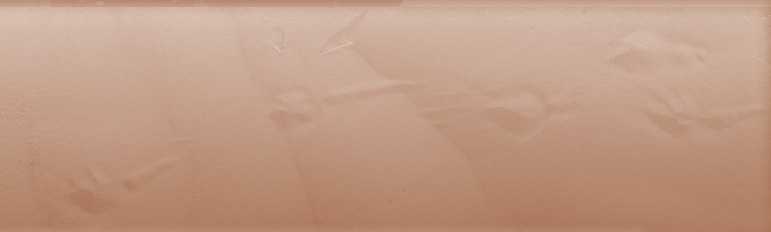


# Djarindjin Layout Plan 3

## Background Report

July 2008

Date endorsed by WAPC



## Amendments

Amendment 3 - May 2013

Amendment 6 - March 2015

Amendment 7 - September 2016

Amendment 9 - November 2016

Amendment 11 - October 2021



Department of  
Planning



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# CONTACTS & CONSULTATION

## Community Contacts

Corporation	Djarindjin Aboriginal Corporation
Chairperson	Brian Lee
Community Manager	Peter Sibosado
Telephone	9192 4940
Fax	9192 4817
Email	<a href="mailto:djaridjin@bigpond.com.au">djaridjin@bigpond.com.au</a>
Postal Address	PO Box 920 BROOME WA 6725

## Useful Contacts

<p><b>Department of Indigenous Affairs &amp; Aboriginal Lands Trust</b> Roger Harrison 9192 2865 <a href="mailto:roger.harrison@dia.wa.gov.au">roger.harrison@dia.wa.gov.au</a> Sandra Krupa 9235 8077 <a href="mailto:Sandra.Krupa@dia.wa.gov.au">Sandra.Krupa@dia.wa.gov.au</a></p>
<p><b>Shire of Broome</b> Darryl Butcher 9191 3456 <a href="mailto:darryl.butcher@broome.wa.gov.au">darryl.butcher@broome.wa.gov.au</a></p>
<p><b>Department of Housing and Works</b> Peter Smith 9222 8128 <a href="mailto:peter.SMITH@dhw.wa.gov.au">peter.SMITH@dhw.wa.gov.au</a> Teleah McCulloch 9222 4968 <a href="mailto:Teleah.McCULLOCH@dhw.wa.gov.au">Teleah.McCULLOCH@dhw.wa.gov.au</a></p>
<p><b>Department for Planning and Infrastructure - Town Planning</b> Ashley Randell 9191 0205 <a href="mailto:ashley.randell@dpi.wa.gov.au">ashley.randell@dpi.wa.gov.au</a></p>
<p><b>Department for Planning and Infrastructure - Crown Land Titles</b> Murray Raven 9347 5052 <a href="mailto:Murray.Raven@dpi.wa.gov.au">Murray.Raven@dpi.wa.gov.au</a></p>
<p><b>Sinclair Knight Merz – Survey Information</b> Adrian Day 9268 4542 <a href="mailto:aday@skm.com.au">aday@skm.com.au</a></p>
<p><b>Parsons Brinckerhoff - Essential Services Program</b> Tony Barton 9192 6257 <a href="mailto:tbarton@pb.com.au">tbarton@pb.com.au</a></p>
<p><b>Infrastructure Coordination Council</b> Richard Aspinall 9192 8544 <a href="mailto:richard.aspinall@icc.gov.au">richard.aspinall@icc.gov.au</a></p>
<p><b>WA Country Health Service</b> Tanya Adare 9194 1616 <a href="mailto:tanya.adair@health.wa.gov.au">tanya.adair@health.wa.gov.au</a></p>
<p><b>Department of Water</b> Nigel Mantle 6364 6883 <a href="mailto:nigel.mantle@water.wa.gov.au">nigel.mantle@water.wa.gov.au</a></p>
<p><b>Roman Catholic Bishop of Broome</b> Most Reverend Bishop Christopher Saunders 9192 3334 <a href="mailto:secretary@broomedioocese.org">secretary@broomedioocese.org</a></p>
<p><b>Horizon Power</b> Colin Lee 9192 9907 <a href="mailto:colin.lee@horizonpower.com.au">colin.lee@horizonpower.com.au</a></p>

# EXECUTIVE SUMMARY

## Preamble

Djarindjin is part of a single urban area that incorporates Lombadina Aboriginal community and the Lombadina Mission.

Djarindjin Aboriginal Corporation manages a 56, 727ha Crown Lease. This area includes part of the Djarindjin / Lombadina township, including an airstrip, (existing and proposed) powerhouse, multi-function police station, proposed drinking water protection area and several independent outstations.

Djarindjin has grown very rapidly over the past 30 years. It is expected that Djarindjin will continue to experience constant growth into the future.

This Community Layout Plan (No.3) outlines a clear and straightforward way for Djarindjin to grow in a safe and efficient manner.

## Development at Djarindjin

This Community Layout Plan includes the following develop and works.

### Within the next year

1. Seal the roads.
2. New power station.
3. Decommission existing power station (remediate the land).
4. Lot numbering system (kerbs to be numbered).
5. Road numbering / naming system.
6. New land ownership arrangements.
7. Peg the new residential areas.

### Within the next 5 years

1. Decommission the existing drinking water bores.
2. New drinking water network from the bore(s) near airstrip.
3. Move the mechanics workshop and fuels tanks from the main living area to the Cape Leveque Road junction area.
4. New service Station at the Junction.
5. New commercial and other uses at the Junction.
6. New oval.
7. New cemetery.
8. Fencing for all houses.

### Within the next 10 years

1. Up to 30 new houses.
2. Multi-purpose centre (sports and recreation plus disaster shelter).

## Other Issues

The ALT and DHW should advise that the church, clinic, Lombadina and the Shire that the sewerage ponds system can be used as the wastewater system for existing and proposed buildings and uses currently not connected, with no 'headworks' or similar fee or any annual fee charged, but all works to connect would necessarily be bourn by the user/developer.

# 1. BACKGROUND

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## Location

Djarindjin is located on the west coast of the northern Dampier Peninsula sub-region, north of Broome. It is approximately 170km by road from Broome.

Djarindjin is part of a single urban area that incorporates Lombadina Aboriginal community and the Lombadina Mission.

The Djarindjin / Lombadina township is approximately 2km due west of Cape Leveque Road. Djarindjin Aboriginal Corporation maintains a very large land holding surrounding the town. This land includes existing and proposed development that services the northern Dampier Peninsula sub-region, including an airstrip, multi-function police station and drinking water protection area; all of which are located at the Cape Leveque Road junction into Djarindjin.

Other than Lombadina, the closest towns to Djarindjin are Beagle Bay (60km south) and Ardyaloon [One Arm Point] (26km north).

---

## Climate

Djarindjin has a climate that is sub-tropical. Characterised by wet-humid and dry-fine times of the year. Generally these seasons are simply referred to as the 'Wet' (Mangal and Ngaladan) and the 'Dry' (Bargana and Djalalayi).

The following charts outline the recorded annual mean temperature extremes and rainfall.

Mean monthly rainfall - mm

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
208	198.9	136.5	47.7	46.2	20	12.6	1.9	1.1	1.7	6	82.3

Mean daily minimum temperature - deg C

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
26.1	26	26	25.2	22.5	20	18.8	19.8	21.9	24.1	25.8	26.6

Mean daily maximum temperature - deg C

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
31.9	31.6	32.2	32.5	30.4	27.9	27.4	28.5	29.9	31.1	32	32.4

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## History

Djarindjin is within the traditional lands of the Bard and Jawi people. This was recognised by the Government of Australia when it was determined that the Bardi and Jawi people hold Native Title over the northern Dampier Peninsula.

The modern history of Djarindjin is representative of the experience of the Dampier Peninsula more generally. The broad phases of change to have affected people on the Peninsula in the last 200 years being: pearling; missions; autonomy; homelands movement and the present.

Djarindjin is representative of all of these eras on the Peninsula. Lombadina Mission was established at the site of what is now the Lombadina / Djarindjin township. In 1985 Djarindjin was established as a separately governed community, distinct and apart from Lombadina. In 1991 Djarindjin Aboriginal Corporation was granted a Crown Lease over 56,727ha of land.

The following is an abridged version of the history of Lombadina Mission outlined in the Conservation Plan prepared for the Lombadina Church by John Taylor (Architect. November 1998) outlines the following modern history of the place.

