

Cable Beach: Precinct Structure Plan

August 2026

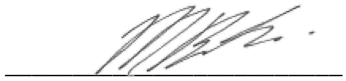
Endorsement Page

This structure plan is prepared under the provisions of the Shire of Broome Local Planning Scheme No. 7

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

24 SEPTEMBER 2026

Signed for and on behalf of the Western Australian Planning Commission



An officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Anne Woodin

Witness

08 OCTOBER 2026 Date

08 OCTOBER 2036 Date of Expiry

Revision Letter	Date	Reason for Issue	INITIAL
A	19-09-2023	Work in Progress Draft for Client Review	NS
B	12-09-2023	Draft - Part 1 and Part 2	GY
C	30-10-2023	Final Draft - Council Consent to Advertise	GY
D	19-09-2024	Final Draft for Advertising - incorporating changes adopted by Council August 2024	GY
E	11-02-2026	WAPC approved modifications	RS
F	30-06-2026	WAPC approved modifications	RS
G	14-08-2026	DWER modification	MF

Project No: 44607

Project Name: Cable Beach - Precinct Structure Plan

Prepared for:

Shire of Broome
A future, for everyone

Project Team:

Hames Sharley	Planning, Urban Design, Architecture
Shape Urban	Stakeholder Engagement
Stantec	Water Management Strategy Environmental Assessment Report Traffic Impact Assessment
Franklin Planning	Scheme Amendment
Place Laboratory	Landscape

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EXECUTIVE SUMMARY

The Broome Townsite is the principal centre of the Shire and Kimberley Region, it is the primary focal point for housing, employment and other essential services. The Shire's Local Planning Strategy (endorsed in October 2023) identified a clear need to support future urban growth within the Townsite, with the ultimate goal being to grow and transition into a thriving Regional City, underpinned by a diverse economy and a high degree of liveability. A place that offers housing, employment and social opportunities for people at all life stages.

Through the Broome Growth Plan and Local Planning Strategy, it was determined that the best outcome was to activate the existing precincts of Broome, namely the Cable Beach and Chinatown-Old Broome Precincts. Activation of these existing activity nodes provides the following benefits:

- Contributes to a reduction in urban sprawl;
- Enables improved liveability by allowing more people to live in high amenity locations; and
- Provides increased opportunities for housing diversity through introduction of infill dwelling types.

To achieve these goals, a review of the existing planning framework in the Cable Beach Precinct was required, resulting in preparation of the Cable Beach Precinct Structure Plan. This more contemporary planning framework will guide future subdivision and development for the next 10 years and beyond.

The vision is:

> **A connected, vibrant and inclusive precinct that celebrates the natural and cultural heritage of the area, retains and promotes tourism character and land use with complimentary residential development, which embrace all of Broome's seasons.**

The primary objectives in achieving this vision are set out in Section 1.3 of this document.

The Cable Beach Precinct Structure Plan has been informed by detailed site and context analysis, and a robust engagement process with both elements ensuring a well thought out design approach. The document has been prepared in accordance with the following key State planning documents:

- State Planning Policy 7.0 - Design of the Built Environment;
- State Planning Policy 7.2 - Precinct Design; and
- WA Planning Manual - Guidance for Structure Plans.

It incorporates the following:

- **Part One - Implementation:** Is the 'rule book', it sets out the structure plans purpose / objectives, staging considerations, and includes provisions to help guide preparation and assessment of future subdivision and development applications.
- **Part Two - Explanatory Section:** Includes detailed background investigations, this includes a thorough analysis of the community, governance, and physical context. These findings inform the design approach, framed around six key elements of precinct design: Urban Ecology, Urban Structure, Public Realm, Movement, Land Use, and Built Form.
- **Supporting Technical Appendices:** Community Engagement Outcomes Report, Traffic Impact Assessment, Environmental Assessment Report, and Water Management Strategy.

STRUCTURE PLAN SUMMARY TABLE

ITEM	DATA	STRUCTURE PLAN REF
Total area covered by the structure plan	132.50 hectares	Part One - Section 1.1
Area of each land use proposed + Urban Development + Residential	Urban Development - 111.96 hectares Residential - 5.29 hectares	Part Two - Section 4.5.3
Estimated Number of Dwellings	770 existing dwellings 1,270 additional dwellings: + Between 635 - 889 residential dwellings + Between 381 - 635 tourism accommodation units	Part Two - Section 4.5.4
Estimated Residential Site Density	15 dwellings/units per hectare *(including both residential dwelling and tourism components)*	Part Two - Section 4.5.4
Estimated Population	Between 3,934 and 4,645 people *(assuming 2.8 people per residential dwelling)*	Part Two - Section 4.5.4
Number of High Schools	0	N/A
Number of Primary Schools	0	N/A
Estimated commercial floor space	N/A	N/A
Estimated Area and Percentage of Public Open Space given over to: + Local Parks + Linear Park	Existing local park: 0.59 hectares (0.45%) Proposed linear park 1.4 hectares (1.06%) *(additional POS to be provided depending on extent of permanent residential proposed)*	Part Two - Section 4.3.1
Estimated Percentage of Natural Area	5.2 hectares (3.92%)	Part Two - Section 4.3.1

PART ONE: IMPLEMENTATION

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ABBREVIATIONS

ABS	Australian Bureau of Statistics
CHRMAP	Coastal Hazard Risk Management and Adaptation Plan
CBP	Cable Beach Precinct
CBPSP	Cable Beach Precinct Structure Plan
EMP	Environmental Management Plan
EPA	Environmental Protection Authority
ESA	Environmentally Sensitive Area
CPTED	Crime Prevention Through Environmental Design
DBCA	Department of Biodiversity, Conservation and Attractions
DPLH	Department of Planning Lands and Heritage
DWER	Department of Water and Environmental Regulation
LPP	Local Planning Policy
LCS	Local Commercial Strategy
LPS	Local Planning Strategy
LPS7	Shire of Broome Local Planning Scheme No.7
MRWA	Main Roads Western Australia
NBY	Nyama Buru Yawuru
PAW	Public Access Way
POS	Public Open Space
PTA	Public Transport Authority
REIWA	Real Estate Institute of Western Australia
SCP	Strategic Community Plan
SEIFA	Socio-Economic Indexes for Areas
SPP	State Planning Policy
TEC	Threatened Ecological Community
UHI	Urban Heat Island
WAPC	Western Australian Planning Commission
WMS	Water Management Strategy
WSUD	Water Sensitive Urban Design



01

STRUCTURE PLAN OPERATION

1.1 PRECINCT STRUCTURE PLAN AREA

The Cable Beach Precinct Structure Plan (CBPSP) shall apply to the land contained within the inner edge of the line denoting the precinct boundary as shown on **P1 - Figure 1**.

The Cable Beach Precinct (CBP) totals an area of 132.5 ha.

1.2 OPERATION

The CBPSP is in effect from the date stated on the cover **(insert date of WAPC decision letter)** and for a period of 10 years.

The CBPSP has been prepared in accordance with State Planning Policy 7.2 Precinct Design.

1.2.1. SCHEME RELATIONSHIP

The Shire of Broome Local Planning Scheme (the Scheme) enables preparation of the CBPSP. The objectives and development standards of the CBPSP are complementary to the provisions, standards or requirements of the Scheme.

Where it is otherwise not covered, the provisions of the Scheme and State Planning Policy 7.3 - Residential Design Codes Volume 1 shall prevail. All relevant policies of the Western Australian Planning Commission, and Shire of Broome also apply.

Where a Local Development Plan or Development Application prepared pursuant to the CBPSP varies the development standards and requirements of the CBPSP, it will be assessed against the relevant design principles of State Planning Policy 7.0 - Design of the Built Environment and the objectives set out in the CBPSP.

The CBPSP supersedes the following documents, which will be rescinded upon approval of the CBPSP:

+ Cable Beach Development Strategy (2016)
+ Millington Road Development Plan (2009)

1.2.2. INTERPRETATIONS

The CBPSP applies the same definitions as set out in the *Planning and Development Act 2005* or the State Planning Policy 7.3 - Residential Design Codes Volume 1. Unique definitions or interpretations for the CBPSP are set out as follows:

Activation - refers to the degree to which people are visibly present in the streets and public places. It is usually a function of:

+ The land uses and activities
+ Design of the buildings
+ Relationship of buildings to streets and public spaces
+ Quality of the streets and public spaces as places

Commercial Development - means any development with a primary purpose of conducting business, including but not limited to uses such as shop, small bar, restaurant / cafe.

Low Impact Tourism – means development predominantly of a tourist nature for the accommodation of short stay guests that has been designed in such a manner to have minimal impact on the natural environment.

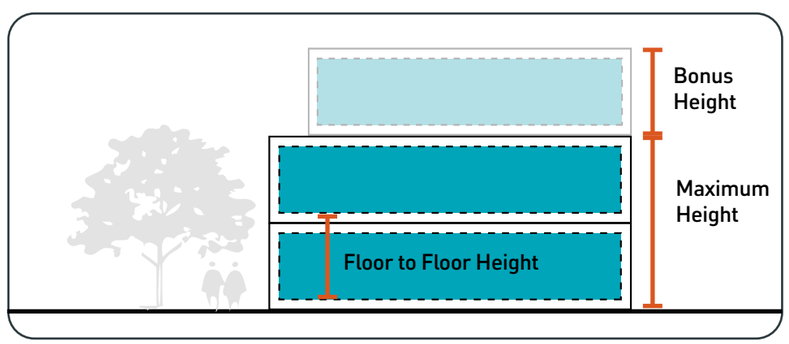
Site Cover – the area occupied by any building, including upper storeys or balconies projecting beyond the ground floor building alignment, or other structures roofed with impervious material, but excludes:

+ Uncovered driveways and parking spaces;
+ Eaves and pergolas; and
+ A basement that is constructed wholly underground.

Measuring Building Heights

+ "Floor to Floor Height" the CBPSP includes a defined height limit for the ground floor in key areas. This is to be measured in metres from the finished floor level to the next upper finished floor level (includes slab).
+ "Maximum Building Height" refers to the maximum height which will be contemplated by the Shire of Broome. Heights are measured in both storeys and metres as set out in the State Planning Policy 7.3 - Residential Design Codes Volume 1.
+ "Bonus Height" refers to discretionary height which the decision maker may grant beyond the base building height controls. This is conditional and at the discretion of the relevant decision maker.

Refer to illustration below.



1.2.3. VARIATION TO THE R-CODES

The State Planning Policy 7.3 - Residential Design Codes (R-Codes) applies to this Precinct Structure Plan in the following ways.

R-CODES VOLUME 1

R-Codes Volume 1 applies to all single house and grouped dwelling developments; and multiple dwelling development in areas coded R10-R60. R-Codes Volume 1 applies for all single house(s) and grouped dwellings; and multiple dwellings in areas coded less than R40.

The deemed-to-comply provisions of the R-Codes Volume 1 that are amended or replaced by the CBPSP are done so in accordance with Section 3 of the R-Codes Volume 1, and are identified in **P1 - Table 1**.

R-CODES VOLUME 2

R-Codes Volume 2 applies to multiple dwelling developments in areas coded R80 and above and R-AC. As there are no areas R80 and above identified in the CBPSP, no variations to the R-Codes Volume 2 are proposed.

P1 - Table 1: R-Codes Volume 1 Variations

CBPSP SECTION	R-CODES VOLUME 1 - PART B		R-CODES VOLUME 1 - PART C	
	ELEMENT	VARIATION	ELEMENT	VARIATION
2.2.3 Building Height	5.1.6 Building Height	2.2.3(1-4) replaces C6	3.2 Building Height	2.2.3(1-4) replaces C3.2.1
2.2.4 Site Cover	5.1.4 Open Space	2.2.4(1) replaces C4	3.1 Site Cover	2.2.4(1) replaces C3.1.1
2.2.5 Setbacks	5.1.2 Street Setback	2.2.5(1) replaces C2.1(i) and C2.2	3.3 Street Setbacks	2.2.5(1) replaces C3.3.1
	5.1.3 Lot Boundary Setback	2.2.5(2) replaces C3.1(i) 2.2.5(3) amends C3.1(ii) 2.2.5(4) replaces C3.2	3.4 Lot Boundary Setbacks	2.2.5(2) replaces C3.4.1 2.2.5(3) amends C3.4.3 2.2.5(4) replaces C3.4.4
2.2.7 Streetscape	5.2.3 Street Surveillance	Additional requirements	3.6 Streetscape	Additional requirements 2.2.7(1) replaces C3.6.7
	5.2.4 Street walls and Fences	2.2.7(1) replaces C4.1		
	5.4.4 External Fixtures, Utilities and Facilities	2.2.7(1) amends C4.3 and C4.4		
2.2.8 Car Parking and Vehicle Access	5.3.3 Parking	Additional requirements	2.3 Parking	Additional requirements
	5.3.5 Vehicular Access	Additional requirements	3.7 Access	Additional requirements
2.2.10 Landscape, Deep Soil and Tree Canopy	5.3.2 Landscaping	2.2.10(3) replaces C2.2 2.2.10 (1,2,4,5,6) Additional requirements	1.2 Trees and Landscaping	2.2.10(3) replaces C1.2.1 and C1.2.4 2.2.10 (1,2,4,5,6) Additional requirements
2.2.11 Open Space and Outdoor Living Areas	5.3.1 Outdoor Living Areas	2.2.11(1-3) amends C1.1	1.1 Private Open Space	2.2.11(1-3) amends C1.1.2 and C1.1.2.
2.2.12 Solar Access and Natural Ventilation	NA		2.2 Solar Access and Natural Ventilation	2.2.12(4) amends C2.2.4 and C2.2.5. 2.2.12(1,5-9) Additional Requirements
2.3.3 Urban Water Management	5.3.9 Stormwater Management	2.3.3(1-4) amends C9	1.4 Water Management and Conservation	2.3.3(1-4) amends C1.4.1
3.1 Information to be Submitted	5.3.9 Stormwater Management	2.3.3(1-4) amends C9	1.4 Water Management and Conservation	Additional Requirement
			2.4 Waste Management	Additional Requirement

1.3 PURPOSE

The following objectives apply to all subdivision and development within the CBPSP area, planning and development in the CBP shall have due regard for the following objectives.

1.3.1. URBAN ECOLOGY

+ Adopt an environmentally sustainable approach to development within the CBP which appropriately manages Environmentally Sensitive Areas including remnant vegetation and potential fauna habitats and encourages conservation of resources, reduced waste, energy, and water use.
+ Enhance the precinct's landscape character by ensuring high quality green spaces and tree canopy within development sites, to reduce the impacts of climate for occupants, mitigate the impact of climate change and minimise the urban heat island effect.
+ Improve the quantity and quality of landscaping and tree canopy within the public realm, particularly along streets, to provide a comfortable walking environment within the precinct.
+ Recognise and celebrate local Aboriginal, cultural, and built heritage in the design of buildings and public spaces to enhance Cable Beach's place identity.
+ Promote environmentally sustainable practices, including resource efficiency (energy, water, waste, air quality, material selection, urban green infrastructure) at all stages of development.

1.3.2. URBAN STRUCTURE

+ Establish a connected and legible urban structure that links key areas of activity with Sanctuary Road and the Cable Beach foreshore.
+ Improve public permeability through large development sites and enable cross block pedestrian connections.

1.3.3. PUBLIC REALM

+ Improve the quality of the streets as a key public realm asset for the precinct, with a particular focus on landscaping, shade, walkability and activating street frontages.
+ Design of the public realm promotes safe and active public spaces during both day and night.
+ Community infrastructure and facilities are responsive to community need, climate, multifunctional and provide for a variety of passive and active activities that attract both tourists and residents.
+ The public realm is reflective of local character, and the natural and cultural environment.

1.3.4. MOVEMENT

+ Create a multi-purpose movement network that provides for a range of transport modes including pedestrians, cyclists, eMobility and vehicles.
+ Create and maintain a pedestrian environment which is safe and comfortable for all users at all times of the day.
+ Improve pedestrian legibility and connectivity by providing new connections through large development sites.
+ Accommodate vehicle parking without allowing it to become a dominant feature of the streetscape.
+ Strengthen connectivity between the CBP and other parts of Broome, with an emphasis on legibility with Chinatown, Old Broome and Broome North.

1.3.5. LAND USE

+ Ensure the predominant use of the precinct is for tourism related development.
+ Support and prioritise tourism related commercial activation along key activity nodes and streets.
+ Enable permanent residential development to occur in a way that does not jeopardise the primary tourist functions and character of the precinct.

1.3.6. BUILT FORM

+ Built form enhances the distinctive characteristics of a local area, contributing to sense of place and tourism character with strong activation and surveillance of public places.
+ Development responds to the specific nature of Broome's climate and environmental conditions in order to reduce heat radiation build up during the day and maximise ventilation cooling during the day and night.
+ Development optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.
+ Development recognises that landscapes and buildings operate as an integrated and sustainable system, within a broader ecological context resulting in well-integrated, engaging places that contribute to local identity and streetscape character.
+ Design of development promotes a safe and active public realm during both day and night.

1.4 STAGING

Staging of development within the CBP will be largely based on the timing and willingness of individual landholders to develop their sites. The CBPSP identifies critical staging/implementation actions, which give consideration for short term (0-5 years), medium term (5-10 years) and long term (10+ years) aspirations. Such actions are set out below, noting that those actions listed as long-term, extend beyond the life of this structure plan.

P1 - Table 2: Urban Structure Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Prepare concepts for the three primary entry points to the precinct to be defined through landscaping, signage and local artworks: + Intersection between Oryx Road and Sanctuary Road. + Intersection of Cable Beach Road West and Gubinge Road. + Intersection of Cable Beach Road West and Sanctuary Road.	Shire of Broome	Nyamba Buru Yawuru
Short	Liaise with the Department of Education to secure public access through Lot 500 (7) Millington Road Cable Beach, as identified in **P1 - Figure 3**.	Shire of Broome	Department of Education
Medium	Where a development application is proposed, liaise with landowners to enable public connections through large development blocks as identified in **P1 - Figure 3**.	Shire of Broome	Impacted Landowners

P1 - Table 3: Public Realm Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Prepare a detailed concept plan for the upgrading of Sanctuary Road and Cable Beach Road West streetscapes, which gives consideration to the proposed design outlined in Part 2 of the CBPSP. The detailed concept plan and subsequent upgrade works should be delivered in stages and provide careful coordination of drainage and other infrastructure.	Shire of Broome	Adjacent landowners Service providers
	Develop a street tree master plan and/or planting palette to guide delivery of street greening in the CBP. Implementation plan should consider timing and prioritisation of streets for additional greening.	Shire of Broome	Nyamba Buru Yawuru, Adjacent Landowners
	Progress Stages 2 and 3 of the Cable Beach Foreshore Improvements in accordance with the Cable Beach Foreshore Master Plan, and with regard for any of the proposed recommendations of the CBPSP.	Shire of Broome	Nyamba Buru Yawuru, Adjacent Landowners
Medium	As part of the public open space requirements in **2.2.15**, prepare a detailed concept plan for the design of the proposed linear parks identified in **P1 - Figure 6**.	Shire of Broome	Adjacent Landowners

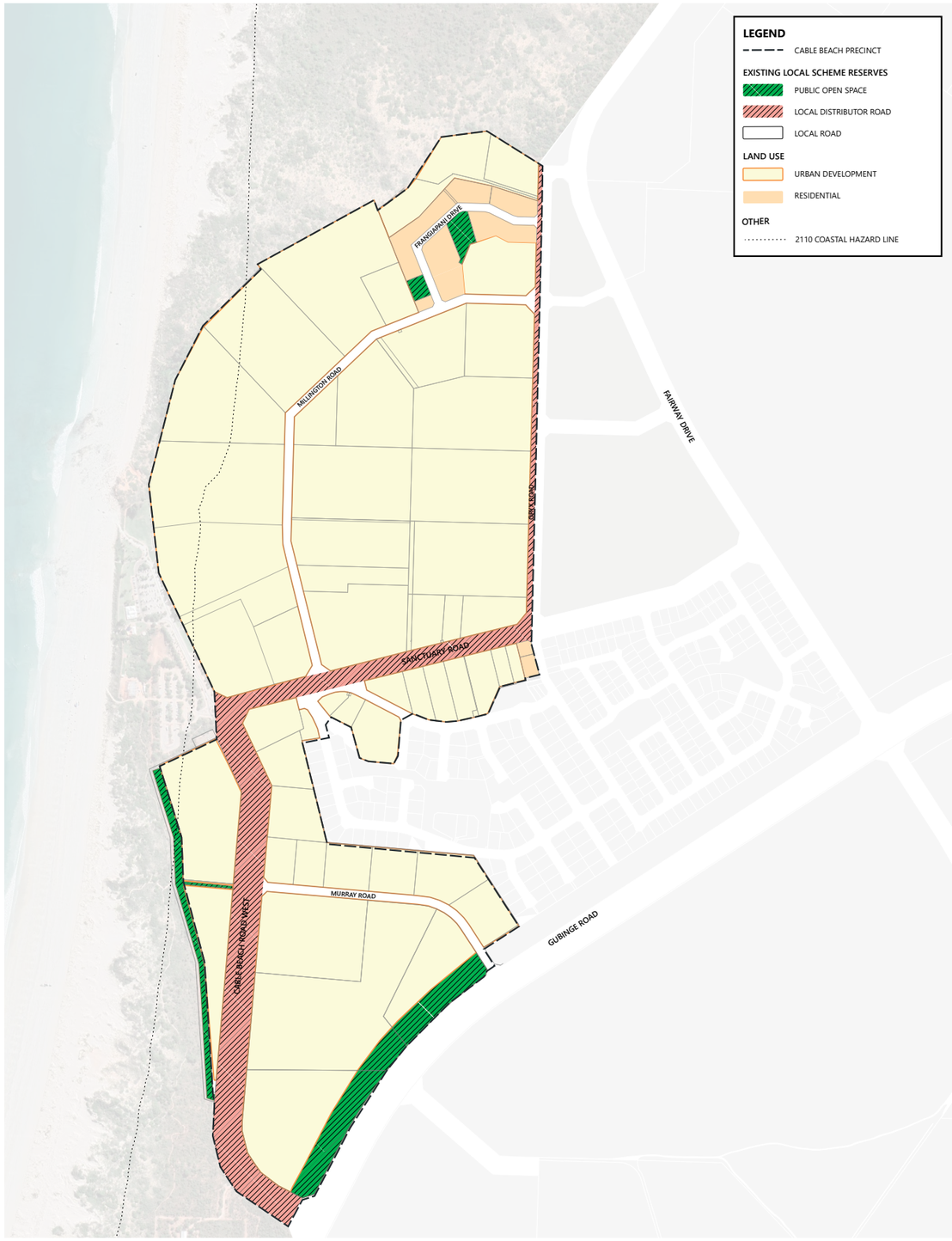
P1 - Table 4: Movement Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Continue to advocate for the expansion of the existing public transport network to enable better connectivity throughout the CBP and the Broome Townsite.	Shire of Broome	Residents Visitors Department of Transport Public Transport Authority
	Street upgrades to be explored along priority routes. Upgrades to consider enhanced pedestrian and cyclist amenity including greening, path upgrades, and lighting where necessary. Priority routes include: + Sanctuary Road + Cable Beach Road West + Millington Road + Oryx Road + Murray Road	Shire of Broome	Adjacent landowners

02

SUBDIVISION AND DEVELOPMENT REQUIREMENTS

P1 - Figure 1: CBPSP - Structure Plan Map



2.1 LAND USE ZONES AND RESERVES

2.1.1. LAND USE PERMISSIBILITY

1. Land use permissibility within the CBPSP shall be determined in accordance with **P1 - Table 5** and **P1 - Table 6**.
2. **P1 - Table 5** identifies the sub-precinct land use objectives and preferred land uses to be considered within urban development zoned land.

P1 - Table 5: CBPSP Preferred Land Use

SUB-PRECINCT	OBJECTIVE	PREFERRED LAND USES	NOTES
LOW IMPACT TOURISM	+ Ecologically and culturally sensitive areas that could support low impact development that has minimal disturbance on the land.	+ Low Impact Tourism	+ Other uses as relevant to the tourism function that provide services and amenity to occupants
CABLE BEACH LOW	+ Lower intensity tourism uses on the periphery of the precinct, connecting back to neighbouring precincts + Lower intensity residential uses are ancillary to tourism uses.	+ Grouped Dwelling + Multiple Dwelling + Caravan Park + Tourist and Visitor Accommodation	+ Other uses as relevant to the tourism function that provide services and amenity to occupants.
CABLE BEACH MID	+ Mid intensity tourism uses that focus on secondary corridors (that lead to key attractions) + Mid intensity residential and active commercial uses are ancillary to tourism uses.	+ Grouped Dwelling + Multiple Dwelling + Tourist and Visitor Accommodation	+ Other uses as relevant to the tourism function that provide services and amenity to occupants.
CABLE BEACH HIGH	+ Higher intensity tourism uses that focus on key attractions and corridors. + Higher intensity residential and active commercial uses are ancillary to tourism uses.	+ Tourist and Visitor Accommodation + Multiple Dwelling + Restaurant + Cafe + Shop + Small Bar	+ Other uses as relevant to the tourism function that provide services and amenity to occupants. + Preference for hotel, resort and serviced apartment tourism uses over short term rental accommodation.

3. Within the Cable Beach High Sub-Precinct, retail/commercial development may be considered without a short-stay accommodation component where:
   - **(a)** A hospitality use (such as brewery, restaurant/cafe, tavern) is provided, with each tenancy limited to a maximum of 800m^2 of gross floor area; and
   - **(b)** Each tenancy provides activation to Sanctuary Road in accordance with **P1 - Table 10** and **P1 - Figure 3**, and is designed to meet the built form objectives of the CBPSP.

P1 - Table 6: CBPSP Land Use Permissibility

USE AND DEVELOPMENT CLASS	URBAN DEVELOPMENT				RESIDENTIAL
	LOW IMPACT TOURISM	CABLE BEACH LOW	CABLE BEACH MID	CABLE BEACH HIGH	
Abattoir	X	X	X	X	*In accordance with the Zoning Table in the Shire's Local Planning Scheme.*
Aerodrome	X	X	X	X	
Aged or dependent person's accommodation	X	D	D	D	
Agriculture – extensive	X	X	X	X	
Agriculture – intensive	X	X	X	X	
Airfield	X	X	X	X	
Amusement parlour	D	X	D	D	
Ancillary dwelling	X	D	D	D	
Animal establishment	X	X	X	X	
Animal husbandry – intensive	X	X	X	X	
Art gallery	P	A	P	P	
Betting agency	X	X	D	D	
Brewery	I	I	I	D	
Bulky goods showroom	X	X	X	X	
Caravan park	P	P	D	X	
Caretaker's dwelling	I	I	I	I	
Car park	D	D	D	D	
Child care premises	D	D	D	D	
Cinema/theatre	D	D	D	D	
Civic use	D	X	D	D	
Club premises	D	A	D	D	
Commercial vehicle parking	A	A	A	A	
Community purpose	P	D	P	P	
Consulting rooms	D	D	D	P	
Convenience store	P	D	P	P	
Corrective institution	X	X	X	X	
Educational establishment	A	A	A	A	
Exhibition centre	D	D	D	D	
Family day care	X	X	X	X	
Fast food outlet	X	X	X	X	
Fuel depot	X	X	X	X	

P - means that the use is permitted if it complies with any relevant development standards and requirements.

D - means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

A - means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions.

X - means that the use is not permitted by this Structure Plan.

USE AND DEVELOPMENT CLASS	URBAN DEVELOPMENT				RESIDENTIAL
	LOW IMPACT TOURISM	CABLE BEACH LOW	CABLE BEACH MID	CABLE BEACH HIGH	
Funeral parlour	X	X	X	X	*In accordance with the Zoning Table in the Shire's Local Planning Scheme.*
Garden centre	I	I	X	X	
Grouped dwelling	D*	D*	D*	D*	
Home business	D	P	P	P	
Home occupation	D	P	P	P	
Home office	P	P	P	P	
Home store	P	P	P	D	
Hospital	X	X	X	X	
Hosted Short-Term Rental Accommodation	X	P	P	D	
Hotel	P	P	P	P	
Industry	X	X	X	X	
Industry – cottage	X	X	X	X	
Industry - extractive	X	X	X	X	
Industry – light	X	X	X	X	
Industry – primary production	X	X	X	X	
Liquor store – large	X	X	X	A	
Liquor store – small	D	A	D	D	
Lunch bar	D	A	D	D	
Marina	X	X	X	X	
Marine filling station	X	X	X	X	
Market	A	X	A	A	
Medical centre	X	X	D	D	
Mining operations	X	X	X	X	
Motor vehicle, boat or caravan sales	X	X	X	X	
Motor vehicle repair	X	X	X	X	
Motor vehicle wash	X	X	X	X	
Multiple dwelling	D*	D*	D*	D*	
Nightclub	X	X	A	A	
Office	I	I	I	I	
Park home park	X	X	X	X	
Place of worship	X	X	A	A	
Reception centre	D	D	D	D	
Recreation - private	X	A	A	A	
Renewable energy facility	X	X	X	X	
Residential building	X	D	D	D	
Resource recovery centre	X	X	X	X	
Restaurant/café	P	D	D	P	
Restricted premises	X	X	X	X	
Road house	X	X	X	X	
Rural home business	X	X	X	X	
Rural pursuit/hobby farm	X	X	X	X	
Service station	X	X	X	X	
Shop	D	D	D	D	
Single house	X	D*	X	X	
Small bar	A	A	A	D	
Tavern	D	A	D	D	
Telecommunications infrastructure	A	A	X	X	
Tourist and visitor accommodation	P	P	P	P	
Trade display	X	X	X	X	
Trade supplies	X	X	X	X	
Transport depot	X	X	X	X	
Tree farm	X	X	X	X	
Un-hosted Short Term Rental Accommodation	X	P	P	D	
Veterinary centre	X	X	X	X	
Warehouse/ storage	X	X	X	X	
Waste disposal facility	X	X	X	X	
Waste storage facility	X	X	X	X	
Winery	X	X	X	X	
Workforce accommodation	I	I	I	I	
NOTES	*Residential uses permitted in accordance with **Section 2.1.2**.				

2.1.2. RESIDENTIAL LAND USES

1. The local government may approve permanent residential development provided that it complies with the following:

   (a) Development achieves the residential permissibility requirements set out in **P1 - Table 7**;

   (b) Prior to subdivision or development occurring, a development application which includes both the tourism and residential components, must be provided for the entire site (see **Section 3.1**);

   (c) The scale, bulk and design of the development responds to the character and enhances the amenity of the area;

   (d) Development and subdivision contributes to the connectivity and legibility of the precinct identified in the urban structure requirements of **P1 - Figure 3**;

   (e) The protection of residential amenity through careful design of both facilities and accommodation on the site to minimise disturbance and conflicts between land uses;

   (f) If the development is to be staged, the residential development may precede the tourism development where;

   - High-quality landscape outcomes are delivered (to the satisfaction of the Shire of Broome) in the front setback area and adjoining verge in accordance with Clause 2.2.10. Delivery of landscaping will be a condition of approval.
   - The residential component of any development must demonstrate positive streetscape outcomes by ensuring that the orientation of habitable rooms and/or outdoor living areas provides passive surveillance of the street.

   (g) Where strata titling is proposed, a management statement is registered at the same time the strata or survey strata plan is registered that restricts the maximum length of stay to three months in any twelve month period applied to the tourism accommodation.

2. Notwithstanding Clause 2.1.2 (1), residential development is not permitted on the following lots:

   (a) Lot 2790 Cable Beach Road West, Cable Beach

   (b) Lot 2791 Cable Beach Road West, Cable Beach

   (c) Lot 500 Millington Road, Cable Beach (Broome Camp School)

3. Where a proposed development has the potential to be subdivided to create 20 or more green title lots, strata lots or survey-strata lots, with each lot obtaining driveway access from a communal street, the communal street shall be publicly accessible and designed in accordance with the applicable requirements of the State Planning Framework, including but not limited to:

   (a) State Planning Policy 7.3 - Residential Design Codes Volume 1;

   (b) Liveable Neighbourhoods; and

   (c) WAPC Development Control Policies.

P1 - Table 7: CBPSP Residential Permissibility

	RESIDENTIAL PERMISSIBILITY
LOW IMPACT TOURISM SUB-PRECINCT	+ Permanent residential is not permitted.
CABLE BEACH LOW SUB-PRECINCT	+ Permanent residential development must not occupy more than: – 50% of the total number of units/dwellings; or – 50% of the total lot area. + The proportion of permanent residential development may be increased to 70% where: – Public connections are provided through the site in accordance with **P1 - Figure 6**; and – It can be demonstrated that residential development will not have a negative impact on the primary tourism character or amenity of the CBP.
CABLE BEACH MID SUB-PRECINCT	+ Permanent residential development must not occupy more than: – 50% of the total number of units/dwellings; or – 50% of the total lot area. + The proportion of permanent residential development may be increased up to 70% where: – Public connections are provided through the site in accordance with **P1 - Figure 6**; – Development fronts the street providing an active interface in accordance with the streetscape requirements of **Section 2.2.7**; and – It can be demonstrated that residential development will not have a negative impact on the primary tourism character or amenity of the CBP.
CABLE BEACH HIGH SUB-PRECINCT	+ Permanent residential development must not occupy more than 50% of the total number of units/ dwellings. + The proportion of permanent residential development may be increased to 70% where; – Public connections are provided through the site in accordance with **P1 - Figure 6**; – Development fronts the street providing an active interface in accordance with the streetscape requirements of **Section 2.2.7**; and – It can be demonstrated that residential development will not have a negative impact on the primary tourism character or amenity of the CBP. + Development that does not include Tourist Development or Hotel uses may be considered where: – Lot size is less than 7,500m^2 (excluding any survey strata lots); and – Development fronts the street providing an active interface in accordance with the streetscape requirements of **Section 2.2.7**[1]; and – Lots identified as Primary Active Edge provide active commercial uses for the majority of the ground floor fronting the street[1]; and – It can be demonstrated that residential development will not have a negative impact on the primary tourism character or amenity of the CBP.

NOTES: Where survey strata subdivision is proposed, residential ratios are to be applied across the total parent lot area.

[1]In the event that existing tourism development applies for a change of use to permanent residential, development would be required to achieve the streetscape requirements, which may require upgrades and/or redevelopment of existing buildings.

2.2 GENERAL REQUIREMENTS

This section provides an overview of the development standards which apply to all subdivision and development in the CBPSP area.

2.2.1. DEVELOPMENT AND DENSITY

1. Residential density shall be in accordance with **P1 - Figure 2**.

2.2.2. SUBDIVISION AND AMALGAMATION

1. Freehold subdivision within the urban development zone will not be supported to create lots less than 10,000m^2 in area. Survey strata subdivision to create lots less than 10,000m^2 in area may be considered, provided it is accompanied by an approved development application (see **Section 3.1**).

2.2.3. BUILDING HEIGHTS

GENERAL

1. Building heights shall comply with the minimum and maximum building heights set out in **P1 - Table 8.**
2. Development on Lots 3, 50 and 51 Coucal Street and Lots 51, 11 and 985 Millington Road must be designed so as to avoid overlooking into the Hidden Valley, and must not be visible from the Hidden Valley as it is a culturally sensitive area.
3. To promote adaptability for future uses, applicants are encouraged to provide more generous than typical ground floor heights to support potential future conversion to non-residential uses.

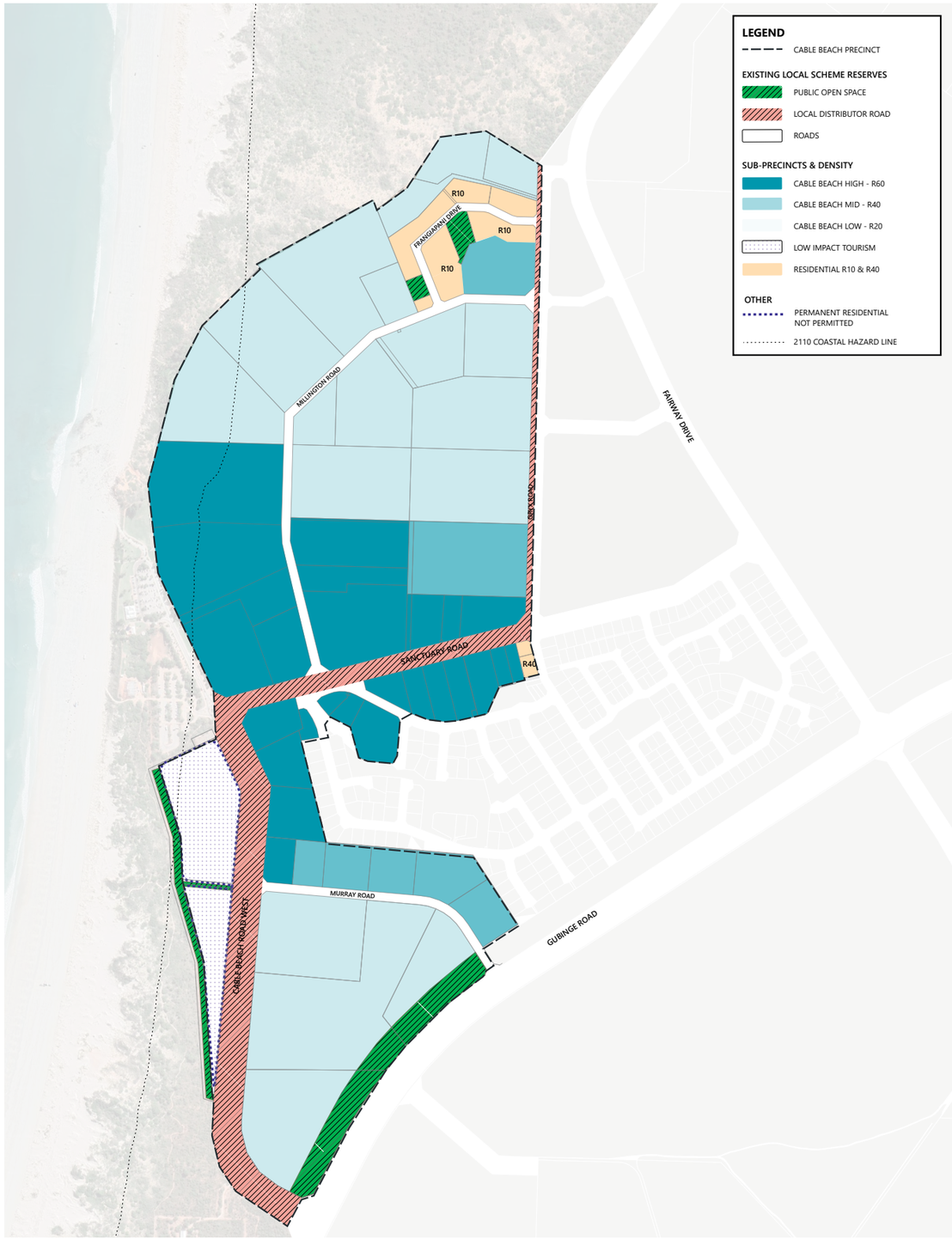
BONUS HEIGHT CRITERIA

4. A maximum height of five (5) storeys may be considered on lots identified as Cable Beach High Sub-Precinct (at the discretion of the Shire of Broome), where it can be demonstrated that all of the following criteria can be met:
   - **(a)** Is consistent with the objectives of the CBPSP (**Section 1.3**); AND
   - **(b)** Can demonstrate that any development above 3 storeys is set back a minimum of 10m from all property boundaries and avoids the maximum 3 storey zones identified on **P1 - Figure 3** so as not to be visible from the beach; AND
   - **(c)** Can demonstrate how the design responds to Broome's climate and landscape character; AND
   - **(d)** Can demonstrate that the design permits winter sun (mid-day, June 21) penetration to any adjoining or adjacent residential or tourism zoned land.
5. A maximum height of three (3) storeys may be considered on lots identified in the Cable Beach Low -Sub-Precinct (at the discretion of the Shire of Broome) where the three storey component relates to a tourism development.

2.2.4. SITE COVER

1. Development on each site must not exceed the maximum site cover percentages set out in **P1 - Table 8.**

P1 - Figure 2: CBPSP - Sub-Precinct and Density Plan



2.2.5. SETBACKS

1. Buildings are set back from the street boundary in accordance with the standards set out in **P1 - Table 8**.
2. Buildings are set back from lot boundaries in accordance with the standards set out in **P1 - Table 8.**
3. A fully open carport or roofed outdoor living area may encroach up to 2m into the side lot boundary setback, provided the structure does not cause any obstructions to breeze paths. i.e. no solid screens, walls, or roller doors.
4. Boundary walls are not permitted except where:
   - **(a)** Both the subject site and the affected adjoining site are created in a plan of subdivision submitted concurrently for the proposed development:
   - **(b)** The boundary walls are interfacing and of equal dimension; and
   - **(c)** It can be demonstrated that adequate natural ventilation can be achieved into the dwelling/unit and throughout the site.

P1 - Table 8: CBPSP Built Form Controls

ELEMENT	PROVISION	SUB-PRECINCTS					
		LOW IMPACT TOURISM	CABLE BEACH LOW	CABLE BEACH MID	CABLE BEACH HIGH	RESIDENTIAL	
R-Code	Relevant R-Coding	NA	R20	R40	R60	R10	R40
Building Height *Maximum*		1 storey 2 storeys at area of Primary Active Edge	2 Storeys 3 storeys permitted subject to 2.2.3 (5)	3 Storeys	3 Storeys 5 storeys permitted subject to 2.2.3 (4)	2 Storeys	2 Storeys
Street Setback *Minimum primary and secondary street*	Commercial	Nil along Cable Beach Road West edge.	7m	2m	Nil up to 3 storeys 10m for greater than 3 storeys	7m	7m
	Tourism/ Residential	6m		7m	4m up to 3 storeys 10m for greater than 3 storeys		
Lot Boundary Setbacks *Minimum*	Up to 3 storeys	6m	In accordance with the R-Codes.	In accordance with the R-Codes.	In accordance with the R-Codes.	3m	3m
	4 storeys and above	-	-	-	15m	-	-
Site Cover	Maximum site cover	20%	35%	45%	55%	40%	50%
Landscaping	Minimum soft landscaping	50%	35%	35%	25%	20%	20%

2.2.6. BUILT FORM CHARACTER

1. Design of buildings to demonstrate how the development achieves objectives of the CBP as set out in **Section 1.3**, as well as the sub-precinct character types described in **P1 - Table 9**.

