

# Shire of Exmouth

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## Local Planning Strategy

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Endorsed by the  
Western Australian Planning Commission

5<sup>th</sup> April 2019

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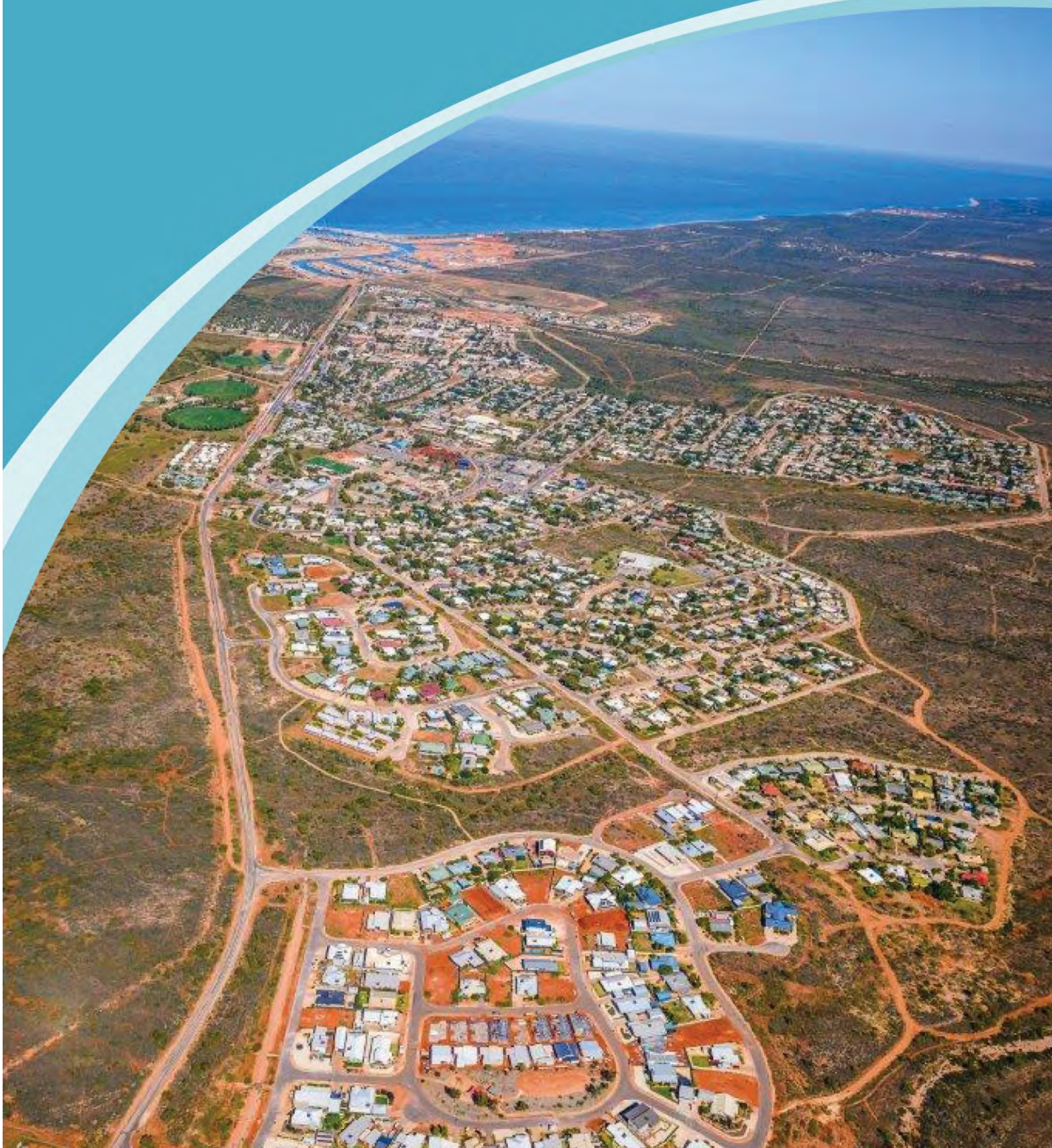
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# LOCAL PLANNING STRATEGY





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## LIST OF ACRONYMS

ABS	Australian Bureau of Statistics
ANEF	Australian Noise Exposure Forecast
DBCA	Department of Biodiversity, Conservation and Attractions
ExPS	Exmouth Power Station
LPS	Local Planning Strategy
LPS 4	Local Planning Scheme No. 4
ODP	Outline Development Plan (Local Structure Plan in LPS 4)
OLS	Obstacle Limitation Surface
RAAF	Royal Australian Air Force
R-Codes	State Planning Policy 3.1 <i>Residential Design Codes of Western Australia</i>
UCL	Unallocated Crown Land
WA	Western Australia
WAPC	Western Australian Planning Commission
WWTP	Waste Water Treatment Plant



**ADVERTISING**

The Shire of Exmouth Local Planning Strategy certified for advertising on 22/03/2016



an officer of the Commission duly authorised by the Commission  
(pursuant to the *Planning and Development Act 2005*)

Date: 05/04/2019

**ADOPTED**

Adopted by resolution of the Council of the Shire of Exmouth at the Ordinary Meeting of the Council held on the  
15 day of December 2016

  
Shire President  
Chief Executive Officer

**ENDORSEMENT**

Endorsed by the Western Australian Planning Commission on the 05<sup>th</sup> day of April 2019



an officer of the Commission duly authorised by the Commission  
(pursuant to the *Planning and Development Act 2005*)

Date: 05/04/2019

## EXECUTIVE SUMMARY

The Shire of Exmouth is in a period of growth that is driven in part by tourism, lifestyle, industrial and regional development. In preparing the Shire of Exmouth *Strategic Community Plan* (Shire of Exmouth, 2018), the community reflected their support for progress, but not at the expense of their natural environment, relaxed lifestyle or small-town values. This is seen as achieving balanced growth, with small town values and a positive community spirit, increasing the Town Centre's commercial and retail opportunities and protecting and enhancing the natural environment. The Local Planning Strategy draws extensively on the Strategic Community Plan and will assist in the sustainable growth of Exmouth.

The Strategy represents the first local planning strategy for the Shire of Exmouth, is not a stand-alone document, but forms part of an integrated suite of documents that collectively form the Shire's planning framework, consisting of the *Strategic Community Plan*; the Local Planning Strategy; and the Local Planning Scheme. The Strategy is a guiding document that can be amended as needed in response to changes in policy and factors influencing the Shire's growth and development over time. By its nature it is dynamic and provides flexibility rather than prescription to achieve the Shire's, and ultimately the community's, aspirations.

The **Part 1** outlines the Strategic Aims, Objectives and Actions applicable to the Shire of Exmouth local government area. These are divided into each of the applicable reserves and zones that will be introduced in the Shire of Exmouth Local Planning Scheme No. 4, cross-referenced to detailed Spatial Plans covering the full extent of the Study Area.

The **Part 2** analysis identifies that the Shire of Exmouth:

- Has sufficient land within the Exmouth townsite to accommodate predicted population growth;
- Whilst sufficient land is available within the Exmouth townsite, the Exmouth Power Station and Wastewater Treatment Plant in their current locations represent constraints to growth, due to buffer distances to sensitive uses being required;
- The economy of Exmouth will need to diversify to maintain job growth commensurate with population growth;
- The environmental and natural values of the Shire of Exmouth are directly conducive to maintaining the small-town atmosphere that is highly desirable to existing and future residents;
- The natural environment is a large drawcard for tourism to the Shire; and
- It will be important to introduce planning controls to ensure a high quality of urban form and development outcomes, particularly within the Exmouth Marina Village and the Exmouth Town Centre.

The **Part 3** provides the rationale for the classification of land within the Strategy including the examination of issues, identification of planning considerations and action statements to be addressed within the statutory framework of LPS 4. Part 3 presents Strategic Plans for each of the land uses identified by the Strategy.

There are numerous Shire and other agency reference documents that informed the Strategy. Those which have WAPC endorsement are:

- *Exmouth-Learmonth (North West Cape) Structure Plan* (TME Town Planning Management Engineering Pty Ltd , 1998);
- *Ningaloo Coast Regional Strategy Carnarvon to Exmouth* (WAPC, 2004);
- State Planning Policy 6.3 *Ningaloo Coast* (WAPC, 2004);
- *Exmouth Townsite Structure Plan* (Taylor Burrell Barnett, 2011); and
- *Exmouth South Structure Plan* (TME Town Planning Management Engineering Pty Ltd, 2013).

## INTRODUCTION

### BACKGROUND

All local government authorities in Western Australia are required to prepare a Local Planning Strategy (LPS) as a pre-requisite to undertaking a review of an existing Local Planning Scheme. The *Planning and Development (Local Planning Schemes) Regulations 2015* require an LPS to set out the strategic planning directions for the local government area, apply state and regional planning policies and provide the rationale for the zones and other provisions of the Scheme.

The LPS provides an overarching non-statutory planning framework that is to guide sustainable growth and development within a local government area over a 10-year period. It expresses the vision of the community, promotes economic activity and community development and ensures the protection of the natural and built form environment unique to a particular local government area.

The LPS, together with the Shire's local planning scheme, will provide clear guidance for land use and development permitted within different sectors of the Shire. The LPS will provide the rationale for the zones and provisions to form the basis of the Shire of Exmouth Local Planning Scheme No 4 (LPS 4).

### PURPOSE OF THE LOCAL PLANNING STRATEGY

The purpose of the LPS is to:

- Provide strategic planning direction over a 10-year period for the Shire of Exmouth, as distinct from the local planning scheme which will manage growth within a statutory framework.
- Set out the direction for economically, healthy, socially and environmentally sustainable development based on an assessment of state, regional and local planning policy.
- Provide strategic direction for the Shire of Exmouth, the Department of Planning, Lands and Heritage, Western Australian Planning Commission and the Minister for Planning in the assessment of amendments and applications for subdivision and development.
- Provide the context for coordinated planning and programming of physical and social infrastructure at the local level.
- Provide the rationale for the zoning and reservation of land and for the provisions of the Scheme to inform all stakeholders.
- Identify the need for further studies or investigation within the Shire to address longer term strategic planning and development issues.

The LPS will also provide a platform to initiate discussions with State and Federal Government, noting that the implementation of strategies and actions will need to extend beyond the realm of land use planning. Coordinated and collective funding arrangements between organisations delivering infrastructure and services will also be required.

## STUDY AREA

From a regional context, the Shire of Exmouth is located within the Gascoyne Region of Western Australia; along with the Shires of Carnarvon, Upper Gascoyne and Shark Bay. The Exmouth townsite is the principal settlement of the North West Cape and functions as a regional centre servicing the northern part of the Gascoyne Region.

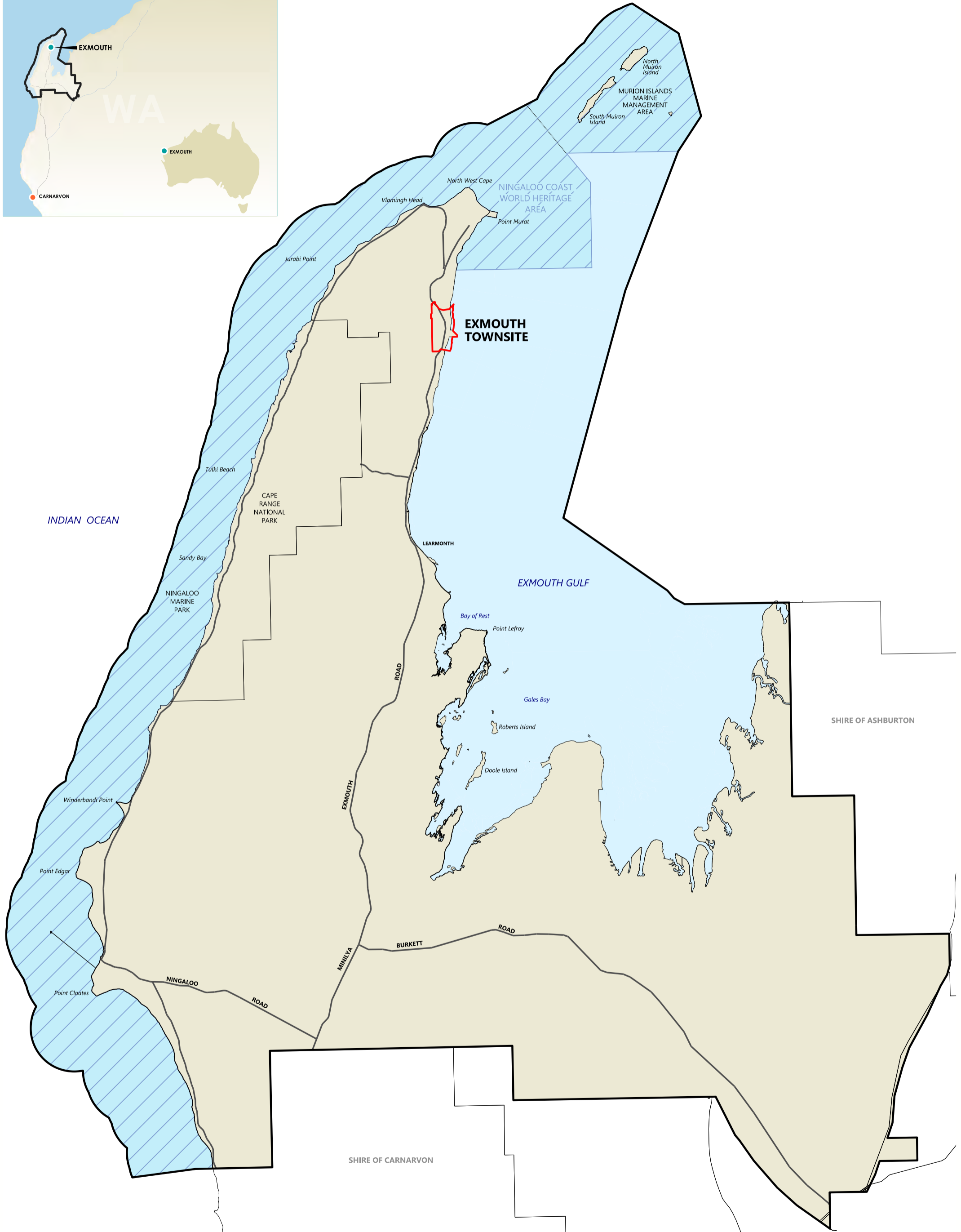
From a local context, the study area comprises an area 6,503 km<sup>2</sup> and applies to all land and waters within the Shire of Exmouth Local Government boundary. The study area is shown on **Figure 1**. The extent of the study area differs from that of the Shire of Exmouth Town Planning Scheme No 3 given the inclusion of the Ningaloo Marine Park (State Waters, including Muiron Islands) and portion of the waters of Exmouth Gulf.

Originally established as a support town for the Naval Communications Station Harold E. Holt, the Exmouth townsite remains as the main settlement and administrative centre within the Shire. In addition to the townsite, the LPS study area importantly contains the World Heritage Listed Cape Range National Park and Ningaloo Marine Park (State Waters). The balance of the study areas comprises Department of Defence landholdings (including the Naval Communications Station Harold E. Holt and the Learmonth RAAF Base), Unallocated Crown Land (UCL), expansive pastoral leases and mangrove areas of the Exmouth Gulf.

## FORMAT OF LOCAL PLANNING STRATEGY

The LPS is presented as three parts as follows:

- Part 1 Summary of the *Objectives, Strategies and Actions* required to implement the overall Strategy, cross-referenced to detailed Spatial Plans (Sheets 1-6) covering the full extent of the Study Area.
- Part 2 *Background Information* examining the Planning Context and Local Profile of the Shire including the identification of Planning Implications.
- Part 3 *Planning Analysis* providing the rationale for the classification of land within the Strategy including the examination of issues, identification of planning considerations and action statements to be addressed within the statutory framework of LPS 4. Part 3 presents Strategic Plans for each of the land uses identified by the Strategy.