*In 1892 the Catholic Church purchased a 100,000-acre pastoral lease named Lombadina. Following failed attempts to establish a mission the property was sold to Mr Thomas Puertollano.*

*In 1911 Lombadina Mission was established. Thomas Puertollano ran daily affairs at Lombadina and maintained ownership of the station. Thomas Puertollano sold Lombadina to the Pallottines in 1918 moved to Broome to live.*

*The bush church at Lombadina Mission was built in 1932. Timber for the Lombadina church was gathered from the surrounding bush and sawn by hand.*

*In 1984 the Lombadina Aboriginal Community were granted the grazing lease and assets of many of the Mission enterprises. The catholic school, Djarindjin-Lombadina Catholic School, serves both communities.*



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## Governance

Djarindjin and Lombadina maintain separate land holdings and separate governance structures. Essential services are variably shared and separate, as follows:

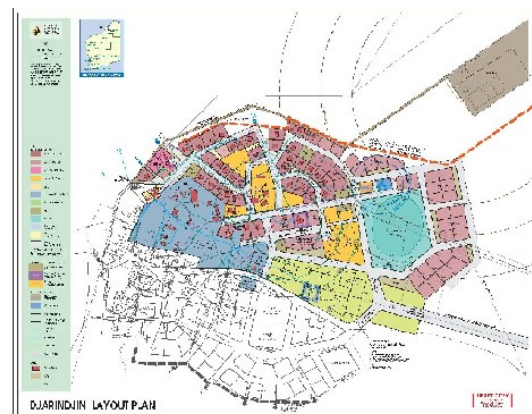
- Drinking water is accessed from the same groundwater source, but each community operates a separate bore and distribution network. The bores are 350m apart.
- Wastewater (sewerage) is disposed of separately by each community. Djarindjin has a reticulated sewerage system with sewer ponds. Lombadina has on-site disposal (leach drains and septic tanks).
- Rubbish is disposed of separately by each community to separate rubbish tips. Djarindjin tip is to the east and Lombadina tip is to the south.
- Electricity is generated from a shared source (Djarindjin Power House) and distributed on a common network.
- Social services (Catholic school, health clinic, women's centre) are used by both communities.
- The airstrip is shared used by both communities.

---

## Community Layout Plan No.1 - June 1998

Djarindjin CLP No.1 was endorsed as follows:

- Djarindjin Community (24 July 1998)
- Shire of Broome (17 December 1998)
- WA Planning Commission (1 May 2001)



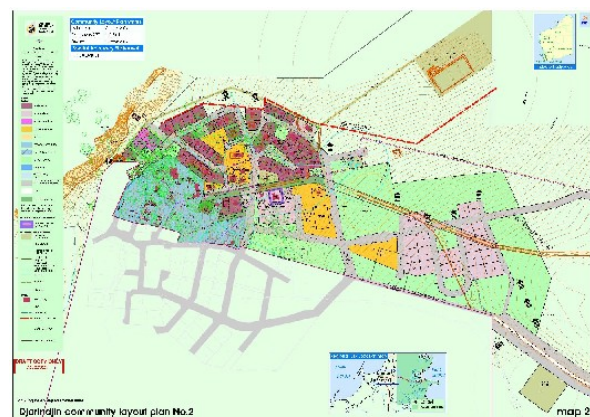
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## Community Layout Plan No.2 - December 2004

In 2004 CLP No.1 was reviewed. The objective of the review was to address the following issues:

- New house lot development
- Sewerage pond relocation.
- Road layout upgrade.
- Improved separation distances between uses.

Djarindjin endorsed CLP No.2 on 14 December 2004.



Following endorsement by the community a number of amendments were made to CLP No.2. The amendments were in response to a range of development issues underway at Djarindjin that were not considered in preparation of the CLP. These included:

- Multi-function police station and associated houses.
- Proposed commercial and industrial development at the Cape Leveque Road junction proximate to the proposed multi-function police station.
- New Power Station.

The number of amendments and plan variations that followed community endorsement in December 2004 resulted in a high degree of confusion. As a consequence, CLP No.2 lost some element of currency, and was never endorsed by the Shire of Broome or the WA Planning Commission.

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### **Community Layout Plan No.3**

The Djarindjin CLP No.3 is effectively a complete and final version of CLP No.2 with additional information and updated content.

It is labelled as No.3 for clarity of identification.

CLP No.3 plan has been developed to provide a basis for future works and to assist in seeking funding for houses and other infrastructure to support community living.

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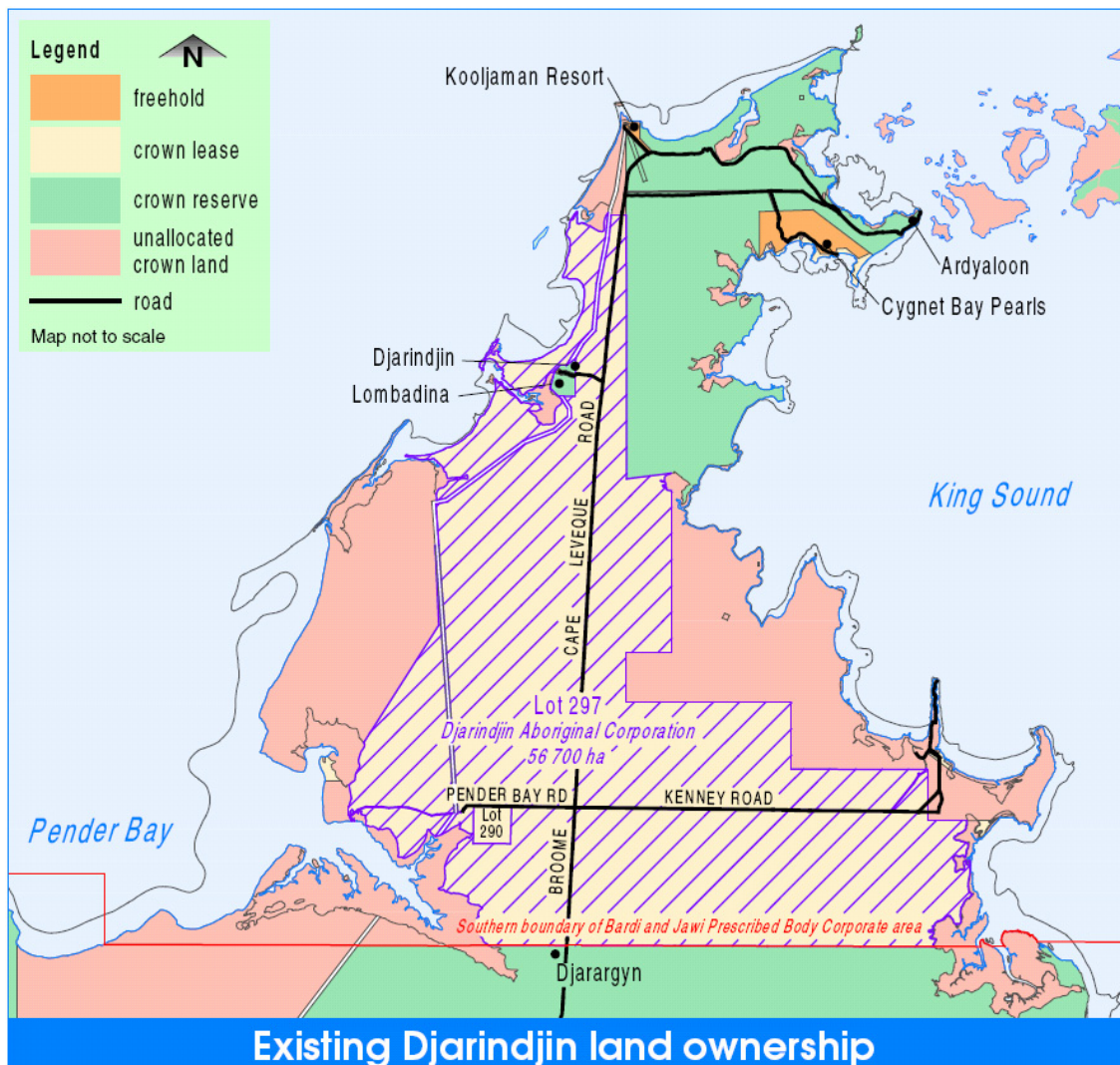
## 2. EXISTING SITUATION

### Land Tenure

The land tenure map clearly shows the land ownership situation at Djarindjin.

The principle land holdings at Djarindjin are the following Crown Land Titles:

- Lot 297  
Crown Lease 272/1991  
56,727ha  
Djarindjin Aboriginal Corporation  
Expires 30 June 2041



Special Lease No. 3116/10633 under section 116 of the Land Act 1933 grants Djarindjin Aboriginal Corporation the land for the special purpose of “*use and benefit of Aboriginal inhabitants*”. The Special Lease is subject to 12 conditions.

Condition 3 provides that Djarindjin may, with the consent of the Minister, assign, transfer, mortgage or sublet portion of the land. See copy at Appendix 1.

The term of the Special Lease is 50 years from 1 July 1991.

The Djarindjin / Lombadina air strip is mostly on Lot 297, but about 100m of the runway at the eastern end is on Lot 89 (Reserve 20927), held by the Aboriginal Lands Trust.

The shed behind the Lombadina Bakery is half on Lot 297 and half on Lot 373 (held by Lombadina Aboriginal Corporation).