P1 - Table 9: CBPSP Built Form Character

SUB-PRECINCTS	CHARACTER STATEMENT
Low Impact Tourism	+ Low-impact tourism is a sustainable form of tourism development that is light on the landscape, respectful of the local place, community and their cultures. + Development should be integrated with, and have minimal impact on the natural environment. + Development to occur in a largely dispersed form, with high quality endemic landscaping to separate accommodation units and act as a visual buffer from the street.
Cable Beach Low	+ Low rise tourism/residential development, including caravan parks, with a dispersed built form separated by high quality landscaping that adds shade and amenity to occupants. + Large buildings may be appropriate for communal facilities or related commercial development such as restaurants and cafes. + Street edges should provide high quality landscaping, while allowing opportunities for casual passive surveillance from units/dwellings onto the street.
Cable Beach Mid	+ Development to occur in either a dispersed or consolidated form, with an emphasis on providing high quality landscaping to provide separation and a high level of amenity in between buildings. + Development to provide interaction with the street through key areas such as entrances of developments, cafes/restaurants, or any recreational activities associated with the development. + Street setback areas to be well landscaped, providing a balance between privacy and passive surveillance of the street.
Cable Beach High	+ Development provides an active and engaged frontage to the street, providing density in tourism or residential dwellings in a central location. + Development should be of a more urban scale, with the height and mass of development to provide a human scale to the street. + Development to provide separation between buildings that is well landscaped and consistent with a pavilion architectural style. + Additional height may be considered towards the centre of the site, to ensure development does not negatively impact the amenity of adjoining lots or the streetscape. + Nodes of activity along the street frontage may be interrupted by high quality landscaping, provided that the building still maintains a strong presence to the street.
Residential	+ Suburban characteristics with climate responsive homes in a landscape setting. + Street setback areas to be well landscaped, providing a balance between privacy and interaction with the street

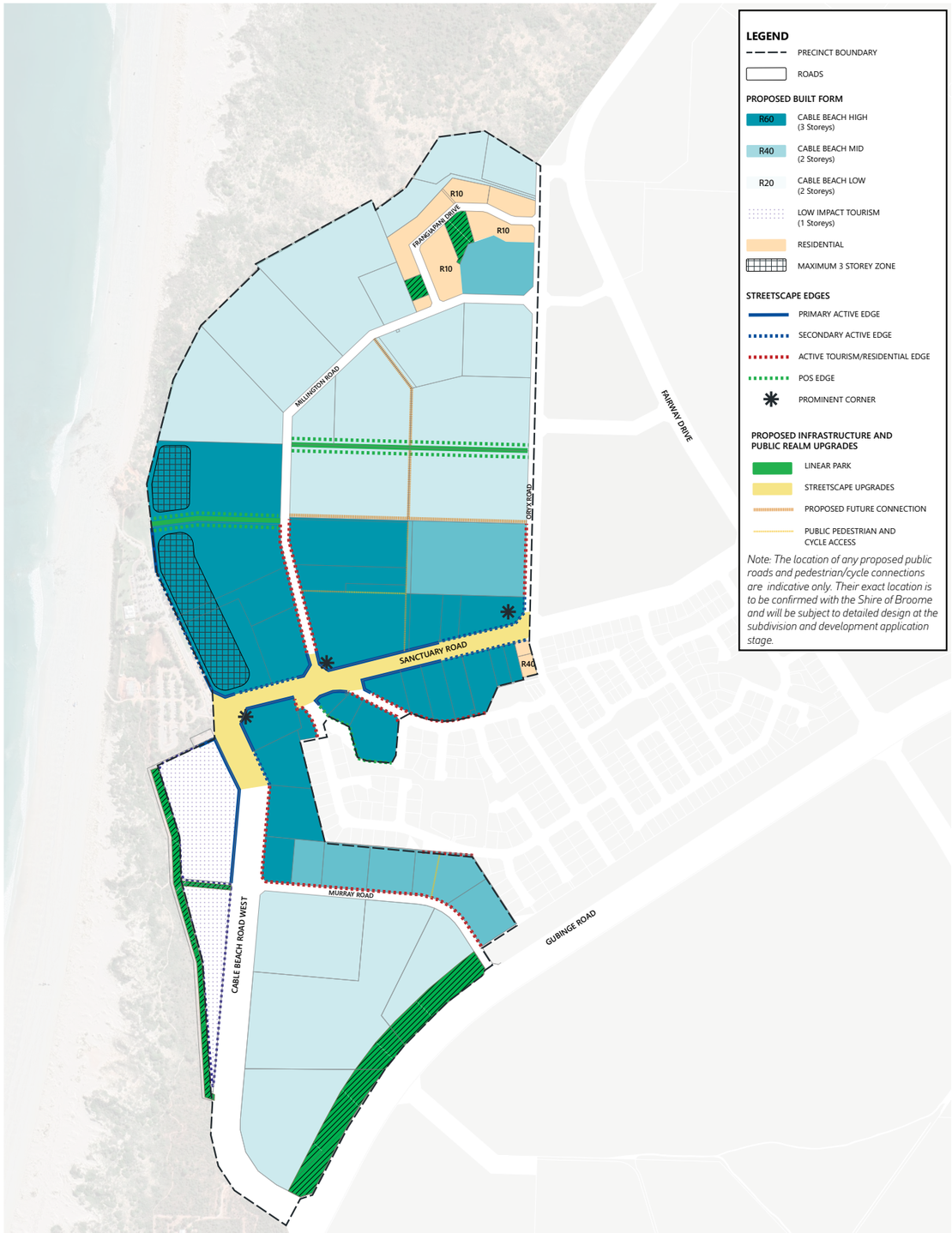
2.2.7. STREETSCAPE

1. Where streetscape edges are indicated on **P1 - Figure 3**, building edges to be developed in accordance with **P1 - Table 10**.
2. Where identified as a 'Prominent Corner' on **P1 - Figure 3**, design of development to demonstrate how corner elements are contributing landmarks through their architecture and use.
3. Landscaping of the adjacent road reserve is required for all new developments within the CBPSP. Prior to occupation of the development, a deed of agreement between the landowner and the Shire must be prepared at the landowner's cost, under which the owner agrees to maintain the road reserve landscaping. The landowner must also lodge a caveat on the Certification of Title to notify prospective landowners of this requirement.

P1 - Table 10: CBPSP Streetscape Requirements

EDGE TYPE	REQUIREMENTS
All Edge Types	+ All verandahs, awnings and other overhangs must provide a minimum vertical clearance of 2.8m above the finished footpath level, and designed to ensure they do not inhibit trees achieving full mature canopies. + Where new public pedestrian and cycle access is provided in accordance with **Section 2.2.15**, development must front the public realm and provide a high degree of passive surveillance. + Upper level balconies and/or windows must overlook the street and other public areas. + Solid fencing is not permitted within the primary street setback area. All fences within the primary street setback area shall be no higher than 1.8m and minimum 80% permeable to allow airflow to pass through unobstructed. + For **corner lots**, the following applies: - Corner lots must include 50% of fencing to secondary street as per the primary street fencing requirements. - Corner dwellings must be equally articulated to both street frontages. - Corner dwellings must have openings to habitable rooms on each street-facing façade within the street setback area. + Utilities and services areas must not negatively impact the amenity of the public realm or adjoining properties: - Services, including air conditioning units, satellite dishes and other plant and equipment, must be located to minimise visual and acoustic impact on neighbouring properties and the street and public realm. - All service meters must be contained within development lots, and screened and integrated into the overall development. - Air conditioning must not be visible from the street and must not be visible above the roof line of buildings on street facing elevations.
Primary Active Edge	+ Ground floor commercial uses are required. + Development to front and provide active uses at the ground floor, ensuring strong relationship between the building and the street. - Alfresco dining and uses that open out onto the street are strongly encouraged. - Alfresco structures within verge areas must provide integrated public access ways through alfresco areas, at a minimum width of 2m. + Buildings must incorporate articulation and other facade variations adjacent to street frontages and other significant public realm spaces to reduce their visual bulk and improve their appearance. + Development fronting the street to provide continuous weather protection and shading along footpaths through the use of awnings, colonnades and verandahs of a minimum width of 3m. + For **all development**, the Acceptable Outcomes set out in the following sections of the *R-Codes Volume 2* apply: - Section 3.6 Public Domain Interface. - Section 3.7 Pedestrian Access and Entries. + Where landscaping is provided within the street setback area, design must ensure the building and any alfresco areas are still able to interact with the street.
Secondary Active Edge	+ Ground floor commercial uses are preferred + Development may provide residential/tourism development at the ground floor, provided the building fronts onto the street reinforcing an urban built edge, consistent with the desired Cable Beach High Sub-Precinct character. + For **all development**, the Acceptable Outcomes set out in the following sections of the *R-Codes Volume 2* apply: - Section 3.6 Public Domain Interface. - Section 3.7 Pedestrian Access and Entries. + Where landscaping is provided within the street setback area, design must ensure the building and any alfresco areas are still able to interact with the street.
Active Residential Edge	+ For **all development**, the Acceptable Outcomes set out in the following sections of the *R-Codes Volume 2* apply: - Section 3.6 Public Domain Interface. - Section 3.7 Pedestrian Access and Entries. + Where landscaping is provided within the street setback area, design must ensure the building and any alfresco areas are still able to interact with the street.
POS Edge	+ Building design to ensure habitable rooms and private open spaces are oriented towards POS to provide passive surveillance. + Where sites back onto POS, direct access from private open space is permitted. + Fencing, landscaping and other elements on the frontage must be designed in accordance with CPTED principles to eliminate opportunities for concealment.

P1 - Figure 3: CBPSP - Built Form and Streetscape Plan



2.2.8. CAR PARKING AND VEHICLE ACCESS

1. Parking within the CBP shall be provided in accordance with the ratios specified in the Scheme.
2. Car parking for all new tourist and permanent residential development must be provided within the property boundary and not be visible from the street. The use of the road reserve for car parking is at the Shire's discretion and will only be considered for guest check-in areas, and where adequate street parking is not provided to service any ancillary uses along the street edge.
3. Vehicle access must be minimised and consolidated where possible. Access must not adversely impact upon street trees, amenity of the street or pedestrian connectivity
4. Any driveway must be set back a minimum of 1m from a side boundary to allow for sufficient area for landscaping.

2.2.9. BICYCLE PARKING AND END OF TRIP FACILITIES

1. For residential development, bicycle parking and end of trip facilities shall be provided in accordance with the R-Codes.
2. For non-residential development, bicycle parking and end of trip facilities shall be provided in accordance with the Scheme.

2.2.10. LANDSCAPE, DEEP SOIL AND TREE CANOPY

1. Significant existing trees[1] that are located within the street or lot boundary setback are to be retained.
2. The removal of significant existing trees[1] within the street or lot boundary setback shall only be permitted when:
   - **(a)** It can be relocated to another portion of the site; or
   - **(b)** Is supported by an arboriculture report; or
   - **(c)** It can be reasonably demonstrated to the satisfaction of the Shire that retention of the tree will adversely compromise the development potential of the site, impacting its ability to meet CBPSP objectives.
3. Soft landscaping, deep soil areas are provided in accordance with **P1 - Table 11**, and the below standards:
   - **(a)** Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees (where possible), or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.
   - **(b)** Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.
   - **(c)** Soft landscaping is to include a variety of ground cover, shrubs and small trees, and to be integrated with the site's response to water management.
   - **(d)** In addition to the tree requirements of **P1 - Table 11**, uncovered at-grade car parking to include shade trees planted at a minimum ratio of one small tree for every four car spaces, with the total required number of trees to be rounded up to the nearest whole number.
4. Landscaping will be designed in accordance with CPTED principles, and allow development to take advantage of views over open space while assisting with creation of an attractive urban edge with landscaping on verge and near-verge areas to soften the appearance of buildings and provide shade.
5. Landscaping must be designed to complement building design solutions to optimize climate-control benefits of ventilation and shading in an integrated way.
6. For tourism, commercial, or residential development of five or more grouped or multiple dwellings, a detailed Landscaping Plan for the development and adjacent road reserve is to be provided as part of the Development Application. Installation of landscaping and reticulation must be carried out in accordance with the approved Landscaping Plan prior to occupation of the development.

P1 - Table 11: CBPSP Landscaping, Deep Soil and Tree Requirements

LAND USE		SOFT LANDSCAPING	MINIMUM DEEP SOIL	MINIMUM REQUIREMENT FOR TREES[2]
Residential Development	Single House and Grouped Dwellings	R20 and below - 30% R30 and above - 25%	10%	1 medium tree per dwelling
	Multiple Dwellings	20%	In accordance with the State Planning Policy 7.3 - Residential Design Codes Volume 1. For multiple dwellings R30 and below, the deep soil area and tree canopy requirements of R40 apply.	
Non-Residential Development	Low Impact Tourism Sub-Precinct	50%	10%	NA
	Cable Beach Low Sub-Precinct	35%		2 medium trees and 2 small trees per 1,000m^2 OR 1 large tree and 2 small trees per 1,000m^2 (or part thereof)
	Cable Beach Mid Sub-Precinct	35%		
	Cable Beach High Sub-Precinct	25%		

NOTES:

[1]Significant existing tree as defined in the R-Codes.

[2]Tree sizes to be in accordance with those set out in Table 3.3b of the State Planning Policy 7.3 - Residential Design Codes Volume 1.

2.2.11. OPEN SPACE AND OUTDOOR LIVING AREAS

RESIDENTIAL DEVELOPMENT

For single houses and grouped dwellings only. For multiple dwellings refer to the R-Codes.

1. Outdoor living areas are to be provided in accordance with the R-Codes, but must provide roof cover for a minimum 16m^2 area with a 3m minimum dimension.
2. Outdoor living areas are to be directly accessible from an internal living space and located:
   - **(a)** To the east or south of the dwelling to address climatic impacts; or
   - **(b)** Fronting the street, to provide passive surveillance and interaction with the public realm.

   Outdoor living areas to the west or north of the building are limited and must be provided with adequate shading. Any covered outdoor living areas must be set back in accordance with the setback requirements of Section 3.0.
3. Outdoor living areas are encouraged to be located fronting the street, to provide passive surveillance and interaction with the public realm. Any covered areas must be set back in accordance with the setback requirements of **Section 2.2.5**.

2.2.12. SOLAR ACCESS AND NATURAL VENTILATION

ALL DEVELOPMENT

1. Design of buildings should have regard for:
   - **(a)** Local climatic conditions and traditional architecture features; and
   - **(b)** Architectural features should be included in the development to reduce solar penetration and increase access to prevailing breezes.

NON-RESIDENTIAL DEVELOPMENT

2. Glazing within east and west facing walls must be shaded either by a neighbouring building, adjustable vertical shading structures or, awning or, similar structure or, a combination of the above.
3. North facing and south facing openings must all be provided with a horizontal fixed or moving shading device with a minimum width of 750mm.

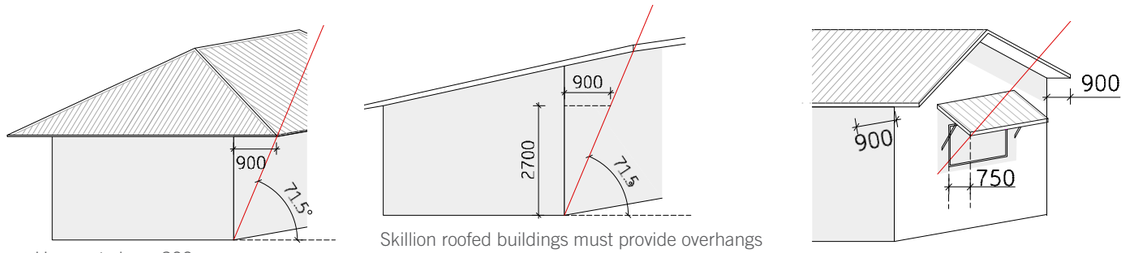
RESIDENTIAL/TOURIST DEVELOPMENT

4. Buildings are oriented to:
   - **(a)** Minimise major openings to dwellings/units facing west; and
   - **(b)** Maximise natural cross ventilation to habitable rooms.

   Where west facing, major openings and balconies are preferred to maximise views to the ocean as well as provide adequate shading. The use of operable louvres for major openings and balconies are encouraged to be considered in controlling solar access and subsequently, reducing the thermal heat load upon the building/ dwelling.
5. Development to be shaded by incorporating the following:
   - **(a)** Minimum eave overhang of 900mm to all walls:
   - **(b)** For double storey houses, all ground floor windows should be shaded by an awning of at least 900mm wide. All windows not shaded by a 900mm eave overhang, such as along gable wall, or windows with a sill height less than 500mm above floor level are to be shaded by a vertical or horizontal device e.g: awning, pergola, louvre or an approved alternative that is suitable to cyclonic conditions (refer **P1 - Figure 4**).
   - **(c)** Sub Clauses 5 (a) and (b) can only be varied for tourist developments where it can be demonstrated that appropriate shading can still be achieved. Any alternate external shading devices or solutions would need to be agreed with the Shire of Broome.
6. Multiple dwellings or multi-storey tourism development/accommodation has a maximum building depth of 20m.
7. Ceiling heights must be minimum of 2.7m to all habitable areas.
8. Natural ventilation to the dwelling/unit is provided through demonstrating (refer **P1 - Figure 5**):
   - **(a)** All habitable rooms should have a minimum 1m^2 openable window;
   - **(b)** All windows must have minimum 50% openable area;
   - **(c)** Breeze paths must have a maximum length of 15m through a maximum of 3 windows, doors or other openings; and
   - **(d)** Breeze paths must not crank more than 35 degrees in their passage through the house/unit plan.

   All dimensions should be clearly shown on Development Application plans.

9. Balustrades must be at least 75% breeze permeable.



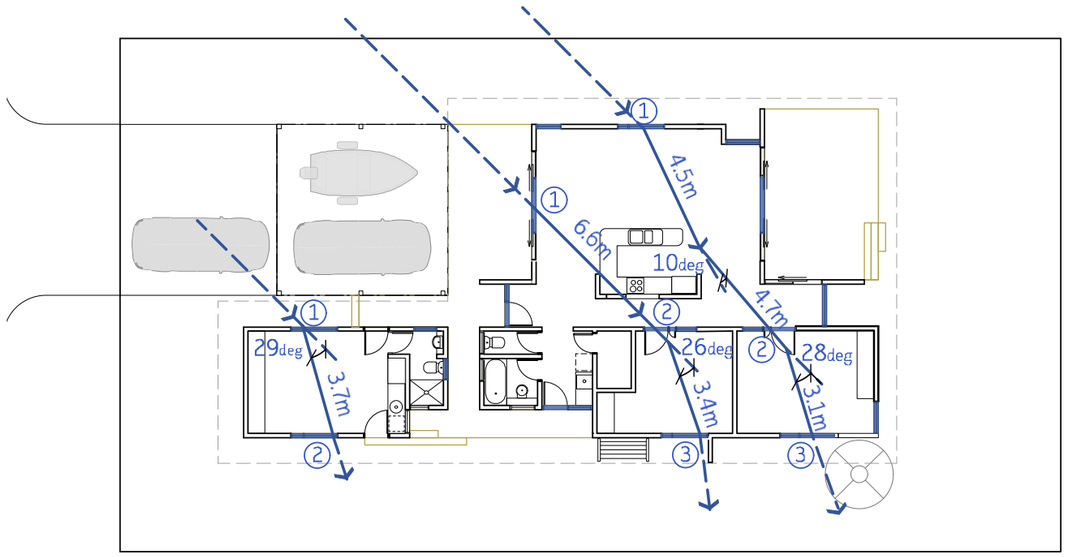
Houses to have 900mm eaves to all external walls.

Skillion roofed buildings must provide overhangs with equivalent shade value to a 900mm eave at 2700mm above ground (ie 71.5º)

Gable ends must also provide additional shading to windows.

P1 - Figure 4: CBPSP Shading Requirements

Source: Broome North Design guidelines



P1 - Figure 5: CBPSP Natural Ventilation Requirements

2.2.13. VISUAL PRIVACY

1. Tourism development that overlooks residential development must be set back to comply with the visual privacy provisions of the R-Codes.

2.2.14. INFRASTRUCTURE REQUIREMENTS

PUBLIC OPEN SPACE

1. Where permanent residential development is proposed, public open space (POS) must be provided in accordance with the State planning framework including Development Control Policy 2.3 - Public Open Space in Residential Areas and Liveable Neighbourhoods.
2. A portion of the below lots to be vested to the local government for the purpose of public open space in accordance with the proposed linear park identified in **P1 - Figure 6**:
   - **(a)** Lot 1 (10) Millington Road, Cable Beach
   - **(b)** Lot 2 (12) Millington Road, Cable Beach
   - **(c)** Lot 500 (7) Millington Road, Cable Beach
   - **(d)** Lot 991 Millington Road, Cable Beach
   - **(e)** Lot 995, (45) Oryx Road, Cable Beach
   - **(f)** Lot 996, (13) Oryx Road, Cable Beach

   Vested land to be a minimum 10m width for the length of the applicable boundary and can form part of POS requirements in **2.2.15 (1).**

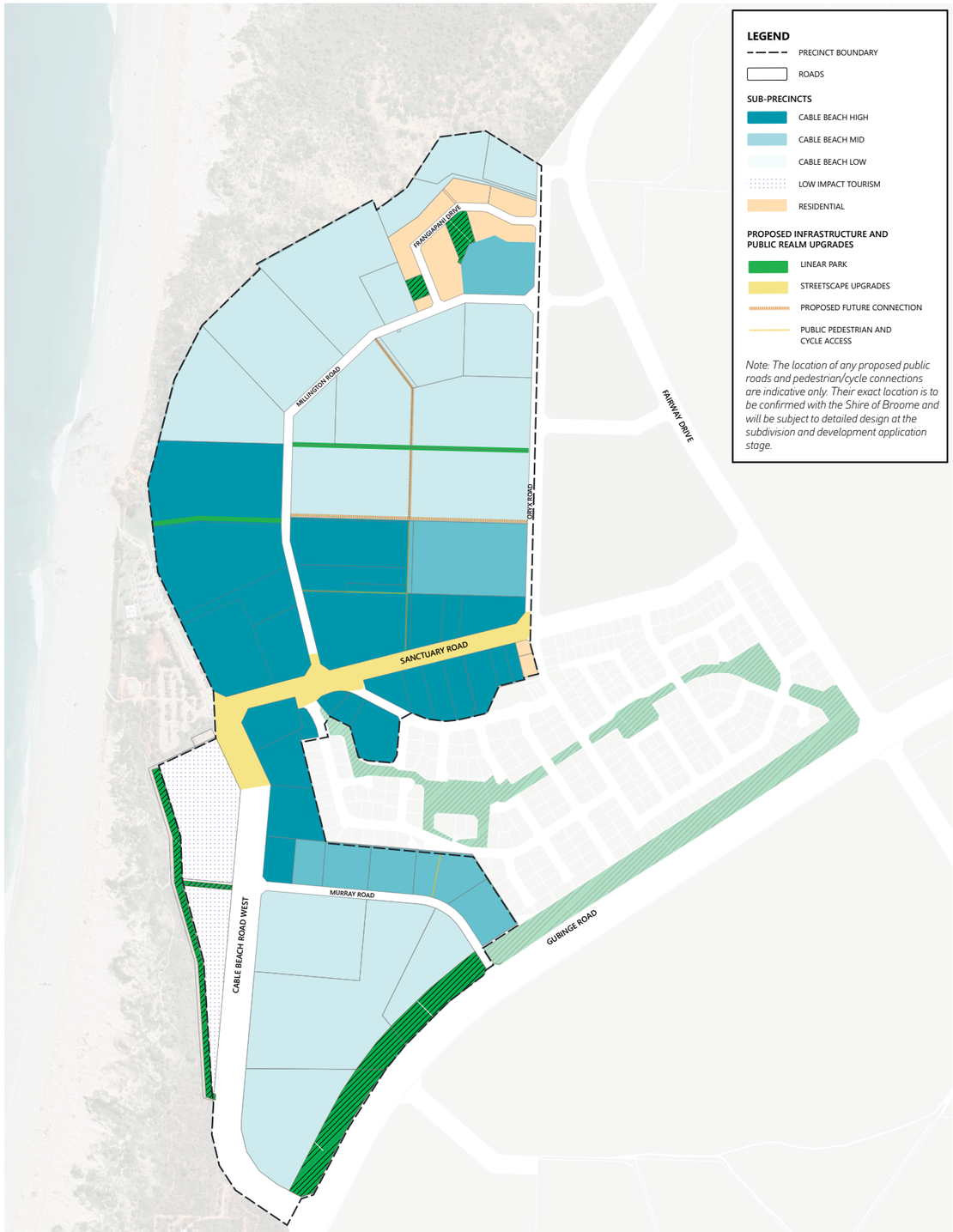
PUBLIC ROADS

3. Where development proposes permanent residential development for more than 50% the total number of units/dwellings and/or 50% of the total lot area, public streets and pedestrian/cycle access ways are to be provided and constructed by the landowner (to the satisfaction of the Shire of Broome) in accordance with:
   - **(a)** the proposed connections identified in **P1 - Figure 6**; and
   - **(b)** the applicable requirements of the State Planning Framework, including but not limited to the State Planning Policy 7.3 - Residential Design Codes, Liveable Neighbourhoods, WAPC Development Control Policies.

PEDESTRIAN/CYCLE CONNECTIONS

4. Publicly accessible pedestrian/cycle connections are to be provided and constructed by the landowner (to the satisfaction of the Shire of Broome) in accordance with the proposed connections identified in **P1 - Figure 6** and the following:
   - **(a)** Provided as public access easements: Landowners may control public access in dedicated pedestrian / cycle connections where they pass wholly through privately owned property. Managed public access during agreed hours is permitted to ensure safety and security after hours;
   - **(b)** Minimum 6m width;
   - **(c)** Designed in accordance with the WAPC's Safer Places by Design (Scenario 4.7 and 4.8) and accompanied by a CPTED Statement.
5. Where a public road is not required in accordance with **2.2.15 (3)**, these connections should be provided as pedestrian/cycle connections in accordance with **2.2.15 (4)**.

P1 - Figure 6: CBPSP - Infrastructure and Public Realm Upgrades



2.3 OTHER REQUIREMENTS

2.3.1. PUBLIC ART

1. A public art contribution is required pursuant to Local Planning Policy 5.12 - Provision of Public Art.

2.3.2. ENVIRONMENTAL CONSIDERATIONS

1. Land located within Special Control Area 9 as shown on **P1 - Figure 1**, shall be required to meet the design criteria set out in the Shire's Local Planning Policy 5.23 - Coastal Planning.
   - **(a)** Unless provision is made within the CHRMAP for protection, no permanent structures shall be located within the coastal erosion processes setback area for the 2110 planning period. A copy of the coastal erosion processes affecting Broome Townsite can be located in the Broome Townsite CHRMAP.
   - **(b)** Structures, including residential development, that have a lifespan less than the 100-year coastal erosion planning timeframe may be permitted providing they are consistent with the CHRMAP adaptation strategies in Appendix 3 (of the Broome Townsite CHRMAP) and removed once the current risk of erosion poses an unacceptable risk to a development or structure.
2. Review asbestos registers, conduct asbestos surveys, removal and appropriate disposal if identified in buildings planned for demolition. Where asbestos is identified:
   - **(a)** Develop and implement an Asbestos Management Plan (AMP) and Construction Environmental Management Plan (CEMP) as required.
   - **(b)** Development of an EMP at development stage detailing mitigation strategies, triggers and contingency actions.
3. Development applications in the CBPSP, which in the opinion of the Shire of Broome have the potential for direct light spill onto turtle nesting areas on Cable Beach, area are to be accompanied by:
   - **(a)** Line of sight modelling, to determine from what locations direct and indirect light (including skyglow) would be visible from Cable Beach. Any portion of a building with line of sight from/to Cable Beach shall be designed to restrict artificial light emission as visible from the beach front; and
   - **(b)** Lighting Management Plan to be prepared to the satisfaction of the local government in consultation with the Department of Biodiversity, Conservation and Attractions in accordance with the Environmental Assessment Guideline for Protecting Marine Turtles from Light Impacts (EPA 2010) (or as updated) and the Commonwealth Light Pollution Guidelines for Wildlife – Including Marine Turtles, Seabirds and Migratory Shore birds (Department of the Environment and Energy and Department of Biodiversity, Conservation and Attractions, 2020) (or as updated) to ensure protection of marine turtle habitats.

Note: Applicants are advised to engage with the Shire of Broome early to determine if Clause 2.3.2 (3) applies.

2.3.3. URBAN WATER MANAGEMENT

1. A minimum of 3% of the site area should be suitable to absorb rainfall and act as a soakwell during high rainfall events (e.g. rain garden) .
2. Where new development proposes to discharge stormwater into the Shire's drainage system, a headworks charge will be imposed as a condition of Development Approval.
3. No additional development is recommended within the 1% annual exceedance probability (AEP) flood extents, as indicated in the flood inundation mapping included in Figure 8 of **Appendix 2.** Where new development is proposed, development to have a minimum 0.4m freeboard to the 1% AEP flood levels.
4. Where practical, development to use treated stormwater and wastewater for irrigation of landscaped areas.
5. All new subdivision and development is to be connected to a reticulated water supply. The use of residential bores (including those exempt from licensing under the Rights in Water and Irrigation Act 1914) will not be supported, and this will be enforced via a condition of Development Approval.

2.3.4. BUSHFIRE MANAGEMENT

1. Any development or subdivision application submitted for lots designated as being bushfire prone under State Planning Policy 3.7 - Bushfire (SPP 3.7), identified on the Department of Fire and Emergency Services Bushfire Prone Map, must prepare and submit a Bushfire Management Plan in accordance with the requirements of SPP3.7.

2.3.5. CONSERVATION ESTATE ENGAGEMENT

1. Where a site or property directly adjoins a Conservation Estate, engagement with the Yawuru Park Council is required prior to subdivision and development occurring.



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ADDITIONAL DETAILS

3.1 INFORMATION TO BE SUBMITTED

P1 - Table 12 sets out the additional information required which must be provided as part of any subdivision or development application prepared under the CBPSP, it identifies the type of study/plan, what matters the plan/study should address, and who should be consulted at the time of preparation.

The information contained in **P1 - Table 12** should be read in conjunction with other relevant checklists (e.g. Shire's Development Application Checklist).

P1 - Table 12: Additional Information Requirements

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
Any integrated development with both a tourism and residential component	**Integrated Tourism / Residential Development Requirements** Prior to subdivision or development occurring, a development application which includes both the tourism and residential components, must provide the following information: + A **design statement** which demonstrates how the development (including any residential or commercial component) responds to the predominant tourism character of the CBP. + A **strata management plan** which demonstrates how tourism and residential components of the development will be managed. + A **proposed plan of subdivision** which demonstrates the spatial arrangement of lots, public open space, and roads. + A **servicing infrastructure strategy** which demonstrates how all essential utilities / infrastructure will be implemented.	**Development Application and Subdivision Application**	**Shire of Broome and Department of Planning, Lands and Heritage**
All Development	**CPTED Statement** Development should demonstrate how CPTED design principles have been addressed through the design and provide a CPTED Statement in accordance with the WAPC's Safer Places By Design.	**Development Application**	**Shire of Broome**
All Development (excluding single dwellings)	**Waste Management Plan** A Waste Management Plan must be submitted with each Development Application in the Urban Development zone setting out how waste disposal will be managed and collected from the site, unless development is considered to be of a minor nature. Designs must have consideration for the requirements set out in the R-Codes Volume 2.	**Development Application**	**Shire of Broome**
All Development	**Urban Water Management Plan** Sufficient information must be provided to demonstrate alignment with the proposed LWMS. This can be completed in the form of a UWMP and/or engineering drawings depending on the relative risk level. Where required, a UWMP shall be provided at either the subdivision or development application stages. This will be required to address any gaps in the Local Water Management Strategy (LWMS) that relate to the proposed property.	**Development Application and Subdivision Application**	**Shire of Broome and Department of Water and Environmental Regulation**

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
Any Development where clearing is proposed	**Environmental Management Plan** A flora and fauna survey should be considered to ground-truth TEC occurrence within the area if clearing is proposed within the bounds of the site where remnant vegetation is found. If the clearing of remnant vegetation within the site is planned, development of an Environmental Management Plan (EMP) at development stage will be required detailing mitigation strategies, triggers and contingency actions. Early engagement with the Shire of Broome is required to determine if an Environmental Management Plan is required. Where native vegetation clearing exemption apply under the Environmental Protection Act 1986, the following principles should be applied to clearing activities: a) Avoid the clearing of native vegetation; b) Minimise the amount of native vegetation to be cleared; and c) Reduce the impact of clearing on any environmental value. Proponents should also keep records of: + Clearing exemption that was used to undertake the clearing activities; + The location where the clearing occurred; + The date that the area was cleared; + The size of the area cleared (in hectares); and + Photograph evidence of the area cleared before and after.	**Development Application**	**Shire of Broome and Department of Water and Environmental Regulation**
All Development (excluding single dwellings)	**Noise Management Plan** A Noise Management Plan will only be required for: + Developments that have the potential to generate noise to a level that could impact amenity; and/or + Developments that could be impacted upon by such development generating noise. The Noise Management Plan should demonstrate: + How development with potential to emit significant noise (e.g. entertainment venues) must incorporate appropriate noise attenuation measures in their design to prevent noise from causing unreasonable interference with existing amenity, having regard to any adjoining residential areas. + How noise sensitive developments must be located and/or incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity having regard to noise sources such as entertainment premises, service areas for retail premises, and other noise generating activities. + How noise generating services such as air conditioning units are remotely located or utilise noise control measures to minimise impacts on adjacent properties.	**Development Application and Building Permit**	**Shire of Broome**

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
All Development	**Line of Sight Modelling** For sites required under Clause 2.3.2 (3), line of sight modelling to be completed to determine from what locations direct and indirect light (including skyglow) would be visible from Cable Beach. Any portion of a building with line of sight from/to Cable Beach shall be designed to restrict artificial light emission as visible from the beach front. **Lighting Management Plan** Lighting Management Plan to be prepared to the satisfaction of the local government in consultation with the Department of Biodiversity, Conservation and Attractions in accordance with the Environmental Assessment Guideline for Protecting Marine Turtles from Light Impacts (EPA 2010) (or as updated) and the Commonwealth Light Pollution Guidelines for Wildlife – Including Marine Turtles, Seabirds and Migratory Shore birds (Department of the Environment and Energy and Department of Biodiversity, Conservation and Attractions, 2020) (or as updated) to ensure protection of marine turtle habitats.	**Development Application**	**Shire of Broome** **and** **Department of Biodiversity, Conservation and Attractions**

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SITE AND CONTEXT ANALYSIS

1.1 GOVERNANCE CONTEXT

1.1.1 STATE PLANNING FRAMEWORK

Planning in the Cable Beach Precinct (CBP) is guided by a range State planning frameworks including State Planning Policies (SPP), and other key documents. Those relevant to the precinct are summarised in ***P2 - Table 1***.

P2 - Table 1: State Planning Framework Summary

DOCUMENT	OVERVIEW	RELEVANCE TO CBPSP
SPP 2.0 – Environment and Natural Resources Policy	SPP 2.0 is a broad sector policy and guides the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making. SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific state planning policies which supplement SPP 2.0.	Integration the natural environment into the PSP design where possible should be a key focus, as large parts of the Cable Beach precinct are located within an environmentally sensitive area.
SPP 2.6 – State Coastal Planning	SPP 2.6 provides for the long-term sustainability of Western Australia's coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to guide decision-making within the coastal zone including managing the development and land use change, the establishment of foreshore reserves and protecting, conserving and enhancing coastal values. SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning. SPP 2.6 is supplemented by the State Coastal Planning Policy Guidelines and Coastal Hazard Risk Management and Adaptation Planning (CHRMAP) Guidelines.	The western edge of the CBP abuts the ocean, as such considerations must be had for coastal hazards such as erosion and inundation. In 2017, the Shire preprepared the Broome Townsite CHRMAP in accordance with the requirements of SPP 2.6. Outcomes of the study are summarised in ***1.3.4 - Environment.***
Draft SPP 2.9 – Planning for Water	SPP 2.9 and the associated SPP 2.9 Planning for Water Guidelines outline how water resource management should be integrated into planning processes, such as the preparation of structure plans. It recognises that planning should contribute to the protection and management of water resources through the implementation of policy measures that identify significant water resources, prevent the degradation of water quality and wetland vegetation, promote restoration and environmental repair and avoid incompatible land uses.	Guidance is provided on the preparation of Local Water Management Reports which is generally a requirement of all PSPs. A Water Management Report is summarised in **Section 4.1.7** and provided in **Appendix 2**.

DOCUMENT	OVERVIEW	RELEVANCE TO CBPSP
	It also provides guidance on how future development can be better suited to addressing climate change, and protect public health by ensuring appropriate delivery of wastewater infrastructure. As such, when finalised, the policy will replace existing guidelines such as the Government Sewerage Policy, and Better Urban Water Management.	
SPP 3.7 – Bushfire	SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection. The policy applies to all land that has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard. SPP 3.7 should be read in conjunction with the deemed provisions, Planning for Bushfire Guidelines and Australian Standard 3959: Construction of buildings in Bushfire Prone Areas.	There are a number of identified bushfire prone areas located within the CBP, such areas are identified on ***P2 - Figure 12***. Designation of an area as being bushfire prone reflects the potential of bushfire to affect that site. It acts as a mechanism for initiating further assessment in the planning and development processes. SPP 3.7 and the associated Planning for Bushfire Guidelines provide clear guidance for the role of structure plans. For the Cable Beach PSP, this means that adequate provisions will be required in Part One to ensure that the risks associated with planning and development in bushfire prone areas is appropriately managed and mitigated.
SPP 3.4 –Natural Hazards and Disasters	SPP 3.4 encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment. SPP 3.4 sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges. Consideration of these hazards should be undertaken in conjunction with issue-specific state planning polices which supplement SPP 3.4.	Flooding, cyclonic activity and bushfires are of particular relevance in Broome. The Shire aims to mitigate the impacts of natural disasters through local planning framework. The PSP should include provisions for the requirement for structures to be able to withstand cyclonic winds and rain, as set out within the Building Code of Australia. It should also include provisions to mitigate the impacts of flooding through built form design, and bushfires in accordance with SPP 3.7.
SPP 3.5 – Historic Heritage Conservation	SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas. SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries	Broome has a rich history, with many State and local heritage listed places. The PSP should acknowledge, conserve and integrate the heritage into the PSP design.

DOCUMENT	OVERVIEW	RELEVANCE TO CBPSP
	and gardens, man-made landscapes and historic or archaeological sites with or without built features. The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.	
SPP 3.6 – Infrastructure Contributions	The policy sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed. It applies where new development results in a demand for additional infrastructure, services and facilities. This may include new communities in greenfield locations; existing urban areas; industrial areas; and regional towns.	The application of this policy may be required if large subdivision is proposed that requires upgrades to surrounding infrastructure.
SPP 5.4 – Road and Rail Transport Noise	SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes. Considerations for decision makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors.	Parts of the CBP are affected by road noise along Gubinge Road. In regards to structure plans, activity centre plans, and precinct plans; SPP 5.2 states that noise will be addressed through: + Identification of appropriate compatible land-use zoning that is commensurate with the function of the transport corridor; + Design solutions that utilise street and lot configuration to screen and/or buffer noise; + Consideration of density and built form outcomes that will help alleviate and/or manage noise; + Outlining the need for additional noise mitigation measures through quiet house requirements and or noise barriers in accordance with the guidelines; and + Consideration to appropriate future planning provisions to ensure more detailed planning is undertaken at the subdivision and development stage.
SPP 7.0 – Design of the Built Environment Policy	SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works. The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review.	The ten principles of good design should be integrated into PSP development and design.

DOCUMENT	OVERVIEW	RELEVANCE TO CBPSP
	These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.	
SPP 7.2 – Precinct Design	SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them. Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.	The CBPSP is to be prepared in accordance with SPP 7.2. The PSP will outline land use, density and built form outcomes, movement and access arrangements, infrastructure, environmental assets and community facilities to facilitate future subdivision and development. This guidance will come primarily from the design elements identified in the SPP 7.2 Precinct Design Guidelines and be prepared in accordance with the Precinct Plan Manner and Form
SPP 7.3 – Residential Design codes Volume 1 & Volume 2	SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals. The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework. SPP 7.3 - Residential Design Codes Volume 1 and 2 should be read in conjunction with the supporting Guidelines.	The CBPSP should use SPP 7.3 as a reference document when creating built form controls. Using similar terminology will ensure consistency and certainty to development in the Precinct. Modifications to residential built form will be consistent with the design element objectives and design principles of the R-Codes and will prescribe key primary controls and respond to climatic and heritage/character issues.
Position Statement: Planning for Tourism and Short-Term Rental Accommodation	The Position Statement: Planning for Tourism and Short-Term Rental Accommodation and Guidelines were adopted by the WAPC in November 2023, it aims to guide local governments on the preparation of tourism strategic planning and statutory responses. The Position Paper is focused on providing renewed direction on appropriate responses which are linked to the information and context of tourism in a local government area.	While it is clear that tourism must still remain the predominant use within the CBP, the position statement provides guidance which can help inform the specific mix of tourism to residential, that will achieve the objectives of the CBPSP. To align with the Position Statement, the CBPSP explores a land use and zoning approach which allows greater flexibility to integrate tourism, mixed use and residential uses throughout the CBP.

1.1.2 LOCAL PLANNING FRAMEWORK

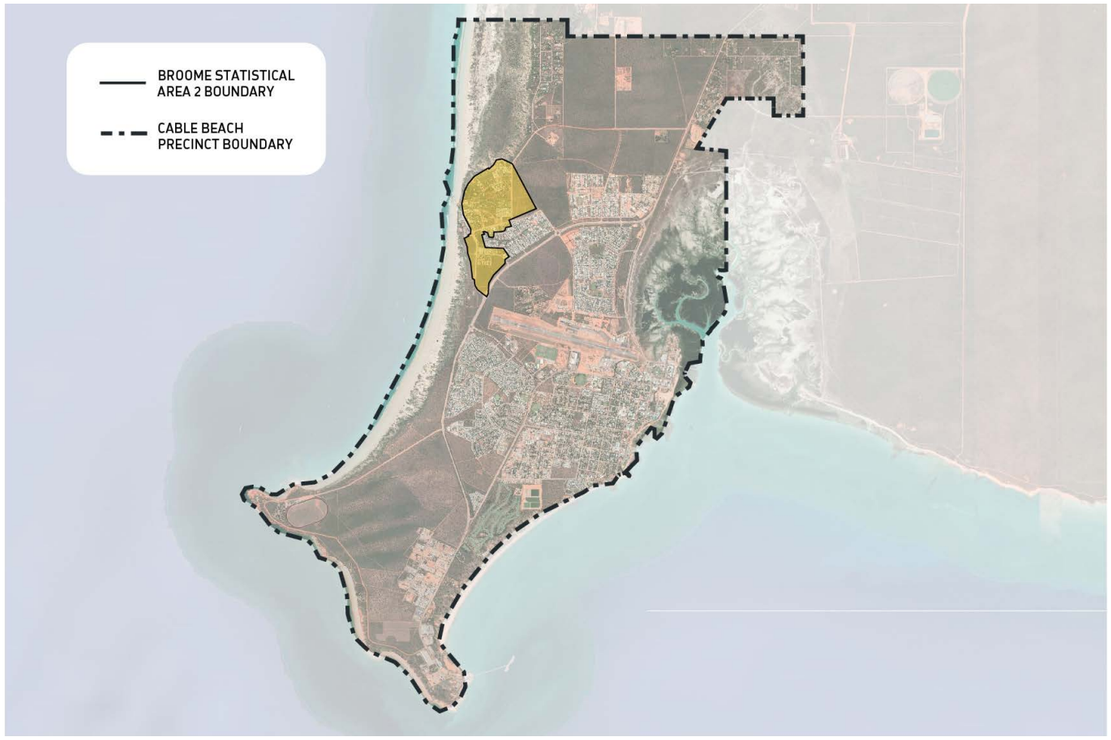
The City's local planning framework and its relationship to the Cable Beach Precinct Structure Plan (CBPSP) is summarised in ***P2 - Table 2***.

P2 - Table 2: Local Planning Framework Summary

DOCUMENT	OVERVIEW	RELEVANCE TO CABLE BEACH PSP
Shire Of Broome's Strategic Community Plan and Corporate Business Plan	The Shire of Broome's Strategic Community Plan 2021-2031 is the overarching document that details the long-term vision for our town. The Corporate Business Plan 2022-2026 is a four year action plan to achieve desired outcomes in the Strategic Community Plan. The documents outline the aspirations, objectives of the community based on the four core pillars of people, place, prosperity, and performance, and provide a number of actions to achieve them.	The aspirations, outcomes, objectives and actions of the Strategic Community Plan and the Corporate Business Plan to be considered and addressed through the PSP process.
Shire of Broome Local Planning Strategy	The Shire of Broome's draft Local Planning Strategy (the Strategy) was reviewed concurrently with the Shire's Scheme and is currently with the WAPC for final review and adoption. The Strategy sets out the long-term planning directions for the Shire of Broome, provides the rationale for any zoning or classification of land under the LPS, and forms the strategic basis for the preparation and implementation of LPS 7. The Strategy outlines a 15-year vision for how land use change and development will occur within the Shire of Broome, consistent with the Shire of Broome Strategic Community Plan 2021-2031.	The Strategy identifies the need to produce a Precinct Structure Plan for the Cable Beach Planning Area. The planning directions and actions of the Local Planning Strategy will inform community engagement, vision and early concept design for the PSPs. A Precinct Planning Guidance Map was prepared to inform the preparation of the CBPSP, including a draft precinct boundary and key design considerations for each of the SPP7.2 Design Elements.
Shire of Broome Local Planning Scheme No. 7 (LPS7)	The Shire of Broome LPS7 has recently been prepared alongside the Local Planning Strategy and is therefore up to date and aligned with recent changes to the LPS Regulations. LPS7 sets out the way land is to be used and developed within the Scheme area and classifies areas for land use and include provisions to coordinate infrastructure and development. LPS7 also contains additional development and site requirements that apply within the Cable Beach precincts, including parking, building height, urban design, and specific site and development standards.	The updated and contemporary Scheme has set the framework to allow implementation of the CBPSP. A supporting standard scheme amendment will allow integration of relevant site and development standards into LPS7.

DOCUMENT	OVERVIEW	RELEVANCE TO CABLE BEACH PSP
Cable Beach Development Strategy	The Cable Beach Development Strategy was prepared as an informing strategy to the Strategic Community Plan and Corporate Business Plan. The Development Strategy provides clear planning and urban design guidance at a precinct level and there is a high degree of consistency between a Development Strategy and a Precinct Structure Plan both in how provisions are set out and matters covered. The Development Strategy was previously referenced in LPS 6, however draft LPS 7 has removed this reference as it is identified through the draft Strategy that a PSP should be prepared for the area to replace the Development Strategy.	Cable Beach Development Strategy to inform and be integrated (where appropriate) into the PSP. The COBPSP will supersede these documents upon approval.
Cable Beach Foreshore Master Plan	The Cable Beach Foreshore Master Plan provides a design response to achieving the objectives and key projects of the Cable Beach Development Strategy. It focuses on the foreshore area of the precinct and provides concepts for improving access, upgrading the public realm, providing pedestrian links and promoting local business opportunities.	The Master Plan provides a concept for delivering the vision of sections of the CBP. Whilst this project is being treated as separate to the CBPSP, it will be important for the PSP design to have careful consideration for future interfaces with the foreshore area.
Broome Townsite Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)	The Broome Townsite CHRMAP was prepared in 2017 to provide strategic guidance on coordinated, integrated, and sustainable management of coastal areas identified as being at risk of coastal erosion and inundation in current and future planning periods. The CHRMAP identifies nine coastal compartments, including Cable Beach. The CHRMAP provides detailed assessment of the coastal hazard risk for Cable Beach and a list of actions and strategies for mitigating or managing the risks.	CBPSP to address recommendations of the CHRMAP and integrate appropriate strategies to mitigate or manage the coastal risk.
Shire of Broome Council Policy 3.4.6 – Community Engagement	The Shire of Broome Council Policy 3.4.6 – Community Engagement (the Engagement Policy) provides guidance and sets out the expectations around community engagement. The Engagement Policy also provides a community engagement framework, establishing best proactive processes for undertaking engagement.	Community Engagement Plan for the precinct planning process to align with the requirements of the Engagement Policy.
Broome Growth Plan	The Broome Growth Plan presents a vision for the economic and social development of Broome as a regional centre and is a key component of the WA State Government's Regional Development Program. Section 6.1.2 identifies that activating the tourism precinct of Cable Beach is critical in achieving growth outcomes.	The Growth Plan will be considered in the context of identifying a future vision and scenario testing during the precinct planning process.

