions & Accruals		99,482	325,530	96,557
Inventories		68,778	65,150	71,736
		44,687,115	40,896,489	38,961,945
Less: Current Liabilities				
Payables		(5,258,842)	(12,414,578)	(6,762,365)
Provisions		(1,379,991)	(1,564,678)	(1,316,221)
		(6,638,833)	(13,979,256)	(8,078,586)
Less: Cash Reserves	7	(30,858,858)	(30,846,264)	(32,077,697)
Rounding and Timing Adjustment		1,691,181		
Net Current Funding Position		8,880,606	(3,929,031)	(1,194,337)

**Comments - Net Current Funding Position**

The budget was adopted at the OMC 25 June 2021. It was presented to Council with a predicted carried forward surplus of \$2,226,546.

The Rounding and Timing Adjustment is calculated by subtracting the sum of current assets less current liabilities and cash reserves from the YTD funding surplus (see page 7).

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 4: CASH AND INVESTMENTS

	Interest Rate	Unrestricted \$	Restricted \$	Trust \$	Total Amount \$	Institution	Maturity Date
(a) Cash Deposits							
Municipal Bank Account	0.15%	6,117,210			6,117,210	CommBank	At Call
Business Online Saver	0.40%	33,913			33,913	CommBank	At Call
BRAC Bank Account	0.10%	33,559			33,559	CommBank	At Call
BPAY Bank Account	0.00%	0			0	CommBank	At Call
Reserve Bank Account	0.40%		285,492		285,492	CommBank	At Call
Trust Bank Account	0.00%			218,034	218,034	CommBank	At Call
ESCROW - Trust	0.00%		3,373,348		3,373,348	Perpetual	At Call
Cash On Hand	Nil	4,200			4,200	N/A	On Hand
(b) Term Deposits							
Term Deposit	0.40%	2,000,000	0		2,000,000	CommBank	26-May-22
Term Deposit	0.54%	0	27,200,000		27,200,000	Bankwest	23-Jun-22
Term Deposit	0.60%	1,500,000			1,500,000	Bankwest	27-Jun-22
Term Deposit	0.53%	3,000,000			3,000,000	Bankwest	23-Jun-22
Term Deposit	0.00%				0		
Total		12,688,882	30,858,840*	218,034†	43,765,755		
Adjustments							
Payment Timing Adjustments**		566,884					
Total		12,121,998	30,858,839.88				

Comments/Notes - Investments

*Note - The total of Restricted Cash balances to the reserves on Note 7.

**NOTE - Payment Timing adjustments indicate payments that have been recorded on the ledger but have yet to be paid out of the bank. The bank accounts are reconciled monthly to ensure no discrepancies occur.

†Note - A discrepancy between Trust balance and the balance of Note 11 is a result of money in transit, either as a refund or a payment, or an unrepresented cheque.

SHIRE OF BROOME

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
		Budget Adoption			\$	\$	\$	\$
		Permanent Changes						0
111989		Opening surplus adjustment	OMC 16/12/21 ARC	Opening Surplus			(653,522)	(653,522)
		Budgeted EOY Surplus/(Deficit)	OMC 16/12/21 ARC	Capital Expenditure			(350,830)	(1,004,352)
								(1,004,352)
		General Purpose Funding						(1,004,352)
0030105		Rates Broome - Op Inc - Rates	OMC 18/11/21 - FACR1	Operating Income		133,335		(871,017)
0030146		Interest - Rates Instalments - Op Inc - Rates	OMC 18/11/21 - FACR1	Operating Income		50,000		(821,017)
32480		Rates Enquiry Fees - Op Inc - Rates	OMC 24/02/22 - FACR 2	Operating Income		24,000		(797,017)
30105		Rates Broome - Op Inc - Rates	OMC 28/04/22 - FACR 3	Operating Income		70,602		(726,415)
30147		Rates Admin Instalment Charge - Op Inc - Rates	OMC 28/04/22 - FACR 3	Operating Income			(11,506)	(737,921)
30201		Rates Non Payment Int - Op Inc - Rates	OMC 28/04/22 - FACR 3	Operating Income		10,000		(727,921)
32480		Rates Enquiry Fees - Op Inc - Rates	OMC 28/04/22 - FACR 3	Operating Income		15,000		(712,921)
32492		Back Rates - Op Inc - Rates	OMC 28/04/22 - FACR 3	Operating Income			(293,849)	(1,006,770)
								(1,006,770)
		Governance						(1,006,770)
22129		Kimberley Zone - Zone & RCG Meeting Expenses - Op Exp	OMC 29/7/21 KRG	Operating Expenditure			(10,000)	(1,016,770)
22134		Kimberley Zone - Annual Financial Audit - Op Exp	OMC 29/7/21 KRG	Operating Expenditure			(5,000)	(1,021,770)
22136		Kimberley Zone - IT Support - Op Exp	OMC 29/7/21 KRG	Operating Expenditure			(1,500)	(1,023,270)
22137		Kimberley Zone - Sundry Expenses - Op Exp	OMC 29/7/21 KRG	Operating Expenditure			(1,000)	(1,024,270)
22143		Kimberley Zone - Savannah Way Membership - Op Exp	OMC 29/7/21 KRG	Operating Expenditure			(5,000)	(1,029,270)
22181		Kimberley Zone - Executive Consultancy - Op Exp	OMC 29/7/21 KRG	Operating Expenditure			(147,320)	(1,176,590)
23013		Kimberley Zone - Reimbursement Zone & RCG Meetings Expenses - Op Inc	OMC 29/7/21 KRG	Operating Income		3,000		(1,173,590)
23021		Kimberley Zone - Members Contribution Secretariat Costs - Op Inc	OMC 29/7/21 KRG	Operating Income		164,320		(1,009,270)
23536		Kimberley Zone - Interest on Reserve - Op Inc	OMC 29/7/21 KRG	Operating Income		2,500		(1,006,770)
22183		Kimberley Zone - Consultancy - Op Exp	KRG 2/9/21	Operating Expenditure			(40,000)	(1,046,770)
23598		Transfer From Kimberley Zone Reserve - Cap Inc - Kimberley Zone	KRG 2/9/21	Capital Income		40,000		(1,006,770)
24040		Election Expenses Op Exp - Members	OMC 18/11/21	Operating Expenditure			0	(1,006,770)
0023450		Consultants - Op Exp - Other Governance	OMC 16/12/21 - Carryovers	Operating Expenditure			(28,674)	(1,035,444)
23450		Consultants - Op Exp - Other Governance	OMC 24/02/22 - FACR 2	Operating Expenditure		50,000		(985,444)
23015		Executive Travel & Accom - Op Exp - Other Governance	OMC 24/02/22 - FACR 2	Operating Expenditure		10,000		(975,444)
23050		Grant Op - Youth Coordinating Committee Op Inc. - Other Governance	OMC 24/02/22 - FACR 2	Operating Income			(5,000)	(980,444)
23053		Community Grant Op Inc. - Other Governance	OMC 24/02/22 - FACR 2	Operating Income		10,000		(970,444)
23017		Special Event/Milestone Celebration - Op Exp - Other Governance	OMC 24/02/22 - FACR 2	Operating Expenditure			(10,000)	(980,444)
22124		Contribution to Kimberley Zone Secretariat	OMC 24/02/22 - FACR 2	Operating Expenditure		13,920		(966,524)
24060		Broome Shire Council Allowances Members Op Exp - Members	OMC 24/02/22 - FACR 2	Operating Expenditure		11,600		(954,924)
22200		Audit Fees Op Exp - Other Governance	OMC 24/02/22 - FACR 2	Operating Expenditure			(84,000)	(1,038,924)
22110		Refreshments & Receptions - Op Exp - Other Governance	OMC 24/02/22 - FACR 2	Operating Expenditure		5,000		(1,033,924)
24010		Conferences Travel & Accom Op Exp - Members	OMC 24/02/22 - FACR 2	Operating Expenditure		20,000		(1,013,924)
24040		Election Expenses Op Exp - Members	OMC 24/02/22 - FACR 2	Operating Expenditure		9,000		(1,004,924)
22174		Sundry In Kind Donations Op Exp - Other Governance	OMC 24/02/22 - FACR 2	Operating Expenditure		46,500		(958,424)

SHIRE OF BROOME

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
22230		Legal Exps Op Exp - Other Governance	OMC 28/04/22 - FACR 3	Operating Expenditure		20,000		(938,424)
22125		WARCA (WA Regional Capitals Alliance) - Op Exp - Other Governance	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(933,424)
24020		Shire President & CEO Special Travel - Op Exp - Members	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(928,424)
22290		Sister City Relations/Japanese Youth Ambassador - Op Exp - Other Governance	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(923,424)
23040		Youth Development Programme & Working Group - Op Exp - Other Governance	OMC 28/04/22 - FACR 3	Operating Expenditure		3,000		(920,424)
23050		Grant Op - Youth Coordinating Committee Op Inc. - Other Governance	OMC 28/04/22 - FACR 3	Operating Income			(3,000)	(923,424)
23453		Review of Strategies Relating to the Community Strategic Plan - Op Exp - Other Gov	OMC 28/04/22 - FACR 3	Operating Expenditure			(10,000)	(933,424)
22174		Sundry In Kind Donations Op Exp - Other Governance	OMC 28/04/22 - FACR 3	Operating Expenditure		14,000		(919,424)
								(919,424)
		Law, Order and Public Safety						(919,424)
0053010	53010	Ranger Salaries - Gen & Beach - R & B Op	OMC 18/11/21 - FACR1	Operating Expenditure		14,400		(905,024)
0051010		Salaries - Op Exp - Fire Prevention	OMC 18/11/21 - FACR1	Operating Expenditure		38,400		(866,624)
0052010		Salaries - Op Exp - Animal Control	OMC 18/11/21 - FACR1	Operating Expenditure		27,000		(839,624)
0053015		Relief Staff Exp - Op Exp - Ranger Operations	OMC 18/11/21 - FACR1	Operating Expenditure			(105,000)	(944,624)
0146404		SS Loan Interest & Fees Rec'd - Life Saving Club Loan 200	OMC 18/11/21 - FACR1	Operating Income			(2,058)	(946,682)
0146404		SS Loan Interest & Fees Rec'd - Life Saving Club Loan 200	OMC 18/11/21 - FACR1	Operating Income		2,058		(944,624)
53239		Surf Club Building Upgrade (Inc Plant & Furniture) Cap Exp-Law Ord & PS	OMC 16/12/21 - Carryovers	Capital Expenditure			0	(944,624)
53239		Surf Club Building Upgrade (Inc Plant & Furniture) Cap Exp-Law Ord & PS	SMC 21/12/21	Capital Expenditure			(767,200)	(1,711,824)
53015		Relief Staff Exp - Op Exp - Ranger Operations	OMC 24/02/22 - FACR 2	Operating Expenditure		60,000		(1,651,824)
51010		Salaries - Op Exp - Fire Prevention	OMC 24/02/22 - FACR 2	Operating Expenditure			(15,000)	(1,666,824)
52010		Salaries - Op Exp - Animal Control	OMC 24/02/22 - FACR 2	Operating Expenditure			(20,000)	(1,686,824)
53010		Salary - Op Exp - Ranger & Beach Operations	OMC 24/02/22 - FACR 2	Operating Expenditure			(25,000)	(1,711,824)
507218		Consultants - Op Exp - Ranger Operations	OMC 24/02/22 - FACR 2	Operating Expenditure			(20,000)	(1,731,824)
146505		Non Operating Grant- Radar Speed Display Signs- Cap Inc	OMC 24/02/22 - FACR 2	Capital Income			(5,000)	(1,736,824)
55167		Vehicles & Mob Plant Renewal > \$3000 - Cap Exp - SES/ FESA	OMC 28/04/22 - FACR 3	Capital Expenditure		7,000		(1,729,824)
53015		Relief Staff Exp - Op Exp - Ranger Operations	OMC 28/04/22 - FACR 3	Operating Expenditure		10,000		(1,719,824)
53060		Impounding of Vehicles Expense - Op Exp - Other Law Order & Public Safety	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(1,714,824)
507218		Consultants - Op Exp - Ranger Operations	OMC 28/04/22 - FACR 3	Operating Expenditure		11,000		(1,703,824)
52951		Transfer from Plant Replacement reserve - Cap Inc - Ranger Operations	OMC 28/04/22 - FACR 3	Capital Income		12,000		(1,691,824)
								(1,691,824)
		Health						(1,691,824)
74413		Commercial Pool Inspection Fees - Op Inc - Preventive - Inspection/Admin	OMC 24/02/22 - FACR 2	Operating Income			(10,000)	(1,701,824)
								(1,701,824)
		Education and Welfare						(1,701,824)
82617		Community Development Strategy - Op Exp - Community Services	OMC 26/8/21	Operating Expenditure			(25,000)	(1,726,824)
82670		Grant Income - Comm Services	OMC 16/12/21 - Carryovers	Operating Income		25,000		(1,701,824)
82675		Grants For Community Programs - Op Inc - Community Services	OMC 16/12/21 ARC	Operating Income			(20,000)	(1,721,824)
82670		Grant Income - Comm Services	OMC 28/04/22 - FACR 3	Operating Income			(5,000)	(1,726,824)
82613		Advertising Promotion & Printing - Op Exp - Community Services	OMC 28/04/22 - FACR 3	Operating Expenditure		4,500		(1,722,324)
82617		Community Development Strategy - Op Exp - Community Services	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(1,717,324)