- Lot 145. Part Reserve 38931  
39.11ha  
Aboriginal Lands Trust  
For the "*use and benefit of Aboriginal inhabitants*"  
There is no lease from the ALT to Djarindjin for the use of Lot 145.  
Buildings / Improvements: includes 47 houses, shop, office, and utilities.
- 

Other Crown Land Titles that form part of Djarindjin are:

- Lot 144. Part Reserve 38931  
1307m<sup>2</sup>  
Aboriginal Lands Trust  
For the "*use and benefit of Aboriginal inhabitants*"  
Buildings / Improvements: 1 house
- Lot 142. Reserve 39002  
1351m<sup>2</sup>  
Minister for Public Health  
For "*hospital and allied purposes*"  
Buildings / Improvements: Health clinic and 2 attached houses
- Lot 371. Reserve 46574  
1ha  
Aboriginal Lands Trust  
For "*cemetery*"  
Buildings / Improvements: nil
- Lot 372. Reserve 46575  
1059m<sup>2</sup>  
Aboriginal Lands Trust  
For "*power house*"  
Buildings / Improvements: Power house

The church holds two Fee Simple land titles at the centre of the Djarindjin and Lombadina township. The details are as follows:

- Lot 404  
The Roman Catholic Bishop of Broome  
5.2ha
  - Lot 405  
The Roman Catholic Bishop of Broome  
1307m<sup>2</sup>
-

## Native Title

On 30 November 2005 the Federal Court of Australia determined that native title existed and could be recognised on the mainland part of the areas covered by the application submitted by Mr Paul Sampi and others on behalf of the Bardi (sic) and Jawi people. This area of land includes Djarindjin, including the whole of Crown Lease 272/1991.

The Determination confirms that the following land is not in the Determination Area:

- Lot 142. Reserve 39002 (clinic)
- Lot 371. Reserve 46574 (vacant)
- Lot 372. Reserve 46575 (existing power station)
- Lot 404 (Church freehold lot)
- Lot 405 (Church freehold lot)
- Lot 373. Reserve 46576 (Lombadina)

The Determination outlines the nature and extent of the native title rights, confirming a range of rights, including the rights to: live, access, hunt & gather, engage in spiritual activities, use/take resources for purposes listed, refuse/regulate/control the use & enjoyment by others of the land & its resources and the rights to access & use water.

‘Schedule 7 – Other Interests’ of the Determination confirms that:

- “the rights and interests of Djarindjin Aboriginal Corporation, who hold Special Lease 3116/10633 exist as they are at the date of the determination.”
- “the interests of the Aboriginal Lands Trust, who have the care, control and management of Lot 144 Reserve 38931 (existing house), and the interests of persons entitled to access and use that reserve for the purposes of the “*use and benefit of Aboriginal inhabitants*” are reserved, subject to any statutory limitations upon those rights.”

Paragraph 9 of the Determination makes clear the relationship between the native title rights and other interests in parts of the Determination Area. Paragraph 9 is as below.

9. *The relationship between the native title rights and interests described in paragraphs 4 and 5 and the other interests referred to in paragraph 8 (‘the other rights and interests’) is that:*

(a) *to the extent that any of the other rights and interests are inconsistent with the continued existence, enjoyment or exercise of the native title rights and interests, the native title rights and interests continue to exist in their entirety, but the native title rights and interests have no effect in relation to the other rights and interests to the extent of the inconsistency during the currency of the other rights and interests; and otherwise,*

(b) *the existence and exercise of the native title rights and interests do not prevent the doing of any activity required or permitted to be done by or under the other rights and interests, and the other rights and interests, and the doing of any activity required or permitted to be done by or under the other rights and interests, prevail over the native title rights and interests and any exercise of the native title rights and interests, but do not extinguish them.*

**\* Verbatim extract from the Determination. Emphasis added in bold and underline**

Lot 145 (Part Reserve 38931) is not specifically noted in the Determination.

A copy of the determination is at Appendix 2, or can be found at: [http://www.austlii.edu.au/au/cases/cth/federal\\_ct/2005/1716.html](http://www.austlii.edu.au/au/cases/cth/federal_ct/2005/1716.html)

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## **Access & Dedicated Roads**

A dedicated road is a road that has been published in the Government Gazette, confirming the legal existence of that road under the relevant legislation.

Dedicated road access confirms a legal right for the public to use a roadway without the need for the authority of land owners or others with interests in the land that through which that road passes.

Dedicated road access is considered to be an essential element of creating land that can be used and developed. In the case of Fee Simple land holdings, dedicated road access is a basic requirement of the WA Planning Commission (WAPC).

Cape Leveque Road provides access for the length of the Dampier Peninsula. The length of Cape Leveque Road through the Djarindjin Crown Lease is on a 40.02m wide dedicated road reserve. The Shire of Broome and Main Roads WA plan to widen this section of the dedicated road reserve to 100m. The plans were lodged at the Department for Lands Information in March 2006 and placed in order for dealings on 27<sup>th</sup> April 2006.

There is no complete dedicated road reserve connecting Djarindjin to Cape Leveque Road. The existing sealed road connecting Cape Leveque Road to Djarindjin is wholly within Crown Lease 272/1991. As part of the Cape Leveque Road dedication project undertaken by the Shire of Broome and Main Roads WA a 60m wide dedicated road extending from Cape Leveque Road to the eastern boundary of Lots 145 and 373 is proposed.

A length of dedicated road transects Lot 145 (Reserve 38931). It appears that the intent of the dedicated road is to confirm a right of access to the clinic (Lot 142 Reserve 39002) the church (Lot 404). The existing dedicated road route includes the following characteristics:

- Does not connect all the land holdings in the community to Cape Leveque Road.
- Runs through existing buildings.
- Does not reflect the existing or proposed road network.
- Does not provide any access to Lot 405.

There is an existing dedicated road alignment abutting the northern boundary of Lot 145 (Part reserve 38931). This road reserve was intended to be the Cape Leveque road alignment. For a range of reasons, the Cape Leveque Road was constructed in the current location. The road reserve is unlikely to ever be needed.

The main access road from Cape Leveque Road to Djarindjin is defined in CLP2 on two future road reserve widths; 60m for the portion currently sealed (and part of the Shire / Main Road dedication project) and 10m for the remainder. There appears to be no compelling reason for this. A 60m wide road reserve for the full length of the main access road from Cape Leveque Road to the proposed round-a-bout would be more appropriate.

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## **Population**

The 2003 Community Housing and Infrastructure Needs Survey (CHINS), produced by the Australian Bureau of Statistics on behalf of the Aboriginal and Torres Straits Islander Commission estimated that the total permanent population of Djarindjin (excluding Lombadina and the church) was 250 people.

There are currently 48 houses in Djarindjin community, 2 clinic houses and 9 church houses. A total of 59 houses.

Based on a general average of 5 persons per household, this equates to a current population of 295 people at Djarindjin.

The junction area of Djarindjin at the Cape Leveque Road has 5 houses. It is possible that this will increase to 10 dwellings for service staff (police, nurses, etc) completed within the medium term (5 to 10 years). At an average of 3 persons per house this equates to an additional 30 people in the short term. Possible expansion of this area into a regional service centre in the longer term (next 10 to 20 years) may see the need for up to 20 houses there, equating to up to 60 permanent residents.

The general population trend at Djarindjin appears to be one of slow and sustained growth. It is possible that the future population of Djarindjin will increase substantially when the Cape Leveque Road becomes fully sealed, opening up the possibility of increased economic opportunities.

A design population for Djarindjin, including the church and junction area of up to 500 people has been used in the preparation of this CLP.

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## **Housing**

Assuming continued population growth at Djarindjin, the community may need to accommodate up to an additional 150 people, not including the church, Lombadina or service personal.

Based on a household of 5 people per dwelling, this means up to an additional 30 dwellings may be needed at Djarindjin over the next 5 to 15 years.

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## **Stormwater Drainage**

The existing drainage system at Djarindjin is based on simple swales and open drains that channel waterway from buildings and into the surrounding hinterland for on-surface dispersal.

Defining and upgrading the road network will necessarily include upgrading of this system.

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## **Road Layout**

Djarindjin and Lombadina grew from the church compound, which remains spatially central to the town. Djarindjin has developed in an ad-hoc manner. At the time of preparing this report the road network is a system of informal dirt tracks. At present, the overhead electricity network provides a sound guide to the possible permanent road network.

As noted above, there is a defined dedicated road route in Djarindjin. But this does not reflect the existing informal tracks.

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## **Community and Social Services**

As noted above, many social services are used by both Djarindjin and Lombadina communities.

The Lombadina-Djarindjin Catholic Primary School, cemetery, women's centre and hall are all located Lot 404 (owned by the church).

The school runs classes for students from pre-school (4 years old) to Year 10 (16 years old). Total numbers of students is approximately 90.

A women's centre is maintained on Lot 404 (owned by the church).

The Lombadina/Djarindjin Health Clinic is located on Lot 142 (Reserve 39002), owned by the Health Department. The clinic is operated by the WA Country Health Service in association with the Kimberley Aboriginal Medical Services Council. The clinic is staffed by 2 nurses (who live permanently in houses attached to the clinic) and 2 local staff. Djarindjin and Lombadina contribute 1 local staff person each.

At the junction of Cape Leveque Road and the Djarindjin/Lombadina access road there is a multi-function police station that services the whole of the northern Dampier Peninsula sub-region. The station is solely within the Djarindjin Crown Lease. A range of infrastructure is planned to be built to support the multi-function police station, including; temporary powerhouse, staff houses (5 initially), roads and water service (from the bore adjacent to the southern side of the air strip).