1.2 COMMUNITY CONTEXT



P2 - Figure 1: **Demographic Catchment Map**

The CBP lies within the Broome Statistical Area 2 (SA2) of the 2021 Australian Bureau of Statistics (ABS) Census data, as shown on ***P2 - Figure 1***. The characteristics of this demographic area are detailed in the following analysis to provide an understanding of the current community context. Broome SA2 data has been benchmarked against Western Australia (WA) and Kimberley Statistical Area 3 data to provide state and regional comparisons.

The purpose of the socio-economic and housing affordability overview of the precinct is to highlight some of the anticipated needs of the resident population that the Cable Beach PSP can potentially address.

1.1.3 POPULATION

Between 2016-2021 the Broome SA2 experienced a population increase of 676 people or 5%, representing a decreased growth rate when compared to historical averages. It is also slightly below the WA growth rate Western Australia which was at 8%.

P2 - Table 3: Broome Townsite Population Growth

	2006	2011	2016	2021	2026 estimate	2031 estimate
BROOME POPULATION	11,546	12,766	13,984	14,660	15,610	16,340
GROWTH RATE		11%	10%	5%	6%	5%

However, the seasonal population of Broome can far exceed its residential population, as visitors and other non-residents come to the Shire to live, work and play on a temporary basis. Combining permanent residents and non-permanent visitors in a town gives an estimate of its "service" population – or the population that the town (and its facilities and infrastructure) must service each year. Accounting for tourism visitors, short-stay workers, business travellers, other workers and people from outer communities around the Kimberley and North West using Broome as a base, the service population of Broome can reach in excess of 20,000 people on any given day and sometimes as high as 30,000.

The 2021 Census indicates that on the census night, there were 20,493 people in Broome based on place of enumeration, including 6,934 visitors from outside the Broome SA2 which equates to 33% of all people in Broome. Due to COVID restrictions limiting interstate visitors, 76.9% of visitors were from WA.

1.1.4 PEOPLE

P2 - Table 4 provides a comparative summary of the key social characteristics of the Broome SA2, with consideration for elements such as cultural diversity, age structure, income, and education.

CULTURAL DIVERSITY

A defining characteristic of the Shire is its cultural diversity, with a significant proportion of residents (23%) identified as being Aboriginal or Torres Strait Islander. This is more than seven times higher than the WA average (3%).

Aboriginal people contribute to the high proportion of Australian born residents in Broome (71% compared to 62% for WA), with the corresponding percentage of overseas born residents less than half the WA average (15% compared to 32%). Overseas born residents are predominantly from the UK (3%), New Zealand (2%) and Philippines (1%).

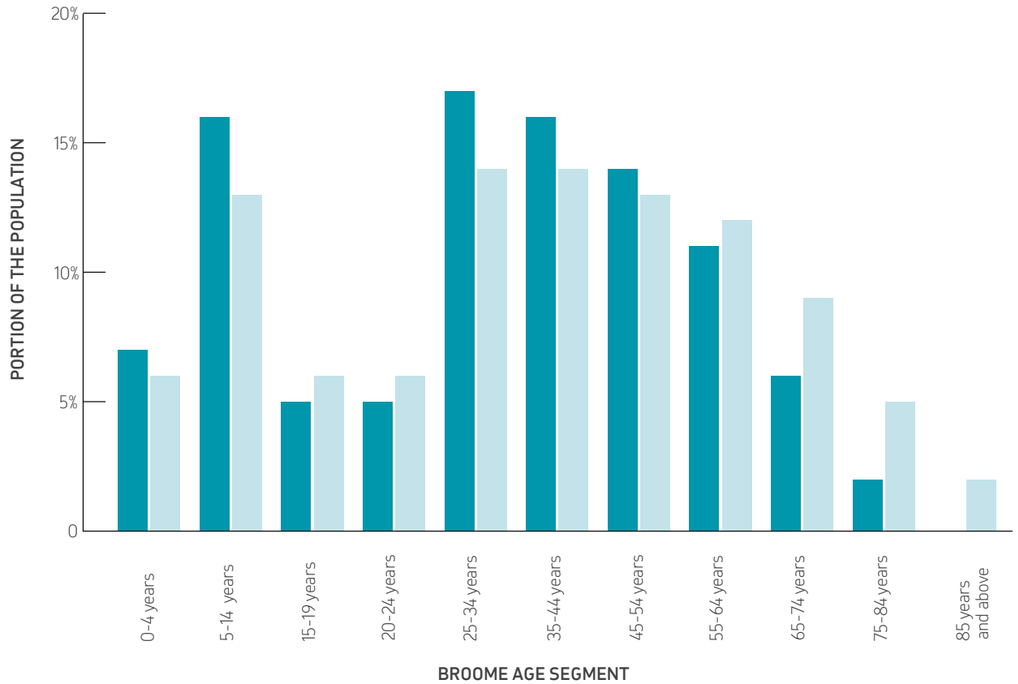
These statistics highlight the significant importance of Aboriginal people and cultural heritage has in Broome, as well as the post-settlement cultural heritage of both the Aboriginal and non-Aboriginal settlements are an intrinsic part of the Shire's character – physical, social and spiritual. Japanese,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

AGE AND LIFE CYCLE

Broome broadly has a relatively young population with a median age of 34 years (below the WA average of 38 years). This is in part driven by strong growth in the Aboriginal population of the Shire which trends younger than non-Aboriginal residents.

In terms of key age groups, there is a predominance of working aged adults aged 25-34 years. Together with people aged 35-49 years in the parents/homebuilders life phase who have young children in the babies/pre-school and primary school age groups (***P2 - Figure 2***).

In contrast, Broome has a significantly lower share of residents aged 65 and over and has a below average share of people aged 15-24. This is linked to constraints in the capacity of local health and aged care services as well as the trend among households of sending older school age students away to Perth and other locations for secondary and tertiary schooling.



P2 - Figure 2: **Broome Age Statistics (2021 Census Data)**

HOUSEHOLD AND FAMILY COMPOSITION

In Broome, the most common household type is family households, consistent with WA and Kimberley averages. When compared to WA averages, the primary differences are slightly less couples without children and slightly more one parent families.

The above culminates in a median household size of 2.7 people (compared to the WA median of 2.5). It is important to note that in Broome, this is even higher in Aboriginal households with an average of 3 people compared to 2.5 people in non-Aboriginal households.

P2 - Table 4: 2021 Census Data (People)

2021 CENSUS - PEOPLE		BROOME (SAL2)		KIMBERLEY (SAL3)		WESTERN AUSTRALIA	
		Number	%	Number	%	Number	%
POPULATION							
Total Population	2021	14,660	-	35,092	-	2,660,026	-
	2016	13,984	-	34,364	-	2,474,410	-
Population Growth		676	4.8%	728	2.1%	185,616	7.5%
SEX AND AGE							
Sex	Male	7,108	48.5%	17,306	49.3%	1,322,855	49.7%
	Female	7,553	51.5%	17,780	50.7%	1,337,171	50.3%
Age	Median age	34	-	33	-	38	-
	0-4 years	1,060	7%	2,642	8%	161,753	6%
	5-14 years	2,368	16%	5,567	16%	344,030	13%
	15-19 years	804	5%	2,175	6%	153,263	6%
	20-24 years	748	5%	2,235	6%	158,817	6%
	25-34 years	2,504	17%	6,066	17%	372,352	14%
	35-44 years	2,413	16%	5,272	15%	379,492	14%
	45-54 years	2,075	14%	4,658	13%	348,256	13%
	55-64 years	1,573	11%	3,773	11%	313,444	12%
	65-74 years	819	6%	1,958	6%	247,382	9%
	75-84 years	237	2%	607	2%	131,131	5%
	85 years and over	63	0%	139	0%	50,106	2%
CULTURAL DIVERSITY							
Aboriginal and/or Torres Strait Islander		3,436	23%	14,408	41%	88,693	3%
Non-Indigenous		9,325	64%	16,096	46%	2,431,204	91%
Birthplace	Australia	5,111	35%	25,946	74%	1,648,804	62%
	Elsewhere	982	7%	9,182	26%	857,643	32%
HOUSEHOLD TYPES							
Average household size		2.7	-	2.8	-	2.5	-
Household Composition (No. occupied dwellings)	Family households	3,201	71%	7,035	70%	686,949	71%
	Single (or lone) person households	1,102	24%	260	3%	245,193	25%
	Group households	230	5%	403	4%	32,591	3%
	Total occupied dwellings	4,532	-	10,043	-	964,734	-
Family Composition (No of families)	Couple family without children	1,163	35%	2,469	33%	272,493	39%
	Couple family with children	1,435	44%	3,070	40%	313,666	45%
	One parent family	633	19%	1,827	24%	106,035	15%
	Other family	56	2%	231	3%	10,930	2%
	Total family households	3,283	-	7,592	-	70,3130	-
EDUCATION							
Number of people	Preschool	236	-	553	-	45,452	-
	Primary	1,375	-	3,334	-	222,555	-
	Secondary	936	-	3,899	-	175,841	-
	Tertiary	660	-	1,080	-	172,239	-
INCOME							
Median total personal income ($/weekly)		$1,164	-	$864	-	$848	-
Median total household income ($/weekly)		$2,222	-	$1,762	-	$1,815	-

**Pilbara median is an average of the median from East and West Pilbara Statistical Level 3 census data.*

1.2.1 HOUSING

A key challenge facing the Shire is providing additional housing for its future population that meets the needs of the community, this means a more diverse mix of dwelling types (contrasting to the current focus on single detached houses).

RESIDENTIAL PROPERTY DATA

P2 - Table 5 and ***P2 - Table 6*** demonstrate that the Broome property market has experienced growth in the last 12 months across both houses and units (related to the low vacancy rates). Information relating to late 2019 is also included as an indicator of where the market was pre-COVID-19 Pandemic, also highlighting growth in rents and sale price points.

House prices in Broome have increased in recent years, however, median prices for land and units (medium & higher density dwellings) have fallen over the same period (***P2 - Table 5***). There are variances between values in some suburbs, such as Cable Beach which has experienced stronger house price increases. However, the overall trends reflect the information illustrated in the graph below across Broome's urban area.

In March 2021, residential rental vacancy rates in Broome are among the lowest in WA Regional areas at 0.7% down from 3.8% a year prior (March 2020). Perth is currently at 0.9% and Kalgoorlie and Albany are the lowest of the regions at 0.5% residential vacancy. In all cases, these vacancy rates indicate exceptionally high demand.

The high demand for housing and lack of ability for many to purchase in the Broome market is reflected in the low vacancy rates for rental accommodation in ***P2 - Table 6***. The affordability of housing has major effects on the community and businesses viability in that the ability to attract and retain staff is hampered. With limited options for affordable housing within Broome people find it difficult to move there or maintain an acceptable standard of living with this single high living cost draining their income.

P2 - Table 5: Broome Residential Property Data - Sales

2022 MEDIAN SALE PRICE			GROWTH RATE					
			1 Year		5 Years		10 years	
	Broome	Port Hedland	Broome	Port Hedland	Broome	Port Hedland	Broome	Port Hedland
HOUSES	$610,000	$627,868	27.1%	16.8%	4.9%	12.1%	-1.1%	-5.6%
UNITS	$305,000	$339,838	-11.6%	83.7%	-1%	15.4%	-3.1%	-7.4%
LAND	$295,000	$233,625	15.7%	NA	-9.3%	-2.7%	0.3%	-10.4%

Source: REIWA, based on settled sales as at July 2022 and October 2022.

P2 - Table 6: Broome Residential Property Data - Rental

2022 MEDIAN WEEKLY RENT			GROWTH RATE		RENTAL AVAILABILITY			
			1 Year		Vacancy Rate		Rental Stock Available	
	Broome	Port Hedland	Broome	Port Hedland	Broome	Port Hedland	Broome	Port Hedland
HOUSES	$600	$965	20%	13.5%	0.36%	1.01%	8	25
UNITS	$425	$550	11.8%	10%				

Source: Real Estate Investor as at 2 November 2022.

HOUSING AFFORDABILITY

The Australian Institute of Health & Welfare outlines that affordability can be expressed as the ratio of housing costs to gross household income (ABS 2017). Noting that these costs include: rent payments, rate payments (water and general), and housing–related mortgage payments (ABS 2019).

In the case of Broome, it is reasonable to evaluate the affordability of housing through the relationship between household incomes and the percentage of income that is spent on housing (either through renting or mortgage costs). Importantly, within the discussion on affordability is the concept of "housing stress" or the point where housing becomes unaffordable. It means to measure the impact of this cost of living on the lowest income earners in a catchment. This group are evaluated, to ensure that they are not expending in excess of 30% of their gross income on housing costs.

Therefore, where a low income household is needing to spend greater than a third of their income on housing, they are assessed as experiencing "housing stress". In Broome, 12% of home owners and 19% of renters spend more than 30% of their household income on mortgage or rent repayments, which is below WA averages of (13% and 28.3% respectively).

The draft Local Planning Strategy notes that higher housing costs in Broome still remains a problem. These are attributed to high building and construction costs, labour costs, the need to meet climatic conditions including cyclone-proofing and fewer consumer choices. These affect several sectors of the community including lower income earners, young adults wishing to stay in the community, and employers seeking to attract and retain employees.

The tight housing market is having a significant effect on the cost of private rentals. Currently there is an extreme shortage of rental properties and rental costs are up from 12 months ago (***P2 - Table 6***). The impacts of this 'un-affordability' include:

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

DWELLING MIX

The majority of occupied private dwellings in Broome (76.5%) are comprised of low density separate houses, which is on par with the Kimberley Region and slightly lower than WA. Broome also has slightly higher percentages of medium density dwellings and other dwellings (e.g. caravans), but a lower percentage of high density dwellings. This is reflective of traditional development patterns in Broome, with a propensity to deliver large homes which meet the needs of Broome's families, which represent a majority of existing households.

76.5%

Separate House

vs **77%** across the Kimberley Region
vs **80%** across Western Australia

15%

Medium Density

vs **11%** across the Kimberley Region
vs **13%** across Western Australia

2.7

Average Household Size

vs **2.8** across the Kimberley Region
vs **2.5** across Western Australia

Despite the above, there is a need to improve the dwelling mix in Broome to ensure that it is more representative of community need. Some of the key issues are highlighted below:

+ There are approximately 1,100 lone person households in Broome, yet only 370 total dwellings with 1 bedroom.
+ 605 (55%) of Broome's lone person households live in separate houses. A review of bedroom data suggests that there are only 104 one bedroom, and 293 two bedroom separate houses. The remaining 2,973 (or 85%) have three or more bedrooms. There is strong statistical and anecdotal evidence which suggests that a proportion of these large homes are being used by households with only 1-2 people living in them.
+ Given that one and two person households make up 55% of Broome's households, there is a notable lack of smaller medium-high density dwellings, suggesting that housing stock does not necessarily meet the needs of residents.
+ The Department of Communities manage the Government Regional Officer Housing (GROH) program which provides housing for government employees residing or relocating to regional areas across the State. As Broome contains a high number of public service employees. Due to the current housing shortage, the Department of Communities have reported that there are ongoing supply issues with the provision of GROH housing. It has also been reported that currently policies in place for GROH housing is contributing to some of the above issues, with single person households not having the ability to share housing along with constraints on the type of housing that certain public service professions (eg. Police, fire, teachers) are eligible for. This further impacts on available housing supply in Broome.

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

P2 - Table 7: 2021 Census Data (Housing)

2021 CENSUS - HOUSING		BROOME (SAL2)		KIMBERLEY (SAL 3)		WESTERN AUSTRALIA	
		Number	%	Number	%	Number	%
DWELLING STRUCTURE							
Occupied Private Dwellings	Separate House	3,469	76.5%	7,777	77%	769,038	80%
	Semi-detached, row or terrace	695	15%	1,147	11%	125,450	13%
	Flat or apartment	124	2.7%	253	2.5%	62,360	6%
	Other dwelling	182	4%	627	6%	5,858	1%
Total Occupied Private Dwellings		4,532	86%	10,043	83%	964,734	89%
Unoccupied Private Dwellings		722	14%	2,050	17%	118,109	11%
Total Private Dwellings		5,250	-	12,093	-	1,082,844	-
NUMBER OF BEDROOMS							
Number of bedrooms	None (includes studio apartments or bedsitters)	85	2%	191	2%	2,557	0%
	1 bedroom	370	8%	843	8%	35,236	4%
	2 bedroom	710	16%	1,784	18%	121,450	13%
	3 bedroom	1,736	38%	4,081	41%	361,327	37%
	4 bedroom	1,318	29%	2,388	24%	370,284	38%
	5 bedroom or more	93	2%	361	4%	60,958	6%
Average number of people per household		2.7	-	2.8	-	2.5	-
TENURE TYPE							
Owned outright		676	15%	1,325	13%	281,327	29%
Owned with a mortgage		1,296	29%	1,794	18%	385,629	40%
Rented		2,299	51%	5,958	59%	263,826	27%
Other tenure type		107	2%	36	0.4%	20,648	2%
Renting landlord type	Real estate agent	801	35%	1,089	18%	145,715	55%
	State or territory housing authority	708	31%	2,294	39%	28,209	11%
	Community housing provider	79	3%	955	16%	7,366	3%
	Person not in same household	347	15%	649	11%	64,961	25%
	Other landlord type	352	15%	922	15%	16,017	6%
COST OF HOUSING							
Weekly rent repayments	Median rent	$330	-	$200.00	-	$340.00	-
	Renter households where rent payments are less than or equal to 30% of household income	1,425	62%	4019	68%	157,934	60%
	Renter households with rent payments greater than 30% of household income	445	19%	816	14%	74,615	28%
Mortgage monthly repayments	Median mortgage repayments	$2,167	-	$2,167	-	$1,842	-
	Owner with mortgage households where mortgage repayments are less than or equal to 30% of household income	883	68%	$1,200	67%	277,901	13%
	Owner with mortgage households with mortgage repayments greater than 30% of household income	156	12%	223	12%	50,192	15%

1.2.2 ECONOMY

The Shire of Broome is committed to promoting, encouraging and facilitating the sustainable development of the Broome economy for the benefit of all residents. The Shire's Economic Development Strategy 2021-2026 (EDS), builds upon the success of the Broome Growth Plan as well as the region's 3 Year COVID-19 Recovery Plan.

The Broome Townsite is the service and trade hub of the region, servicing agricultural, pastoral, mining and oil and gas production in the Shire and Kimberley (including offshore such as INPEX Ichthys). It also serves as the "gateway" for tourists and visitors to the Kimberley. The ultimate goal is for Broome to grow and transition into a thriving Regional City, underpinned by a diverse economy and a high degree of liveability. A place that offers housing, employment and social opportunities for people at all life stages.

ECONOMIC PERFORMANCE

As the strategic regional centre of the Kimberley and major access point to national and international economies (through the Port of Broome and Broome International Airport), Broome accounts for the largest shares of trade and economic activity in the Kimberley. Regional export estimates for Broome indicate the Shire "exports" approximately $1.1b in goods and services outside its Local Government boundary, representing approximately half the export value of the Kimberley as a whole. Transport, manufacturing, construction, health care and professional and personal services all feature more prominently in Broome's export profile compared to the Kimberley as a region, which exports more Mining and Agriculture products.

This trade profile drives the Gross Value Added (GVA) statistic which is a measure of the productivity of a sector or industry. In 2019, twelve sectors/industries generated more than $50m in GVA for the Broome economy, with the largest shares in the Real Estate, Rental and Hiring, Transport and Health Care sectors.

Note that the ABS industry classifications do not include a tourism sector. Instead tourism activity is spread principally across Accommodation and Food Services, Retail and Transport, Postal and Warehousing.

The impact of this economic activity was a Gross Regional Product (GRP) in Broome of $1.54b in 2018/19 or approximately half the GRP of the Kimberley. The GRP of the Shire of Broome has declined marginally in recent years, in line with declining population growth and slowing employment activity

Broome is a nationally and globally exposed economy through its core strengths in tourism, trade, offshore supply chains and agriculture and food production. This exposure represents a significant opportunity but also presents risks and challenges to the Broome economy from both short-term external shocks and long-term trends.

The relevant advantages and challenges of Broome's economy, are captured in Table 4 of the EDS.

EMPLOYMENT AND BUSINESS

At the 2021 ABS Census the Broome economy's strengths in a number of sectors were revealed (refer ***P2 - Figure 3***), in particular those linked to:

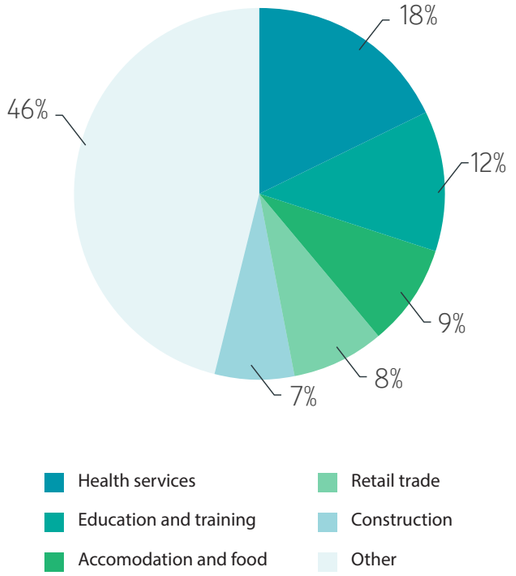
+ **Construction**
+ **Tourism** - accommodation and food services, transport, postal and warehousing and retail
+ **Population related sectors** - health care and social assistance, education and training, public administration and safety.

However, there are significant gaps in professional services, finance and insurance, as well as significantly lower shares of wholesale trade, manufacturing and mining sector employment compared to WA as a whole.

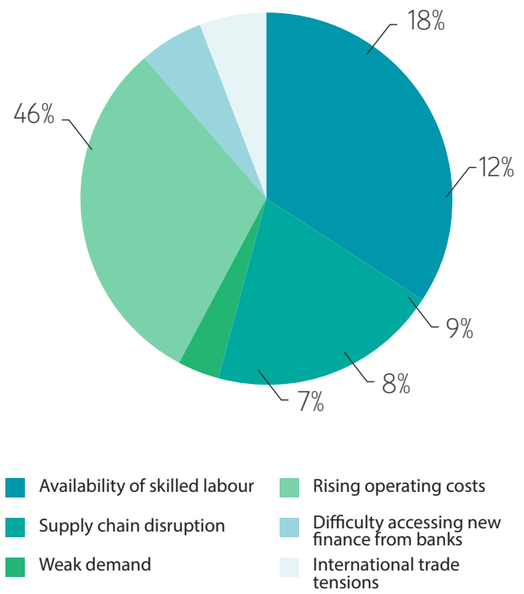
Rates of business registrations in Broome are slightly below the State average, with 76 registered business in Broome for every 1,000 residents, compared to 91 for WA as a whole. While some of this difference can be attributed to the concentration of businesses in the Perth Metropolitan Area, it does highlight the potential for new business development in the Shire.

Compared to WA, Broome does have a high percentage of employing businesses, with only 54% of businesses classified as "non-employing". However, Broome does have a deficit in medium size businesses which presents a significant constraint when tackling unemployment as it is medium and large businesses that account for the majority of employment growth in regional areas.

While the Shire of Broome Community Scorecard 2022 demonstrated that economic development and Broome as a place to work rate relatively highly with the local community, however, engagement with the Broome Chamber of Chamber of Commerce indicate that there a number of challenges to attracting business in Broome. The Chamber of Commerce and Industry report that the number one barrier to business in the Kimberley is availability of skilled labour, followed by rising operating costs (***P2 - Figure 4***).



P2 - Figure 3: **Industry of employment**
Source: ABS, 2021 Census



P2 - Figure 4: **Barriers to Business**
Source: Chamber of Commerce and Industry Regional Pulse, October 2022

ECONOMIC ASSETS AND DRIVERS

The EDS defines 'economic assets' as *"the physical attributes and characteristics of a region that help to underpin or drive economic activity. They can include the natural environment and man-made assets supporting tourism, transport, horticulture/ agriculture, education and training and infrastructure"*.

In the CBP, the primary economic asset is Cable Beach itself which stretches for a total of 22km in length. Broome's population increases dramatically during the peak tourism season and Cable Beach acts as a major attraction for tourists. Cable Beach is the setting for various beach activities, tourism and food/ beverage enterprises. The Cable Beach Foreshore Redevelopment project represents an opportunity to expand Broome's peak season by stimulating commercial and tourism activation and ensure one of Broome's high-quality natural assets increases its potential as a global drawcard. Elements include amphitheatre upgrade, foreshore enhancements and landform changes. A growth in commercial and small business opportunities will be enhanced by the promenade development linking together points of interest and include tourism, cultural and leisure attractions.

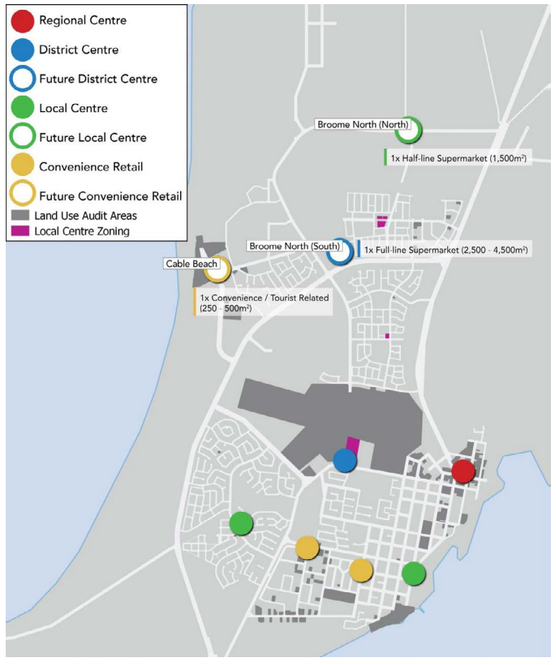
ACTIVITY CENTRES

Retail and commercial development in the Broome Townsite is guided primarily by the Local Commercial Strategy (LCS), which was prepared by Geografia in 2017.

P2 - Figure 5 illustrates the proposed distribution of centres in the Broome Townsite until 2031. The LCS advocates for a need to consolidate commercial activity, as such it seeks to define two distinct nodes, one being for future convenience retail within the CBP, and the other a future district centre just outside the eastern edge of the precinct boundary.

The nature of the local economy and the current distribution of activity is affected by:

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



P2 - Figure 5: **2031 Proposed Commercial Centres**
Source: LCS 2017

TOURISM

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

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

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

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

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



Cable Beach Club and Foreshore

FUTURE ACCOMMODATION DEMAND ANALYSIS

In February 2024, Urbis prepared the Broome/Rubibi Short Stay Accommodation Analysis for Tourism WA. The analysis demonstrated that Broome has recently seen increased demand for short-stay accommodation products (post-pandemic), however, there has been no market response to increase the supply. The most recent tourism development was the Kimberley Sands in 2009.

Key constraints to the tourism market include:

+ High construction costs;
+ Risks of investing in a regional and seasonal market;
+ Uncertainties around workforce supply;
+ Limited understanding of the demand situation and market gaps; and
+ Lack of knowledge of the Broome area.

Broome is also experiencing a housing shortage resulting in increased pressure on the housing market, impacting workforce accommodation and availability.

Assessment of Broome's short-stay accommodation supply and performance, and scenario modelling indicates there is potential for significant future growth in visitor nights if additional accommodation is developed. A base case scenario, which adopts State and national growth forecasts as a benchmark, puts this at approximately 573 additional rooms required in Broome over the next decade to 2034, with an additional 155 employees also required to operate this accommodation. It is important to note that this demand applies to the entire Broome Townsite and not just the CBP, notwithstanding this the majority of this supply could be provided across a few strategic sites.

The study also identifies that supply of tourism zoned land has not been the primary constraint, there have been numerous other factors which have limited new supply. The CBP's substantial land availability will be able to meet the forecasted supply, suggesting that a more flexible land use framework could be applied in the CBPSP.



P2 - Figure 6: **Cable Beach Tourism**

1.2.3 CULTURE, VALUES AND IDENTITY

ABORIGINAL HERITAGE

In the Broome Townsite it is understood that Yawuru people have occupied and managed the lands and seas in and around Broome since the Bugarrigarra (the time before time).

In 2006, the Federal Court determined that the Yawuru people are the native title holders of approximately 530,000 hectares of traditional Yawuru country including the lands and waters in and around Rubibi (the Broome Townsite).This led to the establishment of two Indigenous Land Use Agreements (ILUAs) between the State of Western Australia, the Shire, and the Yawuru Registered Native Title Body Corporate (RNTBC). These Agreements provide an opportunity for Yawuru to influence the values-driven development of Broome, where Yawuru have opportunities and can continue to safeguard Yawuru culture, way of life and identity.

Since ILUAs were signed in 2010, the Shire has worked closely with the RNTBC and the Department of Biodiversity, Conservation and Attractions (DBCA) to jointly manage the Yawuru Conservation Estate through the Yawuru Park Council. The CBP is partly within the Yawuru Minyirr Buru Conservation Park, where a Joint Management Plan was adopted in 2018.

CULTURAL SIGNIFICANCE

For 45,000 years Walmanyjun (Cable Beach) has been a public promenade for Aboriginal people, and is still today a place of cultural significance to the Yawuru people. It is a gathering place, a sacred place, a place of celebration, a place of contemplation, and a provider of sustenance. The Yawuru Cultural Management Plan (2011) states that this area is the location of Bugarrigarrra sites and tracks associated with the northern and southern Yawuru traditions, and the home of Jurru, metaphysical serpents and protectors of the country. Yawuru people camped and sheltered in the monsoon vine thickets in Minyirr Park and in Hidden Valley, behind the white sandy dunes.

The Department of Aboriginal Affairs' Registered Sites database shows that the northern part of Cable Beach is contained in the 'Billingurru' registered site which has both ceremonial and mythological significance. The southern part of Cable Beach, in a portion of Minyirr Park, is the location of a registered site which is significant as the location of artefacts and middens. Hidden Valley which borders the northern part of the Precinct is also highly significant and contains registered sites.

As the CBP has grown, the beach and dune areas have seen an increased level of human usage, which can negatively impact significant places.

The need to limit views into Hidden Valley has implications for development bordering the area, and will prohibit higher buildings in that location. Furthermore, as access to Hidden Valley is restricted, there are limitations to providing pedestrian connections to the beach in the northern part of the CBP.





Yawuru Minyirr Buru Conservation Park

SONG CYCLES

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

The Lurujarri Heritage Trail follows the land of the traditional Song Cycle. The idea is not to achieve the completion of a trek rather to experience living country. It includes walking on beaches, reef and dunes, through bush, mangroves, and salt plains. It is significant in that it uses the same camping and fishing places are used as have been used for millennia.

The start of the Lurujarri Heritage Trail is illustrated on ***P2 - Figure 7***.

OTHER CULTURAL HERITAGE

The European settlement of Broome was prompted by the growth of the pearl shell industry, and the town initially established a few camps on the sand hills adjacent to Roebuck Bay. As access to the pearling grounds was obtained through Roebuck Bay, early development in Broome remained focussed on the eastern side of the peninsula, retaining a relatively pristine environment around Cable Beach to the west. The first European infrastructure to be installed at what would become known as 'Cable Beach' was an undersea telegraph cable that linked Broome to Java in the late 1880s. The cable was predominantly used to receive information on the fluctuating prices of pearls and shells.

Non-Aboriginal cultural heritage in Cable Beach is limited compared to areas such as Chinatown and Old Broome due to the age of establishment. The CBP does have four sites on the Shire's municipal inventory listed as Category C:

- Cable Beach Crocodile Park
- Cable Beach Club
- Pearl Coast Zoo
- Wavesong garden

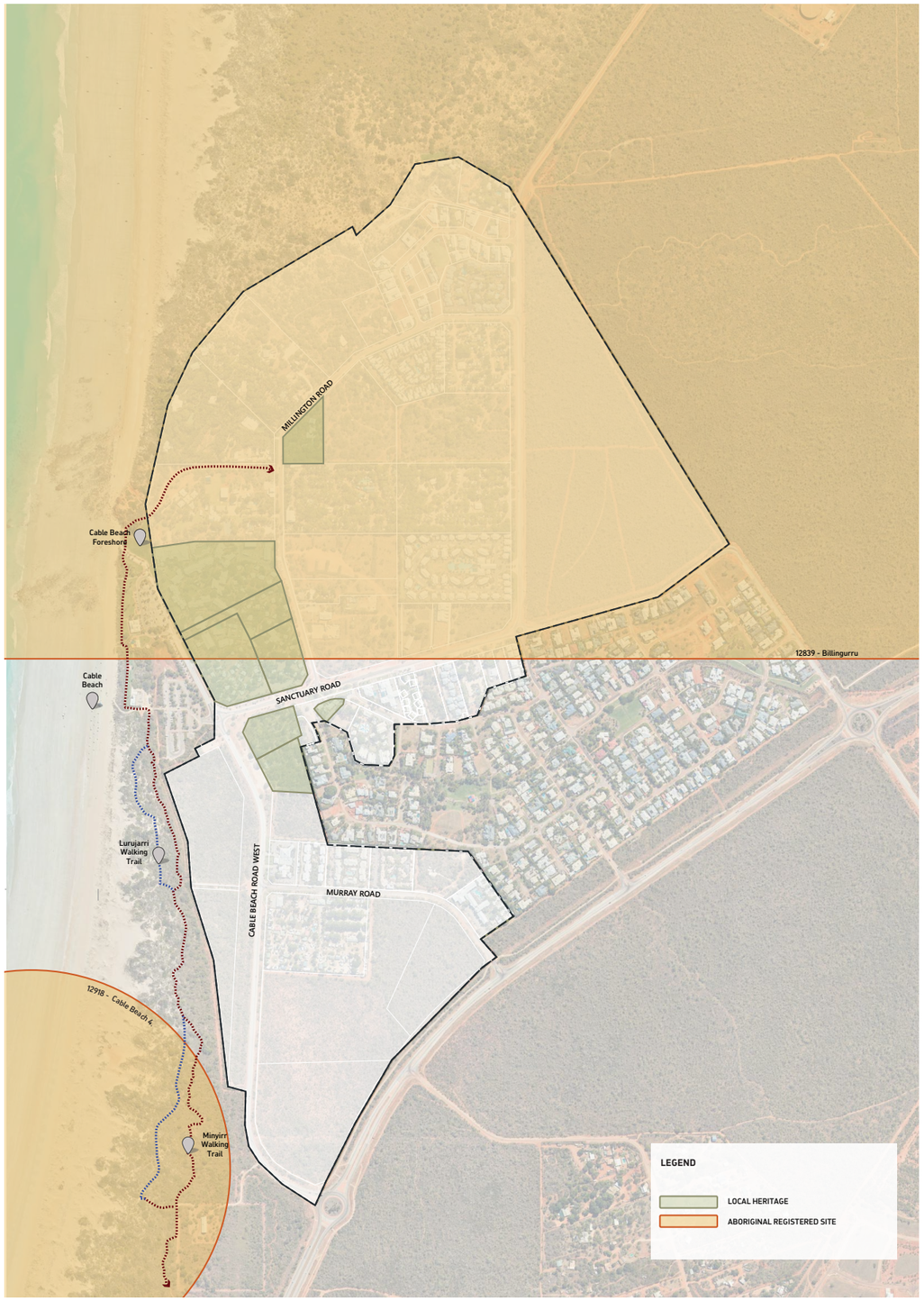
NATURAL HERITAGE

Broome is home to some of the oldest landscapes in the world and the natural environment plays a significant role in the culture, values and identity of the town. The most well known feature of the Cable Beach precinct is Cable Beach itself. Consistently described as one of the best beaches in the world, Cable Beach stretches for 22 kilometres of uninterrupted white sand and is a major drawcard for tourists as well as a beloved recreation space for locals.

With the exception of Reserve 36477 which is managed by the Shire of Broome and extends approximately 650 metres, the majority of Cable Beach Foreshore forms part of Yawuru Conservation Estate, comprising relatively undisturbed bushland with limited infrastructure. This adds to the character of Cable Beach which is often described as 'pristine'.

The Cable Beach coastline is also included within the West Kimberley National Heritage listing under the *Environment Protection and Biodiversity Conservation Act 1999*. The heritage listing consists of the intertidal area between highest and lowest astronomical tides (approximately 100m seaward of Cable Beach).

More information can be found in the ***1.3.4* Environment** section.



P2 - Figure 7: **Culture, Values and Identity**

1.2.4 SOCIAL INFRASTRUCTURE AND SERVICES

PUBLIC OPEN SPACE

There is limited POS within the CBP due to the small amount of residential zoned land, however the open space network in adjoining residential area is of a high quality, and contains a linear green corridor which offers passive and active recreational opportunities. If the amount of residential development in the precinct increase, consideration will need to be had for increasing POS. There are relatively wide road reserves which could be better utilised to link up open space and provide amenity for key pedestrian connections.

The Cable Beach Foreshore and Reserve, and beach itself also represent significant POS areas directly accessible from the CBP.



Frangipani Drive Park, Cable Beach

Refer to ***1.3.6* Landscape and Public Realm** for more information.

COMMUNITY INFRASTRUCTURE

With regards to community infrastructure, the CBP is currently serviced by a variety of community infrastructure facilities such as:

+ Cable Beach Surf Life Saving Club;
+ Cable Beach Foreshore Amphitheatre;
+ Cable Beach;
+ Foreshore Public Toilets;
+ Sunset Park linear park trail
+ Minyirr Walk Trail; and
+ Lurujarri Heritage Walk.

Upgrades to some of these community facilities are proposed as part of the Cable Beach Foreshore Master Plan which is a separate project.

SAFETY

Safety is a significant issue raised by community members, with only 20% of respondents stating that they feel safe in Broome in the 2022 Community Scorecard (declining from 30% in 2020). This is well below the industry average of 71%.

Ensuring that future public realm and built form design contribute to a safe urban environment will be a key focus of the CBPSP, to be achieved with consideration for Crime Prevention Through Environmental Design (CPTED) initiatives.

1.3 PHYSICAL CONTEXT

1.3.1 LOCATION

Broome is located in the far north of Western Australia, approximately 2,200km north of Perth. It is the principal centre of the Shire of Broome and the Kimberley Region, providing services and supporting the wider the regional community.

As Broome has matured, a number of key precincts have emerged. These include Chinatown, Old Broome and Cable Beach, the Broome Townsite's primary activity nodes. The location of the three precincts within the Broome Townsite is identified on ***P2 - Figure 8***, the CBP is located on the western side of the Broome peninsula.

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

Today, Cable Beach is a strategic tourism node. It includes a number of hotels, resorts and other forms of short stay accommodation. Major upgrades are proposed to the foreshore area as part of the Cable Beach Foreshore Master Plan. Due partly to its physical separation from the commercial centre, Cable Beach has struggled to attract new investment and development in the past decade.

BROOME INTERNATIONAL AIRPORT

The CBP has historically been geographically separated from the rest of Broome, with limited connectivity, primarily due to the location of the Broome International Airport. Broome's commercial centre, 'Chinatown', was built along the foreshore of Roebuck Bay and remains the heart of retail and commercial activity. Residential development extended southward from Chinatown, into the Old Broome Precinct. As a result, development in Cable Beach has taken place in isolation from the remainder of the urban area.

The airport limits direct linkages for vehicles, pedestrians, or fauna – across the peninsula from Cable Beach to Chinatown and Old Broome. Navigating between the two areas is not straightforward and can discourage movement between these areas, particularly for tourists or those who do not have a car.

BROOME NORTH

In 2010, new greenfield development sites were identified for Broome, including Development WA's first major development known as Waranyjarri Estate, which is located in Broome North between the Blue Haze Industrial estate and the CBP. Broome North will ultimately provide approximately 4,800 houses as well as two primary schools, a high school, and various recreation and community facilities. The estate is planned to extend westward, connecting with the CBP via Tanami Drive. This will also include a new District Centre. The development of Broome North has also assisted in rebuilding connections across the peninsula through the establishment of an Environmental Cultural Corridor (ECC). The 50 metre wide ECC traverses Broome North and provides a link for people, plants and animals from Cable Beach to Roebuck Bay.



P2 - Figure 8: Broome Townsite Context

1.3.2 DEVELOPMENT HISTORY

The natural environment surrounding Cable Beach remained largely undeveloped until the early 1970s. An aerial photographic image from 1965 depicts the area as a series of informal dirt tracks and a few shacks under private ownership.

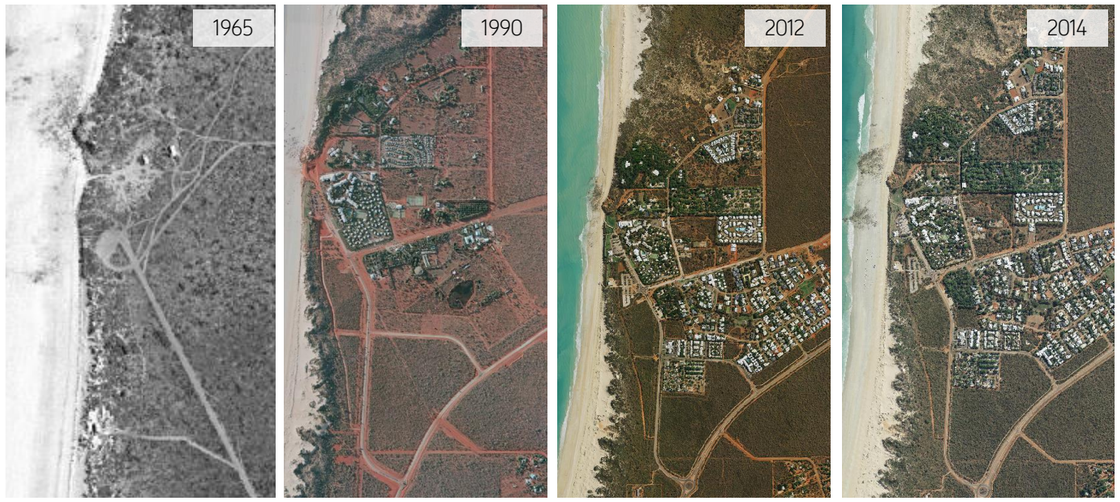
By the early 1970s, a caravan park had been developed on the land that would one day become the Cable Beach Club Resort, bringing formalised tourism to the area. The Malcolm Douglas Crocodile Park soon followed, as did the 60 hectare Pearl Coast Zoo which was developed by Lord Alistair McAlpine in the 1980s. Although the zoo ultimately closed and the tourism operations of the Crocodile Park relocated to a larger site out of town.

In the early 1980s, the CBP was subdivided into large rural living lots for the purposes of horticulture and the settlement pattern that is still evident today was adopted. However, landowners soon discovered that the groundwater supplies were not of a sufficient quantity or quality for large scale irrigation, and the focus of the precinct began to shift more towards tourism.

A watershed moment occurred in 1988 when Lord McAlpine further extended his resources and love for Broome and developed the Cable Beach Club Resort which introduced elements of built form and design commonly seen throughout Chinatown, into the CBP.

The Cable Beach area has since transformed into Broome's major tourism precinct and is now regarded by many, from all over the world, as a popular tourist destination. The larger lots once intended for horticulture have provided opportunities to establish a variety of tourist related land uses, particularly resorts and caravan parks. Standalone residential development has also been established, with the former Pearl Coast Zoo site subdivided into the Sunset Park estate. The Beach itself remains a popular spot for both tourists and locals, and is one of the favourite venues for viewing the sunset in Broome.