SHIRE OF BROOME

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
		Housing						(1,717,324)
96101		Staff Housing - Reactive Maint - Op Exp	OMC 24/02/22 - FACR 2	Operating Expenditure			(10,000)	(1,717,324)
96200		1/17 Honeyeater Loop - Rent & Recoup Income - Op Inc	OMC 28/04/22 - FACR 3	Operating Income		7,000		(1,727,324)
96201		8/83 Walcott Street - Rent & Recoup Income - Op Inc	OMC 28/04/22 - FACR 3	Operating Income			(13,000)	(1,720,324)
96202		8/6 Ibis Way - Rent & Recoup Income - Op Inc	OMC 28/04/22 - FACR 3	Operating Income		10,000		(1,733,324)
96203		11/6 Ibis Way - Rent & Recoup Income - Op Inc	OMC 28/04/22 - FACR 3	Operating Income		3,000		(1,723,324)
96204		2/50 Tanami Drive - Rent & Recoup Income - Op Inc	OMC 28/04/22 - FACR 3	Operating Income			(7,000)	(1,727,324)
145561		Lot 1002 Shelduck Way - Rent & Recoup Income - Op Inc	OMC 28/04/22 - FACR 3	Operating Income			(4,000)	(1,731,324)
145690		Non Recoverable Op Expenses Staff Housing	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(1,726,324)
								(1,726,324)
		Community Amenities						(1,726,324)
101995		Transfer from Regional Resource Recovery Reserve - Cap Inc - Reg Res Recov	OMC 28/10/21	Capital Income		330,000		(1,396,324)
101896		Building New Const - Cap Exp - Regional Resource Recovery Park	OMC 28/10/21	Capital Expenditure			(330,000)	(1,726,324)
0105546	105550	Project - Broome Townsite Coastal Hazard Risk Mgt & Adaptation Plan Consult -Op	OMC 18/11/21 - FACR1	Operating Expenditure			(50,000)	(1,776,324)
0107030	107030	Broome Cemetery - P&G Maint	OMC 18/11/21 - FACR1	Operating Expenditure		6,000		(1,770,324)
0107030	107030	Broome Cemetery - P&G Maint	OMC 18/11/21 - FACR1	Operating Expenditure		10,000		(1,760,324)
0108001		New Refuse Site Exp - Op Exp - Regional Resource Recovery Park	OMC 18/11/21 - FACR1	Operating Expenditure			(150,500)	(1,910,824)
101995		Transfer from Regional Resource Recovery Reserve - Cap Inc - Reg Res Recov	OMC 18/11/21 - FACR1	Capital Income		150,500		(1,760,324)
0107035		General CCTV & Wireless Network Maint - Op Exp - Other Comm Amen	OMC 18/11/21 - FACR1	Operating Expenditure		3,500		(1,756,824)
0104482		Headworks Contribution - Non Op Inc - Urban Stormwater Drainage	OMC 18/11/21 - FACR1	Capital Income		37,333		(1,719,491)
0105400		Development Grants Rec'd - Op Inc - Protection of Environment	OMC 18/11/21 - FACR1	Operating Income		25,000		(1,694,491)
0104270	104299	Short St-Paspaley Carnarvon Street New Drainage Const - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(14,830)	(1,709,321)
0107550	107550	Japanese Cemetery New Infra by P & G - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(2,718)	(1,712,039)
107568		Transfer From POS Reserve - Other Comm Amenities	OMC 16/12/21 - Carryovers	Capital Income		0	(8,010)	(1,720,049)
0106030	106055	Planning General Project Consult - Op Exp Town Planning/Reg Dev	OMC 16/12/21 - Carryovers	Operating Expenditure		0	(5,000)	(1,725,049)
0101050		Contaminated Site Remediation	OMC 16/12/21 - Carryovers	Operating Expenditure		0	(569,474)	(2,294,523)
1052510		Transfer From Refuse Site Reserve - Sanitation Other	OMC 16/12/21 - Carryovers	Capital Income		569,474	0	(1,725,049)
0107060	107061	Broome Roadwise - Road Safety Project	OMC 16/12/21 - Carryovers	Operating Expenditure		0	(5,000)	(1,730,049)
0106194		Proceeds From Sale Of Assets - Development Services	OMC 16/12/21 - Carryovers	Capital Income		13,000	0	(1,717,049)
106159		Profit on Asset Sale - Dev Serv	OMC 16/12/21 - Carryovers	Operating Income	1,789	0	0	(1,717,049)
0104800	104920	Broome Townsite Drains Renewal - Cap Infra Exp - Urb Stwater	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(50,000)	(1,767,049)
107035		General CCTV & Wireless Network Maint - Op Exp - Other Comm Amen	OMC 24/02/22 - FACR 2	Operating Expenditure		10,000		(1,757,049)
106410		Planning Fees (GST Free) - Op Inc - Town Planning/Regional Devel	OMC 24/02/22 - FACR 2	Operating Income		20,000		(1,737,049)
106421		Rezoning and Structure Plan Fees (Excl GST) - Op Inc - Town Planning	OMC 24/02/22 - FACR 2	Operating Income			(5,000)	(1,742,049)
101022		Kerbside Recycling Collection -Op Exp - San Gen Refuse	OMC 24/02/22 - FACR 2	Operating Expenditure		35,000		(1,707,049)
101550	101552	Mobile Garbage Bin Replacement - Cap Exp - San Gen Refuse	OMC 24/02/22 - FACR 2	Capital Expenditure			(35,000)	(1,742,049)
104800	104920	Broome Townsite Drains Renewal - Cap Infra Exp - Urb Stwater	OMC 24/02/22 - FACR 2	Capital Expenditure			(13,420)	(1,755,469)
107552	107561	Broome Cemetery Renewal by P & G - Cap Exp	OMC 24/02/22 - FACR 2	Capital Expenditure		6,630		(1,748,839)
106038		Legal Expenses - Development Services	OMC 28/04/22 - FACR 3	Operating Expenditure		10,000		(1,738,839)
106030	106055	Planning General Project Consult - Op Exp Town Planning/Reg Dev	OMC 28/04/22 - FACR 3	Operating Expenditure		15,000		(1,723,839)
106410		Planning Fees (GST Free) - Op Inc - Town Planning/Regional Devel	OMC 28/04/22 - FACR 3	Operating Income		15,000		(1,708,839)

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
106421		Rezoning and Structure Plan Fees (Excl GST) - Op Inc - Town Planning	OMC 28/04/22 - FACR 3	Operating Income			(10,000)	(1,718,839)
101510		Vehicle & Mob Plant Renewal(Replacement)-Cap Exp- Sanit Gen Refuse	OMC 28/04/22 - FACR 3	Capital Expenditure			(20,000)	(1,738,839)
101525		Transfer From Refuse Site Reserve - Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Capital Income		20,000		(1,718,839)
106184		Vehicle & Mobile Plant Renewal (Replacement) Cap Exp - Dev Services	OMC 28/04/22 - FACR 3	Capital Expenditure			(12,000)	(1,730,839)
1042510		Mobile Plant & Equipment Renewal (Replacement) - Cap Exp - Sanitation Other	OMC 28/04/22 - FACR 3	Capital Expenditure		45,000		(1,685,839)
104270	104299	Short St-Paspaley Carnarvon Street New Drainage Const - Cap Exp	OMC 28/04/22 - FACR 3	Capital Expenditure		54,490		(1,631,349)
104205		Transfer to Restricted Cash Reserve - Cap Exp - Urban Storm Water Drainage	OMC 28/04/22 - FACR 3	Capital Expenditure			(88,098)	(1,719,447)
107029	107029	Japanese Cemetery- P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		4,000		(1,715,447)
107030	107030	Broome Cemetery - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		4,000		(1,711,447)
101020		Kerbside Refuse Collection - Op Exp - Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		150,000		(1,561,447)
101022		Kerbside Recycling Collection -Op Exp - San Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		47,000		(1,514,447)
101027		Recycling and Education - Op Exp - San Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		10,000		(1,504,447)
101029		Salary - Waste Co-ordinator - Op Exp -Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		50,000		(1,454,447)
101029		Salary - Waste Co-ordinator - Op Exp -Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		150,000		(1,304,447)
101030	101055	Waste Staff PPE - Op Exp	OMC 28/04/22 - FACR 3	Operating Expenditure			(5,000)	(1,309,447)
101030	101050	Weighbridge Operations - Op Exp - San Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		75,000		(1,234,447)
101030	101050	Weighbridge Operations - Op Exp - San Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		150,000		(1,084,447)
101030	101054	WFM Licence and Operations Expense - Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		10,000		(1,074,447)
101038	101041	Staff Meeting Expenses - OpExps - Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		15,000		(1,059,447)
101038	101041	Staff Meeting Expenses - OpExps - Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		30,000		(1,029,447)
101040	101042	Sanitation General Project Consultancy - Op Exp - Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Operating Expenditure		8,000		(1,021,447)
101524		Asset Rehabilitation Obligation (Cap Exp - Sanitation Gen Refuse)	OMC 28/04/22 - FACR 3	Capital Expenditure		250,000		(771,447)
102010	102010	Rangers - Litter Control Salaries	OMC 28/04/22 - FACR 3	Operating Expenditure		40,000		(731,447)
102010	102011	General Litter Control - CCC Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		60,000		(671,447)
102010	102011	General Litter Control - CCC Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		120,000		(551,447)
101515		Transfer to Refuse Reserve - Cap Exp - Sanitation Gen Refuse	OMC 28/04/22 - FACR 3	Capital Expenditure			(1,160,000)	(1,711,447)
								(1,711,447)
		Recreation and Culture						(1,711,447)
113403		Grants - Non Op - Cap Inc - Other Rec & Sport	OMC 30/9/21	Capital Income		68,988		(1,642,459)
1181425	1181426	Cable Beach Foreshore Upgrade	OMC 30/9/21	Capital Expenditure			(68,988)	(1,711,447)
1181425	1181426	Cable Beach Foreshore Upgrade	OMC 30/9/21	Capital Expenditure			(18,000)	(1,729,447)
117315	117316	BRAC Building Renewal - Cap Exp - BRAC Dry	SMC 28/10/21	Capital Expenditure		159,848		(1,569,599)
117450	117452	BRAC Oval Upgrade of Infra - Cap Exp	SMC 28/10/21	Capital Expenditure			(159,848)	(1,729,447)
113489		Transfer From POS Reserve - Other Rec & S	SMC 28/10/21	Capital Income		352,176		(1,377,271)
117450	117452	BRAC Oval Upgrade of Infra - Cap Exp	SMC 28/10/21	Capital Expenditure			(352,176)	(1,729,447)
0113704	113705	Consultants - Sport & Recreation - Op Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(10,000)	(1,739,447)
0116282		Triple J Maintenance & Operating Exp - Other Culture	OMC 18/11/21 - FACR1	Operating Expenditure			(3,500)	(1,742,947)
0055382		Broome Golf Club SS Loan Interest & Fees Inc Rec'd - Op Inc - Other Recreation &	OMC 18/11/21 - FACR1	Operating Income			(8,576)	(1,751,523)
0055382		Broome Golf Club SS Loan Interest & Fees Inc Rec'd - Op Inc - Other Recreation &	OMC 18/11/21 - FACR1	Operating Income		8,576		(1,742,947)
0113702		Club Development Officer Programs Exp - Rec Services	OMC 18/11/21 - FACR1	Operating Expenditure			(17,000)	(1,759,947)
0117148		Group Fitness Program - Op Exp - BRAC - Aquatic	OMC 18/11/21 - FACR1	Operating Expenditure			(10,000)	(1,769,947)
0117171		Salary - Op Exp - Holiday Prog Exps - BRAC Dry	OMC 18/11/21 - FACR1	Operating Expenditure		10,000		(1,759,947)

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
0117252		Floorball BRAC Program - Op Inc - BRAC Dry	OMC 18/11/21 - FACR1	Operating Income		15,000		(1,744,947)
0117260		Creche User Fees Inc. Rec'd	OMC 18/11/21 - FACR1	Operating Income		5,000		(1,739,947)
0117266		Multipurpose Room Hire Inc - BRAC	OMC 18/11/21 - FACR1	Operating Income		10,000		(1,729,947)
0116130		Mobile Plant & Equip New - Cap Exp - Bme Civic Centre	OMC 18/11/21 - FACR1	Capital Expenditure			(8,000)	(1,737,947)
0115292		Books & Binding - Op Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(6,000)	(1,743,947)
1140211		General Operating Exp - Swim Areas & Beach Life Guard	OMC 18/11/21 - FACR1	Operating Expenditure			(6,000)	(1,749,947)
1181425	1181426	Cable Beach Foreshore Upgrade	OMC 18/11/21 - FACR1	Capital Expenditure			(40,000)	(1,789,947)
0116125	116128	Lord McAlpine Bust New Construction	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	(1,789,947)
0113406		Council Loans Received - Other Rec & Sport	OMC 16/12/21 - Carryovers	Capital Income		0	0	(1,789,947)
0112485		Grant Non Op - State Swim Areas & Beaches	OMC 16/12/21 - Carryovers	Capital Income		0	0	(1,789,947)
0112485		Grant Non Op - State Swim Areas & Beaches	OMC 16/12/21 - Carryovers	Capital Income		0	0	(1,789,947)
1181407		Town Beach Redevelopment - Greenspace Stage 2 - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		6,470	0	(1,783,477)
0113403		Grants - Non Op - Cap Inc - Other Rec & Sport	OMC 16/12/21 - Carryovers	Capital Income		230,819	0	(1,552,658)
0113403		Grants - Non Op - Cap Inc - Other Rec & Sport	OMC 16/12/21 - Carryovers	Capital Income		180,856	0	(1,371,802)
1181409		Town Beach Development - Jetty Project - Other Infra New - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(252,755)	(1,624,557)
0113371		Royalties For Regions Loc Govt Non Op Grant - Op Inc - Other Recreation & Sport	OMC 16/12/21 - Carryovers	Capital Income		0	(0)	(1,624,557)
0113371		Royalties For Regions Loc Govt Non Op Grant - Op Inc - Other Recreation & Sport	OMC 16/12/21 - Carryovers	Capital Income		1,453,852	0	(170,705)
0113551	113763	Male Oval Renewal Infra - Cap Exp - Parks & Ovals	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	(170,705)
0113550	113570	Dakas Street Reserve New Infra Const Cap Exp-P&O	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	(170,705)
0113551	113788	Cygnat Park Infrastructure Renewal - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	(170,705)
113989		Transfer From POS Reserve - Parks & Ovals	OMC 16/12/21 - Carryovers	Capital Income		0	0	(170,705)
0117315	117316	BRAC Building Renewal - Cap Exp - BRAC Dry	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(0)	(170,705)
0117450	117452	BRAC Oval Upgrade of Infra - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		69,141	0	(101,564)
0113316		Grants - non Operating Income for Parks & Oval Const - Cap Inc - Parks & Ovals	OMC 16/12/21 - Carryovers	Capital Income		51,975	0	(49,589)
0113316		Grants - non Operating Income for Parks & Oval Const - Cap Inc - Parks & Ovals	OMC 16/12/21 - Carryovers	Capital Income		394,600	0	345,011
1181420	YBRA001	Youth Bike Recreation Area - New Construction - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(85,221)	259,790
0115280		Grant Program Expenses - Op Exp - Library (Income in 115480)	OMC 16/12/21 - Carryovers	Operating Expenditure		4,441	0	264,231
0115480		Grant Program Income - Op Inc - Library (Expense in 115280)	OMC 16/12/21 - Carryovers	Operating Income		0	(5,500)	258,731
0115480		Grant Program Income - Op Inc - Library (Expense in 115280)	OMC 16/12/21 - Carryovers	Operating Income		1,059	0	259,790
0113419		Roadwise Contribution - Op Inc - Parks & Ovals	OMC 16/12/21 - Carryovers	Operating Income		5,000	0	264,790
0113603		Reticulation Control System New Exp - Cap Exp Parks & Ovals	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(23,533)	241,257
0117455	117456	BRAC Ovals Renewal Infra Works - Cap Exp - BRAC Ovals	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(100,647)	140,609
0115461		Library Building Renewal (Inc Plant & Furn) - Cap Exp - Libraries	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(5,291)	135,318
116085		Arts, Culture and Heritage Strategy - Op Exp - Other Culture	OMC 24/02/22 - FACR 2	Operating Expenditure			(50,000)	85,318
1181425	1181426	Cable Beach Foreshore Upgrade	OMC 24/02/22 - FACR 2	Capital Expenditure			(115,892)	(30,574)
113128		Building Better Regions Grant for Cable Beach - Non Op Grant - Other Recreation &	OMC 24/02/22 - FACR 2	Capital Income		708,000		677,426
111989		Transfer to POS Reserve - Cap Exp - Parks & Ovals	OMC 24/02/22 - FACR 2	Capital Expenditure			(708,000)	(30,574)
117081	117082	General Building & Facility Maint - BRAC Dry - Op Exp	OMC 24/02/22 - FACR 2	Operating Expenditure			(10,000)	(40,574)
117142		Holiday Program Op Exp - BRAC - Dry	OMC 24/02/22 - FACR 2	Operating Expenditure			(5,000)	(45,574)
117272		Holiday Program Enrolment Fees Rec'd	OMC 24/02/22 - FACR 2	Operating Income		10,000		(35,574)
117235		Cost of Goods Sold Goods Kiosk - Op Exp - BRAC - General MUN	OMC 24/02/22 - FACR 2	Operating Expenditure			(10,000)	(45,574)
117336		Cost Of Goods Sold Direct (Consumables) Op Exp - BRAC General	OMC 24/02/22 - FACR 2	Operating Expenditure			(5,000)	(50,574)

