

# Old Broome Development Strategy

and Concept Plan  
for Town Beach  
and Conti  
Foreshore

## Part 1



Prepared for Shire of Broome  
2014



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# 1 Introduction

## 1.1 Background

The Local Planning Strategy for the Shire of Broome identifies precincts within the Broome townsite (refer Figure 1) and anticipates the preparation of development strategies and/or design guidelines for the precincts in which substantial development or redevelopment is anticipated. The content of development strategies and design guidelines is adopted by Council as Local Planning Policies.

The development strategies are detailed strategies that set out the vision for an area; establish the land use planning and development framework for that area; and provide specific design guidance and controls to protect or enhance the sense of place. Development strategies may also outline opportunities for private development within the area. Development strategies are intended to guide development within the precincts and to assist Council in making recommendations to the Western Australian Planning Commission on subdivisions. Design Guidelines will similarly be utilised to assist in assessing subdivision and development applications.

As described in the Local Planning Strategy, Precinct 2 (Old Broome) contains the oldest parts of the Broome settlement along the shore of Roebuck Bay. Its location within Broome townsite is illustrated in Figure 1. Specifically, Precinct 2 includes the land bound by Frederick Street to the north, Herbert Street to the west, Roebuck Bay to the east and Reserve 51304 to the south of the Demco residential subdivision to the south.

The objective for Precinct 2 as stated in the Local Planning Strategy is to establish it as a mixed use area with an open form of development that recognises the historic character of the area. It is intended that there be diversity in the land uses provided within the precinct to include residential, offices, community services, tourist development and limited retail and that the cultural heritage, recreational and tourism values of the area be maintained. This development strategy has been prepared to provide more detailed guidance as to how this objective can be achieved.

The Old Broome Development Strategy sets out medium – long term planning directions for Old Broome over the next 10 – 15 years, a similar timeframe to that contemplated in the Local Planning Strategy. Included in the strategy is a concept plan for Town Beach and the Conti Foreshore. The concept plan outlines improvements to infrastructure and facilities within the public realm, with a particular focus on the area surrounding Town Beach and the Conti Foreshore.

The Old Broome Development Strategy was prepared by Cardno (WA) Pty Ltd for the Shire of Broome after consideration of various background reports and studies and initial consultation with local residents, agency stakeholders and the Shire during May and June 2013. It has been refined by the Shire of Broome to reflect the outcomes of the public advertising process for the Shire's Local Planning Strategy and Local Planning Scheme No. 6 which were adopted by Council in November 2013.

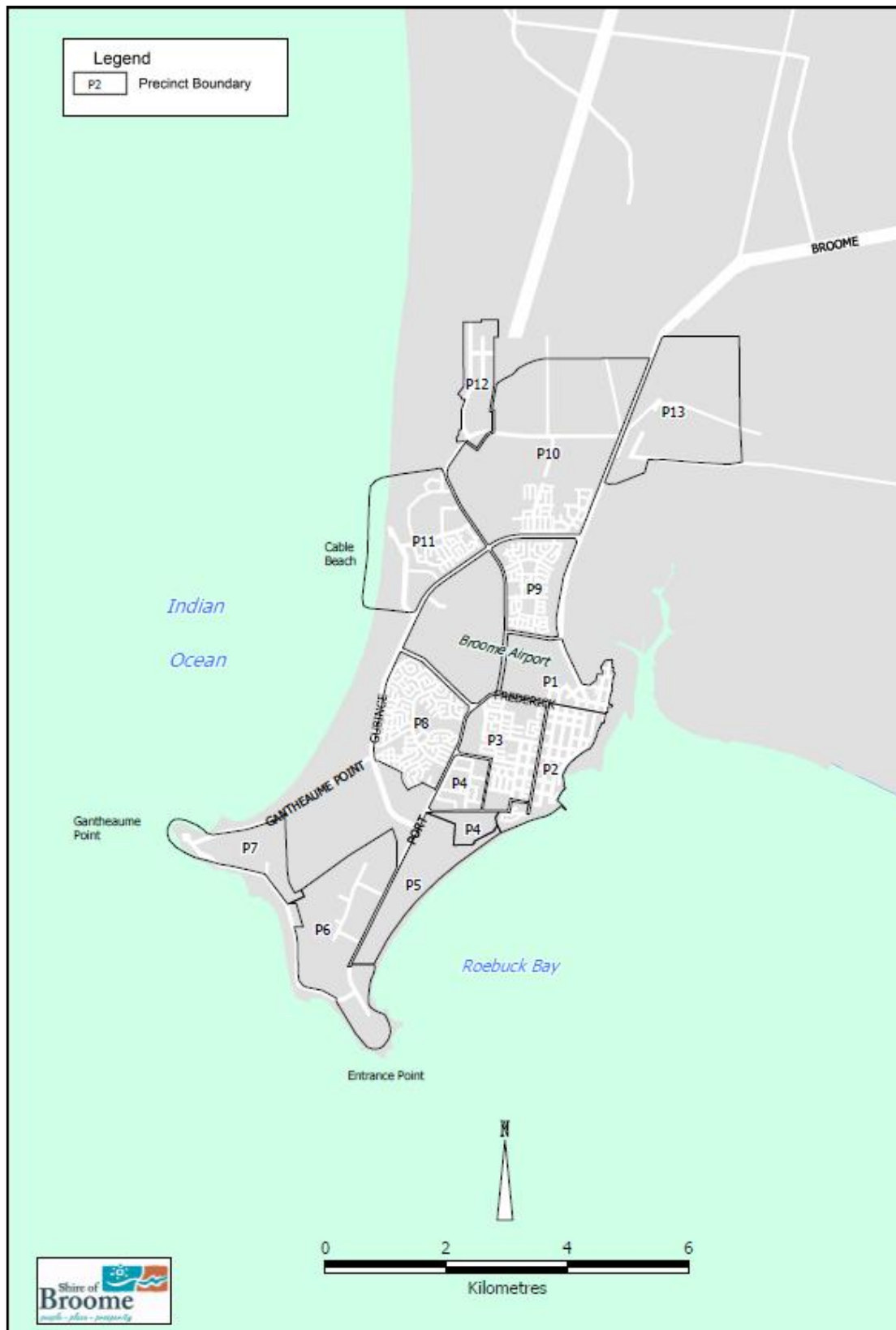


Figure 1 Local Planning Strategy Precincts



## 1.2 Definitions & Terminology

Following is a list of common terms and definitions applied throughout this strategy:

### **Old Broome Development Strategy (OBDS)**

*Former Town Beach Development Strategy*

The Shire's Local Planning Strategy categorises both Old Broome and Town Beach into the same precinct 'Precinct 2 – Old Broome'. Therefore, 'Old Broome Development Strategy' is a better suited title considering the strategy intends not only to guide development within Town Beach, but also Old Broome.

### **Town Beach and Conti Foreshore**

This term has been introduced into the OBDS to better define Town Beach and extend its predetermined boundary beyond the extents of Apex Park.

**Town Beach:** refers to the foreshore land extending south of the Catalina Apartments, down to the Roebuck Bay Caravan Park Site. The Lions Pioneer Park and Apex Park are both included within the extents of Town Beach.

**Conti Foreshore:** refers to the foreshore land extending south of Moonlight Bay Apartments, down to Catalina's. Bedford Park is included within the extents of the Conti Foreshore.

## 1.3 Arrangement of this Report

The OBDS has been divided into two parts, to be consistent with the format used to prepare local planning strategies.

### **Part 1 – Strategy**

This part contains:

- > A vision for Old Broome and a vision for Town Beach and the Conti Foreshore
- > The Strategy Plan, which is a diagrammatic representation of the key spatial elements of the strategy and will be used in assessing applications for rezoning, subdivision, and development within the Old Broome precinct.
- > Identification of key strategy areas, including:
  - Land Use;
  - Open Space;
  - Community Facilities;
  - Movement;
  - Natural Resource / Environmental Management;
  - Utilities;
  - Heritage; and
  - Urban Form
- > Objectives, Strategies and Actions for each of the key strategy areas;
- > A Concept Plan, which intends to convey graphically, in 2D, how the Roebuck Bay Foreshore south of Chinatown, and particularly the Conti Foreshore and Town Beach, could look if the actions for key strategy areas are successfully implemented. Accompanying the plan is explanatory text describing the illustrated elements.

- > Implementation. There are a variety of actions that will be necessary in order to implement the strategy. Some of these will be statutory, such as the adoption of the strategy as a local planning policy by the Shire of Broome, whereas others will be non-statutory but require action by the Shire or others.

## Part 2 – Background Information and Analysis

This part contains:

- > Context

This section briefly describes the role of Old Broome, and more specifically Town Beach and the Conti Foreshore, within Broome and explains the existing character of the built and natural environment.

- > Challenges

This section investigates challenges which have informed the strategic recommendations in Part 1.

Opportunities

This section investigates opportunities which have informed the strategic recommendations in Part 1.