The series of images in ***P2 - Figure 9*** depict the growth of the CBP over time. Over the past decade, tourism development has been stagnant in the CBP. An analysis of historical aerial imagery shows that very limited development have occurred since the implementation of the Cable Beach Development Strategy in 2016, as seen in ***P2 - Figure 10***



P2 - Figure 9: Cable Beach Historical Imagery

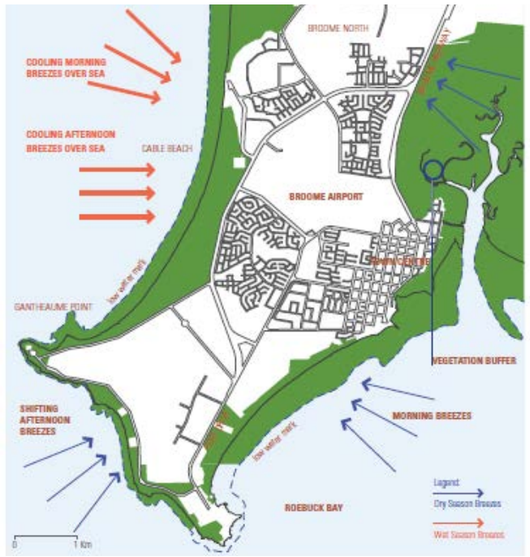


P2 - Figure 10: New Development 2017 - 2022

1.3.3 CLIMATE

Under the National Construction Code, Broome is classified as Climate Zone 1 'high humidity summer, warm winter'. ***P2 - Figure 11*** provides an illustration of the Broome Townsite's climatic conditions. For the majority of the year, Broome has two distinct seasons which include: 'wet' usually from December to March; and 'dry' for the remainder of the year:

+ Average temperature ranges between 14° to 30° in dry season and between 26° to 33° in the wet.
+ Average humidity ranges between 8% to 60% in dry season and between 70% to 99% in the wet.
+ Average rainfall ranges between 50mm to 0mm per month in dry season and between 100mm to 200mm per month in the wet.



P2 - Figure 11: Climatic Conditions
Source: Kimberley Vernacular Part 2

The Yawuru recognise six climatic seasons broken down according to prevailing winds, ecological cycles and temperature:

+ Man-gala - wet season, December to March
+ Marrul -April to May
+ Wirralburu - May
+ Barrgana - cold season, June to August
+ Wirralburu - warming up season, September to October
+ Laja - late October to November/December

The unique climatic conditions require a specific built form response which:

+ Provides adequate shade and protection from the sun;
+ Captures and optimises breezes to provide natural cooling; and
+ Offers protection from rain and wind in wetter periods, and considers impacts of extreme weather events such as cyclones.

The CBPSP will need to consider the important role buildings and landscape play in contributing to the local microclimate in the precinct.

1.3.4 ENVIRONMENT

LANDFORM AND TOPOGRAPHY

The landform and topography for majority of the CBP is largely flat with minimal variance. There is, however, a steep ridge line along the northern boundary where the land rises from approximately 20m AHD to 34m AHD. This does provide natural protection of the 'Hidden Valley' limiting potential views in.

P2 - Figure 12 shows that there is a ridge located between the Cable Beach Precinct and the coast. In some parts this ridge is 10m higher than land within the precinct, this means that certain sites would be required to go 'higher' if views are to be achieved.

VEGETATION AND BIODIVERSITY

Cable Beach is within bundurr-bundurr pindan country. This type of country supports grassy woodland vegetation, with eucalypts and wattles. Most Yawuru fruit and medicine trees grow in this habitat.

+ Niyamarri (beaches and sand dune communities) - Niyamarri is characterised by the exposed Holocene age white sand dunes running parallel to the coast along Cable Beach and northward. The inland side of the sand dunes are often characterised by dense shrub thickets of Acacia and patches of wild grass and Spinifex. The more subdued sand dune systems in the area then often merge into sand plain surfaces with pindan via pockets of vine thicket (McKenzie, 1983). The larger dunes, such as those running along the coast within Minyirr Park provide conditions suitable for the persistence of larger vine thicket patches.
+ Bundurr-bundurr (Pindan) - Pindan vegetation comprises grassy woodland vegetation dominated by Eucalyptus and Acacia on the red sand plains surrounding Broome and the Dampier Peninsula (YRNTBC, 2011). The pindan communities in the Yawuru Conservation Estate are generally low open Acacia dominated woodlands, while further north on the Peninsula, there is a trend towards open eucalypt dominated forests reflecting differences in rainfall, soils and fire patterns (McKenzie, 1983).

The natural environment surrounding Cable Beach is also noteworthy. Marine turtles, predominantly the flatback turtle nest along Cable Beach between October and February, and the waters adjoining Cable Beach are part of the migration route for the world's largest Humpback whale population.

The terrestrial environment adjacent to Cable Beach is characterised by a Holocene dune system. Monsoon Vine Thickets, a Threatened Ecological Community listed on the Commonwealth Environmental Protection and Biodiversity Conservation Act 1999, are located landward of the dunes. These semi-deciduous vine thickets are culturally significant, a source of bush foods such as gubinge, and provide important habitat for fauna including migratory birds.



DRAINAGE

Existing drainage infrastructure comprises of existing open swales entering the CBP from the east, south and north which discharge into a compensating basin in-between the existing northern and southern car parks at Cable Beach. This basin is drained via existing concrete pipes located underneath the northern carpark and Cable Beach amphitheatre which ultimately discharge onto Cable Beach at the bottom of the amphitheatre. The catchment discharging into this system extends back, connected via the swales, to adjacent residential areas. Previous studies commissioned by the Shire; indicate this existing basin could be removed without adversely effecting existing premises, however, this would result in increased flood levels within existing car parks as well as adjacent roads and Minyirr Park. Upgrades to the these drainage basins are proposed as part of the Cable Beach Foreshore Master Plan.

The stormwater system is predominantly open channel which lends it the opportunity to utilize vegetated bio-retention systems such as swales and/or further basins as in-transit and end-of line treatment. In-transit measures that would retain storm flow, attenuate nutrients have the potential to greatly reduce nutrient loading into the Indian Ocean. There is potential to look at a landscape strategy for open swales to connect the catchment zone into the surrounding area and provide a visual character through replanting.

NATURAL HAZARDS

COASTAL

The Broome Townsite Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) identifies that the key coastal risk for the Cable Beach coastal compartment will be from coastal erosion. The level of risk identified for shoreline is extreme for all planning periods, as it is almost certain to be impacted by coastal erosion in the coming decades. Additionally, the 100 year coastal processes line (***P2 - Figure 12***) impacts a number of lots along the western boundary of the precinct, this includes the Cable Beach Club Resort.

The mitigation strategy to protect Cable Beach from coastal erosion is as follows:

+ Protect the main tourist hub through a coastal protection structure, subject to a detailed erodibility study to determine the underlying geotechnical properties of the foreshore (under the dune);
+ Avoid further development within the identified coastal erosion hazard for properties not sited behind the proposed seawall; and
+ Managed Retreat for minor structures and coastal properties within the erosion hazard area and not sited behind the proposed seawall.

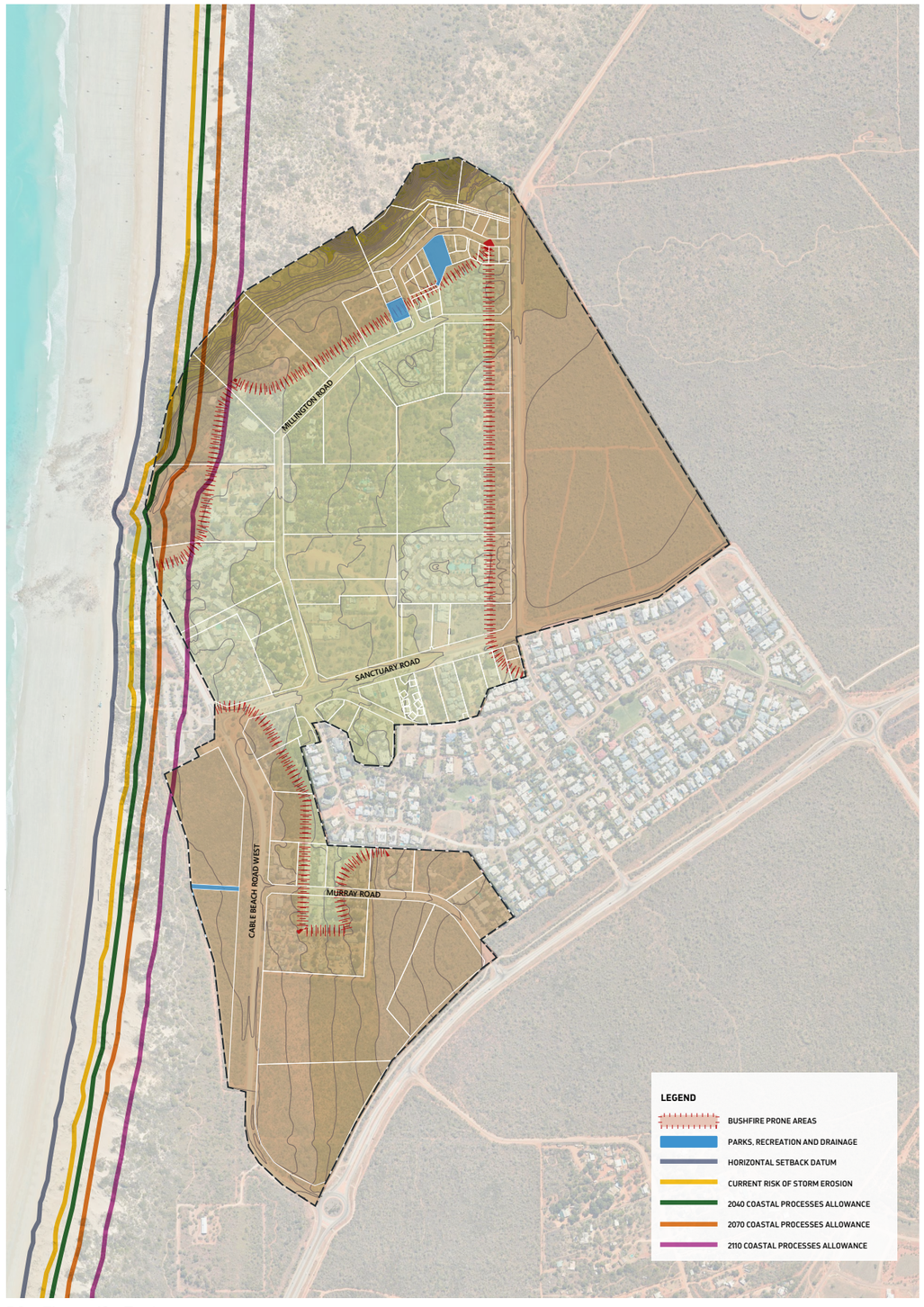
The CBPSP design will need to consider how future development relates to this coastal hazard zone.

BUSHFIRE

The hot, dry conditions within the Shire during the dry seasons in particular make the risk of bushfire a real possibility, and there have been serious bushfires within the Kimberley in recent years. Large areas of the Shire are designated bushfire prone as per the map of bushfire prone areas. In line with State Planning Policy 3.7 - Bushfire, planning and development proposals are to be supported by appropriate bushfire planning.

CYCLONES

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



P2 - Figure 12: Environment

1.3.5 LAND USE AND URBAN STRUCTURE

As demonstrated on ***P2 - Figure 13***, the primary land use for the CBP is tourism, with a range of commercial, residential and public use to support this function. The current vision for the CBP, as defined in the Cable Beach Development Strategy is as follows:

Cable Beach will continue to function as the major leisure tourism area of the Shire, including tourist accommodation, restaurants, bars and leisure activities on and around Cable Beach.

- *Respect, preserve, enhance and celebrate attributes of the natural environment and the area's rich culture and heritage;*
- *Encourage continued vibrancy through a tourist orientated product that allows for various activities and experiences to be enjoyed; and*
- *Encourage continued enjoyment of recreational opportunities*

LAND USE

Existing land use and development patterns observed in the CBP are illustrated on ***P2 - Figure 13***.

FORESHORE AREA

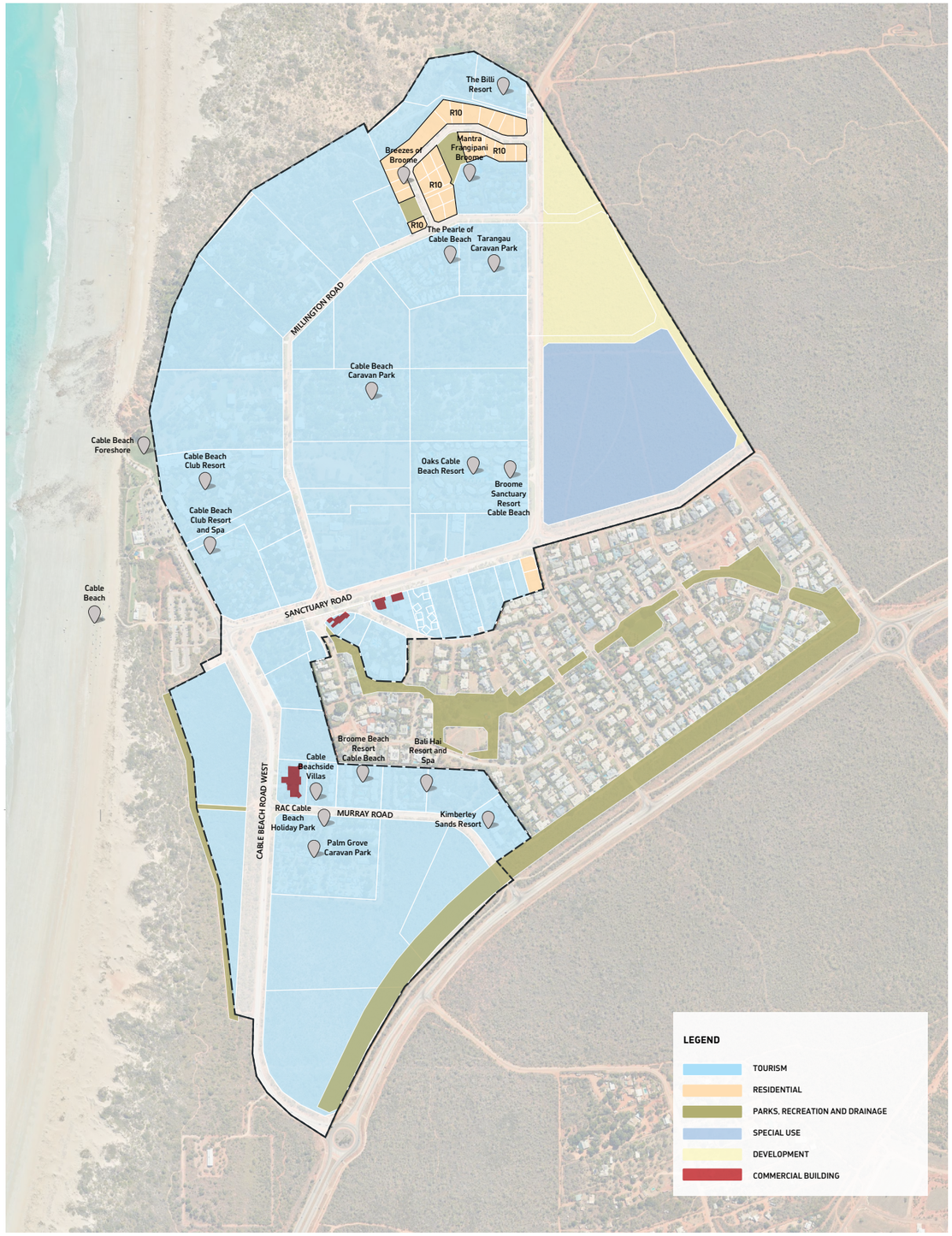
The foreshore area is currently reserved as 'Public Purpose - Recreation' and 'Foreshore' in the draft LPS7. This area is primarily used for public recreation, leisure and facilities, parking and beach access, and contains the Cable Beach Surf Life Saving Club, public toilets and Zanders Café. The beach in front of the foreshore area is the most frequently used part of Cable Beach for swimming and recreation, and a number of small mobile businesses operate to service this demand such as beach entertainment hire, tours and camel rides to the north.

This area is located outside of the CBP boundary and is guided by the Cable Beach Foreshore Master Plan which is proposing major upgrades such as an amphitheatre, foreshore enhancements and landform changes. The concept aims to grow commercial and small business opportunities enhanced by the promenade development linking together points of interest and include tourism, cultural, leisure attractions, playgrounds, water play and improved community amenity to make the precinct an all year-round destination.

RETAIL / COMMERCIAL

Retail / commercial land uses primarily include restaurants/cafes and bars/taverns, some of which are part of tourist developments. These are located primarily along the foreshore and along Sanctuary Road, and Cable Beach Road West, however relatively dispersed and disconnected. There is currently a supply and demand issue within Cable Beach, largely due to the seasonal nature of tourism. Demand often outweighs supply during the dry season, with a flood of tourists over a relatively short period of time. During the wet season, many cafes and restaurants close down as a result of the significant drop in demand. Increasing the supply options for commercial and retail in Cable Beach is unlikely to be viable unless the baseline residential population is increased and/or the tourism demand can be extended into the wet season.

Future shopping needs will be met through the development of a District Centre in Broome North, which will be located just outside of the precinct boundary. This may impact on the economic viability of commercial offerings within the CBP.



P2 - Figure 13: Existing Land Uses

TOURISM DEVELOPMENT

Tourism remains the primary land use in the CBP, containing a range of tourist accommodation types as defined on ***P2 - Figure 6***. Many of these tourism developments were established some time ago and the area has not seen much new tourism development in the last 10 years.

RESIDENTIAL

The CBP currently includes one small pocket of 'Residential' zoned land, located in the north on Millington Road. Among its tourist population, the precinct incorporates a mix of permanent and temporary residents. Whilst the precinct is primarily zoned 'Tourism', one of its objectives is to 'allow limited residential uses where appropriate', governed by a current 60:40 tourism to residential ratio. This ratio applies both to site area and number of units. There is increasing pressure to allow more permanent residential in the precinct because this is perceived as being a more reliable investment.

While the CBPSP will explore this ratio to ensure the right future land use mix, the draft Local Planning Strategy states that the CBP will retain tourism as its primary function, though will explore opportunities to support greater investment throughout the precinct to stimulate development.

URBAN STRUCTURE

SUBDIVISION PATTERNS

A contrast to this original grid form are the new developments in Cable Beach which are an organic form with a cul-de-sac type arrangements. Site-lines and breeze paths are lost in such subdivisions and are a distinct departure from the original urban form of the town.

LAND OWNERSHIP

The land within the Cable Beach Precinct is comprised of public and private tenures. ***P2 - Figure 14*** identifies land held in freehold title, land designated as Crown Reserves, land scheduled to be transferred to Yawuru RNTBC through the 2010 ILUA and Unallocated Crown Land.

LOT SIZES

Lot sizes in Cable Beach are significantly larger compared to Chinatown and Old Broome, which is conducive to the lifestyle and tourism development which is highly prevalent in the precinct.

AGE OF DWELLING STOCK

As discussed in section ***1.3.2*** **Historical Development**, while the majority of development has occurred since 1990, only a limited amount of development has occurred recently in the last 10 years.

LAND AVAILABILITY

A high-level assessment of land availability in has determined that there are a number of vacant lots in Cable Beach. The vacant lots are dispersed throughout the precinct providing a number of opportunities for future development. The size of these undeveloped lots provides a unique opportunity for consolidated development that can achieve quality design outcomes.

DEVELOPMENT STRATEGY ACTIONS

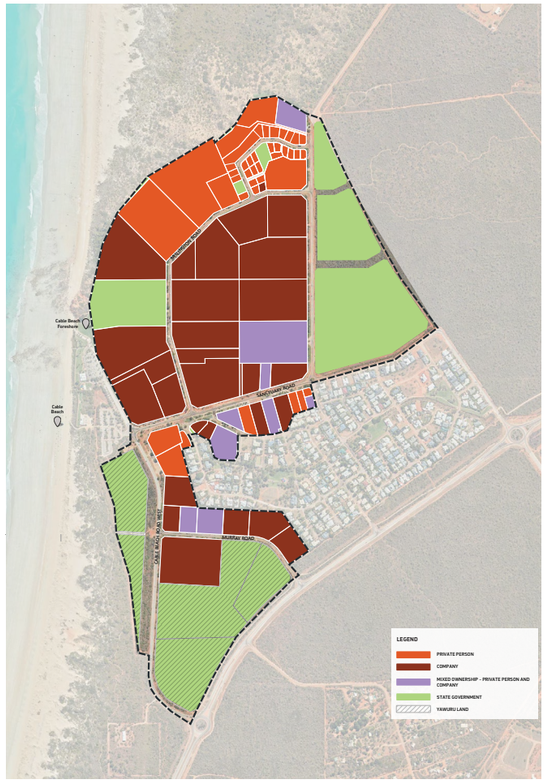
As part of the Cable Beach Development Strategy, the following land use actions was recommended. As part of the PSP process, this will be reviewed and updated as required.

PROMOTE PUBLIC TRADING ACTIVITIES

The seasonal nature of Broome's tourism industry is a barrier to encouraging enterprise development in the Precinct. Allowing dedicated areas for mobile public traders, who can activate the area in the peak season and cease or scale back operations in the off-peak season, is one way to address this constraint. A possible location for public traders was identified on the wide road reserve of the Cable Beach Road West and Sanctuary Road intersection.

SMALL RETAIL STRIP

Providing tourist-orientated retail will enhance the liveliness of the area and the experience of tourists staying in the Cable Beach Precinct. However it will be necessary to carefully control the amount of retail present in the precinct, so not to detract from Chinatown as the primary retail activity centre of the Shire. The Development Strategy proposes a retail strip extending approximately 200m along both sides of Sanctuary Road.



P2 - Figure 14: Urban Structure

1.3.6 LANDSCAPE AND PUBLIC REALM

GEOLOGY, VEGETATION AND CLIMATE

Cable Beach has established on the ancient pindan landscape formed by millions of years of weathering and reworking of sedimentary rocks. This area is dominated by a predominantly flat deep orange ground plane with exposed elevated outcrops and low cliffs of weathered stone along the coast. The area is occupied by distinctive vegetation dominated by eucalyptus and acacia open woodlands with vine thickets on the coastal dunes. The hot semi-arid climate with some tropical characteristics, and somewhat erratic monsoonal rainfall has also helped shape this unique landscape. Refer to section ***1.3.4*** **Environment** for more detail.

OPEN SPACES

Developed parkland is very limited within the CBP, being just a small local park servicing the residential pocket in the north of the precinct. A natural vegetated open space corridor is allocated along the northern side of Gubinge Road, which incorporates a shared path. The coastal dunes predominantly form part of the Yawuru Conservation Estate, and provide access in part for recreational trail use. The primary community recreational open space servicing the precinct is the Cable Beach foreshore parkland. This parkland is subject to a master plan and the design process is currently underway to redevelop the parkland to reflect its iconic location and provide comprehensive recreational opportunities for locals and visitors alike. Some lots within this precinct are up to approximately 1.5 kilometres away from the Cable Beach foreshore parkland and beach - approximately a 15-minute walk.

BUILT-UP AREAS

Built-up areas have certain attributes that distinguish the character of different parts of the CBP. The character may be influenced by aspects such as topography, the type of land use, built form and appearance, development of road reserve and presence or lack of vegetation and type of vegetation. While most of the precinct is zoned for tourism purposes, significant portions of the precinct are not overly built up. Some areas remain undeveloped and uncleared, reflecting the endemic vegetation of the area.

The character zones are identified on ***P2 - Figure 15***, and an overview of the following built-up zones is provided below:

+ Underdeveloped with disturbed vegetation;
+ Established residential; and
+ Resort.

Areas that are underdeveloped either have minimal low-key development or previous development no longer being fully utilised. These areas tend to be partially cleared of their native vegetation and are maintained to basic standards. Some exotic trees and weeds exist on these sites.

The established residential area within the precinct is in a small pocket in the north. The housing is relatively new and well maintained. There are still some vacant blocks. There is also a substantial established traditional residential subdivision to the east of the Cable Beach precinct.

The resorts vary in scale and intensity but generally have a similar character. They are dominated by resort architecture including communal facilities and individual accommodation units of varying styles, forms, and sizes. The resorts are generally set in well landscaped surroundings, often incorporating exotic vegetation reminiscent of tropical island resorts.

STREETSCAPES

Apart from the open space parkland and natural areas described previously in this section, the main contributors to the public realm experience are the streetscapes. The following streetscape conditions have been identified in the CBP on ***P2 - Figure 16***, and an overview of each is provided below:

+ Natural vegetation;
+ Variable vegetated and sparse built form; and
+ Higher quality streetscapes.

Streets with views to natural vegetation tend to be enclosed by the native woodland, which grounds the viewer in the natural landscape context. The vegetation is set back from the road carriageway. The verges consist of exposed red/orange soil and seasonal grass, which would be occasionally slashed. There are shared paths on some verges. These treatments combined with the flat topography creates a distinct corridor and narrows the view along the corridor to the distance, particularly along straight roads.

Streetscapes with variable vegetation and sparse built form occur mainly along the underdeveloped properties. These streets tend to lack or have inconsistent street trees, and verges vary in level of developed landscaping from barely managed to basic landscaping. Partially cleared vegetation at the front of the properties, variable native and exotic species, vehicle access points and parking, partial kerbs and footpaths, and overhead power lines all contribute to the inconsistent presentation of these streetscapes.

Higher quality streetscapes are associated with the established residential and resort development. Most of these streetscapes have irrigated lawn or planting beds and street trees. However, the landscape design is often quite exotic and not coordinated between resorts. This results in a lack of sense of place associated with the original vegetation complexes.

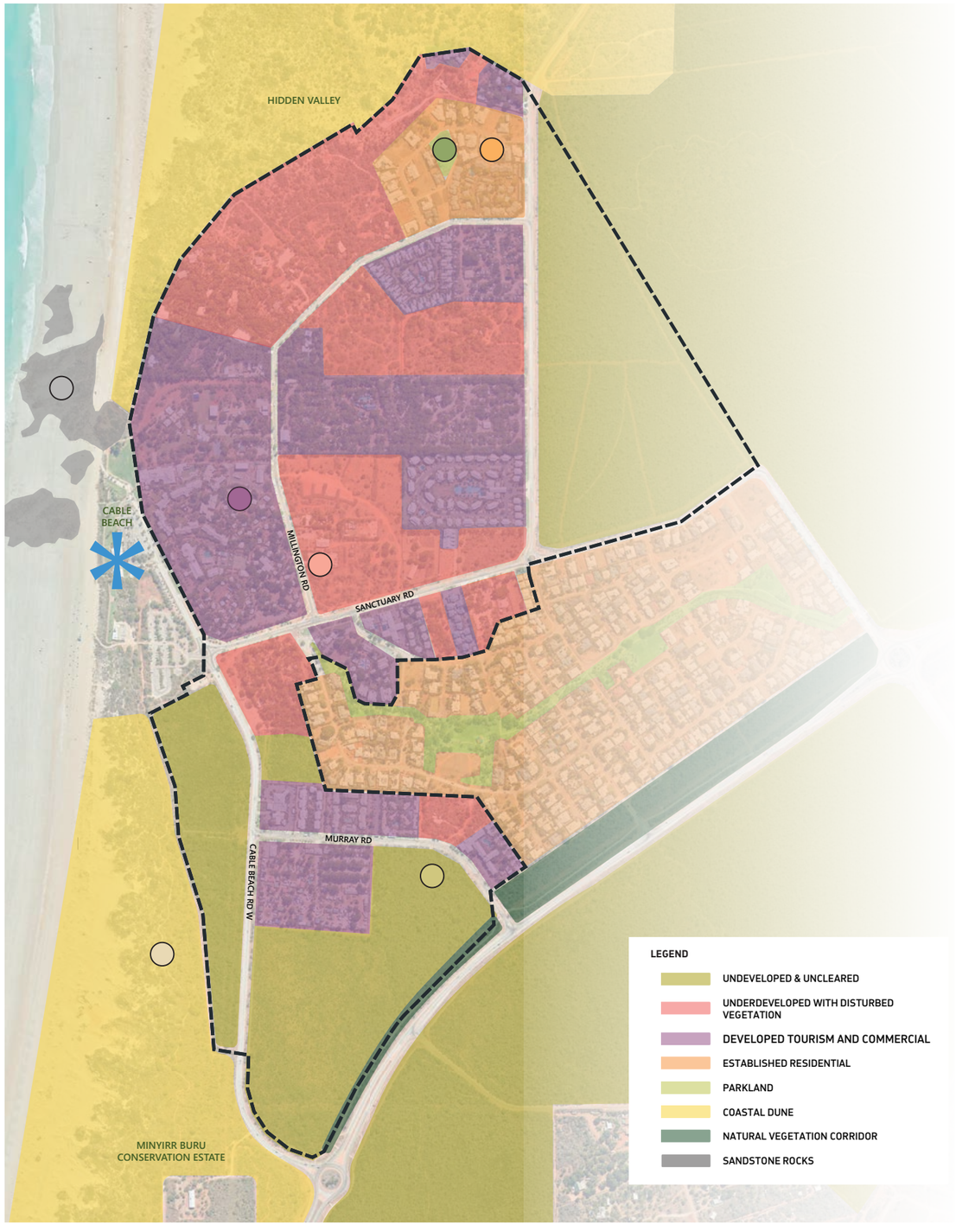
URBAN FOREST

While calculations of canopy have not been undertaken, a review of the latest aerial image of the precinct, indicates that most parts of the precinct have very good canopy cover, with only a few of the higher density resort developments lacking canopy cover. Canopy cover within the tourism zoned land is at significant risk if further resort development is undertaken. It is likely, much of the vegetation will be cleared and the risk is it will not be replaced to adequate densities to meet typical tree canopy targets. This could have a detrimental impact on the identity and amenity of the precinct.

VIEWS

Due to the generally flat nature of the study area, most views are contained within the precinct by vegetation and built form. Filtered views to the tops of dunes can be seen through and over vegetation in the foreground along Cable Beach Road West. Expansive views to the ocean can be seen from the Cable Beach foreshore parkland. These are important views to be maintained.

There is a section of the northern boundary of the precinct that must maintain protection of views to the dunes near Hidden Valley to respect Aboriginal cultural sensitivities regarding this area.



P2 - Figure 15: Cable Beach Landscape Character Zones



Undeveloped & Uncleared
Local native Pindan Woodland generally in undisturbed condition.



Under Developed with Disturbed Vegetation
Limited built form, cleared areas and diverse native and introduced planting.



Resort
Self contained and generally inward facing enclaves of various scales. Generally well maintained environments.



Established Residential
Contemporary, singe/double storey detached dwellings in generally well planted settings.



Parkland
Irrigated and well maintained public open space with lawn and, planting beds and some facilities.



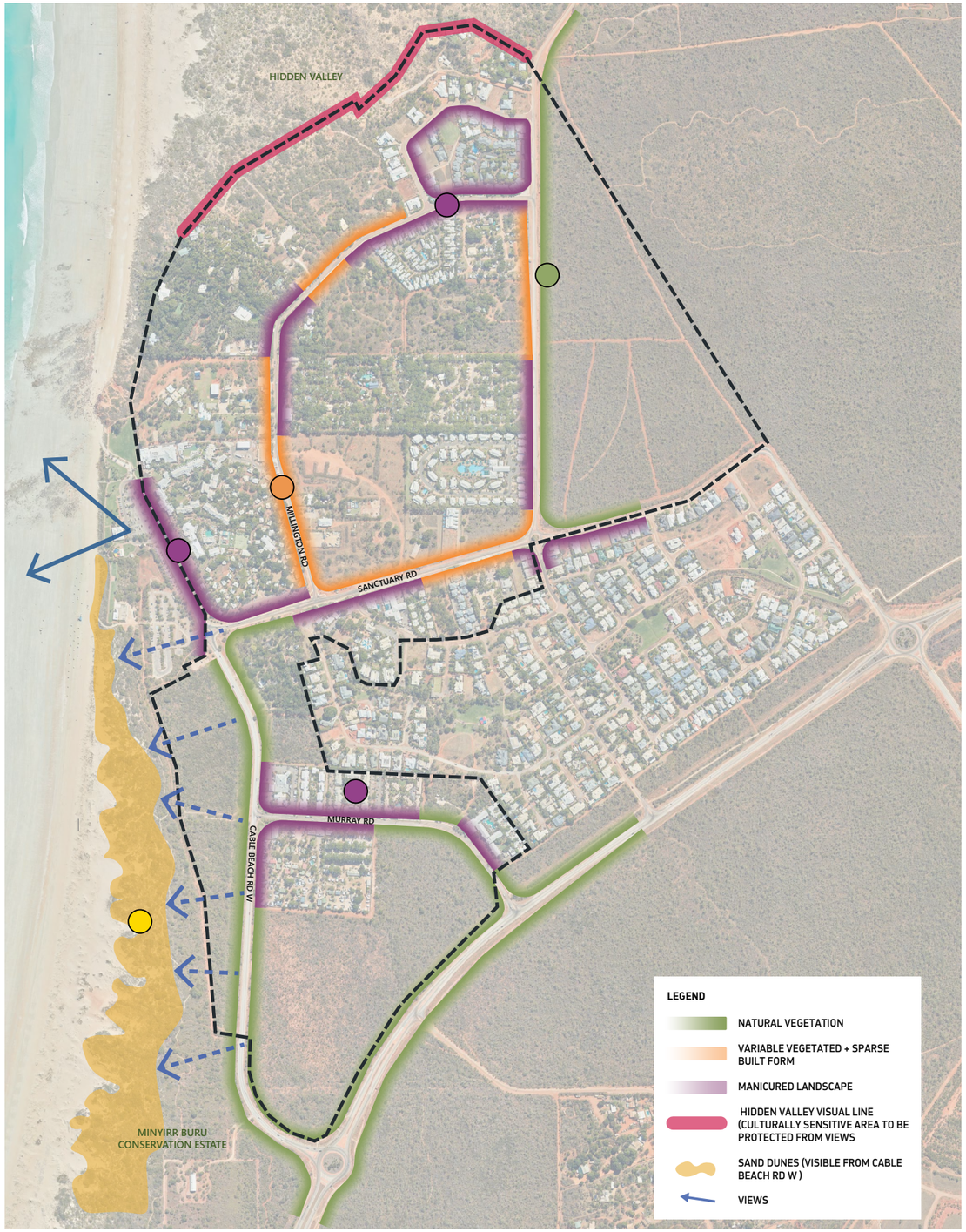
Coastal Dune
Undulating landscape with scattered native vegetation.



Sandstone Rocks (Cable Beach)
Rocky outcrop and clustered slabs of rocks protruding from sandy beach and shallows.



Cable Beach Parklands
Substantial park and recreation facilites overlooking the beach and ocean. Well maintained and irrigated landscape. Shortly subject to redevelopment.



P2 - Figure 16: Cable Beach Street Edges and Views



Natural Vegetation
Undeveloped area with existing native vegetation enclosing the views along the road.



Variable Vegetated + Sparse Built Form
Mix of native vegetation and informal landscaping. Some development, often set back from road.



Manicured Landscape
Structured and well maintained landscaping (Example 1).



Manicured Landscape
Structured and well maintained landscaping (Example 2).



Manicured Landscape
Structured and well maintained landscaping (Example 3).



Sand Dunes (Visible from Cable Beach Rd W)
Dunes can be seen in distance rising above the Pindan Woodland in the foreground.



Cable Beach Foreshore
Iconic expansive views over the foreshore and ocean to the West.

1.3.7 BUILT FORM CHARACTER

Broome has a unique built form character based on early development of the town in the late 1800's and early 1900's. A number of factors contributed to what is now referred to as 'Broome-style' architecture including:

- Remoteness and lack of building materials leading to innovation;
- Harsh sub-tropical climate focused on shading and cooling; and
- Influence of Japanese design.

More detailed information on the architectural characteristics of Broome can be found in the Kimberley Vernacular Handbook.

CABLE BEACH CHARACTER

The existing built form character is comprised of resort style developments such as Cable Beach Club Resort and Oaks Cable Beach Sanctuary. This type of development pattern includes smaller building footprints dispersed throughout heavily vegetated properties. This creates a microclimate and 'oasis' environment where the vegetation is used to provide shelter and shade from the harsh climate. This is demonstrated in the two aerials provided in ***P2 - Figure 17***. Due to the large block size, and heavily vegetated frontages, there is very little interface of buildings with the street. This leads to inactive streets with very little interaction between the public and private realm.

The majority of buildings within the Cable Beach precinct are primarily limited to a maximum of one to two storeys, with the Kimberley Sands being the only current example of three storey development, despite the local planning framework allowing for it.

DEVELOPMENT STRATEGY ACTIONS

As part of the Cable Beach Development Strategy (Development Strategy), a number of key built form actions were recommended. As part of the PSP process, these will be reviewed and updated as required.

- **Encourage tourist development with active frontages along key areas** - New / redeveloped tourist accommodation is encouraged to contain an active component such as a restaurant, spa, or tour office that addresses the street frontage and is accessible to the public.
- **Sensitive redevelopment of the old Crocodile Park** - Situated at the main entry into the Cable Beach Precinct and presenting two key frontages, this site has the potential to transform into an iconic tourism development. Any redevelopment proposal should have a high level of interaction with the streetscape promoting public access and address the intersection of Sanctuary Road and Cable Beach Road West. An increase in height to no more than 5 storeys can be considered for this site.
- **Yawuru Tourist Development** - As the only development site west of Cable Beach Road West, it will be important that the development of tourist accommodation on this site is done in an environmentally sensitive manner that recognises and respects the dune environment and the adjacent Monsoon Vine Thickets







P2 - Figure 17: Built Form in a Landscape Setting


Blue Seas Resort


Cable Beach Club Resort


Kimberley Sands


Oaks Cable Beach Sanctuary



Beaches of Broome


Sunset Bar and Grill, Cable Beach Club



Old Zookeepers Store



The Wharf

1.3.8 MOVEMENT

PUBLIC TRANSPORT

Shifting the transport focus within the Shire from private car travel dominance towards greater availability and usage of active travel modes and public transport was identified as a key issue in the engagement process for the draft Local Planning Strategy.

The Public Transport Authority (PTA) operates the TransBroome school bus service for school students in the Broome urban area. Four bus routes run during the morning and afternoon, circulating through residential areas with the townsite. In addition to this, as at January 2026 there is one public bus service for visitors and residents. This bus service (Route 890) connects the Cable Beach area through to Town Beach via Chinatown. This service operates hourly on weekdays between 8:45am and 1:45pm, and returns again hourly between 4:45pm and 6:45pm. On weekends and public holidays this service operates hourly between 8:45am and 6:45pm. At the time of publication the Cable Beach bus stop was not in use by this service.

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


Broome bus stop, Cable Beach Foreshore

ACTIVE TRANSPORT

A tourist precinct requires a high level of permeability and legibility for pedestrians and cyclists, as many 'fly-in' tourists may not have access to a car and are unfamiliar with the layout of the area. The path network in the CBP does not provide either at present. There is currently a lack of wayfinding signage, leading visitors to stop at private properties to enquire where the beach is. Neither the beach access via the Surf Life Saving Club Car Park nor the beach access next to Zanders restaurant is appropriately signed.

Lack of shade and amenity along the path network was often referenced in the preliminary community engagement, with Sanctuary Road seen as being particularly barren. Additionally it was raised that

tourists staying in accommodation in the north-eastern part of the precinct have a long way to travel to access Cable Beach. Although the beach is only 500 metres west 'as the crow flies,' visitors have to walk over a kilometre down Millington Road, and a further 500 metres west (at minimum) to the beach if using the surf club entrance. Upgrades to the path network are necessary to enhance the precinct's attractiveness and improve the visitor experience.

Key locations for pedestrian and cycling access have been identified in the Development Strategy and Cable Beach Master Plan which has since been refined and incorporated into the Cable Beach Foreshore Redevelopment Concept. In addition to the proposed main entry onto Cable Beach, these include the drainage easement north of the Camp School, the pedestrian link to the north (Lurujarri Walk), and the existing pedestrian link (Pt. Reserve 41767) through the Yawuru land to the south of the Surf Club (Minyirr Walk), which should be retained when this land is developed. The Shire is currently investigating opportunities to have a path link through the Camp School from Millington Road to the Cable Beach foreshore area.

The area immediately south of the emergency access ramp adjacent to the surf club contains stands of Monsoon Vine Thickets. There is currently a trail through the vine thickets which could be strengthened and enhanced with interpretative material as part of the improved pedestrian network.



Pedestrian and cycling footpath along Cable Beach Road West



Pedestrian footpath along Sanctuary Road



Bicycle parking on Sanctuary Road

PRIVATE VEHICLE TRANSPORT

ROADS

The CBP is bounded by Gubinge Road to the south, with the main entrance into the precinct by Cable Beach Road or Sanctuary Road (via Fairway Drive). An assessment of the Main Roads Western Australia (MRWA) functional road hierarchy has determined that the following classifications are present in the CBP:

- **Primary Distributors**: Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. All are National or State roads managed by Main Roads Western Australia (MRWA). Gubinge Road is the only example in the context of the CBP.
- **Local Distributors**: Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the local distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Examples in the CBP include Cable Beach Road West, Sanctuary Road, Fairway Drive, and Lullfitz Drive/Oryx Road.
- **Access Roads**: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by the Shire. They apply to all other roads within the CBP

The functional road hierarchy is illustrated in ***P2 - Figure 18***.

FUTURE ROADS

The urban structure and movement network for the CBP is largely established, however, there are some planned future upgrades, these include:

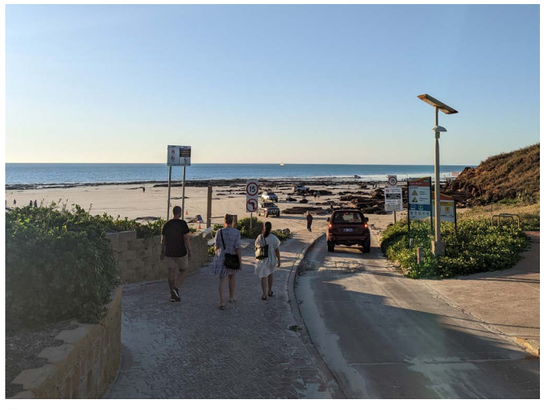
- Northern extension of Fairway Drive including a realignment of the Fairway Drive / Oryx Road intersection to the north; and
- A westward extension of Tanami Drive through to Sanctuary Road, providing a direct connection between Broome North and the CBP (including the proposed future District Centre).

PARKING

There are currently two large expanses of car parking located at Cable Beach, however, the current movement and access arrangements in the foreshore area are proposed to be changed in the Cable Beach Foreshore Master Plan. This will result in one larger consolidated car park. While there is a limited amount of public parking in the precinct, many businesses provide sufficient parking on site for public use.

BEACH VEHICLE ACCESS

Vehicle access to Cable Beach is gained via the ramp located at the amphitheatre on the Cable Beach Foreshore. Several alternatives access points were examined as part of the Cable Beach Foreshore Master Plan, however the current beach access is to be maintained as part of the proposed foreshore redevelopment.



Beach vehicle access



Cable Beach foreshore primary car park

DEVELOPMENT STRATEGY ACTIONS

As part of the Cable Beach Development Strategy (Development Strategy), a number of key streetscape enhancements were recommended. As part of the PSP process, these will be reviewed and updated as required.

CABLE BEACH ROAD WEST

As the main entry into the Cable Beach Precinct, the Development Strategy proposes that Cable Beach Road West will transform to highlight the cultural connection between the Precinct and Chinatown. It is envisaged that the roundabout at the intersection of Cable Beach Road West and Gubinge Road will ultimately connect directly to Chinatown once the Broome International Airport relocates. Improvements to this road will include dual use paths with adequate shading on both sides of the road and provision of street trees, attractive street lighting, landscaping, rubbish bins, and, in suitable locations, on-street parking. As Yawuru owns a substantial amount of land with undeveloped frontage to this road, there is the opportunity to work together and incorporate cultural elements and storytelling into the design of the streetscape.

SANCTUARY ROAD

Sanctuary Road is currently the main thoroughfare for tourists and residents in the Cable Beach Precinct to access the foreshore. Similar to the above, the Development Strategy proposes improvements such as dual use paths with adequate shading on both sides of the road and provision of street trees, attractive street lighting, landscaping, rubbish bins and on-street parking. It is envisaged that the landscaping along Sanctuary Road will be tropical themed, in keeping with what exists at present.