# PART 1

## THE STRATEGY



## 1 VISION

The Shire's Community Vision is expressed in the *Shire of Exmouth Strategic Community Plan 2030* (2018) which is:

**“To be a prosperous and sustainable community living in harmony with our natural environment.”**

The *Shire of Exmouth Local Planning Strategy* builds upon this overall Community Vision. In ‘planning for the future’, Exmouth will continue to be a thriving tourist-based town supported by a strong community spirit, robust and diversified economy, efficient movement network, appropriate community services and infrastructure, with sustainable protection of the environmental values of the local area. This vision is supported by the community's strategic objectives identified in the 2018 *Strategic Community Plan* as follows:

- **ECONOMIC:** Diversify and grow our economy in a manner that provides year-round employment opportunities.
- **ENVIRONMENT:** To protect and value our unique natural and built environment as we grow our economy.
- **SOCIAL:** To be a vibrant, passionate and safe community valuing our natural environment and unique heritage.
- **LEADERSHIP:** To provide open transparent, accountable leadership working in collaboration with our community.

These strategic objectives are the underlying planning principles of both the Local Planning Strategy and LPS 4. **Part 1** of the Strategy has regard to these objectives in the formulation of specific strategies and actions for each land use category analysed by the LPS 4. **Part 1** specifically sets out the Strategy objectives for land use categories including Residential, Rural Residential, Industrial, Tourism, Town Centre, Community and POS, Conservation, Pastoral, Restricted Rural, Movement and Land Use Buffers. Corresponding Strategies and Actions are also outlined to provide strategic direction for Council decision making. **Part 2** of the Strategy provides a planning context and local profile and sets an important framework for **Part 3** – Planning Analysis which identifies planning issues, planning considerations and actions statement for specific areas within the townsite and region which will guide the assessment of rezoning, structure planning, subdivision and/or development applications over time.



## 2 RESIDENTIAL

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for residential land use, included in Part 3, Section 3 of this LPS.

### 2.1 OBJECTIVE

***To reinforce Exmouth townsite as the only settlement area within the Shire, and ensure the delivery of sustainable and well-planned residential living areas having regard to the efficient provision of infrastructure and services.***

### 2.2 STRATEGIES

The strategies to be adopted to meet the objective for residential land use are as follows:

- 1) Ensure residential growth areas identified within the townsite are capable of supporting the town's projected population growth over time.
- 2) Encourage future structure planning of residential land provides for a range of housing densities to accommodate the lifestyle expectations of existing and future communities, and generally not support spot rezoning.
- 3) Consider Future Residential Areas (Long term) for rezoning only once less constrained and more viable residential development opportunities have been realised.
- 4) Ensure the population capacity of the Exmouth townsite informs the provision of servicing, and in particular, water supply.
- 5) Preserve the amenity of existing and proposed residential areas by limiting 'non-residential' activities to those that create self-employment or creative activities, provided such activities do not adversely affect the residential amenity of a locality.
- 6) Facilitate the relocation of the Waste Water Treatment Plant (WWTP) and the Exmouth Power Station to unlock the development potential of future residential growth areas to be realised.

### 2.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications within the 'Existing Residential' where applicable, 'Future Residential' and 'Future Residential (Long Term)' areas to address all relevant matters detailed within Part 3, Section 3.
- b) Include a 'Residential' zone within LPS 4 for existing residential development and land that does not require a Structure Plan prior to the local government recommending approval to any subdivision.
- c) Include an 'Urban Development' zone within LPS 4 for future residential development where a Structure Plan is required prior to the local government recommending approval to any subdivision.
- d) Include a 'Special Use - Marina' zone within LPS 4, within which the development requirements of detailed design guidelines of the Exmouth Marina Village Outline Development Plan (ODP) for Precincts A, B and C (TPS 3) are to apply. In the Scheme, refer to these precincts as 'Areas A, B and C' respectively.
- e) Include 'Future Residential' - Area 1 (portion) and 2 within the 'Residential' zone under LPS 4 with associated provisions.
- f) Include 'Future Residential' - Area 1 (portion) and Areas 3 to 6 within the 'Urban Development' zone under LPS 4 with associated provisions.
- g) Include 'Future Residential' - Area 7 within the 'Special Use' zone under LPS 4, refer to the land as 'Area D', and require a Structure Plan and Design Guidelines to be prepared that review the design vision and development requirements of the approved Exmouth Marina Village Outline Development Plan (ODP) and Broad Design Guidelines.
- h) Review Murat Street Design Guidelines to include development requirements for the Special Use - Marina Zone.
- i) Include Future Residential (Long Term) – Areas 1 and 2 within the 'Urban Development' zone under LPS 4 with associated provisions.

- j) Include 'Future Residential (Long Term)' - Areas 3 and 4 within the 'Rural' zone under LPS 4 with associated provisions and support future rezoning of this land only upon less constrained and more viable land being progressively developed within the townsite.
- k) Review and consolidate existing Scheme provisions to address:
  - i) development control issues within the existing residential and marina village area (Precincts A, B, C and D);
  - ii) development requirements applicable to the Urban Development Zone; and
  - iii) permitted uses within the Zoning Table.
- l) Investigate future funding arrangements for:
  - i) the longer-term implementation of the Neighbourhood Connector Road network.
  - ii) the upgrade of the Market Street bund.
- m) Investigate the longer-term relocation of the Exmouth Power Station and Broadcast Australia infrastructure.
- n) Support staged subdivision within 'Future Residential' - Area 3 in accordance with the approved Nimitz Street ODP.
- o) Liaise with the Department of Planning, Lands and Heritage to coordinate the forward clearance of Native Title of UCL within the Exmouth townsite, assisting the Shire to implement the release of future residential land in a timely and efficient manner.

## 3 RURAL RESIDENTIAL

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for rural residential land uses, included in Part 3, Section 4 of this LPS.

### 3.1 OBJECTIVES

*To promote low density development that provides lifestyle choices and responds appropriately to the visual and environmental attributes of the locality.*

### 3.2 STRATEGIES

The strategies to be adopted to meet the objective for rural residential land use are as follows:

- 1) Ensure that rural residential areas are planned and developed in an efficient and coordinated manner by being located within or in close proximity to the Exmouth townsite.
- 2) Ensure that the design of future rural residential areas have regard to the protection of the environment, including remnant vegetation, water resources, viewsheds of the Exmouth Gulf and setbacks to Minilya-Exmouth Road.
- 3) Facilitate and promote the retention and sustainable growth of the Preston Street Rural Residential area within environmental constraints.
- 4) Ensure development within the Cape Wilderness Estate is limited to the extent of the approved subdivision guide plan.

### 3.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications within the 'Rural Residential' and 'Future Rural Residential' and 'Future Rural Residential (Long Term)' areas to address all relevant matters detailed within Part 3, Section 4.
- b) Introduce a 'Rural Residential' zone within LPS 4 by rezoning the existing 'Special Rural' zones within TPS 3.
- c) Include 'Existing Rural Residential' - Areas 1, and 'Future Rural Residential' - Area 2 within the 'Rural Residential' zone and refer to the Preston Street Rural Residential Area as 'Area A' with associated provisions.
- d) Rationalise the boundary (immediately adjacent to the Future Rural Residential Area 2 and Cameron's Cave) between the existing 'Special Rural' zone and the 'Recreation and Open Space' reserve, under TPS 3 by:
  - i) Including portions of land currently zoned 'Special Rural' zone under TPS 3 within the 'Environmental Conservation' reserve under LPS 4.
- e) Define the extent of the rural zoning of 'Future Rural Residential' - Area 3 by:
  - i) Including that portion of Area 3 currently reserved 'Recreation and Open Space' under TPS 3 within the 'Rural' zone under LPS 4.
- f) Review and consolidate existing Scheme provisions to facilitate:
  - i) A minimum lot size of 1.0ha in the Existing Rural Residential Zone - Area A given the availability of reticulated water.
  - ii) Retain as per current lot sizes in the Existing Rural Residential Zone - Area B and the conservation objectives of the estate.
- g) Include the existing scheme provisions in a revised and updated format for Existing Rural Residential Area 2 from Special Use Zone No. 3 (TPS 3) within LPS 4.

## 4 INDUSTRIAL

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for industrial land uses, included in Part 3, Section 5 of this LPS.

### 4.1 OBJECTIVES

***Provide an adequate supply of appropriately located service, light, general and marine based industrial land to encourage diversification of industrial activity to strengthen employment opportunities and broaden the economic base of the Shire.***

### 4.2 STRATEGIES

The strategies to be adopted to meet the objective for industrial land use are as follows:

#### INDUSTRIAL LAND WITHIN TOWNSITE

- 1) Consolidate the location of service and light industrial land uses to existing industrial areas located within the townsite (Mixed Use and the Welch Street Industrial areas respectively).
- 2) Identify additional land suitable for service and light industrial development on land within the townsite boundary abutting the Welch Street locality to the south and west respectively.
- 3) Promote the continuation of composite residential/industrial development on land identified as existing and future service industry to enable business ventures to more easily establish within an affordable live-work environment.
- 4) Allow the establishment of Caretaker Dwellings within the existing and proposed light industrial areas.
- 5) In the event that compliance with EPA Guidance Statements cannot be achieved, facilitate the relocation of the Exmouth Power Station to remove the constraint upon the establishment of composite residential/industrial development and caretaker's dwellings on land identified for service and light industrial use where impacted by the noise buffer of the Exmouth Power Station.
- 6) Consolidate marine-based light industrial development on land contiguous with the Exmouth Boat Harbour recognising synergies of land use.
- 7) Encourage the ongoing relocation of general industry uses and land use activity incompatible with sensitive land uses, to appropriately zoned industrial land south of the Exmouth townsite where larger lot sizes and land use impacts can more easily be accommodated.

#### INDUSTRIAL LAND OUTSIDE TOWNSITE

- 8) Promote industrial development identified by the Strategy in locations south of the townsite corresponding with the location of existing industrial nodes within the Exmouth Gulf coastal corridor.
- 9) Promote the creation of new industrial lots to the west of the Ingram Street Industrial area and to the north of the Kailis Site on Minilya-Exmouth Road to cater for general industrial development and potential lay down facilities for the resource sector, subject to detailed reporting and rezoning processes.
- 10) Limit the expansion of industrial development outside the industrial nodes identified by the strategy, acknowledging the community values for retaining and protecting important viewsheds and areas of natural or ecological importance.
- 11) Reinforce the status of the existing strategic industrial, industrial and composite land use precincts within the Ingram Street Industrial Area (Lot 51) through the recognition of the approved Subdivision Guide Plan for the locality and environmental management plan.

- 12) Promote the development of the existing zoned land north of Ingram Street (Lot 50) as a 'marine based' general industrial area acknowledging existing environmental approvals for a causeway and wharf associated with a barge loading facility immediately adjacent to the land.
- 13) Protect the economic opportunities of general industrial development by prohibiting caretaker's dwellings within the future general industrial development areas.
- 14) Ensure that new industrial land development incorporates adequate buffers and are landscaped appropriately to minimise visual impact.
- 15) Support aquaculture development within the Exmouth Gulf coastal corridor having regard to best-practice environmental management principles and relevant environmental approvals.

### 4.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications within the 'Existing Industry' and 'Future Industry' areas to address all relevant matters detailed within Part 3, Section 5.

#### *Industrial Land within the Townsite*

- b) Include a 'Service Commercial' zone within LPS 4 to replace the 'Mixed Use' zone within TPS 3.
- c) Include a 'Light Industry' zone within LPS 4 to replace the 'Light Industrial' zone within TPS 3.
- d) Include 'Existing Mixed Use' – Area 1 and 'Future Industry - Service' – Area 1 within the 'Service Commercial' zone and 'Public Open Space' reserve under LPS 4 with associated provisions.
- e) Include 'Existing Light Industry' – Area 2 and 'Future Industry - Light' – Area 2 within the 'Light Industry' zone and 'Public Purposes' reserve under LPS 4 with associated provisions.
- f) Ensure the Zoning Table appropriately acknowledges the continuation of existing land uses where consistent with the proposed zoning change.
- g) Acknowledge that existing land uses inconsistent with the proposed zoning change will continue to operate as non-conforming uses.
- h) Insert provisions within the 'Service Commercial' and 'Light Industry' zones within LPS 4 to require the preparation of a structure plan prior to the local government recommending approval to any subdivision, with the exception of where small-scale subdivision is proposed.
- i) Finalise the relocation of the existing WWTP infrastructure and investigate the relocation of the Exmouth Power Station to remove any impediment to the approval of a residential/caretaker use within portion of the 'Existing and Future Industry – Service' zone and 'Existing and Future Industry – Light' zone.
- j) Review the Murat Road Design Guidelines to include development requirements for the 'Service Commercial' zone.
- k) Include 'Existing Industry Area 6 – Marine Based Light Industry (Precinct E)' in an appropriate infrastructure type classification under LPS 4 and review the development requirements of the Broad Design Guidelines associated with the Exmouth Marina Village Outline Development Plan (ODP) for Precinct E.
- l) Work collaboratively with the Department of Transport to achieve a high standard of development within that portion of Precinct E located within the Exmouth Boat Harbour Reserve.
- m) The Exmouth Marina Village ODP and associated Broad Design Guidelines to be amended and/or rescinded and replaced with an appropriate planning instrument for Precinct E.

#### *Industrial Land Outside the Townsite*

- n) Include a 'General Industry' zone within LPS 4 to replace the 'Industrial' zone within TPS 3.
- o) Transfer 'Existing Special Use' – Area 3 (Lot 51) to the 'Special Use' zone under LPS 4 and include the approved subdivision guide plan for Area 3 and associated scheme provisions in a revised and updated format from Special Use Zone No 5 (TPS 3) within LPS 4.
- p) Include 'Existing General Industry' – Area 4 (Lot 50) and Area 5 within the 'General Industry' zone under LPS 4 with associated provisions.
- q) Include 'Future General Industry' – Area 3 within the 'Rural' zone and 'Environmental Conservation' reserve under LPS 4 with associated provisions.
- r) Insert provisions within the 'General Industry' zone under LPS 4 to require the preparation of a structure plan prior to the local government recommending approval to any subdivision where 5 or more lots are proposed.
- s) Shire to undertake further liaison with the appropriate state authorities regarding the investigation of options and due diligence regarding the potential development for a marine support facility within the Shire of Exmouth.

- t) Liaise with the Department of Planning, Lands and Heritage to coordinate the forward clearance of Native Title of UCL within the Exmouth townsite, assisting the Shire to implement the release of future industrial land in a timely and efficient manner.
- u) Include Future General Industry Area 4 within the 'Industrial Development' zone under LPS 4 with associated provisions.

## 5 TOURISM

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for tourism land uses, included in Part 3, Section 6 of this LPS.