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## **Electricity Supply**

The power supply for Djarindjin and Lombadina living areas is generated from the Djarindjin Power House on Lot 145 (Reserve 38931).

The power supply for Djarindjin junction is generated by a temporary powerhouse south of the multi-function police station.

A new power station to service the whole of Djarindjin and Lombadina is planned for development within the next 12 months.

The electricity network is based on an overhead line grid.

The network is planned to be completely re-established, as an underground grid within the next 12 months.

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## **Wastewater**

Djarindjin has a reticulated sewerage system. Lombadina is not connected to this system.

The existing sewerage ponds northeast of Djarindjin have a maximum capacity of 470 people under current conditions. If an additional evaporative pond was established capacity could be increased to 800 people.

To ensure that sufficient distance is maintained between sensitive uses (residential, community uses, etc) and the sewerage ponds a 200m perimeter buffer from the sewer ponds enclosure fence



## Water Supply

The Djarindjin drinking water source is currently from a bore located east of the main living area. The bores are located relatively close to land uses that may compromise the safety of the water drawn from them, including: workshop (with fuel storage), sewerage ponds, existing power station, rubbish tip and cemetery.

Djarindjin use a bore near the basketball courts for irrigation. This bore is not used for drinking water.

There is an old tank on the sand dunes behind the clinic. It is no longer used.

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Global Groundwater (August 2005) estimate that the watertable may be within 20m of the surface of this bore. That report states as follows:

*“The surface is very sandy and as such, depending on actual bore construction and site geology, the bores may be susceptible to contamination from sources at the existing community and those associated with planned developments. A groundwater source protection and management plan should be prepared for the community to assist groundwater management and protection of existing supplies.”*

The Department of Water recommend a minimum 300m circumference buffer around a drinking water supply bore. As shown on the diagram above there are a range of land uses at Lombadina and Djarindjin that are closer than 300m to the Djarindjin bores.

In addition to the generic 300m buffer, the Department of Water advise that the Djarindjin rubbish tip is a potential drinking water source hazard, as it is upstream and may develop a pollution plume that could contaminate the drinking water supply drawn from the existing Lombadina and Djarindjin bores.

There is a bore adjacent to Cape Leveque Road. This bore was developed by Main Roads WA and has been decommissioned.

There is a recently completed production bore adjacent to the southern side of the airstrip. This bore provides drinking water to the Djarindjin Junction development, including the multi-function police station. It is understood that this bore has the capacity to supply reticulated water to Djarindjin and Lombadina via a raising main.

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## **Rubbish Disposal**

The existing Djarindjin rubbish tip is approximately half way between the community and Cape Leveque Road, 150m north of the main access road.

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## **Air Strip**

The Djarindjin /Lombadina Air Strip is adjacent to Cape Leveque Road, on the eastern side. As noted in section 2, the airstrip is mostly within the Djarindjin Crown Lease. It is a 24-hour all weather airstrip.

As the owner of the airstrip, Djarindjin is responsible for all maintenance and upgrade matters on the airstrip, including lights and sweeping.

The airstrip is effectively used as a North Peninsula community resource. Djarindjin do not charge a landing fee for use.

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## **Multi Function Police Station**

The Djarindjin Multi Function Police Station (MFP Station) and 5 associated houses were built in 2006. They are solely on the Djarindjin Crown Lease. The WA Police Service operates the MFP Station. The houses are managed by the Department for Housing and Works (Government Employees Housing Authority). There are no sub-leases in place for the buildings.

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## **Mechanical Workshop**

There is an existing workshop in the centre of the Djarindjin main living area. The workshop is used by the community to service and maintain community and private vehicles.

The workshop is an essential facility for the community, but the current location is too close to houses and the bore.

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## **Boat Launch**

Djarindjin and Lombadina residents launch boats from the beach to the west of the township. There is no proposal to develop any infrastructure to improve the existing boat launch arrangements.

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## **Outstations**

Outstations are small settlements that rely on a nearby larger community for a range of services. They generally have less than 50 permanent residents.

There are 5 outstations north of Djarindjin on the Crown Lease. They are:

- Goolarrgon
- Gadiman
- Ngamakoon
- Gulumonon
- Goolamionon
- Loumard

There are 2 outstations south of Djarindjin on the Crown Lease. They are:

- Chile Creek
  - Loumard
- 

## **Culturally Sensitive Areas**

The process of preparing the Djarindjin and Lombadina Community Layout Plans No.1 in 1998 included thorough assessment and mapping of culturally sensitive areas in and around Djarindjin. The land immediately to the north of the existing development at Djarindjin was identified at that time as a culturally sensitive “no-go” area.

There are a number of Aboriginal heritage sites in and around Djarindjin, some of these are registered under the Aboriginal Heritage Act 1972.

The ‘Lombadina Mission’ is a registered heritage site under the heritage of WA Act 1990.

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### 3. REGIONAL TOWN PLANNING

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#### Dampier Peninsula Access Management Plan

The Dampier Peninsula Access Management Plan (November 2005) was prepared by Sharon Griffiths & Associates in association with town planning consultants Landvision. The Management Plan was sponsored by Mamabulanjin Aboriginal Corporation overseen by the Department for Indigenous Affairs.

The Management Plan addresses the implications of improvements to Cape Leveque Road to the people of the Peninsula. An initiative recommended in the Management Plan that is relevant to the Djarindjin Community Layout Plan is:

*“That future entry point(s), where management and control can be exercised over visitor numbers, vehicle entry, issue of permits, fee collection, entry of boats and caravans, and the movement of illegal substances. Entry point(s) where business initiatives like a visitor centre or tourist booking services or administration may be co-located.”*

Specific recommendations of the Management Plan relevant to the Djarindjin CLP include:

1. Prepare and implement a waste disposal and management Strategy which would (among other things) minimise the number of landfill sites on the Dampier Peninsula.
2. Ensure all legal rights and interests are upheld (eg. Native Title), and those with rights and interests must be consulted on development proposals and when planning the development of roads.
3. Ensure key stakeholders seek legal advice on the status of roads and their subsequent responsibilities, when roles are unclear or when advice is inconsistent.
4. Secure cultural and sound planning advice in order to identify satisfactory sites (existing or not) for the establishment of day-use facilities and recreational access, particularly to the coast and other areas of water.
5. Include the requirements for day use facilities in land use planning for the Peninsula.
6. Support local plans for investment in high-yielding tourist accommodation facilities where proposals show they are consistent with environmentally and culturally sustainable land use practices.
7. Include the requirements of high-yielding tourist accommodation facilities in land use planning for the peninsula.
8. Prepare a Land Use Plan for the Peninsula.

---

## **Dampier Peninsula Regional Planning Strategy**

In response to the recommendations of the Dampier Peninsula Access Management Plan (November 2005) the Western Australian Planning Commission intends to develop a Regional Planning Strategy for the Peninsula. This is expected to be a comprehensive land use planning document that progresses the work of the Dampier Peninsula Access Management Plan (November 2005). It has not commenced to date.

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## **State Planning Policies**

State Planning Policies are prepared and adopted by the WAPC under statutory procedures set out in section 26 of the *Planning and Development Act 2005*.

The WAPC and local governments must have 'due regard' to the provisions of statements of planning policy when preparing or amending town planning schemes and when making decisions on planning matters. The State Administrative Tribunal is also required to take account of statements of planning policy when determining appeals.

The following SPPs were given due regard in the preparation of CLP No.3:

- SPP 3 – Urban Growth and Management
  - SPP3.2 Planning for Aboriginal Communities
-

## **4. LOCAL TOWN PLANNING**

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### **Shire of Broome Town Planning Scheme No.4**

The Shire of Broome Town Planning Scheme No.4 does not include land beyond the immediate surrounds of Broome town.

No portion of Djarindjin, including the full extent of the Crown Lease area, is subject to the Shire of Broome Town Planning Scheme No.4.

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### **Shire of Broome Interim Development Order No.3**

The Shire of Broome Interim Development Order No.3 covers all of the land in the Shire that is not covered by Town Planning Scheme No.4.

Djarindjin, including the full extent of the Crown Lease area, is subject to the Shire of Broome Interim Development Order No.3.

The Interim Development Order requires that the approval of the Shire is required before development can start. The process is outlined in section 8.

Under the Interim Development Order the following types of development do not need Shire approval:

- Development by public authorities.
  - Public works (roads, drainage, sewerage, etc).
  - Alterations, renovations or maintenance to existing buildings.
  - Pastoral industry buildings and uses.
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## **5. COMMUNITY ASPIRATIONS**

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Providing sufficient standard of living for the current population of Djarindjin and future residents is dependent on maintaining and improving the existing facilities and making sure that there is the right mix of housing and other uses.

There is an understanding that development of Djarindjin is something that has taken time, and will happen over many years.

The ideas for improvements to the facilities noted by the Djarindjin Aboriginal Corporation when developing Community Layout Plans 2 and 3 are listed below.

Not all of these aspirations can be incorporated into a CLP, but have been noted as a record of a more general community improvement plan.