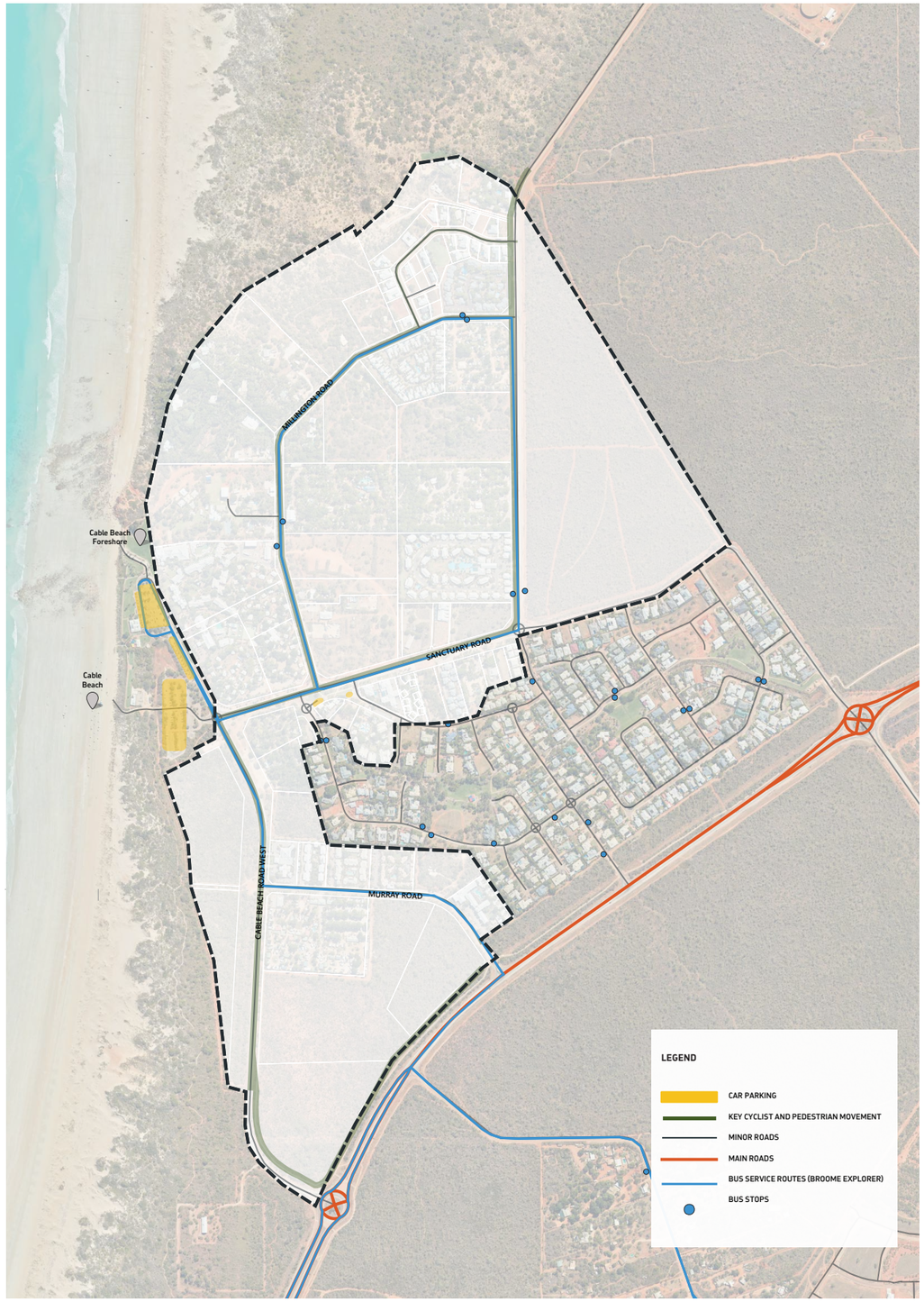
MURRAY ROAD

Whilst Murray Road has not been designated as a 'Priority Active Frontage' in the Development Strategy there is the opportunity for new / redeveloped tourist accommodation on this street to contain an active component such as a restaurant or spa that addresses the street frontage and is accessible to the public. Improvements to the streetscape along Murray Road should be more understated than what is proposed for Cable Beach Road West and Sanctuary Road.

PRECINCT ARRIVAL

The development Strategy proposed a number of upgrades to the movement network and public realm to promote a sense of arrival and a distinct character for the precinct.

- New plantings along Cable Beach Road West and Sanctuary Road to create a lush green welcoming aesthetic. Whilst also providing much needed shade to pedestrians and cyclists.
- A new public art feature in the roundabout to highlight the precinct day and night.
- Extensive formal plantings between Cable Beach Road West and the carpark to create informal landscape spaces.
- A new pedestrian footpath to the south of the carpark to enable pedestrians to walk to the beach without traversing through the car park.
- Simplified vehicle entrance and carpark.
- Artistic entrance statement acting as threshold to the foreshore precinct.



P2 - Figure 18: Movement

1.3.9 UTILITIES AND SERVICES

The CBP is planned to undergo significant change, it is therefore important to understand existing and planned infrastructure such as energy supply, sewerage, water and waste systems.

WATER

The Water Corporation manages water supply to the Broome urban area. Residential areas in the suburbs of Broome, Cable Beach, Djugun and Bilingurr, as well as the rural living estate in Bilingurr (Lullfitz Drive/Sands Street), have access to a reticulated water supply. Historically, some landowners in the CBP have accessed groundwater from on-site bores, however this may not be sustainable over time.

Water supply for the Broome urban area is drawn from the Broome Sandstone aquifer, located north-east of the Broome urban area. The Broome Water Reserve is located in the Waterbank and Roebuck suburbs. It is currently identified as a Priority One (P1) Public Drinking Water Source Area (PDWSA) under State Planning Policy 2.7 – Public Drinking Water Source Areas.

In addition to water pipelines, the Water Corporation operates water pump stations and tanks in Broome (suburb) and Bilingurr. Further urban expansion in Bilingurr (Broome North development area) would require an extension of the current reticulated pipeline network.

The Water Corporation has recently (July 2021) received approval from the Department of Water and Environmental Regulation (DWER) to undertake a groundwater exploration program. This approval will enable the Water Corporation to seek additional groundwater resources in order to meet future demands for the Shire. Further upgrades also include an expansion to the potable water bore fields, to support the town's development beyond 2050.

WASTE

The Water Corporation manages the two waste water treatment plants within the Broome urban area. These facilities collect wastewater via a traditional gravity sewer system from residential areas in the suburbs of Broome, Cable Beach and Djugun.

The Water Corporation intends to upgrade the Broome North Waste Water Treatment Plant to treat all wastewater in the Shire, catering for long-term population growth and increased tourism in the town. This extension is to be located directly north of the current facility.

In addition to the waste water treatment plant improvements, a separate program aims to provide re-purposed infrastructure for a replacement non-potable irrigation scheme servicing 43 hectares of green space in the Shire. Green spaces include public open spaces as well as school ovals and golf courses.

The BNDSP establishes that any future urban expansion in Bilingurr (Broome North development area) would require an extension to the existing gravity system and would need to be connected to the Broome North Waste Water Treatment Plant.

GAS

The Shire currently does not have a reticulated gas supply. Therefore, all gas is transported in and stored at homes and businesses in tanks and bottles.

ELECTRICITY

Horizon Power owns and operates the electrical generation and distribution networks in the Shire and electrical generation is provided by Energy Developments. In the townsite of Broome the power supply is generated from diesel and natural gas at a plant located near the Port of Broome (GHD 2016).

Low voltage distribution lines are primarily in older, established areas of Broome, whereas newer urban areas have both high and low voltage underground distribution lines.

The Shire of Broome advocates for the improvement of capacity and diversification of energy resources. Horizon Power has ongoing projects to improve the integration and management of renewables and releasing more distributed energy resources to the Broome system, including the Smart Sun Pilot program and microgrids.

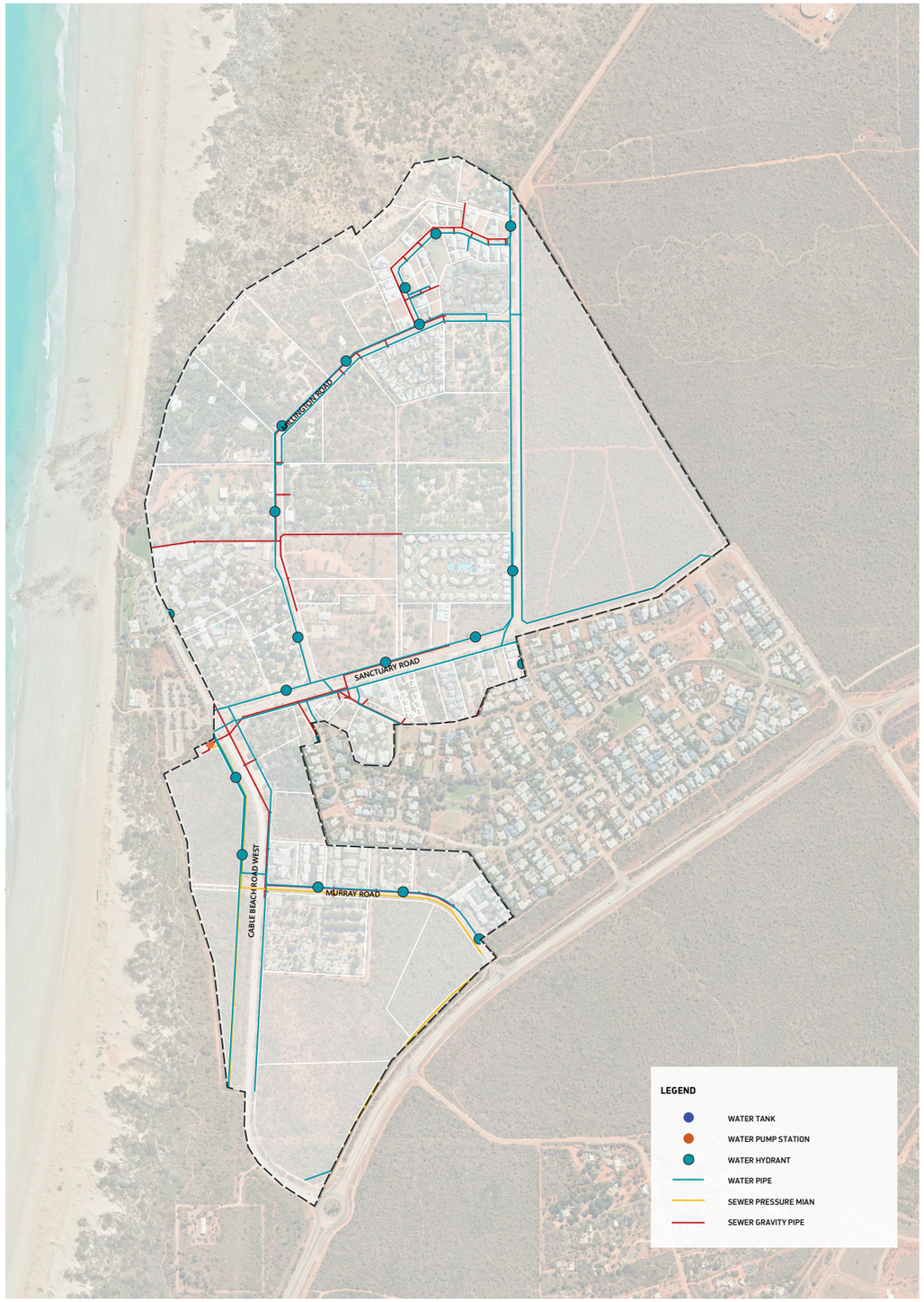
Horizon Power has identified the need for capital works required in order to mitigate generation capacity shortfalls in the Shire. Work on this project began in 2013 and is anticipated to be completed in 2027. Horizon Power has also recently opened its Customer Experience Centre, relocated from Melbourne to Chinatown in Broome. The centre was projected to cost $2.96 million and is aimed at providing energy advice, as well as interactive self-serve facilities to customers. The centre has created 10 jobs and two traineeship positions.

Horizon Power are also currently applying for funds to underground power for a section along Sanctuary Road.

TELECOMMUNICATIONS

All the major telecommunication providers have 3G and 4G coverage (no 5G) throughout the Broome townsite.

NBN cables have been installed in most of the Broome Townsite and as of early 2019 coverage is available, with some locations still being built (replacing ADSL). This significant improvement to broadband access in recent times is beneficial to home and business users.



P2 - Figure 19: Utilities and Services

1.3.10 DEVELOPMENT POTENTIAL AND VIABILITY

When assessing factors that impact development, the following themes are considered as the primary factors:

1. **Property** – attributes and characteristics that influence the physical possibility of a property to be developed for residential or retail use, including access and infrastructure services;
2. **Regulatory** – governance, legal and planning provisions that influence the built form, density and land use types that can be provided within the precinct; and
3. **Market** – characteristics influencing the supply, demand, price and feasibility of developing for a particular use or development outcome. The market can ultimately be influenced by a range of factors which could impact the rate at which development occurs. This could include government interventions such as public transport investment, or transformative projects.

DEVELOPMENT POTENTIAL ASSESSMENT

The CBPSP will look to actively encourage quality development in the precinct, while keeping with the vision and identity of the area. Design testing for these sites will look investigate the relationship between land use mix (the ratio of tourism to residential) and built form/development controls.

The key components to facilitating development in the CBP:

+ Appropriate land use mix, ensuring the tourism to residential ratio provides the right balance between housing diversity and permanent residents with employment generating landing and tourism opportunities.
+ Ensuring building heights and development controls allow for feasible development, whilst ensuring the character, identity and quality of design is maintained throughout the precinct.
+ Promoting development opportunities that provide year-round use and activation of the precinct.
+ Some of the challenges around facilitating tourism development have been documented in Section ***1.3.5* Land Use**.

To provide an evidence base to support the CBPSP design, a preliminary development potential assessment was undertaken to understand (spatially) where future development should be focussed.

ASSESSMENT METHODOLOGY

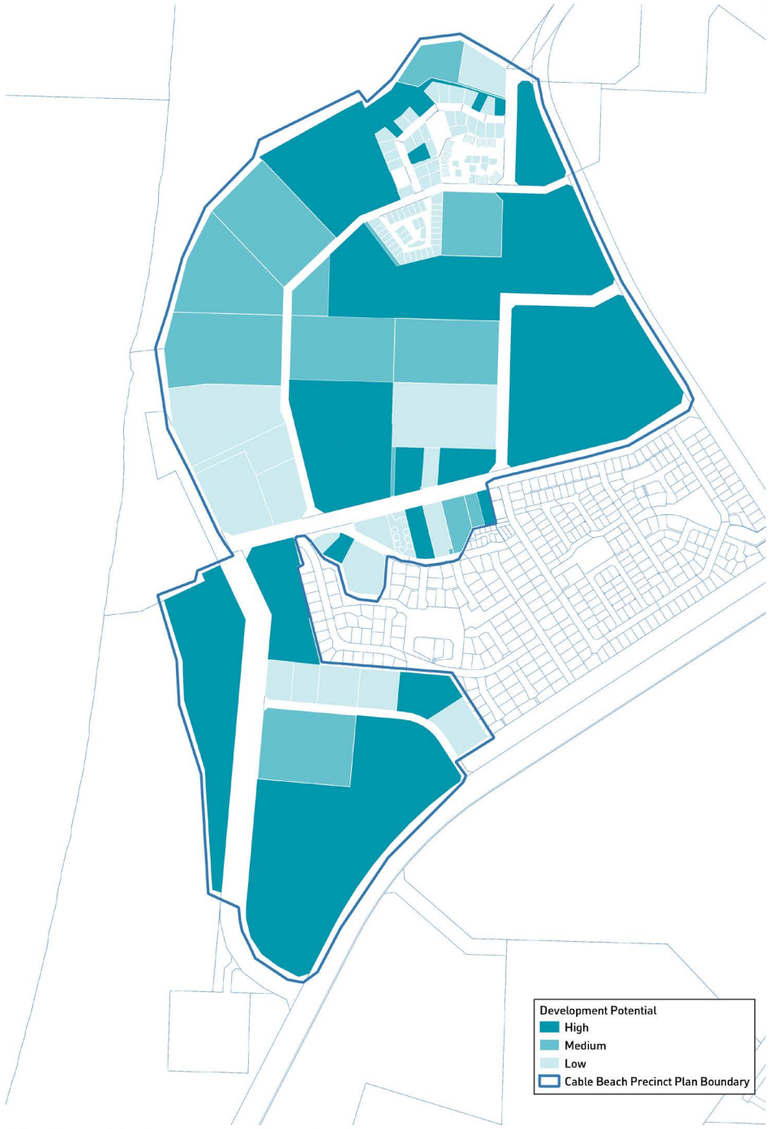
The development potential assessment included a combination of quantitative and qualitative analysis. From a spatial perspective, the quantitative analysis considered a number of critical influencing factors:

+ Tenure - which assessed lots based on their land ownership and tenure.
+ Lot Size - which assessed lots based on their size.
+ Existing Use - which assessed whether a lot is vacant or developed.
+ Age / Condition - which assessed the age and condition of existing development (if present).

The above indicators were supported by weighted criteria which allowed each development parcel in the Cable Beach precinct to be assigned a 'development potential rating'. These ratings were assessed further, having consideration for a range of qualitative factors (e.g. proximity to open space, transport, or land use amenity), and feedback received during the stakeholder engagement process.

The development potential ratings are illustrated on ***P2 - Figure 20***, they include:

- Low potential - being land that is highly unlikely to be developed in the next 10-20 years. This typically includes new development, or properties with complex strata ownership structures.
- Medium potential - being land that is likely to be developed in the next 10-20 years. This typically includes single residential lots that have ageing stock and have capacity to support infill development.
- High potential - being land that is highly likely to be developed in the next 10 years. This typically includes large, vacant lots which are in sole ownership. Or large single residential lots that have ageing stock ready for redevelopment.



P2 - Figure 20: Development Potential Assessment

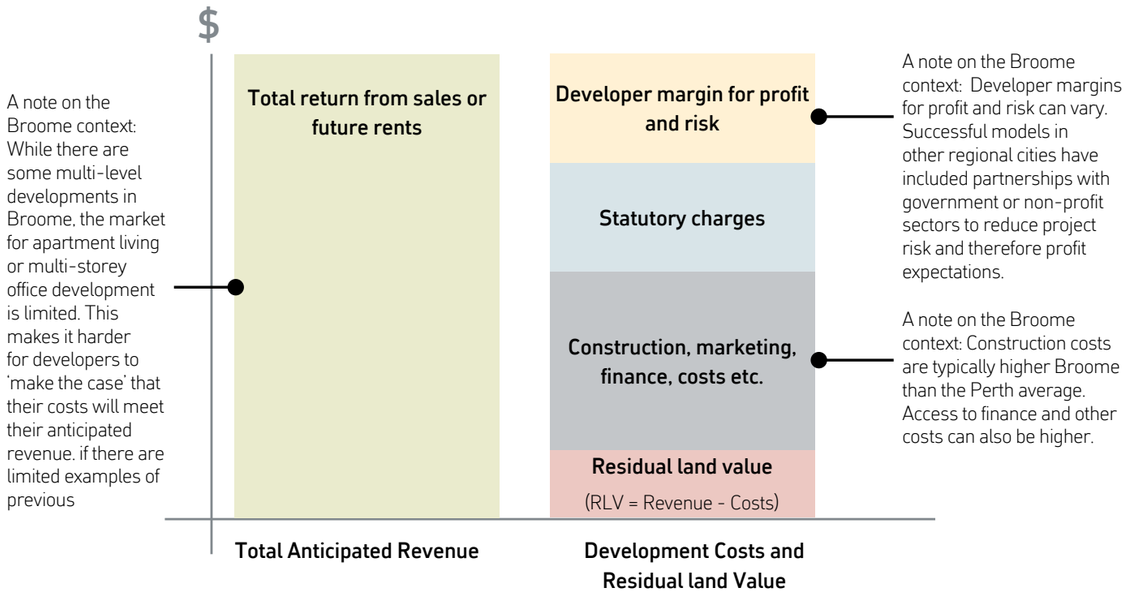
1.3.11 DEVELOPMENT VIABILITY

There are many models used to develop property – across private, government and non-profit sectors. Each has expectations (and thresholds) on what constitutes a viable development. At its most basic, if a development costs more to design and construct than the market is prepared to pay then it wont be financially viable. Most private developers expect to make a profit (return on investment) to make it worth their while. Very simply: Costs + ROI (profit) = Market Price.

It is important to note that government and non-profit sectors may have different values that they work towards dependent on location, development complexity and where financial viability can be overlayed with social objectives.

Partnerships between private, government and non-profit sectors are also common in regional areas. While this can be a positive arrangement, it is a more complex development model to establish and maintain. Figure 5 illustrates a typical residual land value calculation. This calculation illustrates the theory that the developer will pay no more for a site than the residual after all development costs and margins for profit and risk are deducted from anticipated gross realisation upon completion of the project.

Some of the elements which could potentially impact viability in Broome have shown in ***P2 - Figure 21***.



P2 - Figure 21: Residual Land Value Calculations

Source: SGS Economics and Planning Pty Ltd, Apartment Design Economic Evaluation 2018

CONSTRUCTION COSTS

It is widely acknowledged that in Broome construction costs are significantly higher, Master Builders Association of WA and Rawlinsons figures equate this to an approximate 45% -50% premium. Discussions during stakeholder engagement cited a figure between 30-50%. Some of the primary reasons identified for these higher construction costs have been highlighted as:

+ High cost of building materials;
+ Lack of labour force due to seasonal 'boom or bust' nature of Western Australia's economy; and
+ Additional costs associated with local climatic conditions (e.g. cyclonic protection).

These additional costs may reduce the potential capacity of development sites to maximise the gross realisation achievable. Higher construction costs effectively increase the expenses that need to be deducted from anticipated revenue (as illustrated in ***P2 - Figure 21***). This can limits the feasibility of development in Broome.

Within this context it is also important to understand that increased building heights result in further increases to the construction cost of a building. For example the National Construction Code has certain design triggers for taller buildings such as installation of lifts and fire sprinklers for buildings that reach four storeys or pressurised stairs for buildings that reach seven storeys. In addition to this there are additional costs associated with labour for taller buildings.

In light of the above it is important to note that increased construction costs in Broome are a major development constraint, but they are not insurmountable, as has been experienced in relative developments in other regional areas that share the same characteristics as Broome.

CAR PARKING

Discussions with local architects and the Shire of Broome suggested a strong attachment to private motor vehicles, and the expectation that adequate car parking ratios be accommodated on new development sites.

Car parking is a spatially fixed module with little scope to vary the size. It is also very expensive to build. Not only is there a land cost component, but a construction cost which increases twofold depending on whether it is built at ground level, in an under-croft, decked or basement scenario. The differences in cost typically relate to structural requirements, ventilation, fire protection and vertical services, (ramps, lifts, stairs).

TIMEFRAMES

The longer the duration between conception through to construction of a project, the more it will cost - attributed to interest rates, delayed income from sales/leases all erode the project viability. Taller buildings must incorporate a development model that accommodates longer planning, development and construction times.

ENVIRONMENTAL

A large portion of developable land within the CBP is identified as bushfire prone, meaning additional requirements may be applicable, This may provide additional costs and constraints to development.

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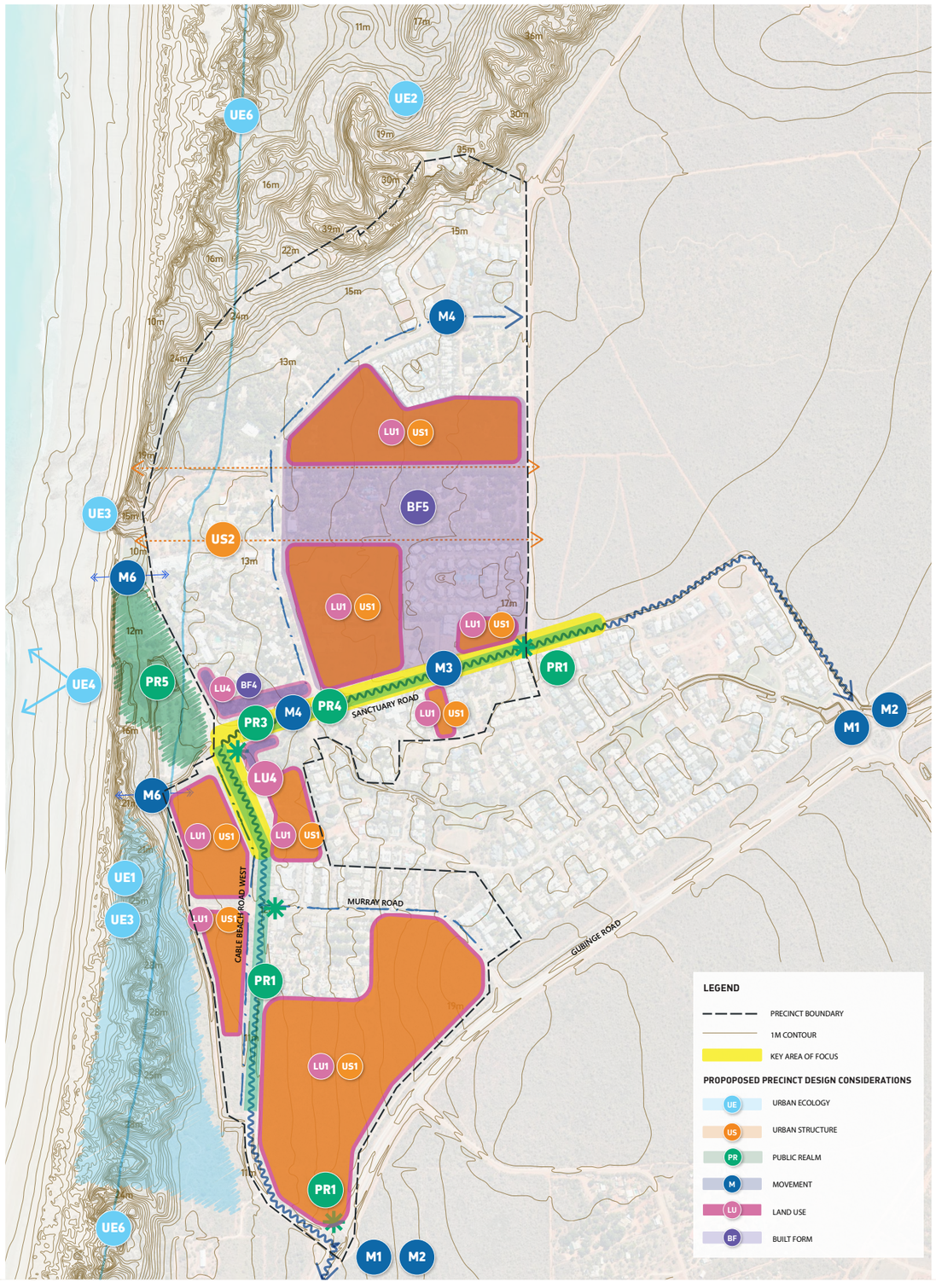
1.4 RESPONSE TO CONTEXT

P2 - Table 8: Cable Beach PSP - Key Design Considerations

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE-1	CBP is rich in Aboriginal heritage and cultural significance to the Yawuru people . The precinct includes the Yawuru Minyirr Buru Conservation Park and registered Aboriginal sites including Billingurru, the monsoon vine thickets in Minyirr Park and in Hidden Valley .	Greater consideration of Aboriginal heritage and culture into the design of the precinct. Opportunity to engage with Yawuru Cultural Reference Group recommended, including exploration for cultural or ecological based stories. Dual naming of the precinct should also be considered (Walmanyjun)
UE-2	The need to limit views and pedestrian access into Hidden Valley as a site with cultural significance to Yawuru people.	Culturally sensitive areas such as the Hidden Valley to be protected from views and pedestrian access.
UE-3	Yawuru Minyirr Buru Conservation Park forms the dunal area to the south of the Cable Beach Foreshore and its both a significant cultural and environmental area, with a number of natural walking trails connecting Gantheaume Point and Cable Beach, and providing access to the beach	Natural dunal landscapes and topography to be protected, with increased connectivity between the residential and tourism precincts and Minyirr walking trails.
UE-4	Unique natural environment that plays a significant role in the culture, values and identity of the town. Cable beach itself is one of the most iconic and well recognised beaches in Australia.	The natural environment to play a key role in the design considerations of the precinct, such as view corridors, location of public amenity and characteristics and intensity of development.
UE-5	The climate provides a unique opportunity for tourism during the dry season, as Broome provides a warm, tropical climate while the majority of Australia is experience a cool winter. Retaining population and attracting tourism during the wet season is a key challenge for Broome.	Precinct design to leverage off optimal dry season climate, while investigating options to promote a more diverse land use mix which allows for year-round activation of the precinct.
UE-6	The Broome Townsite CHRMAP has identified that the Cable Beach precinct is at significant risk of future coastal hazards such as erosion.	Coastal hazard implications to be considered in line with Broome Townsite CHRMAP.
US-1	CBP includes a number of large vacant lots, particularly around key corridors such as Sanctuary Road, Cable Beach Road West and Lullfitz Drive. .	High development potential with the opportunity for quality design outcomes such as increased landscaping, flexibility of building heights and orientation, due to the size of lots.
US-2	Limited connection within the precinct, due to the size of lots.	Opportunity to explore through-lot connections to increase walkability within the precinct. Consider the long-term aspirations of the Camp School and the opportunity to provide public access through the site. Potential to explore incentives as a mechanism to improve connectivity.
PR-1	The CBP includes a number of large wide road reserves which are underutilised. They result in development which does not interface well with the street and can impact provision of amenity such as paths, lighting, and shade.	Consider opportunities to rationalise large road reserves, particularly on Cable Beach Road West to minimise its width (consideration for location of services required). Undertake movement and place assessment to determine key connections and determine investment levels for key street typologies. Strategies should explore opportunities to improve planting and greenery to enhance comfort and support walkability.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
PR-2	Cable Beach Road West and Sanctuary Road are identified as the primary entrances into the precinct, however, the arrival experience is lacking.	Public realm upgrades focused on key arrival points, along with a number of sites which may be suitable for increased heights along this key approach to provide improved wayfinding within the precinct. Investigate options for streetscape upgrades to Cable Beach Road West, Sanctuary Drive and Murray Road.
PR-3	Large, underutilised road reserve along Cable Beach Road West, with no sense of arrival into the heart of the precinct.	The northern approach of Cable Beach Road West could be strengthened through creation of a small activity node. A landmark building is established on the old Crocodile Farm as an arrival point into the precinct. The introduction of coordinated public art could contribute to the sense of arrival and precinct identity.
PR-4	Sanctuary Road is a key pedestrian and cycling connection, however current amenity is poor, with little activation of the street	Sanctuary Road could be improved with pedestrian and cycling infrastructure that offers safe, direct and shaded connection to the beach. Tourism and hospitality uses could help to activate the street, spilling out onto new spaces on the side of a slow moving road. These uses could be temporary, efficiently using the space available during busy periods.
PR-5	Significant upgrades are proposed to the Cable Beach Foreshore as part of the Master Plan.	PSP design to have consideration for proposed design and ensure seamless integration with proposed upgrades, such as materials and landscaping palettes.
MO-1	The location of the Broome International Airport acts as a major physical barrier between Cable Beach and Chinatown/Old Broome. This significantly increases the journey time for all modes of transport between the precincts.	Investigate opportunities to improve connections to Chinatown/ Old Broome. Opportunity to leverage of the growing popularity of eScooters in by providing adequate infrastructure to allow for safe and efficient movement.
MO-2	There is no provision of public transport between the other residential areas of Broome, making it difficult for local residents to rely on buses.	Investigate opportunities to improve public transport to residential areas of Broome.
MO-3	Sanctuary Road is the key road providing local beach access for pedestrians, cyclists and vehicles. It is characterised by a wide road reserve with large verges, often resulting in cars moving very fast, impacting pedestrian and cyclist safety.	Develop concepts for reducing the road width of Sanctuary Road, to prioritise the safe movement of pedestrians and cyclists along this key corridor. This should also consider the provision of public parking.
MO-4	While there are a relatively large number of people walking throughout the precinct as their primary mode of transportation, there is a poor quality pedestrian and cyclist environment with vehicle dominated movement in the area. Climate, lack of shade/vegetation and insufficient infrastructure limits the uptake of walking and cycling in the area.	Upgrades to movement network to focus on public realm amenity. Key transport links could be improved with pedestrian and cycling infrastructure that offers safe, direct and shaded connection to the beach and key nodes of activity within the precinct.
MO-5	Lack of pedestrian and cycling legibility within the precinct with limited connections between areas commercial/retail, tourism accommodation and the beach, due to the large lot sizes.	Development opportunities along key movement routes would add to vitality and activity. Tourism and hospitality uses could help to activate the street, spilling out onto new spaces on the side of a slow moving road. These uses could be temporary, efficiently using the space available during busy periods.
MO-6	A number of existing pedestrian access points to the beach, including though the foreshore area as well as walking trails through Minyirr Park.	Maintain and preserve current beach access points, with new development and movement upgrades to lead people to existing access points, improving connection to the beach throughout the precinct.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
LU-1	Significant development potential within the precinct as a result of large lot sizes and undeveloped land.	Facilitation of development and flexible planning controls to promote development in the precinct. Strategic sites which must provide entertainment uses at ground level to support street activation and integration with Cable Beach Foreshore.
LU-2	Current tourism/residential land use mix is limiting development potential within the precinct.	Review of the tourism/residential land use ratio. Retain tourist uses as primary function of the precinct, however explore opportunities to support greater investment throughout the precinct.
LU-3	Seasonality of Broome's tourism economy as a result of a distinct shoulder season.	Review of land use throughout the precinct to encourage activation throughout the shoulder season. Consideration of land uses and community activities that can be utilised all year round.
LU-4	Limited food/beverage and retail options for both local residents and tourists. Many restaurants and bars are linked to tourism accommodation, resulting in residents and external tourists not being able to access the services.	Opportunities to encourage more commercial land uses, particularly around Sanctuary Rd and along Cable Beach Rd West. Enable development to occur separately from tourism uses, to ensure accessibility of services.
BF-1	Built form within the CBP is mixed in character and has occurred without a consistent theme.	Define the intended built form character and ensure appropriate controls for building placement, scale and massing is appropriate for the intended precinct and streetscape character.
BF-2	Cable Beach relies on the landscape as a key part of the character of the area and built form, however no formal landscape character has been defined for the precinct.	Identify and define the landscape character of Cable Beach, and incorporate as a key elements of the built form controls.
BF-3	Existing vegetation is largely preserved to promote dispersed low-scale courtyard typologies.	A series of spaces between buildings can allow for landscape to be established.
BF-4	Built form does not interact with key nodes of the precinct such as the commercial strip or foreshore area.	Built form to have a high degree of interaction with the street, providing activation of Cable Beach Foreshore Land use and built form investigations to assist with precinct activation.
BF-5	Building height throughout the precinct is generally very low, consisting of one to two storey development, with only one example of three storey development.	Review of current density and height limits. An increase of heights for certain key sites may be appropriate to attract quality development outcomes and activate the public realm. Building height in some areas/sites may need to be limited to minimise visual impact from the beach and to restrict views of culturally sensitive areas.
BF-6	Impact of climate on built form design, including risks associated with natural hazards such as cyclones.	Preparation of built form controls should have consideration for local climatic conditions, in particular residential and tourist accommodation which can promote climate-response design.



P2 - Figure 22: Cable Beach PSP - Response to Context



02

STAKEHOLDER AND COMMUNITY PARTICIPATION

2.1 PRE-LODGEMENT ENGAGEMENT

The project team and Shire of Broome undertook a pre-lodgement engagement to provide the community with an opportunity to learn more about good design and collaborate on design outcomes that suit the local environment and community context. The engagement built on the information gained from community input into the Development Strategies, and the principles and vision established throughout the Shire's LPS & LPS7 review process.

The engagement objectives more specifically were to:

1. *Understand the community values and vision for the areas.*
2. *Seek feedback on the design concept options and draft precinct plans for the precincts.*
3. *Raise awareness about the project and increase understanding of the complex layers considered in planning and design.*
4. *Continue to build a strong relationship between the community and Shire.*

PRELIMINARY CONSULTATION

The first phase of engagement provided the project team with the opportunity to understand local values, ideas for the future and how they may like to see the precincts develop. Feedback was sought from the community between 26 August 2022 and 2 October 2022 with additional engagement offered between 2 and 27 November 2022.

Input from the community and key stakeholder was sought through a variety of methods which included:

+ Community workshops (14 September and 21 November) attended by 41 people
+ 169 comments made on the online mapping tool
+ 14 stakeholder meetings
+ Yawuru community presentation and separate workshop with Nyamba Buru Yawuru Limited
+ Three market stalls
+ Seven written submissions

The feedback obtained during engagement highlights the community's love of Broome's unique character and their desire to maintain that whilst enabling opportunities to support the local community to develop and grow.

Some key areas of opportunity for the future included:

+ Flexibility of land uses to enable greater activation of existing areas and adapt to seasonal variations
+ Importance of maintaining and enhancing the environmental assets of Broome
+ Improving the streetscape amenity to facilitate safer and more attractive pedestrian and cycle movement
+ Consideration of mechanisms to address housing shortage
+ Encouraging development that responds to Broome's character, both the built and environmental.

DESIGN CONSULTATION

The second phase of engagement provided the community with the opportunity to view the draft concept plans for each precinct, and provide their feedback.

Input from the community and key stakeholders was sought through a variety of methods which included:

+ Community workshops (25 March 2023) attended by 14 people
+ 1,399 reactions made on the design ideas via the online mapping tool
+ 81 survey responses
+ One workshop with Nyamba Buru Yawuru Limited
+ One workshop with Shire staff
+ Six written comments

Common themes that were raised during the engagement that apply to both precincts were:

+ Building heights of three and five storeys are a concern, with loss of character the primary reason (Important to note - Concern mainly related to online surveys. There was more support for increased height in the workshops, where the context and design controls could be explained in more detail)
+ Strong desire to see more native trees and shade trees.
+ Greater desire for prioritisation of pedestrians and cyclists.
+ Prioritisation of housing over tourist accommodation.









03

VISION

3.1 VISION

The vision for the CBPSP is:

A **connected**, **vibrant** and **inclusive** precinct that celebrates the **natural and cultural heritage** of the area, and provides a range of **uses and activities**, which embrace all of **Broome's seasons**.

PROTECT AND RESPECT CULTURAL HERITAGE AND NATURAL ENVIRONMENT.



+ Cultural significant of dunal landscapes is protected.
+ Continuation of cultural corridors.

THE CABLE BEACH SUNSET IS A DAILY RITUAL.



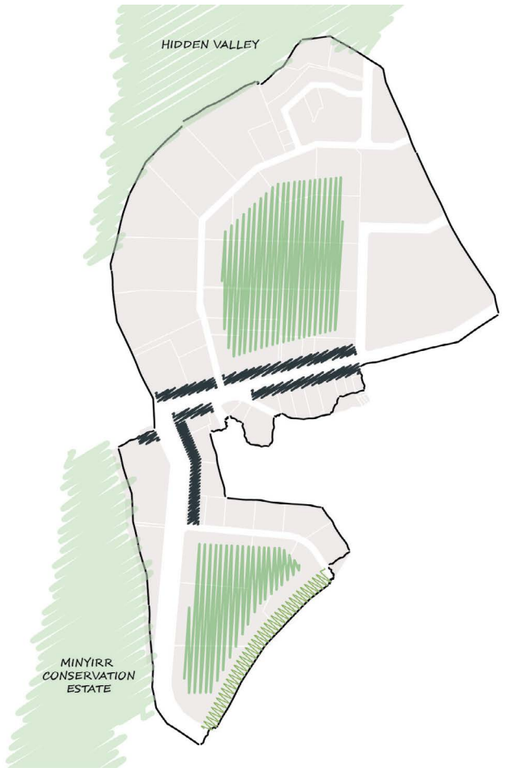
+ Provide safe, comfortable and attractive streets to optimise the beach experience.

AN ADAPTABLE AND ACTIVE PRECINCT WHICH EMBRACES BROOME'S CLIMATE ALL YEAR-ROUND.



+ Provide a flexible framework which allows the precinct to adapt to each season.

CABLE BEACH'S GREEN LANDSCAPE CHARACTER IS EMBEDDED IN THE PRECINCT'S DESIGN.



+ Precinct is surrounded by greenery, which intertwines through the precinct's design.



04

DESIGN ELEMENTS

4.1 URBAN ECOLOGY

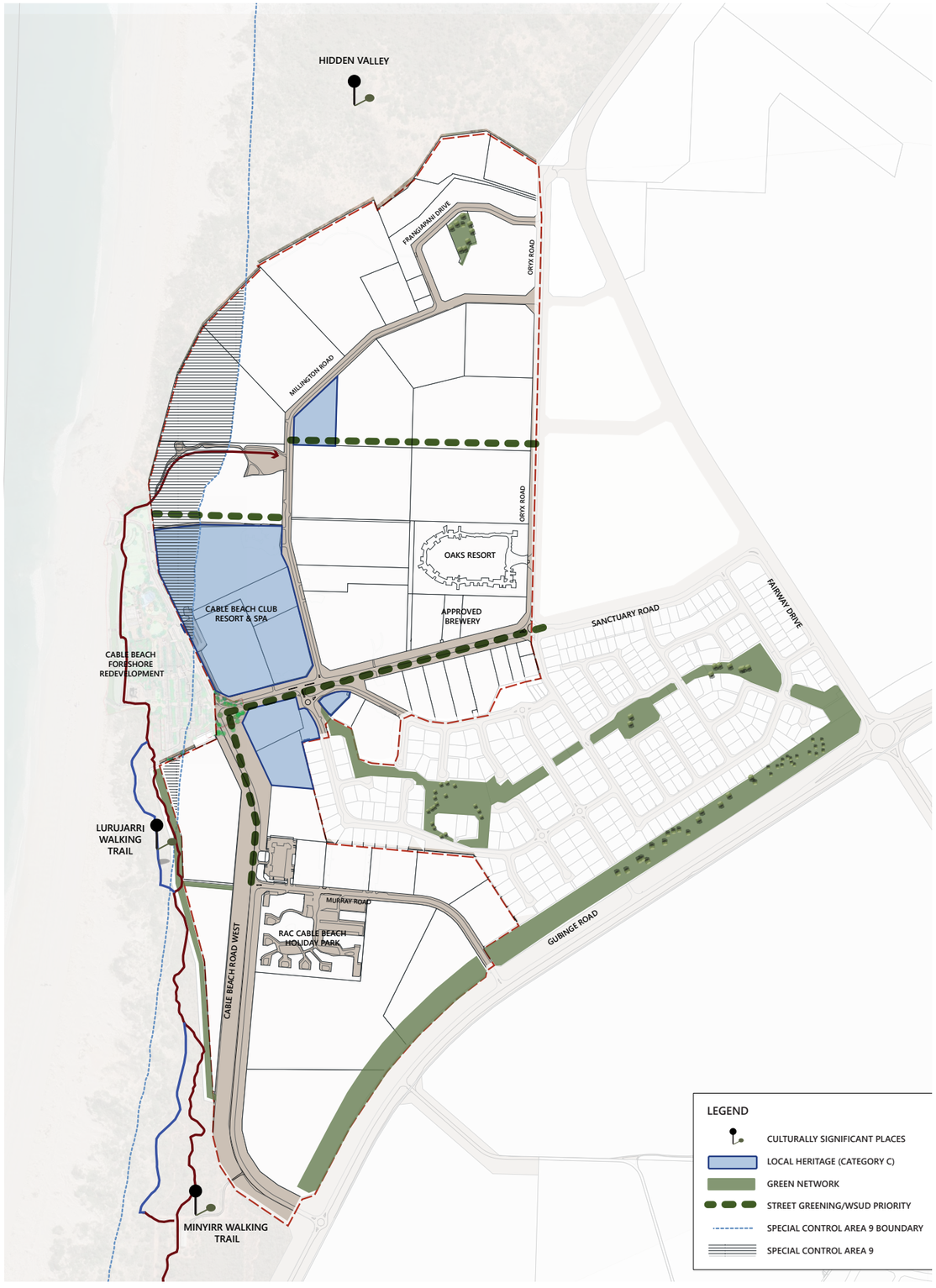
RESPONSE TO CONTEXT

As described in **Section *1.4*** key design considerations for Design Element 1: Urban Ecology can be summarised as follows:

+ Greater consideration of Aboriginal heritage and culture into the design of the precinct. Opportunity to engage with Yawuru Cultural Reference Group recommended, including exploration for cultural or ecological based stories. Dual naming of the precinct should also be considered (Walmanyjun)
+ Culturally sensitive areas such as the Hidden Valley to be protected from views and pedestrian access.
+ Natural dunal landscapes and topography to be protected, with increased connectivity between the residential and tourism precincts and Minyirr walking trails.
+ The natural environment to play a key role in the design considerations of the precinct, such as view corridors, location of public amenity and characteristics and intensity of development.
+ Precinct design to leverage off optimal dry season climate, while investigating options to promote a more diverse land use mix which allows for year-round activation of the precinct.
+ Coastal hazard implications to be considered in line with Broome Townsite CHRMAP.

DESIRED OUTCOMES

+ Adopt an environmentally sustainable approach to development within the CBP which appropriately manages Environmentally Sensitive Areas including remnant vegetation and potential fauna habitats and encourages conservation of resources, reduced waste, energy, and water use.
+ Enhance the precinct's landscape character by ensuring high quality landscaping and tree canopy within development sites, to reduce the impacts of climate for occupants, mitigate the impact of climate change and minimise the urban heat island effect.
+ Improve the quantity and quality of landscaping and tree canopy within the public realm, particularly along streets, to provide a comfortable walking environment within the precinct.
+ Celebrate local Aboriginal, cultural, and built heritage in the design of buildings and public spaces to enhance Cable Beach's and Broome's place identity.
+ Promote environmentally sustainable practices, including resource efficiency (energy, water, waste, air quality, material selection, urban green infrastructure) at all stages of development.



P2 - Figure 23: Urban Ecology Plan

01.1 To protect, enhance and respond to the ecological systems of the precinct.

4.1.1 NATURAL ENVIRONMENT

TOPOGRAPHY AND LANDSCAPE FEATURES (C1.1.1)

The CBP is relatively flat, there are limited topographical features with the exception of the coastal dunal system to the west of the precinct.