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
117234		Kiosk Sales - Op Inc - BRAC - General	OMC 24/02/22 - FACR 2	Operating Income		16,000		(34,574)
117236		Consumables Sales	OMC 24/02/22 - FACR 2	Operating Income		8,000		(26,574)
1140211		General Operating Exp - Swim Areas & Beach Life Guard	OMC 24/02/22 - FACR 2	Operating Expenditure		100,000		73,426
116470	116471	Broome Civic Centre Building General Maint Exps - Op Exp Bme Civic Centre	OMC 24/02/22 - FACR 2	Operating Expenditure			(10,000)	63,426
116489		Operational Expenses - Broome Civic Centre - Production/Events	OMC 24/02/22 - FACR 2	Operating Expenditure			(20,000)	43,426
116541		Broome Civic Centre Venue Income - Op Income - Bme Civic Centre	OMC 24/02/22 - FACR 2	Operating Income		10,000		53,426
116541		Broome Civic Centre Venue Income - Op Income - Bme Civic Centre	OMC 24/02/22 - FACR 2	Operating Income		25,000		78,426
112485		Grant Non Op - State Swim Areas & Beaches	OMC 24/02/22 - FACR 2	Capital Income		350,000		428,426
113406		Council Loans Received - Other Rec & Sport	OMC 24/02/22 - FACR 2	Capital Income		390,746		819,172
113000	113543	Town Beach Water Park - P&G Maint	OMC 24/02/22 - FACR 2	Operating Expenditure		20,000		839,172
113550	113570	Dakas Street Reserve New Infra Const Cap Exp-P&O	OMC 24/02/22 - FACR 2	Capital Expenditure		87,800		926,972
113989		Transfer From POS Reserve - Parks & Ovals	OMC 24/02/22 - FACR 2	Capital Income			(87,800)	839,172
113551	113788	Cygnat Park Infrastructure Renewal - Cap Exp	OMC 24/02/22 - FACR 2	Capital Expenditure		110,000		949,172
113001	113004	Haynes Oval Pavilion - Operating Expense - Op Exp	OMC 24/02/22 - FACR 2	Operating Expenditure			(5,000)	944,172
117218	117219	Medland Pavilion - Operating Expense - Op Exp	OMC 24/02/22 - FACR 2	Operating Expenditure			(5,000)	939,172
113128		Building Better Regions Grant for Cable Beach - Non Op Grant - Other Recreation &	OMC 28/04/22 - FACR 3	Capital Income			(297,000)	642,172
111989		Transfer to POS Reserve - Cap Exp - Parks & Ovals	OMC 28/04/22 - FACR 3	Capital Expenditure		297,000		939,172
116184	116198	Sundry Community Events	OMC 28/04/22 - FACR 3	Operating Expenditure		10,000		949,172
1138332		Grant Income & Contributions - Op Inc - Other Culture	OMC 28/04/22 - FACR 3	Operating Income			(15,000)	934,172
113410		Male Oval & Concourse - Op Inc - Parks & Ovals	OMC 28/04/22 - FACR 3	Operating Income			(10,000)	924,172
117004	117056	Salary & Related Program Development Officer Expense	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		929,172
117148		Group Fitness Program - Op Exp - BRAC - Aquatic	OMC 28/04/22 - FACR 3	Operating Expenditure			(5,000)	924,172
117156		Program Annual Events - Op Exp - BRAC Dry	OMC 28/04/22 - FACR 3	Operating Expenditure		6,000		930,172
117200		Hire of BRAC Staff Inc Recd - Op Inc - BRAC General	OMC 28/04/22 - FACR 3	Operating Income		5,000		935,172
117291		BRAC Fields - Electricity Reimb and Other Income - Op Inc	OMC 28/04/22 - FACR 3	Operating Income			(5,000)	930,172
115286		SLWA Travel & Accommodation Op Exp - Library	OMC 28/04/22 - FACR 3	Operating Expenditure		6,300		936,472
115380		Grant Op - State SLWA Library Grant	OMC 28/04/22 - FACR 3	Operating Income			(4,800)	931,672
115480		Grant Program Income - Op Inc - Library (Expense in 115280)	OMC 28/04/22 - FACR 3	Operating Income		3,000		934,672
116125	116132	Cape Leveque Tourist Bay and Signage	OMC 28/04/22 - FACR 3	Capital Expenditure		57,000		991,672
1181409		Town Beach Development - Jetty Project - Other Infra New - Cap Exp	OMC 28/04/22 - FACR 3	Capital Expenditure		445,000		1,436,672
111989		Transfer to POS Reserve - Cap Exp - Parks & Ovals	OMC 28/04/22 - FACR 3	Capital Expenditure			(445,000)	991,672
113000	113034	Miller Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		2,000		993,672
113000	113037	Bedford Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure			(3,000)	990,672
113000	113047	China Town - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		20,000		1,010,672
113000	113075	Sugar Glider Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		2,000		1,012,672
113000	113080	Six Season Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		7,000		1,019,672
113000	113582	Solway Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		1,024,672
113000	113028	Cygnat Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		7,000		1,031,672
113000	113033	Haynes Oval - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure			(20,000)	1,011,672
113000	113039	Streeters Jetty Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		3,050		1,014,722
113000	113043	Town Beach - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		1,019,722
113000	113044	Civic Centre - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		3,000		1,022,722

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
113000	113051	Weed Eradication Program - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		4,000		1,026,722
113000	113579	Frangipani Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		2,000		1,028,722
113000	113583	Herbert St Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		1,033,722
113000	113038	Tolentino Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure			(2,000)	1,031,722
113000	113040	Cable Beach - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		8,000		1,039,722
113000	113070	Sunset Park - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		3,000		1,042,722
113005	113010	Weed Control- P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure			(5,000)	1,037,722
113026	113026	Skate Park- P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		3,750		1,041,472
113396	113397	Reticulation Control System - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		4,000		1,045,472
113551	113795	Parks & Gardens Works Renewal Infra - Cap Exp	OMC 28/04/22 - FACR 3	Capital Expenditure		40,000		1,085,472
111989		Transfer to POS Reserve - Cap Exp - Parks & Ovals	OMC 28/04/22 - FACR 3	Capital Expenditure			(40,000)	1,045,472
117000	117070	Grounds Maint Exp by P & G - BRAC	OMC 28/04/22 - FACR 3	Operating Expenditure		3,000		1,048,472
117210	117211	BRAC Ovals - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure			(15,000)	1,033,472
117218	117219	Medland Pavilion - Operating Expense - Op Exp	OMC 28/04/22 - FACR 3	Operating Expenditure			(7,500)	1,025,972
111989		Transfer to POS Reserve - Cap Exp - Parks & Ovals	OMC 28/04/22 - FACR 3	Capital Expenditure			(87,800)	938,172
		Transport						938,172
0122000	121011	Sector 1 Chinatown - Works Maint	OMC 18/11/21 - FACR1	Operating Expenditure			(23,000)	915,172
124010	124010	Parking Control - Salaries	OMC 18/11/21 - FACR1	Operating Expenditure		25,200		940,372
0124600	124612	Town Beach - Carpark and Robinson / Hopton intersection	OMC 18/11/21 - FACR1	Capital Expenditure			(128,056)	812,316
0125000	125045	State Blackspot - Frederick Street off-street carpark Cap (Broome SHS) Exp	OMC 18/11/21 - FACR1	Capital Expenditure			(260,238)	552,078
0125000	125046	State Blackspot - Port Drive Stage 2 -Off Street Carpark (Saint Mary's)Cap Exp	OMC 18/11/21 - FACR1	Capital Expenditure		299,198		851,276
0120305		WALGGC Road Grants Untied Op Grant Rec'd	OMC 18/11/21 - FACR1	Operating Income			(227,806)	623,470
0121762		State Direct MRWA/RRG Rd Maint Op Grant Rec'd	OMC 18/11/21 - FACR1	Operating Income		38,468		661,938
0121785		Regional Bikeways Grant- Non Op Inc - Footpaths	OMC 18/11/21 - FACR1	Capital Income		236,105		898,043
0121767		Grant Non Op - Footpath Construction - Cap Inc	OMC 18/11/21 - FACR1	Capital Income			(236,105)	661,938
1254421		Access & Inclusion Improvements New Infra - Cap Exp	OMC 18/11/21 - FACR1	Capital Expenditure		12,000		673,938
0121771		Black Spot State Non Op Grant	OMC 18/11/21 - FACR1	Capital Income		260,238		934,176
0121776		Rds To Recovery Non Op Grant for Urban Rds - Non Op Inc	OMC 18/11/21 - FACR1	Capital Income		150,000		1,084,176
0121100	RU226	Black Spot - Port Drive Refuge Island - Rd Upgrade Cap Exp	OMC 18/11/21 - FACR1	Capital Expenditure			(216,198)	867,978
0121100	RU226	Black Spot - Port Drive Refuge Island - Rd Upgrade Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		390,042	0	1,258,021
0125252		Contribution Non Op - St Marys Carparking	OMC 16/12/21 - Carryovers	Capital Income		0	(400,000)	858,021
0121101	RRU	Urban Reseals Renewal Program - Various (Sealing Contractor) - Cap Ex - Renewal	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(40,430)	817,590
0121771		Black Spot State Non Op Grant	OMC 16/12/21 - Carryovers	Capital Income		0	(50,393)	767,197
0125251		Carparks LRCI Grant & Other LRCI Grants - Cap Inc	OMC 16/12/21 - Carryovers	Capital Income		61,294	0	828,491
0125251		Carparks LRCI Grant & Other LRCI Grants - Cap Inc	OMC 16/12/21 - Carryovers	Capital Income		813,688	0	1,642,179
0124600	124612	Town Beach - Carpark and Robinson / Hopton intersection	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(202,151)	1,440,027
0120306		Dep't Premier & Cabinet Natural Disaster Grant - Cape Leveque Rd	OMC 16/12/21 - Carryovers	Operating Income		700,000	0	2,140,027
0125140	125277	Broome North Footpath New Const - Capex	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(41,853)	2,098,174
125960		Transfer From Footpath Reserve - Footpath Construction	OMC 16/12/21 - Carryovers	Capital Income		53,784	0	2,151,958
0125140	125290	Old Broome Estate Subdivision - Whole Estate - Various Paths	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(11,931)	2,140,027
0125215	125033	Broome Streets General Purpose Street Lighting Upgrades-CapE	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(11,883)	2,128,145

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
0125225	125232	Street Lighting at Various Locations - Renewal	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(48,020)	2,080,125
1254421		Access & Inclusion Improvements New Infra - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(30,000)	2,050,125
124910		Parking Fines - Op Inc - Parking Facilities	OMC 24/02/22 - FACR 2	Operating Income		10,000		2,060,125
121501	121587	Lawrence Road Upgrade	OMC 24/02/22 - FACR 2	Capital Expenditure			(10,344)	2,049,781
121501	121586	Williams Road - Upgrade	OMC 24/02/22 - FACR 2	Capital Expenditure		10,344		2,060,125
121501	121587	Lawrence Road Upgrade	OMC 24/02/22 - FACR 2	Capital Expenditure			(150,000)	1,910,125
121501	121586	Williams Road - Upgrade	OMC 24/02/22 - FACR 2	Capital Expenditure		150,000		2,060,125
121550		Statutory Contrib for Crossovers - Op Exp - Crossovers & General	OMC 24/02/22 - FACR 2	Operating Expenditure			(5,000)	2,055,125
121510	121510	Chinatown Landscaping Upgrade of Infra by P & G - Cap	OMC 24/02/22 - FACR 2	Capital Expenditure			(9,403)	2,045,722
125251		Carparks LRCI Grant & Other LRCI Grants - Cap Inc	OMC 28/04/22 - FACR 3	Capital Income			(473,694)	1,572,028
121776		Rds To Recovery Non Op Grant for Urban Rds - Non Op Inc	OMC 28/04/22 - FACR 3	Capital Income			(92,000)	1,480,028
125140	125277	Broome North Footpath New Const - Capex	OMC 28/04/22 - FACR 3	Capital Expenditure		7,000		1,487,028
125950		Transfer to Footpath Reserve	OMC 28/04/22 - FACR 3	Capital Expenditure			(7,000)	1,480,028
125140	125290	Old Broome Estate Subdivision - Whole Estate - Various Paths	OMC 28/04/22 - FACR 3	Capital Expenditure		11,931		1,491,959
125950		Transfer to Footpath Reserve	OMC 28/04/22 - FACR 3	Capital Expenditure			(4,931)	1,487,028
121101	RRU	Urban Reseals Renewal Program - Various (Sealing Contractor) - Cap Ex - Renewal	OMC 28/04/22 - FACR 3	Capital Expenditure		138,000		1,625,028
121950		Transfer to Road Reserve - Cap Exp - Cons Streets Roads Bridges Dep	OMC 28/04/22 - FACR 3	Capital Expenditure			(138,000)	1,487,028
122000	121028	Sector 5 Roebuck Est - Works Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		30,000		1,517,028
122000	121027	Sector 4 Sunset Park - Works Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		13,000		1,530,028
122000	121011	Sector 1 Chinatown - Works Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		15,000		1,545,028
122000	121026	Sector 3 Old Broome - Works Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		20,000		1,565,028
122000	121029	Sector 6 Broome North / Blue Haze - Works Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		10,000		1,575,028
122000	121025	Sector 2 Cable Beach - Works Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		20,000		1,595,028
122000	121030	Sector 7 LIA, HIA and Port - Works Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		30,000		1,625,028
126000	126021	Sector 1 Chinatown- Operating	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		1,630,028
126000	126123	Sector 6 Bme North / Blue Haze - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure			(10,000)	1,620,028
125215	125033	Broome Streets General Purpose Street Lighting Upgrades-CapE	OMC 28/04/22 - FACR 3	Capital Expenditure		47,239		1,667,267
		Economic Services						1,667,267
1367405	1367419	Streeter's Jetty Refurbishment (Chinatown Stage 2) Cap Exp	OMC 29/7/21 Streeters	Capital Expenditure			(100,000)	1,567,267
104270	104299	Short St-Paspaley Carnarvon Street New Drainage Const - Cap Exp	OMC 29/7/21 Streeters	Capital Expenditure		100,000		1,667,267
1367405	1367419	Streeter's Jetty Refurbishment (Chinatown Stage 2) Cap Exp	OMC 29/7/21 Streeters	Capital Expenditure			(310,000)	1,357,267
1367404	1367417	Carnarvon Street North Streetscape Enhancements (Chinatown Stage 2) Cap Exp	OMC 29/7/21 Streeters	Capital Expenditure		0		1,357,267
1367405	1367419	Streeter's Jetty Refurbishment (Chinatown Stage 2) Cap Exp	OMC 29/7/21 Streeters	Capital Expenditure			(196,823)	1,160,444
1181409		Town Beach Development - Jetty Project - Other Infra New - Cap Exp	OMC 29/7/21 Streeters	Capital Expenditure		196,823		1,357,267

