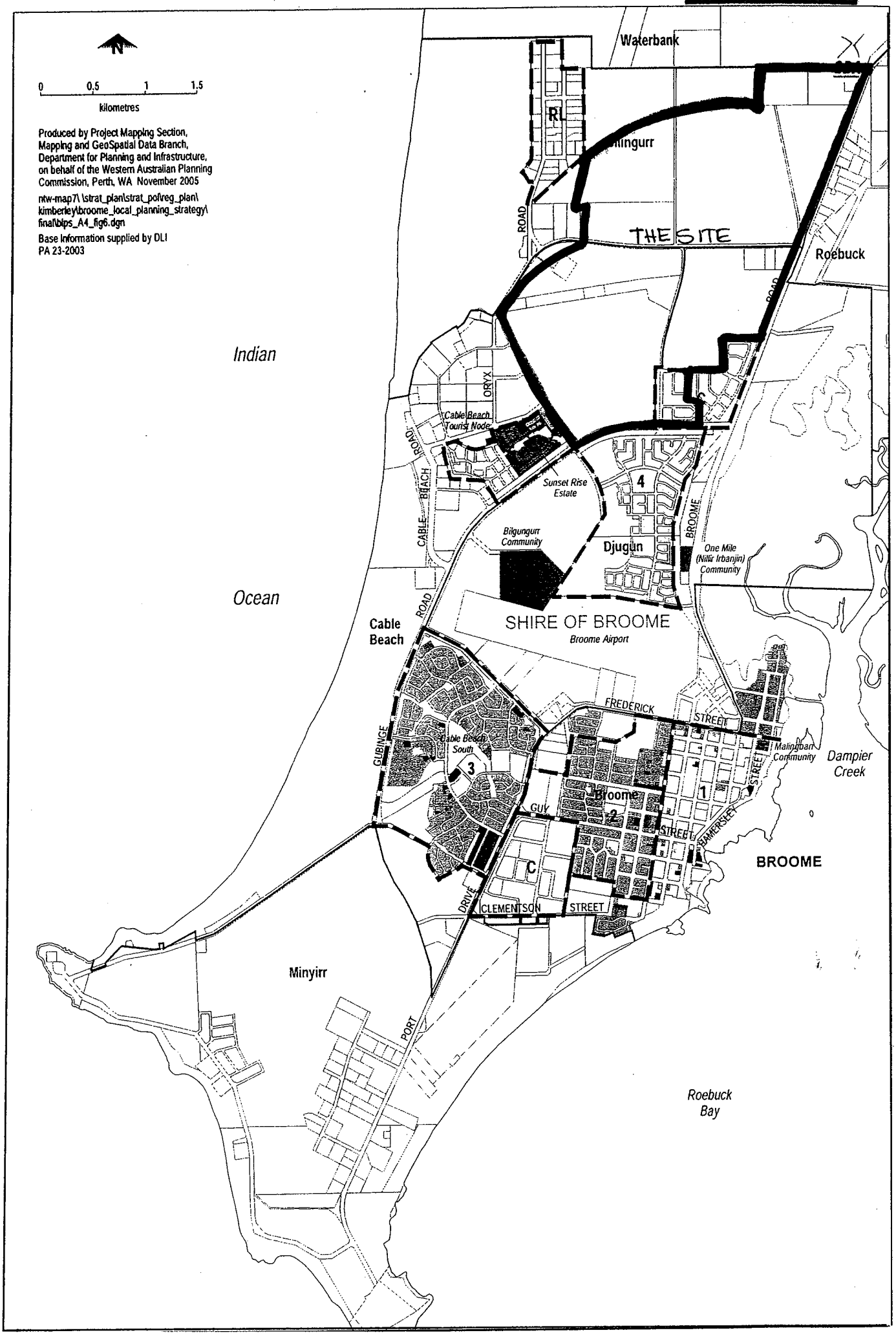
Attachment 1.

LOCALITY PLAN

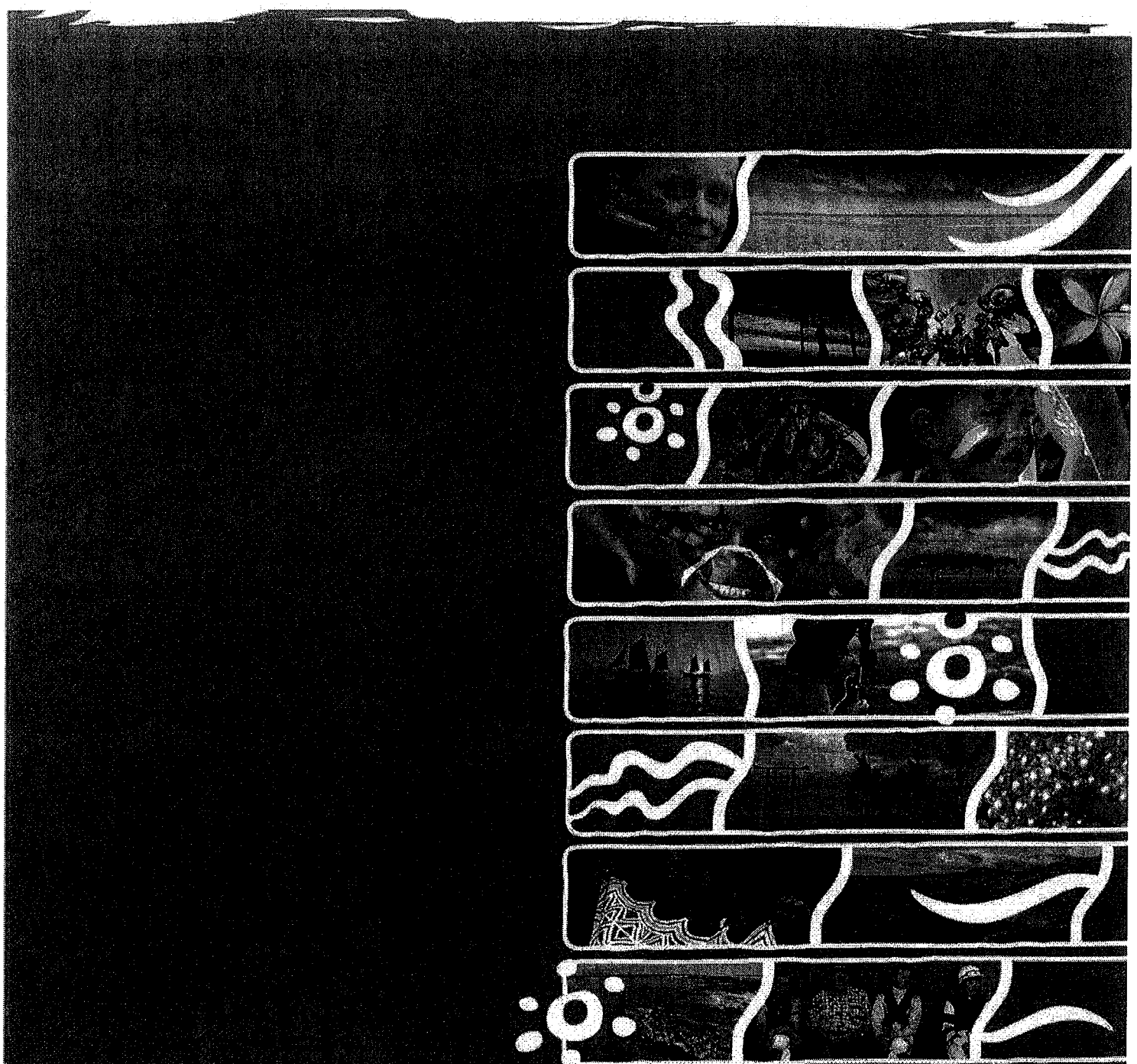
COUNCIL Item No. 9.3.2 No. Pages 19



ATTACHMENT 2.