Much of the precinct's natural landscape occurs on the edge of the western boundary within the Yawuru Minyirr Buru Conservation Park. While there are no development sites offering direct beach access, there are opportunities for views over Cable Beach from development sites set further back from the coast.

COASTAL PLANNING (C1.1.1)

As described in the context analysis, the CBP is at significant risk of future coastal erosion. The 100 year coastal processes line (***P2 - Figure 12***) impacts a number of lots along the western boundary of the precinct, including the Cable Beach Club Resort, and the coastal properties to the north. These lots are included in Coastal Compartment 1 (Cable Beach), new development will be required to meet the design controls specified in the Broome Townsite CHRMAP as identified within the Scheme's Special Control Area 9 – Coastal Hazard and Risk Management Adaptation Area.

Planning Approach (general):

- **Avoid** further development of vacant land within the identified coastal erosion hazard area for areas north and south of the central tourist hub;
- **Planned / Managed retreat** for existing assets located on land prone to coastal erosion within the 2110 planning timeframe for land not proposed to be protected by a seawall; and
- **Accommodate** Land uses exempted by Part 7 of SPP2.6 Schedule 1 eg Community use of foreshore.

Planning Approach for areas behind a coastal protection structure (type of coastal protection, alignment and timing to be confirmed in future studies):

- **Protect** existing assets through a coastal protection structure.
- **Managed retreat** for current Shire structures and properties within the erosion hazard area.
- **Avoid** further development within the identified 2110 coastal erosion hazard on vacant land.

Based on the CHRMAP recommendations, it is proposed that no further development occurs within the 2110 coastal erosion hazard area, including identified portions of the following lots:

- Lot 2790 Cable Beach Road West, Cable Beach
- Lot 1216 (1) Sanctuary Road, Cable Beach
- Lot 1005 Millington Road, Cable Beach
- Lot 981 (5) Millington Road, Cable Beach
- Lot 500 (7) Millington Road, Cable Beach
- Lot 100 (9) Millington Road, Cable Beach
- Lot 985 (11) Millington Road, Cable Beach

GREEN NETWORK (C1.1.2 AND C1.1.4)

Landscaping is an important part of the CBP character, however the existing green network is currently disjointed and isolated. A key component of the CBPSP is to provide increased landscape and tree canopy within the public realm, provided a connected green network to support pedestrian amenity, reaffirm the CBP character, and provide key biodiversity links.

A number of green network upgrades are proposed within the CBPSP, illustrated on ***P2 - Figure 23*** and include:

- The creation of linear parks, consisting of landscaped public access through key new connections between Orys and Millington Rd, and between Millington Rd and the Cable Beach Foreshore (through the existing camp school site).
- Priority landscape upgrades including increased tree canopy and shade along key pedestrian routes (Sanctuary Rd and Cable Beach Rd West).
- Gradual greening of all other streets in the precinct to improve tree canopy and shade.

For more information refer to Section 4.1., 4.3.4 and 4.3.5.

ENVIRONMENTAL ASSESSMENT

The environmental setting and its values are important aspects that must be considered during the planning process, as well as during future works. To assist with this process, Stantec has prepared an Environmental Assessment Report (**Appendix 3**) to describe the environmental setting in which the CBP sits, the key risks to the environment that may be associated with planning and development works, and strategies that can be implemented to mitigate those risks.

P2 - Table 9: Potential Environmental Impacts and Mitigation Strategies

ITEM	SUMMARY	POTENTIAL IMPACT	MITIGATION STRATEGY
Threatened Terrestrial Fauna/Flora (refer to Section 2.2.6 and 2.2.8 of **Appendix 3**)	Several species of birds, mammals, and plants are listed as being endangered, critically endangered, or vulnerable.	Disturbance of fauna/ flora.	+ A flora and fauna survey may be required to confirm TEC occurrence within the area if clearing is proposed, noting that the majority of areas are already developed. + Development of an Environmental Management Plan (EMP) at development stage detailing mitigation strategies, triggers and contingency actions.
	A TEC is located nearby (Monsoon Vine Thickets).	Clearing of a conservation category wetland	+ Conduct a wetland identification and/or delineation investigation to investigate and update the environmental significance of the mapped wetland. + Development of an EMP at development stage detailing mitigation strategies, triggers and contingency actions.

ITEM	SUMMARY	POTENTIAL IMPACT	MITIGATION STRATEGY
Potential for ACM clad buildings (refer to Section 0 of **Appendix 3**)	ACM may be present in existing buildings and infrastructure.	Disturbance of ACM and potential risks to human health.	+ Review asbestos registers, conduct asbestos surveys, removal and appropriate disposal if identified in buildings planned for demolition. + Develop and implement an Asbestos Management Plan (AMP) and Construction Environmental Management Plan (CEMP) as required. + Development of an EMP at development stage detailing mitigation strategies, triggers and contingency actions.
Heritage Sites (refer to Section 0 of **Appendix 3**)	Several Aboriginal and European heritages sites are present.	Disturbance of heritage listed sites and places of cultural importance.	+ Manage as per appropriate Regulation and Yawuru Cultural Management Plan. + Engage with relevant Stakeholders and Native Title Holders.

In addition to the recommendations of the Environmental Assessment Report, the EPA and DBCA have raised concerns around the impact of development on nesting turtles along Cable Beach, and have requested the following to be prepared as part of a development application:

+ Line of sight modelling, to determine from what locations direct and indirect light (including skyglow) would be visible from Cable Beach. Any portion of a building with line of sight from/to Cable Beach shall be designed to restrict artificial light emission as visible from the beach front; and
+ Lighting Management Plan to be prepared to the satisfaction of the local government in consultation with the Department of Biodiversity, Conservation and Attractions in accordance with the Environmental Assessment Guideline for Protecting Marine Turtles from Light Impacts (EPA 2010) (or as updated) and the Commonwealth Light Pollution Guidelines for Wildlife – Including Marine Turtles, Seabirds and Migratory Shore birds (Department of the Environment and Energy and Department of Biodiversity, Conservation and Attractions, 2020) (or as updated) to ensure protection of marine turtle habitats.

These details are included in Part One.

4.1.2 WATER MANAGEMENT

Through preparation of the CBPSP, consideration has been given to the total water cycle to better facilitate use and management of urban water resources, relevant to the context and scale of the precinct. A Water Management Strategy (WMS) (**Appendix 2**) has been prepared by Stantec in accordance with Better Urban Water Management (WAPC 2008) guidelines and the objectives of the State Water Strategy.

GROUNDWATER MANAGEMENT (C1.1.3)

Groundwater management has been incorporated into the WMS to protect and enhance the groundwater resources for the region.

The objectives of groundwater management for the CBPSP are to:

+ Manage groundwater levels to protect properties, infrastructure and assets;
+ Maintain groundwater regimes for the protection of groundwater dependent ecosystems;
+ Protect the value of groundwater resources; and
+ Adopt nutrient load reduction design objectives for discharges to groundwater.

GROUNDWATER LEVEL MANAGEMENT

Urban water management responses in Broome differ from measures implemented in the other parts of WA. Due to low permeability Pindan soils, there is a limited ability for infiltration of stormwater at source. As such, groundwater level management strategies are to be installed as required and where possible. These strategies will include a restriction on new residential bores.

A combination of fill and subsoil drains is proposed to be implemented to maintain groundwater clearances and to control potential rise of groundwater levels. This will ensure finished floor levels have appropriate clearance from groundwater and flooding of properties and infrastructure does not occur.

GROUNDWATER QUALITY MANAGEMENT

Groundwater quality management is incorporated in this WMS to maintain or improve the existing groundwater quality. CBPSP proposes to achieve this by treating surface runoff prior to infiltration and therefore reducing the total nutrient load into the groundwater that originates from the increased development. The reduction of nutrient load to the groundwater will be achieved by:

+ Treating runoff in WSUD structures before infiltration.
+ Directing first flush stormwater to median swales or bioretention assets.
+ Fertiliser use to be minimised eg. Establishment and maintenance of vegetation in public opens space and road verges.
+ Drought tolerant turf species that require minimal water and nutrients within drainage reserves and road verges.
+ Where used within public open space, roll-on turf to be used, to reduce the high nutrient input required during the establishment phase of turf.

STORMWATER MANAGEMENT (C1.1.3)

Stormwater management has been incorporated into the WMS to provide flood protection, manage serviceability, and to protect existing ecology.

The objectives of stormwater management for the CBPSP are to:

- Prevent impacts on receiving environments from changes to catchment hydrology.
- Protect infrastructure and assets from major storm and flooding events.
- Protect people and property from flooding.
- Give consideration to future Sea Level Rise (SLR)
- Protect the downstream receiving environment through the application of WSUD principles and nutrient load reduction design objectives for stormwater runoff.

The stormwater drainage approach has been developed using a major/minor approach. The major drainage system is intended to service storm events greater than the 20% AEP and includes the use of roads, drains, swales and drainage reserves to provide safe passage and disposal of stormwater runoff.

A range of measures are proposed in the WMS:

STORMWATER QUALITY MANAGEMENT

Existing flooding inundation - The District Stormwater Management Strategy Report has found that there are areas within the Cable Beach Precinct Structure Plan that has existing inundation for the 1% AEP event. To mitigation existing flood risks the following steps are recommended for the CBPSP:

- No additional development is proposed to be within the 1% AEP flood extent with approved mitigation strategies.
- Upgrade flood conveyance infrastructure to increase flood conveyance within the precinct.
- Upstream developments are to treat flows onsite with no negative impacts on the downstream land users and properties.
- New developments are to have a minimum 0.3m freeboard to the 1% AEP flood levels.

Minor Drainage - For minor events, roads are kerbed adjacent to residential lots to contain the 10% AEP event. Stormwater management systems must be designed to provide appropriate levels of serviceability, amenity, and road safety. If necessary, SoB may need to identify and set aside additional areas within public open space across the catchment for local drainage infrastructure to detain stormwater runoff in the catchment. SoB should also ensure that commercial and residential developments in the catchment make adequate provision for on-site reuse/detention/soakage as a condition of any planning and building approvals.

Key points for the design of the minor drainage system are as follows:

- Extensive use of roadside swales and central median swales to limit the use of piped drains as far as practical;
- · Kerb breaks and flush kerbing to be utilised to encourage overland flow;
- · Where required, piped drains sized to convey runoff from the 20%/10% AEP storm event;

Major Drainage - Increasing the density of development and the extent of impervious surfaces across this part of the drainage catchment will require SoB to review its local drainage strategies to ensure that stormwater runoff to the Cable Beach outfall is not increased. Additional flows generated by the proposed developments in the area should be detained at source or within the local catchment until the peak flows subside in the main drain. SoB may also consider opportunities to increase existing drainage capacity.

The Cable Beach Precinct is currently catered by a series of open drains, box culverts and underground pit and pipe networks, operated and maintained by SoB. In order to satisfy conditions for the receiving waterbody, the following stormwater management outcomes are proposed within the CBP:

- Maintain peak flow rates and regimes within drains to current conditions. This is proposed to be achieved through the implementation in lot-scale, street scale and sub-catchment scale detention measures upstream of the existing drains to ensure that peak flow volumes and rates mimic present day conditions

Stormwater detention measures - Review of the proposed developed land use has indicated that the precinct has an increased fraction impervious of 40% compared to existing conditions. The reduction in pervious areas generally correlates to an increase in stormwater runoff volume, frequency and peak flow rates in the absence of stormwater detention measures.

A coordinated approach to stormwater quantity management should be applied in future planning stages. Where substantial redevelopment occurs that includes reduction in pervious areas and general civil works there the opportunity to provide a coordinated basin which allows for increased runoff from private lots. This may be advantageous compared to lot scale management of the excess runoff as the lot scale management is likely to be via small underground structures.

WATER QUALITY MANAGEMENT

Swales - Vegetated swales will be located along selected roads. The purpose of these swales is to provide treatment of runoff as close to source as possible. Roadside swales are to be revegetated and designed with a maximum depth of 0.5 m, 1:6 side slopes and typically have longitudinal slopes of between 1% and 4% which reduces the stormwater runoff rate, in accordance with Shire of Broome Structure Plan and Subdivision Standards (2019).

Bio-Retention Swales - Within the base of the proposed swales, a bioretention system is to be installed. The assets together provide both treatment and conveyance functions. The vegetated swale component provides conveyance (and retardation of flow) and pre-treatment of the stormwater through the removal of coarse to medium sediments as the flow passes through the vegetation. The bioretention system, often placed at the end of the swale, removes finer particulates and associated contaminants through fine filtration, extended detention treatment and some biological uptake. Bioretention swales are limited to flows that are not excessive as this will result in scouring of the filter media.

Bio-Retention Systems - Biofiltration Systems are proposed throughout the precinct where the depth to Maximum Groundwater Level (MGL) is more than 5m. Minimum specifications are set out in the WMS.

Tree Pits - Tree-pits are proposed to be located within road reserves to provide additional detention and capture of first flush events. Tree-pits will receive runoff via direct sheet flow over flush kerbing and/or via online connection to the stormwater treatment train.

Gross Pollutant Trap (GPT) - The inclusion of a GPT is expected to enable easier to maintenance of downstream assets and reduces the amount litter discharge into the ocean. The GPT can be place where the low flows are captured and treated well larger flows by-passes the GPT. This will reduce the amount of reduce of flows in high rainfall events.

Lot Scale Stormwater Management - Where possible, onsite retention of the 1 EY event will be mandated within private lots. This will be dependent on existing sands and/or fill in the area and whether the site has sufficient capacity to infiltrate runoff. Runoff is to be retained within lot soakwells installed within the sandy soils/fill and implementation of lot retention infrastructure is to be the responsibility of the lot owner.

Where soils with low permeability exist, onsite retention will not be mandate. To mandate onsite infiltration within these conditions would alter pre-development hydrology and is not considered consistent with the intent of the WMS. Mandating onsite retention in these conditions may also impact the amount of fill required to achieve suitable clearance from the base of infiltration structures.

Non-Structural Controls - Non-structural source controls aim to reduce nutrient export from the site by focusing on reducing the need for nutrient inputs into the landscape. The following strategies are proposed:

+ Local endemic species are to be used in vegetated and drainage areas;
+ Controls to be put in place around the use of fertilisers and irrigation to minimise nutrient export; and
+ Street sweeping and waste management/collection to be co-ordinated with the SoB.

WATER CONSERVATION (C1.3.4)

To reduce groundwater use and improve water use efficiency in a changing climate, opportunities for alternative potable and non-potable water supplies should be considered. Part 1 of the CBPSP provides design guidance which seeks to:

+ Encourage and establish waterwise landscaping/low maintenance garden beds which allow developments to limit water use within landscaping works. This is achieved via the following methods:
  - The adoption of water wise species, with a focus on using local native (water wise) species or if necessary species from regions with similar climates.
  - The irrigation system is proposed to be designed and installed according to best water efficient practices including consideration of hydro zone design solutions.
+ Developments will utilise harvested surface water for irrigation, active irrigation management, RWT, waterwise gardening principles (WWG) for estate landscaping and water efficient fixtures (WEF) to ensure that the development minimises the use of water.
+ Surface runoff is proposed to be harvested to be limit potable water use. Water harvested will have been infiltrated and treated prior to harvesting. Runoff is to be harvested using a wet well pump station into a storage tank, ideally located in public open spaces. A storage tank is preferred over water bodies as the storage is not subject to infiltration and evaporation.

O1.2 To enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage.

4.1.3 ABORIGINAL HERITAGE

(C1.2.1)

Future development in Cable Beach has the opportunity to build on the area's unique mixture of Aboriginal, European and Asian heritage and to better interpret this through landscaping and built form, for the benefit of residents and visitors. The following aboriginal heritage opportunities have been identified:

+ **Aboriginal Tourism** - As many visitors to WA are seeking Aboriginal tourism experiences, there is the opportunity for Yawuru to develop commercial businesses to cater for this desire. Parts of the Yawuru Conservation Estate such as Minyirr Park are easily accessible from the Cable Beach Tourist Precinct and cultural and ecological tourism activities can be developed in these areas to further enhance the tourist experience. Opportunities could include cultural and ecological tours, cultural awareness training, cultural workshops, excursions and field programs which can offer insight into the unique natural values of this area and Yawuru culture
+ **Yawuru Cultural Reference Group -** There is a desire to establish a framework in which the Yawuru Prescribed Body Corporate is better embedded into the planning and design process. This will allow Yawuru culture to be considered in the process through activation of the Yawuru Cultural Reference Group particularly for major public realm projects.

4.1.4 HERITAGE

(C1.2.2 AND C1.2.3)

The culture, values, and identity relevant to the CBPSP is captured in **Section *1.2.3***, with numerous places already listed on the Shire's Municipal Heritage Inventory (***P2 - Figure 23***) the primary opportunity of the CBPSP is to continue to explore new ways in which Broome's heritage can be celebrated through interpretation and conservation ensuring creation of places which continue to foster authenticity.

Section 4.6.1 provides more detail on the proposed heritage built form approach.

01.3 To reduce the environmental and climate change impacts of the precinct development.

4.1.5 TREE CANOPY

(C.1.3.1)

Retaining trees and increasing the extent of urban tree canopy is important for mitigating the impacts of urban heat island effect on our communities. Throughout the engagement process, the importance of the natural environment, improvements to landscaping and connection to Country has been a common theme. It is critical that the landscape strategy and the proposed upgrades to the public realm are focused on improving the natural environment through quality landscaping and connectivity of the green network. Proposed upgrades to POS and the movement network will ensure more residents have access to the natural environment. The benefits of improving tree canopy will supports habitat protection, stormwater infiltration, and reduces energy use for cooling. Additionally, tree lined streets are more likely to encourage walking and cycling by providing shade and contributing to the broader green network.

The following actions are proposed to enhance the tree canopy within the CBP:

+ Built form controls seek to (see **Section 4.6)**:
  - Establish landscaped verges and setbacks;
  - Increase landscaping within development sites with the requirements to provide additional planting of trees
  - Promote the retention of existing trees and vegetation, particularly in street and lot boundary setback areas.
+ Priority street greening is proposed in areas expected to have greater pedestrian / cyclist movement this includes Sanctuary Rd, Cable Beach Rd West and Murray Rd. Secondary street greening is proposed along Millington and Oryx Rd.
+ Promote the planting of local endemic species where possible.

4.1.6 ENERGY AND CLIMATE CHANGE

(C1.3.2 AND C.1.3.5)

Broome enjoys a tropical climate with the following six seasons identified by the Yawuru people:

+ **Man-gala** (December – March) - The wet season with strong north-west winds and wangal jarrangu (cyclones).
+ **Marrul** (April – May) - The changing season with little wind or rain and the humidity starts to drops
+ **Wirralburu** (May – June) - The cooling season with strong south-east winds and no rain.
+ **Barrgana** (June – August) - The cold season with strong dry south-easterly winds and guju-guju (dust storms)
+ **Wirlburu** (September – October) - The warming-up season where the westerly winds start to blow.
+ **Laja** (Late September – November) - The hot time and build up to wet season.

Designing at a precinct scale has the opportunity to establish built form guidelines which provides opportunities for climate responsive design, allowing a reduction in energy demand. In an urbanising environment, it is fundamental to the lifestyle of CBP residents that building design responds to local climatic conditions. Careful attention to elements such as shading and orientation can substantially reduce running costs, which is especially important in an environment where housing costs are high.

Broome is classified under the Building Code of Australia as a Zone 1 – Tropical Climate Zone. The main characteristics of the region's climate are:

+ High temperatures year round.
+ High humidity (with a degree of "dry season").
+ Moderate diurnal (day/night) temperature range.
+ A cyclone season coinciding with warmer months.

The following points advise on how development can best respond to Broome's unique climate:

+ Maximise external wall areas (plans with one room depth are ideal) to encourage movement of breezes through the building (cross ventilation).
+ Site buildings for exposure to breezes.
+ Shade whole building in summer and winter.
+ Use reflective insulation and vapour barriers.
+ Ventilate roof spaces.
+ Choose light coloured roof and wall materials.
+ Consider elevating your building to permit airflow beneath floors.
+ Consider high ceilings.
+ Provide screened, shaded, insulated outdoor living areas.
+ Consider creating sleep out spaces and larger outdoor or balcony areas.
+ Design and build for cyclonic conditions.

The impacts of climate change are proposed to be mitigated through the landscape design and built form response. The Shire's desire to promote development has been balanced against macro economic factors such as high construction costs and a shortage of housing. As such, embedding sustainability frameworks into the CBPSP could be seen as a hindrance. Instead, the approach taken has been to establish locally specific controls in place of these other sustainability frameworks. **Section 4.6.3** provides further information on the built form approach.

4.1.7 WASTE MANAGEMENT

(C1.3.3)

Through early engagement with the DPLH it was determined that a waste management strategy would not be required for the CBPSP due to the scale of the precinct. Waste management in the Shire is expected to continue to be managed in accordance with the Shire of Broome Waste Local Law 2021. Individual developments that incorporate multiple dwellings will also be required to prepare Waste Management Plans in accordance with the R-Codes.

4.2 URBAN STRUCTURE

RESPONSE TO CONTEXT

As described in **Section *1.4*** key design considerations for Design Element 2: Urban Structure can be summarised as follows:

+ High development potential with the opportunity for quality design outcomes such as increased landscaping, flexibility of building heights and orientation, due to the size of lots.
+ Opportunity to explore through-lot connections to increase walkability within the precinct. Consider the long-term aspirations of the Camp School and the opportunity to provide public access through the site. Potential to explore incentives as a mechanism to improve connectivity.

DESIRED OUTCOMES

+ Establish a connected and legible urban structure that links key areas of activity with the Sanctuary Road and the Cable Beach foreshore.
+ Improve public permeability through large development sites and enable cross block pedestrian connections.



P2 - Figure 24: Urban Structure Plan

O2.1 To ensure the pattern of blocks, streets, buildings and open space responds and contributes to a distinct, legible precinct character.

4.2.1 URBAN STRUCTURE APPROACH

INTENDED PRECINCT CHARACTER (C2.1.1)

The urban structure of the Cable Beach Precinct has been influenced by a number of factors driven primarily by existing land use, the coastline as well as block size and patterns. As Cable Beach has developed into an attractive tropical tourist destination, a band of activity nodes have developed to support the local economy, residents and visitors. To enable place responsive design outcomes, a land use and built form approach has been developed to articulate the intent and desired character of each of the proposed land use areas within CBP, with more detail provided in **Sections 4.5.1** and **4.6.1**.

The topography of the precinct means that to the north and south of Cable Beach Foreshore redevelopment area dunes mask views of the ocean. To protect the character of the beach there is strong community agreement that future built form should not replicate Gold Coast apartment typologies with high-rise buildings overlooking the beach. The built form approach has considered how height can be sensitively increased within the key activity node (***P2 - Figure 24***) without compromising the communities desire to retain the character of the beach. See **Section 4.6.1** for further detail on built form.

BLOCK AND LOT CONFIGURATIONS (C2.1.2)

The irregular block configuration limits permeability and legibility. Topography, the coastline, and large land parcels are driving factors as to the current block configuration. As described, this has resulted substantial and irregular block sizes in CBP that restrict legibility and movement through the precinct. Proposed upgrades intend to shift CBP further towards a gridded structure that is recognised as being more navigable. Refer to Section 4.2.2 for proposed upgrades to the urban structure.

DESTINATIONS AND FOCAL POINTS (C2.1.3)

The character and function of CBP is defined by the coast. As such, the destinations and focal points of the precinct are tied to this aspect and include:

- The Foreshore Reserve - including beachfront restaurants and public open space
- Cable Beach - including beach access pathways
- Existing Sanctuary Road tourism and commercial development
- Murray Street tourism development

This reaffirms the PSP approach to upgrade Sanctuary Road to support peoples' journey to the beach.

CABLE BEACH FORESHORE AND SANCTUARY ROAD

- The Cable Beach Foreshore Masterplan (adjacent to the precinct) is intending to expand Broome's peak tourism season and create a globally recognised beachfront destination. The foreshore enhancements are expected to catalyse private investment in the area which is likely to significantly influence the character of the area.
- In connection with the Foreshore major upgrades will be focused along Sanctuary Road. The intention is that through integrated land use planning and increased tourism/residential density Sanctuary Road can become an active mixed use spine with quality pedestrian and cyclist access.

- Future investment directed towards Sanctuary Road should result in developments that interact with the street by providing amenity through public realm contributions and active uses that spill onto the street such as retail, restaurants and entertainment. This has been encouraged through built form and land use controls (**Sections 4.5.1** and **4.6.1**.).

4.2.2 SENSE OF ENTRY

The context analysis identified the need for an improved sense of entry into the CBP. Providing an attractive and memorable entry is particularly important to creating a globally recognised destination and build on investment within the foreshore redevelopment area. Visually prominent entry statements contribute to the character of the area and assist with wayfinding. The PSP proposes three primary entry points to the precinct to be defined through landscaping, signage and local artworks:

- Intersection between Oryx Road and Sanctuary Road.
- Intersection of Cable Beach Road West and Gubinge Road.
- Intersection of Cable Beach Road West and Sanctuary Road.

02.2 To promote an urban structure that supports accessibility and connectivity within and outside the precinct.

4.2.3 CONNECTIVITY

LEGIBLE, INTERCONNECTED AND FUNCTIONAL URBAN STRUCTURE (C2.2.1 and C2.2.3)

The context analysis revealed limited permeability and legibility within CBP caused by an irregular block pattern with several inaccessibly large blocks. Specifically, the block north of Sanctuary Road has a perimeter exceeding 2.4km. This exposes the need for increased east-west connections to create smaller sized blocks that better support the intended walkable and high amenity character. It is particularly important that blocks are smaller and more permeable near to nodes of activity. The Shire has also been having ongoing discussions with the existing Camp School, looking to secure land for a pedestrian connection from Millington through to the beach.

This has influenced the selection of proposed new public connections illustrated in ***P2 - Figure 24*** to facilitate easier access to the Foreshore area and coastal dining outlets. While vehicle connections through these blocks are preferred, public pedestrian access would be acceptable, in line with recommendations to improve and prioritise active transport within the CBP.

Proposed pedestrian access providing east west links through the Camp School to the beach. Based on the Sunset Park, design concepts will be developed for a linear park to ensure shade, amenity and CPTED issues are addressed. Adjoining lots should front the linear park and provide passive surveillance. Implementation mechanism will be explored to enable the access to occur.

Proposed new and enhanced connections:

+ Prioritisation of pedestrian (and/or vehicle) connections through large development lots to enable permeability and more convenient access to the coast.
+ Proposed creation of a linear park to support pedestrian connections between Oryx Rd, Millington Rd and the Cable Beach foreshore.
+ Investigate the use of public access easements to secure pedestrian connections through large blocks.
+ Investigate requirements for public roads to be provided where an increased proportion of increased residential population is proposed.

BROOME NORTH CONNECTION

Broome North, a growing residential area, lacks direct and convenient access to the CBP. In future, Tanami Road is to be extended to connect with Sanctuary Road which will greatly improve access to the precinct. This proposal has been progressed through the Broome North District Structure Plan and Broome North Local Structure Plan No.3, both of which have been adopted. The Broome North District Centre proposed on Fairway Drive is envisaged to be the 'bridge' between CBP and Broome North through the development of the presently vacant lot that separates the two areas. These proposals further establish Sanctuary Road as the key entry route to the Cable Beach Foreshore and increase the rationale for Sanctuary Road streetscape upgrades.

PRIORITISING PEDESTRIANS AND CYCLISTS

The 400m and 800m walkable catchments extending from the Cable Beach Foreshore redevelopment area are illustrated in ***P2 - Figure 27***.

The proposed shared pedestrian pathways sit within the 800m catchment. To further promote active modes of travel through the precinct shade provision through landscape to promote. See **Section 4.3** and **4.4** for more detail on the movement network and descriptions on improving thermal comfort for pedestrians and cyclists.

02.3 To ensure the urban structure supports the built form, public realm and activity intended for the precinct.

4.2.4 STREET BLOCK AND LOT CONFIGURATIONS

BLOCK CONFIGURATIONS (C2.3.1)

As described in **Section 4.2.1** and **4.2.3**, the large block sizes within the CBP is a major barrier to connectivity, and consolidated development. Large blocks currently support the building typology of resort accommodation set within vegetation for thermal comfort, however prevent direct and efficient movement within precinct. The following actions are proposed:

+ In line with the desire to increase tourism and residential development, focus intensity along key blocks to create activity nodes.
+ Increase housing supply throughout the precinct, with greater flexibility provided on the larger blocks to the north and south.
+ Use of public connections to break up large blocks and improve connectivity throughout the precinct.

LOT SIZE AND CONFIGURATIONS (C2.3.2 & C2.3.3)

As described in the context analysis, Cable Beach is categorised by very large lots, with significant frontages. This presents both challenges and opportunities as described in ***P2 - Table 10***.

P2 - Table 10: CBPSP Lot Size Opportunities and Challenges

	OPPORTUNITIES	CHALLENGES
Lots over a hectare	+ Large site area enables a coordinated approach to development with adequate space for landscaping, solar access and natural ventilation, building separation/ setbacks and car parking. + Able to provide a range of built form typologies. + Able to accommodate diverse land use mix, with tourism, residential and commercial able to be delivered on the same lot.	+ Connection between streets is difficult to achieve. + Difficulty in providing a quality residential outcome, with care needed around the timing and process for development and subdivision. + Staging of development often required + Green Title subdivision may lead to 'nesting' of development to get around tourism requirements. + Development is often inward facing, offering no connection to the street
Lots less than a hectare	+ Able to provide integrated development that fronts the street. + Street access able to be achieved + Staging generally not required	+ Achieving parking and landscaping on site can be more challenging - limiting built form typologies + More challenging to achieve solar access and natural ventilation requirements

The size of lots has been carefully considered in the context of land use and built form:

+ Prioritising the land use and built form response along the street edge, with greater flexibility for how the remainder of the development is delivered.
+ Ensuring green title subdivision does not create lots less than 1ha to preserve the development opportunity.
+ Allowing strata subdivision to create smaller lots in accordance with the R-Code density. This allows for greater control of the built form outcome through a Development Application prior to subdivision occurring. It is important that the subdivision plan is led by the built from response and not visa versa.
+ Allowing additional height for lots where height can be setback further into the development street.

LARGE FORMAT USES (C2.3.4)

Large format uses are not the preferred within the precinct, do not reflect intended character of the area or primary function as tourist and coastal destination The large area of vacant land to the east of the precinct will support large format retail uses within the proposed North Broome District Centre. This area will cater to tourist and residents within the precinct.

ACCESSING PUBLIC SPACES (C2.3.5)

Most popular POS is the Cable Beach Foreshore reserve so access improvements further support access to and from this area within the precinct. Refer to Section 4.2.3 for further information

02.4 To ensure an adaptable urban structure that can respond to and facilitate change within a precinct.

4.2.5 ADAPTABLE URBAN STRUCTURE

ADAPTABLE STREET BLOCK PATTERN (C2.4.1)

Lots within the CBP are generally all of a size sufficient to allow flexibility for use, intensity and built form over time

CATALYST SITES (C2.4.2)

Two key development sites have been identified as catalyst sites for future development with the CBP:

- Corner of Sanctuary and Millington Road
- Old Crocodile Park Site - Corner of Sanctuary Road and Cables Beach Road West

These sites have to potential to act as key built form landmarks and promote further development in the precinct. Design testing has been undertaken for both of these sites and included in **Section 4.6.2.**

STAGING (C2.4.3)

Due to the size of a number of vacant development sites, a staged approach to development might be appropriate. The current Scheme provisions for providing residential development within the tourism zone require the staging to deliver the tourism component prior to residential component. This was identified as a major barrier to securing finance for developments. Greater flexibility with the staging of tourism and residential development is recommended, with further information provided in **Section 4.5.1.**

4.3 PUBLIC REALM

RESPONSE TO CONTEXT

As described in **Section *1.4*** key design considerations for Design Element 3: Public Realm can be summarised as follows:

+ Consider opportunities to rationalise large road reserves, particularly on Cable Beach Road West to minimise its width (consideration for location of services required).
+ Undertake movement and place assessment to determine key connections and determine investment levels for key street typologies. Strategies should explore opportunities to improve planting and greenery to enhance comfort and support walkability.
+ Public realm upgrades focused on key arrival points, along with a number of sites which may be suitable for increased heights along this key approach to provide improved wayfinding within the precinct. Investigate options for streetscape upgrades to Cable Beach Road West, Sanctuary Drive and Murray Road.
+ The northern approach of Cable Beach Road West could be strengthened through creation of a small activity node. A landmark building is established on the old Crocodile Farm as an arrival point into the precinct. The introduction of coordinated public art could contribute to the sense of arrival and precinct identity.
+ Sanctuary Road could be improved with pedestrian and cycling infrastructure that offers safe, direct and shaded connection to the beach. Tourism and hospitality uses could help to activate the street, spilling out onto new spaces on the side of a slow moving road. These uses could be temporary, efficiently using the space available during busy periods.
+ PSP design to have consideration for proposed design and ensure seamless integration with proposed upgrades, such as materials and landscaping palettes.

DESIRED OUTCOMES

+ Improve the quality of the streets as a key public realm asset for the precinct, with a particular focus on landscaping, shade, walkability and activating street frontages.
+ Design of the public realm promotes safe and active public spaces during both day and night.
+ Community infrastructure and facilities are responsive to community need, climate, multifunctional and provide for a variety of passive and active activities that attract both tourists and residents.
+ The public realm is reflective of local character, and the natural and cultural environment.



P2 - Figure 25: Public Realm Plan

03.1 To ensure the public realm is designed to promote community health and wellbeing.

4.3.1 POS NETWORK

PROVIDING ACCESS TO QUALITY OPEN SPACE (C3.1.1 AND C3.1.2)

There are few established parks and open spaces within the CBP. The most desired area of public open space is concentrated along the foreshore outside of the precinct boundary. The reserve along the foreshore is to be significantly upgraded in the near future as part of the Cable Beach Foreshore redevelopment plan. The CBPSP aims to build on the foreshore improvements by better connecting residential and tourist nodes with the foreshore. In addition to the foreshore, Sayonara Park and Maritana Park located to the east of the precinct offer local open space to residents and visitors. Future upgrades in the precinct should increase opportunities for community interaction, relaxation and recreation in the public realm through the creation of spaces that cater to a diverse range of users and activities.

Critically, opportunities to increase areas of POS will need to be investigated in future when new residential developments are proposed within the CBP. The practical delivery of new areas of POS is established in Part 1.

POS provision within CBP:

+ Local (0.4Ha - 1Ha) POS: Frangipani Park, Frangipani Residential Estate
+ Pocket (<0.4Ha) POS / Neighbourhood (1Ha - 5Ha) / District (5Ha-15Ha): nil

USER COMFORT (C3.1.3)

To enhance user comfort in public spaces, one of the primary design considerations in the CBP is how to improve shade. Thermal comfort is an essential as local climatic conditions can be harsh/hostile during both the dry and wet season. High temperatures can be exacerbated by the urban heat island effect whereby heat absorbing materials in the built environment retain heat and further increase temperatures. To ameliorate these impacts and create more comfortable micro-climates the following initiatives are proposed along key pedestrian and cycle pathways:

+ Improved tree canopy in public and private spaces (see **Section 4.3.5**).
+ Built form responses that provide shade through structures such as awnings (see **Section 4.6.2**).
+ Expansion and design improvements to network of shaded laneways and courtyards within Chinatown.

Improving existing POS will also require considerations for how to better incorporate Crime Prevention Through Environmental Design (CPTED) principles, particularly where developments or houses face or back onto open spaces (e.g. proposed linear parks providing pedestrian access through blocks). In these instances, the built form approach (Section 4.6.4) demonstrates how infill development can improve the interface between POS and private residences through enhanced passive surveillance. The context analysis highlighted the harsh climatic conditions within CBP particularly during the wet season when temperatures average between 26° and 33° (see **Section 1.3.3**). The PSP has proposed plans to increase shade and reduce heat impacts on community and visitors in the public realm through:

+ Increased tree canopy particular focused on primary pedestrian pathways
+ Built form responses that retain and incentivise landscaping particularly along the street edge

4.3.2 POS UPGRADES

The primary design interventions proposed to improve public realm experience are upgrades to Sanctuary Road and Cable Beach Road West. To communicate the design vision and intent, high-level indicative concepts have been prepared. These are illustrative only. As part of the CBPSP's implementation, future detailed design would be required to ensure the feasibility of the design solutions proposed.

Other proposed upgrades to POS include the two linear parks and pedestrian accessways depicted in ***P2 - Figure 25*** to address the currently limited east-west connectors. These linear parks have the potential to provide much needed cut-throughs and are envisaged to support significant tree canopy and vegetation which will improve pedestrian experience and amenity within the precinct. The implementation of these linear parks are more complex in nature and involve further discussions and planning with landowners. As such concepts have not been provided.

LINEAR PARKS

Two linear parks and pedestrian access ways have been proposed to address the currently limited east-west connectors which was identified in the context analysis. This will enable comfortably shaded and safe walkways for pedestrians to access the Cable Beach. This journey to the beach to watch the sunset or to walk along the coast is a defining activity of the Cable Beach Precinct. The linear parks should be designed in accordance with the principles and scenarios established in the WAPC's Safer Places by Design.

SANCTUARY ROAD GREEN CORRIDOR

A central element of the CBPSP is the proposed upgrades to establish Sanctuary Road as the primary east-west movement corridor for vehicles, pedestrians and cyclists travelling to Cable Beach Foreshore. These upgrades propose the addition of a shared path framed by vegetation as well a tree planted median and on street angled parking. The design concept for Sanctuary Road additionally features rain gardens to collect stormwater run off. To enable these upgrades and ensure sufficient space for tree planting and central lighting a continuous median is required. The current road width of Sanctuary Road has an expansive verge reserve to support the improved active transport facilities and necessary road widening to allow space for the median and on street parking. Further detailed design is required to consider an additional roundabout along Sanctuary Road to enable more efficient access to driveways as drivers will be unable to cross the median. ***P2 - Figure 26*** provides an ultimate build out cross-section with one of the key actions of Part 1 of the CBPSP advocating for an overall streetscape enhancement master plan to be prepared that provides consideration for the issues raised.

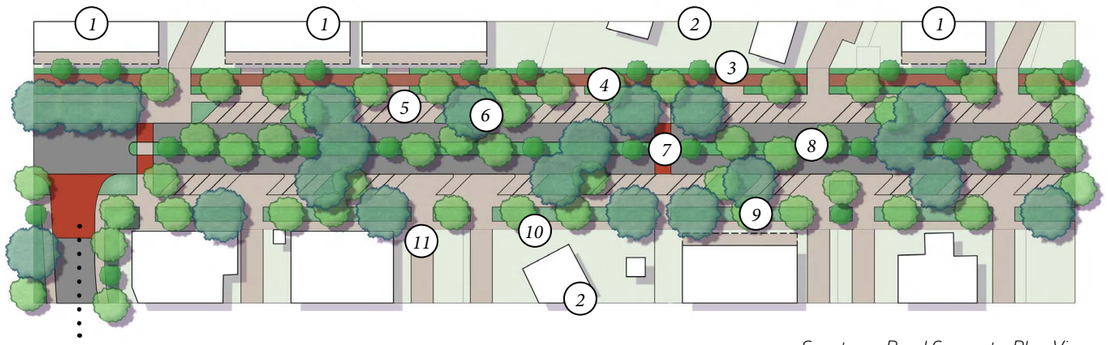




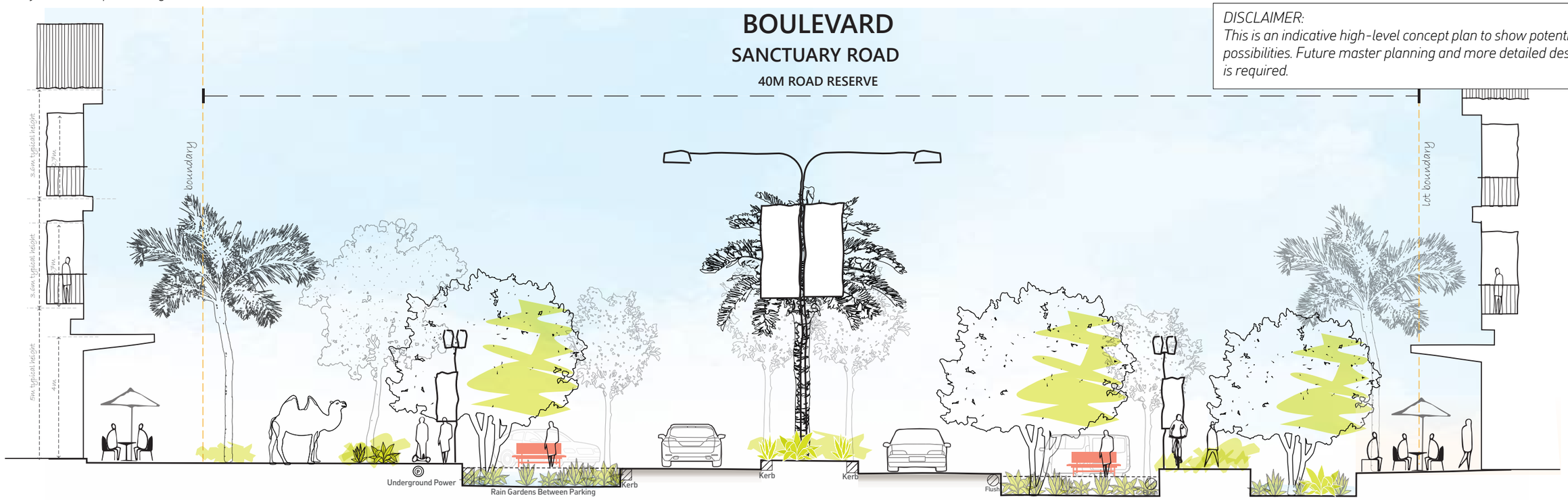
Sanctuary Road Concept - Existing Conditions

SANCTUARY ROAD GREEN CORRIDOR KEY DESIGN MOVES

1. New development
2. Existing development
3. Pedestrian pop-through path links
4. Camel track and shared path framed by planting
5. Integrated paths and angle parking
6. Rain gardens between parking pods
7. Pedestrian crossing
8. Tree lined median
9. Linear rain gardens
10. Al-fresco extension areas
11. Driveways



Sanctuary Road Concept - Plan View



P2 - Figure 26: Sanctuary Road Green Corridor Concept

03.2 To enable local character and identity to be expressed in public realm design to enhance sense of place.

4.3.3 PUBLIC SPACES AND LOCAL CHARACTER

LOCAL NATURAL FEATURES (C3.2.1)

The primary natural feature of Cable Beach is the foreshore and coastline. This area primarily sits beyond the boundary of the precincts and as determined in the context analysis there are limited natural features within the precinct. One of the few natural features, the dunal system, interfaces with the precinct. The preservation of the dunes has been considered through the built form response of the CBPSP (**Section 4.6.1**).

Sanctuary Road and Cable Beach Road West Upgrades

Proposed Boulevard street type. Features will likely include improved pedestrian footpaths, a dedicated cycle path, on-street parking and significant landscaping to provide shade and amenity. Design to be integrated into the Cable Beach Foreshore upgrades and encourage a low speed vehicle environment. Design strategies to integrate and soften the impact of the car parking area at the end on Sanctuary Road should be considered.

ABORIGINAL HERITAGE (C3.2.2)

Under the Yawuru Cultural Management Plan, the majority of the CBP is identified as being part of Bundurrbundurr or Pindan Country. The area also includes Niyamarri (sand dunes) and Mayingan manyja balu (vine thickets). Through the CBPSP, there are real opportunities for the Shire of Broome and Yawuru representatives to work together to explore opportunities to recognise Aboriginal knowledge and connection to place. One of the primary opportunities could be to explore new planting opportunities which reintroduce key plants and tree species previously found in Bundurrbundurr.

CHARACTER AND IDENTITY (C3.2.3)

Investments in the Cable Beach Foreshore Redevelopment will help to enhance the character and identity of the precinct as a globally recognised destination. A number of future initiatives are identified above could add additional layers and richness to this character.

03.3 To ensure that key environmental attributes are protected and enhanced within the public realm.

4.3.4 PUBLIC SPACES AND THE ENVIRONMENT

INTEGRATING NATURAL FEATURES (C3.3.1)

The Cable Beach area includes natural heritage and value that builds on local character, identity and sense of place. The protection and enhancement of the environment has been a critical consideration in the CBPSP. The integration of these spaces within the precinct has been achieved through the proposed new and enhanced connections to the Cable Beach foreshore and Minyirr walk trail. In addition, the CBPSP contributes to the protection of the dunes from erosion through the provision of low impact land uses on sensitive areas (see **Section 4.5.1**).

TREE CANOPY (3.3.2)

As evidenced in the context analysis significant existing tree canopy is concentrated on private properties. **Sections 4.6.1** on Built Form depicts building typologies that successfully integrate tree canopy within the private realm. The public realm has a significant role to play in supporting an enhanced urban tree canopy in the future. The primary strategies to enhance tree canopy in the public realm through the CBPSP (as described in previous sections) includes:

- Greening of Sanctuary Road and Cable Beach Road West;
- Creation of a new 'Linear Parks';
- Develop an appropriate planting palette for the CBP to support planting of street trees in areas identified for priority greening.