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- 1.** Seal the roads.
- 2.** Move the mechanics workshop and fuels tanks from the main living area to the Cape Leveque Road junction area.
- 3.** Create more serviced house lots for future housing.
- 4.** Football oval.
- 5.** Multi-purpose centre (sports and recreation plus disaster shelter).
- 6.** Fencing for all existing houses.
- 7.** Remove existing powerhouse.
- 8.** Underground power network.
- 9.** Better drainage.
- 10.** Drinking water source protection.
- 11.** Lot numbering system.
- 12.** Road numbering / naming system.
- 13.** Shutdown existing bore and reticulate water supply from the bore south of the airstrip.
- 14.** New cemetery.
- 15.** New service station at Cape Leveque Road junction.
- 16.** More houses.
- 17.** Bigger rural lifestyle type lots close to Djarindjin, but with more space.
- 18.** Correct and proper process for all future users of the Crown Lease.

## **6. DEVELOPMENT PROJECTS & REQUIRED IMPROVEMENTS**

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### **Design Summary**

The future plans for Djarindjin are based on visits to the community and advice from relevant government agencies, including the Remote Area Essential Services Program (RAESP) managers Parson Brinkerhoff, surveyors Sinclair Knight Merz, Shire of Broome, Aboriginal Lands Trust, Main Roads WA, Global Groundwater, and the Departments for Housing & Works, Environment, Water and Indigenous Affairs.

The general design principles of the plan are:

1. Maintain adequate separation between incompatible uses (eg. Move powerhouse away from houses).
2. Define a road network that is suitable for all uses, including water, electricity, and other services.
3. Plan for future growth by developing new residential lots.
4. Allocate land for a range of land uses that may be needed in the future.

The Djarindjin Community Layout Plan No.3 shows all proposed improvements to Djarindjin, as well as the plan for Lombadina. The plan is in section 9 of this report.

The following provides a brief explanation of the design principles and required improvements that are shown on the plan.

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## Land Tenure

As noted in section 2, there are a number of land titles held by Djarindjin Aboriginal Corporation and the Aboriginal Lands Trust. It is recommended that the form of these land holdings be reformed to reflect existing and proposed uses and development. This would provide the community with a clear understanding of ownership and simplify variations in development approval processes.

Lot 371 (Reserve 46574), Lot 372 (Reserve 46575) and Lot 144 (Part Reserve 38931) serve no purpose as separate land holdings. It is recommended that they be amalgamated into a larger land holding [either Lot 145 (Part Reserve 38931) or Crown Lease 272/1991].

The community have confirmed a preference that all smaller land holdings [including Lot 145 (Part Reserve 38931)] be incorporated into Crown Lease 272/1991. This would simplify governance issues and land use and development matters greatly, including the administration of by-laws, insurances, fixed asset tenure and land use control by the community.

If all smaller land holdings held by Djarindjin and the Aboriginal Lands Trust are incorporated into Crown Lease 272/1991 it would be timely to increase the term of the lease to 99 years to provide improved security of tenure for the community and other uses of that land.

As noted in section 2, the Djarindjin / Lombadina airstrip is mostly on Crown Lease 272/1991, but a small portion is on a Aboriginal Lands Trust holding (Lot 89 Reserve 20927). Consideration should be given to rationalising this arrangement by either consolidating all of the airstrip onto the Djarindjin Crown Lease, or creating a separate land title just for the air strip.

As noted in section 2, the Lombadina Bakery in half on Crown Lease 272/1991. Consideration should be given to rationalising this arrangement by matching the cadastre with the future layout shown on the CLP.

In addition, it is considered useful to distinguish the 'town' section of the Crown Lease from the remainder, due to the very large size of that holding. It is recommended that an area approximately 700ha in area that includes the airstrip and all other necessary infrastructure for the continued running and future development of Djarindjin be excised from the Crown Lease; created as a separate Crown Lease for a term of 99 years.

To make subleasing easier Djarindjin Aboriginal Corporation may consider having "ready to go" subleases drafted that can be completed and submitted to the Minister for signing as needed.

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## Cape Leveque Road

As noted in section 2, the existing Cape Leveque Road alignment is on a 40.02m wide road reserve. It is recommended that the width of the road reserve be increased to 100m to provide for future development and works within the road.

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## **Access and Dedicated Roads**

As noted in section 2, the existing dedicated road alignment and extent at Djarindjin fails on a number of levels.

Neither Lombadina Aboriginal Corporation, nor Djarindjin Aboriginal Corporation want uncontrolled public access to Djarindjin / Lombadina. However, the church has a right to expect public access to its land holdings at Djarindjin / Lombadina.

It is proposed that a public access right such as an easement be established providing access to Djarindjin from the existing dedicated road. This arrangement could accommodate the needs of the community to be able to control access and the needs of the church regarding public access. A possible public access road route could be based on a loop through Lombadina and Djarindjin via the main thoroughfares.

---

## **Road Layout**

The CLP3 road layout is essentially that defined in CLP2. It is based on the existing location of informal tracks, services, buildings and other urban infrastructure. The road layout includes consideration of drainage and access needs.

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## **Church Land**

As noted in section 2, Fee Simple Lots 404 and 405 are owned by the church. That land is currently used for a range of uses that benefit the Djarindjin and Lombadina communities. These used include cemetery, church, open space and women's centre. CLP3 recognises these uses as community uses.

All buildings on the church land have been numbered using lowercase capitals to clearly denote them as being part of the church landholding.

All existing and proposed house lots on the church owned land are shown as residential on CLP3.

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## **New Power Station**

The *Aboriginal and Remote Communities Power Supply Project* (ARCPSP) run by the Office of Energy and Horizon Power has committed to the development of a new power station to service Lombadina and Djarindjin.

Djarindjin Aboriginal Corporation and Horizon Power have entered into a sub-lease arrangement for a 1ha site addressing the Djarindjin-Lombadina Road (approximately 700m east of the proposed round-a-bout) for a term of 30 years. The sub-lease includes an annual rental payment. EnGen have an arrangement with Horizon Power to operate the facility for a 10-year term.

The proposed power station will be diesel powered and will have an initial maximum capacity of 630kW. The power station can be upgraded at appropriate intervals during the 10-year contract with enGen so that additional capacity is available to meet any growth in load.

Horizon Power would need to be advised as early as possible regarding any proposed development that may be a significant user of electricity.

The fuel tanks for the new power station will sit inside a concrete bund designed to contain diesel in the event of a spill.

There is no intention to reticulate to any communities other than Lombadina and Djarindjin, including the Djarindjin Junction area.

---

## **Old Power Station**

When the proposed power station becomes operational the existing power station will be de-commissioned. As a part of this the land should be remediated to remove any soil possible that may have become contaminated by the power station. Following this, the land can be used for other uses, including new houses.

---

## **Mechanical Workshop**

When a new mechanical workshop is built at the junction the existing mechanical workshop will be shut down. As a part of this the land should be remediated to remove any soil possible that may have become contaminated by the mechanical workshop. Following this, the land can be used for other uses, including new houses.

---

## **Rubbish Disposal**

CLP3 recognises the existing location of the rubbish tip.

However, the Department of Water strongly recommend that the tip be closed down because of the potential that it may contaminate all drinking and irrigation water supplies in Djarindjin and Lombadina.

It is considered that a future rubbish tip should be developed some distance further away from the town. The future rubbish tip would best be a central facility used by Lombadina, Djarindjin, Djarindjin Junction and nearby outstations.

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## Airstrip

CLP3 recognises the existing location of the airstrip. As noted above, the existing tenure arrangements for the airstrip need to be improved.

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## Boat Launch

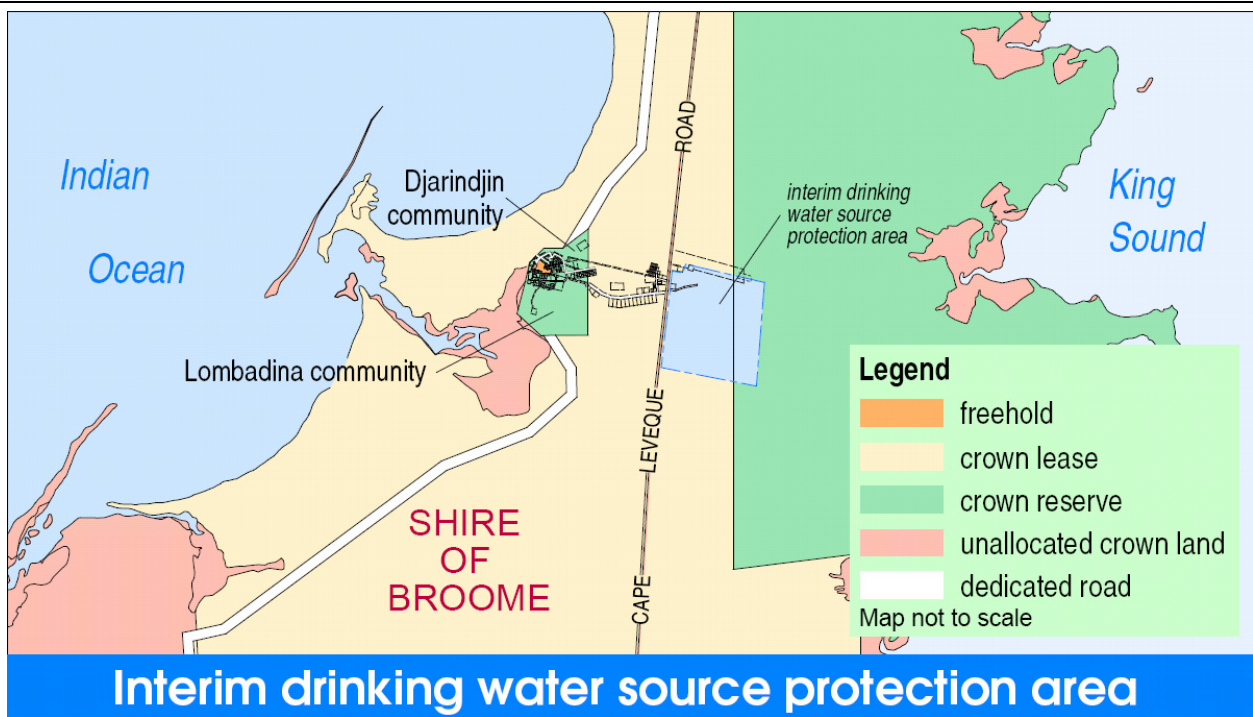
CLP3 recognises the existing location of the boat launch area.