- > Heritage

Old Broome is rich in cultural heritage, relating to both pre- and post-colonial settlement. The visible heritage (buildings, environment) helps define what is unique about Old Broome and its place in Broome's history, but equally there is a rich intangible heritage in the form of stories and spiritual beliefs that could, if appropriately interpreted, add immensely to the character and uniqueness of the area and how it is experienced by both residents and visitors. An understanding of the underlying heritage values is vital to appreciating the character of Old Broome.

- > Commercial Demand Analysis

This section considers commercial demand in Broome using projections prepared by AEC Group to inform the Local Planning Strategy. It looks at areas of likely development throughout Broome, in particular Chinatown, Broome North, and Lots 1468 and 1655 Macpherson Street (located adjacent to the Boulevard Shopping Centre) and considers this in terms of projected commercial floor space need.

- > Appendix A

The Outcomes Report prepared by Cardno (WA) Pty Ltd further to a stakeholder workshop held in May 2013 is reproduced as Appendix A.

- > Appendix B

The indicative costings prepared by Cardno (WA) Pty Ltd for actions depicted on the Town Beach and Conti Foreshore Concept Plan are included as Appendix B.

- > Appendix C

The Community Engagement Plan which was adopted by Council at its March 2014 Ordinary Meeting is included as Appendix C.

- > Appendix D

The Schedule of Submissions adopted by Council at its November 2014 Ordinary Meeting is included as Appendix D.



## 2 Vision

### 2.1 Vision for Old Broome, Town Beach and the Conti Foreshore

Prior to the preparation of this development strategy, a consultation workshop was held on Tuesday 28 May 2013 by Cardno (WA) Pty Ltd to determine future aspirations for the Old Broome Precinct. The workshop was attended by key stakeholders including residents, landowners, community organisations, businesses, government and service agencies, user groups and Shire of Broome Councillors and staff. The proceedings and outcomes of the workshop are summarised in a separate document which is included as Appendix A to Part 2.

During the workshop participants had the opportunity to consider opportunities and challenges for the Old Broome area in five categories – ‘Infrastructure and Key Projects,’ Cultural,’ ‘Buildings and Land Uses,’ Natural Environment’ and ‘Sense of Place’. Whilst much of the focus seemed to be about issues specific to the Town Beach and Conti Foreshore and surrounds, some themes emerged that are applicable to the wider precinct, such as:

- > **Conservation and interpretation of the cultural heritage of the Yawuru, European and other cultural groups.** Specific projects associated with this theme included better promotion of the museum; creating a historical precinct; creating a Yawuru Cultural Centre; and the Jetty to Jetty walkway, including along its route interpretation of the natural environment and both pre- and post-colonial cultural heritage
- > **Maintaining the ‘Broome character’.** Workshop attendees were divided on how much development was appropriate in the area. Some expressed a fear of ‘over development’ and ‘Cairns style’ high rises, others desired more retail and commercial development along the foreshore and criticised Broome for being known as a ‘too hard town.’ Most attendees, however, did share a vision that new development should be ‘the right kind’ – of a type and scale that is respectful of the ‘Broome character’.
- > **Good internal and external connections and easy access for both residents and visitors.** Participants expressed a desire for improved pedestrian and cycle linkages throughout the precinct and along the foreshore. Specific projects including the reinstatement of the tram travelling between Chinatown and Town Beach and the Jetty to Jetty boardwalk. Some participants expressed the view that there are currently barriers to access and connectivity with the foreshore, such as the location of the Roebuck Bay Caravan Park.
- > **Provision of Public Open Space.** Attendees strongly desired public open spaces for recreation and social gatherings.
- > **Strong visual links to and along Roebuck Bay.** The importance of preserving key viewsheds of Roebuck Bay such as along Hamersley Street, Guy Street and from the Roebuck Bay Caravan Park was cited by several attendees.

Based on the above, the following vision statement has been developed for Old Broome.

*Old Broome will be a vibrant, accessible and equitable mixed use precinct meeting the needs of residents and visitors through development that is respectful of the rich cultural heritage and natural environment.*

### 2.2 A Vision for Town Beach and Conti Foreshore

There has been a considerable amount of consultation with the Broome community regarding aspirations for the Town Beach and Conti Foreshore area and projects related to or affecting Town Beach and Conti Foreshore in recent years. Consistent themes have emerged regarding projects and activities that the community or parts of the community would like to see in the area, many of which are reflected in this strategy.

The Town Beach Cultural Plan (TBCP) was prepared in 2010 by Sharon Griffiths and Associates after extensive community engagement. The TBCP sought to describe, often through the words of community members, the ‘sense of place’ of Town Beach and the aspirations of the community for development in the area. It contained a plan for the foreshore which covered the area of reserved land south of the Catalinas to the edge of the Roebuck Bay Caravan

Park. It also included recommendations for the Water Corporation landholdings containing the museum, Sailmakers' shed and sewerage pumping station.

The TBCP describes the sense of place of Town Beach as 'easily accessible;' a place with a 'family friendly environment' where 'people mix freely.' The natural environment strongly informed the sense of place, with participants citing the tidal range, the refreshing breezes and the array of colours. The sense of place was further informed by the area's history – for some it was a connection to ancestors buried in the Pioneer Cemetery, for others 'a sobering reminder of World War 2.'

One participant aptly described Town Beach as 'a small, cosy oasis surrounded by bigger buildings and more people.'

In terms of the community's goals for future development at Town Beach, the TBCP describes some commonly held aspirations, including:

- > Retention of uninterrupted views to Roebuck Bay and access to breezes;
- > Open space for recreational use by the community (include family gatherings, night markets and community events) including picnic and barbeque areas, shady trees, green grass, and native plants;
- > The Old Jetty rebuilt to provide access for fishing and viewing;
- > Continued access for the launch and retrieval of small boats;
- > A coastal walkway around the Bay extending from the Port to Chinatown, with shading, seating, and interpretation in key locations;
- > A kiosk selling fish and chips, coffee, cool drink and ice cream, open for longer hours than a restaurant; and
- > Improvements to the area to be low-key and 'in tune' with the natural environment and landscape.

In the workshop held by Cardno (WA) Pty Ltd in May 2013, attendees shared many of the views expressed during the preparation of the TBCP, including:

- > Improved low-key recreational opportunities – creating meeting spots that are family friendly and open to all users, which may include an enclosed swim area and an expanded water playground;
- > A multimodal transport system, including a Jetty to Jetty boardwalk, improved pedestrian infrastructure, cycle paths, and a reinstated tram route;
- > A rebuilt jetty with opportunities for fishing/boating; including the upgrade of parking and the existing boat ramp;
- > Stabilisation of erosion along the Roebuck Bay foreshore;
- > Interpretation of cultural and environmental heritage, including better promotion of the museum and the creation of a 'heritage precinct'; and
- > Suitable space for outdoor markets to showcase Broome arts, crafts, food and locally produced goods.

The Town Beach and Cardno workshops highlighted the fact that people have differing perceptions of the qualities which make Town Beach unique. When asked to describe the personality of Town Beach in the Cardno workshop, the words 'secretive', 'moody' and 'noisy' were suggested as both positive and negative characteristics. Some participants described the area as 'peaceful' and 'spiritual,' whilst for others it was seen as 'sociable' and 'active'. These differing views and perceptions are of equal value and have been fundamental in determining what shape and form Town Beach should take. It is important to note that the extent and suitability of some of the proposed projects reflect the 10-15 year time frame of this strategy, and build on the general aspirations set out within the TBCP.

A vision statement for Town Beach has been developed to reflect the multi-faceted characteristics of the area:

***Town Beach will continue to be an inclusive place that brings people of all ages, cultures, and abilities together; that uses the land and sea so as to preserve Broome's history, culture, and environment; and that provides an array of recreational opportunities at a low-key scale, retaining the open vistas to Roebuck Bay.***



**Photo 1      Women of Pearling Statue**

### 3      Strategy Plan

The strategy plan represents key spatial elements of the strategies identified in the below sections, and will be the key reference plan for guiding development within the Old Broome area.