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
0132050	132052	Broome Visitor Centre - Reactive Maint - Op Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(9,500)	1,347,767
0132310	132313	Roebuck Bay CP - Reactive Maint - Op Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(11,500)	1,336,267
1367301		Grants & Contributions Received (Chinatown Revitalisation Stage 2) - Op Inc -	OMC 18/11/21 - FACR1	Operating Income		2,044		1,338,311
1367405	1367419	Streeter's Jetty Refurbishment (Chinatown Stage 2) Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		31,048	0	1,369,358
1367404	1367414	Short Street Streetscape Enhancements (Chinatown Stage 2) - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		95,051	0	1,464,409
1367502		Loans Received China Town Revitalisation - Cap Inc - Economic Services Special	OMC 16/12/21 - Carryovers	Capital Income		0	0	1,464,409
1367453		Chinatown Revitalisation Stage 2 Loan 198 Principal Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	1,464,409
1367454		Chinatown Revitalisation Stage 2 Loan 198 Interest & Fee Exp - Op Exp	OMC 16/12/21 - Carryovers	Operating Expenditure		0	0	1,464,409
1367454		Chinatown Revitalisation Stage 2 Loan 198 Interest & Fee Exp - Op Exp	OMC 16/12/21 - Carryovers	Operating Expenditure		0	0	1,464,409
1367405	1367418	Smart Cities Enabling Items - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	1,464,409
1367404	1367416	Napier Terrace Streetscape Enhancements (Chinatown Stage 2) - Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(887,944)	576,465
1367404	1367417	Carnarvon Street North Streetscape Enhancements (Chinatown Stage 2) Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(286,000)	290,465
1367404	1367433	Carnarvon Street South Streetscape Enhancements	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(322,096)	(31,630)
1367405	1367420	Chinatown Transit Hub and Pocket Park (Chinatown Stage 2) Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(307,000)	(338,630)
1367405	1367412	Public Art (funded from Reserve) - Other Infra New - Cap Ex	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(378,537)	(717,167)
1367221		Chinatown Project Mgmt, Feasibility & Design Consultancy - Cap Exp - Economic	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	(717,167)
1367405	1367421	Visitor Centre Amenities (Chinatown Stage 2) Cap Exp	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(186,000)	(903,167)
1367504		Grants & Contr. Received Non Op - Cap Inc - Economic Services Special Projects	OMC 16/12/21 - Carryovers	Capital Income		150,000	0	(753,167)
1367504		Grants & Contr. Received Non Op - Cap Inc - Economic Services Special Projects	OMC 16/12/21 - Carryovers	Capital Income		250,435	0	(502,732)
0136723		Chinatown Place Activation Initiatives -Op Exp - Economic Services Special Projects	OMC 16/12/21 - Carryovers	Operating Expenditure		0	(24,000)	(526,732)
136723	CT00	Chinatown Activation - Budget Only	OMC 24/02/22 - FACR 2	Operating Expenditure		24,000		(502,732)
132020		Australia's North West Tourism Contribution - Op Exp - Tourism	OMC 24/02/22 - FACR 2	Operating Expenditure		75,000		(427,732)
133410		Stat Fees & Lic - Building Permits	OMC 24/02/22 - FACR 2	Operating Income		20,000		(407,732)
132314		Sanctuary Caravan Park Op Exp - Tourism & Area Promotion	OMC 28/04/22 - FACR 3	Operating Expenditure			(8,000)	(415,732)
1367205		Relieving Staff Exp - Op Exp - Oth Economic Services	OMC 28/04/22 - FACR 3	Operating Expenditure			(27,585)	(443,317)
1367201		Salary - Op Exp - Economic Services	OMC 28/04/22 - FACR 3	Operating Expenditure		27,585		(415,732)
133015		Consultants - Op Exp - Building Control	OMC 28/04/22 - FACR 3	Operating Expenditure		4,000		(411,732)
133410		Stat Fees & Lic - Building Permits	OMC 28/04/22 - FACR 3	Operating Income		30,000		(381,732)
132060		Tourism Development - Op Exp - Tourism & Area Promotion	OMC 28/04/22 - FACR 3	Operating Expenditure		15,000		(366,732)
		Other Property and Services						(366,732)
0142000	142058	Haas St Office - Planned Maint & Minor Works - Op Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(20,000)	(386,732)
0147270	147270	KRO - Operating Expense - Op Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(44,500)	(431,232)
0142015		All Employee Centrelink Paid Parental Leave - Op Exp - Gen Admin O'Heads	OMC 18/11/21 - FACR1	Operating Expenditure			(20,000)	(451,232)
0142395		All Employee Paid Parental Leave Reimb - Op Inc - Gen Admin O'Heads	OMC 18/11/21 - FACR1	Operating Income		20,000		(431,232)
0142048		HRM Consultancy - Op Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(30,000)	(461,232)
0142231		Consultants Corp Serv - Op Exp - Corp Gov Support	OMC 18/11/21 - FACR1	Operating Expenditure			(20,000)	(481,232)
0146105		Salary - Op Exp - IT	OMC 18/11/21 - FACR1	Operating Expenditure		30,000		(451,232)
0146111		IT Contract Consultants - Exp	OMC 18/11/21 - FACR1	Operating Expenditure			(30,000)	(481,232)
0142004		Salary - Op Exp - Finance	OMC 18/11/21 - FACR1	Operating Expenditure		20,000		(461,232)
0142193		Relief Staff - Op Exp - Finance - Corp. Gov. & Support	OMC 18/11/21 - FACR1	Operating Expenditure			(20,000)	(481,232)
142392		Reimbursement Insurance No GST - Op Inc - Corp Gov & Supp	OMC 18/11/21 - FACR1	Operating Income		23,000		(458,232)

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
147355		Transfer From Building Reserve Leased Offices Un Clas	OMC 18/11/21 - FACR1	Capital Income		9,500		(448,732)
0146408		Zanders - Rent & Recoup Income - Op Inc	OMC 18/11/21 - FACR1	Operating Income		135,000		(313,732)
0147463		Far North Community Services Tenancy 5,6,7 - KRO2 - Rent & Recoup Income - Op	OMC 18/11/21 - FACR1	Operating Income			(114,605)	(428,337)
0147463		Far North Community Services Tenancy 5,6,7 - KRO2 - Rent & Recoup Income - Op	OMC 18/11/21 - FACR1	Operating Income			(175,375)	(603,712)
0147483		Dept of Housing Tenancy 11& 10B - KRO1 - Rent & Recoup Income - Op Inc	OMC 18/11/21 - FACR1	Operating Income		96,106		(507,606)
0112483		Town Beach Cafe - Rent & Recoup Income - Op Inc	OMC 18/11/21 - FACR1	Operating Income		1,274		(506,332)
0112483		Town Beach Cafe - Rent & Recoup Income - Op Inc	OMC 18/11/21 - FACR1	Operating Income		37,400		(468,932)
0146120		Equip & H'Ware > \$5000 Cap Exp - IT	OMC 16/12/21 - Carryovers	Capital Expenditure		5,000	0	(463,932)
0146122		Software >\$5000 Cap Exp - IT	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(28,465)	(492,397)
0146166		Transfer From Equip & Ins Reserve - IT Ops - Cap Inc	OMC 16/12/21 - Carryovers	Capital Income		73,926	0	(418,471)
0146555		Transfer From Building Reserve Leased Comm Facilities - Un Clas	OMC 16/12/21 - Carryovers	Capital Income		0	0	(418,471)
0148242	148243	Depot Building Upgrade - Cap Exp - Depot Ops	OMC 16/12/21 - Carryovers	Capital Expenditure		0	0	(418,471)
0148604		Transfer From Building Reserve - Depot	OMC 16/12/21 - Carryovers	Capital Income		0	0	(418,471)
0142232		LGIS Insurance Funded Expenses (Inc in 142393) - Op Exp - Corp Gov	OMC 16/12/21 - Carryovers	Operating Expenditure		0	(26,380)	(444,851)
0148611		Vehicle & Mob Plant Renewal(Replacement) - Cap Exp - Works Ops	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(515,000)	(959,851)
0148600		Proceeds from Sale of Assets - Cap Inc - Works Operations	OMC 16/12/21 - Carryovers	Capital Income		113,000	0	(846,851)
0148396		Loss On Sale Of Assets - Op Exp - Works Operations	OMC 16/12/21 - Carryovers	Operating Expenditure	(22,742)	0	0	(846,851)
0148499		Profit On Sale of Assets - Op Inc - Works Operations	OMC 16/12/21 - Carryovers	Operating Income	54,487	0	0	(846,851)
0143601		Proceeds from Sale of Assets - Cap Inc - Parks & Gardens Operations	OMC 16/12/21 - Carryovers	Capital Income		55,000	0	(791,851)
0143518		Profit on Sale of Assets - Op Inc - Parks & Gardens Operations	OMC 16/12/21 - Carryovers	Operating Income	17,533	0	0	(791,851)
0143610		Vehicle & Plant Renewal(Replacement) - Cap Exp - P&G Operations	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(182,000)	(973,851)
0143520		Loss on Sale of Assets - Op Exp - Parks & Gardens Operations	OMC 16/12/21 - Carryovers	Operating Expenditure	(55,247)	0	0	(973,851)
0148395		Transfer from Plant Reserve - Works Ops	OMC 16/12/21 - Carryovers	Capital Income		200,000	0	(773,851)
0141450		Works Private Works Income - Not Prepaid	OMC 16/12/21 - Carryovers	Operating Income		207,250	0	(566,602)
0142558		Shire Office Build Haas St Renewal - Cap Exp - Corp Gov	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(17,928)	(584,529)
0147374		KRO1 Building Renewal - Cap Exp - Office Prop Leased	OMC 16/12/21 - Carryovers	Capital Expenditure		0	(26,187)	(610,716)
142006		Salary - Op Exp - Human Resources	OMC 24/02/22 - FACR 2	Operating Expenditure			(18,000)	(628,716)
142008		Relieving Staff Exp - HR	OMC 24/02/22 - FACR 2	Operating Expenditure		18,000		(610,716)
14296		COVID-19 Emergency Costs - Unclassified General	OMC 24/02/22 - FACR 2	Operating Expenditure			(20,000)	(630,716)
146102		License Maint and Support - IT Exp	OMC 24/02/22 - FACR 2	Operating Expenditure			(80,000)	(710,716)
146109		Software<\$5000 - IT Exp	OMC 24/02/22 - FACR 2	Operating Expenditure		10,000		(700,716)
800		Oils & Lubricants - Op Exp - Depot Operations	OMC 24/02/22 - FACR 2	Operating Expenditure			(5,000)	(705,716)
147270	147272	KRO1 - Reactive Maint - Op Exp	OMC 24/02/22 - FACR 2	Operating Expenditure			(7,500)	(713,216)
114310	114311	Broome Turf Club Recoupable Expenses (Income in 114401) - Op Exp - Unclassified	OMC 24/02/22 - FACR 2	Operating Expenditure		22,546		(690,670)
114401		Turf Club - Rent & Recoup Income - Op Inc	OMC 24/02/22 - FACR 2	Operating Income			(21,952)	(712,622)
142042		Performance Based Rewards - Gen Admin	OMC 28/04/22 - FACR 3	Operating Expenditure		10,000		(702,622)
142043		Organisational Training - General	OMC 28/04/22 - FACR 3	Operating Expenditure		80,000		(622,622)
142048		HRM Consultancy - Op Exp	OMC 28/04/22 - FACR 3	Operating Expenditure			(20,000)	(642,622)
142232		LGIS Insurance Funded Expenses (Inc in 142393) - Op Exp - Corp Gov	OMC 28/04/22 - FACR 3	Operating Expenditure		20,000		(622,622)
142393		LGIS Insurance Bonus & Funding (Exp in 142232) - Op Inc - Corp Gov	OMC 28/04/22 - FACR 3	Operating Income			(80,000)	(702,622)
142090		Postage & Freight - Op Exp - General Administration O'Heads	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(697,622)
146104		Equip Maint & Supplies - IT Exp - OP Exp	OMC 28/04/22 - FACR 3	Operating Expenditure			(8,000)	(705,622)

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ended 30 April 2022

Note 5: BUDGET AMENDMENTS

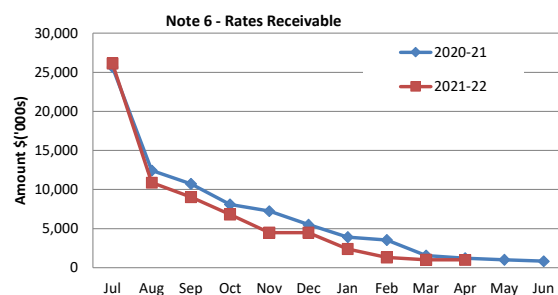
Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Job Number	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
146110		Minor Assets<\$5000 - IT Exp	OMC 28/04/22 - FACR 3	Operating Expenditure			(20,000)	(725,622)
146111		IT Contract Consultants - Exp	OMC 28/04/22 - FACR 3	Operating Expenditure		50,000		(675,622)
142988		Transfer to Plant Reserve - Cap Exp - Engineering Office	OMC 28/04/22 - FACR 3	Capital Expenditure			(7,000)	(682,622)
143010		Salary - Op Exp - Engineering Office	OMC 28/04/22 - FACR 3	Operating Expenditure		30,000		(652,622)
143038		Consultants Engineering Office	OMC 28/04/22 - FACR 3	Operating Expenditure			(30,000)	(682,622)
148021		Vehicle & Mobile Plant New - Cap Exp - Depot Ops	OMC 28/04/22 - FACR 3	Capital Expenditure		12,500		(670,122)
148603		Transfer From Plant Reserve - Depot Ops	OMC 28/04/22 - FACR 3	Capital Income			(11,500)	(681,622)
143031		Survey Equipment & Maintenance - Op Exp - Engineering Office	OMC 28/04/22 - FACR 3	Operating Expenditure		3,000		(678,622)
800		Oils & Lubricants - Op Exp - Depot Operations	OMC 28/04/22 - FACR 3	Operating Expenditure			(3,000)	(681,622)
145105		Plant Fuel & Oil - Op Exp - Plant Operation	OMC 28/04/22 - FACR 3	Operating Expenditure			(30,000)	(711,622)
148100	148105	Depot - Reactive Maint - Op Exp	OMC 28/04/22 - FACR 3	Operating Expenditure			(9,000)	(720,622)
148279	148279	Apprentice Training - Depot	OMC 28/04/22 - FACR 3	Operating Expenditure		2,000		(718,622)
142000	142054	Shire Office Haas St - P & G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		3,000		(715,622)
142050	142496	Shire Office Barker St - P&G Maint	OMC 28/04/22 - FACR 3	Operating Expenditure		2,000		(713,622)
147103		Survey & Misc Expenses Leased Properties - Op Exp - Unclassified Gen	OMC 28/04/22 - FACR 3	Operating Expenditure		5,000		(708,622)
					(4,180)	15,238,526	(15,947,148)	(708,622)