Shire of Broome

people • place • prosperity



BROOME NORTH DISTRICT DEVELOPMENT PLAN

OCTOBER 2009

CONTENTS

PART 1 STATUTORY 1

1.0 DEVELOPMENT PLAN AREA 1
2.0 CONTENT 1
3.0 DEVELOPMENT PLAN PROVISIONS 1
4.0 STATEMENT OF ROLES AND RESPONSIBILITIES 7
5.0 DEVELOPMENT REQUIREMENTS 7

DISCTRICT DEVELOPMENT PLAN (PLAN NO.1) 14

PART 2 EXPLANATORY 17

1.0 DESIGN APPROACH 18
1.1 Liveability 18
1.2 Transect 19

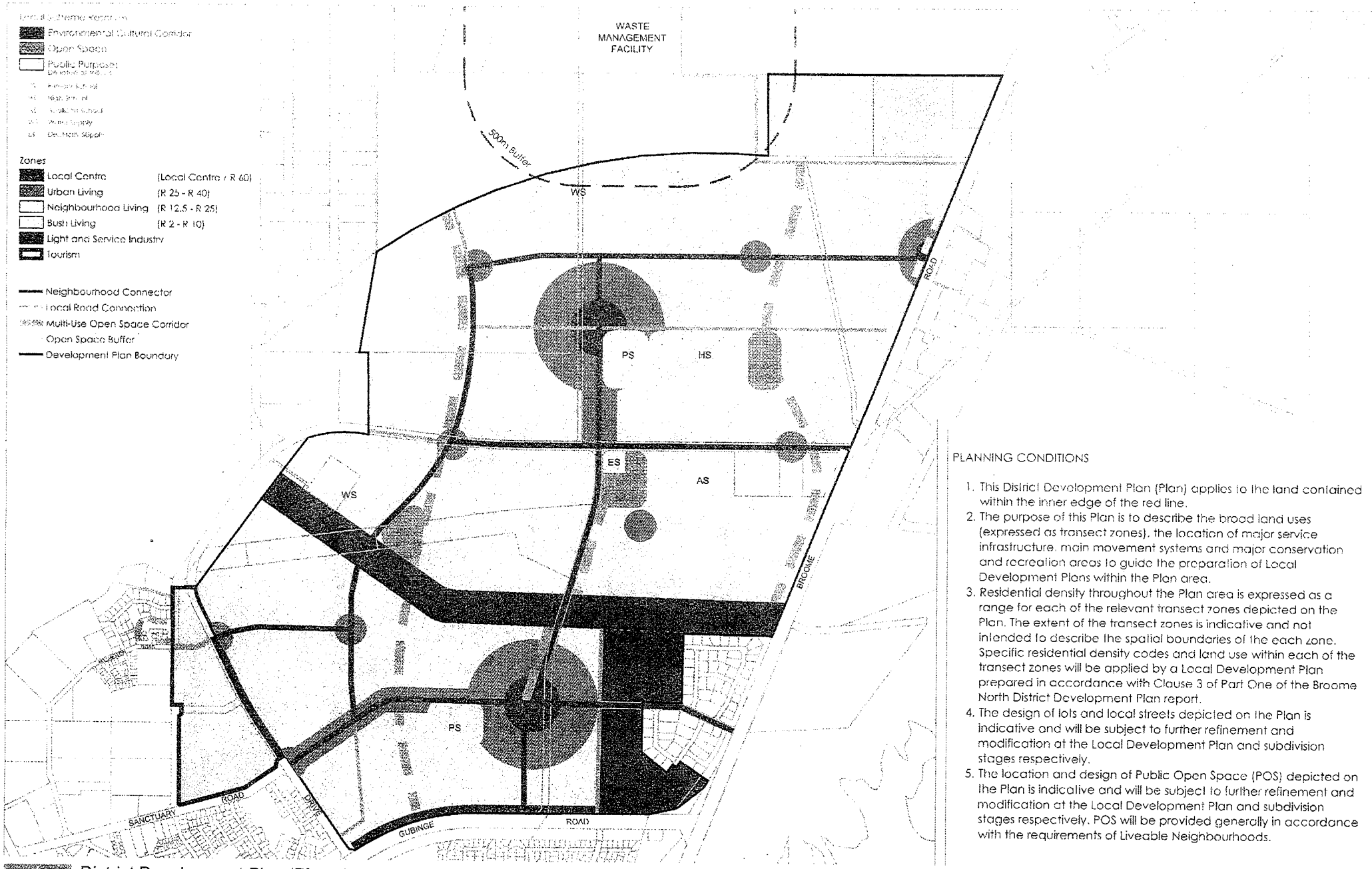
2.0 SITE ANALYSIS 23

3.0 DESIGN PROCESS 31

4.0 CONCEPT PLAN 35
Nature 36
Environmental Cultural Corridors 37
Multiple Use Public Open Space Corridors 38
District Parks 39
Neighbourhood and Local Parks 40
Bush Living 41
Neighbourhood Living 42
Urban Living 43
Local Centre 44
Industrial 45
Tourism 46
School Sites 47
Services and Utilities 48
Road Network 49
Public Transport 50
Path Network 51

5.0 EXECUTIVE SUMMARIES OF TECHNICAL REPORTS 52
5.1 Engineering and Servicing 52
5.2 Transport and Access 54
5.3 Environment 55
5.4 Landscape Masterplan: Opportunities, Directions and Strategies 56
5.5 Commercial Activity: Ideas and Implications 56
5.6 Broome North Housing Report 57
5.7 Social Context and Social Directions: Developing a Community and Wellbeing Framework for Broome North 61

TECHNICAL APPENDICES (ON DISC)
1. Planning Report
2. Planning Design Forum Summary Documents
3. Engineering Report
4. Environmental Reports
5. Landscape Report
6. Commercial Analysis
7. Housing Report
8. Social Directions Paper
9. Social Context Paper



PLANNING CONDITIONS

1. This District Development Plan (Plan) applies to the land contained within the inner edge of the red line.
2. The purpose of this Plan is to describe the broad land uses (expressed as transect zones), the location of major service infrastructure, main movement systems and major conservation and recreation areas to guide the preparation of Local Development Plans within the Plan area.
3. Residential density throughout the Plan area is expressed as a range for each of the relevant transect zones depicted on the Plan. The extent of the transect zones is indicative and not intended to describe the spatial boundaries of the each zone. Specific residential density codes and land use within each of the transect zones will be applied by a Local Development Plan prepared in accordance with Clause 3 of Part One of the Broome North District Development Plan report.
4. The design of lots and local streets depicted on the Plan is indicative and will be subject to further refinement and modification at the Local Development Plan and subdivision stages respectively.
5. The location and design of Public Open Space (POS) depicted on the Plan is indicative and will be subject to further refinement and modification at the Local Development Plan and subdivision stages respectively. POS will be provided generally in accordance with the requirements of Liveable Neighbourhoods.