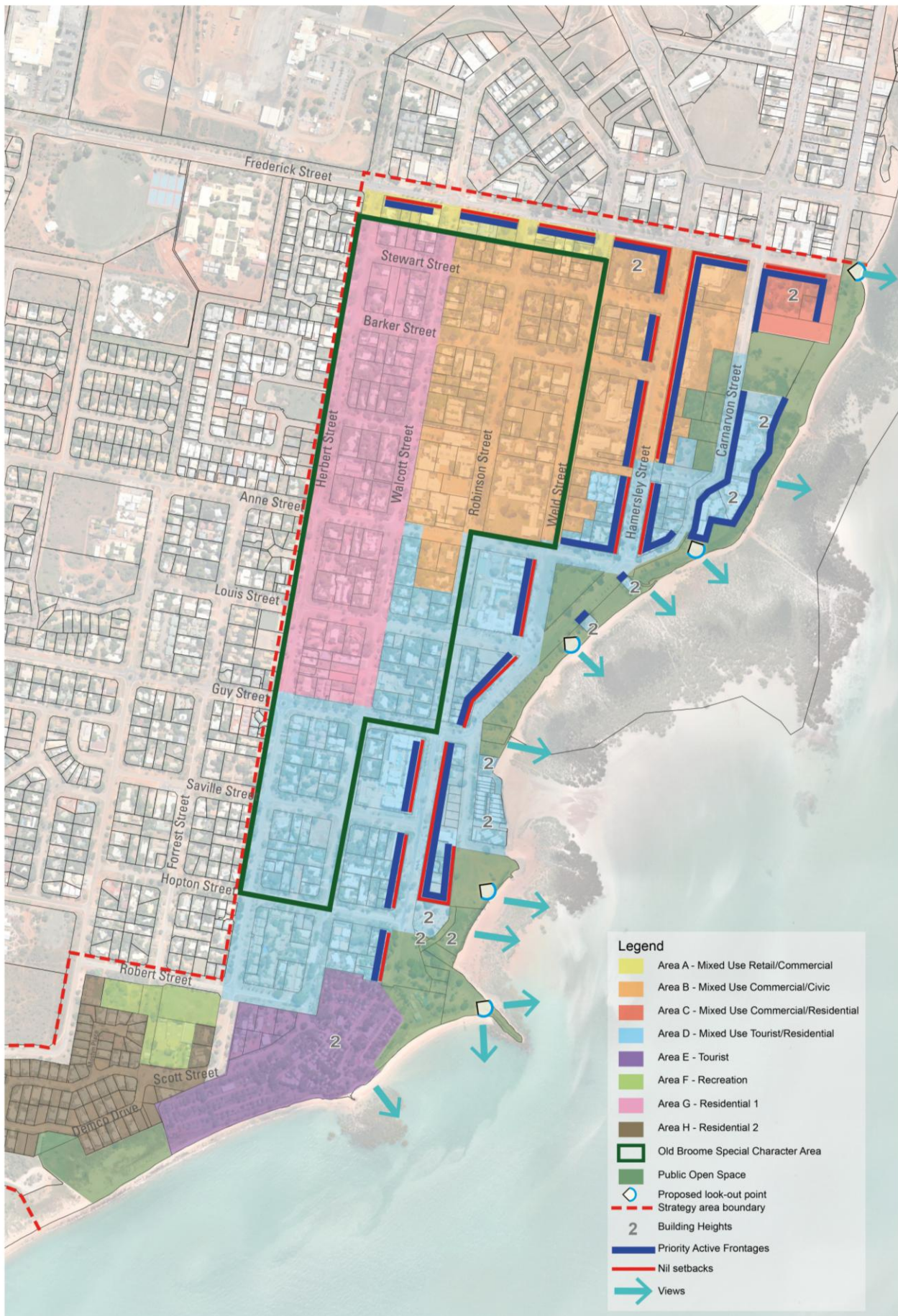


Figure 2 Strategy Plan

## 4 Key Strategy Areas

The following sections establish key strategy areas and set out a series of objectives, strategies and actions for each area. These will form policy for Council to consider development applications.

Where relevant, actions included in the below sections have been depicted on the Concept Plan, and a more detailed description of these elements has been included in Section 5.2 – Foreshore Concept Elements

### 4.1 Land Use

#### 4.1.1 Introduction

The underlying zones in LPS6 do not reflect the ultimate intention for Old Broome as described in the Local Planning Strategy. The LPS6 has a lifespan of 5 years as outlined in the *Planning and Development Act 2005*. This timeframe is considerably shorter than the Local Planning Strategy which has a 10-15 year lifespan.

Ultimately it is intended that the majority of Old Broome will be zoned Mixed Use, but it is not appropriate to apply this zone to the whole area. This is because there is not sufficient demand for such land and ad hoc development driven by individual land owners' aspirations is not consistent with orderly and proper planning. The zones in LPS6 reflect incremental progress towards the ultimate realisation of Old Broome as a mixed use area. Rezoning will take place over time in an orderly and spatially contiguous manner, not excessively in advance of demand.

The Shire will only support proposals within Old Broome that seek to vary the provisions of LPS6 or rezone the land if it is satisfied that the proposal is timely and supports realisation of the long term objectives for the area.

Under the Local Planning Strategy, the objective for Precinct 2 – Old Broome is to:

1. Establish Precinct 2 as a 'Mixed Use' area consisting of residential, tourist, and office uses in an open form of development that recognises the historic character of the area.

Old Broome is a large area and not intended to be homogenous. There will be parts of Old Broome more suitable for some uses than others and areas where there will be a greater emphasis on some types of activity than in others.

#### 4.1.2 Objectives & Principles

1. For Old Broome to evolve over time into a mixed use area that complements but does not detract from the town centre functions of Chinatown.
2. For Old Broome to evolve into a mixed use area within which there are neighbourhoods with recognisably distinctive concentrations of activity.
3. That Old Broome be a focus for business tourism and for tourist activity focussed on Roebuck Bay and the history of the area.
4. For new development in Old Broome to be sympathetic to the existing character of the area.

#### 4.1.3 Strategies/Policy

1. Establish eight land use areas as depicted on the Strategy Plan as follows:
  - Area A – Mixed Use Retail / Commercial;
  - Area B – Mixed Use Commercial / Civic and Administration;
  - Area C – Mixed Use Commercial / Retail;
  - Area D – Mixed Use Tourism / Residential;
  - Area E – Tourist;
  - Area F – Recreation;
  - Area G – Residential 1; and
  - Area H – Residential 2
2. Support commercial activation along key corridors, being Hamersley Street, Frederick Street, Carnarvon Street and Robinson Street south of Guy Street as depicted on the Strategy Plan.

3. Retail activity, in areas where supported, is to be small in scale with a focus on hospitality, tourist and convenience goods rather than comparison shopping, fast food or automotive related retail.
4. Ensure development within the Old Broome Special Character Area preserves the existing open character of the area.

#### 4.1.4 Actions

1. The following preferred, not preferred, and inappropriate land uses shall be considered when assessing Development Applications within the relevant land use areas:

#### AREA A – MIXED USE RETAIL / COMMERCIAL

<b><i>Preferred</i></b>	<b><i>Not Preferred</i></b>	<b><i>Inappropriate</i></b>
Amusement Parlour	Hospital	Funeral Parlour
Art & Craft Centre	Telecommunications Infrastructure	Vehicle Hire
Restaurant	Childcare Centre	Plant Nursery
Office	Place of Assembly or Worship	Dry Cleaning Premises
Club Premises	Veterinary Centre	Liquor Store
Civic Use	Family Day Care	
Car Park	Holiday Home (Large)	
Shop	Holiday Home (Standard)	
Caretaker's Dwelling	Aged or Dependant Persons Accommodation	
Reception Centre	Recreation – Outdoor	
Occasional Use	Recreation – Private	
Industry - Cottage	Cinema / Theatre	
Health Club	Tourist Development	
Consulting Room	Cinema / Theatre	
Market	Tourist Development	
Home Office		
Single Dwelling	Educational Establishment	
Multiple Dwellings	Recreation – Indoor	
Grouped Dwellings	Hotel	
Home Occupation	Public Utility	
Home Business	Community Purposes	
Exhibition Centre	Residential Building	
	Bed & Breakfast Accommodation	
	Medical Centre	
	Motel	
	Museum	



**AREA B – MIXED USE COMMERCIAL/CIVIC**

<b><i>Preferred</i></b>	<b><i>Not Preferred</i></b>	<b><i>Inappropriate</i></b>
Childcare Centre	Amusement Parlour	Funeral Parlour
Hospital	Telecommunications Infrastructure	Vehicle Hire
Place of Assembly or Worship	Bed & Breakfast Accommodation	Plant Nursery
Family Day Care	Holiday Home (Large)	Dry Cleaning Premises
Aged or Dependant Persons Accommodation	Holiday Home (Standard)	Liquor Store
Multiple Dwellings	Recreation – Outdoor	
Grouped Dwellings	Recreation – Indoor	
Exhibition Centre	Tourist Development	
Art & Craft Centre	Hotel	
Medical Centre	Motel	
Civic Use	Club Premises	
Office		
Educational Establishment		
Car Park		
Home Occupation		
Community Purposes		
Museum		
Cinema / Theatre		
Home Business		
Public Utility		
Recreation – Private		
Residential Building		
Caretaker's Dwelling		
Reception Centre		
Occasional Use		
Industry - Cottage		
Health Club		
Consulting Room		
Market		
Home Office		
Single Dwelling		
Veterinary Centre		
<b><i>Preferred activities along priority active frontages</i></b>		
Restaurant		
Shop		