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## Drinking Water

Drinking water source protection areas around the 3 production bores that provide water to Djarindjin, Lombadina and Djarindjin Junction have not been defined by the Office of Water. However, as an interim measure CLP3 defines an interim water source protection area for the bore adjacent to the airstrip, and an extensive area to the south and east.

Given the proximity of the town bores to potentially hazardous sites it is recommended that those bores be closed as a source of drinking water. Subject to hydrological analysis, it is recommended that a new bore field be established at least 500m south of the airstrip and 500m east of Cape Leveque Road. If this occurs a site for a new elevated tanks and associated infrastructure would be needed. The best location is next to the new power station land.



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## **New Housing Area**

As noted in section 2, future houses lots need to be planned for at Djarindjin. There are a number of constraints that mean that the only place where new lots can be established is directly east of the town.

The layout shown is based on a cul-de-sac with 10 lots ranging in size from 1000m<sup>2</sup> to 1650m<sup>2</sup>.

The CLP also incorporates 12 “rural-residential” bush lots. The bush lots are each 1.1ha in area (75m frontage X 150m deep). The front and back 50m depths of the lots are required to be kept as vegetation, and the middle 50m can be used for the development of up to 2 houses.

When the current power station is de-commissioned the power station site and surrounding land can be cleaned up and used for the development of up to 4 new houses.

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## **Clinic**

As noted in section 2, the Lombadina / Djarindjin Health Clinic services both communities. CLP3 recognises the clinic in its current location. The associated nurses houses are shown on the plan as existing residential.

If a health service building was ever needed to provide a multiple community and outstation service, including day visits by specialists flying in, the Junction area would present itself as ideal. In the event that this may be case, an appropriate sized land holding next to the Police Station has been identified for “community” purposes.

---

## **Waste Water**

Djarindjin has a reticulated sewerage system. Lombadina is not connected to this system.

All new development at the Junction should be connected to the sewer ponds.

The ALT and DHW should advise that the church, clinic, Lombadina and the Shire that the sewerage ponds system can be used as the wastewater system for existing and proposed buildings and uses currently not connected. There would be no ‘headworks’ or similar fee or any annual fee charged, but all works to connect would necessarily be bourn by the user/developer.

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## **Multi-Purpose Centre**

As noted in section 5, a key community aspiration is the establishment of a multi-purpose centre that could function as a sports and recreation centre with the capability to be used as a safe, comfortable and healthy place to shelter from disasters such as cyclones and storm surge events.

CLP3 identifies two likely places at Djarindjin for a multi-purpose centre, reserving them for “community” purposes on the Plan. The possible locations are:

Lot 60 adjacent to the Djarindjin/Lombadina round-a-bout (approximately 1ha).

Lot 57 adjacent to the basketball court (approximately 0.5ha).

Land at the Junction could also be used for a multi-purpose centre. Several future lots shown as “community” could be used for this purpose if appropriate.

---

## **Outstations**

As noted in section 2, there are 7 outstations associated with Djarindjin. All of these outstations are the Djarindjin Crown Lease. The outstations do not form part of CLP3.

If Djarindjin Aboriginal Corporation and an outstation agree to do so; the CLP can be amended to include an outstation plan as an appendix.

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## **Culturally Sensitive Areas**

The land immediately to the north of the existing development at Djarindjin identified as a culturally sensitive “no-go” area on Djarindjin Community Layout Plans No.1 remains in place.

There are a number of Aboriginal heritage sites in and around Djarindjin, some of these are registered under the Aboriginal Heritage Act 1972. The ‘Lombadina Mission’ is a registered heritage site under the heritage of WA Act 1990. Heritage status is not indicated on the CLP3 maps due to the potential sensitivity of doing so.

No additional culturally sensitive areas including “no-go” were identified during preparation of Community Layout Plans No.3.

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## **Djarindjin Junction Layout Plan**

As noted in section 2, a multi-function police station and associated infrastructure, including staff houses, has been established at the junction of Cape Leveque Road and the Djarindjin/Lombadina entrance road. All buildings are on the Djarindjin Crown Lease.

To maximise benefit to Djarindjin, and the northern Peninsula, a range of other uses are planned to be established at the junction, including; service station, mechanics workshop and industrial uses.

The Djarindjin junction has the capacity to become a service centre that is a vital part of the responsible and controlled development of the Dampier Peninsula. If the future development of the junction is carefully planned many of the recommendations of the Dampier Peninsula Access Management Plan (see section 3) could be successfully implemented by Djarindjin Aboriginal Corporation in association with junior partners from government and industry.

Options exists for Djarindjin Aboriginal Corporation to offer tenders for the use and development of land at the junction under provision of the existing Crown Lease. In addition, conversion of some lots to Fee Simple may offer benefit to the Corporation.

CLP3 shows future lots and land uses that can be used as the subdivision layout for future development.

Growth of the junction into a service centre would require the development of additional houses for specialist staff such as police, teachers, nurses, and so on. CLP3 includes a layout for up to 20 houses at Djarindjin Junction, north of the multi-function police station.

A number of relatively small future lots (1000m<sup>2</sup> to 200m<sup>2</sup>) have been included on the Junction plan to accommodate possible future small business operations that may need land that is serviced and separated from residential areas.

Several future lots at the Junction have been reserved for community uses. These lots have been designed with consideration given to the land area requirements of government types uses, including education, health facility, and so on. Other possible community service type uses that may look to be established at the Junction include: post office, bus stop, municipal services facility, general government administration building (eg, shire, state and commonwealth government service centre), rangers centre, tourist information centre.

Several future lots at the Junction have been shown as business/commercial use.

Possible enterprises include: caravan park, café, super market, pharmacy, and specialty and tourist shops.

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## 7. DESIGN PRICIPLES AND LAND USES

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### Residential

The plan shows the existing houses as "*existing residential*" and required houses as "*future residential*".

#### **CLP3 plans for:**

- 30 new house lots east of the existing living area.
- 4 new house lots were the existing powerhouse is (to be developed when the power house is no longer needed).
- 3 new house lots were the existing mechanical workshop is (to be developed when the power house is no longer needed).
- 1 new house lot on the church land.
- 3 existing vacant house lots.
- 3 existing house lots at the Djarindjin Junction area.
- 18 new house lots at the Djarindjin Junction area.
- 48 existing houses on Djarindjin land
- 8 existing houses on church land.
- 2 houses on clinic land.

---

### Rural-Residential

The plan shows large lots (about 1ha) for use as "open space / bush" and "residential (future)". These lots are intended to be used for up to 2 houses per lot in a bushland setting.

#### **CLP3 plans for:**

- 12 new 1.1ha bush blocks (rural-residential lots) south of the Djarindjin / Lombadina Road (maximum 2 houses each).



---

## **Business / Commercial**

The plan shows all existing and proposed shops and other non-industrial commercial uses as "business/commercial".

### ***CLP3 plans for:***

- *New service station at the corner of Cape Levique Road and Djarindjin/Lombadina Road (1.44ha).*
- *3 new commercial lots at the Djarindjin Junction area (suitable for a wide range of purposes).*
- *2 new 1ha commercial lots south of the Airport Road at the Djarindjin Junction area (suitable for a wide range of purposes associated with aviation and freight).*
- *1 existing lot where the store is.*
- *1 existing lot where the office is.*

---

## **Industrial**

The plan shows all existing and proposed industrial uses as "industrial".

### ***CLP3 plans for:***

- *A 1ha industrial lot at the Djarindjin Junction area (possible uses include municipal services depot, freight depot, builders yard and so on).*
- *8 new industrial lots at the Djarindjin Junction area (suitable for a wide range of purposes, especially small businesses such as steel works, art studio, boat repair, carpenter's workshop and so on).*

---

## **Open Space / Recreation**

The plan shows existing and proposed sports facilities and community open space (playground, basketball court, football oval and so on) as "open space / recreation".