District Development Plan (Plan No. 1)

Broome North

SHIRE OF BROOME

robertsday

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ATTACHMENT 3

Shire of Broome

people • place • prosperity

BROOME NORTH LOCAL DEVELOPMENT PLAN

OCTOBER 2009

CONTENTS

PART 1 STATUTORY 1

1.0 DEVELOPMENT PLAN AREA 1

2.0 CONTENT 1

3.0 DEVELOPMENT PLAN PROVISIONS 1

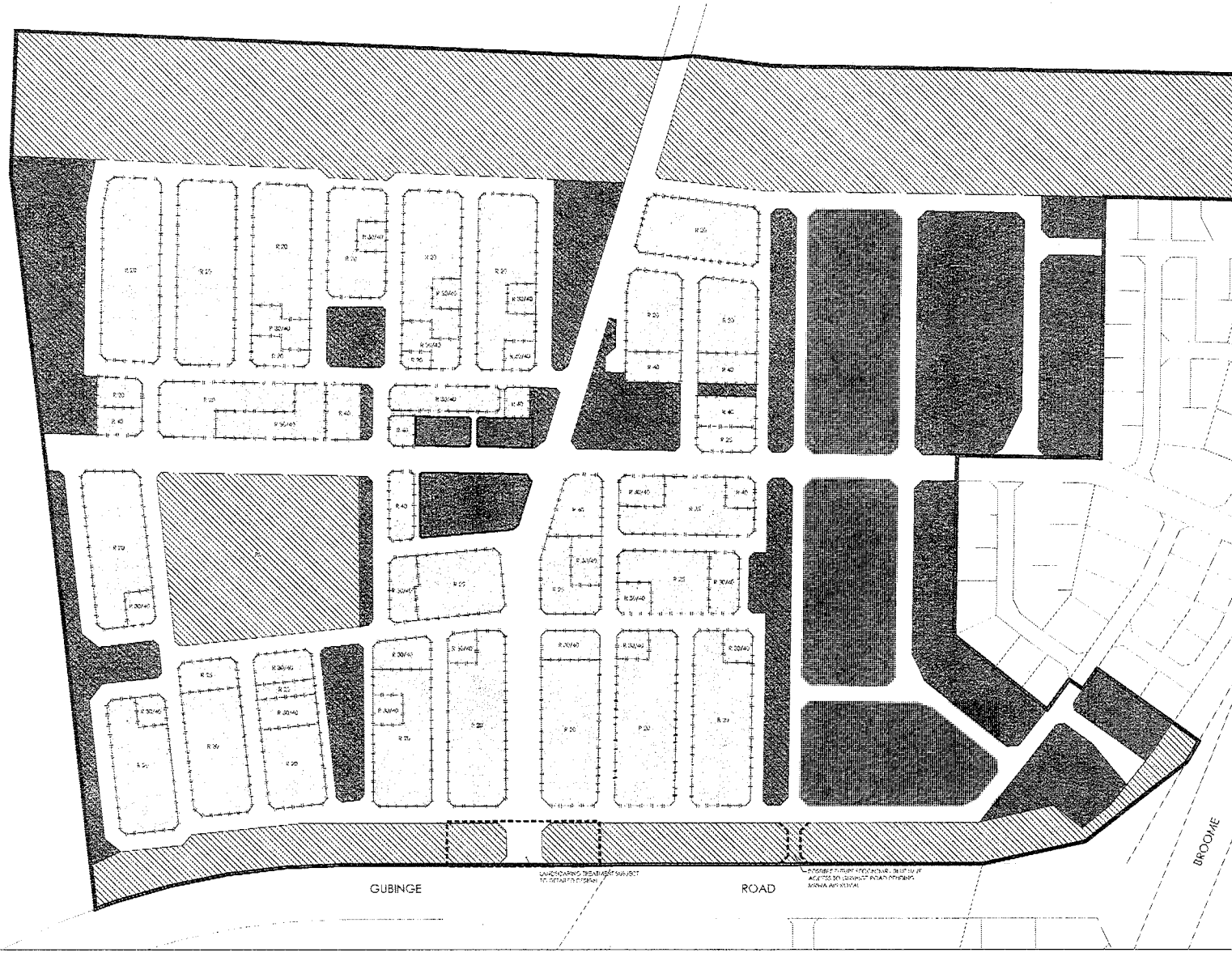
4.0 DEVELOPMENT REQUIREMENTS 1

4.6 Thoroughfare Typologies 2
4.6 Thoroughfare Typologies 3
4.6 Thoroughfare Typologies 4
4.7 Landscape Typologies 6
4.7 Landscape Typologies 7
4.8 Built Form Typologies 8
4.8 Built Form Typologies 9
4.8 Built Form Typologies 10
4.8 Built Form Typologies 11

5.0 DEVELOPMENT PLAN SERIES 12

PART 2 PLAN DESCRIPTION 13

INDICATIVE TRANSECT ZONES 14
RESIDENTIAL DENSITIES 14
R30 / R40 CODED SITES 15
LOCAL CENTRE 15
LIGHT INDUSTRIAL 16
SCHOOL SITE 16
PUBLIC OPEN SPACE 17
PUBLIC TRANSPORT 18
PATH NETWORK 18
ROADS 19
SECOND ACCESS TO GUBINGE ROAD 19
DRAINAGE 20
ALLOTMENT DRAINAGE 20
DETAILED AREA PLANS 21
ANCILLARY ACCOMMODATION 21



LOCAL DEVELOPMENT PLAN

PLANNING CONDITIONS

1. This Local Development Plan (Plan) applies to the land contained within the inner edge of the red line.
2. The purpose of this Plan is to elaborate and enhance on the details and provisions contained in the Broome North District Development Plan. In particular this Plan applies residential density codes and land use taking guidance from the transect zones described in the Broome North District Development Plan.
3. The Plan depicts indicative design for residential development and other land uses, local roads and Public Open Space (POS) and may be subject to further refinement and modification at the subdivision stage.
4. The Development Requirements detailed at Clauses 4.6 – 4.8 (inclusive) of the accompanying Local Development Plan Report apply to the development of thoroughfares, landscape and built form where shown within the Plan area. The application of these standards is detailed on Plans No. 1 - 4.
5. Where two or more lots coded R30/40 are amalgamated, the resulting lot may be developed for grouped or multiple dwellings at the higher R40 coding.
6. Where it is stated that a detailed area plan (DAP) is required prior to subdivision and/or development this will be prepared in accordance with Clause 3.7 of Part One of the Broome North District Development Plan report.
7. As a condition of subdivision approval for:
   (i) Sites coded R40; or
   (ii) Amalgamation of sites coded R30/40 for development as grouped or multiple dwellings at R40 coding;