**AREA C – MIXED USE COMMERCIAL/RESIDENTIAL**

<b><i>Preferred</i></b>	<b><i>Not Preferred</i></b>	<b><i>Inappropriate</i></b>
Caretaker's Dwelling	Health Club	Funeral Parlour
Reception Centre	Veterinary Centre	Vehicle Hire
Occasional Use	Medical Centre	Plant Nursery
Industry – Cottage	Civic Use	Dry Cleaning Premises
Consulting Room	Car Park	Liquor Store
Market	Community Purposes	
Home Office	Museum	
Single Dwelling	Cinema / Theatre	
Aged or Dependant Person's Accommodation	Public Utility	
Multiple Dwellings	Educational Establishment	
Grouped Dwellings	Recreation – Outdoor	
Exhibition Centre	Recreation – Indoor	
Office	Tourist Development	
Bed & Breakfast Accommodation	Hotel	
Home Occupation	Motel	
Home Business	Club Premises	
Recreation – Private	Restaurant	
Residential Building	Hospital	
Holiday Home (Large)	Place of Assembly or Worship	
Holiday Home (Standard)	Amusement Parlour	
Shop	Telecommunications Infrastructure	
Art & Craft Centre		
Childcare Centre		
Family Day Care		

**AREA D - MIXED USE TOURIST/RESIDENTIAL**

<b><i>Preferred</i></b>	<b><i>Not Preferred</i></b>	<b><i>Inappropriate</i></b>
Family Day Care	Place of Assembly or Worship	Funeral Parlour
Grouped Dwellings	Childcare Centre	Vehicle Hire
Residential Building	Hospital	Plant Nursery
Multiple Dwellings	Veterinary Centre	Dry Cleaning Premises
Aged or Dependant Persons Accommodation	Telecommunications Infrastructure	Liquor Store
Holiday Home (Large)	Educational Establishment	
Recreation - Private	Recreation – Outdoor	
Ancillary Dwelling	Exhibition Centre	
Holiday Home (Standard)	Medical Centre	

Hotel	Office
Home Business	Civic Use
Tourist Development	Car Park
Home Occupation	
Recreation – Indoor	
Public Utility	
Club Premises	
Cinema / Theatre	
Community Purposes	
Museum	
Motel	
Bed & Breakfast Accommodation	
Caretaker's Dwelling	
Reception Centre	
Occasional Use	
Industry - Cottage	
Health Club	
Consulting Room	
Market	
Home Office	
Art & Craft Centre	
Single Dwelling	
<b><i>Preferred activities along priority active frontages</i></b>	
Amusement Parlour	
Restaurant	
Shop	

**AREA E – TOURIST**

<b><i>Preferred</i></b>	<b><i>Not Preferred</i></b>	<b><i>Inappropriate</i></b>
Caravan Park		All other uses
Park Shop		
Recreation – private		
Caretaker's dwelling		
Park amenities		

**AREA F – RECREATION**

<b><i>Preferred</i></b>	<b><i>Not Preferred</i></b>	<b><i>Inappropriate</i></b>
Community Purposes		All other uses
Recreation Indoor		

## Recreation Outdoor

## Club Premises

## Health Club

## Recreation Private

## Occasional Use

2. Uses identified as 'not preferred' in the above tables may still be granted planning approval if it is considered a planning application demonstrates the following:
  - a. Development will have no adverse impact on adjoining properties;
  - b. Development is considered to be appropriate in relation to other existing uses within the area.
3. 'Preferred' and 'Inappropriate' uses in Areas G and H are to be as per Table 4 – Zoning Table of LPS6 for the 'Residential' zone.
4. Support Scheme Amendments for lots with frontage to the streets identified on the Strategy Plan as 'priority active frontages' only when the rezoning proposed is 'Mixed Use'.
5. Support Scheme Amendments within Area D 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 does not apply to land located along a 'priority active frontage' as outlined above or within the 'Old Broome Special Character Area.'
6. Retain the R10 density coding in the Old Broome Special Character Area.
7. Retain the existing residential density codings in Area H.
8. Clause 4.32.3(b) of LPS6, which prohibits new residential development unless it is located above or behind an existing or new commercial development on site, shall apply only to lots with frontage along streets shown in the Strategy Plan as 'Priority Active Frontages'.
9. Development of Lot 451 and Lot 601 Hamersley Street shall allow for a high level of general public access on the ground floor level and ensure vistas to Roebuck Bay are retained. Any building on this site should be sensitively designed, have a 'light' construction and address all four sides. The development should not be 'privatised' nor dominate the location visually. (Refer to element 8 on Concept Plan).

## 4.2 Open Space

### 4.2.1 Introduction

Under the Western Australian Planning Commission's *Liveable Neighbourhoods*, an operational policy which establishes minimum standards for subdivision design, a total of 10 percent of the gross subdivisional area of any development must be ceded free of cost to the local government for the provision of Public Open Space ('POS'). POS generally takes the form of parks and other outdoor spaces, and can in some circumstances contain community facilities and/or drainage infrastructure. Whilst *Liveable Neighbourhoods* is mainly used to plan for greenfield development sites, the 10% standard is recognised as a benchmark for sufficient provision of POS within an urban area. *Liveable Neighbourhoods* also establishes the maximum distance a person should have to travel to access POS based on type of space provided. For instance, a local park (up to 3000m<sup>2</sup> in size) should be provided within 150m to 300m from each dwelling.

As Old Broome was developed prior to the requirements for mandatory provision of POS at subdivision, there is a lack of formalised areas of POS. The precinct contains one district level park, Town Beach, and two local parks, Bedford Park and Demco Park. Much of Old Broome is located outside of the walkable catchment of any local or neighbourhood parks, although located within the 1 kilometre walkable catchment for district level facilities at Town Beach, Haynes Oval, or Male Oval. Farrell Park provides an additional option for residents in the south western portion of the precinct to access POS, however this park is owned and managed by Nyamba Buru Yawuru and not the Shire of Broome. Whilst recreational facilities are provided at the Broome Primary School and PCYC, these are not freely accessible to members of the public.

The Concept Plan provides further guidance on how public open space in the precinct can be enhanced.

#### 4.2.2 Objectives & Principles

1. Old Broome shall contain a mixture of high quality Public Open Space to meet the needs of current and future residents.

#### 4.2.3 Strategies/Policy

1. Provide a diversity of public space which can be activated at different periods of the day and night.
2. Support community events and provide adequate space to accommodate events.
3. Ensure public open space is provided with adequate shade and seating appropriate to Broome's climate.

#### 4.2.4 Actions

1. Create a special precinct around Bedford Memorial Park that will include stronger visual and physical connections to Roebuck Bay. (Refer to element 9 on Concept Plan)
2. Enhance the foreshore area between Moonlight Bay Apartments and Town Beach to establish a linear foreshore park. (Refer to element 2 on Concept Plan).
3. Enhance the existing park located on Demco Drive for local residents (Refer to element 29 on Concept Plan).
4. Include opportunities for power/lighting/waste connections at strategic points within the Town Beach foreshore to be used for informal markets or at locations (which has a suitable hardstand surface) to accommodate 'Pop Up' Traders who may operate for a day or longer (Refer to element 28 on Concept Plan).
5. Investigate improvements to Demco Beach, such as an ablution block and interpretive signage (Refer to element 30 on Concept Plan).
6. Discourage illegal camping and access gained through the various tracks that take off from the Demco Beach access road (Refer to element 30 on Concept Plan).
7. Encourage the provision of public art in the gardens surrounding the Courthouse (Refer to element 6 on Concept Plan).

### 4.3 Community Facilities

#### 4.3.1 Introduction

The Old Broome precinct contains numerous community facilities which perform a range of functions for residents and visitors, including the Civic Centre, Library, Museum, Hospital, Police and Citizens Youth Centre (PCYC), Broome CIRCLE, the Courthouse, the Police Station and the Broome Prison.

The Local Planning Strategy considered benchmarks for the provision of community facilities using a ratio that was calculated per head of population. Generally, the calculations showed that the supply of community facilities was commensurate with current demand. In some cases the calculations indicated facilities have been provided slightly in advance of demand, such as a regional performing arts/cultural centre and museum which are shown as being required once the permanent population reaches 20,000.

It is noted that as the population grows the demand for community facilities will increase. Many visitors to Broome also utilise community facilities. The use of existing facilities by tourists was not accounted for in the benchmarks as they only consider permanent residents.

#### 4.3.2 Objectives & Principles

1. To promote the efficient and effective provision of community infrastructure and facilities to meet the needs of residents and visitors through best practice asset management.

#### 4.3.3 Strategies/Policy

1. Identify land suitable for the development or expansion of community facilities.
2. Consider relocation and / or rationalisation of community facilities in circumstances where a positive community outcome can be achieved.

3. Prioritise the implementation of new community facilities based upon the benchmarks established in the Local Planning Strategy.