### ***CLP3 plans for:***

- *New football oval*
- *Existing meeting area in front of church (on church land).*
- *Small parks near the existing houses.*
- *A 450m<sup>2</sup> park for each new 10-house lot subdivision.*

---

## Community Purposes

The plan shows existing community type uses as "*community purposes*".

### **CLP3 plans for:**

- *Multi-purpose centre (sport and recreation as well as disaster shelter)*
- *New cemetery. 2 options shown, option 1 close to the oval and option 2 on the Chile Creek Road.*
- *Existing Multi-function Police Station at the Djarindjin Junction area.*
- *3 new community purposes lots at the Djarindjin Junction area (suitable for a range of possible community service type uses including education, health, and so on).*
- *Existing airstrip.*

---

## Lot Numbering and Street Names

Numbering the lots so that they match the existing house numbers and naming the streets, including proposed new streets is an important part of providing services to every house and building. Because the existing land tenure and ownership arrangements at Djarindjin do not always match the location of buildings and roads the lots and numbers on the CLP are defined as "future layout and lot number".

To easily and efficiently service each lot with water and electricity each lot needs a separate lot number. Because the electricity service puts both Lombadina and Djarindjin on the same network they must have one set of numbers with no duplication.

### **CLP3 shows:**

- *Lot numbers for all existing and proposed uses and buildings.*

---

## Public Utility

A "*public utility*" is anything that provides an essential physical service to the community, things such as water bores, sewerage ponds, power station, and so on.

### **CLP3 plans for:**

- *Existing power station to be residential in the future.*
- *Proposed Djarindjin / Lombadina powerhouse on the main entry road.*
- *A temporary power station at the Djarindjin Junction area.*
- *A services reserve around the community perimeter on the beach side (west).*
- *Existing Telstra centre.*
- *All bores are shown as public utility.*
- *A future bore field east of Cape Levique Road (at least 500m) and south of the airstrip (at least 500m).*
- *A future elevated tank and filtration site for drinking water next to the new power station site.*

---

### **Pedestrian Access**

Walkways where cars will not be allowed are shown as “pedestrian access”.

#### **CLP3 plans for:**

- *A walkway in front of the existing office and shop, connecting to the school.*
- *A walkway in front of the Telstra Centre.*
- *Walkways at the end of each of the proposed new cul-de-sacs.*

---

### **Open Space / Bush**

The area of the community that are not intended to be used for any specific purpose are shown on the plan as “open space / bush”.

#### **CLP3 shows:**

- *Land that is not intended to be used for any specific purpose are shown on the plan as “open space / bush”.*

---

### **No-go Areas**

Land immediately to the north of the existing development at Djarindjin identified as a culturally sensitive area on Djarindjin Community Layout Plan No.1 is to remain in place.

#### **CLP3 shows:**

- *Land immediately north of Djarindjin as a culturally sensitive “no-go” area.*
-

---

## **Changes to the Plan**

Things always change, and over time it may be necessary to change the plan too. If a development is proposed that does not fit in with the plan, the plan can be changed. However, before the plan is changed, people need to think about things like:

- how the change could affect other people or the lifestyle of Djarindjin; or
- how the change could affect essential services like power lines, water pipes or telephone lines.

If the plan needs to be changed, this is how it should happen:

1. Developer / builder speaks to Djarindjin about the change and why it is needed.
2. Djarindjin agrees to change the plan, or not change the plan.
3. If the plan is to be changed, the developer / builder should have this approved by the Shire of Broome.
4. If the change is agreed on, the Shire of Broome must notify the DPI, so they can change the layout plan and give new copies to Djarindjin and the Shire of Broome.

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## **Reviewing the Plan**

It is recommended that the plan be reviewed every 5 years.

The Community Layout Plan should be reviewed if there are any environmental health changes noted during monitoring of the impacts of surrounding land uses.

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## 10. ENDORSEMENTS

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# Djarindjin Community Layout Plan No. 3

Djarindjin Aboriginal Corporation  
PO Box 920  
BROOME WA 6725

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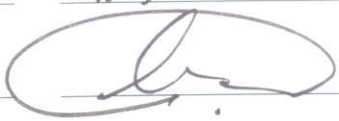
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The Djarindjin Aboriginal Corporation hereby adopts the **Djarindjin Community Layout Plan No. 3 [May 2007]** as a guide for future developments within its boundaries.

The elected council acknowledges that the layout represents the community aspirations for future developments, and hereby adopts the plan, report and provisions at the meeting of Council held on:

The 31<sup>st</sup> Day of May 2007

Adopted by the Djarindjin Aboriginal Corporation:

<u>BRIAN LEE</u>	<u>KEITH FARLOW</u>
	
Chairperson [Please print and sign name]	Staff [if required] [Please print and sign name]

<u>Phillip Scump</u>	<u>Phillip Scump</u>	<u>Edgar Dodd</u>	<u>EDGAR DODD</u>
Councillor		Councillor	

<u>Roslan Anwar</u>	<u>ROSEAN ANWAR</u>	<u>P. Cheyuan</u>	<u>PERMIANI CHAYUAN</u>
Councillor		Councillor	

# Djarindjin Community Layout Plan No. 3

Shire of Broome  
PO Box 44  
BROOME WA 6725



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---

The Shire of Broome hereby adopts the **Djarindjin Community Layout Plan No. 3 [May 2007]** as a basis for future growth and development within Djarindjin community.

The .....Day of ..... 2007

Endorsed by the Shire of Broome:

\_\_\_\_\_  
\_\_\_\_\_

City President  
(Please print and sign name)

\_\_\_\_\_  
\_\_\_\_\_

CEO  
(Please print and sign name)

Council  
Seal

Western Australian Planning Commission Endorsement

# Djarindjin Community Layout Plan No. 3

Western Australian Planning Commission  
469 Wellington St  
Perth WA 6000



---

The Western Australian Planning Commission hereby endorses the **Djarindjin Community Layout Plan No. 3 [May 2007]** as a guide for development to ensure proper and orderly planning within the community area

The .....1.....Day of .....July..... 2008

Signed for and on behalf of the Western Australian Planning Commission

  
\_\_\_\_\_

an officer of the Commission duly authorised by the Commission pursuant to the for that purpose in the presence of

  
\_\_\_\_\_

Witness

15/7/08 Date



## REFERENCES & INFORMATION

Global Groundwater, *Djarindjin 2005 Drilling report for Arup*.  
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Sampi v State of Western Australia (no3) [2005] FCA 1716 (30 November 2005)  
Federal Court of Australia

Parsons Brinkerhoff, *Djarindjin-Lombadina Community Roads Upgrade*.  
2006, tender documentation

### Flooding and Coastal Vulnerability

In June 2016 Cardno WA Pty Ltd completed the 'Coastal Vulnerability Assessments for Localities in the Shire of Broome' on behalf of the Department of Planning (DoP). This provided DoP with flood and coastal vulnerability mapping and information on flood behaviour to guide land use planning, emergency management and assessment of building and development in flood-prone areas for the Djarindjin community. The information and mapping contained within the Bardi Jawi Final Report was used to initiate Amendment 9 to LP3.

All developers at Djarindjin are to refer to the Bardi Jawi Final Report before construction takes place.

## CONSULTATION SUMMARY

Preparation of this Community Layout Plan is the result of consultation with the community representatives and a range of agencies, authorities, non-government organisations May to May 2007. This has included discussions and informal meetings too numerous to note, including with the Catholic Education Office of WA and the Department of Community Development.

Formal meeting held during this process are listed below.

<b>Organisation</b>	<b>Date</b>
Djarindjin Aboriginal Corporation	10 May 2006 1 August 2006 17 October 2006 5 February 2007 24 April 2007
Department of Indigenous Affairs &	21 June 2006 17 July 2006 3 August 2006 14 November 2006
Aboriginal Lands Trust	7 November 2006
Shire of Broome	12 April 2006 18 July 2006 12 September 2006 21 November 2006
Bishop of Broome	11 July 2006 11 August 2006
Department for Housing & Works	8 November 2006
Department of Education, Training & Employment	7 November 2006
Infrastructure Coordination Centre	13 November 2006 3 May 2007
Department of Water	8 November 2006
Country Health WA	13 November 2006
Parsons Brinkerhoff	7 November 2006

Plan Date : 31 May 2007

WAPC : 1 July 2008

Proponent : Department of Housing

Endorsed Requires : Yes  
Endorsement

**Reason for the Amendment**

The Department of Housing propose to build a number of houses at Djarindjin. The Army Aboriginal Community Assistance Program (AACAP) are building a sub division in Djarindjin. This sub division was not illustrated on the previous Layout Plan.

Issue	Changes required to CLP
1. New residential/ community SL-lots	Delete existing SL-lot 1069 and part of SL-lot 57 and replace with 12 new residential SL-lots (801-812) and 1 new community SL-lot (1067).
2. SL-lot 6 change of land use	Change SL-lot 6 from recreation to residential.
3. Update mapping specifications	Layout Plan map-set to be changed to updated mapping specifications.