   The developer will prepare a DAP for approval by the Shire of Broome. The DAP is to be consistent with the objectives for the Urban Living transect zone detailed at clause 5.3.4 of the Broome North District Development Plan Report, and will address the following:
   (i) Vehicle access and parking;
   (ii) Provision of safe, convenient pedestrian access;
   (iii) Orientation of dwellings to address adjacent streets and POS;
   (iv) Location of private open space;
   (v) Measures for passive climate control; and
   (vi) Retention of significant remnant vegetation.
8. Prior to subdivision or development approval of land zoned "Local Centre" the developer will prepare a DAP for approval by the Shire of Broome. The DAP is to be consistent with the objectives for the Local Centre transect zone detailed at clause 5.3.5 of the Broome North District Development Plan Report, and will address the following:
   (i) Vehicle access and parking, including access/egress of vehicles to adjacent laneways;
   (ii) Provision of safe, convenient pedestrian access;
   (iii) Orientation of buildings to address adjacent streets and POS;
   (iv) Promotion of residential uses in upper storey areas;
   (v) Minimising signage; and
   (vi) Landscaping and service areas.
9. To promote its contribution to the broader amenity and function of the local activity centre, development of the primary school site will have regard to the relevant design issues and general principles detailed at Appendix 5 of Liveable Neighbourhoods, in particular relating to:
   (i) The general building layout;
   (ii) The location and type of on-street, on-site and co-shared car parking; and
   (iii) The relationship of key school buildings with the adjoining streets and the Local Centre area.
10. To promote housing affordability and adaptability within the Plan area, the following amendments are made to clause 7.1.1 of the Residential Design Codes relating to Ancillary Accommodation:
    (i) The Performance criteria are varied to enable occupancy by non- family members;
    (ii) Sub-clauses A1(i) and A1(ii) of the Acceptable development provisions do not apply.

Local Scheme Reserves
- Environmental Cultural Corridor
- Local Roads
- Parks and Recreation
- Public Purposes (Denoted as follows:)
  - PS Primary School

Zones
- Residential
- Local Centre
- Light and Service Industry
- Office / Showroom

Other
- R Codes
- Subject Land

Public Open Space Schedule

Total area	125.449ha		
Deductions:			
Primary School	4.5ha	Gross subdivisible area	63.99ha
ECC	31.59ha	Required 10% POS	6.39ha
Local Centre	1.87ha	Actual POS provided	10.44ha (16.3%)
Industrial	23.50ha	Restricted POS	3.76ha (5.9% overall)
Total Deductions	61.46ha	Unrestricted POS	6.68ha (10.4% overall)

Local Development Plan (Plan No. 1)
Broome North
For Landcorp

robertsday

5.0 EXECUTIVE SUMMARIES OF TECHNICAL REPORTS

ATTACHMENT 4

The full suite of technical reports is provided as an appendix to this report. A summary of the key findings of each of these reports is provided below.

5.1 ENGINEERING AND SERVICING

Site Description

The topography of the site is generally flat, with a large percentage of the site between zero and 1% grade with a few pockets up to 2% grade. An area of the site in the north-west corner has a greater slope than the rest of the site and varies between 1% and 4% grades. A ridge line traverses the site in a south-west to north-east direction, with the western side grading to the base of the dunes to the west and the eastern side of the side grading to Dampier Creek. There are two main high points on the site which are at the approximate levels of RL 20.7 (south) and RL 19.1 (north). The lowest point in the site is in the north-west corner at RL 5.0.

The soil is typical Pindan Sand and is classified as a Silty Clayey Sand, fine to medium coarse, dense, and red to brown and weakly cemented. The full soil characteristics resulting from the detailed geotechnical investigation and desktop hydro-geological study are included within the technical report.

Flooding

There is no information in regard to flood levels for the site; however, there is evidence (Shire photo) of areas to the north-west of the site in the Waterfall and Lullfitz Drive special rural area, as being flood prone. The eastern boundary of the site borders Broome Highway, which is affected by tidal levels. Tidal levels also affect the existing "Lake Broome" drainage basin at the intersection of Broome Highway and Gubinge Road. Broome is subject to significant tide changes, with the highest recorded tide being 10.76m above Chart Datum (post 1/1/09) or RL 5.24m AHD.

Groundwater

A desktop assessment of the groundwater levels in the development area assessed the Average Annual Maximum Groundwater Level (AAMGL) to be approximately RL 2.5m AHD with a maximum recurrence interval of 2 years. The Maximum Probable Groundwater Level (MPGL) is estimated to be 2.0m higher at RL 4.5m AHD.

Drainage

A preliminary "Drainage Catchment Plan" has been prepared for the Development Plan area which divides the site into five broad catchment areas. A swale open drain and dry/ephemeral detention basin drainage system will be used for the Broome North project and the storm water design will be based on the following key principles:

- Development of the Broome North project will require detention storage to a level so that the peak runoff outflows for a Q5, Q10, Q50 and Q100 year Average Recurrence Interval (ARI) events are no greater than that which would occur under pre-development conditions;
- Finished floor levels (FFL) for the buildings on all lots are to be at least 0.5m above the crown of the road;
- A minimum of 0.3m freeboard is required between the flood level of a major design event and the finished floor level of all buildings on the site;
- The Q50 and Q100 ARI events are to be contained within the road reserve and the Q10 ARI event is to be within the road;
- Roads are used as drains and carry the majority of the flows for all events. Gullies and pipes are only used to manage flows where they cannot be carried in the road between the kerbs and for low flow drains from detention basins; and
- Drainage design is to use the following coefficients:
  - Road Reserve 0.9
  - Residential Sites 0.7
  - Vegetation and Bush 0.4 (pre development).

Allotment Drainage

As part of the review of the environmental sustainability for the project consideration has been given to the use of allotment drainage. Allotment drainage makes provision for those lots which do not naturally grade to the road reserve to be provided with drainage at the rear of the lot. The drainage system at the rear of the lots conveys stormwater to the road or swale system and generally is required to be designed to contain a Q100 ARI event.

Water Quality

The water quality targets for the drainage system are to be;

- At least 60 per cent reduction of total phosphorus;
- At least 80 per cent reduction of total suspended solids;
- At least 45 per cent reduction of total nitrogen; and
- At least 70 per cent reduction of gross pollutants.

The water quality of stormwater originating from the catchment will be managed by the following methods:

- Reduction of stormwater flow velocities to aid sedimentation, reduce erosion and reduce the carriage of seeds into the natural landscape;
- Construction of vegetated swales drains and dry/ephemeral detention basins using weirs and low flow drain system to reduce the water velocity to allow settling out of the silt load and the removal of gross pollutants;
- Design swales to provide a more natural waterway and meandering creek system rather than a linear conveyance drainage system with no detention or attenuation of flows;
- Link grassed POS area and multi-use parks into the swale/ detention systems to improve the water quality through the take up of nutrients. The POS areas will be constructed as detention systems with low flow drains;
- All detention basins to have sedimentation traps to maximize the deposition of silt within the basin;
- Provide for natural vegetation re-growth by using topsoil generated from the site on the sides of the swales and the bases of the detention basins. Additional planting of low-lying native plants, in particular grasses, along the sides of the swales and basins, for filtering of sediments and nutrient removal;
- Where possible, restoration of natural drainage pathways to utilize natural nutrient stripping properties of existing vegetation;
- Promote and help implement a maintenance and education program for optimal performance of stormwater system;
- Potential reuse of the existing sand mining area at the north-western corner of the catchment as an infiltration basin for the outlet of the north-west catchment;
- Promote and encourage the use of slow-release organic fertiliser; and
- An industry- standard water quality stormwater modeling software tool "MUSIC" or similar will be used to assess the efficiency of the water quality treatment system.