#### 4.3.4 Actions

1. Improve the standard of the existing boat ramp at Town Beach (Refer to element 17 on Concept Plan).
2. Investigate opportunities for an expansion of the existing water park to provide play areas for older children and improve the existing public amenities (Refer to element 19 on Concept Plan).
3. Investigate opportunities for providing a safe swimming area at Town Beach (Refer to element 20 on Concept Plan).
4. Create a new jetty from the Old Jetty groyne (Refer to element 22 on Concept Plan).
5. Relocate the Municipal Library to Chinatown near the Visitors' Centre (Refer to element 5 on Concept Plan).
6. Extend the Shire Administration offices to incorporate the existing Library building once the new Library has been constructed (Refer to element 5 on Concept Plan).
7. Rationalise the Barker Street office (corner Weld and Barker Street) for potential infill development for an appropriate use. (Refer to element 5 on Concept Plan).
8. Investigate opportunities for low scale infill development on the Court house street block (Refer to element 6 on Concept Plan).
9. Relocate the Town Beach Cafe to a site near the end of the Old Jetty that does not restrict public access to surrounding foreshore areas (Refer to element 18 on Concept Plan).
10. Investigate opportunities to relocate or enhance the PCYC facilities. (Refer to element 24 on Concept Plan).
11. Investigate the feasibility of relocating the current Department of Parks and Wildlife/ Department of Environment Regulation office and yard to create additional vacant land to cater for expansion of the caravan park. (Refer to element 25 on Concept Plan).
12. Investigate the demand for additional community facilities within Town Beach, including the type of facility.

## 4.4 Movement

### 4.4.1 Introduction

The movement network plays a significant role in shaping social interaction, public safety and amenity. Pedestrian activity; motor vehicle activity; cycle activity; public transport activity; and vehicle parking provisions are all key aspects of the movement network. Challenges often experienced by residents travelling to, from and/ or within Old Broome will be addressed through the implementation of the movement network. The coordination and integration of movement networks should be subject to detailed design.

As a mixture of uses continue to develop in Old Broome over time, provisions for enhanced and readily accessible movement opportunities will need to be explored. Emphasis on enhancing and prioritising pedestrian and cyclist networks should be placed on the Conti/Town Beach Foreshore, as it continues to remain a popular foreshore recreation area and is heavily used by local residents and visitors.

### 4.4.2 Objectives & Principles

1. To integrate and balance a variety of movement options to create a network that meets the needs of all users.
2. To enhance all travel options within Old Broome and between Old Broome and Chinatown.
3. To provide safe and well located physical connections to and along the Roebuck Bay foreshore.

### 4.4.3 Strategies/Policy

1. Increase pedestrian and cyclist comfort, safety and ease of movement at all times of the day through provision of infrastructure and amenity.
2. Create an environment that encourages safe driver behaviour.
3. Accommodate vehicle parking without allowing it to become a dominant feature.



4. Ensure a legible movement network with good directional signage appropriate for all users.
5. Ensure continuity of all footpaths to help minimise the amount of dead ends.
6. Ensure the orientation of pathways, crossings and connections ultimately terminate at Town Beach or along the Conti Foreshore and encourage pedestrians to move in an east-west direction.
7. Ensure new development provides connections to pedestrian networks.
8. Minimise or avoid congestion experienced during events through solutions that do not compromise the amenity experienced in the precinct.
9. Ensure the design of movement network components minimises conflict between cars, trailers, pedestrians and cyclists.
10. Integrate public transport routes and transit points with pedestrian and cycling networks.
11. Improve permeability in the road network to promote ease of traffic movement.

#### 4.4.4 Actions

1. New development is to cater for priority pedestrian routes, crossings and connections identified in the Shire's Pathway Plan.
2. Construct sealed pathways along both sides of each 'priority active frontage' within Old Broome as identified on the Strategy Plan and along at least one side of each secondary street.
3. Ensure pathways are illuminated, shaded and equipped with legible and appropriate wayfinding signage.
4. Provide for safe and publicly accessible east-west pedestrian links when undertaking any future redevelopment (including expansion) on the Roebuck Bay Caravan Park site, the street block formed by Weld, Barker, Robinson and Anne Streets, or the street block formed by Walcott, Barker, Robinson and Anne Streets.
5. Construct the proposed jetty to jetty walk between Town Beach and Chinatown and incorporate options for lookouts at key locations. (Refer to element 3 on Concept Plan).
6. Construct a recreational foreshore walkway between Demco Beach and Town Beach and incorporate options for lookouts at key locations (Refer to element 4 on Concept Plan).
7. Identify suitable locations for safe access to the beach (Refer to elements 3 & 4 on Concept Plan).
8. Undertake a traffic and transport study including an audit of road safety and stormwater management to provide information upon which to base detailed design for transport interventions in Old Broome.
9. Subject to the findings of the traffic and transport study, investigate opportunities for implementing the following road and intersection improvements:
  - a. Extend Hamersley Street towards Town Beach as far as an extension of Hopton Street between the museum and the proposed tram line (Refer to element 14 on Concept Plan).
  - b. Create a new formal road link between Hamersley Street and Robinson Street between the Seaview Shopping Centre and the Broome Museum (Refer to element 15 on Concept Plan).
  - c. Reconfigure the intersection of Guy Street and Hamersley Street into a T junction (Refer to element 25d on Concept Plan).
  - d. Open Anne Street at Hamersley Street and create a roundabout at the intersection of these roads with Carnarvon Streets to signify the northern entry into the Bedford Memorial Park precinct (Refer to element 25b on Concept Plan).
  - e. Extend Weld Street straight through to intersect with Louis Street and Hamersley Street at a new roundabout, which will signify the southern entry into the Bedford Memorial Park precinct. (Refer to element 25c on Concept Plan).
  - f. Treat the section of Hamersley Street adjacent to Bedford Memorial Park between Anne Street and Louis Street in a manner that will create a distinctive precinct with reduced vehicle speed, safer pedestrian crossing to Conti Foreshore and no parking (eg: raised road surface, different paving material) . (Refer to element 9 on Concept Plan).

- g. Undertake improvements to the intersection of Herbert Street and Frederick Street to facilitate four-way traffic. (Refer to element 25e on Concept Plan).
  - h. Create a new roundabout at the intersection of Haas and Hamersley Streets to address safety concerns. (Refer to element 25a on Concept Plan).
10. Car parking shall be in accordance with the relevant Design Guidelines.
  11. Develop a Local Planning Policy outlining the circumstances in which cash in lieu of car parking will be permitted in Old Broome.
  12. Prepare a 'Town Beach Parking Plan' to investigate opportunities to reconfigure the existing Town Beach car and trailer parking to improve safety and amenity. The 'Town Beach Parking Plan' shall also consider parking requirements associated with upgrades to the Town beach Boat Ramp, and may include the relocation of some parking away from the foreshore. (Refer to element 16 on Concept Plan).
  13. Formalise the access to existing car parking adjacent to the women of pearling statue, along Hamersley Street and clearly demarcate car parking with bollards (Refer to Element 31 on Concept Plan)
  14. Survey the current use of car parking in Old Broome to establish the nature of parking use, including duration of stay (turnover) and demand for parking, to inform preparation of a parking management strategy which will consider parking within road reserves and during events.
  15. Investigate the conditions that would be required to increase public transport options and frequency within Broome, including services to and from Town Beach (i.e. bus and taxi).
  16. Provide infrastructure at public transport transit points (ie. seating, shelter and lighting).
  17. Encourage the provision of end-of-trip facilities for pedestrians and cyclists in all new non-residential developments. This includes, at a minimum, bicycle parking for staff and visitors, and showers for staff.
  18. Prepare a comprehensive Bicycle Strategy which will provide recommendations for a Broome-wide cycleway network.
  19. Identify and promote primary on-street cycling routes to serve key destinations, including the schools and Chinatown, and ensure that the design of the carriageways, car parking and street lighting support the safe use of these routes by cyclists.
  20. Reinstate a tram line with transit points at key locations along the eastern side of Hamersley Street. (Refer to element 1 on Concept Plan).
  21. Investigate opportunities for a vehicle boat trailer parking area immediately south of Catalinas, with steps down to the foreshore. (Refer to element 11 on Concept Plan).



Figure 3 Movement Options



## 4.5 Natural Resource and Environmental Management

### 4.5.1 Introduction

Roebuck Bay is an ecologically diverse area that was declared a 'Wetland of International Importance' under the Ramsar Convention in June 1990. The shallow bay has more than 150 kilometres of mudflats attracting hundreds of thousands of migratory shorebirds annually. It is also home to dugong, turtles, three species of dolphins and a large number of fish and invertebrates that get sustenance from the seagrass meadows. The area's large tidal variation (up to 10.5 metres) ensures that the bay is ever changing with the ebb and flow of the tides. This variation creates a unique atmosphere as the fresh smell of the changing tides is carried by the prevailing winds.

Parts of the Roebuck Bay foreshore and some adjacent inland areas are already under threat as a result of erosion and occasional inundation during high tides and/or storm surges. The Shire of Broome has commissioned the preparation of a Coastal Vulnerability Study, which will examine all parts of the coastal foreshore including the Roebuck Bay foreshore. This study will identify areas that are vulnerable to coastal processes such as erosion and inundation, including projected impacts of future sea level rise.

Stormwater drainage into Roebuck Bay is a concern as some outlets do not have any compensation or nutrient stripping. Early indications from water quality monitoring suggest that these drains may contain higher than normal nutrient loads which can lead to adverse environmental impacts such as Lyngbya algal blooms. The location of existing drains must also be carefully considered in determining where to site new infrastructure, as piped drainage cannot be used due to the high rainfall events experienced in Broome.