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 6: RECEIVABLES

Receivables - Rates Receivable	YTD 30 Apr 2022	30 Jun 2021
	\$	\$
Opening Arrears Previous Years	839,534	876,141
Levied this year	23,902,635	23,282,829
Less Collections to date	(23,700,989)	(23,319,436)
Equals Current Outstanding	1,041,180	839,534
Net Rates Collectable	1,041,180	839,534
% Collected	95.79%	96.52%



Comments/Notes - Receivables Rates

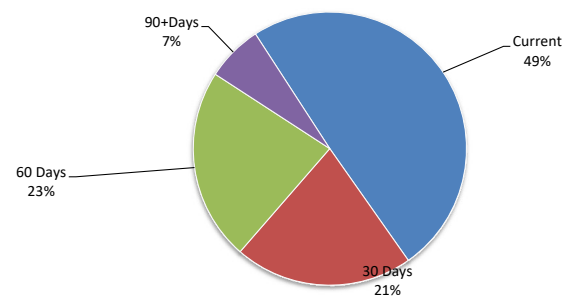
* NOTE - Rates were raised on 15 July 2021 and are due on 19 August 2021.

**NOTE - The calculation of percentage of Rates collected only reports on current Rates, Arrears and Back Rates. For a full breakdown on Rates received, please see the Rates Receipt Statement in the info bulletin.

Receivables - General	Credit*	Current	30 Days	60 Days	90+Days
		\$	\$	\$	\$
Receivables - General	(125,314)	287,383	122,847	132,324	38,864
Total Receivables General Outstanding					456,104

Amounts shown above include GST (where applicable)

Receivables - General



Comments/Notes - Receivables General

* Note - A credit refers to a debtor paying more than required in the current billing period. It sits as a credit against the account until the following period when it is applied

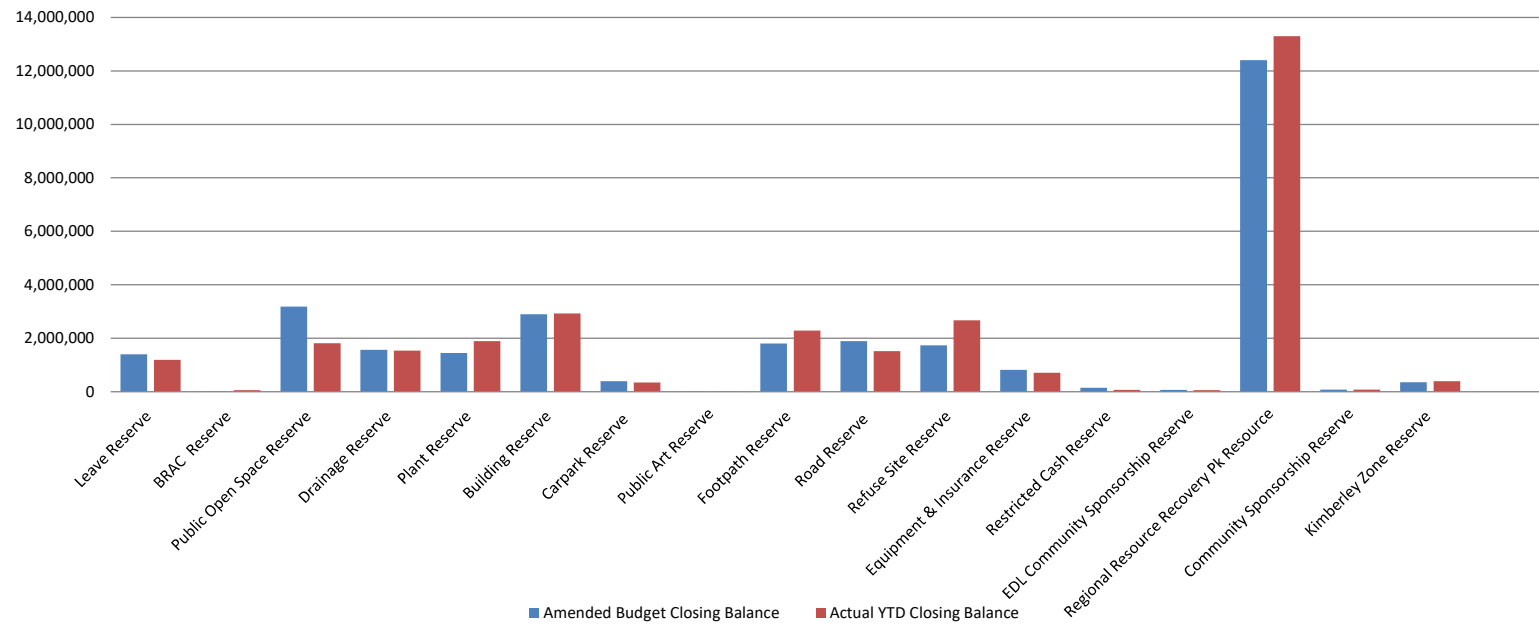
SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 7: Cash Backed Reserve

2021-22										
Name	Opening Balance	Amended Budget Interest Earned	Actual Interest Earned	Amended Budget Transfers In (+)	Actual Transfers In (+)	Amended Budget Transfers Out (-)	Actual Transfers Out (-)	Transfer out Reference	Amended Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$		\$	\$
Leave Reserve	1,197,060	3,256	448	310,595	(0)	115,646	0		1,395,265	1,197,507
BRAC Reserve	58,504	187	24	0	(0)	58,000	0		691	58,528
Public Open Space Reserve	1,806,645	8,188	743	1,799,351	(0)	429,166	0		3,185,018	1,807,388
Drainage Reserve	1,538,300	4,434	627	29,174	(0)	0	0		1,571,908	1,538,927
Plant Reserve	1,895,391	5,410	776	7,000	0	453,000	0		1,454,801	1,896,168
Building Reserve	2,920,961	7,434	1,191	473,982	(0)	509,356	0		2,893,021	2,922,152
Carpark Reserve	348,224	1,111	142	41,869	0	0	0		391,204	348,366
Public Art Reserve	6,211	20	3	0	(0)	0	0		6,231	6,214
Footpath Reserve	2,283,309	5,672	936	11,931	0	498,138	0		1,802,774	2,284,245
Road Reserve	1,517,285	4,769	625	368,811	(0)	0	0		1,890,865	1,517,910
Refuse Site Reserve	2,664,994	6,766	1,098	1,160,000	(0)	2,102,091	0		1,729,669	2,666,092
Equipment & Insurance Reserve	714,651	2,361	293	221,336	(0)	123,926	0		814,422	714,943
Restricted Cash Reserve	65,000	0	0	88,098	0	0	0		153,098	65,000
EDL Community Sponsorship Reserve	62,024	145	26	0	0	0	0		62,169	62,051
Regional Resource Recovery Pk Resource	13,291,670	44,690	5,454	0	18	937,232	0		12,399,128	13,297,141
Community Sponsorship Reserve	81,454	0	34	0	(0)	0	0		81,454	81,487
Kimberley Zone Reserve	394,580	3,975	158	(2,500)	0	40,000	0		356,055	394,738
					0		0			
	30,846,264	98,418	12,578	4,509,647	16	5,266,554	0		30,187,774	30,858,858

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 7: Cash Backed Reserve



SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 8 CAPITAL DISPOSALS

Actual YTD Profit/(Loss) of Asset Disposal				Disposals	Amended Annual Budget Profit/(Loss)	YTD Actual Profit/(Loss)	Variance
Cost	Accum Depr	Proceeds	Profit (Loss)				
\$	\$	\$	\$		\$	\$	\$
				P Number Plant and Equipment			
				0 New DCS Toyota Hilux Dual Cab 4x4 Auto (Manager)	0	0	0
				0 P9914 ALL TERRAIN VEHICLE 4WD - BEACH AREA (REPLACES P9911) - Used by CCC and Weed Control	(1,580)	0	0
				0 P11116 Mitsubishi Triton - Health (BM29322)	(1,293)	0	0
				0 P118 Holden Colorado Rangers- (1GND061)	(11,786)	0	0
				0 P16518 Holden Colorado (MRHS)	(1,358)	0	0
				0 P817 Mitsubishi Triton - BRAC Manager (Replaces Toyota Hilux P810) BM29323	(3,405)	0	0
				0 P16212 Trailer - SES Incident Support Trailer (Boxtop) 1TJA451	0	0	0
				0 P5013 Case 590ST Backhoe Loader (Works) BM26051	1,280	0	0
				0 P4614 HINO 3 WAY SIDE TIPPER (1EUV239)	(25,707)	0	0
				0 P84214 HINO 2628 MEDIUM 500 SERIES WATER TRUCK(Works)	(48,064)	0	0
				0 NEW Record not found	1,000	0	0
				0 P1013 Truck Crew Cab Tipper 5T Isuzu FRR 500 (P&Gs) 1EKS727	16,433	0	0
				0 P10518 John Deere Ride on Mower 1585 with Cab - 1GOK099	(8,409)	0	0
				0 P2916 Isuzu D-Max Extra Cab - P&G Spray Ute	1,360	0	0
				0 P9118 Holden Colorado - Parks Supervisor 1GNT026	(10,813)	0	0
				0 P1216 John Deere 5105M Tractor (1GBO512)- P&G	(17,433)	0	0
				0 P9216 Isuzu D-Max Extra Cab (P&Gs) Mowing 2 (1GDI724)	(2,054)	0	0
				0 P17218 Toro Groundmaster 360 4WD Centre Deck Ride on Mower (refer P17214 old unit)	(8,263)	0	0
				0 P6218 Holden Colorado Parks Supervisor 1GNC980	(1,351)	0	0
				0 P3818 Holden Colorado Parks Supervisor - 1GND051	(1,524)	0	0
				0 P2718 Holden Colorado - Parks Mowing Team 2 - 1GNC990	(1,167)	0	0
				0 P2518 Holden Colorado Retic 1	(3,372)	0	0
				P6818 Holden Colorado P&G Retic 2 - 1GNS960	(4,192)	0	0
				0 P17714 KOMATSU WHEEL LOADER WA 250PZ-6 (WMF) 1ESM965	78,795	0	0
				0 P15416 Isuzu D-Max Extra Cab - WMF Supervisor	1,421	0	0
				Hino 300 Series 921 XXlong Auto Truck Crew Cab Caged Tipper (CFC) (1GEU286) (Replaced			
				0 P13616 P3611)	(14,184)	0	0
				0 P18118 Holden Colorado Community Clean Up 1GND050 (replaced P1611)	279	0	0
119,990	(57,377)	74,545	11,933	P87012 Hino 500 series 2630 Medium Auto Tip Truck 10T (Works) 1DZK 931		11,933	11,933
24,200	(21,200)	2,682	(318)	P6510 Trailer Caged Tipper Tandem - P&G's		(318)	(318)
8,910	(3,788)	0	(5,122)	115452 BIBLIOTHECA RFID LIBRARY SYSTEMS - Smartserve 200 Tablettop Kiosk		(5,122)	(5,122)
0	0	1,260	1,260	P1500 Trailer Dean No 17 Flatbed Tilting (for ride-on mower) BM1679		1,260	1,260
50,872	(8,223)	50,761	8,112	P15219 Toyota Prado DSL Wagon GX 2019 - Director Development & Community		8,112	8,112
0	0	1,062	1,062	P8703 Trailer Dean No 17 Flatbed Tilting (for ride-on mower) BM11268		1,062	1,062
14,217	(4,268)	1,701	(8,247)	P1516 Dean No17 Single Axel Tilt Flat Bed Plant Trailer		(8,247)	(8,247)
31,641	(11,843)	235	(19,563)	P15311 Trailer - Variable Message Display (Works) BM13417		(19,563)	(19,563)
31,500	(13,950)	14,850	(2,700)	P18218 TORO GROUND MASTER 360 4WD - 1GOO288		(2,700)	(2,700)
						0	0
281,330	(120,646)	147,096	(13,588)		(65,387)	(13,588)	(13,588)

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 9: RATING INFORMATION		Rate in \$	Number of Properties	Rateable Value \$	Rate Revenue \$	Interim Rates \$	Back Rates \$	Total Revenue \$	Amended Budget Rate Revenue \$	Amended Budget Interim Rate \$	Amended Budget Back Rate \$	Amended Budget Total Revenue \$
RATE TYPE												
Differential General Rate												
Gross Rental Valuations												
GRV - Residential		11.0204	4,942	116,990,601	12,892,832	100,000		12,992,832	13,092,832			13,092,832
GRV - Residential - Vacant		20.1729	187	2,909,900	587,011			587,011	587,011			587,011
GRV - Commercial/Industrial		11.4171	555	55,404,596	6,325,598			6,325,598	6,325,598			6,325,598
GRV - Tourism		14.9349	454	17,635,596	2,633,859			2,633,859	2,633,859			2,633,859
Unimproved Value Valuations												
UV - Rural		0.7763	54	17,509,000	135,922			135,922	135,922			135,922
UV - Mining		11.9883	32	1,135,382	136,113			136,113	136,113			136,113
UV - Commercial Rural		3.2458	21	13,230,120	429,423			429,423	429,423			429,423
Sub-Totals			6,245	224,815,195	23,140,759	100,000	0	23,240,759	23,340,759	0	0	23,340,759
Minimum Payment		Minimum \$										
Gross Rental Valuations												
GRV - Residential		1,220	61	585,654	74,420			74,420	74,420			74,420
GRV - Residential - Vacant		1,220	191	869,842	233,020			233,020	233,020			233,020
GRV - Commercial/Industrial		1,220	23	170,490	28,060			28,060	28,060			28,060
GRV - Tourism		1,220	371	1,599,000	452,620			452,620	452,620			452,620
Unimproved Value Valuations												
UV - Rural		1,220	4	141,300	4,880			4,880	4,880			4,880
UV - Mining		500	25	48,318	12,500			12,500	12,500			12,500
UV - Commercial Rural		1,220	2	13,300	2,440			2,440	2,440			2,440
Sub-Totals			677	3,427,904	807,940	0	0	807,940	807,940	0	0	807,940
Charitable Concessions								24,048,699				24,048,699
								(56,151)				(56,151)
Amount from General Rates								23,992,548				23,992,548
Ex-Gratia Rates								0				0
Specified Area Rates								0				0
Totals								23,992,548				23,992,548

Comments - Rating Information

NOTE - This note represents the budgeted rating and back rating revenue expected for the 2021/22 financial year. The Statement of Financial Activity (by Reporting Program) examines the reporting program for rates which also includes other items, such as debt recovery and rates instalments charges, which are not represented in this table as they do not form part of ordinary rates modelling.