Water Supply and Sewerage

- No additional water source is required;
- An additional site (adjacent Buckley's Road) for water reservoir (or recycled water reservoir) will be required;
- Up to three additional sewerage pump stations will be required for the Broome North project; and
- The new (WWTP) at Crab Creek will have sufficient capacity to handle the Broome North project.

Effluent Reuse

A discussion paper has been prepared on the use of recycled wastewater as part of the investigations for the Broome North project. Recycled water has many applications that can be considered for the proposed development which are outlined in the paper. Key points are:

- Non-drinking uses (toilet flushing and garden watering) would require advanced treatment (e.g. MBR and disinfection) and duplication of the reticulation system;
- A dual reticulation scheme in Broome North would reduce the water demand and delay the expansion of the groundwater borefield; and
- Costing and operational responsibilities for the scheme need to be established

Power

Horizon Power has advanced planning for the new 'Bilingurr' Zone Substation and are on-schedule to meet an in-service date for the provision of power to the site in December 2010. A site has been identified for acquisition within the District Development Plan.

Various sustainability options are available that could be incorporated in the proposed development to provide environmental, social and economic benefits to the Broome community and stakeholders. Small scale grid connected Solar Photo Voltaic (PV) cells, solar hot water systems, building design and construction materials, and demand side management measures are understood to provide the best opportunities for residents of Broome to reduce green house gas emissions and use electricity in a more sustainable way.

5.2 TRANSPORT AND ACCESS

A high level transport analysis for the proposed Broome North development was undertaken to determine at full build out:

- The likely trip generation by all modes – both internal and external to the development;
- Vehicle traffic demands on the internal network;
- External access arrangements on to Broome Highway, Gubinge Road and Fairway Drive; and
- The road hierarchy and corresponding road cross sections – allowing for cyclists, pedestrians, parking, public transport and car movements.

The planning for Broome North has considered all traffic modes.

The scale of the proposed development means it will have an element of self sufficiency, making walking and cycling realistic travel options. It is projected that the development will generate a total of approximately 16,000 car trips on the internal and a further 21,000 car trips on the external road network.

In addition to these vehicle trips it is estimated that approximately 1,500 trips per day (external and internal) will be made by public transport (when available). The site is therefore planned to be serviced by two bus routes –one connecting Broome North with the Broome Town Centre and the other connecting to Cable Beach.

A further 6,000 trips per day will be made by cycling and walking. These will be contained mostly within Broome North but Cable Beach and the Broome Town Centre are also within comfortable cycling distance from Broome North. On road cycle lanes and a shared path on one side will be provided on Neighbourhood Connectors and Integrator Arterial B Roads. All major roads will have footpaths on both sides of the road and all local streets will have a footpath on at least one side of the street.

The proposed external access to the site is as per the Broome Highway Planning Study (Western Infrastructure, May 2002) but includes a further three accesses as follows:

- A new access on Broome Highway located north of Fairway Drive to service the north of the development;
- A new access on Broome Highway to provide direct access to the Shire of Broome waste transfer station in order to separate general traffic and heavy vehicles accessing the waste facility; and
- A secondary access on Gubinge Road to provide access to the Blue Haze Light Industrial Area from Gubinge Road. This access is located approximately 300m east of Magabala Road which will be realigned slightly west at its southern end. This access will provide a direct route for heavy vehicles from the estate to Gubinge Road and beyond to Broome Port, without travelling through the planned town centre on Magabala Road.

MRWA has given in principle approval to the proposed accesses on Broome Highway. In principle approval will also need to be sought from MRWA for the proposed secondary access onto Gubinge Road.

Within the site, the main traffic spine will be the realigned Magabala Road, which is forecast to carry up to 14,000vpd. Due to the forecast traffic volumes exceeding 7,000vpd, direct property access will be restricted on this and some other roads within the development. Most accesses within the site will be either priority or roundabout controlled.

5.3 ENVIRONMENT

The following is a summary derived from the various environmental technical reports prepared for the project:

Flora and Fauna

- No Environmentally Sensitive Areas (ESA) are situated within the study area;
- The vegetation types surveyed across the study area are known to be well represented locally and regionally within the Kimberley;
- Vegetation condition was considered range from Very Good to Completely Degraded;
- The study area is described as having a moderate flora species diversity with 95 taxa from 33 families;
- No Declared Rare or Priority flora species were recorded from the survey area;
- Fifteen weed species, including two Declared plants, were recorded from the survey area. Weed species were most dominant along tracks and roads, within and adjacent to the private properties, and amongst rubbish dumped within the study area;
- Part of the study area is located within the buffer zone of one 'Vulnerable' Threatened Ecological Community (TEC); 'vine thickets on the coastal sand dunes of Dampier Peninsula'. However, no TECs or PECs were identified as being present on the site during the field survey; and
- One fauna species of conservation significance was recorded in the study area. The Rainbow Bee-eater (Merops ornatus) is a Migratory and Marine species listed under the EPBC Act. The Rainbow Bee-eater is a common and widespread species and is unlikely to be significantly impacted by the proposed project;

Water and Drainage

No wetlands or watercourses are located within the study area. Some of the treated, high rainfall event drainage will flow into Dampier Creek, which meets Roebuck Bay near the Broome North development area;

A District Water Management Strategy and Local Water Management Plans will be submitted under Planning

Roebuck Bay, an internationally significant wetland (Ramsar listed site) is located within 8 km of the study area. This Ramsar listed site will not be impacted by the proposed project; and

The study area is not located within a Public Drinking Water Source Area (PDWSA);

Site Contamination and Acid Sulfate Soils

- A Preliminary Site Investigation for contaminated sites has been undertaken. Two potentially contaminated sites have been identified – being a disused poultry farm on Fairway Drive and a disused small scale abattoir at the northern end of the site. Both of these are in private ownership. Preliminary soil testing at the poultry farm has indicated no issues of concern but further testing will be required; and
- A Preliminary Acid Sulfate Soil Investigation indicated that it is unlikely that Acid Sulfate Soils underlie the site. Additionally, it is not likely that site works would be required below 2m depth. However, further testing for ASS will be conducted in October 2009 to confirm these findings.

Aboriginal Heritage Considerations

- A desktop study indicated that the study area intersects the buffer zones of a number of Aboriginal Heritage sites which are protected under the Aboriginal Heritage Act (1972);
- Aboriginal heritage site investigations have been undertaken for the Broome North area and have indicated that there are no specific areas of heritage value within the proposed development area;
- Extensive consultation and negotiation with Aboriginal groups has provided an agreement on the location and size of areas to be retained as bushland corridors and reserves within the general Broome North area; and
- Aboriginal heritage issues have been dealt with as a part of the Broome Global Negotiations.