### 4.5.2 Objectives & Principles

1. To protect, conserve, and enhance the natural resources and environment in the Old Broome precinct, particularly Roebuck Bay.
2. To ensure that new development is 'future proofed' by taking into account the potential impacts of coastal vulnerability and climate change.

### 4.5.3 Strategies/Policy

1. Ensure the Shire's statutory framework is updated to reflect the outcomes of the Coastal Vulnerability Study.
2. Ensure that new drainage infrastructure is consistent with Better Urban Water Management principles and the Shire's Stormwater Management Policy.
3. Achieve better physical and visual connection between Old Broome and its natural environment; specifically the mangroves and Roebuck Bay through the provision of viewing opportunities and associated infrastructure.

### 4.5.4 Actions

1. Investigate retrofitting existing drains in Old Broome to reduce discharge of nutrient loads into Roebuck Bay.
2. Investigate opportunities for the retention of stormwater in existing landscaped areas of Public Open Space, such as in portions of Bedford Park.
3. Prepare a comprehensive drainage strategy for Old Broome to determine the most appropriate ways to achieve site drainage on a street-block by street-block basis that does not result in requirements for excessive amounts of fill or in significant height differences between adjacent properties.
4. Review the 'Parking, Storage, Crossover and Drainage Standard for Planning Applications' Local Planning Policy as required to reflect the findings of the drainage strategy.
5. Introduce erosion protection and control measures at vulnerable locations along the length of the foreshore, including the cliffs located along the caravan park site.
6. Construct a revetment to prevent further erosion of the pindan cliffs on the north side of the old jetty, which could incorporate tiers in the form of an amphitheatre that could be used as seating for viewing Staircase to the Moon. (Refer to element 26 on Concept Plan)
7. Remediate the dunal swale between the beach and housing on Demco Drive in consultation with Yawuru. (Refer to element 27 on Concept Plan)



**Photo 2 Pindan Cliffs and Mangroves**

## 4.6 Heritage

### 4.6.1 Introduction

Heritage defines an area's history and character and helps reinforce a local community's sense of identity and stability. From the end of the nineteenth century to the 1960s the town of Broome was arguably the most multi-cultural community in Australia. It was, and continues to be, home to Aboriginal people from diverse backgrounds. Following the arrival of the pearlers and European settlement, Broome also became home to many permanent and transient cultural groups from Asia. Pearling masters took advantage of land situated within close proximity to Chinatown to establish permanent residencies throughout the area now known as 'Old Broome'.

A thematic history undertaken for the Shire of Broome has identified, assessed and documented all post-contact places, buildings and features of potential cultural heritage significance. There have been several sites identified within Old Broome, most of which date back the pearling industry and early European settlement such as the Broome Regional Prison, McDaniel's Homestead, the Anglican Church of Annunciation, Matso's Store and Captain Gregory's building. The significance and value of each place identified has been assessed as part of a heritage study and included on the Shire's Municipal Heritage Inventory. Within Old Broome, there are several places listed on the Shire's Municipal Heritage Inventory with seventeen (17) of these places also registered on the State Register of Heritage Places.

### 4.6.2 Objectives & Principles

1. For new development in Old Broome to build on the area's unique mixture of Aboriginal, European and Asian heritage and to better interpret this for the benefit of residents and visitors.
2. For new development to retain and preserve the heritage significance of Old Broome.

### 4.6.3 Strategies/Policy

1. Incorporate and/or interpret heritage elements into public space design where appropriate.
2. Promote authenticity through the interpretation and conservation of Broome's heritage.

### 4.6.4 Actions

1. Design a heritage trail with discrete signage reflecting significant buildings, features and places which reflect the history of Broome and are situated within the Old Broome Precinct.
2. Support the creation of a Yawuru Cultural Centre (Refer to element 7 on Concept Plan)
3. Encourage the conservation including restoration, interpretation, and adaptive reuse of the former Bourne and Ingliss Store as part of redevelopment of the larger site or alone. (Refer to element 10 on Concept Plan)

4. Install a restored Catalina aeroplane within the foreshore reserve adjacent to the Broome Museum and investigate possibility of an interpretative building and associated facilities to form part of an overall 'Heritage Precinct' incorporating the existing museum and tram line. (Refer to element 12 on Concept Plan)
5. Install a historically appropriate low fence around the Pioneer Cemetery to help preserve the heritage site and deter anti-social behaviour. (Refer to element 21 on Concept Plan)



**Photo 3 Pioneer Cemetery**

## **4.7 Urban Form**

### **4.7.1 Introduction**

Urban form relates to the layout and design of the urban area. Broadly, it is a combination of public open spaces or the public realm; and built form, which includes the height, massing, design and positioning of buildings. The public realm provides the setting for development and the 'stage' for public life and activity. It is not only public land; it can also include publicly accessible areas within private development, particularly where it is adjacent to or contiguous with the public realm. Built form frames the public realm and contributes to its quality, including activation and safety. Built form and public realm combine to create the spatial characteristics of Old Broome and the Town Beach/Conti Foreshore. Old Broome's urban form will experience a change as the area transitions into a place better suited to mixed use development with active ground floor land uses and an enhanced public realm.

### **4.7.2 Objectives & Principles**

1. To reinforce and promote a vernacular 'Broomestyle' architecture that adds to the unique sense of place in Broome.
2. To promote climate responsive building design.
3. To encourage the provision of active building frontages facing the public realm.

### **4.7.3 Strategies/Policy**

1. Ensure that site landscaping provides shade, shelter, screening where required and visual relief, and uses plant species and materials that are suitable to Broome conditions.
2. Ensure that setbacks are used to achieve climate sensitive design outcomes and maintain the spacious character of Old Broome.
3. Ensure a consistent approach to the treatment of streets and car parking appropriate to the desired character and function of streets.
4. Encourage nil setbacks for development along streets identified in the Strategy Plan.



5. Restrict building heights to two storeys in locations identified on the Strategy Plan to preserve the open vistas of Roebuck Bay.
6. Ensure that all development in Old Broome is consistent with adopted Design Guidelines.

#### 4.7.4 Actions

1. Prepare and adopt Design Guidelines for Precinct 2 – Old Broome defined under the Local Planning Strategy, as a Local Planning Policy.
2. New development shall incorporate Crime Prevention through Environmental Design (CPTED) principles and pedestrian friendly streets in accordance with the relevant Design Guidelines.
3. Investigate opportunities to activate the eastern side of Robinson Street adjacent to Town Beach through mixed use infill development. (Refer to element 13 on Concept Plan).

## 4.8 Utilities

### 4.8.1 Introduction

Existing and future utility provision within Old Broome needs to be considered to accommodate sustainable growth.

### 4.8.2 Objectives & Principles

1. To ensure there is capacity in utility infrastructure to provide for sustained growth.

### 4.8.3 Strategies/Policy

2. To provide underground power throughout Old Broome.
3. To ensure that wastewater infrastructure is appropriate to cater for the population.

### 4.8.4 Actions

1. Should the existing wastewater pumping station on Lots 241 and 1913 Robinson Street relocate due to capacity issues, investigate opportunities for infill development (Refer to element 13 on Concept Plan).

# 5 Town Beach and Conti Foreshore Concept Plan

## 5.1 Overview

A concept plan has been prepared to illustrate how key actions of the development strategy could be implemented spatially. It incorporates some of the aspirations and design ideas generated by the stakeholder workshop and those contained in the Local Planning Strategy and put forward by other consultation and concept work carried for the Town Beach and Conti Foreshore area.

The concept is neither a statutory plan nor intended to be a literal interpretation of the strategy. It is intended to help readers to visualise how the strategy actions might come together in a physical or spatial sense. It is noted that further investigations and detailed design will be required to realise many of the actions shown on the Concept Plan. Over the life of this development strategy there are likely to be many ideas about how issues could be addressed and the vision for Town Beach and Conti Foreshore achieved.

The concept plan should be read in conjunction with the strategy plan (Figure 2) and other parts of this document as not all strategy elements can be spatially represented. The Foreshore Concept Plan is shown in Figure 4. The Concept Plan has also been broken down into three sections to provide a detailed view of the proposals for the Conti Foreshore, Town Beach, and the Demco foreshore.

An explanation of the elements illustrated in the concept plan is provided in Section 5.2.



Figure 4 Concept Plan





Figure 5 Concept Plan – Conti Foreshore Section





Figure 6 Concept Plan – Town Beach Foreshore Section






Figure 7 Concept Plan – Demco Foreshore Section

## 5.2 Foreshore Concept Plan Elements

The elements identified on the foreshore concept plan are explained in detail below. Each number corresponds with the numbers annotated on the plan.

### 1. **Tram line and stopping points**





-  *Tram line* - a seven metre wide strip on the eastern side of the Hamersley Street road reserve will be kept clear to allow for the eventual construction of a tram, reminiscent of the former Broome Tram that travelled between Streeter's Jetty and Town Beach. Further investigation will be required to confirm how the tram will safely cross streets, intersections and driveways.
- $\Sigma$  *Tram transit points* – transit structures will be located within proximity to common and popular destinations. Further investigation will help determine locations and design details.
- $\Omega$  *The historical transit point* – located near the museum will be revived and used as a focal point for the tram line. Historical and interpretative information on the tram line is to be displayed at this transit point.