### 5.1 OBJECTIVES

***Encourage the sustainable growth of tourism and tourism related opportunities throughout the Shire and balance growth against the conservation values of the environment upon which the area's tourism industry is based.***

### 5.2 STRATEGIES

The strategies to be adopted to meet the objective for tourism are as follows:

- 1) Facilitate best practice tourism development by encouraging a high standard of built form, landscaping and presentation for all new tourism uses that reflect the Exmouth environment.
- 2) Encourage a diverse range of accommodation based on the projected tourism demand when assessing proposals for short stay accommodation, tourism/residential, caravan park and camping grounds, and nature-based parks.
- 3) Encourage development within the Shire that provides a tourism experience unique to Exmouth to add to the area's competitive advantage, subject to environmental and cultural management and appropriate levels of infrastructure.
- 4) Protect existing and future tourism sites from the encroachment of incompatible use or development to ensure their tourism potential is not compromised.
- 5) Encourage affordable holiday accommodation specifically for caravan park and camping grounds in appropriate locations, including through the retention of existing and identification of future sites.
- 6) Assist the establishment of new tourism development by considering a proportion of permanent residential being permitted within new tourist developments (or substantial refurbishments to existing tourism developments) in select locations within the townsite where certain criteria is met.
- 7) Establish appropriate signage that identifies Shire and other tourist related activities within the Shire.

### 5.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications within the 'Existing Tourism' and 'Future Tourism' areas to address all relevant matters detailed within Part 3, Section 6.
- b) Introduce a 'Tourism' zone and 'Special Use - Caravan Park and Camping' zone within LPS 4 to replace the 'Tourist' zone under TPS 3.
- c) Include existing sites zoned 'Tourist' within TPS 3 with the 'Tourism' zone and 'Special Use - Caravan Park and Camping' zone under LPS 4 with associated provisions.
- d) Include 'Future Tourism' – Areas 1 and 2 within the Public Open Space scheme classification and acknowledge the future use of the land for tourism purposes only, subject to rezoning applications supported by detailed site investigation.
- e) Include 'Future Tourism' – Areas 3 to 9 within the 'Tourism' zone within LPS 4.
- f) Include 'Future Tourism' – Area 10 within the 'Urban Development' zone within LPS 4.
- g) Include 'Future Caravan Park and Camping' – Areas 11 and 12 within the 'Special Use - Caravan Park and Camping' zone under LPS 4 with associated provisions.
- h) Include provisions within LPS 4 to Include and update interpretations for tourism uses within Schedule 1 – Terms Referred to in Scheme of LPS 4.
- i) Include provisions with LPS 4 to:
  - i) Limit the proportion of permanent residential permitted within new tourist developments within the townsite (or substantial refurbishment to existing tourism developments) to no greater than 40% of the gross floor area.



- ii) Apply a density coding of R40 to residential use within the 'Tourism' zone where applicable.
- iii) Reinforce the tourism component as the predominant use within the 'Tourism' zone in assessing the extent of commercial activities within the 'Tourism' zone and 'Special Use - Caravan Park and Camping' zone.
- iv) Require management plans and site plans to be prepared in support of development applications for Nature-Based Parks.
- j) Support a review of the Vlamingh Head Master Plan to re-assess the limitations on the scale of development permitted in the context of overall sustainability objectives and the changing supply and demand characteristics of the tourism market.
- k) Liaise with management authorities (DBCA) to investigate the prospect of additional informal camping areas within Jurabi Coastal Park in consultation with management authorities.
- l) Finalise the relocation of the existing Waste Water Treatment Plant (WWTP) infrastructure to remove any impediment for the approval of 'sensitive land uses' within 'Future Tourism' – Areas 1, 2 and 5 and 'Future Caravan Park and Camping' – Areas 11 and 12.
- m) Investigate the longer-term relocation of the Exmouth Power Station infrastructure to remove the impediment for the approval of 'sensitive land uses' within 'Future Tourism' – Areas 6 and 7.

## 6 TOWN CENTRE

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified in the Town Centre, included in Part 3, Section 7 of this LPS.

### 6.1 OBJECTIVES

***To consolidate retail and commercial activity within the Exmouth Town Centre, and to maintain the Town Centre as the principal retail, commercial, community, civic and administrative activity centre for the Shire.***

### 6.2 STRATEGIES

The strategies to be adopted to meet the objectives for the Town Centre are as follows:

- 1) Implement the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)* to consolidate the primacy of Town Centre in its present location above other townsite locations.
- 2) Facilitate the consolidation of retail floorspace in the short to medium term around the primary structural axis of the Ross Street Mall and Kennedy Street, with expansion opportunities to accommodate a 'supermarket and associated sleeved development' only contemplated on land assembled east of Maidstone abutting Federation Park.
- 3) Support the transitional upgrading of Kennedy Street as an activated Main Street environment with shared space for pedestrians and slow-moving traffic, ultimately being transformed into a pedestrian mall when sufficient commercial retail growth has occurred.
- 4) Prioritise the implementation of landmark sites, landscape and signage initiatives to strengthen the entry to the Town Centre.
- 5) Ensure Town Centre car parking is located on the periphery of the Retail Core to enable buildings to improve their relationship to the public realm and further promote the provision of reciprocal car parking arrangements where shared access between sites will reduce the burden of parking provision.
- 6) Promote mixed use development (activated ground floor with upper level residential) (west side of Learmonth Street and north side of Maidstone Crescent) to provide a transition between Town Centre uses and surrounding residential areas.
- 7) Prioritise vehicular, pedestrian and cycleway infrastructure to improve legibility of the movement system within the Town Centre.
- 8) Facilitate the relocation of Town Centre uses not critical to maintaining the vibrancy of the Town Centre (where suitable alternative premises can be secured) to assist in the land assembly and early delivery of viable development sites.
- 9) Preserve the important community function of Federation Park as reinforced through the realignment of Payne Street and associated landscape upgrades, and ensure an ongoing maintenance programme is actioned.
- 10) Maximise the opportunity for short stay tourism/residential development within the Town Centre along the Murat Road frontage.

## 6.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications within the 'Town Centre Precinct' Areas 1-5 to address all relevant matters detailed within Part 3, Section 7.
- b) Introduce a 'Commercial' zone within LPS 4 to replace the 'Town Centre' zone within TPS 3.
- c) Define Precincts 1 to 3 (Retail Core, Mixed Use, and Mixed Business), include within the 'Commercial' zone within LPS 4 and set out objectives, site and development requirements for each Precinct within the Scheme.
- d) Include Precinct 4 (Short Stay Tourism/Residential) within the 'Tourism' zone under LPS 4.
- e) Rezone Precinct 5 (Recreation) from 'Town Centre' to 'Public Open Space' reserve under LPS 4.
- f) Include 'supermarket and sleeved commercial development' as a 'Restricted Use' within Schedule 3 – Restricted Use of LPS 4 to guide land use and development within Precinct 1A.
- g) Forecast and budget ongoing works to implement the initiatives of the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012).
- h) Progress feasibility assessments of Town Centre redevelopment opportunities to assist in the land assembly and early delivery of viable development sites.
- i) Review the design of the existing car park adjacent to Ross Street Mall to allow periodic conversion of the space to a town square with the potential to accommodate community events.
- j) Review the statutory framework for the control of advertising that achieves effective identification of businesses, but does not detract from the character of the Town Centre.
- k) Prepare and progressively update an audit of car parking within the Town Centre to monitor car parking demand and supply.
- l) Prepare a Retail Activation Strategy consistent with the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan* for improving development fronting streets, improving the retail mix and offer, implementation via management and governance, to create a more value-added experience.

## 7 COMMUNITY AND PUBLIC OPEN SPACE

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for community and public open space, included in Part 3, Section 8 of this LPS.

### 7.1 OBJECTIVES

***To recognise the need for appropriate provision, development and maintenance of high-quality community facilities and public open spaces that have regard to local climatic conditions and achieve positive community and social outcomes.***

### 7.2 STRATEGIES

The strategies to be adopted to meet the objective for community facilities and public open space are as follows:

#### *Community*

- 1) Promote the ongoing and timely delivery of superior community facilities to meet community expectations.
- 2) Promote innovative design of community facilities which acknowledge the regional setting environment of Exmouth.
- 3) Ensure that structure planning of future residential growth areas adequately provide land for future community facilities in locations accessible to the community.
- 4) Promote the intensification of activity around the Town Centre, Town Beach and the Exmouth Marina to optimise usability and accessibility to existing and proposed community facilities and open space areas.
- 5) Recognise the strategic importance of the Ningaloo Centre as a community focal point to be reinforced through ongoing investment.
- 6) Work closely with community groups to establish flexible multi-purpose facilities that can cater for a range of community needs and user-groups.
- 7) Support the establishment of a Wellness Centre on the existing hospital site promoting the sensitive design and planning of aged and disabled care facilities.
- 8) Encourage the establishment of shared government offices within the Town Centre where purpose-built facilities are unavailable.

#### *Public Open Space*

- 9) Promote the rationalisation and reconciliation of public open space provision as population growth occurs.
- 10) Ensure that structure planning of future residential growth areas adequately addresses public open space provision through the subdivision process, having primary regard to the protection of landscape features and provision of accessible and safe neighbourhood parks.
- 11) Endorse the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)* in relation to improvements to streetscapes, public spaces and events space within the Town Centre; upgrades to the existing Town Beach; and implementation of a new Town Beach and associated infrastructure.
- 12) Promote landscaping upgrades to Town Creek and associated drainage lines within the Town Centre to improve ecological habitat values and drainage functionality.
- 13) Incorporate townsite creeks and their floodplains within public open space areas where applicable.
- 14) Consider environmental and public access requirements in the definition of coastal foreshore and waterway reserves.
- 15) Maximise the presentation and water-wise design of open space areas to reflect climatic conditions of Exmouth.

### 7.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications pertaining to 'Community' or 'Public Open Space' to address all relevant matters detailed within Part 3, Section 8.

#### *Community*

- b) Include various community facilities as 'Civic and Community' and 'Public Purposes' reserves within LPS 4.
- c) Forecast and budget ongoing works to implement the Town Centre community facility initiatives in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan* (Hassell, 2012).
- d) Investigate the rationalisation and relocation of existing community facilities and assets within the Town Centre following the development of the Ningaloo Centre.

#### *Public Open Space*

- e) Include various public open space areas within the townsite as 'Public Open Space' reserves within LPS 4.
- f) Include the existing foreshore reserve within the Exmouth townsite within the 'Foreshore' reserve under LPS 4.
- g) Prepare and progressively update an audit of Public Open Space provision within the townsite to monitor surpluses or deficiencies in supply.
- h) Investigate opportunities to reconcile the overprovision of public open space (existing and proposed) within the townsite.
- i) Forecast and budget ongoing works to implement the foreshore and public open space initiatives in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan* (Hassell, 2012).

## 8 CONSERVATION

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for conservation, included in Part 3, Section 9 of this LPS.

### 8.1 OBJECTIVES

***Protect and enhance the natural characteristics of the Shire that are of local, regional, national and international significance.***

### 8.2 STRATEGIES

The strategies to be adopted to meet the objective for conservation are as follows:

- 1) Adopt a co-operative management approach with relevant government agencies and community groups to promote sustainable land management and protection of terrestrial and marine based conservation areas throughout the Shire.
- 2) Reinforce the conservation and recreational objectives of the *Cape Range National Park Management Plan* and encourage the State Government implementation of best management practices.
- 3) Support the inclusion of portion of Exmouth Gulf Station within the Public Conservation Estate as an addition to the Cape Range National Park.
- 4) Support the inclusion of portion of Exmouth Gulf Station within a Conservation and Landscape Protection area to be managed by the Department of Planning, Lands and Heritage and the Shire.
- 5) Ensure activity within the Jurabi and Bundegi Coastal Parks and Muiron Islands is compatible with the management plan objectives of the *Jurabi and Bundegi Coastal Parks and Muiron Islands Management Plan* prepared by the Department of Biodiversity, Conservation and Attractions in consultation with the Shire.
- 6) Manage public access and visitor numbers to recreational areas where increased human activity may potentially impact on conservation values.
- 7) Acknowledge the ecological importance of the critically endangered Troglobitic Community within Cameron's Cave.
- 8) Acknowledge the ecological values of Exmouth Gulf for habitat and as breeding grounds noting the importance of the recommended marine protected areas south of Wapet Creek.
- 9) Protect sites of indigenous cultural significance and celebrate both indigenous and non-indigenous cultural heritage associated with the Exmouth Region.
- 10) Limit the extraction of basic raw materials to areas where it is assessed to be appropriate and, based on advice from relevant authorities, is understood to not impact on internationally significant flora or fauna or areas of high conservation value.
- 11) Encourage the State Government to implement best management practices for Giralia UCL, in the event that the Department of Biodiversity, Conservation and Attractions obtain care and control via Management Order.
- 12) Acknowledge the 40m setback (landward of the high-water mark) where land abuts the proposed Ningaloo Coast reserve.
- 13) Apply the 'precautionary principle' in regards to coastal setbacks and the siting of permanent development or high-value infrastructure adjacent to the coast having regard to State Planning Policy 2.6 – State Coastal Planning Policy (SPP 2.6).

### 8.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications affecting conservation areas to address all relevant matters detailed within Part 3, Section 9.
- b) Introduce a 'Environmental Conservation' reserve within LPS 4.
- c) Include:
  - i) The Cape Range National Park, Jurabi and Bundegi Coastal Parks and Muiron Islands, Exmouth Water Reserve, Cameron's Cave and buffer, and land along the coastal strip of Exmouth Gulf (to reflect a 40m setback landward of the high-water mark) within the 'Environmental Conservation' reserve under LPS 4.
  - ii) Giralia Pastoral Station within the 'Rural' zone under LPS 4.
  - iii) Land abutting the coastal strip of Ningaloo Marine Park within the 'Environmental Conservation' reserve (where appropriately reserved and vested with a relevant management authority); and land abutting the coastal strip of Exmouth Gulf within the 'Foreshore' reserve under LPS 4 (to reflect the 40m setback landward of the high-water mark).
  - iv) Proposed extensions to the Cape Range National Park (ex-Ningaloo Station) and the proposed Ningaloo coast reserve to be included within the 'Environmental Conservation' reserve within LPS 4 upon formal vesting arrangements with the relevant management authority.
- d) Include the Exmouth Water Reserve as a Special Control Area within LPS 4 to ensure land use and development is compatible with the protection of the reserve and its water resource.
- e) Work collaboratively with the DBCA:
  - i) in the investigation of future community uses on unallocated Crown Land on the peninsula to the north and north-west of the Exmouth townsite as need arises.
  - ii) to investigate the prospect of additional informal camping areas being designated within the Jurabi Coastal Park.
- f) Require structure planning, subdivision and development applications to have regard for 'Registered Aboriginal Heritage Sites' and 'Other Aboriginal Heritage Places' as identified on the LPS Mapping and undertake investigatory reporting where required.
- g) Support the protection sites of indigenous cultural significance and celebrate both indigenous and non-indigenous cultural heritage associated with the Exmouth Region.
- h) Support the extraction of basic raw materials where it is assessed to be appropriate and, based on advice from relevant authorities, is understood to not impact on internationally significant flora or fauna or areas of high conservation value.
- i) Acknowledge the World Heritage Listing of land where located within the Scheme area.



## 9 RURAL

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for rural land uses, included in Part 3, Section 10 of this LPS.

### 9.1 OBJECTIVES

*To recognise the economic benefit of the pastoral industry and rural land to the Shire by protecting and promoting the continuation of sustainable rural activities on lands within the Pastoral Stations of Exmouth including the diversification of activities and ongoing protection of rural land for rural land uses.*

### 9.2 STRATEGIES

The strategies to be adopted to meet the objectives for rural land uses are as follows:

- 1) Protect the rural land use activity on the Exmouth Gulf and Bullara Pastoral Stations from incompatible land uses, development and land management practices.
- 2) Encourage sustainable land management practices on rural lands.
- 3) Facilitate the diversification of land use for eco-tourism purposes on Exmouth Gulf and Bullara Stations in locations where identified as being compatible with the established rural activities.
- 4) Support Nature-Based Camping within rural land subject to suitability of the site.
- 5) To ensure the ongoing protection of rural land within the Exmouth townsite, ensuring that land use and development of these areas have regard to the constraints of these areas.