Approvals

- The proposal was discussed and all reports forwarded to staff from the Department of Environment, Water, Heritage and the Arts (DEWHA) and they have confirmed that formal referral under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) is not required.
- The southern portion of the Broome North area, south of Fairway Drive, was rezoned under TPS Amendment No. 42. EPA advice on the Amendment, however, did not include an assessment of remnant vegetation of Declared Rare Flora. Recent flora and vegetation surveys of the area under Amendment No. 42 and this amendment have indicated that no Declared Rare Flora is present and that, based on an assessment of the 10 Clearing Principles, vegetation may be approved to be cleared.

5.4 LANDSCAPE MASTERPLAN: OPPORTUNITIES, DIRECTIONS AND STRATEGIES

The development of Broome, and more specifically the Broome North site, is challenging as it "...must navigate the boundary of cross cultural processes" (V. Margetts, 2008). The project team proposes to acknowledge this cultural connection along with the unique landscape condition within the open space planning by continuing the existing Broome lifestyle. This includes special consideration for the existing landform, adjacent ecosystem and climate. Recognising these factors will aid to intrinsically connect the project to 'country'.

Key recommendations for the Broome North development include:

- Building capacity for the community by supporting local industry;
- Create spaces that promote growth and learning;
- Maintain connections and linkages through the landscape (flora, fauna and people);
- Provide cultural and community connections to 'country' through the inclusion of an Environmental Cultural Corridor;
- Protect and repair natural systems so traditional practices can take place alongside development;
- Minimise landform reshaping;
- Maximise vegetation retention on site;
- Inclusion of interpretation and public art within open space as part of an overall art strategy;
- Combine recreation, preservation, education/interpretation and link urban/natural drainage systems through multi-use open space corridors; and
- Incorporating site specific solutions (such as the provision of shade amenity through consistent street tree planting along road and pedestrian connections).

Through consideration of the existing landscape, the local spatial order and cultural understanding, Broome North will aim to set a new benchmark for development in the North West Region.

5.5 COMMERCIAL ACTIVITY: IDEAS AND IMPLICATIONS

Retail, Office and Community Facilities

The Broome North community will have access to a range of day to day food and grocery shopping in two centrally located small shopping centres. Each centre will be anchored by a small supermarket operator of about 1,500m^2 (half the size of a typical suburban supermarket) and between 10-15 shops. These shops will cater primarily to local residents and will be less reliant on tourist and visitor spending.

The Broome North community will create sufficient retail spending to support the two new centres but also contribute significantly to Chinatown and the Boulevard. This approach therefore balances the need to provide the day to day needs of the community with the equally important desire by the community to maintain the long term sustainability of the existing two facilities. It is anticipated that the centres will be configured within a small main street environment with a length of approximately 75 metres.

The centres will comprise opportunities for a range of small local offices. The vast majority of future corporate, regional and government offices will be located elsewhere in Broome – predominantly in Chinatown.

The centres will also comprise opportunities for a range of small community facilities. These facilities should be integrated into the centres in order to add after hour's vitality.

Blue Haze Light Industrial Estate

The Blue Haze industrial estate will be expanded to accommodate the service industry to support the needs of the resident Broome population. Industry which supports the larger development and primary resource sectors would be catered for in other locations outside the Broome North Area. The demand for additional service industrial will require the developed Blue Haze precinct to double in size.

Blue Haze may also provide opportunities for a limited amount of showroom retail to act as a buffer along streets connecting Blue Haze to the Broome North residential area.

5.6 BROOME NORTH HOUSING REPORT

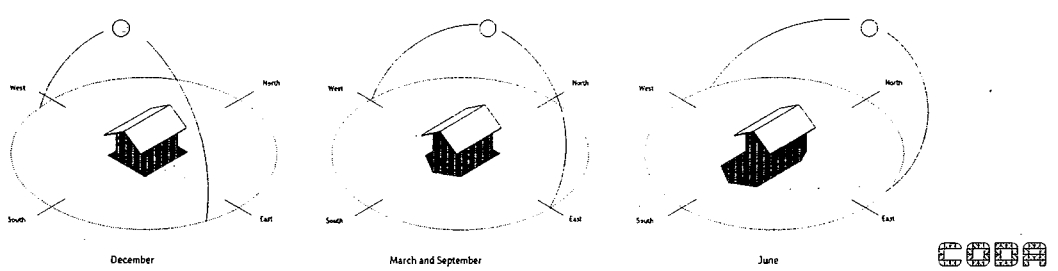
The Broome North Housing Report evaluates the context and history of the housing market in Broome, its local conditions and site constraints. It sets out an approach to urban design and housing principles for Broome North to enable a climatically responsive housing that will enable residents to enjoy Broome's unique environment. The report works at macro and micro scales to provide an understanding of the site, Broome's history and the natural environment of the Broome peninsula and to develop unique responses to place, climate and culture. Our approach has been to learn from the past to make appropriate and informed decisions regarding the future development and innovation of Broome North.

The two most important factors in housing and subdivision design in Broome are access to breeze and shade and both of these have implications for the street orientation, road width and lot layouts.

Shade

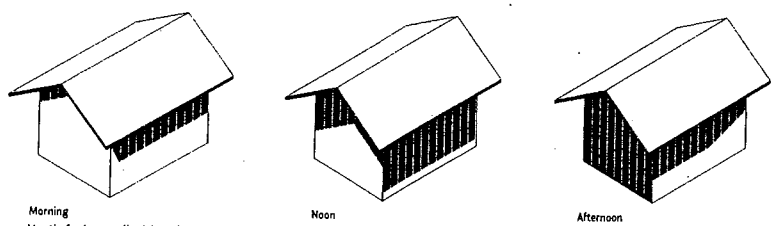
The first is shade and how to keep the walls of a house in shade as much as possible throughout the day. As Broome is above the Tropic of Capricorn, buildings get sunshine from the south in the wet season and hence shade is required from ALL angles!

Sun angles at midday at different times of the year

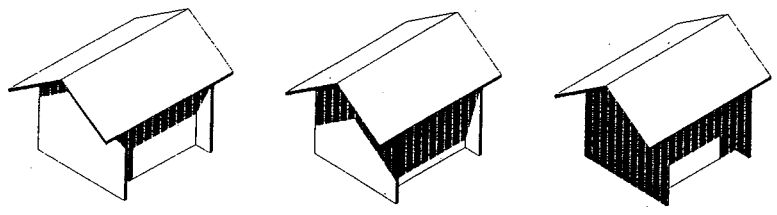


In order to enable standard eaves projections for effective shading, the ideal lot orientation should be cardinal and laid out in a grid. Walls that are not aligned to a cardinal grid direction are difficult to shade since it is challenging to protect walls and external openings from slanting sun angles at certain times of the year, particularly from the hot western sun. Orientating the lots in a cardinal direction has been shown to reduce solar gains through all wall areas, as set out by Richard Aynsley B.Arch (Hons I, MS (Arch Eng, PhD) in his 'Assessment of Climate Responsive Design' for Thuringowa City Council in Queensland.