With regards to street tree planting, in depth analysis was undertaken as part of the Broome North Landscape Master Plan (UDLA 2009). This information where relevant has been used to inform the CBPSP.

- The rate of plant growth in the Broome area is fast, due to the ideal growing conditions of the local climate. Street tree planing should be carried out at the beginning of wet season to allow faster establishment.
- The use of local species where possible is desired to enable a localised plant palette which better reflects a local sense of place.
- Local species also have the potential to enable better water wise outcomes that are adapted to local conditions and typically require little ongoing maintenance.
- Suitable species have previously been identified in the Broome North Landscape Masterplan by UDLA 2009, the CBP planting palette should be informed by these selections.
- Where present, invasive trees such as neems (Azadirachta indica) should be eradicated (Yawuru Cultural Management Plan).

WATER SENSITIVE URBAN DESIGN (3.3.3 AND 3.3.4)

Water management and drainage is a critical issue in the CBP. Water Sensitive Urban Design (WSUD) principles are an essential component of the public realm design, and strategies for the CBP need to respond to local climate, ground conditions, and the intended function of each space. Better implementation of vegetated swales, including those with bio-retention systems are to be prioritised. Upgrades to existing drainage infrastructure through planting is also desired, with the intention being to treat runoff in WSUD structures before infiltration.

Taking learnings from other drainage strategies in Broome such as Janburu Six Seasons, the following should be considered when implementing WSUD infrastructure in the CBP:

- The design and purpose of POS should prioritise the retention or planting of native vegetation. Where the retention of native vegetation is not possible, design should minimise the need for irrigation, fertiliser and pesticides. For example, irrigated turf areas should be minimised, and the use of local native species is preferred.
- Protect and revegetate waterways and drains with endemic plant species to improve the values to Roebuck Bay or engineer drains to reduce nutrient export.
- Use local native plant species where possible as they are generally waterwise, low maintenance, more likely to thrive once established and can support rebuilding of habitats.
- Maintaining overland flow rate volumes as recorded prior to development.
- Redirect and evenly distribute clean water flows from the development area.
- Drainage run-off directed from lots onto roads, then into free form swale retention basins.
- Basins designed to slow overland water flows and deliver the volumes at a lesser pace to large compensating basins. These basins allow settlement of free pindan soil particles before distribution.
- Low infiltration properties of the deep red Broome pindan soils requires drainage management to consider groundwater level management strategies. This may include a combination of fill and subsoil drains to maintain groundwater clearances and to control potential rise of groundwater levels.

O3.4 To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.

4.3.5 INCLUSIVE, SAFE AND ACCESSIBLE PUBLIC SPACES

LEGIBILITY (C3.4.1)

As described in **Section 4.2.2,** three entry statements are proposed to provide visual cues to aid navigation. These three entry statements at key intersections will benefit drivers, pedestrians as well as cyclists to create a more legible environment. Landscaping, focused upgrades along key routes, and signage will further assist people to navigate within the public realm.

ACCESSIBILITY (C3.4.2)

The future design of all public realm spaces will need to appeal to users with varying interests, cultural needs and abilities. Proposed upgrades will need to consider universal design principles to ensure public spaces are accessible to everyone, regardless of their ability. Additionally, public realm design (including paths and street crossings) will need to be safe and comfortable for all users. The safety of pedestrians, cyclists, and the most vulnerable users among them are to be prioritised. Safe streets have lower speeds to reduce conflicts, provide natural surveillance, and ensure spaces are safely lit and free of hazards.

CPTED (C3.4.3)

CPTED (Crime Prevention through Environmental Design) is based on the idea that peoples' behaviour within the urban environment is influenced by the design of that environment. Public realm design can affect both the likelihood of crime occurring in the area, as well as community perception about their safety and security. The recently released Safer Places by Design (WAPC, 2023) has informed guidance provided within the CBPSP and should be used as a resource by both the Shire and developers during future redevelopments of the precinct.

Given the primarily open and low density character of the CBPSP area, one of the primary ways in which safety can be improved is through an enhancement of built form / public realm interface. A well-considered relationship between built form and the adjacent public realm can bring significant co-benefits. A high-quality public realm that considers walkability, passive and active surveillance, lighting and creates well defined and usable public areas with appropriate landscaping has measurable safety, economic, and social value. Some strategies include:

- The planting of ground covers at the front of the bed and shrubs at the rear or on boundary to create graded planting. Trees can also allow good passive surveillance when the tree canopy sits well above sight lines.
- Low to the ground planting surrounding bus stops or active night time destinations to enhance visibility.
- Where fencing to public realm and open spaces is provided it should be permeable and low. Lighting to fencing / gated entry points also required.

03.5 To ensure public realm design is integrated with the built form, movement network and landscape of the precinct.

4.3.6 INTEGRATED POS

POS PROPORTIONS (C3.5.1)

Proposed POS and street greening are linear in shape which supports their contribution to the pedestrian and cyclist movement network. For the linear parks, proportions will be determined through further discussions with land owners. For Sanctuary Road upgrades, the existing road width has sufficient space to support high quality upgrades as depicted in **Section 4.3.2**.

The proportion of future POS is dependent on increase in residential dwellings, details on this process are outlined in Part 1.

POS LOCATION (3.5.2)

High amenity public realm upgrades have been proposed in locations adjacent to areas of development intensity and activity to unlock significant co-benefits. This is demonstrated through the alignment of Sanctuary Road/Cable Beach Road West streetscape upgrades with the key mixed use tourism node that spans a similar stretch of the precinct. The high quality public realm concept design for Sanctuary Road is intended to encourage residents and visitors to walk to and linger around key development sites as well as to soften and integrate development intensity with the public realm.

The location of future POS in residential development should be well considered and respond to density, and ideally be linked to other POS or positioned to improve pedestrian connection to active land uses.

POS CONNECTIVITY (3.5.3)

The green spine to the east of the precinct illustrated in ***P2 - Figure 25*** is an example of well connected POS. Future upgrades within the precinct should be modelled off this approach. POS can be utilised to improve connectivity for pedestrians, cyclists and other vulnerable road users by offering a safe and comfortable alternate environment to the road. The integration of POS with the movement network, as proposed through the linear parks, also works to encourage active transport within the precinct.

SERVICE AND UTILITIES (3.5.4)

Where major public realm enhancements are proposed, staging and implementation of the CBPSP (see **Part 1- Implementation**) will ensure early engagement with relevant services and utility providers to ensure integrated outcomes can be achieved.



4.4 MOVEMENT

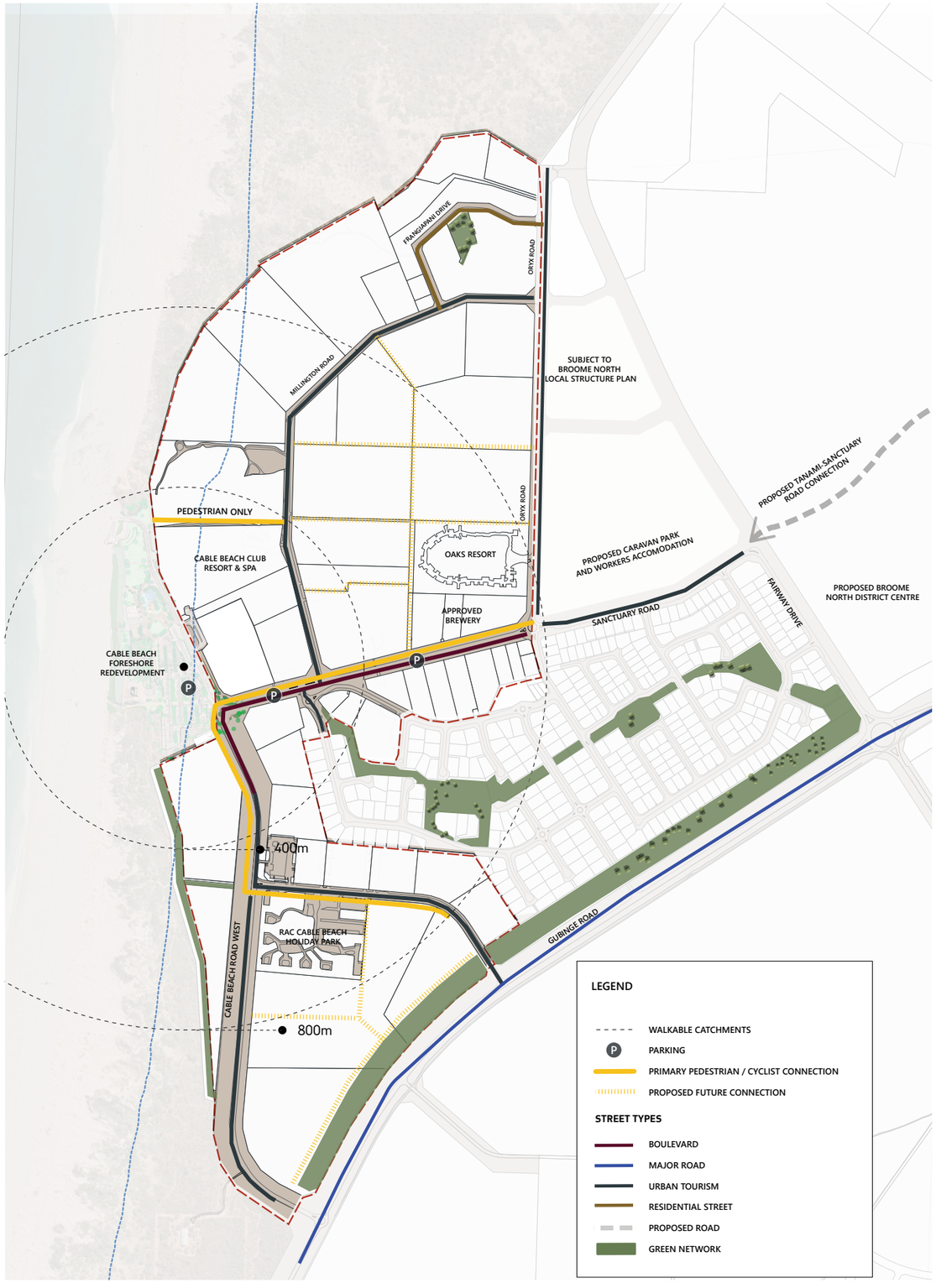
RESPONSE TO CONTEXT

As described in **Section *1.4*** key design considerations for Design Element 4: Movement can be summarised as follows:

+ Investigate opportunities to improve connections to Chinatown/Old Broome. Opportunity to leverage of the growing popularity of eScooters in by providing adequate infrastructure to allow for safe and efficient movement.
+ Investigate opportunities to improve public transport to residential areas of Broome.
+ Develop concepts for reducing the road carriageway width of Sanctuary Road, to prioritise the safe movement of pedestrians and cyclists along this key corridor. This should also consider the provision of public parking.
+ Upgrades to movement network to focus on public realm amenity. Key transport links could be improved with pedestrian and cycling infrastructure that offers safe, direct and shaded connection to the beach and key nodes of activity within the precinct.
+ Development opportunities along key movement routes would add to vitality and activity. Tourism and hospitality uses could help to activate the street, spilling out onto new spaces on the side of a slow moving road. These uses could be temporary, efficiently using the space available during busy periods.
+ Maintain and preserve current beach access points, with new development and movement upgrades to lead people to existing access points, improving connection to the beach throughout the precinct.

DESIRED OUTCOMES

+ Create multi-purpose movement network that provides for a range of transport modes including pedestrians, cyclists, eMobility and vehicles.
+ Create and maintain a pedestrian environment which is safe and comfortable for all users at all times of the day, including the provision of shade and appropriate lighting.
+ Improve pedestrian legibility and connectivity by providing new connections through large development sites.
+ Accommodate vehicle parking without allowing it to become a dominant feature of the streetscape.
+ Strengthen connectivity between the CBP and other parts of Broome, which an emphasis on legibility with Chinatown, Old Broome and Broome North.



P2 - Figure 27: Movement Plan

04.1 To ensure the movement network supports the function and ongoing development of the precinct.

4.4.1 PROPOSED MOVEMENT NETWORK

CURRENT AND FUTURE ACCESS NEEDS (C4.1.1)

A Traffic Impact Assessment (**Appendix 4**) has assessed the capacity of the movement network to support future growth in the residential population and visitors as a result of the increased density outlined within the PSP (refer **Section 4.5.4**). The Assessment considered transport modes including vehicles, pedestrians, cyclists, public transport. Key findings include:

+ The interim development scenario estimates an increase of 873-892 trips taken during the AM-PM.
+ The ultimate development scenario estimates an increase of 1562-1676 trips taken during the AM-PM.
+ The proposed improvements to walking and cycling infrastructure particularly along Sanctuary Road seek to address the currently poor environment.
+ Intersections and private vehicle movement within the precinct can continue operating at an acceptable level of service for all scenarios, including the slowing of traffic along Sanctuary Road.

MOVEMENT AND PLACE (C4.1.2-C.4.1.4)

Buildings, public spaces and streets all work together to create the urban places that locals use throughout the CBP. There are a range of different experiences walking, cycling or driving through the structure plan area on the street network, often in competing roles. All streets are different with different movement and place requirements.

+ **Place** is the qualities of the streets and roads, the place role recognises that these are places and destinations in their own right understanding the activities that are occurring.
+ **Movement** is the transport of people and goods, the movement role is to provide a seamless connection from the beginning to the end of the journey.

The SPP 7.2 Precinct Design Guidelines introduce the notion of 'movement and place', and the Department of Transport (in collaboration with the DPLH) are developing a 'Movement and Place' framework that can assist in the precinct planning process. While this framework is in draft it is a useful tool to apply. It will help to guide:

+ The way buildings address streets, and the land uses that can be contemplated within
+ Public works and landscape design and investment
+ Priorities for 'movement' and 'place' outcomes, which may compete in strategic locations of the structure plan area

HOW IT WORKS

An assessment was undertaken which assigned 'very low, low, mid, high or very high' values to each road (or portion of road), which was undertaken on a sub-precinct basis. These values have been developed in collaboration with the project team and the Shire of Broome. The general considerations for movement value included the street's length, daily volume of traffic (for all modes), the road's classification according to MRWA hierarchy and its connections to other higher order roads, regional and local destinations. The

considerations for place include d residential density and the number and variety of activities occurring on, or adjacent to, the street.

Movement and place values are interrogated for each street to suggest building frontages that may be suitable for that place. These frontages are expressed with sections and photo examples.

A priority rating is applied to some streets to highlight the benefit of streetscape upgrades to assist with urban redevelopment. This can be used by the precinct, and adjacent landowners to coordinate public works and landscaping projects in the structure plan area.

DEFINING THE VALUES

P2 - Figure 28 provides a graphic representation of the these values. When combined, the movement and place values form distinct groups which becomes a way of organising and distilling the desired outcomes. These are explained further below.

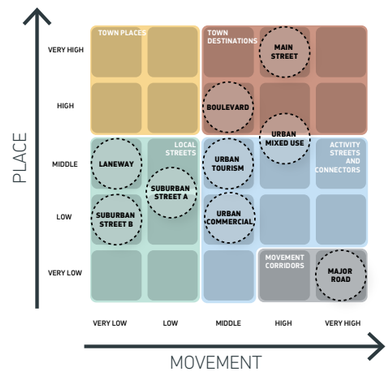
Movement Corridors (high movement / low place) - are routes that facilitate broader connections to, through and within the precinct. Their design prioritises efficient movement of people and freight, and is characterised by broader carriageways, minimised traffic disruptions and higher speed limits.

Activity Streets and Connectors (mid movement and place) - form the precinct's secondary internal movement network and facilitate connections to schools, smaller-scale retail, commercial and industrial centres within the precinct. These streets prioritise vehicle access, whilst providing convenient pedestrian connections to the premises.

Town Destinations (high movement and place) - are focal precinct locations characterised by both high 'place' and 'movement' values. These streets are shaped by a variety of uses and activities, often have a prominent built environment, including heritage and civic places, and attract high volumes of movement. They are often pedestrian priority, shared spaces.

Town Places (low movement / high place) - are links to local destinations that have a higher 'place' value but are characterised by 'low' or 'very low' movement. They facilitate local connections to parks, small-scale retail, commercial and community uses.

Local Streets (low movement and place)- form the majority of streets in Broome. Albeit lower in activity, they can have significant meaning to the residents, offering places to play, socialise and exercise.



Note: A high place value does not mean that a street should be active with retail development at nil setbacks. There are different frontage types and activities that can occur on streets with higher place values. Examples include: Green living edges with residential courtyards and balconies; active retail and frontage; landscaped edges with commercial development set back behind.

P2 - Figure 28: Movement and Place Values

4.4.2 STREET TYPES

The movement and place assessment have resulted in a number of street types that are applicable to the CBP. These have bee mapped in ***P2 - Figure 27*** and described in more detail below.

BOULEVARD



Key Features:

+ High movement value, high-mid place value
+ Public realm always features footpaths, landscaped edges, street trees and sometimes awnings, street furniture and street dining
+ Parking in road reserve prominent

URBAN STREET - TOURISM



Key Features:

+ Mid movement value and mid-high place value
+ Public realm features footpaths, landscaped edges, street trees (on both sides).
+ Awnings, street furniture and street dining are less prominent.
+ Some parking in road reserve

STREET CROSS SECTIONS

Typical cross sections have been developed for Sanctuary and Murray road, to illustrate each of the street types identified in the CBP (***P2 - Figure 29***). The cross sections are based on the current road reserve width, and investigate the street components that could be accommodated, and the proposed built form response that frame the street.

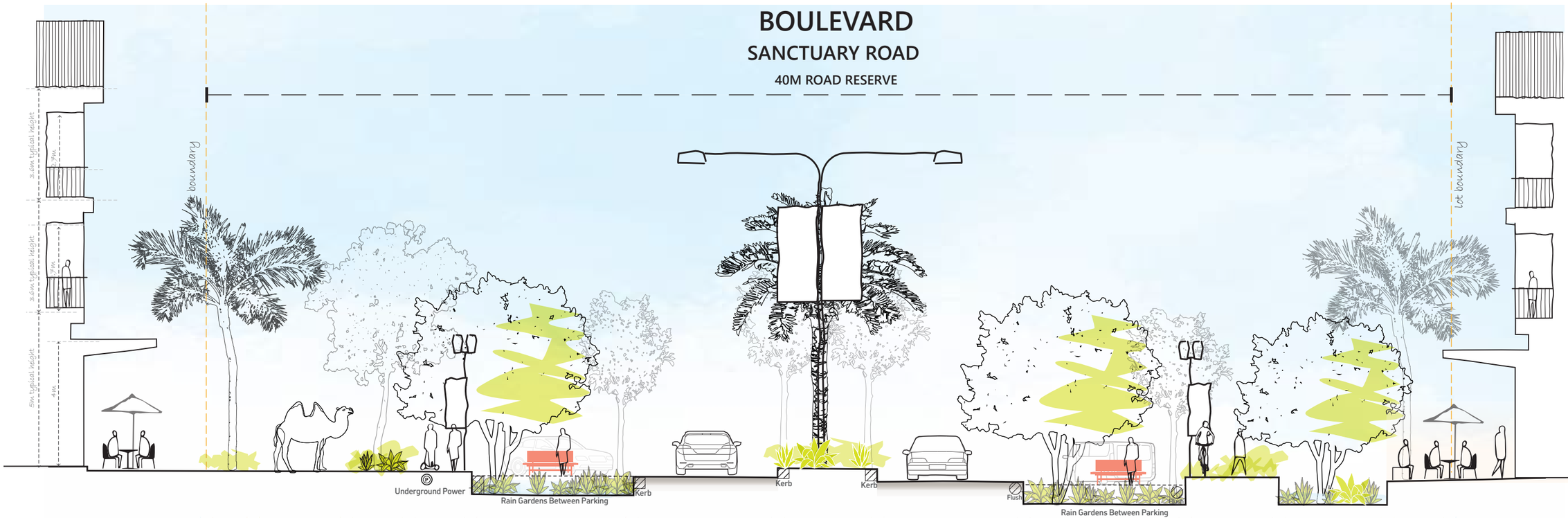
Together with the public realm concepts provided in Section 4.3, these cross sections should be used to inform future road and streetscape upgrades. Note they are preliminary concepts only and subject to detailed design.

SANCTUARY ROAD (BOULEVARD)

+ Wide central median providing an opportunity for large trees and pedestrian refuge
+ Street parking on both sides
+ Wide shared path on both sides, prioritising pedestrians but allowing for a range of low speed active mobility (bicycles, eScooters).
+ Allowance for a camel path along the northern side of Sanctuary Rd. Critical to balance the viability of the camel, enforcing the unique ritual and characteristics of Cable beach, while maintaining the amenity of alfresco areas.
+ Allowance for alfresco areas that cross between the public and private realm.
+ Focus on pedestrian amenity, with increased landscaping and shade, and opportunities for street furniture.
+ Reduce the vehicle speed along Sanctuary Rd, ensuring pedestrians are able to move safely and efficiently between key nodes of activity.

MURRAY RD (URBAN STREET - TOURISM)

+ Street parking on both sides
+ Footpaths provided on both sides,
+ Dedicated bike lanes provided on both sides of the street allowing for a range of low speed active mobility (bicycles, eScooters).
+ Alfresco areas to be provided within the private realm
+ Focus on pedestrian amenity, with increased landscaping and shade.





P2 - Figure 29: Street cross sections

04.2 To ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.

4.4.3 PROPOSED MOVEMENT HIERARCHY

NETWORK HIERARCHY (C4.2.1 AND C4.2.2)

Movement within the CBP has been traditionally car based leading to a movement network that prioritises private vehicles, which has further embedded a dependency on cars. The prioritisation of vehicles has created difficulties for tourists and residents wanting to walk, cycle or catch public transport. These users are faced with pathways that lack shade, safety and convenient/direct routes. For short local trips, such as travelling to Cable Beach foreshore, there is significant potential to increase active transport uptake. To do this however, the current movement hierarchy must be challenged.

The CBPSP proposes a movement hierarchy that considers and prioritises pedestrians, cyclists and public transit users above private vehicles. Refer to **Section 4.4.4 Proposed Movement Approach** for design moves that seek to implement a pedestrian prioritised movement hierarchy.

04.3 To enable a range of transport choices that meet the needs of residents, workers and visitors.

4.4.4 PROPOSED MOVEMENT APPROACH

PEDESTRIAN MOVEMENT (C4.3.1)

The CBP's pedestrian movement approach is focused on minimising walking distance between residential/tourist accommodation and the Cable Beach Foreshore. This has been well-established as a key movement journey for both locals and visitors.

Shared zones and convenient pedestrian crossings have been considered on Sanctuary Road as illustrated in ***P2 - Figure 26***.

— provide safe and convenient access
— minimise walking distances between key locations and public transport nodes
— provide appropriate pedestrian crossing facilities on busy roads
— provide shaded footpaths on most streets, preferably on both sides.

Where pedestrian movement is a priority, consider the provision of:

— wide paths without obstructions
— conveniently located crossing points
— short crossing distances at intersections which also slow down turning vehicles
— traffic calming to reduce vehicle numbers and speeds
— shade and weather protection.

Where there are high numbers of pedestrians and low vehicle movements (for example <3500 vpd) and speeds, consider creating a 'Shared Zone'.

Informal paths are common, desire to formalise this network and create convenient and legible pedestrian connections where appropriate.

CYCLIST MOVEMENT (C.4.3.2)

Cycling and e-mobility devices are an enjoyable and efficient transport mode and recreational activity. In Broome, cycling and e-mobility devices such as e-scooters are gaining momentum, particularly among tourists. Recently, the company Beam has rolled out of 300 shared e-mobility devices across the town. To encourage safe and convenient movement for people cycling or using e-mobility devices shared paths have been considered throughout the CBPSP movement plans. These paths are located along Sanctuary Road and mid-block cut-throughs to ensure easy access to the foreshore and amenity (See ***P2 - Figure 27***)

The Kimberley 2050 Cycling Strategy is currently under development with the aim of identifying opportunities within the region to improve cycling connectivity to key destinations and strategies to encourage cycling uptake. There is an opportunity for the Shire and community to advocate for the cycling routes proposed in PSP to be incorporated into the Cycling Strategy.

PUBLIC TRANSPORT (C.4.3.2 AND C4.3.4)

The context analysis and Traffic Impact Assessment have documented the provision of public transport within the precinct and Broome as poor. There is a school bus for local students, and as at January 2026 there is one public bus service for visitors and residents. This bus service (Route 890) connects the Cable Beach area through to Town Beach via Chinatown. This service operates hourly on weekdays between 8:45am and 1:45pm, and returns again hourly between 4:45pm and 6:45pm. On weekends and public holidays this service operates hourly between 8:45am and 6:45pm.

The PSP has little control over the provision of public transport, though the expansion of services to increase frequency and improve connection for residents and visitors is supported.

SERVICE VEHICLES (C.4.3.5)

It is expected that with an increase in tourism and commercial development along Sanctuary Rd, Cable Beach Rd West and Murray Rd, there will be an increased need for service vehicles to access these developments. Service vehicle entrances and loading bays should be minimised and consolidated where possible, ensuring they do not detract from pedestrian safety or amenity of the streetscape.

PRIVATE VEHICLES (C.4.3.6)

Private vehicles will continue to be a key mode of transport within the CBP, due to the precinct's isolation from other parts of Broome, and the desire for tourists to explore the wider Kimberley area. The CBP should ensure the efficient movement of vehicles, in particular larger 4WD and vehicles towing caravans and trailers, while maintaining a low speed environment, particularly along Sanctuary Rd.

CABLE BEACH ROAD WEST AND SANCTUARY ROAD ROUNDABOUT

The project involves the reconstruction and modification to the existing roundabout and associated pedestrian, lighting and stormwater infrastructure as part of the Cable Beach Redevelopment. Funding for this project is provided by through the Road Project Grant, Roads to Recovery and the Shire of Broome with an estimate delivery period of 2023/24.

TANAMI DRIVE EXTENSION

As shown in ***P2 - Figure 27,*** the Broome North Local Structure Plan includes a proposed western extension of Tanami Drive linking to Sanctuary Road. This new link road aims to provide convenient access to Cable Beach for both the existing residential areas to the east as well as future development that is part of Broome North Local Structure Plan.

The proposed extension will likely reduce traffic volumes along Gubinge Road to a minor degree as the existing eastern residential area now has direct access to Cable Beach via the local roads. The traffic from the Broome North LSP traveling to/from Cable Beach will be split across Lullfitz Drive/Oryx Road and the Sanctuary Road/Tanami Drive link.

As the Broome North Local Structure Plan comprises primarily of residential dwellings, a significant proportion of vehicle trips will likely be commuter trips traveling externally via the arterial roads (such as Gubinge Road and Old Broome Road). Commuter trips to the north are more likely to use Fairway Drive/ Old Broome Road whereas trips to the south will likely use Gubinge Road.

04.4 To ensure the quantity, location, management and design of parking supports the vision of the precinct.

4.4.5 PARKING AND PARKING MANAGEMENT

PARKING REQUIREMENTS (C4.4.1)

+ The current supply of parking is considered adequate for the CBP, with new development required to provide parking onsite. The current parking requirements provided in the Scheme have been reviewed, and no changes are proposed through the CBPSP.

PARKING LOCATIONS (C.4.4.2)

+ The primary area of consolidated public parking is located just outside of the CBP boundary at Cable Beach Foreshore - there are currently two large car parks though future redevelopment of the foreshore proposes their consolidation.
+ As Sanctuary Road develops there will be an increase in public parking as part of new developments (requirements detailed in Part One). Additionally, Sanctuary Road upgrades include the provision of angled on-street parking.
+ Private residential and accommodation parking will be dispersed throughout the precinct and located on private land.

PARKING DESIGN (C.4.4.3 AND C4.4.4)

+ Parking is to be integrated with the urban form. Off street private parking is to be sleeved to avoid cars visually dominating frontages. Specific design requirements are outlined in Part One.
+ Angled parking on Sanctuary road are adaptable to future car parking demands. With reduced demand bays could be converted to parklets to support retail and dining outlets spilling out onto the street edge.

END OF TRIP FACILITIES (C.4.4.5)

+ The uptake of active transport modes including walking and cycling is expected to increase as a result of upgrades to shared pathways. This is particularly the case for local trips. Part One outlines end of trip facility requirements as part of new developments.

4.5 LAND USE

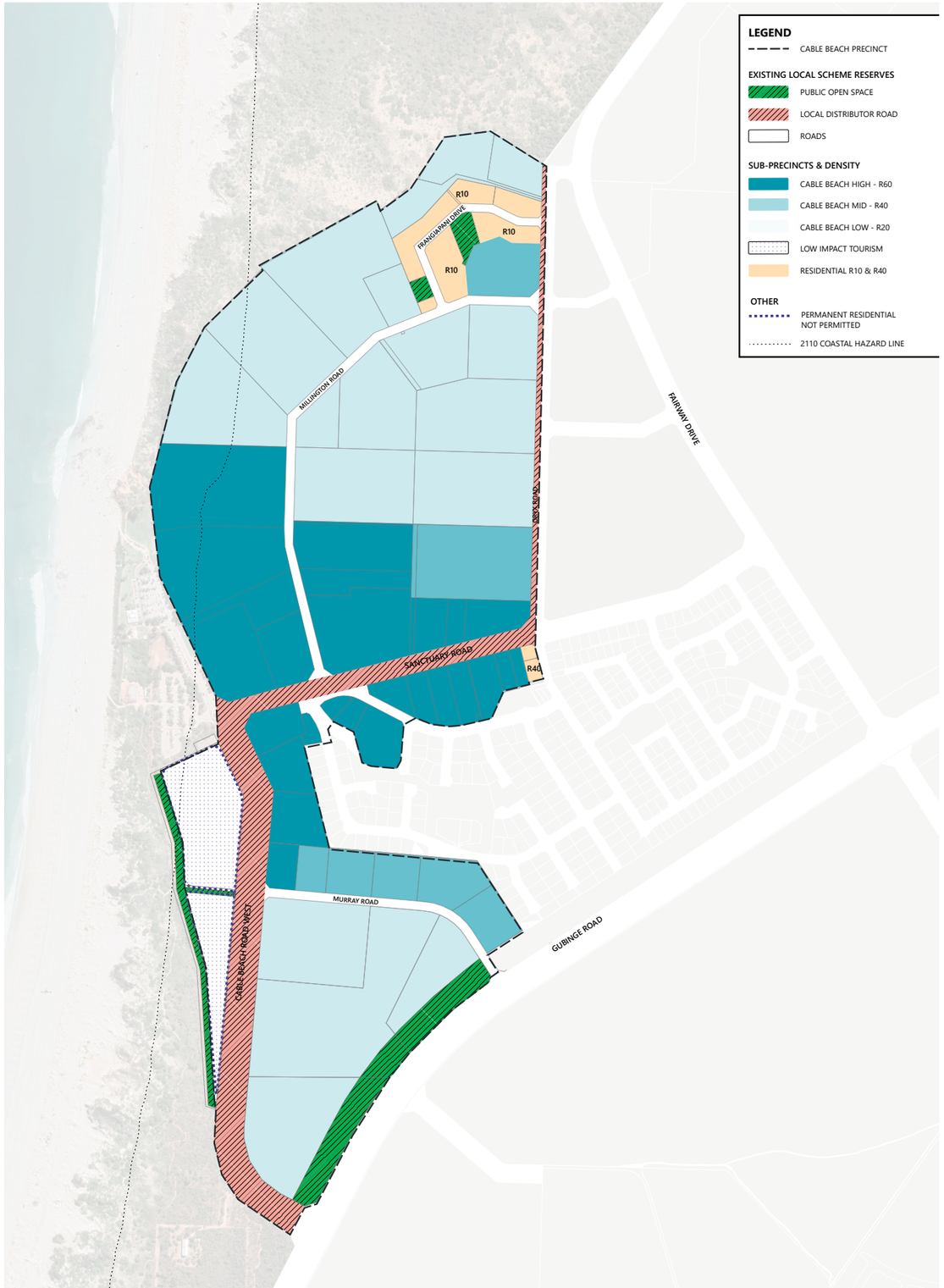
RESPONSE TO CONTEXT

As described in **Section *1.4*** key design considerations for Design Element 5: Land Use can be summarised as follows:

- Facilitation of development and flexible planning controls to promote development in the precinct. Strategic sites which must provide entertainment uses at ground level to support street activation and integration with Cable Beach Foreshore.
- Review of the tourism/residential land use ratio. Retain tourist uses as primary function of the precinct, however explore opportunities to support greater investment throughout the precinct.
- Review of land use throughout the precinct to encourage activation throughout the shoulder season. Consideration of land uses and community activities that can be utilised all year round.
- Review of land use throughout the precinct to encourage activation throughout the shoulder season. Consideration of land uses and community activities that can be utilised all year round.
- Opportunities to encourage more commercial land uses, particularly around Sanctuary Rd and along Cable Beach Rd West. Enable development to occur separately from tourism uses, to ensure accessibility of services.

DESIRED OUTCOMES

- Ensure the predominant use of 'Tourist' zoned land is for tourism related development.
- Support and prioritise commercial activation along key activity nodes and streets.
- Enable permanent residential development to occur in a way that does not jeopardise the primary tourist function of the precinct.



P2 - Figure 30: Land Use Plan

05.1 To ensure current and planed land uses respond to the needs and expectations of the community.

4.5.1 LAND USE APPROACH

TOURISM APPROACH (C5.1.1, C5.1.3)

Cable Beach is an area built on tourism and is a precinct where tourism has historically been promoted. It is an important part of the brand and economy of Broome. However over the last 10 years, very little development has occurred in the precinct, with large areas of vacant land. The current development of Spinifex Brewery on Sanctuary Road is the first significant development in the area since the introduction of the Cable Beach Development Strategy in 2016.

The engagement process noted there was an oversupply of tourism zoned land and not enough demand. Broome's tourism supply and demand is unique to the southern tourism areas of WA, as it is significantly influenced by climate. While demand is high during the peak tourism seasons (particularly June to August), there is significant drop off in tourism numbers during the shoulder season (particularly December to March). These significant tourism number variations make it very difficult to operate and maintain tourism accommodation, with ongoing costs (e.g. maintenance, staff, workers accommodation, services) and seasonal revenue. The changing nature of tourism has also had a major impact on the ability for specialised tourism accommodation, with the rise of AirBnB and the ability for permanent residential homes to be used for short stay accommodation. A tourism study prepared by TourismWA provides a clearer picture of actual short stay demand in this region, it also demonstrates that the zoning of land is not the reason impacting tourism accommodation supply.

Through engagement it was also clear that the area is highly desirable for residential development, however the Scheme's tourism/residential provisions prevented the majority of development occurring over the last 10 years. The rigidness of the current planning framework lead to development stalling, and vacant land within the CBP.

Through the context analysis and engagement process a number of land use issues were identified within the CBP and summarised in ***P2 - Table 11***.

P2 - Table 11: CBPSP Land Use Issues and Response

KEY ISSUES		CBPSP RESPONSE
Precinct activation	Local community feels that the precinct is currently focussed more on tourists than them.	Provide a greater residential population in the CBP, and encourage greater variety of supporting land uses. A greater permanent residential population will be able to support business throughout the year, leading to better commercial viability.
	Limited options for food and beverage within the precinct / lack of year-round activation - not large enough residential population to sustain retail and businesses, particularly in the wet season.	
	Restaurants/cafes are often open for the exclusive use of people staying at the tourism accommodation – not accessible to local community.	
	Cable Beach is a large precinct, there is a need to consolidate activation in a core area around Sanctuary Road, tourism activities into the core to assist with activation.	Increase tourism/residential density around key activity nodes and provide greater flexibility in land use to encourage development that fronts the street and activates the street.
Land use demand	Sentiment that there is not enough demand for tourism accommodation and significant ongoing costs means tourism development is unfeasible.	Provides greater flexibility in delivering alternative land uses (residential and commercial) which can be the catalyst for future tourism development.
	The nature of tourism supply and demand has changed over time, with the dominance of AirBnB. While residential dwellings can be used for short stay development, it is difficult for specialised tourist accommodation to be re-purposed for permanent residential.	The allowance for greater residential development provides flexibility for land use changes over time and adapts to a range of tourism delivery options.
	Broome is currently facing significant housing shortages. While Broome has a large supply of zoned land for future residential development, it is constrained due to high servicing/infrastructure costs. Furthermore Broome is unlike the south-west and metro regions of the State where there are a variety of developers to release new land for housing.	Increased flexibility for residential will provide infill development opportunities on lots that are largely unconstrained with services and assist addressing housing shortages. It will also assist to remove the reliance that Broome currently has on DevelopmentWA to release land for new housing.
Current local planning framework	Provisions are currently in the Scheme which provides little flexibility.	Tourism/Residential controls to be included within the CBPSP to allow greater flexibility and discretion based on guiding principles.
	A range of tourism uses not included in the tourism split – for example where retail or restaurants are proposed, this is currently not included in the tourism component.	Clearer guidance on preferred land use within the tourism zone, and how the tourism/residential ratio operates with other land uses proposed.
	Maximum 40% residential units AND site area makes developing projects financially difficult. Difficult to calculate and administer this provision.	Increase the maximum allowable residential development, using clear metrics to calculate the land use mix.
	Integrated permanent residential and tourism can lead to management and amenity issues.	Remove the need for development to be integrated, and ensure that neither land use will negatively impact the amenity of the other through relevant built form controls.
	Development that is contingent on delivering tourism first (before residential) is highly unlikely to occur due to the limited demand and prevalence of AirBnB style accommodation. It also limits the ability for residential development being used as a mechanism to potentially fund tourism development.	In order to keep the intent of the tourism precinct, the staging requirement will be maintained. The increased residential permissibility is expected to improve the development potential of tourism land, with no restrictions of the land area split between residential and tourism.
	Requiring all tourism /residential development to be designed to meet R40 requirements limits opportunities for appropriate housing diversity.	Provide a more tiered approach to density, to encourage a greater concentration and intensity of development along Sanctuary Rd, Cable Beach Road West and Murray Road.

There is opportunity for the CBPSP to address some of these concerns, and review the current provisions for tourism/residential development. The review of the tourism land use within the CBP has been undertaken with consideration for the policy objectives and measures outlined in the WAPC's Position Statement: Planning for Tourism and Short-Term Rental Accommodation (***P2 - Table 12***), ensuring the following:

- Tourism (and tourism related development) remains the primary function of the CBP and is located in areas of high amenity.
- Adequate separation and/or tourism/residential interfaces are appropriately managed to protect amenity for both land uses.
- Incorporate a mix of land uses appropriate to the tourism function of the precinct.
- Statutory controls both in the Scheme and the CBPSP work together to appropriately guide discretion.
- Ensure future capacity of tourism zoned land is maintained and able to respond to future tourism demand.

P2 - Table 12: Position Statement - CBPSP Response

POLICY MEASURES		CBPSP RESPONSE
5.1 General measures	Encourage a range of tourist accommodation choices and experiences as required.	Tourism remains the primary land use within the CBP, with a number of options for delivery of diverse land uses that support the tourism function.
	Encourage sustainable ecotourism that recognises and complements Western Australia's unique and sensitive natural environment, heritage and Aboriginal culture.	Low impact tourism uses have been identified for lots with high environmental and cultural significant. Remaining tourism controls ensure landscape and environment are key design considerations
	Give effect to this Position Statement and Guidelines, and the State Government Strategy for Tourism in Western Australia 2020 (as amended).	The CBPSP has been developed with regard for the Position Statement.
	Be consistent in the use of tourism land use and accommodation definitions contained in this Position Statement, the LPS Regulations and State Planning Policy 7.3: Residential Design Codes.	CBPSP to rezone land from tourism to urban development, allowing greater flexibility for a range of uses to be considered within the CBPSP, while still maintaining a predominant tourism function.
	Promote the location of tourist accommodation in areas with the highest tourism amenity (for example beach access, views, facilities, availability of services) and adequate separation from, or management of, any interface with residential land uses.	Tourism accommodation and development has been priorities along key activity nodes such as Sanctuary Road and Cable Beach Road West.
	Ensure areas used exclusively for tourism sites and precincts are zoned as Tourism or Special Use.	Land use to be guided by the defined sub-precincts, to control the level of flexibility awarded for non-tourism uses.
	Ensure that new and proposed caravan parks are zoned Special Use – Caravan Park to provide long-term security as a caravan park use	No additional caravan parks are proposed.
5.1 General measures (cont.)	Maintain and support existing tourism and special use sites. Rezoning should only be supported if it is demonstrated that a tourism site is unfeasible in the long-term because of a lack of tourism demand, sustainable tourism function and a long-term decline of all tourism activities and accommodation types in the region	The tourism study prepared by TourismWA provides a clear picture of actual short stay demand in this region. While there is growing demand for tourism accommodation in Cable Beach, a range of external factors (such as cost of construction, seasonality and market risk) is preventing the development of new tourism accommodation, rather than the amount of available land. By rezoning land from tourism to urban development, the land use controls of the CBPSP will allow greater flexibility for tourism supply to appropriately respond to demand, as well as promoting a range of other land uses that will promote the economy and stimulate development within Cable Beach.
	The inclusion of any land uses other than tourism land uses on tourism zoned land should be considered on a case-by-case basis. Consideration should include whether there is appropriate infrastructure and a planning framework that supports uses other than tourism on tourism zoned sites. The inclusion of permanent residential uses requires close consideration to ensure tourism remains the primary use of a site and a quality tourism outcome is achieved in conjunction with any residential component.	The intent is that the CBP will remain predominantly tourism in character and function. Increased flexibility has been provided to allow for residential development on tourism zoned land by rezoning tourism land to urban development and including flexible controls in the CBPSP that allows the Shire to consider applications on a case-by-case basis. The land is already serviced and provides adequate infrastructure for infill residential development to occur.
	Proposals in areas subject to natural hazards (bushfire, coastal, cyclone and flood prone areas) are to meet the requirements set out in the relevant State planning policies (2.6: State Coastal Planning, draft 2.9 Planning for Water, 3.4: Natural Hazards and Disasters or 3.7: Bushfire). The Position Statement: Tourism land uses in bushfire prone areas should also be given consideration in decision-making.	Recommendations of the Broome Townsite CHRMAP and SPP3.7 provisions have been included in part 1 of the CBPSP.
	Where coordination is required (for example across multiple sites, stages or for infrastructure provision), proposals within tourism precincts or sites should be informed by the preparation of a structure plan and/or local development plan as appropriate. These plans should be required prior to subdivision or development approval.	It is proposed to retain the provision for tourism development to proceed any residential development.
5.3 Statutory planning considerations	Local planning schemes and amendments should: + Include a range of tourism and mixed-use zonings allowing for tourism development and the permissibility of land uses in each zone, to provide for a diverse tourism industry consistent with the local planning strategy. + Utilise land use definitions as set out in this Position Statement and LPS Regulations.	The accompanying Amendment No. 1 to LPS7 is consistent with the Position Statement and the LPS Regulations, and allows for a range of appropriate land uses within the urban development zone.
5.3.3	Facilitate the development of a quality, sustainable tourism facility.	Tourism remains the primary land use within the CBP, with a number of options for delivery of diverse land uses that support the tourism function.
	Incorporate those facilities associated with tourist accommodation developments such as recreation, entertainment and integrated management.	

POLICY MEASURES		CBPSP RESPONSE
5.3.3 Other planning processes including structure plans, subdivisions and development applications	Provide for current and future tourism demand.	Increased flexibility has been provided to allow for the market to appropriately respond to tourism demand.
	Have the capacity to accommodate the necessary services, management and support facilities without compromising the character, development flexibility or tourism amenity of the site	Appropriate built form and servicing requirements have been provided in Part 1 of the CBPSP to ensure amenity and tourism character is retained.
	Provide for the retention or enhancement of the strategic value of the site for tourism purposes, including the relationship between individual lots and areas of high tourism amenity and the potential to accommodate current and future tourism demand.	The tiered approach to tourism (low impact, low, mid and high sub-precincts) has been developed with consideration for the strategic value of the tourism sites, as well as the creation of tourism activity nodes in key areas. Cable Beach High sub-precinct is the preferred location for larger resort, hotel and serviced apartment accommodation over short term rental accommodation.
	Result in the subdivision of a large tourism lot (for example, to separate the residential component from the tourism). This may result in tourism lots remaining undeveloped and future pressure to approve further residential components to finance development.	It is proposed to retain the provision for tourism development to proceed any residential development.