### 9.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications affecting 'Rural' and 'Restricted Rural' areas to address all relevant matters detailed within Part 3, Section 10.
- b) Introduce a 'Rural' zone within LPS 4 including objectives, site and development requirements to replace the 'Pastoral' zone under TPS 3.
- c) Include the majority of land currently zoned 'Pastoral' under the existing TPS 3 within the 'Rural' zone within LPS 4 and associated scheme provisions.
- d) Review the range of permitted uses within Table 1 – Zoning Table for the 'Rural' zone under LPS 4 to reflect the predominant pastoral activities, including opportunity for diversification of uses within the zone.
- e) Support subdivision of the 'Existing Restricted Rural Area 1' in liaison with the Department of Planning, Lands and Heritage.
- f) Include 'Existing Restricted Rural Area 1' and 'Future Restricted Rural Area 1' within the 'Rural' zone under LPS 4, with a restricted use of 'Agriculture – Extensive' and include site and development requirements within the Restricted Use Table.

## 10 MOVEMENT

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for movement networks, included in Part 3, Section 11 of this LPS.

### 10.1 OBJECTIVES

***To ensure movement networks are maintained and managed to accommodate future growth of the Exmouth townsite and the requirements of the region for residents, tourism and industry.***

### 10.2 STRATEGIES

The strategies to be adopted to meet the objective for movement infrastructure are as follows:

#### *Pedestrian and Vehicular*

- 1) Identify improvements and prioritise upgrades to the pedestrian and vehicular movement within the townsite.
- 2) Prioritise a pedestrian movement network within the Town Centre.
- 3) Endorse the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)* and the refinements proposed in the LPS in relation to improved pedestrian and vehicular connectivity between Exmouth Gulf and key destinations within the Exmouth townsite, including upgrades to coastal trails and infrastructure.
- 4) Maximise the use of natural drainage lines as a movement corridor asset through landscape maintenance, planting, lighting and safe pedestrian and cyclist access.
- 5) Develop a sustainable coastal route connecting Coral Bay with Exmouth, a hierarchy of Primary and District Distributor Roads for Minilya-Exmouth and Murat Roads respectively, and a network of neighbourhood connector roads within the townsite.
- 6) Ensure management responsibilities are defined where public roads (not defined by reservations) and public infrastructure (Bundegi boat ramp) traverse Commonwealth Lands.

#### *Air*

- 7) Develop a strategy to facilitate improved air transport services to the Exmouth Region including the expansion of airport infrastructure.
- 8) Ensure sufficient planning controls are in place to maintain operational requirements and future expansion opportunities of the Learmonth Airport and Exmouth Aerodrome.
- 9) Ensure the orderly and progressive development of airport related activities within the Exmouth Aerodrome to benefit the retention and future viability of the facility.
- 10) Ensure formalisation of Australian Noise Exposure Forecasts (ANEF) for the Learmonth Airport and Exmouth Aerodrome by the Department of Defence and the Shire of Exmouth, respectively.

#### *Marine Infrastructure*

- 11) Support the Department of Transport initiatives to expand the Exmouth Boat Harbour where industry objectives are balanced against with the needs of the community.
- 12) Maintain existing points of boat ramp access to the Indian Ocean and Exmouth Gulf for tourists, recreational vessels and commercial operators.

### 10.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications affecting 'Movement Infrastructure' to address all relevant matters detailed within Part 3, Section 11.0.

#### *Pedestrian and Vehicular*

- b) Forecast and budget ongoing works to implement the Town Centre and foreshore pedestrian, cycleway and vehicular movement initiatives in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- c) Include 'Primary Distributor Road' and 'District Distributor Road' and 'Local Distributor Road' reservations within LPS 4.
- d) Provide for the planned future neighbourhood connector road linking Murat Road with Kennedy Street.
- e) Consult with Main Roads WA to ensure an ongoing works and maintenance program for Minilya-Exmouth Road is implemented.
- f) Establish management agreements to address the land tenure anomalies of Murat Road, public access roads and the Bundegi Boat Ramp on Commonwealth land, in consultation with the Department of Planning, Lands and Heritage and Department of Defence.
- g) Consult with Main Roads WA, Department of Biodiversity, Conservation and Attractions, Department of Planning, Lands and Heritage and Department of Defence to establish a sustainable coastal route connecting Coral Bay with Ningaloo Coast via Yardie Creek Road, as an alternative route to Ningaloo Road.
- h) Consult with the DBCA, Department of Planning, Lands and Heritage and Department of Defence in relation to the formalisation of the Sandy Bay 4WD track between Minilya-Exmouth Road and the west coast.
- i) Prepare a Trails Masterplan to identify trails/areas which may be suitable for Mountain Bike Riding, Walking, Hiking and other similar activities.

#### *Air*

- j) Include the Learmonth Airport as a 'Public Purposes – Airport' reserve under LPS 4.
- k) Include the Exmouth Aerodrome as a 'Special Use' zone under LPS 4.
- l) Advocate increased frequency of Regular Public Transport (RPT) aircraft movements to the region and connectivity with northern Australian tourist markets.
- m) Implement the airport layout and design guidelines of the Exmouth Aerodrome Master Plan and include as provisions within LPS 4 where applicable.
- n) Identify the indicative noise buffer of the Exmouth Aerodrome as a Special Control Area within LPS 4.

#### *Marine Infrastructure*

- o) Include the proclaimed Exmouth Boat Harbour within an appropriate 'Strategic Infrastructure' reserve in LPS4.
- p) Consult with the Department of Transport to facilitate Exmouth Boat Harbour expansion initiatives including ongoing community consultation.
- q) Consult with the Department of Transport in regard to the assessment of subdivision and /or development applications within the Boat Harbour.

## 11 LAND USE BUFFERS

This section should be read in conjunction with the relevant supporting analysis and specific planning direction for areas identified for land use buffers, included in Part 3, Section 12 of this LPS.

### 11.1 OBJECTIVES

***To protect key infrastructure and areas of conservation value within the Exmouth Region from land use conflict and sensitive land uses through the identification of land use buffers.***

### 11.2 STRATEGIES

- 1) Ensure appropriate buffers are identified within the Strategy to protect key infrastructure and areas of conservation value.
- 2) Safeguard public drinking water resources through the protection of the Exmouth Water Reserve.
- 3) Recognise floodplain mapping of significant waterways in the assessment of structure planning, subdivision and development applications.
- 4) Recognise the need to protect the view corridors of the Cape Range and Exmouth Gulf from Minilya-Exmouth Road.
- 5) Safeguard the continued operations of the Learmonth RAAF Base and the Exmouth Aerodrome.
- 6) Protect the important viewshed of the Cape Range and Exmouth Gulf (which significantly contribute to the tourism values of the Shire) through the implementation of a development setback from Minilya-Exmouth Road.
- 7) Ensure that impediments on land constrained by the Waste Water Treatment Plant and Exmouth Power Station are progressively removed through the relocation of infrastructure.

### 11.3 ACTIONS

- a) Require rezoning, structure plan, subdivision and/or development applications affecting 'Land Use buffers' to address all relevant matters detailed within Part 3, Section 12.
- b) Include the Exmouth Water Reserve within a Special Control Area within LPS 4 to ensure land use and development is compatible with the protection of the reserve and its water resource.
- c) Include the existing WWTP and associated 500m odour buffer as a Special Control Area within LPS 4 requiring any development proposed within the buffer to be approved by the local government upon receiving advice from the EPA and Water Corporation.
- d) Prioritise negotiations with the Department of Defence and Water Corporation to progress the relocation of the WWTP to Commonwealth land.
- e) Include the Exmouth Power Station and associated noise buffer within a Special Control Area within LPS 4 requiring any development proposed within the buffer to be approved by the local government upon receiving advice from the EPA.
- f) Require the operators of the power station to undertake revised noise modelling of the power station upon the commissioning of additional engines and/or assuming the operation of the power station at full capacity (10,000kW).
- g) Investigate the longer-term relocation of the existing Exmouth Power Station Infrastructure to remove the impediment for development of sensitive land uses within the power station buffer.
- h) Include Cameron's Cave and 500m buffer within the 'Environmental Conservation' reserve under LPS 4 and support its inclusion within an 'A Class' reserve under the *Land Administration Act 1997*.
- i) Include the land within the Minilya-Exmouth Road 100m area within a Special Control Area within LPS 4 to protect view corridors of the Cape Range and Exmouth Gulf.
- j) Adopt the boundary of the indicative noise buffer of the Exmouth Aerodrome as a Special Control Area within LPS 4 requiring development proposed within the buffer to be approved by the local government upon the advice of the Airport Manager.

- k) Consider the adoption of the boundary of the indicative noise buffer of the Learmonth Airport as a Special Control Area within LPS 4 requiring development proposed within the buffer to be referred to the Department of Defence prior to determination.
- l) Consider the inclusion of a provision within LPS 4 to control development heights within the Learmonth Airport Obstacle Limitation Surface.
- m) Monitor the capacity of the existing landfill site to accommodate the current rate of landfill activity and consider the longer-term relocation of the facility.

## 12 ADMINISTRATION AND IMPLEMENTATION

### 12.1 ADOPTION OF THE STRATEGY

The adoption of the Local Planning Strategy will be undertaken in accordance with the procedures within the *Planning and Development (Local Planning Schemes) Regulations 2015*, summarised as follows:

- 1) The Local Planning Strategy is prepared and forwarded to the WAPC;
- 2) WAPC certification of Local Planning Strategy for advertising;
- 3) Advertising in a locally circulating newspaper for two consecutive weeks and for an advertising period of not less than 21 days;
- 4) Shire of Exmouth review of Local Planning Strategy in light of submissions made and advice received;
- 5) Shire of Exmouth adoption of the Local Planning Strategy with such modifications as it thinks fit, to give effect to the submissions and advice;
- 6) Submit an advertised copy and adopted copy of the Local Planning Strategy to the WAPC for its endorsement; and
- 7) Once endorsed, publication of a notice of the Local Planning Strategy in a locally circulating newspaper.

### 12.2 MONITORING, REVIEW AND MODIFICATIONS TO THE STRATEGY

The preparation of the proposed LPS 4 is being undertaken and follows the procedures contained in the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The procedures outlined in **section 12.1** apply to an amendment to the Local Planning Strategy in the same way as it applies to the preparation of a Local Planning Strategy.

In this instance, it is desirable to continually monitor and review the Part 2 - Background Information and Part 3 - Planning Analysis of the Local Planning Strategy, in order for efficient administration of the document for when it is reviewed and/or modifications are sought.

The Shire will aim to update the background information for this Strategy on an as needs basis.

### 12.3 SHIRE OF EXMOUTH LOCAL PLANNING SCHEME NO. 4

The Shire of Exmouth will implement the Local Planning Strategy through the new LPS 4. The Scheme Text has been prepared in conjunction with the Local Planning Strategy.

The preparation of the LPS 4 has been undertaken and will follow the procedures contained in the *Planning and Development (Local Planning Schemes) Regulations 2015* as they relate to the preparation, advertising, consideration of submissions, and ultimately consideration by the WAPC and approval by the Minister for Planning.

LPS 4 will continue to have regard to local planning policies previously adopted by the Shire. Several local planning policies are identified for modification, commensurate with provisions within these policies being incorporated into the LPS 4 scheme text. **Part 2 – section 1.3.7** provides a Local Planning Policy Schedule for a holistic review of the existing local planning policies to ensure consistency with the LPS 4.



# SPATIAL PLANS





SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY

**NOTE**

- Existing Use / Development
- Future Use / Development

**LEGEND**

- Local Planning Strategy Boundary
- Ningaloo Coast World Heritage Area
- Ningaloo Marine Park & Muirion Islands Marine Management Area

**RESERVATIONS**

- National Park and Nature Reserves
- Conservation and Landscape Protection
- Public Conservation Estate
- Exmouth Water Reserve
- Waterways

**URBAN LAND USE**

- Tourism

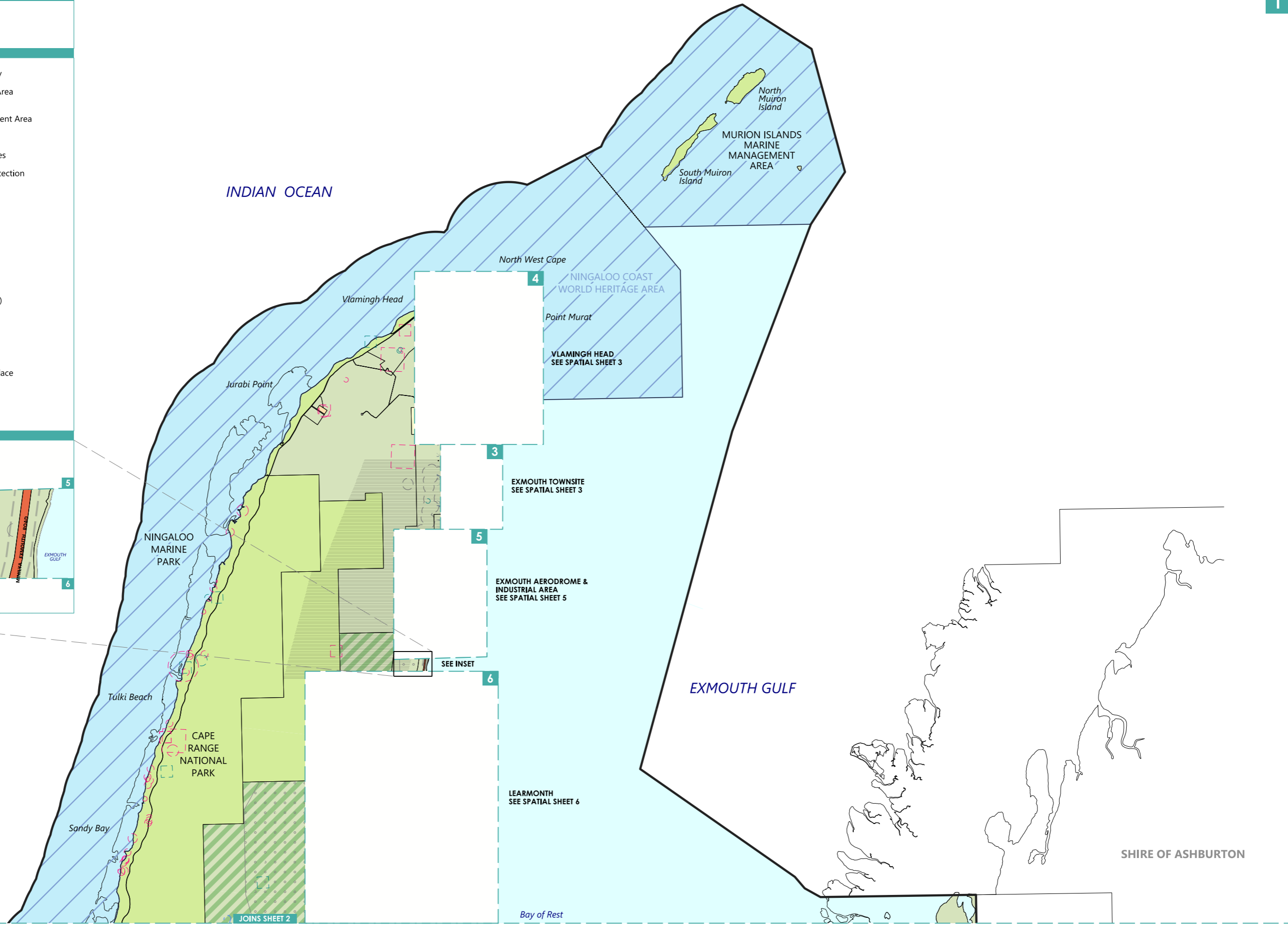
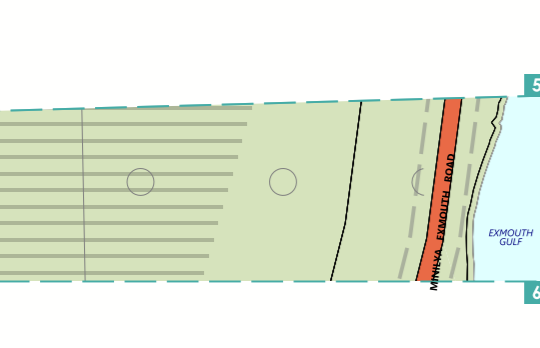
**MOVEMENT INFRASTRUCTURE**