Alignment of eaves to minimize solar gain



North facing wall with only projecting eaves for sun shading

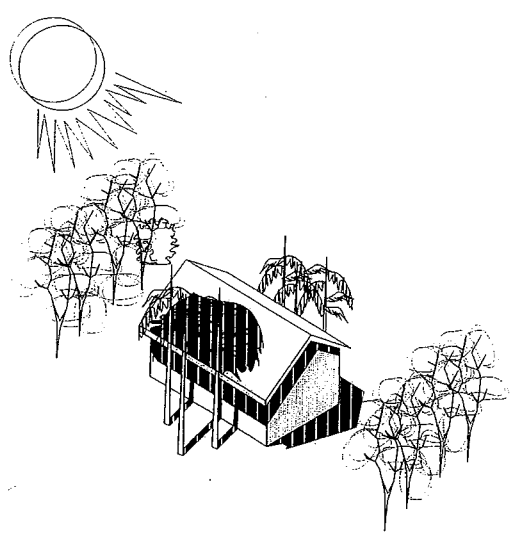


North facing wall with end walls to provide sun shading during morning and late afternoon

CODA

Heat gain analysis has shown that the optimum rectangular plan shape for a house in the hot humid tropics is 1 to 1.7 (Olgyay, 1992) with the long walls orientated to the north and south. In the middle of the day, the sun is high in the sky, so with the cardinal grid effective shading to the north and south can be provided using simple wide eaves overhangs. The western and eastern sun creates the most problems, as it is low (rising and setting) and this early or late sun is the factor that heats up the home. Secondary screen walls or landscaping can be used to provide shading for these walls.

Effective shading techniques



Tall shade trees close to the North and South of the house provide shade at midday without obstructing breezes.
Lower trees and bushes to the East and West set further back from the house provide shade in the morning and afternoon when the sun is low in the sky.

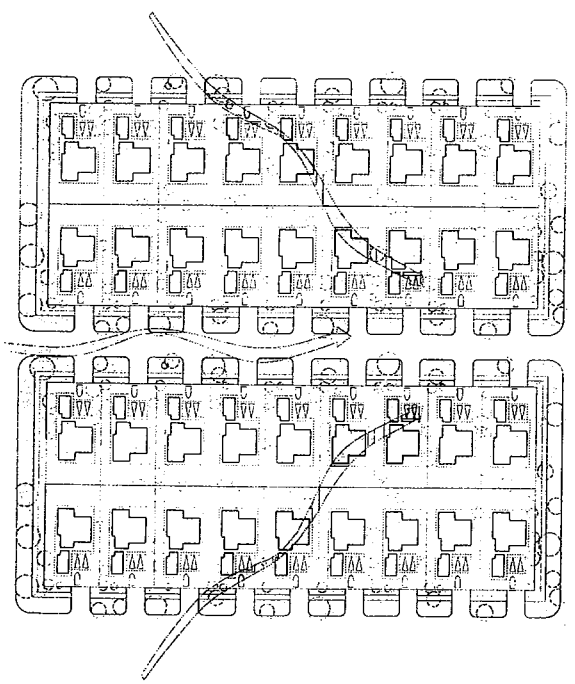
CODA

Breeze

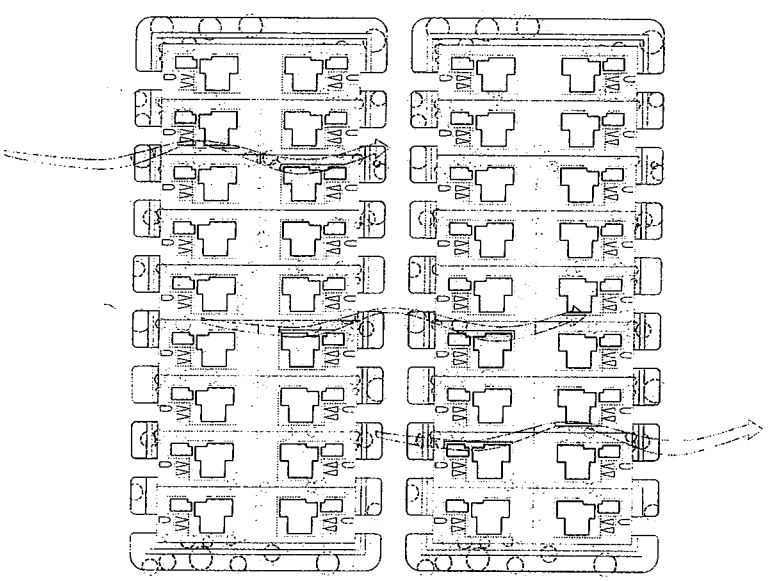
Designing to capture breezes is less predictable but our research began by establishing the prevailing wind direction. Data collected since 1939 by the Bureau of Meteorology (BOM) at Broome Airport shows that a south-easterly wind regime exists for much of the year. However afternoon sea breezes arrive from the north-west to south-west during the warmest months. In order to understand how this is affected over the site we purchased six weather stations and located them throughout the site and the Broome urban area. Data will be collected and monitored over the next year in order to obtain ongoing site-specific data of the local climate.

Following an in-depth study of the science of climatology from specialists across Australasia and based on the BOM data that the prevailing cooling winds come from the north-west/west/south-west. we identify the need for major roads to run North/South and the majority of lots East/West. This will allow improved ventilation over the subdivision as a whole since breezes are only moving through two lots before gaining speed via the street network. Conversely with North/South lots the westerly breezes must pass through multiple lots across the development.

Breeze Path North - South Lots

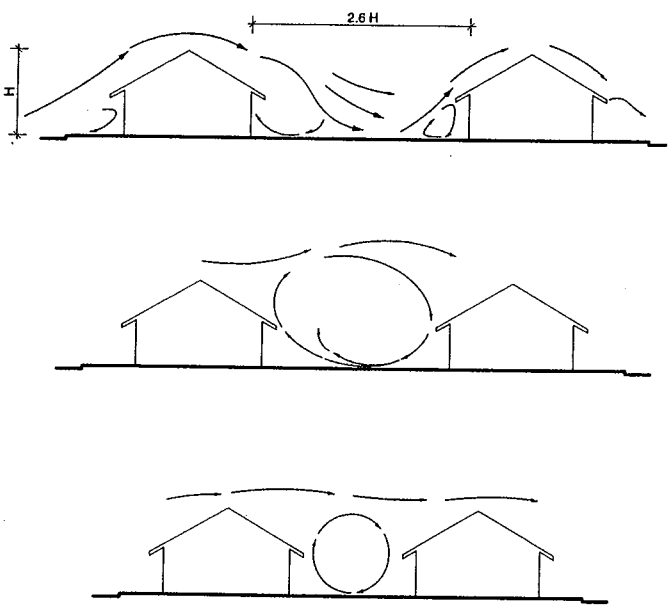


Breeze Path East - West Lots



In addition we suggest that effective breeze paths of at least 15% of lot frontages be mandated on the southern side of all East/West lots to further assist breeze speeds to be maintained across the street blocks. As part of our research we also reviewed various studies in wind tunnels and CFD (Computation Fluid Dynamics) studies that found for wind speeds to be maintained across a 'rough' surface (such as a landscape of houses) a minimum distance is required between breeze obstacles. A rough (but surprisingly accurate) calculation is 2.6 x H, where H is the height of the obstacle. In the case of a single house, this is about 5-6m to the top of ridge line. It follows that a gap of some 13-15 metres between obstacles is required. A normal neighbourhood street will achieve this however the rear setbacks on East/West lots is critical to achieve a reduction in "skimming effect" where the wind simply hits the first obstacle, rises and skims across a series of closely spaced obstacles, reducing the potential for cross ventilation.