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

10. INFORMATION ON BORROWINGS

(a) Debenture Repayments

Particulars	Principal 30-Jun-21	New Loans	Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual \$	Amended Budget \$	Actual \$	Amended Budget \$	Actual \$	Amended Budget \$
Loan 193 - Civic Centre Redevelopment	506,929		250,986	506,929	255,943	0	9,793	15,067
Loan 197 - Town Beach Redevelopment	1,363,845		43,601	87,554	1,320,244	1,276,291	10,059	22,554
Loan 196 - Chinatown Revitalisation Loan	1,385,090		80,596	161,954	1,304,494	1,223,136	12,302	26,059
Loan 198 - Chinatown Revitalisation Stage 2	1,785,000		51,509	107,655	1,733,491	1,677,345	17,118	24,790
China Town Contingency		1,800,000	0	54,089	0	1,745,911	0	12,690
Self Supporting Loans								
Loan 199 - Broome Golf Club	1,250,000		0	75,389	1,250,000	1,174,611	12,012	17,361
Broome Surf Life Saving Club	0	690,746	0	18,094	0	281,906	0	4,167
	6,290,864	2,490,746	426,692	1,011,664	5,864,172	7,379,200	61,286	122,688

All debenture repayments were financed by general purpose revenue.

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 11: TRUST FUND

Funds held at balance date over which the Shire has no control and which are not included in this statement are as follows:

Description	Opening Balance 1 Jul 21	Amount Received	Amount Paid	Closing Balance 30-Apr-22
	\$	\$	\$	\$
Town Planning Related Bond Deposits	106,562	0	0	106,562
BRB Levy	10,906	104,315	(81,415)	33,807
	117,468	104,315	(81,415)	140,369

Level of Completion Indicators

- 0% ☐
 20% ☐
 40% ☐
 60% ☐
 80% ☐
 100% ☐
 No Budget ☒

SHIRE OF BROOME
 NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
 For the Period Ended 30 April 2022

Note 12: CAPITAL ACQUISITIONS

% of Completion	Level of Completion Indicator	Infrastructure Assets	Acct	Job	YTD 30 Apr 2022					Strategic Reference / Comment
					Amended Annual Budget	Amended YTD Budget	YTD Actual	Variance (Under)/Over	YTD Actual (Renewal Exp)	
		Governance								
0%	<input type="radio"/>	Governance Total			0	0	0	0	0	
		Law, Order And Public Safety								
11%	<input type="radio"/>	Surf Club Building Upgrade (Inc Plant & Furniture) Cap Exp-Law Ord & PS	0053239		4,210,084	3,508,400	463,797	(3,746,287)	0	
103%	<input checked="" type="radio"/>	Radar Speed Display Signs Cap Exp	0053258	53259	31,980	16,650	32,813	833	0	
		Vehicles & Mob Plant Renewal > \$3000 - Cap Exp - SES/ FESA	0055167		0	0	0	0	0	
No Budget	<input checked="" type="checkbox"/>	Vehicle & Mob Plant Renewal(Replacement) Exp -Cap Exp -Ranger Ops	0052550		0	0	0	78	78	
12%	<input type="radio"/>	Law, Order And Public Safety Total			4,242,064	3,525,050	496,610	(3,745,376)	78	
		Education and Welfare								
0%	<input type="radio"/>	Education and Welfare Total			0	0	0	0	0	
		Housing								
0%	<input type="radio"/>	Housing			0	0	0	0	0	
		Health								
0%	<input type="radio"/>	Health Total			0	0	0	0	0	
		Community Amenities								
0%	<input type="radio"/>	Vehicle & Mob Plant Renewal(Replacement)-Cap Exp- Sanit Gen Refuse	0101510		367,000	183,500	0	(367,000)	0	
89%	<input checked="" type="radio"/>	Mobile Garbage Bin Replacement - Cap Exp - San Gen Refuse	0101550	101552	85,000	70,830	0	(9,129)	75,871	
14%	<input type="radio"/>	Community Recycling Centre - RRP - Cap Exp	101896	101897	778,596	563,830	108,649	(669,947)	0	
0%	<input type="radio"/>	Short St-Paspaley Carnarvon Street New Drainage Const - Cap Exp	0104270	104299	10,900	9,080	0	(10,900)	0	
0%	<input type="radio"/>	Vehicle & Mobile Plant Renewal (Replacement) Cap Exp - Dev Services	0106184		172,000	86,000	0	(172,000)	0	
121%	<input checked="" type="radio"/>	Japanese Cemetery New Infra by P & G - Cap Exp	0107550	107550	127,790	106,490	155,030	27,240	0	
0%	<input type="radio"/>	Broome Cemetery New Infrastructure Cap Exp	0107550	107556	21,336	17,780	0	(21,336)	0	
49%	<input checked="" type="radio"/>	Broome Cemetery Fencing Capx	0107550	107563	310,000	155,000	150,655	(159,345)	0	
		Broome Cemetery Renewal by P & G - Cap Exp	0107552	107561	0	0	0	0	0	
0%	<input type="radio"/>	Mobile Plant & Equipment Renewal (Replacement) - Cap Exp - Sanitation Other	1042510		150,000	75,000	0	(150,000)	0	
		Buckleys Rd Closure Upgrade (was Opex 101302) - Cap Exp - San Gen Refuse	101545	101558	0	0	0	0	0	
0%	<input type="radio"/>	Broome Townsite Drains Renewal - Cap Infra Exp - Urb Stwater	104800	104920	63,420	31,710	0	(63,420)	0	
23%	<input type="radio"/>	Community Amenities Total			2,086,042	1,299,220	414,334	(1,595,837)	75,871	
		Recreation And Culture								
4%	<input type="radio"/>	Skatepark New Infrs Const - Cap Exp - Other Rec & Sport	0113027	113029	1,605,165	836,903	58,609	(1,546,556)	0	
0%	<input type="radio"/>	Dakas Street Reserve New Infra Const Cap Exp-P&O	0113550	113570	5,940	4,950	0	(5,940)	0	
0%	<input type="radio"/>	Haynes Oval Reserve Renewal of Infrastructure- Cap Exp	0113551	113762	29,420	14,710	0	(29,420)	0	
99%	<input checked="" type="radio"/>	Male Oval Renewal Infra - Cap Exp - Parks & Ovals	0113551	113763	22,500	18,750	0	(300)	22,200	
0%	<input type="radio"/>	Cygnat Park Infrastructure Renewal - Cap Exp	0113551	113788	8,796	7,330	0	(8,796)	0	
7%	<input type="radio"/>	Parks & Gardens Works Renewal Infra - Cap Exp	0113551	113795	119,763	99,800	0	(111,220)	8,543	
100%	<input checked="" type="radio"/>	Lord McAlpine Bust New Construction	0116125	116128	50,000	41,660	50,000	0	0	
0%	<input type="radio"/>	Cape Leveque Tourist Bay and Signage	0116125	116132	35,000	17,500	0	(35,000)	0	
93%	<input checked="" type="radio"/>	BRAC Building Renewal - Cap Exp - BRAC Dry	0117315	117316	207,165	172,630	0	(14,700)	192,465	
No Budget	<input checked="" type="checkbox"/>	Building New Construction Expense - BRAC Dry - Cap Exp	117300	117365	0	0	609		0	
		BRAC IT Improvements (was Computer & Network Equip Over \$3000 Cap Exp - BRAC General)	0117327		22,164	11,082	9,932	(12,232)	0	

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 12: CAPITAL ACQUISITIONS

% of Completion	Level of Completion Indicator	Infrastructure Assets	Acct	Job	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD 30 Apr 2022		
								Variance (Under)/Over	YTD Actual (Renewal Exp)	Strategic Reference / Comment
181%	●	BRAC - Carpark & Roads New Const by Works - BRAC Dry	0117360	117360	336,564	175,470	610,494	273,930	0	
101%	●	Furniture & Equip - New - BRAC Dry	0117372	117373	15,000	7,500	15,221	221	0	
0%	○	Vehicle & Mobile Plant Renewal (Replacement) -Cap Exp- BRAC General	0117388		45,000	22,500	0	(45,000)	0	
3%	○	BRAC Grid Solar Connection	0117399	117420	231,500	115,750	7,200	(224,300)	0	
79%	●	BRAC Oval Upgrade of Infra - Cap Exp	0117450	117452	1,603,914	1,336,590	1,269,096	(334,818)	0	
6%	○	BRAC Ovals Renewal Infra Works - Cap Exp - BRAC Ovals	0117455	117456	293,336	244,440	0	(275,534)	17,802	
No Budget	☒	Town Beach Redevelopment - Greenspace & Waterpark - Cap Exp	1181405		0	0	930	930	0	
56%	●	Town Beach Redevelopment - Greenspace Stage 2 - Cap Exp	1181407		400,630	333,850	222,809	(177,821)	0	
89%	●	Town Beach Development - Jetty Project - Other Infra New - Cap Exp	1181409		2,221,076	1,850,900	1,982,094	(238,982)	0	
3%	○	Youth Bike Recreation Area - New Construction - Cap Exp	1181420	YBRA001	271,721	226,430	8,028	(263,693)	0	
49%	●	Cable Beach Foreshore Upgrade	1181425	1181426	1,170,311	975,260	573,875	(596,436)	0	
50%	●	Mobile Plant & Equip New - Cap Exp - Bme Civic Centre	0116130		8,000	6,660	3,966	(4,034)	0	
0%	○	Library Building Renewal (Inc Plant & Furn) - Cap Exp - Libraries	0115461		5,291	4,400	0	(5,291)	0	
2%	○	Reticulation Control System New Exp - Cap Exp Parks & Ovals	0113603		23,533	19,610	500	(23,034)	0	
No Budget	☒	Sibosado Park Renewal Infra - Cap Exp - Pks & Ovals	0113551	113628	0	0	0	151	151	
58%	○	Recreation And Culture Total			8,731,789	6,544,675	4,813,362	(3,677,266)	241,161	
		Transport								
99%	●	Black Spot - Port Drive Refuge Island - Rd Upgrade Cap Exp	0121100	RU226	304,053	253,370	300,276	(3,777)	0	
95%	●	Urban Reveals Renewal Program - Various (Sealing Contractor) - Cap Ex - Renewal	1211101	RRU	584,474	487,060	0	(31,364)	553,110	
		Williams Road - Upgrade	0121501	121586	0	0	0	0	0	
3%	○	Lawrence Road Upgrade	0121501	121587	320,688	167,240	10,698	(309,990)	0	
134%	●	Chinatown Landscaping Upgrade of Infra by P & G - Cap	0121510	121510	279,487	232,920	374,180	94,693	0	
110%	●	Car park renewals - Various	0124600	124611	2,867	1,434	0	283	3,150	
7%	○	State Blackspot - Frederick Street off-street carpark Cap (Broome SHS) Exp	0125000	125045	1,146,857	955,710	76,117	(1,070,740)	0	
1%	○	State Blackspot - Port Drive Stage 2 -Off Street Carpark (Saint Mary's)Cap Exp	0125000	125046	20,484	17,070	106	(20,378)	0	
47%	●	Footpaths - Various	0125140	125172	212,208	107,424	99,223	(112,985)	0	
9%	○	Conti foreshore Footpath Construction (Before Hamersley Street - New Footpath	0125140	125183	504,551	263,056	43,557	(460,994)	0	
100%	●	Kerr & D'Antoine Street Footpath	0125140	125220	106,816	55,680	106,965	149	0	
100%	●	Broome Streets General Purpose Street Lighting Upgrades-CapE	0125215	125033	114,644	95,500	114,594	(50)	0	
4%	○	Various Footbridge Renewals	0125300	125921	89,924	46,870	0	(86,114)	3,810	
0%	○	Various Footpath Renewal - Renewal Construction - Cap Exp	0125300	VARPATH	72,902	41,219	0	(72,629)	273	
0%	○	Access & Inclusion Improvements New Infra - Cap Exp	1254421		34,104	28,420	0	(34,104)	0	
No Budget	☒	Bike Tracks New Footpath Const - Infra Cap Exp	125140	125150	0	0	(231)	(231)	0	
99%	●	Broome North Footpath New Const - Capex	125140	125277	34,853	29,040	34,577	(276)	0	
113%	●	Town Beach - Carpark and Robinson / Hopton intersection	0124600	124612	330,207	275,170	0	44,072	374,279	
No Budget	☒	Black Spot - Sanderling, Spoonbill, & Banu - Rd Upgrade Cap Exp	121100	RU225	0	0	118	118	0	
		Port Drive Street Lighting Const & Imp - Cap Exp	125200	125060	0	0	0	0	0	
		Old Broome Estate Subdivision - Whole Estate - Various Paths	125140	125290	0	0	0	0	0	
0%	○	Street Lighting at Various Locations - Renewal	125225	125232	48,020	40,010	0	(48,020)	0	
50%	○	Transport Total			4,207,139	3,097,193	1,160,180	(2,112,336)	934,622	
		Economic Services								
0%	○	Detailed Design Chinatown Project Stage 2 - CapEx	1367228		123,420	102,850	0	(123,420)	0	
97%	○	Short Street Streetscape Enhancements (Chinatown Stage 2) - Cap Exp	1367404	1367414	1,704,949	1,420,790	1,650,991	(53,958)	0	
17%	○	Smart Cities Enabling Items - Cap Exp	1367405	1367418	300,000	250,000	50,112	(249,888)	0	
99%	●	Streeter's Jetty Refurbishment (Chinatown Stage 2) Cap Exp	1367405	1367419	821,615	684,670	816,764	(4,852)	0	
		Chinatown Poject Mgmt, Feasibility & Design Consultancy - Cap Exp - Economic								
No Budget	☒	Services Special Projects	1367221		0	0	306,357	306,357	0	
99%	●	Napier Terrace Streetscape Enhancements (Chinatown Stage 2) - Cap Exp	1367404	1367416	887,944	739,950	878,109	(9,835)	0	
75%	●	Carnarvon Street North Streetscape Enhancements (Chinatown Stage 2) Cap Exp	1367404	1367417	286,000	238,330	213,388	(72,612)	0	
100%	●	Carnarvon Street South Streetscape Enhancements	1367404	1367433	322,096	268,410	322,096	0	0	
117%	●	Public Art (funded from Reserve) - Other Infra New - Cap Ex	1367405	1367412	378,537	315,440	442,064	63,527	0	
No Budget	☒	Chinatown Public Art - Start of the Pearl Story	1367405	1367423	0	0	61,117	61,117	0	
		Chinatown Entry Statement - Other Infra New - Cap Ex	1367405	1367415	0	0	0	0	0	
No Budget	☒	Chinatown Public Art - Art Coordination & Contingency	1367405	1367422	0	0	12,440	12,440	0	
No Budget	☒	Chinatown Public Art - The Tram	1367405	1367427	0	0	41,611	41,611	0	
No Budget	☒	Chinatown Public Art - The Japanese in Broome	1367405	1367428	0	0	3,500	3,500	0	
No Budget	☒	Chinatown Public Art - Interpretation Trail	1367405	1367429	0	0	1,636	1,636	0	
No Budget	☒	Chinatown Public Art - Customised Designs Filagree Panels	1367405	1367431	0	0	2,727	2,727	0	