- Primary Distributor Road (MRWA)

**BUFFERS AND CONSTRAINTS**

- Obstacle Limiting Surface
- Wellhead Protection Zone
- Registered Aboriginal Heritage Place
- Other Aboriginal Heritage Place
- 100m Development Setback

INSET



**OVERALL SPATIAL PLAN - SHEET 1**  
 Local Planning Strategy  
 A Shire of Exmouth Project

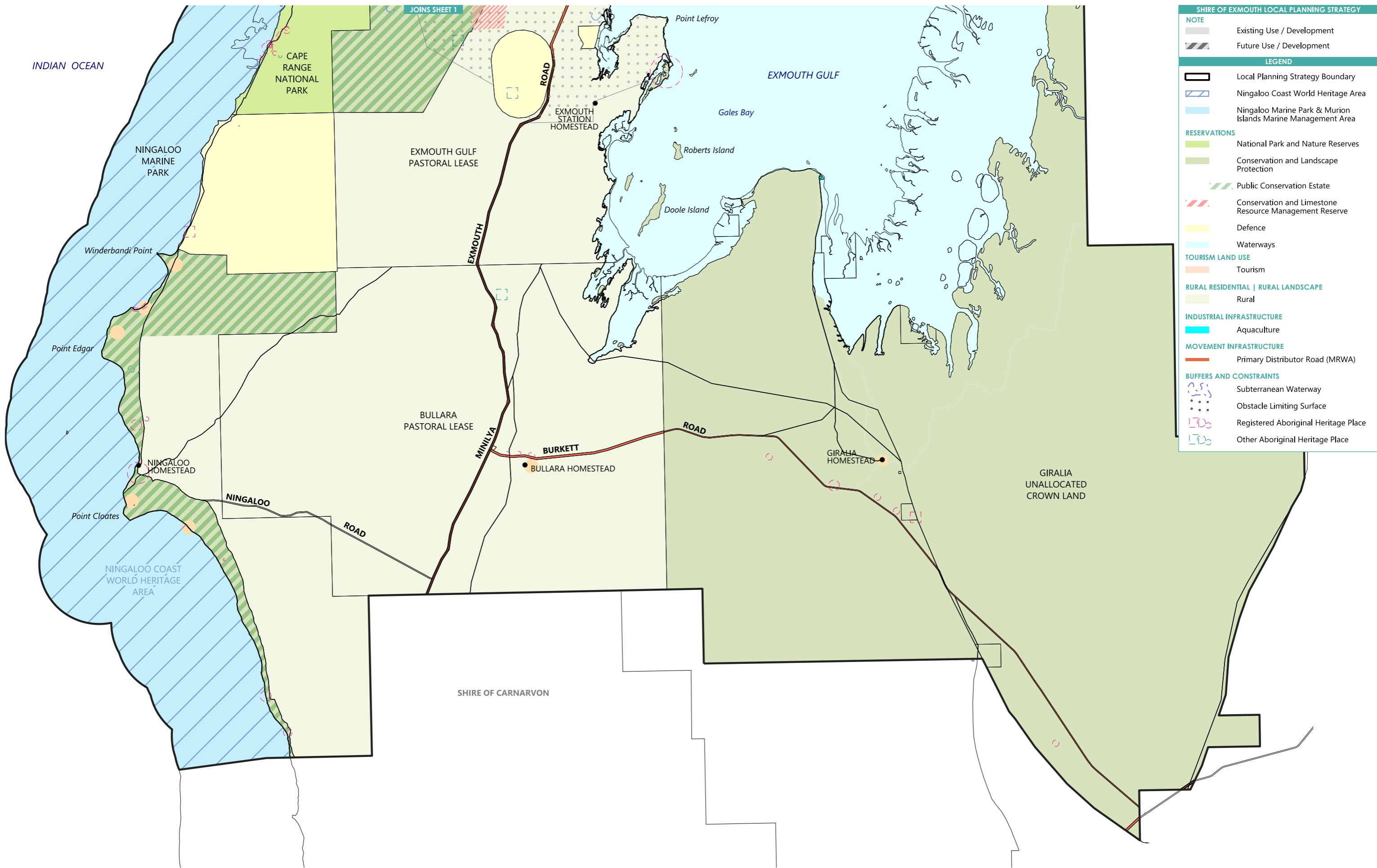


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SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY	
<b>NOTE</b>	
	Existing Use / Development
	Future Use / Development
<b>LEGEND</b>	
	Local Planning Strategy Boundary
	Ningaloo Coast World Heritage Area
	Ningaloo Marine Park & Murion Islands Marine Management Area
<b>RESERVATIONS</b>	
	National Park and Nature Reserves
	Conservation and Landscape Protection
	Public Conservation Estate
	Conservation and Limestone Resource Management Reserve
	Defence
	Waterways
<b>TOURISM LAND USE</b>	
	Tourism
<b>RURAL RESIDENTIAL   RURAL LANDSCAPE</b>	
	Rural
<b>INDUSTRIAL INFRASTRUCTURE</b>	
	Aquaculture
<b>MOVEMENT INFRASTRUCTURE</b>	
	Primary Distributor Road (MRWA)
<b>BUFFERS AND CONSTRAINTS</b>	
	Subterranean Waterway
	Obstacle Limiting Surface
	Registered Aboriginal Heritage Place
	Other Aboriginal Heritage Place

**OVERALL SPATIAL PLAN - SHEET 2**  
Local Planning Strategy  
A Shire of Exmouth Project

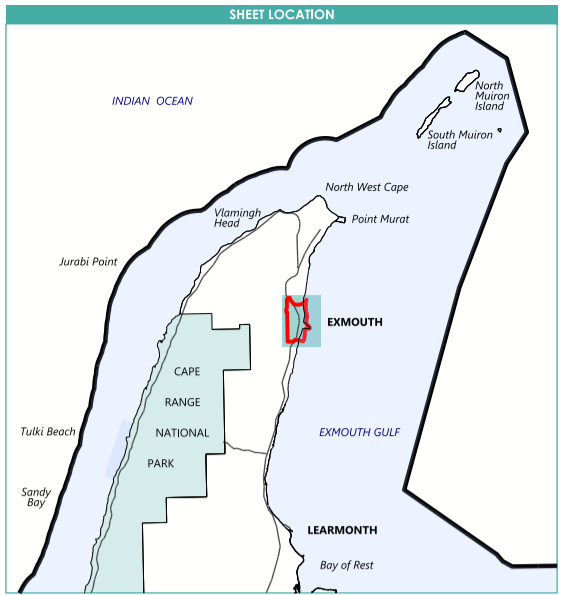
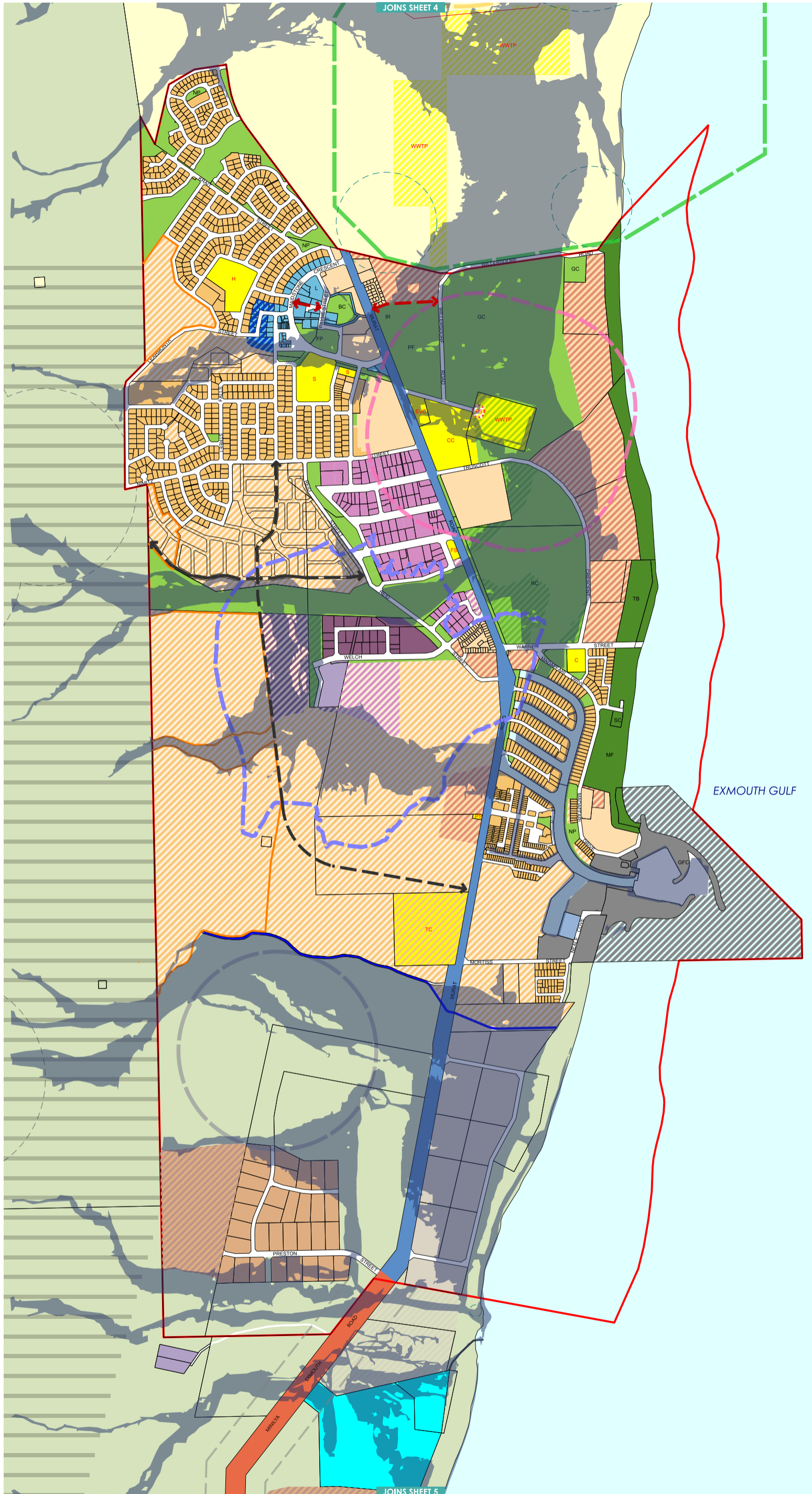


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Date: 8 Nov 2018  
Project: 13/013/048G



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**SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY**

**NOTE**

- Existing Use / Development
- Future Use / Development
- Long Term Development

**LEGEND**

- Local Planning Strategy Boundary
- Townsite Boundary

**RESERVATIONS**

- Conservation and Landscape Protection
- Foreshore Recreation
  - TB Town Beach
  - SC Surf Club
  - MF Marina Foreshore
- Public Open Space
  - BC Bowling Club
  - FP Federation Park
  - PF Playing Fields
  - IR Indoor Recreation
  - NP Neighbourhood Park
  - GFC Game Fishing Club
  - GC Golf Course
  - MX Motor Cross
  - RC Race Course

**Defence**

- Public Purposes
  - PS Pump Station
  - WWTP Waste Water Treatment Plant
  - S School
  - H Hospital
  - C Cemetery
  - EPS Exmouth Power Station (Future Relocation from Townsite)
  - CC Community Centre
  - TC Telecommunications
  - EVC Exmouth Visitor Centre
  - FS Fire Station

**Waterways**

- Exmouth Water Reserve
- Boat Harbour
- Waterways

**URBAN LAND USE**

- Town Centre
  - BC Bowling Club
  - L Library
  - FP Federation Park
- Tourism
- Residential
- Marina

**RURAL RESIDENTIAL | RURAL LANDSCAPE**

- Rural Residential
- Restricted Rural

**INDUSTRIAL INFRASTRUCTURE**

- Industry - Service
- Industry - Light
- Industry - General
- Aquaculture

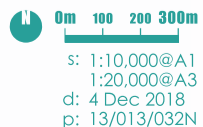
**MOVEMENT INFRASTRUCTURE**

- Primary Distributor Road (MRWA)
- Primary Distributor Road (Shire of Exmouth)
- Neighbourhood Connector (Future)
- Road Access (Future)

**BUFFERS AND CONSTRAINTS**

- Watercourse Floodplain - Developed Case Inundation
- Mortiss Street Bund (Developed Case)
- Proposed Waste Water Treatment Plant Modelled Landuse Buffer
- Proposed Sewer Pump Station Indicative 30m Landuse Buffer
- Waste Water Treatment Plant 500m Buffer (subject to decommissioning)
- Exmouth Power Station Noise Buffer (Compliant with Environment Protection (Noise) Regulations 1997 - Based on Existing Night Operating Conditions: 4 Engines)
- Cameron's Cave 500m Landuse Buffer
- Wellhead Protection Zone
- Other Aboriginal Heritage Place
- 100m Development Setback

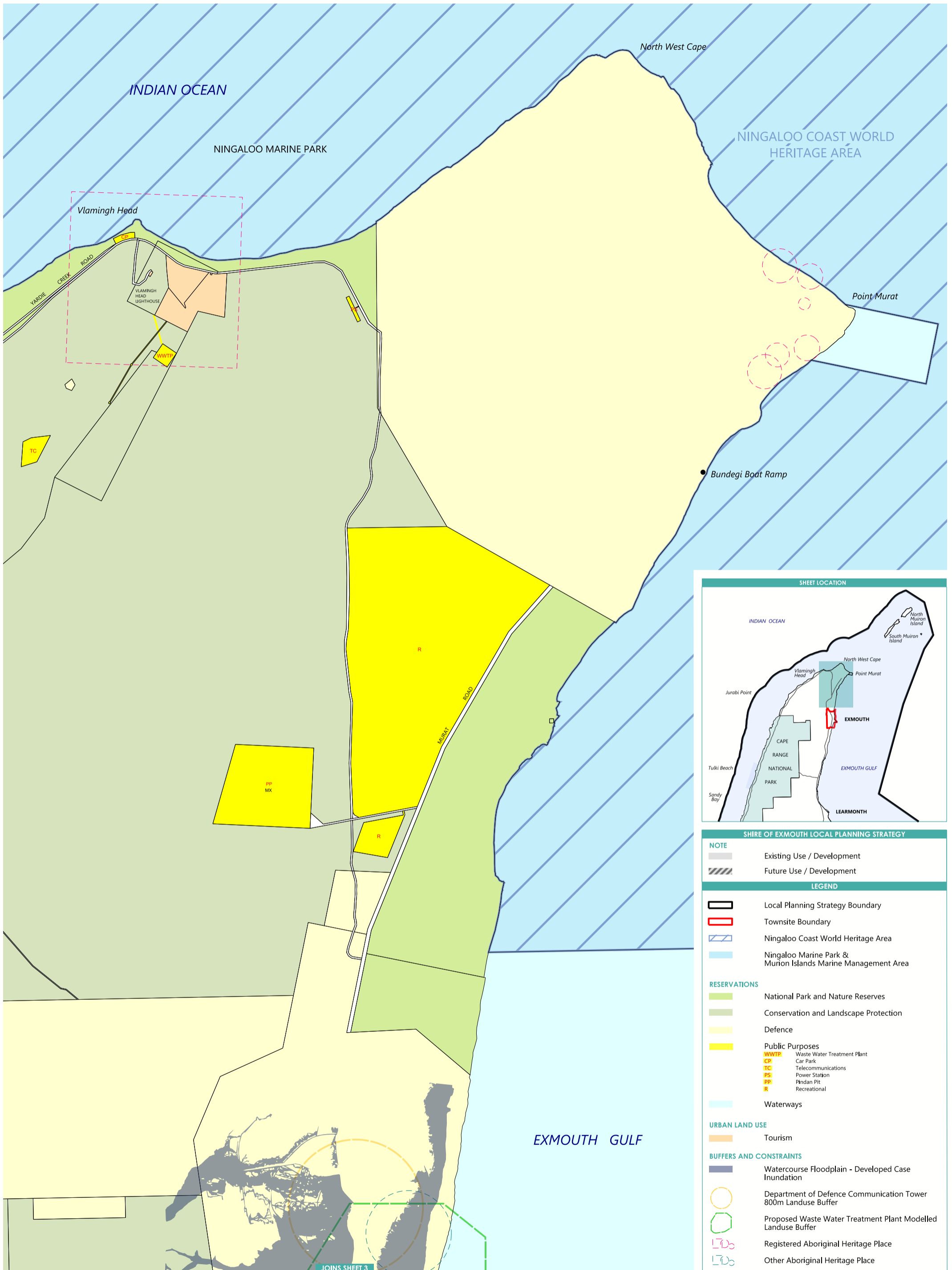
**EXMOUTH TOWNSITE SPATIAL PLAN - SHEET 3**  
Local Planning Strategy  
A Shire of Exmouth Project