Breeze flow cross section



Studies by Lee et al (1980) also show that variety and staggering of the objects will reduce the skimming effect of the breezes over a group of similar sized houses. As such we suggest that the blocks include a variety of lot sizes. Where lots are narrower than 15m we suggest that the lots run North/South allowing the additional benefit of one house providing western shade to the neighbouring house. With lots less than 12m, lots should be zero lot bringing economies of scale by reducing the numbers of sidewalls.

Issues of lot drainage, topography, landscape and vegetation also play an important urban role and our entire Broome North team have worked together to deliver integration between each of these factors.

Our climatic principles extend to the detail of the built form of the houses in order to ensure that the designs not only respond to the seasonal variations of the local Broome climate but also are affordable, diverse, adaptable, 'Broome-style' and sustainable. Building details such the inclusion of breezeways, recesses, openings, louvres, overhangs, limiting thermal mass and increasing insulation are considered as well as the integration of natural shading and types of boundary fencing. Our report seeks to ensure that the air conditioning, insulation, water usage, energy use and solar power are all environmentally sustainable and the key criteria have been set out in the LandCorp Broome North Design Guidelines to assist future home owners and builders.

The BW Housing report illustrates twelve house typologies that set out ways in which climatically responsive housing suitable for the Broome Climate, culture and situation can be designed. These housing types are suggestions people may chose to consider - they have been designed with an eye to the future - allowing for some inherent elasticity in how the rooms could be used. It is acknowledged over time with increased urbanisation some further refinement on the understanding of the movement of breezes will evolve and this will inform future planning. However, based on the best practice evidence collected, the above directions provide the primary consideration for the street alignment setback requirements and critical design elements to provide future residents of Broome with living spaces that celebrate the unique Broome lifestyle.

5.7 SOCIAL CONTEXT AND SOCIAL DIRECTIONS: DEVELOPING A COMMUNITY AND WELLBEING FRAMEWORK FOR BROOME NORTH

Broome North is a major project which will effectively double the population in Broome. This makes it incumbent on LandCorp and all major stakeholders to ensure the full range of impacts associated with this substantial increase in population are understood and well planned for. LandCorp engaged Creating Communities Australia to undertake a thorough community consultation and engagement process and develop a framework for community development, activation and wellbeing in Broome North.

Consultation and Engagement

The consultation and engagement process involved the establishment of a Community Reference Group and extensive meetings with key stakeholders in Broome. The process was designed to ensure that a wide range of views were inputted into the planning process.

Broome is a mixture of built form, relationships, land ownership, land form, ideologies, cultures and ethnic groups. The social fabric of Broome comprises of a range of social groups and networks that co-exist but rarely merge to create anything of significance.

In conversations with the people of Broome the following key points emerged:

- The defining characteristics of Broome are its climate, environment, multiculturalism, outdoor lifestyle, tourism and social connections;
- The physical environment is very important and a key driver behinds peoples choice to live or visit Broome; and
- The image of Broome's character and spirit defines it as a place and should be reflected in Broome North. However it was hard for people to enunciate what they thought the character and spirit of Broome was, rather they knew what it was not.

From the consultation and engagement two challenges have emerged for the development of Broome North:

1. How do we ensure the character and spirit of Broome is evident in every aspect of both the physical dimensions and the social fabric? and
2. How do we integrate Broome North with existing Broome to reinforce the social fabric rather than create an isolated place?

Community and Wellbeing Framework

To ensure the character and spirit of Broome is represented in Broome North as an integrated community within Broome, two key focus areas for the Broome North Community and Wellbeing Framework have been identified: neighbourhood construct and community construct. Each key focus area has specific objectives and implementation mechanisms making up the community and wellbeing framework for Broome North.

Key Focus Area 1: Neighbourhood Construct

The neighbourhood construct involves developing Broome North as a neighbourhood of Broome. It is about connections to services and facilities, the natural environment, outdoor lifestyle and the design and construction of all aspects of Broome North with a focus on people.

Key Focus Area 2: Community Construct

The community construct involves developing Broome North as a vibrant community which becomes an extension of Broome; maintaining and strengthening its character, spirit and social fabric.

ATTACHMENT 5.

BROOME NORTH DRAFT DISTRICT DEVELOPMENT PLAN AND DRAFT LOCAL DEVELOPMENT PLAN – CONSULTATION PLAN.

Purpose of the Consultation Plan

This Consultation Plan seeks to ensure that Council is able to adopt a Broome North District Development Plan and Local Development Plan that is relevant and responsive to the aspirations of the community.

Form of Consultation proposed

The consultation activities are constrained by the resources available. Therefore it is proposed to:

- Advertise the details of the Draft Broome North Development Plans and consultation process in the Broome Advertiser.
- Forward community announcements to Radio
- Issue media releases and arrange for Radio and TV interviews. Including Radio Shire Snippets, SPIRIT FM and WA FM
- Send letters to key stakeholders/lead agencies (public and private)
- Erect displays in the Shire Administration Offices and Library – with submission forms for feedback.
- Put notices up on Community Noticeboards.
- Advertise the details on the Shire's website and provide a link to electronic copies of all documents.

Schedule of Events

The consultation period will run from Monday 2 November 2009 to Monday 14 December 2009 – a period of 42 days. The following is a schedule of events:

- Friday 30 October 2009
  - Letters sent to key stakeholders/lead agencies (public and private)
  - Issue a media release about the Strategy and consultation program
- Monday 02 November 2009
  - Displays in the Shire Administration office and Library are set up and notices placed on Community Noticeboards.
  - Notice is posted on the Shire's website and links provided
- Thursday 5 November
  - Public Notice in the Broome Advertiser
- Thursday 26 November 2009 – News item in the Shire's News column in the Broome Advertiser.
- Thursday 03 December 2009 – Notice in the Broome Advertiser.
- Monday 14 December 2009 – Consultation ends.

Any media opportunities for the Shire President and LandCorp to be utilised.

Shire Website www.broome.wa.gov.au has copies of the draft District Development Plan, draft Local Development Plan and submission form available for downloading.

If there are any other questions the Manager Planning Services Michelle Teoh can be contacted during office hours on 9191 3456

Written submissions should be lodged before 4pm Monday 14 December 2009. Please address these to: Chief Executive Officer
Shire of Broome
PO Box 44
Broome WA 6725.

At the end what happens?

After 14 December 2009 Shire Officers review the submissions and the finalise the Development Plans for Council's consideration. Should Council determined to adopt the Development Plans letters are then sent to all key stakeholders and submitters advising them of the results of the consultation and Council's decision.

The adopted Broome North District Development Plan and Local Development Plans are then sent to the Western Australian Planning Commission together with each submission received requesting the Commission to adopt the Plans submitted.

Following adoption of the Broome North Development Plan by the Western Australian Planning Commission, Council may approve development and/or support subdivision consistent with the adopted Plan, and thereafter implements Scheme amendments to rezone the land to other Scheme zones in accordance with the Development Plan.