SHIRE OF BROOME
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 12: CAPITAL ACQUISITIONS

% of Completion	Level of Completion Indicator	Infrastructure Assets	Acct	Job	YTD 30 Apr 2022					Strategic Reference / Comment
					Amended Annual Budget	Amended YTD Budget	YTD Actual	Variance (Under)/Over	YTD Actual (Renewal Exp)	
0%	○	Chinatown Transit Hub and Pocket Park (Chinatown Stage 2) Cap Exp	1367405	1367420	307,000	255,830	0	(307,000)	0	
0%	○	Visitor Centre Amenities (Chinatown Stage 2) Cap Exp	1367405	1367421	186,000	155,000	0	(186,000)	0	
90%	●	Economic Services Total			5,317,561	4,431,270	4,802,912	(514,649)	0	
		Other Property & Services								
0%	○	Vehicle & Mobile Plant New - Cap Exp - Corp Gov	0142550		45,000	22,500	0	(45,000)	0	
9%	○	Vehicle & Plant Renewal(Replacement) - Cap Exp - P&G Operations	0143610		909,000	757,500	0	(827,724)	81,276	
28%	○	Equip & H'Ware > \$5000 Cap Exp - IT	0146120		269,000	224,160	74,712	(194,288)	0	
25%	○	Software >\$5000 Cap Exp - IT	0146122		73,926	61,600	18,154	(55,772)	0	
7%	○	Building Renewal AMP	0147500		305,200	152,600	0	(282,399)	22,801	
		Vehicle & Mobile Plant New - Cap Exp - Depot Ops	0148021		0	0	0	0	0	
85%	●	Depot Building Upgrade - Cap Exp - Depot Ops	0148242	148243	98,000	81,660	83,758	(14,242)	0	
37%	○	Vehicle & Mob Plant Renewal(Replacement) - Cap Exp - Works Ops	0148611		1,165,000	970,830	0	(739,312)	425,688	
29%	○	KRO1 Building Renewal - Cap Exp - Office Prop Leased	0147374		26,187	21,820	0	(18,612)	7,575	
0%	○	Shire Office Build Haas St Renewal - Cap Exp - Corp Gov	0142558		17,928	14,930	0	(17,928)	0	
25%	○	Other Property & Services Total			2,909,240	2,307,600	176,625	(2,195,275)	537,340	
50%	●	GRAND TOTAL			27,493,834	21,205,008	11,864,024	(13,840,738)	1,789,072	
14%	○	Land & Buildings - New			778,596	563,830	109,258	(669,338)	0	
13%	○	Land & Buildings - Upgrade			4,308,084	3,590,060	547,555	(3,760,529)	0	
40%	○	Land & Buildings - Renewal			561,770	366,380	0	(338,929)	222,841	
		Works in Progress Land & Buildings			0	0	0	0	0	
16%	○	Land & Buildings - Total			5,648,450	4,520,270	656,814	(4,768,796)	222,841	
42%	●	Recreation Areas Infrastructure - New			5,081,214	3,733,593	2,133,846	(2,947,367)	0	
		Recreation Areas Infrastructure - Upgrade			0	0	0	0	0	
10%	○	Recreation Areas Infrastructure - Renewal			473,815	385,030	0	(425,119)	48,696	
		Works In Progress Recreation Areas Infrastructure			0	0	0	0	0	
39%	○	Recreation Areas Infrastructure - Total			5,555,029	4,118,623	2,133,846	(3,372,487)	48,696	
41%	●	Roads, F/Paths & Bridges Infrastructure - New			2,396,437	1,631,870	970,809	(1,425,628)	0	
96%	●	Roads, F/Paths & Bridges Infrastructure - Upgrade			4,228,636	3,423,860	4,056,213	(172,424)	0	
87%	●	Roads, F/Paths & Bridges Infrastructure - Renewal			1,080,374	851,753	0	(145,752)	934,622	
		Works in Progress - Rds, F/Paths & Bridges			0	0	0	0	0	
77%	●	Roads, F/Paths & Bridges Infrastructure - Total			7,705,448	5,907,483	5,027,021	(1,743,805)	934,622	
0%	○	Drainage Infrastructure - New			10,900	9,080	0	(10,900)	0	
		Drainage Infrastructure - Upgrade			0	0	0	0	0	
0%	○	Drainage Infrastructure - Renewal			63,420	31,710	0	(63,420)	0	
		Works in Progress Drainage Infrastructure			0	0	0	0	0	
0%	○	Drainage Infrastructure - Total			74,320	40,790	0	(74,320)	0	
79%	●	Other Infrastructure - New			4,790,334	3,866,920	3,802,563	(987,771)	0	
100%	●	Other Infrastructure - Upgrade			114,644	95,500	114,594	(50)	0	
57%	●	Other Infrastructure - Renewal			133,020	110,840	0	(57,149)	75,871	
		Works in Progress Other Infrastructure			0	0	0	0	0	
79%	●	Other Infrastructure - Total			5,037,998	4,073,260	3,917,157	(1,044,970)	75,871	
7%	○	Mobile Plant & Equip New			53,000	29,160	3,966	(49,034)	0	
		Mobile Plant & Equip Upgrade			0	0	0	0	0	
18%	○	Mobile Plant & Equipment Renewal (Replacement)			2,808,000	2,095,330	0	(2,300,958)	507,042	
18%	○	Mobile Plant & Equip - Total			2,861,000	2,124,490	3,966	(2,349,992)	507,042	
		Fixed Plant & Equipment - New			0	0	0	0	0	
		Fixed Plant & Equipment - Upgrade			0	0	0	0	0	
		Fixed Plant & Equipment - Renewal			0	0	0	0	0	
0%	○	Fixed Plant & Equipment - Total			0	0	0	0	0	
20%	○	Furniture & Equipment - New			611,590	420,092	125,220	(486,370)	0	
20%	○	Furniture & Equipment - Total			611,590	420,092	125,220	(486,370)	0	
50%	●	Capital Expenditure Total			27,493,834	21,205,008	11,864,024	(13,840,738)	1,789,072	

SHIRE OF BROOME
Monthly Statement of Financial Activity
For the Period Ending 31 April 2022

Appendix A: SUPPLEMENTARY NOTES TO THE MONTHLY REPORT

NOTES TO THIS MONTH'S REPORT

OVERVIEW

For the period ended 30 April 2022, the following are key indicators supporting the year to-date budget position with respect to the Annual Forecast Budget:

Budget Year elapsed	83%
Total Rates Raised Revenue	100% (of which 95% were collected)
Total Other Operating Revenue	76%
Total Operating Expenditure	76%
Total Capital Revenue	40%
Total Capital Expenditure	50%
Total Sale of Assets Revenue	22%

The budget was adopted at the Ordinary Meeting of Council on 24 June 2021. Council adopted a balanced annual budget, which included a net carried forward balance of \$5,492,969 being \$3,916,821 of carry-over projects, plus \$1,576,148 Financial Assistance Grants received in advance.

More information on the Shire's current position can be found on Note 3 of these Financial Statements.

ADJUSTMENTS TO DETERMINE THE CASH POSITION

CURRENT POSITION

Currently, to the end of April 2022, the current position stands at \$8.88M.

Cash

Total Cash Assets are now \$42.9M being \$1.0M decrease from prior month.

The major collections this month include receipt of:

- \$1.53M FAGs Grant – 5th Payment
- \$197K Main Roads – Port Drive Stage 2
- \$446K Rate Various Assessments – 10 Murray Road & 14 Bin Sallik Avenue

The major expenditure items this month include payments of:

- \$543K Able Electrical – Oval Light Upgrade BARC (RFT21/05)
- \$124K Swan Marine Construction – Jetty Refurbishment (RFT21/03)
- \$62K ATEA Consulting – Executive Consulting
- \$58K Broome Cleanaway – Kerbside collection (RFT 14/01)

Receivables

Sundry debtors including GST refundable stand at \$532K.

Rates and rubbish debtors stand at \$1.0M. Annual rates were raised on 15th July 2021 with due date of 19 August 2021. Rates & Rubbish debtors will continue to reduce throughout the year as ratepayers on instalment and payment plans continue to pay their rates.

Other Assets

These stand at \$1 68K having a \$36K increase since the previous month.

Cash Liabilities

These stand at \$584K. This represents our obligation on our outstanding loans in 21/22.

Creditors and Payables

Sundry Creditors are \$2.7M, due to continued major infrastructure works in progress.

Other Payables comprising Tax Payable, FESA Levy Collected, Accrued Loan Interest, Prepayments Received and accruals stand at \$2.5M.

Employee Provisions and Accruals

In the normal course of events, these figures are adjusted in June and July each year by end of year accounting adjustments.

Current leave provisions are \$2.5M (Non-current leave provisions are \$193K). Accruals to reflect the year end position have been completed for the 2020-2021 year.

Cr H Tracey declared a financial interest in item 9.2.3, the reason being “Owner of building company that is completing this project”.

Cr H Tracey left the Chambers at 6:21 pm and did not return.

9.2.3 DEVELOPMENT APPLICATION - ALFRESCO DINING WITHIN THE ROAD RESERVE

LOCATION/ADDRESS:	Road Reserve Adjoining Lot 301 (No. 2) Challenor Drive, Cable Beach
APPLICANT:	Philip Thompson
FILE:	CHA-1/2
AUTHOR:	Coordinator Planning Services
CONTRIBUTOR/S:	Nil
RESPONSIBLE OFFICER:	Director Development Services
DISCLOSURE OF INTEREST:	Nil

SUMMARY:

The Shire has received an application for development approval for additional seating dining floor area within the road reserve adjoining Lot 301, No. 2 Challenor Drive, Cable Beach.

The application has been assessed against the Shire's Local Planning Scheme No 6 (LPS6), Local Planning Policy 5.1 – Outdoor Dining (LPP 5.1) and Local Planning Policy 5.6 – Parking (LPP 5.6). The application is being referred to Council for determination as LPP5.6 requires a decision of Council when an application proposes a variation to the parking ratios as set out in Schedule 9 of LPS6.

This report recommends that the application be approved, subject to conditions.

BACKGROUND

Previous Considerations

Nil.

Site and Surrounds

The subject site is a 180m² portion of the road reserve which adjoins Lot 301, No. 2 Challenor Road. Lot 301 and the adjoining lots are zoned 'Tourist' under Local Planning Scheme No 6 (LPS6).

In November 2006, the Shire received a request on behalf of the landowner of Lot 301 Challenor Drive to purchase the adjacent portion of road reserve for the purpose of extending commercial uses. A report was put to the Ordinary Meeting of Council (OMC) in May 2007 where Council resolved to initiate procedures to close the portion of Challenor Drive adjacent to Lot 301, subject to a new alternative link being provided to retain connection from Challenor via a new 'T junction' intersection with Sanctuary Drive. The plan below indicates the portion of the road reserve which is to be amalgamated into Lot 301:



The proposed closure was advertised for public comment and was referred to the OMC of 27 September 2007 for formal consideration where it was supported. The Council resolution supporting the closure and the request to amalgamate the portion of the road reserve into Lot 301 was then forwarded through to the Department of Planning, Lands and Heritage (DPLH).

DPLH subsequently undertook its statutory due diligence process for the closure of the road and subsequently made an offer to the owners of Lot 301 subject to the payment of monies and the relocation of service infrastructure. Following the relocation of services, the proposal got lost in a restructure of DPLH and the final documents were never lodged at Landgate.

The proponent contacted DPLH in February of this year, who have initiated the process to finalise the road closure and amalgamation. DPLH expects there to be no further complications, and the closure of the road reserve and amalgamation should be finalised by Landgate and reflected on plans in approximately 2-3 months. A plan indicating the extent of the road reserve closure and amalgamation is provided in **Attachment 1**.

Assessment of this application is undertaken based on the lot boundaries in their current location as the amalgamation of the road reserve into Lot 301 Challenor Drive has not occurred at the time of writing of this report. The aerial below indicates the portion of the road reserve to be used for alfresco dining:



Proposed Development

The application is seeking approval to offer outdoor dining for the patrons of the restaurant operating from Lot 301 Challenor Drive on a portion of the grassed area within the adjoining road reserve. The application does not propose the erection of any permanent structures, with dining tables, chairs and umbrellas removed from the area each day outside of operating hours. Despite offering additional dining floor area, the proposal will not result in an increase in patron numbers as the business is currently licensed for a maximum of 120 people.

It is noted that the application is being presented to Council as Clause 1.5 of LPP5.6 requires any application proposing a variation to the car parking ratios in Schedule 9 of LPS6 to be determined by Council. The application proposes a variation to the number of car parking bays required due to the increase in dining floor area offered by the restaurant.

COMMENT

An assessment of the application against the Shire's Local Planning Framework is set out below.

Local Planning Scheme No.6 and Local Planning Policy 5.6- Parking

The application is seeking to increase the amount of dining floor area for the restaurant use into a portion of the adjoining road reserve. A copy of the application plans is included as **Attachment 2**.

Schedule 9 of LPS6 requires one car parking bay per 6m² of dining area to be provided. Therefore, an additional 30 on-site car parking bays are required based on the application proposing an increase of 180m² of dining area. Despite the additional dining floor area, the applicant is not providing any additional car parking spaces or providing a cash-in-lieu payment for the shortfall proposed.

Clause 1.4 of LPP 5.6 advises the following:

1.4 If an application for development approval does not comply with the parking ratios in Schedule 9 of LPS6 and:

- the applicant does not seek to meet the parking demand by any other means provided under this Policy; or*
- it cannot be considered as reciprocal parking under clause 1.5 below.*

the applicant must demonstrate that the ratio contained in Schedule 9 exceeds the demand for car parking generated by the development. In this regard the applicant must supply the following information:

- a) Empirical evidence, supported by advice from a qualified traffic engineer, that the ratios in Schedule 9 are not appropriate for the type or scale of development proposed. The empirical evidence could be in the form of a traffic survey undertaken of a similar existing development during peak tourist season; and/or*
- b) Reductions to the parking rate may be considered if it is shown that there will be internal trip capture.*

Whilst the above information has not been provided, the application is considered acceptable given the maximum occupancy will remain capped at 120 patrons on site at any given time. The additional dining area will therefore not result in an increase in trip generation beyond the situation which currently exists. A condition of approval is recommended to limit the maximum occupancy of the restaurant to 120 to ensure that the Shire can assess the impact on car parking if the operator were to intend on increasing the occupancy of the restaurant in the future.