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**SHEET LOCATION**

**SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY**

**NOTE**

- Existing Use / Development
- Future Use / Development

**LEGEND**

- Local Planning Strategy Boundary
- Townsite Boundary
- Ningaloo Coast World Heritage Area
- Ningaloo Marine Park & Muiron Islands Marine Management Area

**RESERVATIONS**

- National Park and Nature Reserves
- Conservation and Landscape Protection
- Defence
- Public Purposes
  - WWTTP: Waste Water Treatment Plant
  - CP: Car Park
  - TC: Telecommunications
  - PS: Power Station
  - PP: Pindan Pit
  - R: Recreational
- Waterways

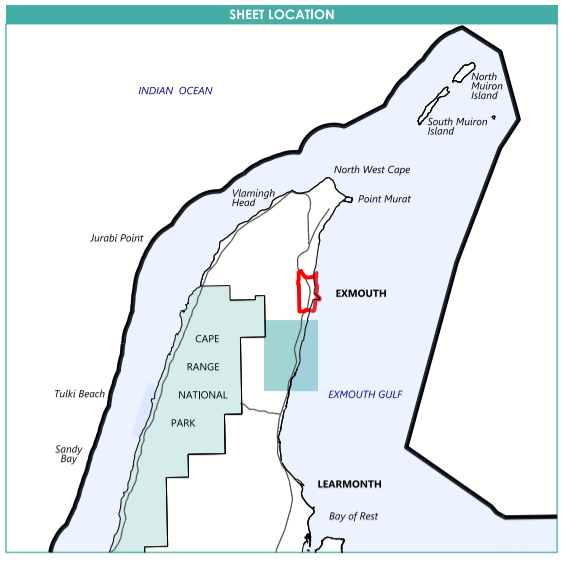
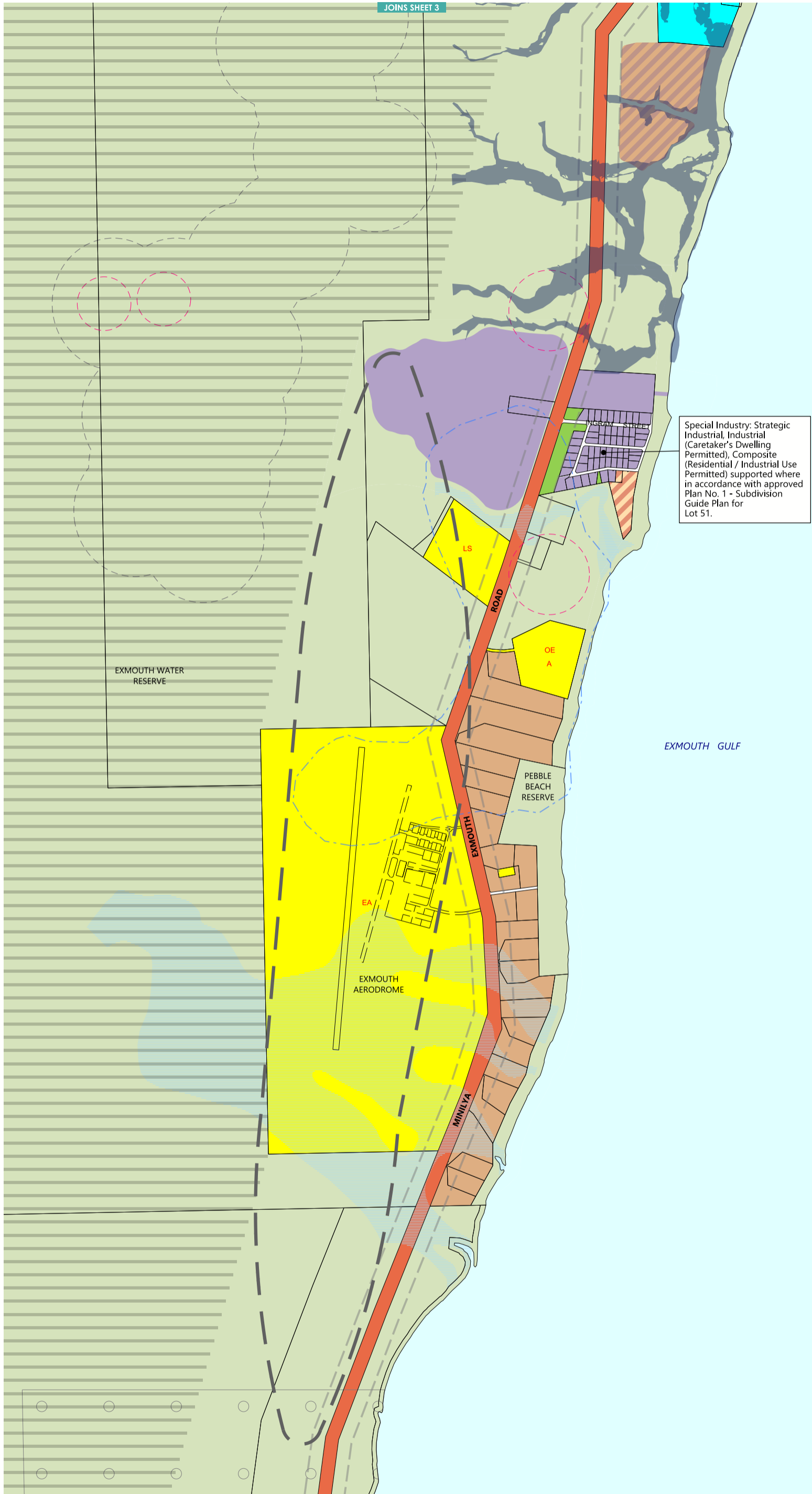
**URBAN LAND USE**

- Tourism

**BUFFERS AND CONSTRAINTS**

- Watercourse Floodplain - Developed Case Inundation
- Department of Defence Communication Tower 800m Landuse Buffer
- Proposed Waste Water Treatment Plant Modelled Landuse Buffer
- Registered Aboriginal Heritage Place
- Other Aboriginal Heritage Place

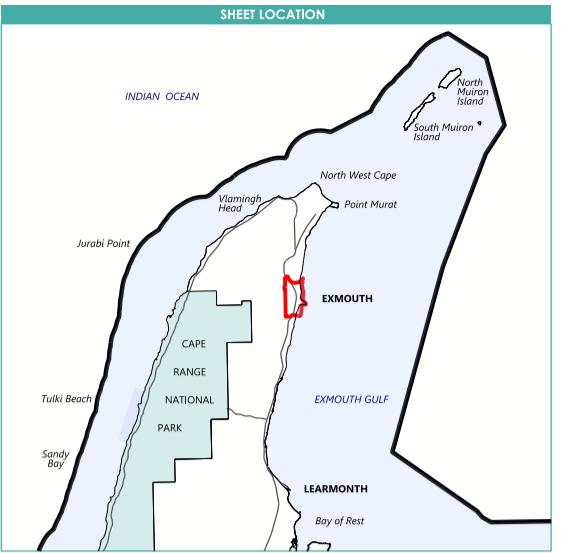
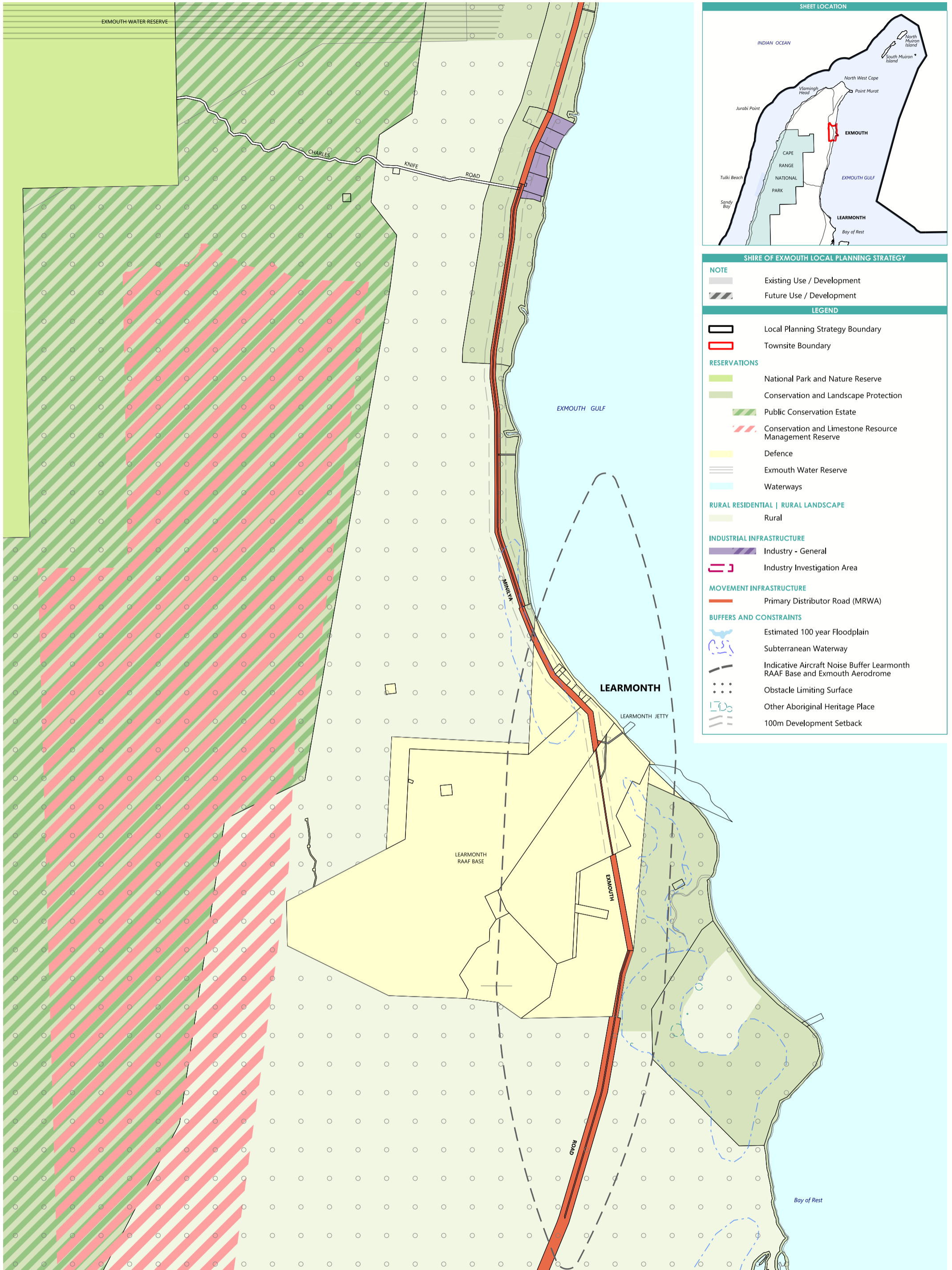
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Special Industry: Strategic Industrial, Industrial (Caretaker's Dwelling Permitted), Composite (Residential / Industrial Use Permitted) supported where in accordance with approved Plan No. 1 - Subdivision Guide Plan for Lot 51.

SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY	
<b>NOTE</b>	
	Existing Use / Development
	Future Use / Development
<b>LEGEND</b>	
	Local Planning Strategy Boundary
	Townsite Boundary
<b>RESERVATIONS</b>	
	Conservation and Landscape Protection
	Public Open Space
	Public Purposes
	Landfill Site
	Exmouth Aerodrome
	Outdoor Education
	Animal Welfare
	Exmouth Water Reserve
	Waterways
<b>URBAN LAND USE</b>	
	Tourism
<b>RURAL RESIDENTIAL   RURAL LANDSCAPE</b>	
	Rural Residential
<b>INDUSTRIAL INFRASTRUCTURE</b>	
	Industry - General
	Aquaculture
<b>MOVEMENT INFRASTRUCTURE</b>	
	Primary Road (MRWA)
<b>BUFFERS AND CONSTRAINTS</b>	
	Watercourse Floodplain - Developed Case Inundation
	Estimated 100 year Floodplain
	Subterranean Waterway
	Indicative Aircraft Noise Buffer Learmonth RAAF Base and Exmouth Aerodrome
	Obstacle Limiting Surface
	Wellhead Protection Zone
	Registered Aboriginal Heritage Place
	Other Aboriginal Heritage Place
	100m Development Setback

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**SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY**

**NOTE**

- Existing Use / Development
- Future Use / Development

**LEGEND**

- Local Planning Strategy Boundary
- Townsite Boundary

**RESERVATIONS**

- National Park and Nature Reserve
- Conservation and Landscape Protection
- Public Conservation Estate
- Conservation and Limestone Resource Management Reserve
- Defence
- Exmouth Water Reserve
- Waterways

**RURAL RESIDENTIAL | RURAL LANDSCAPE**

- Rural

**INDUSTRIAL INFRASTRUCTURE**

- Industry - General
- Industry Investigation Area

**MOVEMENT INFRASTRUCTURE**

- Primary Distributor Road (MRWA)

**BUFFERS AND CONSTRAINTS**

- Estimated 100 year Floodplain
- Subterranean Waterway
- Indicative Aircraft Noise Buffer Learmouth RAAF Base and Exmouth Aerodrome
- Obstacle Limiting Surface
- Other Aboriginal Heritage Place
- 100m Development Setback



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**PART 2**  
**BACKGROUND**  
**INFORMATION**



# 1 STATE, REGIONAL AND LOCAL PLANNING CONTEXT

The Shire of Exmouth Local Planning Strategy is prepared within the context of the State, Regional and Local policies where these policies are applicable to the Shire of Exmouth.