### 2. **Conti Foreshore to Town Beach**

Enhancement of the foreshore area between Moonlight Bay Apartments and Town Beach will be undertaken to establish a linear foreshore park, incorporating paths, furniture, shade structures, shade tree and other planting, public art and interpretation of the many and varied stories and historic sites associated with this historic area (eg: McDaniels' Camp). The character of the park may vary along its length and will be subject to detailed design.


### 3. **Jetty to Jetty Foreshore Path**

The Jetty to Jetty Foreshore path will provide a connection between Streeter's Jetty and the old Town Beach Jetty. Planning for Jetty to Jetty is currently being undertaken by the Shire. The Jetty to Jetty path will links culturally and historically significant sites along the foreshore via a formal constructed path and informal beach trails. Construction of the path is likely to be staged.

-  *Formal constructed path* - provides an alternative route when tidal variations restrict access to the beach trail.
-  *Informal beach trail* – marked by trail markers and appropriately positioned to incorporate symbols or other elements relevant to Roebuck Bay. Trail markers will be designed to be robust enough to withstand tidal action.
-  *Lookout* - There are various high points along the path that lend themselves to lookouts. The design of each lookout will be subject to its location and setting, but would include a rest spot with seating from which to enjoy views across the bay and along the foreshore. Additional infrastructure such as drinking fountains, shade structures and/or public art or interpretive signage may also be incorporated in each lookout.
-  *Beach Access* - There are a number of locations where formal access to the beach in the form of stairs could occur. The proposed steps will establish links between the formal constructed path and informal beach trail.

### 4. **Demco Beach Foreshore Path**

Like Jetty to Jetty, the Demco Beach Foreshore path will be in the form of formal constructed paths and informal beach trails. The extents of the Demco Beach Foreshore Path will begin at Town Beach and end at Demco Beach.

-  *Formal constructed path* - provides an alternative route when tidal variations restrict access to the beach trail.



..... *Informal beach trail* – marked by trail markers and appropriately positioned to incorporate symbols or other elements relevant to Roebuck Bay. Trail markers will be designed to be robust enough to withstand tidal action.

■ *Lookout* - There are various high points along the path that lend themselves to lookouts. The design of each lookout will be subject to its location and setting, but would include a rest spot with seating from which to enjoy views across the bay and along the foreshore. Additional infrastructure such as drinking fountains, shade structures and/or public art or interpretive signage may also be incorporated in each lookout.

≠ *Beach Access* - There are a number of locations where formal access to the beach in the form of stairs could occur. The proposed steps will establish links between the formal constructed path and informal beach trail. The suggested link from Demco Drive would use the existing drainage path and include stairs and a boardwalk to protect the dunes and vegetation and to make descent safe. This location is already being informally used for access to the beach but without control there is risk to both the environment and people using this route.

#### 5. **Municipal Library Relocation**

It is intended a new municipal library will be constructed in Chinatown near the Visitors' Centre. When this takes place, there will be an opportunity for the current library to be incorporated into the main Shire Administration building to allow all office staff to be accommodated in the same building. This will free up the site currently occupied by the Shire's Technical Services staff (corner Weld and Barker Streets) for potential infill development for an appropriate use.

#### 6. **Infill Development on Courthouse Block**

Any additional development on the Courthouse street block should be focussed on Weld Street and be kept low in scale (up to 2 storeys height) to conserve the heritage values of this important building and grounds. The gardens surrounding the courthouse are valued for their attractiveness and shade, as well as for being the venue for the popular weekly markets. There may be an opportunity for public art to be incorporated into the gardens.

#### 7. **Yawuru Cultural Centre.**

The Yawuru Cultural Centre will form part of the Jetty to Jetty walking trail. Subject to design, the cultural centre may incorporate a formal lookout point which will allow people visiting the centre to enjoy views of Roebuck Bay. The Yawuru Cultural Centre will benefit the Yawuru people both economically and culturally.

#### 8. **Strategic Mixed Use Development Sites**

The private lots (Lot 451 Hamersley Street and Lot 601 Hamersley Street) on the foreshore opposite Bedford Memorial Park are located in a privileged and prominent location surrounded on every side by parkland. These properties should be developed for a commercial or tourist use – a restaurant or café are considered ideal. Any upper floor could accommodate short-term accommodation or similar function but ground floor uses should allow for a high level of general public access. Any building on these sites should, in recognition of this important precinct, be sensitively designed, have a 'light' construction and address all four sides. The development should not be 'privatised' nor dominate the location visually.

#### 9. **Revitalising Bedford Park and adjoining Conti Foreshore**

- a) Bedford Memorial Park is the location where the Broome community come together to celebrate and commemorate special events (ie. ANZAC Day and commemoration of the strafing of Broome). The park and its associated surroundings will form part of the new Bedford Memorial Park Precinct. Stronger visual and physical connections with Roebuck Bay and the Conti Foreshore will be established within this precinct. The Women of Pearling statue will be a focal point in the enhanced Bedford Memorial Park Precinct. Opportunities for extending the precinct boundaries to accommodate larger crowds during special events, by allowing for temporary road closures along Hamersley Street, will also be investigated.
- b) Hamersley Street adjacent to Bedford Memorial Park between Anne and Louis Streets is to become a lower speed environment with special road surface treatment. The size of the park can be visually increased by vegetating verges along this section of Hamersley Street. Opportunities for raising the level of Hamersley Street and creating entry statements on to Hamersley Street, at Anne and Louis Streets, will be

explored. Parking is not to be permitted along this section, in order to allow for the park to be visually extended into the road reserve. Similar visual extensions to the Conti Foreshore Park will ensure that pedestrian crossing along this section of road are safe. During events when large crowds gather at Bedford Memorial Park, this section of road could be closed and traffic diverted to create a continuous public space between Weld Street and Roebuck Bay.

10. **Bourne and Ingliss Store**

The former Bourne and Ingliss Store has a long association with the pearling industry and is on the State Heritage Register. Although in a poor state of repair, its conservation including restoration, interpretation, and adaptive reuse as part of redevelopment of the larger site or alone, is strongly encouraged.

11. **Catalina vehicle and boat trailer parking**

A vehicle boat trailer parking area is proposed immediately south of Catalinas, with steps down to the foreshore to enable people to get back to their boats at the base of the boat ramp quickly. There is limited parking along the Catalinas boat ramp, and the practice of parking informally on verges is not ideal. The design of the parking area will be subject to detailed stormwater investigations, as this area includes a major drainage outlet.

Safe launching facilities remain a priority in Broome and while the proposed Broome Boating Facility is no longer proceeding it is anticipated that only a small percentage of boat users would continue to launch at Catalinas and Town Beach<sup>1</sup>.

12. **Proposed Catalina hanger and museum**

Within the foreshore reserve of Town Beach (R31340), adjacent to the Broome Museum, install a restored Catalina aeroplane and investigate possibility of a museum and associated facilities to form part of an overall 'Heritage Precinct' incorporating the existing museum and tram line.

13. **Infill Development**

Vacant land south of the existing museum could accommodate mixed use infill development to service the northern end of Town Beach Foreshore. This could be provided in stages. Firstly by providing hardstand surfaces with power/lighting/waste connections to accommodate 'Pop Up' traders who operate on a temporary and/or seasonal basis. Over time the site may be redeveloped for more permanent structures.

14. **Extension of Hamersley and Hopton Street**

It is proposed to extend Hamersley Street south of its present termination just south of Catalinas between the museum and the new tram line, to connect it to Hopton Street. This will assist traffic and pedestrian/cyclist circulation and create more street frontage for development. During events at Town Beach, if required all or part of this section of road could be closed – possibly even used for some market stalls (eg: food vans).

15. **Formalise Seaview Road Reserve**

The existing track between Robinson Street and Hamersley Street between the Museum and the Seaview Shopping Centre may be formalised into a road reserve. Design details will be subject to the proposed extension of Hamersley Street south, towards Town Beach.

16. **Improve Town Beach vehicle and Boat Trailer Parking**

Improvements to the layout of vehicle and boat trailer parking at Town Beach are recommended. A 'Town Beach Parking Plan' will be prepared to guide these improvements. The design of such improvements should consider the need to provide accessible parking bays to other infrastructure along the foreshore, such as the café and water playground, and consider the interaction between those using the Town Beach boat ramp and other foreshore users.

17. **Town Beach Boat Ramp Upgrade**

Improvements to the standard of the existing boat ramp will be undertaken at Town Beach.

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<sup>1</sup> 5% of boats will continue to launch from Catalina's and Town Beach. (Department of Transport, 2012, *Broome Boating Facility – Demand Study*)

18. **Relocate Town Beach Café**

The café will be removed from its present location and a new facility built on a site near the end of the Old Jetty. This will allow for 270° views north, east and south. The new building will accommodate a café/restaurant and a kiosk to cater for both formal dining and casual refreshments. The design and positioning of the new facility will not restrict public access to surrounding foreshore areas.