A summary of the land use approach to tourism development is as follows:

+ Tourism to remain the preferred land use for the CBP,
+ Existing tourism zoned land to be rezoned to urban development to enable greater flexibility of land uses to be considered, while still maintaining the tourism intent of the CBP as identified in the Shire's Local Planning Strategy.
+ Encourage more development in the CBP by providing greater flexibility and discretion for development, based on key land use principles, provision of public connections through large sites and built form controls.
+ Provide a tiered approach (through the defined sub-precincts) to tourism with a range of densities that will deliver different built form outcomes.
+ Increase the permanent residential population and encourage development uptake by allowing for an increased proportion of the site to be developed as residential:
  - Default 50% permanent residential development.
  - Performance based allowance for 70% permanent residential where it can be demonstrated land use, urban structure and built form requirements can be met. The increase to 70% will allow for the development of multiple dwellings alongside tourism accommodation, as they will likely result in an increased yield from multiple dwellings.
  - Performance based allowance for 100% permanent residential on smaller lots that are not capable of delivering both tourism and residential development. These lots are located along the southern edge of Sanctuary Road, where a key outcome is to encourage new development, and are required to meet additional public realm interface and built form requirements to provide activation to the street.
+ Clear controls for the calculation of tourism/residential yields and ratios, using either site area or number of dwellings, but not both as previously has been the case.



P2 - Figure 31: Tourism/Residential Land Use and Built Form Example - Frangipani Estate

+ Maintain the requirement for staging to deliver the tourism component of the development prior to residential development.
+ Remove the requirement for tourism and residential development to be integrated, allowing for separable portions of land to ensure amenity is maintained.
+ Focus development and increased tourism/residential density on key activity nodes, including Sanctuary Rd, Cable Beach Rd West and Murray Road. Allow for greater residential to the north and south, towards the periphery of the CBP area and further from the key tourism/activity nodes.
+ Acknowledge that a proportion of the residential development will be used for short stay accommodation, and ensure flexibility for the market to respond to residential or tourism demand.

P2 - Figure 31 is an existing example for how the proposed tourism/residential mix could work within the CBP under a strata arrangement. It demonstrates the delivery of appropriate tourism accommodation, permanent residential, public roads, communal streets and public open space.

PROPOSED LAND USE ZONES (C5.1.1, C5.1.3)

It is proposed that existing tourism zoned land will be rezoned to urban development, with land use character and permissibility to be considered according to each defined sub-precinct (Refer **Section 4.5.2**).

COMMUNITY INFRASTRUCTURE (C5.1.2)

The context analysis process did not identify any major gaps in community and social infrastructure. Any increases in residential development within the CBP would be expected to provide the required public Open space in accordance with the State planning framework including Development Control Policy 2.3 - Public Open Space in Residential Areas and Liveable Neighbourhoods.

05.2 To ensure the planned land use types contribute positively to the precinct character and amenity.

4.5.2 LAND USE DISTRIBUTION

(C5.2.1-C5.2.3)

Within the proposed urban development zoning, the CBPSP identifies range of densities that enable a transitioned approach and a focus on providing a higher intensity of tourism, residential and commercial in key nodes along Sanctuary Road, Cable Beach Road West and Murray Road. Each of these sub-precincts has been carefully calibrated with appropriate built form controls to ensure the scale of development relates to the intensity of use (Refer 4.6.1).

The following land use sub-precincts have been developed for the CBPSP:

LOW IMPACT TOURISM SUB-PRECINCT

- Ecologically and culturally sensitive areas that could support low impact development that has minimal disturbance on the land.
- Applicable to the land west of Cable Beach Rd West, adjoining the Yawuru Minyirr Buru Conservation Park.

CABLE BEACH LOW SUB-PRECINCT

- Lower intensity tourism uses on the periphery of the precinct, connecting back to neighbouring precincts
- Lower intensity residential uses are ancillary to tourism uses.
- R20 density

CABLE BEACH MID SUB-PRECINCT

- Mid intensity tourism uses that focus on secondary corridors (that lead to key attractions)
- Mid intensity residential and active commercial uses are ancillary to tourism uses.
- R40 density

CABLE BEACH HIGH SUB-PRECINCT

- Higher intensity tourism uses that focus on key attractions and corridors.
- Higher intensity residential and active commercial uses are ancillary to tourism uses.
- R60 density

No changes are proposed to the current residential zoning.

05.3 To achieve a mix of land uses and activity that supports the precinct vision.

4.5.3 LAND USE MIX

(C5.3.1 AND C5.3.3)

Previous sections have provided commentary on the proposed zoning and sub-precinct intent. This section provides further information on the land use types proposed on ***P2 - Figure 30***. The land use mix can be summarised as follows:

The breakdown of these uses is summarised in ***P2 - Table 13***.

P2 - Table 13: CBPSP Land Use Mix

LAND USE	SUB-PRECINCT	AREA (HA)	% OF PSP AREA
Urban Development	Low Impact Tourism	6.05	4.57%
	Cable Beach Low	64.94	49%
	Cable Beach Mid	10.17	7.68%
	Cable Beach High	30.80	23.26%
Urban Development Total		**111.96**	**84.49%**
Residential	Residential R40	0.25	0.19%
	Residential R10	5.04	3.80%
Residential Total		**5.29**	**3.99%**

[1]Detailed land use permissibility is defined in Part 1.

4.5.4 RESIDENTIAL DENSITIES

(C5.3.2)

The residential density proposed correlate to the intensity for development, both from a residential and tourism perspective.

- Tourism development in the form of freestanding units will be considered 'grouped dwellings' and must be developed in accordance with the with the density and built form standards set out in the R-Codes and the CBPSP.
- Multi-storey hotel/motel tourism development will be considered 'multiple dwellings' and must be developed in accordance with the density and built form standards set out in the R-Codes and the CBPSP.

To understand future population / dwelling estimates based on the proposed density allocations a spatial assessment has been undertaken. The proposed residential yields have been informed by the land use and density plan (***P2 - Figure 30***), and the development potential assessment undertaken.

For each scenario, the residential density has been calculated at the default 50% residential allowance, and the increased 70% residential, in accordance with the proposed land use mix provided in Part 1.

P2 - Table 14: CBPSP Residential Yield

LAND USE/SUB-PRECINCT	EXISTING	INTERIM (10 YEARS)		ULTIMATE	
		50% RESI	70% RESI	50% RESI	70% RESI
Residential R10	N/A	6		6	
Residential R40	N/A	11		11	
Cable Beach Low (R20)	N/A	139	195	213	298
Cable Beach Mid (R40)	N/A	24	33	24	33
Cable Beach High (R60)	N/A	379	530	397	556
Total PSP	**770**	**550.5**	**766.5**	**642.5**	**895.5**

P2 - Table 15: CBPSP Tourism Yield

LAND USE/SUB-PRECINCT	EXISTING	INTERIM (10 YEARS)		ULTIMATE	
		50% TOURISM	30% TOURISM	50% TOURISM	30% TOURISM
Cable Beach Low (R20)	N/A	139	83	213	128
Cable Beach Mid (R40)	N/A	24	14	24	14
Cable Beach High (R60)	N/A	379	227	397	238
Total PSP	**770**	**550.5**	**766.5**	**642.5**	**895.5**

Notes and high-level assumptions:

+ CBPSP Target (Within 10 years of the approval of the CBPSP) - Assumes 80% of high potential land 30% medium potential land is developed / redeveloped.
+ Ultimate Target (Beyond 10 years of the approval of the CBPSP) - Assumes 100% of high potential land and 80% of medium potential land is developed / redeveloped.
+ No low potential land is developed/redeveloped.
+ A greenfield yield reduction for basic infrastructure has been applied:
  - R20 30% take up rate.
  - R40 & 60 80% take up rate.

4.5.5 EMPLOYMENT

(C5.3.4)

The majority of employment within CBP is expected to be generated through the tourism sector. Increased tourism and supporting commercial land uses will provide increased employment opportunities.



4.6 BUILT FORM

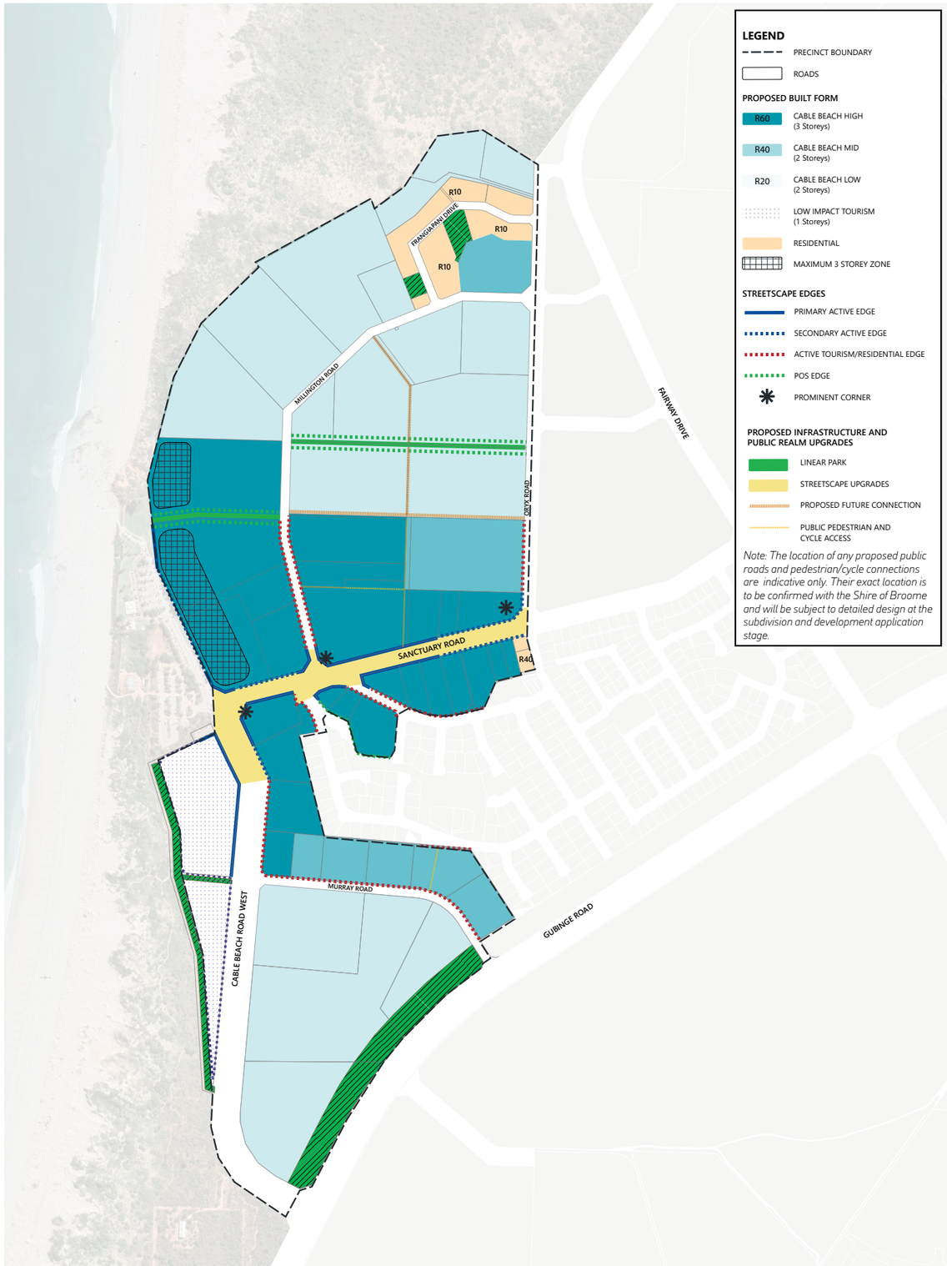
RESPONSE TO CONTEXT

As described in **Section *1.4*** key design considerations for Design Element 6: Built Form can be summarised as follows:

+ Define the intended built form character and ensure appropriate controls for building placement, scale and massing is appropriate for the intended precinct and streetscape character.
+ Identify and define the landscape character of Cable Beach, and incorporate as a key elements of the built form controls.
+ A series of spaces between buildings can allow for landscape to be established.
+ Built form to have a high degree of interaction with the street, providing activation of Cable Beach Foreshore Land use and built form investigations to assist with precinct activation.
+ Review of current density and height limits. An increase of heights for certain key sites may be appropriate to attract quality development outcomes and activate the public realm. Building height in some areas/sites may need to be limited to minimise visual impact from the beach and to restrict views of culturally sensitive areas.
+ Preparation of built form controls should have consideration for local climatic conditions, in particular residential and tourist accommodation which can promote climate-response design.

DESIRED OUTCOMES

+ Local character and identity - Built form enhances the distinctive characteristics of a local area, contributing to sense of place.
+ Climate - Development responds to the specific nature of Broome's climate and environmental conditions in order to reduce heat radiation build up during the day and maximise ventilation cooling during the day and night.
+ Liveability - Development optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.
+ Landscape and Environment - Development recognises that landscapes and buildings operate as an integrated and sustainable system, within a broader ecological context resulting in well-integrated, engaging places that contribute to local identity and streetscape character.
+ Safety - Design of development promotes a safe and active public realm during both day and night.



P2 - Figure 32: Built Form Plan

06.1 To ensure that the built form is responsive to the purpose, context and intended character of the precinct.

4.6.1 BUILT FORM APPROACH

LIVEABILITY

Urban environments create places for people to live, work and interact. They can create or hinder community connections and cultural experiences, and design plays a big part in this. To improve liveability the CBP could support more opportunities for mixed-use development, permanent residential and improving housing diversity within the precinct. Change should not be a 'development at all cost' scenario though. It should be a long term plan to promote design quality which supports the social and environmental values of the community, and enhances quality of life, while ensuring that the overall function of the precinct remains predominantly tourism.

LOCAL CHARACTER AND IDENTITY

Successful places are distinctive and memorable, with a character that people can appreciate easily. Broome has many different cultural and environmental characteristics to build upon, to stimulate activity and promote future growth.

The proposed built form controls respond intelligently and sensitively to these factors in order to positively contribute to the identity of Broome. Cable Beach will be transformed from a low-scale dispersed resort precinct to one with a places and landmarks centred around Cable Beach Road West and Sanctuary Road. It acknowledges that Cable Beach has a unique character with a fragmented sense of identity. The built form approach seeks to provide a balance between protecting the key local character aspects (such as landscaping, open space and dispersed buildings) while developing and strengthening a sense of identity by creating places and activity conducive to tourism development.

CLIMATE

Natural hazards in Broome include flooding, cyclones, coastal erosion, storm tide inundation, extreme weather, bushfires, and the impacts of climate change. These present a number of challenges and risks to local communities. They can cause impacts to people, property, infrastructure, the environment and the economy. These risks are heightened by Broome's coastal location, development aspirations, and the extent of exposure to vulnerable communities.

The importance of designing to suit Broome's climate cannot be understated. Where additional height is proposed design of built form will need to have careful consideration for climatic design elements should be informed by prevailing courtyard building types noticed in Old Broome, Cable Beach and parts of Chinatown. These examples offer tested models to manage sunlight, ventilation and manage water on site.

LANDSCAPE AND ENVIRONMENT

Through protection and enhancement of the natural environment, the scenic amenity and landscape character of Broome remains attractive and contributes to the lifestyle qualities valued by the community and visitors. The built form approach attempts to balance redevelopment opportunities to enhance Cable Beach, while being sympathetic to the landscape and natural environment.

Relationships between buildings and wide road reserves on key routes, Cable Beach Road West and Sanctuary Road is also a key consideration of the proposed built form approach. Activating these spaces through better utilisation of the landscape will provide opportunities to enhance Broome's public realm.

Further, future development within the precinct needs to be well designed with quality open spaces and high levels of amenity. Achieving the right balance between building site coverage and landscape space, amongst other primary controls is of paramount importance.

BUILT FORM CHARACTER (C6.1.1 & C6.1.2)

Broome's character is a composition of unique elements, preserving this character is important to retain local identity. This is achieved in Cable Beach through a focus on landscape and vegetation retention and the use of local materials. Broome is surrounded by water on all sides, yet views are limited. Optimising opportunities for views is important in allowing a wider number of people to share this asset. New development should be sympathetic to the existing scale and character of Broome by limiting the visual impact where possible.

LOW IMPACT TOURISM SUB-PRECINCT

Potential for low impact tourism development that respects the natural dunal system. Development to be 2 storeys and present a strong edge to the street, particularly on the northeast corner, which will become a key focal point and prominent location for the precinct. The remained of the built form should be 1 storey and integrated into the natural environment. It is important to retain the natural character of this site and allow for the retention of significant natural vegetation.

Key features:

- Low site coverage
- High landscaping
- Dispersed low-rise, low-impact built form





Eco Beach, Broome WA





Sal Salis, Exmouth WA

P2 - Figure 33: Examples of low impact tourism development

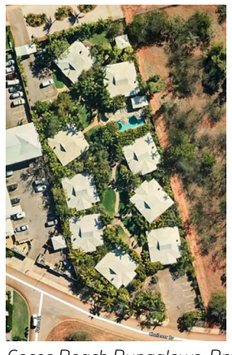
CABLE BEACH LOW SUB-PRECINCT

The built form character of the Cable Beach Low Sub-Precinct is based largely on existing development models within Cable Beach, including caravan parks, with dispersed units in a landscape setting. Buildings are generally set back behind a landscaped street edge, providing privacy for occupants. Residential development can be considered, provided it is consistent with the tourism and landscape character.

As the majority of lots in this sub-precinct are large and over a hectare in area, it is critical that residential development - including caravan parks - considers the creation of new public roads and pedestrian connections to improve legibility and permeability through the precinct and ensure a high level of amenity for both permanent residents and tourists. Refer to Urban Structure for more information on the creation of new links.

Key features:

- 1-2 storeys
- Low site cover
- High landscaping
- Dispersed low-rise units or villas centred around common amenity




Cocos Beach Bungalows, Broome WA




RAC Cable Beach Holiday Park





Cable Beachside Villas, Broome WA

P2 - Figure 34: Examples of Cable Beach Low development

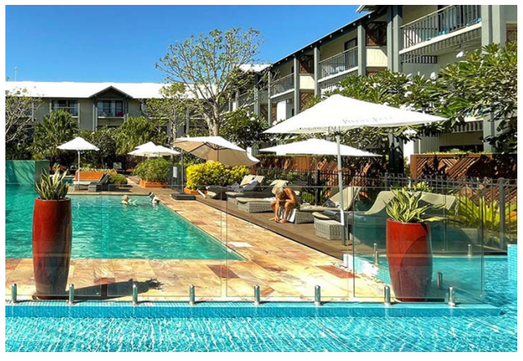
CABLE BEACH MID SUB-PRECINCT

Cable Beach Mid Sub-Precinct is largely based on the majority of tourism development currently within the precinct. Anticipated 2-3 storeys with a courtyard typology, characterised by high open space and landscaping. As seen in the below examples, this can be delivered either as individual dispersed units, or as longer blocks of development with high amenity communal space and landscaping separating each of the building forms. Buildings to provide a balance between landscaping and visual connection to the street, with an active residential edge to promote a more vibrant and safe street. Buildings to provide a mix of active uses and landscaped edges.

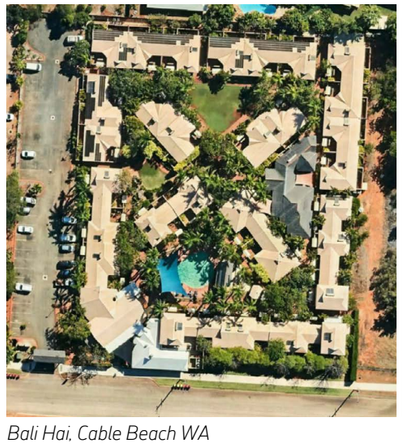
Predominant tourism function, however increased residential can be considered subject to improving through block connections and providing an active frontage to the street.

Key features:

- 2-3 storeys
- Medium landscaped setbacks
- Low site coverage
- High landscaping

Kimberley Sands, Cable Beach WA




Bali Hai, Cable Beach WA

P2 - Figure 35: Examples of Cable Beach Mid development

CABLE BEACH HIGH SUB-PRECINCT

Cable Beach High Sub-Precinct promotes a more intensity tourism development character than is currently experienced in Cable Beach. The intended character is for more urban edges, with a mix of tourism, residential and commercial fronting the street edge. The built form scale should present as 2-3 storeys to the street, with the ability to go up to 5 storeys for select sites, provided the height does not have a detrimental impact on the streetscape or any adjoining properties.

Landmark development sites can reduce homogeneity and assisting with legibility through the local area. Specific locations have been identified as 'landmark' site, including the Old Croc park site, and on Sanctuary Road on the corners of Millington and Oryx Road. These sites will act as gateway sites to the Cable Beach core.

It is critical that this type of development is still delivered in a 'Broome style' design, characterised by high quality landscaping at the ground level and designs and materials that are consistent with the local character and climate.

Predominant tourism function, however increased residential can be considered subject to achieving an activated street frontage that enhances key areas of development along Sanctuary Rd and Cable Beach Road West. Where residential is proposed, preference for multiple dwellings to ensure scale and intensity of development is achieved.

Key features:

- 3 storeys
- Reduced setback with select high quality landscaping
- Medium site cover
- High landscaping
- Preference for commercial edge to the street
- Tourism/residential on upper floors to provide a visual connection to the street.





Climate responsive and 'pavilion' style design that is appropriate to the Broome context

P2 - Figure 36: Examples of Cable Beach High development

BUILT FORM TYPOLOGIES (C6.1.3)

A range of typologies have been proposed for the CBP that are based on existing models of development within Cable Beach and Broom. ***P2 - Figure 37*** provides a summary of the typical characteristics and the sub-precincts where they might be appropriate.



Courtyard Dispersed 1

Applicable to Cable Beach Low- Mid

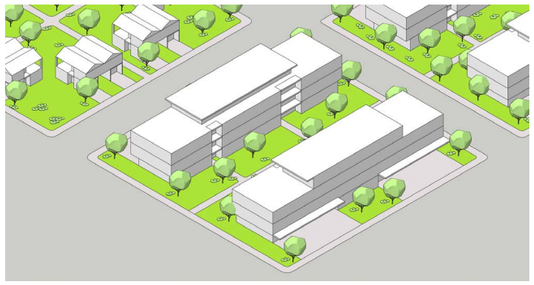
- Small building footprint
- Large setbacks and building separation
- High landscape and amenity



Courtyard Dispersed 2

Applicable to Cable Beach Low- Mid

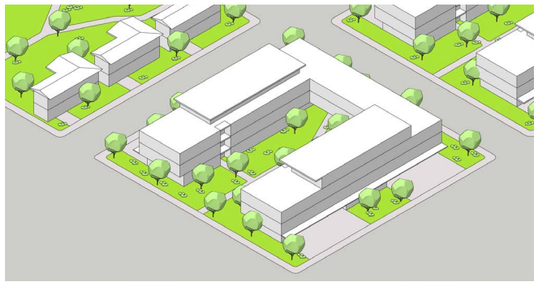
- Small building footprint
- Large setbacks and building separation
- High landscape and amenity



Courtyard Multi 1

Applicable to Cable Beach Mid - High

- Medium building footprint
- Reduced setbacks but maintain building separation
- Larger tourism/apartment blocks
- High landscape and amenity



Courtyard Multi 2

Applicable to Cable Beach High

- Medium building footprint
- Reduced setbacks but maintain building separation
- Larger tourism/apartment blocks
- Consistent built form along street edges
- High landscape and amenity

P2 - Figure 37: Proposed CBP built form typologies

RETAINING HERITAGE AND ADAPTIVE REUSE (C6.1.4)

As part of the CBPSP,the following sites have been identified on the local heritage list. While retention of these buildings in not required in accordance with the Scheme, it is recommended that these sites either be retained and or reinterpreted through new development. All development to be delivered in accordance with the requirements set out in Local Planning Policy 5.4 - Heritage List Development of Listed Places.

P2 - Table 16: CBP Heritage Sites

Cable Beach Crocodile Park

16-18 Cable Beach Road

Place No. 67

Category C

- A place of some cultural significance to the Shire of Broome.
- No constraints
- Recommend: Encourage Interpretation of the place.



Cable Beach Club

Lots 1216, 1217 & 1005

Place No. 45

Category C

- A place of some cultural significance to the Shire of Broome.
- No constraints
- Recommend: Encourage retention of the place and prepare archival record if that not possible.



Pearl Coast Zoo

Place No. 66

Category C

- A place of some cultural significance to the Shire of Broome.
- No constraints
- Recommend: Encourage Interpretation of the place.



Wavesong Garden

10 Millington Road Cable Beach

Place No. 65

Category C

- A place of some cultural significance to the Shire of Broome.
- No constraints
- Recommend: Encourage Interpretation of the place.



06.2 To ensure building placement, scale and massing is appropriate for the intended precinct and streetscape character.

4.6.2 PRIMARY CONTROLS

BUILDING HEIGHT STRATEGY (C6.2.1 AND 6.2.3)

Building on the work undertaken in the Broome Building Height Study (2019), a range of height options between 1-6 storeys were tested with the community through the design concept engagement. Key feedback included:

- Buildings should not be visible from the beach
- Maintain a human scale of development
- General support for a moderate increase in height (3 storeys) for core areas
- Mixed support for 5-6 storeys. Critical that height is setback into the lot and is not highly visible from the street.
- Difficult to maintain the Broome character for development over 3 storeys

APPROPRIATE TRANSITION OF HEIGHT

The proposed approach to building height in the CBP responds to this feedback and provides a transitioned approach, moved from low scale 1 storey development towards the edges, increasing up to 3 storeys in the central precinct core along Sanctuary Road, Cable Beach Road West and Murray Rd.

The built form controls ensure an appropriate transition of height between new development and adjoining residential or lower intensity tourism This will include generous landscaped setbacks, to ensure visual privacy, outlook and amenity is maintained.

ADDITIONAL HEIGHT FOR PROMINENT SITES

Site eligible for increased 5 storey height have been carefully selected as prominent sites to improve legibility within the precinct. It is envisaged that these sites would present as 2-3 storeys to the street, with the opportunity to increase the height to 5 storeys deeper in the lot, allowing for development to maximise views to the ocean while maintaining a human scale from the street. It is critical that additional height is not located along the foreshore area, and not visible from the beach.

BUILDING HEIGHT CONSIDERATIONS

P2 - Table 17 provides a high level overview of some of the design and cost considerations associated with an increase in building height.

P2 - Table 17: Building height considerations

HEIGHT	DESIGN AND COST CONSIDERATIONS
1 storey	+ Standard construction + Large home builders and contractors capable + Only issue if non-standard + Able to be delivered in a 'Broome style'
2 storey	+ Disabled access issue for non-residential or residential if universal access / disability housing required + No lifts required + Able to be delivered in a 'Broome style'
3 storey	+ Disabled access issue for non-residential or residential if universal access / disability housing required + No lifts required + Able to be delivered in a 'Broome style' + Cyclone design considerations
4-5 storeys	+ Sprinklers and associated infrastructure required above 3 storeys + Lifts required, adding costs + Smaller pool builders presently capable above 6 storey + Difficult to maintain 'Broome style' design + Earthquake loading requirements + Cyclone design considerations
6+ storeys	+ Stair pressurisation required above 25m + Typically more commercial finishes required + Lifts required, adding costs + Specialist skill to install + Significant cost implications above 25m + Additional structural costs + Difficult to maintain 'Broome style' design + Cyclone design considerations

BUILDING SETBACKS STRATEGY (C6.2.2 AND 6.2.3)

The setback strategy has been developed based on the following key principles:

+ The setback of buildings create a consistent streetscape, and allow adequate space for the provision of landscaping and planting of trees, in keeping with the landscape character of Cable Beach.
+ Setback of development encourages passive surveillance and connection to the street.
+ Setbacks between buildings allows for adequate natural ventilation and cooling breezes to permeate through the CBP.

LOT BOUNDARY SETBACKS

Due to the majority of sites within the CBP being greater than 2,000m^2 with frontages of at least 30m, larger lot boundary setbacks can easily be accommodated within the lot without restricting the development potential. Larger lot boundary setback assist in creating separation between buildings as viewed from the street, and ensure adequate space for natural ventilation, landscaping and water management.

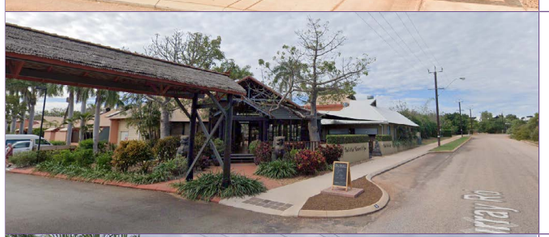
To create efficient, compact building foot prints, it is recommended to a apply a single setback to development up to 3 storeys, which increases as the scale of development decreases. Significant setbacks apply to development above 3 storeys to mitigate the impact on adjoining properties, again, due to the size of these lots, the large setbacks can easily be accommodated within the site.

STREET SETBACKS

The approach to setbacks within the CBP is based on a review of existing setbacks is (summarised in ***P2 - Table 18)*** and the desired streetscape character for each of the land use areas. It is recommended a flexibility approach to street setbacks is provided that allows adequate building articulation and the integration of high quality landscaping.

The street setbacks are highly integrated with the streetscape character intent provided in **4.6.4 Public Realm Interface**.

P2 - Table 18: Existing setbacks

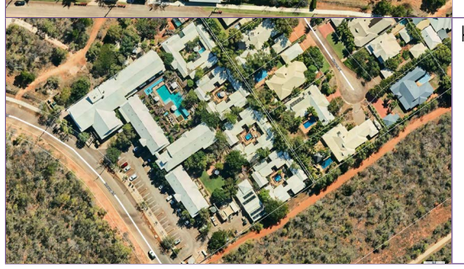
EXISTING STREET SETBACKS	
	The Oaks + 7m + High quality dense landscaping + Limited visual connection to the street + Large grass verge
	The Pearle of Cable Beach + 3-7m setbacks + Dispersed, high quality landscaping + Visual connection to the street + Small grass verge
	Beaches of Broome + Nil setback to the street + Large grass verge + Limited landscaping
	Bali Hai + 0-1m commercial setback + 7m setback for tourism units + Dispersed landscaping, with dense landscaping to screen tourism units ad provide privacy + No landscaped verges, just footpath
	Kimberley Sands + 2-7m commercial setback + 20m setback for tourism units + Street setback dominated by car parking + High quality landscaping providing a balance between visual connection and privacy + No landscaped verges, just footpath

SITE COVER STRATEGY (C6.2.4)

Analysis of site cover was undertaken on a range of existing tourism developments (***P2 - Table 19***) within the CBP, with the site cover typically being between 30 and 50%. In order to maintain the landscape and built form character of the CBP, a tiered approach to site cover has been proposed based on the site cover analysis:

+ Low Impact Tourism Sub-Precinct - 20% site cover
+ Cable Beach Low Sub-Precinct - 35% site cover
+ Cable Beach Mid Sub-Precinct - 35% site cover
+ Cable Beach High Sub-Precinct - 45% site cover

P2 - Table 19: Existing site cover analysis

EXISTING SITE COVER	
	The Oaks + 30% site cover
	Cocos Beach Bungalows + 30% site cover
	Bali Hai + 35% site cover
	Kimberley Sands + 45% site cover

KEY DEVELOPMENT SITE TESTING (C6.2.4)

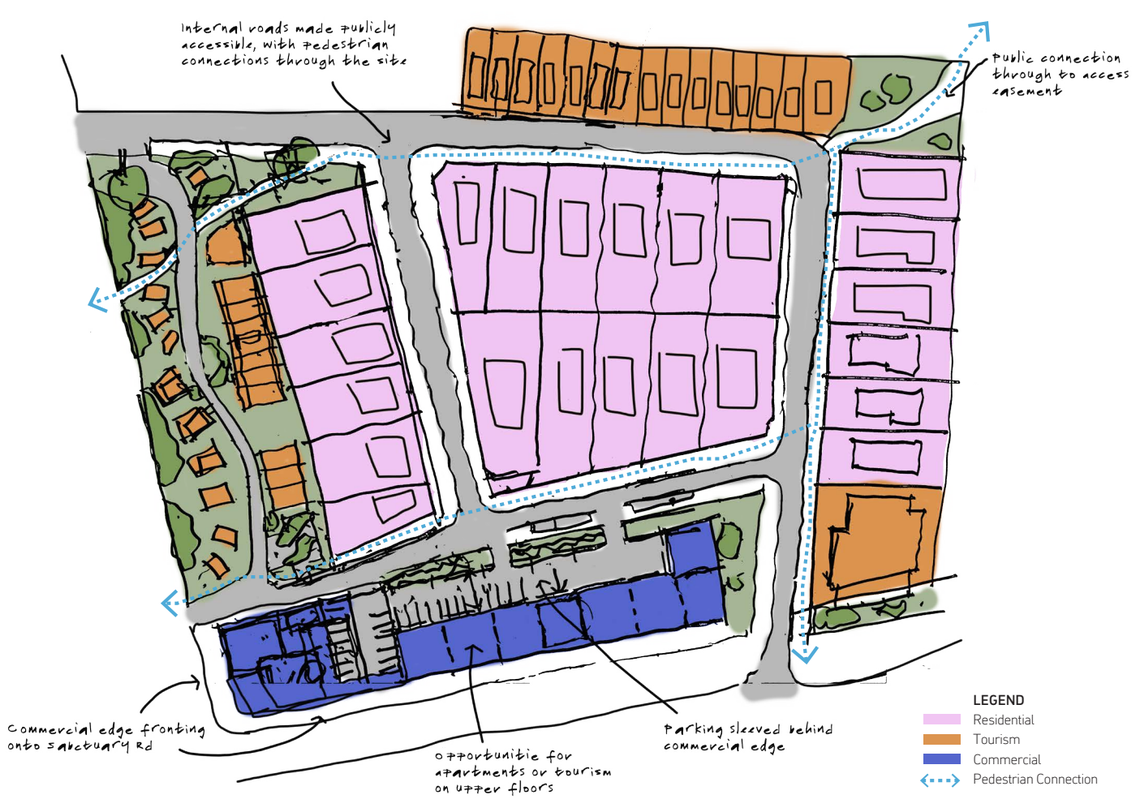
The two biggest opportunities for development within the CBP are the Old Croc Park site on the corner of Sanctuary Rd and Cable Beach Rd West, and the vacant land on the corner of Sanctuary and Millington Rd.

SANCTUARY ROAD DEVELOPMENT SITE

P2 - Figure 38 provides an indicative concept that explores the way built form and land use could be delivered on the site. It is important to note that this design was produced for the purpose of testing the built form controls and land use mix and is not indicative of future development.

Key design considerations for the site include the following:

- Active commercial/tourism edge fronting onto Sanctuary Rd
- Millington Rd edge provides a balance between landscape and built form with tourism development that provides passive surveillance of the street.
- Internal street network should be made public, even where delivered as part of a strata scheme.
- Opportunities to provide public pedestrian connections through to other development sites (eg. public access easement over The Oakes site.



P2 - Figure 38: Built Form Testing - Sanctuary Rd Concept

OLD CROC PARK DEVELOPMENT SITE

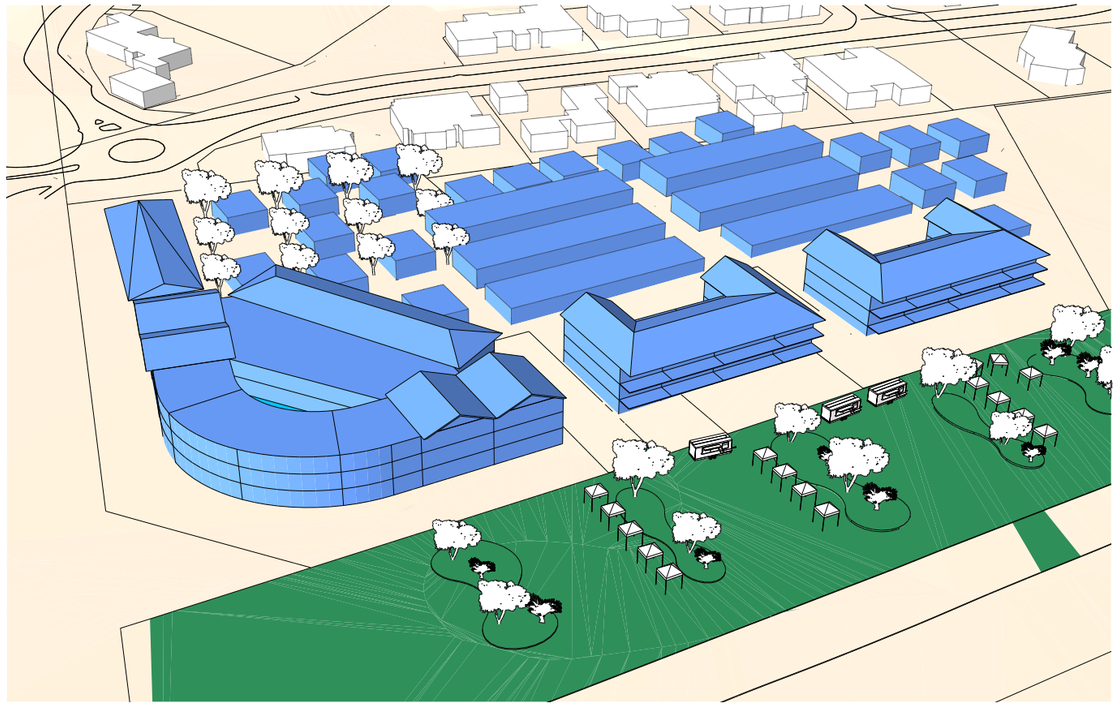
P2 - Figure 39 provides an indicative concept based on previous work undertaken for the Broome Building height Study that to tests primary controls on the Old Croc Park site. It achieves the following:

- Approximately 35% site cover
- 3 storeys built form edge to Sanctuary Road and Cable Beach Road West

It is important to note that this design was produced for the purpose of testing the built form controls is not indicative of future development. Testing was based on current market conditions and proposed provisions will allow for a greater intensity of development on this site.

Key design considerations for the site include the following:

- Active commercial/tourism edge fronting onto Sanctuary Rd and Cable Beach Road West.
- Ability to provide a mix of tourism and residential uses towards the rear of the site, with height to transition down to 1-2 storeys adjoining residential land.
- Internal street network should be made public, even where delivered as part of a strata scheme.
- Ensure a strong built form edge on the corner of Sanctuary and Cable Beach Road West.



P2 - Figure 39: Built Form Testing - Old Croc Park Site 3D Modelling

06.3 To ensure that built form design reduces energy demand across the precinct by facilitating climate-responsive design.

4.6.3 CLIMATE RESPONSIVE DESIGN

SOLAR ACCESS AND NATURAL VENTILATION (C6.3.1 AND C6.3.2)

New buildings in the Northern Australia region present unique opportunities and challenges, due to factors including a warmer and more humid climate, different construction materials and climate-responsive design practices. These factors have been considered in assessing key opportunities for the Broome region. The most oppressive element of Broome's climate is its summer heat. This means preventing heat gain and maximising heat dissipation. Keeping homes cool can be challenging and expensive.

+ To ensure that development responds to the specific nature of Broome's climate and environmental conditions in order to reduce heat radiation build up during the day and maximise ventilation cooling during the day and night.
+ Building forms that manage solar heat gain for internal amenity of users.
+ Building forms that encourage natural ventilation and air movement for users.
+ Building forms that manage the potential for heat or wind effects onto communal and public spaces, including streets.

The Kimberley Vernacular House along with the Broome North Housing Guide and Design Guidelines define these trends using a number of design features that help keep indoor temperatures comfortable. These documents provide a comprehensive set of principles and detailed design recommendations to ensure climate appropriate housing and should be referred to where possible.

SOLAR ORIENTATION AND SHADING

+ To site and orient homes to ensure effective shading and human comfort.
+ To ensure adequate shade to all external walls and openings to reduce the opportunities for heat absorption and transmission into the house.
+ Designing cool internal spaces away from the exterior walls and windows where building occupants can seek refuge during the hottest days.
+ Where possible outdoor areas should be located to the east and south of the block to maximise shading from the sun. Ensure access to cooling breezes also.

NATURAL VENTILATION AND BREEZES

+ To allow the provision of breeze paths through a house, to flush hot air and cool the house for greater human comfort.
+ To optimise the use of natural ventilation and reduce the need for air conditioning whenever possible.
+ Site buildings for exposure to breezes, particularly the prevailing westerly/south westerly wind direction.
+ Using 'breezeways' to encourage natural ventilation in important areas of the building, including living rooms;
+ Hipped roofs with a pitch of 30-33° promoted air-circulation
+ Consider high ceilings to encourage circulation of airflow.

BUILDING FORM

+ Maximise external wall areas (plans with one room depth are ideal) to encourage movement of breezes through the building (cross-ventilation).
+ Multi-level buildings need a core to be able to service each of the floors (stairs, lifts and corridors). Natural ventilation through open corridors and cores would assist with the second dot point (above). On the converse, podium and tower development types can be challenged by this point, as they usually require circulation spaces closed to the elements, relying on artificial climate control.

MATERIALS

+ Design and build for cyclonic conditions.
+ Including light-coloured roofs and walls, and extra shading from parasol roofs, which reduces both solar heat entering the building and urban heat island effects.

LANDSCAPING

+ Trees and shrubs provide welcome shade, access to cooling breezes or windbreaks.
+ Use vegetation as an additional form of shade for dwellings and outdoor areas to reduce radiant heat. When shading with vegetation consider setback and type to reduce obscuring breeze paths.
+ Consider tall shade trees close to the house to the north and south of the lot to provide shade at midday when the sun is high in sky without obscuring breeze paths
+ Consider low trees and shrub planting away from the house to the east and west boundaries to provide shade in the morning and afternoon when the sun is low in the sky
+ The introduction of at least one shade tree per frontage to contribute to reducing heat island effect from reflective paths and roads. Trees also allow good passive surveillance when combined with appropriate ground covers.
+ The use of landscaping to soften and complement hard landscape elements such as walls, fencing and paving.

DRAINAGE

+ Drainage of subdivision follows land gradient wherever possible
+ Consider provision of rain gardens to act as a soakwell in the case of an unusual amount of rainfall at any one time.
+ Drainage of lot should fall to side or rear before discharging to road system
+ Drainage aligns with breezepaths where possible

06.4 To ensure that built form design is responsive to the streetscape and contributes to a safe and comfortable public realm.

4.6.4 PUBLIC REALM INTERFACE

STREET INTERFACE (C6.4.1)

A key component of the Cable Beach character is the streetscape interface, consisting of large well landscaped setbacks as described in **4.6.2 Primary Controls**. Throughout the community engagement there was a consistent theme of promoting more active streetscape, while maintaining the landscape character of the precinct. Streetscape characteristics have also been considered in the context of likely development, and proposed streetscape upgrades.

A range of streetscape types are proposed, based on the intended and use intensity and the street types

PRIMARY ACTIVE EDGE

+ Ground floor commercial preferred.
+ Development to provide an activated edge with a high level of interaction with the street.
+ Alfresco dining is encouraged, along with uses that provide a vibrancy to the street both during the day and night.
+ Parking is not permitted in the street setback area and must be sleeved behind the building.
+ No fencing is permitted within the street setback area
+ Development to provide continuous awnings to provide shelter from the sun and rain, creating a comfortable pedestrian environment.
+ Dwellings and tourism accommodation on upper levels to front the street providing balconies and a façade that interacts with the street






SECONDARY ACTIVE EDGE

+ Ground floor commercial preferred
+ Development may provide residential/ tourism development at the ground floor, provided the building fronts onto the street reinforcing an urban built edge, consistent with the desired 'Tourism - High' land use character.
+ Dwellings and tourism accommodation to front the street providing balconies and a façade that interacts with the street
+ Parking is not permitted in the street setback area and must be sleeved behind the building.
+ No fencing is permitted within the street setback area




ACTIVE TOURISM/RESIDENTIAL EDGE

+ Units/dwellings to front the street and have views through the landscaping to provide passive surveillance of the street and provide visual interest.
+ Quality landscaping adds to the amenity of the street
+ Setbacks and layered approach to landscaping provide visual privacy for occupants
+ Parking and vehicle access is minimised and sleeved where possible






POS EDGE

+ Units/dwellings to front the POS/public ream and provide a high degree of passive surveillance.
+ Development is designed in accordance with CPTED principles, to ensure safety of public and private realm.



4.7 APPENDICES

TECHNICAL APPENDICES

+ Appendix 1 - Stakeholder Engagement Outcomes Report
+ Appendix 2 - Water Management Strategy
+ Appendix 3 - Environmental Assessment
+ Appendix 4 - Transport Impact Assessment

REFERENCES

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ABBREVIATIONS

ABS	Australian Bureau of Statistics
CHRMAP	Coastal Hazard Risk Management and Adaptation Plan
EMP	Environmental Management Plan
ESA	Environmentally Sensitive Area
CBP	Cable Beach Precinct
CBPSP	Cable Beach Precinct Structure Plan
CPTED	Crime prevention Through Environmental Design
DBCA	Department of Biodiversity, Conservation and Attractions
DOT	Department of Transport
DPLH	Department of Planning Lands and Heritage
DWER	Department of Water and Environmental Regulation
LPP	Local Planning Policy
LPS	Local Planning Strategy
POS	Public Open Space
PTA	Public Transport Authority
REIWA	Real Estate Institute of Western Australia
SCP	Strategic Community Plan
SEIFA	Socio-Economic Indexes for Areas
SOB	Shire of Broome
SPP	State Planning Policy
TEC	Threatened Ecological Species
WAPC	Western Australian Planning Commission
WMS	Water Management Strategy
WSUD	Water Sensitive Urban Design