## 1.1 STATE PLANNING CONTEXT

### 1.1.1 STATE SUSTAINABILITY STRATEGY (GOVERNMENT OF WESTERN AUSTRALIA, 2003)

The *State Sustainability Strategy* sets out a framework to respond to the sustainability agenda by adopting key principles, visions and goals supporting a transition to a more sustainable future for the State. The Strategy seeks to ensure that sustainability is considered in all levels of government as part of decision making and actions affecting the future of Western Australia. It should underpin the future planning for the Shire of Exmouth.

### 1.1.2 STATE PLANNING STRATEGY (WAPC, 2014)

The *State Planning Strategy* (SPS) document is a vision for Western Australia to 2050 and beyond, and replaces the previous *State Planning Strategy* (1997) to be the overarching strategic document informing State, regional and local planning strategies, policies and approvals.

The six inter-related principles of the SPS are applicable to all regions within the State:

- **Community:** enable diverse, affordable, accessible and safe communities;
- **Economy:** facilitate trade, investment, innovation, employment and community betterment;
- **Environment:** conserve the State's natural assets through sustainable development;
- **Infrastructure:** ensure infrastructure supports development;
- **Regional development:** build the competitive and collaborative advantages of the regions; and
- **Governance:** build community confidence in development processes and practices.

The SPS spatially divides the State into three sectors – North West, Central and South West. The Shire of Exmouth is positioned within the Central Sector which includes the Gascoyne, Mid-West and Goldfields-Esperance Regions. This sector contributes significantly to the State economy underpinned by mining, agriculture, fisheries and tourism.

Specifically, the SPS continues to recognise Exmouth's status as a sub-regional centre servicing the Gascoyne Region attracting "*investment by the State's Royalties for Regions program into major infrastructure, headworks and community priority projects over the five years commencing 2010-11*" (WAPC 2014, 31). The SPS also identifies the following elements as being strategically important:

- Planning for economic development – Exmouth's location within an economic activity area and petroleum resource province.
- Planning for tourism and the environment – Exmouth's location within a world heritage area and marine conservation area.
- Planning for agriculture and food – Exmouth's focus on pastoral; sheep and/or cattle grazing.
- Planning for movement – Exmouth's major transport infrastructure includes major roads connecting with regional centres such as Carnarvon and Karratha and a port facility (managed by others).

- Planning for security – Exmouth is located within a defence training area. In addition, air force and navy infrastructure is located within Exmouth, including the Naval Communication Station Harold E. Holt, Learmonth RAAF Base and the Learmonth air weapons range.

### 1.1.3 STATE PLANNING POLICIES

State Planning Policies (SPP) are prepared and adopted by the Western Australian Planning Commission (WAPC). The WAPC and local government must have due regard for these policies when making planning decisions. The following SPPs are relevant to the Shire of Exmouth.

#### SPP 2 – ENVIRONMENT AND NATURAL RESOURCES POLICY (WAPC, 2003)

SPP 2 seeks to ensure environmental and natural resource considerations are integrated with planning decisions and actions and the conservation of important areas. The policy identifies a series of general measures to achieve this goal including avoiding development that may result in unacceptable environmental damage; actively seeking opportunities for improved environmental outcomes; protecting significant natural, indigenous and cultural features; ensuring coastal development is sustainable; and taking into account the impact of environmental change.

The environment is of particular importance to the Exmouth community, as identified within the *Shire of Exmouth Strategic Community Plan (2018)* and during community and stakeholder consultation undertaken as part of the preparation of the Local Planning Strategy.

Balancing environmental and natural resource management objectives within Exmouth are underpinned by the following areas of interest:

- Ningaloo World Heritage Area;
- Cape Range National Park;
- Jurabi, Bundegi and Muiron Islands Coastal Parks;
- Ningaloo Marine Park (State and Commonwealth);
- Limestone and Conservation Reserve (s. 5 of CALM Act);
- Exmouth Water Reserve Water Source Protection Area;
- Floodplains;
- Aboriginal Heritage and European Heritage areas;
- Mining tenements; and
- Other proposed reserves and additions to the State conservation estate.

#### SPP 2.5 – LAND USE PLANNING IN RURAL AREAS (WAPC, 2016)

SPP 2.5 seeks to ensure the protection of rural land from incompatible uses, and promote regional development through provision of ongoing economic opportunities on rural land. Development on land zoned for rural or agricultural purposes should promote sustainable settlement in and adjacent to existing urban areas and protect and improve environmental and landscape assets. A strong emphasis is placed on the need to provide economic opportunities for rural communities and to protect the State's primary production and natural resource assets.

The predominant tenure for rural land within the Shire is in the form of Pastoral Leases as defined by Part 7 of the *Land Administration Act 1997*. This tenure is applicable to Bullara Station and Exmouth Gulf Station. Pastoral Leases stipulate what can occur on the land and how the land is to be managed and as such the Department of Planning, Lands and Heritage as the lessor should have regard to SPP 2.5.

The Local Planning Strategy expresses the vision for the rural/pastoral components of the Shire, protecting existing land use opportunities and key natural resources (water, ecosystems, minerals and basic raw materials).

### SPP 2.6 – STATE COASTAL PLANNING POLICY (WAPC, 2013)

SPP 2.6 was gazetted on 30 July 2013 and is supported by guidelines. The purpose of the policy is to manage development and land use change within the coastal zone, establish foreshore reserves and protect coastal values. SPP 2.6 requires adequate coastal hazard risk management and adaptation planning to be undertaken where developments or landholdings are in an area of risk of being affected by coastal hazards over time.

This policy guides the recommendations of the Local Planning Strategy in regard to identifying sustainable use of coastal locations for housing, tourism, recreation, foreshore access and maritime industry purposes. Coastal foreshores are already established within the Exmouth townsite.

### SPP 2.7 – PUBLIC DRINKING WATER SOURCE PROTECTION POLICY (WAPC, 2003)

SPP 2.7 was gazetted on 10 June 2003 and outlines the importance of ensuring that land use and development within Public Drinking Water Source Areas (PDWSAs) protects and manages water resources for long-term supply. Competing land use activities such as urban development often place pressure on surface water and groundwater catchments, therefore appropriate decision-making and management should be adopted in order to protect public water supply.

The Department of Water and Environmental Regulation's Land Use Compatibility Table identifies the suitability of various land uses within Priority 1, Priority 2, or Priority 3 PDWSAs. Priority 1 (P1) areas offer the highest level of protection, allowing for no degradation of public drinking water sources to be caused by the development of incompatible land use activities. The Exmouth Water Reserve is classified as a Priority 1 area.

SPP 2.7 recommends that Public Drinking Water Source Areas be shown as a Special Control Area in local planning schemes, with scheme provisions having regard to the approved *Exmouth Water Reserve drinking Water Source Protection Review 2011 and the Exmouth Water Reserve Water Source Protection Plan 2000*.

### SPP 2.9 – WATER RESOURCES (WAPC, 2006)

SPP 2.9 presents a number of objectives relating to protecting, preserving, managing and improving the state's water resources through land use planning. An integrated management approach, focused on achieving sustainable outcomes will ensure that economic, social, cultural and/or environmental values are considered and enhanced.

SPP 2.9 refers to the Department of Water and Environmental Regulation's *Better Urban Water Management* (2008) as a means of promoting integrated water cycle management to achieve more efficient use of water resources and sustainable outcomes for the environment and urban form.

The identification of water resources such as groundwater catchments, floodplains and foreshores will in particular inform the Local Planning Strategy and LPS 4, with the aim of managing the total water cycle as sustainably as possible.

### SPP 3 – URBAN GROWTH AND SETTLEMENT (WAPC, 2006)

SPP 3 sets out requirements for well-planned and coherent settlements. Planning should ensure that settlements have a strong, diversified and sustainable economic base to provide employment; sufficient and capable land in suitable locations for housing, employment, commercial, recreational and other purposes; co-ordination of various land uses; a choice of housing and lifestyle opportunities; and proper consideration of the environment. Importantly for Exmouth, the policy requires that in regional areas, growth should be accommodated through consolidation and expansion of existing settlements rather than creation of dispersed new settlements.

SPP 3 will underpin the planning of future urban uses within Exmouth townsite.



### SPP 3.1 – RESIDENTIAL DESIGN CODES (WAPC, AMENDED 2018)

The R-Codes were recently updated in August 2018. The Policy provides the Shire with the scope to amend or modify R-Code provisions. The R-Codes are applied through the Scheme.

### SPP 3.4 – NATURAL HAZARDS AND DISASTERS (WAPC, 2006)

SPP 3.4 addresses a number of natural hazards which should be taken into consideration in the preparation of statutory and non-statutory planning documents, particularly as natural elements may contribute to the occurrence of natural hazards including climate, geology, soils, vegetation cover, slopes, landforms and hydrology.

Of particular relevance to Exmouth is the potential for natural hazards such as floods, cyclonic activity, storms and storm surges. The risk and frequency of such hazards needs to be considered in relation to the built environment, long-term risks from climate and land use change, and community awareness.

The Local Planning Strategy and LPS 4 will be informed through floodplain management, built form controls through the Building Code of Australia; and coastal processes via SPP 2.6.

### SPP 3.7 – PLANNING IN BUSHFIRE PRONE AREAS (WAPC, 2015)

SPP 3.7 directs how land use should address bushfire risk management in Western Australia. It applies to all land which has been designated as bushfire prone by the Fire and Emergency Services (FES) Commissioner as highlighted on the Map of Bush Fire Prone Areas.

SPP 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply). The policy also applies where an area is not yet designated as bushfire prone but the proposed development is planned in a way that introduces a bushfire hazard (e.g. revegetation).

The *Australian Standard for the Construction of buildings in bushfire-prone areas* AS3959 would apply in areas which have been formally designated as bushfire-prone areas.

Development in Bush Fire Prone Areas must have regard to bushfire risk assessment and mitigation in accordance with SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas.

### DRAFT SPP 4.1 – INDUSTRIAL INTERFACE (WAPC, AMENDED 2009)

A draft SPP 4.1 *Industrial Interface* (prepared in 2004 and amended in July 2009) has not been finalised, with the current SPP 4.1 gazetted in May 1997. The purpose of the policy is to protect and provide long-term security of new industrial areas and uses (including infrastructure), sensitive land uses in proximity to existing industrial areas and the expansion or change in the operations of existing industry and infrastructure.

The Policy outlines the importance of defining appropriate buffers to ensure that encroachment of sensitive land uses is managed, minimised and/or avoided. Strategic planning direction, subdivision and land use controls are mechanisms to prevent encroachment having regard to the principles and policy requirements of SPP 4.1. SPP 4.1 is directly applicable to the determination of an appropriate buffer to the Exmouth Power Station and waste water infrastructure. The definition of the respective buffers must have due regard for the draft version of the SPP.

### SPP 5.2 – TELECOMMUNICATIONS INFRASTRUCTURE (WAPC, 2015)

SPP 5.2 *Telecommunications Infrastructure* (September 2015) identifies the need to ensure effective telecommunications services and the visual character – both issues identified particularly on the western coastline of the North West Cape where coverage is not reliable. On the western side of the North West Coast, efforts to



minimise the visual impact of telecommunications infrastructure should be strongly considered through careful siting and design, to maintain the remoteness of the area, which in turn would be conducive to positive tourism experiences. Further improvements to telecommunications coverage within the local government area would have regard to the SPP 5.2.

#### SPP 5.4 – ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATIONS IN LAND USE PLANNING (WAPC, 2009)

SPP 5.4 seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development. The policy applies to proposals for new noise-sensitive development, new major roads (including redevelopment of existing major roads) and new freight handling facilities.

Within the Shire of Exmouth, SPP 5.4 identifies the Minilya-Exmouth Road (and extension as Murat Road to the Exmouth townsite) and Burkett Road as state freight roads. The SPP 5.4 potentially will be applicable in assessing the progressive upgrade of the Minilya-Exmouth Road.

#### SPP 6.3 – NINGALOO COAST (WAPC, 2004)

SPP 6.3 was prepared to accompany the *Ningaloo Coast Regional Strategy* and has the following key objectives of direct relevance to land use planning within the Shire of Exmouth:

- Provide state agencies, local government, community and proponents with clear guidance regarding acceptable and sustainable development on the Ningaloo coast.
- Maintain the Ningaloo coast as an all-seasons recreation and nature-based tourism destination and limit growth with managed staged development, to ensure that the community continues to enjoy a remote and natural experience.
- Preserve and protect the natural environment and enhance and rehabilitate degraded areas within the environment.
- Consolidate future residential, commercial, higher-impact tourism and industrial development in the towns of Carnarvon and Exmouth and provide strategic directions for their future growth.

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#### 1.1.4 OTHER

#### STATE GOVERNMENT STRATEGY FOR TOURISM IN WESTERN AUSTRALIA 2020 (TOURISM WA, 2011)

The *State Government Strategy for Tourism in Western Australia 2020* sets the direction for WA's tourism industry over the next decade, including detailing how Department of Jobs, Tourism, Science and Innovation's strategic goal to double the value of tourism in Western Australia (from \$6 billion to \$12 billion by 2020), can be achieved. To achieve its 2020 goal, the strategy focuses on seven strategic pillars of growth (as identified in the graphic opposite).

A whole-of-government strategy, the document outlines a phased approach, with work up to the end of 2014 focussing on Government and tourism industry working together to set the foundation to enable the required growth to occur, from 2015 through till the end of 2020. State Government and Shire of Exmouth initiatives will need to continue to have regard for this Strategy.



**STRATEGIC PILLARS FOR GROWTH (TOURISM WA, 2011)**

**VISUAL LANDSCAPE PLANNING IN WESTERN AUSTRALIA (WAPC, 2007)**

This manual includes a detailed outline of a process for assessing the visual impacts of development proposals, for use by those decision makers who are responsible for recommending the acceptance or otherwise of specific development proposals. The manual assists in identifying measures to address the potential negative impacts and constraints related to development proposals, and to facilitate positive impacts and opportunities. Development proposals should meet visual character objectives through careful siting, planning and design. Serious constraints should be identified and avoided early in the design process, by undertaking a visual impact assessment. The outcome of this visual impact assessment process should be a recommendation that is based only on visual impacts, the proposed development should be accepted as proposed, accepted with modifications or rejected.

**1.2 REGIONAL PLANNING CONTEXT**

**1.2.1 GASCOYNE REGIONAL PLANNING AND INFRASTRUCTURE FRAMEWORK (WAPC, 2015)**

The objectives of the WAPC’s Gascoyne Regional Planning and Infrastructure Framework are to:

- Provide the regional context for land-use planning in the Gascoyne;
- Provide an overview of the major regional issues facing the Gascoyne including economic, social, cultural and environmental matters;
- Identify the priority actions required to enable comprehensive regional planning and guide local planning processes; and
- Indicate regional infrastructure projects that are considered significant from the region’s perspective to facilitate economic and population growth in the Gascoyne.

Within its regional settlement hierarchy, the Framework identifies Exmouth as a Regional Centre, whose significance in the Gascoyne is growing as a result of rising population (due primarily to continued expansion in the tourism sector) and its important contribution to the regional economy over recent decades. The Framework also identifies Learmonth and North West Cape as Specialised Centres; Vlamingh Head and Yardie Caravan Park as Tourism Nodes; and Giralia UCL and Bullara Station as Minor Tourism Nodes.

Within the Growth Management Strategy (Section 3.7), the document identifies four select strategies for Exmouth that respond to key drivers and opportunities. This includes to:

- Prepare a local planning strategy and review local planning scheme.

- Provide the requisite hard and social infrastructure to facilitate and support future growth of Exmouth's population and local economy.
- Undertake flood management and mitigation works.
- Identify sufficient and appropriately located land to accommodate growth.