Local Planning Policy 5.1 – Outdoor Dining

Local Planning Policy 5.1 – Outdoor Dining (LPP 5.1), seeks to encourage where appropriate outdoor dining and streetscape activity to enhance the visual amenity and perception of outdoor lifestyle associated with Broome. It also seeks to provide a safe area for establishment of outdoor dining areas, so they do not jeopardise the safety of patrons, pedestrians or motorists. Please refer to the Table 1 below for an overview of this application against the Policy:

Table 1

Clause No.	Clause	Development Assessment
Clause 1.1	An application for an outdoor dining licence under the Local Law and application for development approval under LPS6 must be submitted and approved prior to the commencement of outdoor dining.	<p>Applicant is aware that an outdoor dining license under the Local Law will be required.</p> <p>As discussed above, DPLH are in the process of finalising a request to close the portion of the road reserve that is subject to this application and amalgamate the land within Lot 301 Challenor Road. The outdoor dining license will be required until the process has been finalised and the land transfer has been completed.</p>
Clause 1.3	A minimum of 2.0 metres of the footpath must remain unobstructed adjacent to any outdoor dining area.	The proposed dining area is wholly contained within a grassed portion of the road reserve. The dining area will not obstruct any public footpath.
Clause 1.4	The outdoor dining areas must be located in a manner, which does not obstruct kerbside parking.	The proposed dining area is wholly contained within a grassed portion of the road reserve. The dining area will not obstruct any public footpath.
Clause 1.5	The outdoor dining areas must be suitably located with respect to adjacent street furniture, so that these features are not unreasonably obstructed and at all times a minimum 2.0 metre unobstructed footpath is maintained.	The proposed dining area is wholly contained within a grassed portion of the road reserve. The dining area will not obstruct any public footpath.

Clause 1.6	The outdoor dining area must be located immediately adjacent to an eating-house. Where it proposed to be located adjacent to the kerb, suitable access will need to be provided for parked vehicles and safety barriers may be required.	<p>The outdoor dining area is located immediately adjacent to the associated eating house. As discussed above, DPLH are in the process of finalising a request to close the portion of the road reserve that is subject to this application and amalgamate the land within Lot 301 Challenor Road.</p> <p>Given the location of car parking bays directly adjacent to the proposed outdoor dining area, a condition of approval is recommended to require the installation of safety barriers between the car parking bays and the outdoor dining area.</p>
Clause 1.7	Licensees must maintain public liability insurance cover relating to all items and operations within the road reserve. Insurance cover must be not less than \$10,000,000 and be from a reputable underwriter.	Public liability insurance will be required to receive an outdoor dining license under the Local Law.
1.8	All tables, chairs, barriers, umbrellas to be of a weight and construction so as not to move in a strong breeze. Before the wind reaches strength where any of the furniture could move, the furniture must be removed from the outdoor dining area. All furniture is to be removed immediately once a blue alert for a cyclone is issued and not replaced until the all clear is given.	Requirement for suitable furniture is recommended to be imposed by way of a condition of approval.
1.9	The eating-house relating to the outdoor dining area must have sufficient toilet facilities to cater for the additional seating.	The maximum occupancy for the restaurant is not proposed to be increased as part of this application. As such, the existing toilet facilities provided on site are acceptable.
1.10	All street furniture must be removed from the road reserve outside of the hours of operation as stipulated on the licence issued.	A condition of approval is recommended to remove all street furniture from the road reserve outside of the hours of operation.

Given the above, the application is considered to meet the relevant provisions of Local Planning Scheme No 6, LPP 5.1 and LPP 5.6. As such, it is recommended Council issue development approval for the outdoor dining area.

CONSULTATION

In accordance with Local Planning Policy 5.14 – Public Consultation, the application does not require wider public consultation as the structures proposed as part of the application are deemed to be Level A under the policy, which establishes that no consultation is required.

STATUTORY ENVIRONMENT

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Local Planning Scheme No.6

POLICY IMPLICATIONS

LPP 5.1 – Outdoor Dining

LPP 5.6 – Parking applies to the assessment of this application. The proposal is consistent with the Policy provisions.

FINANCIAL IMPLICATIONS

Nil.

RISK

Nil.

STRATEGIC ASPIRATIONS

People – 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.

Outcome One - A safe community:

1.2 Modify the physical environment to improve community safety.

Outcome Three - A healthy, active community:

3.2 Improve access to sport, leisure and recreation facilities, services and programs

Place – We will grow and develop responsibly, caring for our natural, cultural and built heritage, for everyone.

Outcome Six - Responsible growth and development with respect for Broome's natural and built heritage:

6.3 Create attractive, sustainable streetscapes and green spaces.

Prosperity – Together, we will build a strong, diversified and growing economy with work opportunities for everyone.

Outcome Nine – A strong, diverse and inclusive economy where all can participate:

9.4 Support business growth, innovation and entrepreneurship.

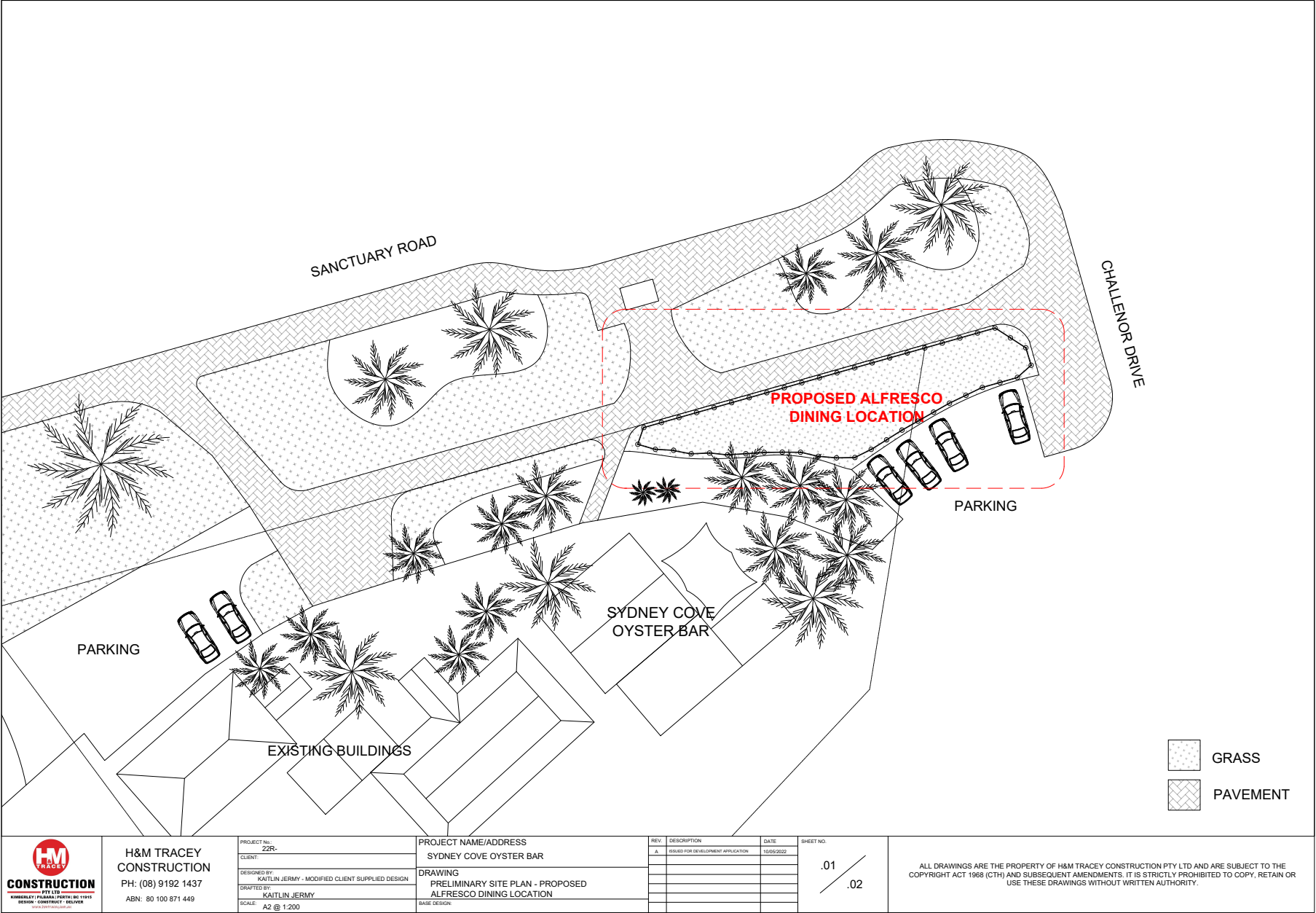
VOTING REQUIREMENTS*Simple Majority***COUNCIL RESOLUTION:****(REPORT RECOMMENDATION)****Minute No. C/0522/041****Moved: Cr B Rudeforth****Seconded: Cr C Mitchell****That Council:**

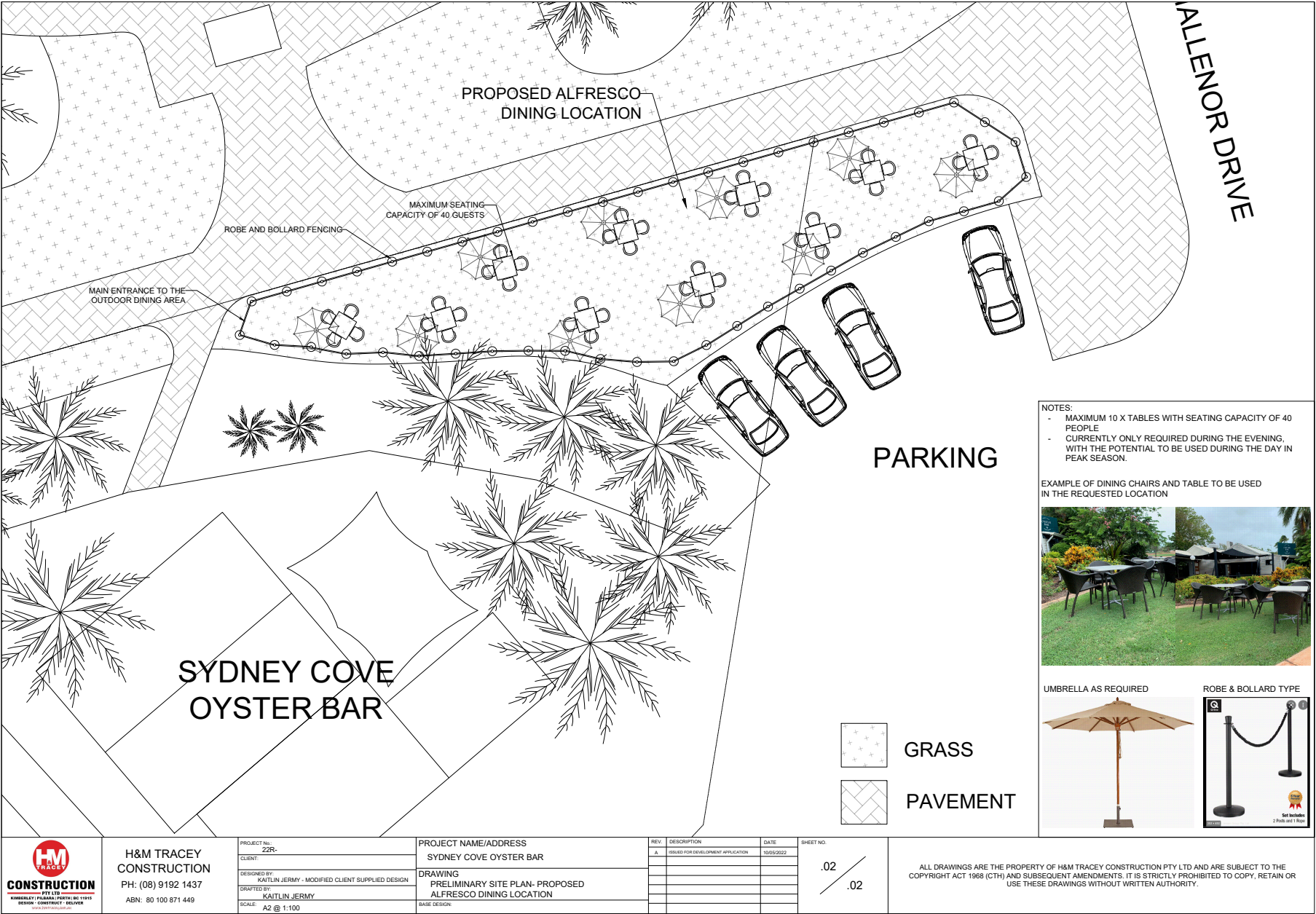
- 1. Approve the application for development approval 2022/42 to 'operate within the road reserve for the purpose of outdoor dining associated with the restaurant use' at Lot 301, No. 2 Challenor Drive, Cable Beach 6726 subject to the following conditions.**
 - (a) The development plans, as date marked and stamped 'Approved', together with any requirements and annotations detailed thereon by the Shire of Broome, are the plans approved as part of this application and shall form part of the development approval issued, except where amended by other condition of this approval.**
 - (b) The restaurant use is permitted to operate at maximum capacity of 120 patrons on site and any one time. The maximum occupancy shall include the area utilised within the road reserve.**
 - (c) Prior to its initial occupation, a safety barrier shall be installed between the existing car parking bays and the proposed outdoor dining area. Prior to being installed, details relating to the safety barrier shall be submitted to the Shire of Broome.**
 - (d) All tables, chairs, barriers, umbrellas to be of a weight and construction so as not to move in a strong breeze. Before the wind reaches strength where any of the furniture could move, the furniture must be removed from the outdoor dining area. All furniture is to be removed immediately once a blue alert for a cyclone is issued and not replaced until the all clear is given.**

CARRIED UNANIMOUSLY 5/0**Attachments**

1. Portion of road reserve to be amalgamated into Lot
2. Plans of Outdoor Dining







10. REPORTS OF COMMITTEES

There are no reports in this section.

11. NOTICES OF MOTION WITH NOTICE

Nil.

12. NOTICE OF MOTION WITHOUT NOTICE

Nil.

13. BUSINESS OF AN URGENT NATURE

Nil.

14. MEETING CLOSED TO PUBLIC

Nil.

15. MEETING CLOSURE

Prior to closing the meeting the Deputy President acknowledged and thanked the Shire of Broome Planning Department for their efforts in the Local Planning Strategy and Scheme.

There being no further business the Chairperson declared the meeting closed at 6:23pm.