**Approved**

Djarindjin Aboriginal Corporation

*[Signature]* CHAIRPERSON. ARNOLD LOCKYER Date 20/09 2012  
 please sign and print name

**Shire of Broome**

\_\_\_\_\_  
 please sign and print name

Western Australian Planning Commission

*[Signature]* Rosa Rigali Date 30/5/2013  
 please sign and print name



**Other Information:**

This Layout Plan does not constitute development approval pursuant to section 24 of the Development Act 2005

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

**Proponent**      **Djarindjin Aboriginal Corporation**

**Reason for the Amendment**

Djarindjin Aboriginal Corporation (DAC) proposes to amend the Djarindjin Layout Plan 3 (LP3) to realign the entrance road; expand the airstrip, and; re-name the SL-roads.

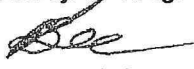

Djarindjin and Lombadina are abutting settlements that have separate vehicle access tracks. The separate tracks intersect about 200m west of the existing power station, which is where the bitumen finishes on the Djarindjin-Lombadina Road. The Djarindjin and Lombadina Layout Plans both include a proposal for a shared entrance road with an intersection approximately 450m west from the existing intersection. DAC propose to amend LP3 to have a planned intersection proximate to the location of the existing one, about 150m west of the power station.

DAC propose expanding SL-lot 547 to match existing and proposed development at the airstrip. DAC have provided amended street names for the majority of the settlement.

See Amendment Report for further details.

Subject Land	Changes required to LP
1. SL-lot 503	Re-location of the SL-road reserve connecting D1 Street (to be Djarindjin Street) to the existing Djarindjin-Lombadina Road.
2. Various	Re-naming of SL-roads throughout Djarindjin
3. SL-lot 547	Delete SL-lots 549 and 550 and delete SL-road 'Airport Road' and amalgamate with and expanded SL-lot 547.

**Endorsements:**

Djarindjin Aboriginal Corporation	
 please sign and print name <b>BRIAN LEE</b>	Date: <b>28/08/14</b>
Bardi and Jawi Niimidiman Aboriginal Corporation	
please sign and print name	Date:
Shire of Broome	
please sign and print name	Date:
Western Australian Planning Commission	
 please sign and print name <b>Ashley Randell</b>	Date: <b>04/03/2015</b>

**Other Information:**

This Layout Plan does not constitute development approval. It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water

### **Reason for Spatial Upgrade**

Djarindjin and Lombadina are effectively a part of the same town, which has grown out of the Lombadina Mission. The land that was central to the mission is now Lot 404, a freehold land parcel that is held by the Bishop of Broome. Lot 404 is shown on both the Lombadina and Djarindjin Layout Plans, but may be more properly be understood to historically be accommodated onto the Lombadina side.

The draft Lombadina Layout Plan 3 (LP3) was recently modified to ensure that all houses are on separate SL-lots (ratified version 5). In undertaking this revision, it was considered that the inclusion of a variety of land uses and the identification of SL-roads on Lot 404 was misleading and beyond the intent of the Layout Plan, given the nature of the land ownership and land use. Therefore, the land use classification of the full extent of Lot 404 was changed to 'community', but the SL-lot network was left in place to enable the continued identification of uses.

As noted above, Lot 404 is shown on both the Djarindjin and Lombadina Layout Plans, but is considered to be a historical part of the Lombadina side. Accordingly, this change to the Djarindjin Layout Plan 3 is not an amendment, but rather a spatial upgrade, that reflects and matches the Lombadina Layout Plan 3.

31 August 2015

<b>Proponent</b> : Housing Authority
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<b>Date</b> : 15 September 2016
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### Reason for the Amendment


The Housing Authority have a longer term plan to construct housing in Djarindjin. Consultation with the Djarindjin Aboriginal Corporation took place in January 2015, with both the Department of Planning and the Housing Authority present, and the proposed subdivision and amalgamation is consistent with the outcomes of the consultation.

	Land Identification	Amendment description
1.	SL-lots 47, 56, 1070, 1071, 1073 to 1082 and SL-road reserve D6 Street	Amalgamate and subdivide SL-lots 47, 56, 1070, 1071, 1073 to 1082 and SL-road reserve D6 Street to create SI-lots 47, 56, 411, 1070, 1071, 1083 and 1085.  Change the land use classification of newly aligned SL-lots 47 and 56 from 'Residential' to 'Community'.

### Endorsement:

In accordance with Planning Bulletin 108/2013 this amendment is minor in nature. As such, the endorsement of the Western Australian Planning Commission is solely required.

Determined on behalf of the Western Australian Planning Commission in accordance with the <i>Instrument of Delegation – Delegation to officers of certain powers and functions of the Western Australian Planning Commission.</i>
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 Ashley Randell JA Director, Regional Planning Policy Regional Planning PN: 15151 Determination	19/09/16 date
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### Other Information:

**This Layout Plan does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environmental Regulation, Aboriginal Cultural Materials Committee, Environmental Protection Authority and Department of Water.

<b>Proponent</b> : Department of Planning
<b>Date</b> : 29 November 2016

**Reason for the Amendment**

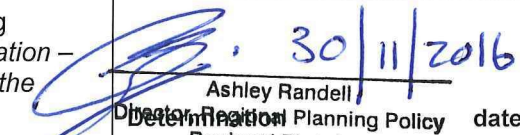
In June 2016 Cardno WA Pty Ltd completed the 'Coastal Vulnerability Assessments for Localities in the Shire of Broome' on behalf of the Department of Planning (DoP). This provided DoP with flood and coastal vulnerability mapping and information on flood behaviour to guide land use planning, emergency management and assessment of building and development in flood-prone areas for the Djarindjin community.

The Report has identified information that requires changes to the Layout Plan to reflect various Annual Exceedance Probability (AEP) flood extents, and other mitigation measures. This also includes replacing various land uses with 'waterway'. The general intent is to avoid future development anywhere that is at significant risk to flooding and identify areas which are more appropriate for community expansion into the future.

Land Identification		Amendment description
1.	All	Change land use classification from 'Open Space', to 'Waterway', based on 1% AEP Present Day Flood Risk Assessment, 0.5 metres or greater, from the Coastal Vulnerability Assessments for Localities in the Shire of Broome – Bardi Jawi Final Report
2.	SL-lot 553	Re-align SL-lot 553 to the north-west of the 'Waterway' land use classification
3.	Chilli Creek Road	Re-align 'Chilli Creek Road' land use classification 'Road Reserve' to alignment shown on June 2014 aerial photo.
4.	SL-lots 1039, 1040	Re-align SL-lots 1039, 1040 to spatially upgraded alignment of Chilli Creek Road
5.	All	Amend Layout Plan Report to include additional detail to Section 'References & Information'.  <b>Note: *All construction and developer proponents to refer to the 'Coastal Vulnerability Assessments for Localities in the Shire of Broome – Bardi Jawi Final Report'</b>

\*A copy of the Report to be obtained from the Department of Planning prior to any endorsed Layout Plan construction/development.

**Endorsement:** In accordance with Planning Bulletin 108/2013 this amendment is minor in nature. As such, the endorsement of the Western Australian Planning Commission is solely required.

Determined on behalf of the Western Australian Planning Commission in accordance with the <i>Instrument of Delegation – Delegation to officers of certain powers and functions of the Western Australian Planning Commission.</i>	 Ashley Randell Director Regional Planning Policy Regional Planning PN: 15151 date 30/11/2016
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**Other Information:**

**This Layout Plan does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Department of Environmental Regulation, Aboriginal Cultural Materials Committee, Environmental Protection Authority and Department of Water.

<b>Proponent</b>	: Tourism WA in conjunction with the Djarindjin Aboriginal Corporation
<b>Date</b>	: 18 October 2021

**Reason for the Amendment**

Consultants RFF Australia on behalf of Tourism WA in conjunction with the Djarindjin Aboriginal Corporation have initiated Amendment 11 to the Djarindjin Layout Plan.


Tourism WA in conjunction with the Djarindjin Aboriginal Corporation propose to develop a commercial campground on 5 SL-Lots at Djarindjin Junction.

This proposal is to amend Djarindjin Layout Plan No.3 to amalgamate those 5 SL-Lots. Representing orderly and proper planning and enabling electricity connection to the site by Horizon Power.

Land Identification		Amendment description
1.	SL-lots 542, 543, 544, 545, 546.	Amalgamate SL-lots 542, 543, 544 and 546 into SL-lot 545.

**Endorsement:**

In accordance with State Planning Policy 3.2 Aboriginal Settlements Guideline (June 2020) this amendment is minor in nature. As such, the endorsement of the Western Australian Planning Commission is solely required.

Determined on behalf of the Western Australian Planning Commission in accordance with the <i>Instrument of Delegation – Delegation to officers of certain powers and functions of the Western Australian Planning Commission.</i>	 20 October 2021
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**Other Information:**

**This Layout Plan does not constitute development approval.**

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on site. Organisations responsible for such matters may include landowner, local government, incorporated community council, native title representative body, Aboriginal Cultural Materials Committee, Environmental Protection Authority and Department of Water and Environmental Regulation.