19. **Water Park Extension**

Opportunities will be investigated for an expansion of the existing water park to provide play areas for older children and improvement of existing public amenities.

20. **Safe Swimming Area Development**

Swimming at Roebuck Bay at particular times of the year exposes swimmers to risks of crocodile attacks and irukandji stings. Swimming near the shore is not possible when the tide is out. This plan proposes investigation into possibilities for providing a safe swimming area which may include a rock pool or stinger nets. The design of the safe swimming area will need to carefully consider Broome's large tidal range, potential environmental impacts on the beach and mangroves, and the interaction between beach users and users of the boat ramp.

21. **Preservation of Pioneer Cemetery**

The Pioneer Cemetery is subject to heavy foot traffic during events such as Staircase to the Moon. It is proposed that a historically appropriate low fence be erected around the cemetery to help preserve the heritage site and deter anti-social behaviour. Access would still be possible for maintenance and paying of respect to those who are interred there.

22. **Rebuilding Town Beach Jetty**

A new jetty from the Old Jetty groyne will allow people to fish from a jetty at Town Beach once again. It will be supplemented by floating pontoons to allow for boats launched from the boat ramp to be tied up while trailers are parked. Recreation of the very long Old Jetty would neither be a practical nor a necessary option due to the expense and the fact that the Port now caters for large ships.

23. **Redevelop and Expand Caravan Park**

It is proposed to liaise with the Department of Parks and Wildlife / Department of Environment Regulation (formerly Department of Environment and Conservation, or DEC) to investigate the feasibility and possibility of relocating the current offices and yard to create additional vacant land to cater for the expansion of the caravan park. Opportunities to enhance the caravan park facilities through strategic redevelopment will also be investigated.

24. **PCYC Improvements/Relocation**

Investigations into the long term operation of Broome PCYC will be undertaken to determine the viability of relocation as opposed to retaining and enhancing the site and its existing facilities for community purposes and overflow parking.

25. **Intersection improvements.**

- a) *Hass and Hamersley Streets* – a new roundabout situated at the intersection of Haas and Hamersley Streets will help address safety concerns at this intersection.
- b) *Hamersley, Anne and Carnarvon Streets* - A new roundabout is proposed at the intersection of Hamersley, Anne and Carnarvon Streets. This will allow Anne Street to reconnect to Hamersley Street, improving circulation. It will also act as the northern entry statement to the Bedford Memorial Park precinct.
- c) *Weld, Louis and Hamersley Streets* – a new roundabout situated at the intersection of Weld Street, Louis Street and Hamersley Street will signify the southern entry into the Bedford Memorial Park precinct. This will be subject to the possibility of realigning Weld Street and the availability of vacant land suitable for the relocation of hotel car parking.
- d) *Guy and Hamersley Streets* – the intersection of Guy Street and Hamersley Street will be reconfigured into a more formal T-intersection to both reduce the speed of turning traffic and make the extension of Hamersley Street south a more desirable access route to Town Beach and Conti Foreshore.

- e) *Frederick and Herbert Streets* – the intersection of Frederick Street and Herbert Street will be improved to facilitate four way traffic.

26. **Coastline Stability and Revetment**

Subject to detailed study and design, erosion protection and control will be required at vulnerable locations along the length of the foreshore, including the cliffs located along the caravan park site. A revetment is proposed to prevent further erosion of the pindan cliffs on the north side of the old jetty. The proposed design would incorporate tiers in the form of an amphitheatre that could be used as seating for viewing Staircase to the Moon. Detailed design will examine the use of materials to ensure the revetment is an attractive addition to the beach and will incorporate formal, safe access to the beach as well as accommodating drainage requirements.

27. **Rehabilitation & Stabilisation of Dunes**

The dunal swale between the beach and housing on Demco Drive requires remediation and management in consultation with Yawuru.

28. **Provision of Space for Events**

The improvements to the Conti/Town Beach foreshore will provide the opportunity to extend the areas within which events are held. Currently most are contained within the lawns near the Town Beach Cafe. The very popular Staircase to the Moon night markets held during the full moon period every month can attract between 1,000 and 2,500 people. Other events which occur on an annual basis, such as the Australia Day celebrations, attract larger crowds of between 4000 and 5000 people. This funnelling of patrons into a very confined area results in traffic congestion (pedestrians and vehicles), impacts on the historical Pioneer Cemetery and results in public safety issues. The redesign of the foreshore in addition to the park improvements should include opportunities for power/lighting/waste connections at strategic points whether for informal markets or at locations (which has a suitable hardstand surface) to accommodate 'Pop Up' Traders who may operate for a day or longer. Future investigations should consider the provision of dedicated parking in proximity to areas designed to accommodate pop-up traders. It is acknowledged that one-off events will require more car parking than can be permanently supplied, so investigations should also consider the optimal location and design of informal overflow parking for events.

29. **Enhance Demco Park**

Investigate opportunities for enhancing the existing park located on Demco Drive for local residents through the provision of more shade and additional seating positioned to enjoy views across Roebuck Bay.

30. **Demco Beach Amenities**

- a) A toilet block is recommended for the comfort of Demco Beach users. If required, this could be locked at night to discourage illegal campers. Improved amenities for Demco Beach car park could include seating, interpretive signage providing information on the former Derby Meat Company abattoir and significance of the area to Yawuru (possibly a modern version of the facilities available at Gantheaume Point).
- b) Existing pedestrian access from the car park to Demco Beach will be incorporated into the Demco Beach Foreshore Path and upgraded if necessary.
- c) Various tracks that take off from the Demco Beach access road into the reserve south of the study area boundary, which is jointly managed by the Yawuru Park Council, should be blocked to prevent illegal access and illegal camping. Access to this land will be determined as part of future development proposals for the Yawuru land.

31. **Provision of Car Parking near Women of Pearling Statue**

Opportunities to formalise car parking adjacent to the Women of Pearling statue will be investigated. Car parking provided will be demarcated with bollards or similar and remain unsealed.

## 6 Implementation

Once adopted, the Old Broome Development Strategy will serve as an 'Informing Strategy' under the Shire's Integrated Planning Framework. This means that it will be considered by Council when undertaking revisions to the Strategic Community Plan, the Corporate Business Plan, and the Long Term Financial Plan.

The Old Broome Development Strategy has three distinct components:

- A statutory section which will be used as a town planning tool;
- A visionary section which will be used by the Shire to source funding and commence feasibility studies, project planning and detailed design for various project ideas;
- An explanatory section (Part 2) which contains background information and analysis.

### Statutory Section

The Old Broome Development Strategy will be adopted as a Local Planning Policy under the local planning scheme. When considering requests to initiate Scheme Amendments, subdivide land, or undertake new development, the Shire's planners and/or Council will refer to the Strategy Plan as well as the 'Objectives and Principles', 'Strategies and Policies' and 'Actions' outlined in Part 1 of the OBDS for each of the 'Key Strategy Areas'. These are sections from the statutory component of the OBDS. In some cases, planning decisions will be influenced by the outcomes of further studies, which are detailed in the statutory section.

Old Broome Urban Design Guidelines will be progressed separately as a Local Planning Policy and will also provide a level of statutory control over the built form of the following types of development in the Old Broome Precinct:

- All development within the 'Mixed Use' zone under Local Planning Scheme No.6;
- Medium density development in the 'Residential' zone (lots with a density of R30 or greater); and
- All development within the 'Old Broome Special Character Area' as identified on the OBDS Strategy Map.

### Visionary Section

The OBDS Concept Plan and corresponding explanatory text will not have a statutory role. Rather, the purpose of these sections is to identify potential project ideas and orientate them spatially. The Concept Plan does not provide the level of detail of a true Master Plan and should not be used as such. The realisations of elements on the Concept Plan will require additional work, such as feasibility studies and detailed design. In some cases, the OBDS has already identified additional investigations that will be required to realise particular elements, such as the Traffic and Transport Study and the Town Beach Parking Plan.

To assist the Shire in commencing the process of progressing elements on the Concept Plan, Cardno (WA) Pty Ltd has prepared a set of indicative costings for some project ideas that are depicted. These costings, which are included as Appendix B to Part 2 of the OBDS, are 'high level' and will require refinement as proposals become more detailed.

Most of the actions in the 'Visionary Section' sit outside the influence of the land use planning framework, and will require a whole of Shire approach to carry them forward. In many cases, collaboration between the Shire, the State, Native Title Holders, local businesses and the community will be necessary to achieve the desired outcomes.

### Way Forward

Further to the adoption of the OBDS, the projects depicted on the Concept Plan will be assigned to the relevant Shire department/s. Departments will then need to put forward their own project briefs to source funding through Council's annual budgetary process to undertake the necessary studies and actions. As an Informing Strategy under the Shire's Integrated Planning Framework, the OBDS will also feed into the annual revision of the Long Term Financial Plan and Corporate Business Plan.