The Framework identifies the area's diverse economy as providing numerous opportunities for growth in Exmouth. Identified drivers for growth include economic activities associated with the marina boat harbour (primarily tourism, fishing and the oil and gas sector), with upgraded infrastructure likely to accommodate expansion of these economic activities and generate demand for additional industrial land. Flood management and mitigation, and seasonal population influxes are also identified in the document as requiring consideration when planning for future infrastructure provision.

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### 1.2.2 GASCOYNE COAST SUB-REGIONAL STRATEGY (WAPC, 2018)

The WAPC's Gascoyne Coast Sub-regional Strategy (GCSRS) is a high-level land-use planning instrument that provides a sub-regional context for land-use planning for the Gascoyne Coast sub-region, which includes the Shire of Exmouth, and coastal portions of the shires of Carnarvon and Shark Bay. It is primarily intended to provide guidance for local planning processes, including the preparation of, and amendments to, local planning schemes and strategies.

From a land-use planning perspective, this LPS is generally in alignment with the GCSRS.

Key elements of the GCSRS that are broadly reflected in this LPS include:

- A sub-regional land-use plan that indicates current and proposed land-uses, which are allocated into broad categories, within the sub-regional study area.
- An examination of current and future land uses in the Exmouth settlement area, including a land-use plan that outlines current and proposed future land-uses; consideration of the potential population capacity of Exmouth settlement through an analysis of zoned and proposed future residential land; broad consideration of future infrastructure and services; and other relevant planning issues.
- A range of population growth scenarios for the sub-region.
- A settlement hierarchy and activity centres framework, which identifies Exmouth as a Regional Centre; Learmonth and North West Cape as Specialised Centres; Vlamingh Head and Yardie Caravan Park as Tourism Nodes; and Giralia and Bullara Station as Minor Tourism Nodes. This is consistent with the equivalent settlement hierarchy in the Gascoyne Regional Planning and Infrastructure Framework.
- Other relevant contextual information.

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### 1.2.3 EXMOUTH LEARMONTH STRUCTURE PLAN (WAPC, 1998)

The focus of the *Exmouth-Learmonth (North West Cape) Structure Plan* is to "promote sustainable uses that enable diversification of the economy while protecting the fragile environment of the North West Cape". Spatially, the Structure Plan recommends that urban, commercial and tourism development should be confined to the east coast of the North West Cape and more specifically within the boundary of the Exmouth townsite.

Land use recommendations for the study area include:

- Proposed eastwards extension to the Cape Range National Park;
- Promotion of diversification of uses on pastoral land such as small-scale/low impact tourism and creation development in keeping with local environmental constraints;

- Support for development of aquaculture projects;
- Preparation of visual amenity plan to address the interface on land either side of the Minilya-Exmouth Road between Learmonth RAAF Base and Exmouth townsite;
- Residential (including marina) – to supply sufficient land in appropriate locations to meet future housing needs within environmental constraints;
- Identification of discrete cells for future residential creating a sense of local identity. Native vegetation greenways and public open space to be identified to assist delineation the extent of these cells.
- The high costs of providing services and the limited supply of potable water should be taken in account when planning future growth;
- Provision of potable water identified as a priority issue with recognition given to the importance of investigating options for sourcing water, such as an expanded borefield, water efficiency measures, and desalination;
- Provision is made for a population of up to 5,200 persons (excluding rural residential lots), exceeding projected 2027 population of 3,800;
- Long-term urban growth to occur with infill development, creating opportunities for variety of housing supply and choice; and
- All planning within the study boundary to be guided by guidelines established via research into the karst system, and should maintain ongoing consultation with relevant Aboriginal agencies.

#### 1.2.4 NINGALOO COAST REGIONAL STRATEGY CARNARVON TO EXMOUTH (WAPC, 2004)

The *Ningaloo Coast Regional Strategy Carnarvon to Exmouth* was prepared in conjunction with the Ningaloo Coast SPP 6.3 and provides the strategic framework for sustainable tourism and land use on the Ningaloo Coast for a 30-year timeframe. The Strategy was split into separate sections, the first of which dealt with regional scale issues, particularly providing the guidelines for coastal tourism and regional land use. The second section established individual Structure Plans for the three main settlements in the region – Carnarvon, Exmouth, and Coral Bay.

Exmouth and Carnarvon are identified as the regional centres for high-order developments with both centres to serve as the gateways to the Ningaloo coast, with coastal development in other areas limited to small-scale, low-impact development. The Regional Strategy established the following environmental principles for development which continue to be relevant in the Exmouth context.

1. Sustainable development: must meet the needs of current and future generations.
2. Community Aspirations: consistent with vision for Ningaloo Coast and providing equity of access and a range of experiences.
3. Aboriginal Heritage: protection of heritage and opportunities for culturally appropriate tourism.
4. Economic Development: planning should actively assist the creation of regional wealth.
5. Interdependence: no significant interference with ecological processes.
6. Limits of Acceptable Change: as defined by environmental, social and economic concerns.
7. Precautionary Principle: no development without thorough scientific study.
8. Cumulative Impacts: all development to be considered in this context.
9. Protection of high-conservation values: natural assets to be protected.
10. Protection of remoteness values: remote values to be identified and protected.
11. Protection of biodiversity.

A Coastal Tourism Framework within the *Ningaloo Coast Regional Strategy* in particular states that Exmouth is one of three key destinations in the Gascoyne Region for new tourism development.

### 1.2.5 OTHER STUDIES

#### GASCOYNE REGIONAL DEVELOPMENT PLAN 2010-2020 (GASCOYNE DEVELOPMENT COMMISSION, SHIRES OF CARNARVON, EXMOUTH, SHARK BAY & UPPER GASCOYNE, 2010)

The *Gascoyne Regional Development Plan* (RDP) was circulated in 2009 for local government and State Government input and agreement. The nineteen outcomes are accompanied by priority lists for achieving these goals. Of relevance to planning are:

- Outcome 1: Substantial increase in population – coordinated planning for attracting the retiree and young demographics.
- Outcome 3: Balanced urban and coastal development – phased urban development of Exmouth; townscape and urban architectural theming; provision of residential and industrial land supply.
- Outcome 8: Improved regional infrastructure – improved roads system; improved communication technology and services.

#### GASCOYNE REGIONAL INFRASTRUCTURE REVIEW (GASCOYNE DEVELOPMENT COMMISSION, 2010)

The *Gascoyne Regional Infrastructure Review* was prepared by the Gascoyne Development Commission to provide information on infrastructure within the Gascoyne Region which could be updated on an ongoing basis. The review provides the following information in regard to key infrastructure items of relevance to Exmouth:

*Sustainable Water Supply* – water supplies will be through bores located in the Cape Range Limestone Aquifer, with future extensions occurring towards the south of the existing bore field. A possible desalination plant, south of the town along Murat Road, potentially powered by wind and solar power may also be considered by the Water Corporation. It has also been identified that the original waste water treatment plant is proposed to be relocated to the Area B of Naval Communications Station Harold E. Holt, north of the Exmouth townsite.

*Road Infrastructure* – investigations on the feasibility of constructing a bridge at Lyndon River crossing have been completed, allowing all-weather access to Coral Bay, Learmonth and Exmouth. These investigations also identified a need for causeway upgrades between Learmonth and Exmouth and an upgrade of Yardie Creek Road.

*Power infrastructure* – upgrades and undergrounding of power throughout Town; wind farm on Cape Range (subject to Department of Biodiversity, Conservation and Attractions consideration of National Park issues); solar power generation potentially in conjunction with developing extended University campus activities in Exmouth.

Transport facilities such as the Learmonth RAAF Base and Exmouth Boat Harbour have also been investigated as part of this review. A review of the Learmonth RAAF Base determined a need for additional capacity for emergency landings (large aircraft), and access between Exmouth and Learmonth in heavy rain and/or cyclonic activity. In addition to this, a 2008 *Exmouth Harbour Development Community Consultation Report* stated that there is substantial support for expanding the harbour. Commensurate with the expansion of the Harbour, an Exmouth Light Industrial Area was also recommended for industrial expansion.

A significant amount of mining activity has been identified in the review and is of direct relevance to the Exmouth area. Exmouth Limestone Pty (EXL), Woodside, BHP Billiton and Apache Corporation all have interests in oil and gas explorations within the Exmouth area.

## 1.3 LOCAL PLANNING CONTEXT

### 1.3.1 SHIRE OF EXMOUTH STRATEGIC COMMUNITY PLAN 2030 (SHIRE OF EXMOUTH, 2018)

The *Shire of Exmouth Strategic Community Plan 2030* sets out a ten-year vision for the Shire. The Plan presented four thematic sets of strategic outcomes, which have been considered as part of the preparation of the Local Planning Strategy and Local Planning Scheme No. 4.

Through zoning, land use and development provisions of the Local Planning Scheme No. 4, the Local Planning Strategy can contribute to achieving the following strategic outcomes of the *Strategic Community Plan 2030*:

#### **Economic – diversify and grow our economy in a manner that provides year-round employment opportunities.**

- 1.1.2 *Create a strategic approach to economic development to attract investment and jobs in new and existing industries.*
- 1.2.1 *Engage with local, state, national and international stakeholders to build a stronger and sustainable tourism industry.*
- 1.2.5 *Support a coordinated approach for regional tourism promotion and management.*
- 1.3.1 *Advocate and lobby for the provision of infrastructure that supports the local economy.*
- 1.3.2 *Identify opportunities to create multiuse infrastructure and facilities that encourage and diversify the local economy.*
- 1.3.4 *Maintain an efficient, safe and good quality local road network.*

#### **Environment – to protect and value our unique natural and built environment as we grow our economy.**

- 2.1.2 *Consult with relevant authorities to manage the natural environment's unique values for the benefit and enjoyment of current and future generations.*
- 2.2.1 *Develop and promote partnerships with key stakeholders to maintain and improve access and engage the community in championing our natural environment.*
- 2.2.2 *Promote and celebrate the World Heritage Values of the region and investigate opportunities to leverage economic growth that improve visitor and community experiences.*
- 2.3.1 *Lobby government agencies for the provision of better quality water and affordable renewable energy and sustainable use.*
- 2.3.2 *Investigate sustainable waste management and recycling options.*

#### **Social – to be a vibrant, passionate and safe community valuing our natural environment and unique heritage.**

- 3.1.1 *Advocate, promote and incentivise Exmouth as a preferred place to live and work in the long term.*
- 3.1.2 *Advocate for the provision of expanded educational and vocational opportunities and community services.*
- 3.2.1 *Advocate for health and medical support services and affordable housing for aged persons and people with disabilities that meet the needs of the local community.*
- 3.3.2 *Develop, implement and regularly review our recreational, cultural facilities and public open space to ensure they meet the principles of colocation, multiuse and sustainability.*

#### **Leadership – to provide open transparent, accountable leadership working in collaboration with our community.**

- 4.1.2 *Adopt a culture that aligns actions with the outcomes and community priorities identified in the Strategic Community Plan.*
- 4.2.1 *Constantly strive to be engaged and relevant to our community and make informed decisions.*
- 4.3.1 *Engaging government agencies and key stakeholders to achieve Strategic Community Strategic Plan outcomes.*

### 1.3.2 EXMOUTH TOWNSITE STRUCTURE PLAN (TAYLOR BURRELL BARNETT, 2011)

The *Exmouth Townsite Structure Plan* provides an overarching framework for the future development of the Exmouth townsite. The Exmouth Townsite Structure Plan built upon the strategic planning direction provided by previous structure plans for Exmouth, however was based on a more comprehensive and detailed understanding of the regional and local planning and environmental issues affecting the study area.



The Structure Plan provides a framework for sustainable development within the Exmouth townsite that has regard to Exmouth’s role as a sub-regional tourism and service centre, while also respecting the unique environmental and aesthetic fragility of the environment in which it is situated.

The following objectives are supported through the Local Planning Strategy:

- Ensure that the goals of environmental protection, social advancement and economic prosperity are given equal priority in establishing Structure Plan outcomes.
- Acknowledge and ensure consistency with the townsite’s existing land uses, built form and natural features in formulating the future development framework.
- Respond to and incorporate the outcomes of the Exmouth Flood Management Study in determining locations for future developable land and in managing growth within the constraints of the identified floodplain.
- Plan for an appropriate intensity, diversity and type of land use, reflecting Exmouth’s particular character and development objectives.
- Encourage the mixing of uses across the townsite, to create a well-functioning and economically sound community, whilst appropriate managing relationships between different uses.
- Improve the circulation and legibility of the movement network, and providing suitable movement systems for all vehicle and pedestrian needs.
- Facilitate upgrading and improvement of the quality of public realm, civic spaces, cultural and community facilities across the townsite.
- Improve the street structure and street environment to ensure integration with the existing land uses, and ensure the creation of safe, attractive, friendly, efficient and climatically appropriate public spaces.
- Facilitate the development of a diversity of lot sizes and housing types, to improve the choice of product in the local housing market.

### 1.3.3 EXMOUTH SOUTH STRUCTURE PLAN (TME TOWN PLANNING MANAGEMENT ENGINEERING, 2013)

In 2012 the Shire of Exmouth commissioned the preparation of the *Exmouth South Structure Plan* covering an area south of the Exmouth townsite, east of the Cape Range National Park and south to the Department of Defence Communication Tower (south of Learmonth RAAF Base). The Structure Plan provides a framework for the coordinated provision and arrangements of future land use for the study areas and will inform the Local Planning Strategy and LPS 4.

The key initiatives of the Exmouth South Structure Plan have been summarised in **Table 1** below:

**TABLE 1 INITIATIVES OF THE EXMOUTH SOUTH STRUCTURE PLAN**

Summary of Actions	
<b>Beachside bridle trail</b>	Opportunity for creating a beachside bridle trail from existing equestrian area to Mowbowra Creek day-use site
<b>Special Rural Eco Estate</b>	Identify low density rural residential area with detailed investigations into feasibility and suitability, having regard to floodways and flood fringe mapping and sensitive area separation distances to industry.
<b>Creek Corridors</b>	Identify drainage, conservation, heritage implications in conserving the values of the corridors.

Summary of Actions	
<b>Rural landscape</b>	To assist in retaining the amenity of the landscape, identify rural-conservation and landscape protection reserves in the Scheme.
<b>Limestone Mining precinct</b>	Drinking water quality identified as a priority to limestone mining, with this objective also applying to the Cape Range National Park Management Plan in regard to retaining the values of the park.
<b>Strategic Industrial Area</b>	Strategic Industrial Area zoning and planning framework for a Marine Support facility warrant detailed investigation.
<b>Future Power Station Site</b>	Power transmission alignments, buffers, height limits, air pollution on Learmonth Solar Observatory, reservation of land, visual impacts to be considered in confirming a relocation site.
<b>Exmouth Aerodrome</b>	Increase the land take for aerodrome for runway extension, all-weather access, ANEF and height limits to be determined, which will be controlled through a Special Control Area. Rubbish tip relocation – investigation is long-term.
<b>Minilya-Exmouth Road</b>	Minilya-Exmouth Road 100m setback (both sides of road) for landscape protection is supported by the Strategy. The MRWA is investigating road widening for a 9.0m road pavement and all-weather access.
<b>Pastoral Land</b>	Support for land uses – grazing, nature-based/eco tourism, and aquaculture to be reflected in the Scheme.
<b>Kailis Site</b>	Marine Support facility investigation for lay-down and general industry should be part of the scope for industry investigations.
<b>Cape Range National Park</b>	Expansion via exclusions to 2015 Exmouth Station Pastoral Lease supported by the Strategy, together with the Limestone resource extraction area.
<b>Military Heritage Precinct</b>	Support for Heritage Inventory and Tourism investigation
<b>Learmonth RAAF Base and Airport</b>	ANEF and Building Heights and all-weather access are of importance.
<b>Marine Protection Area</b>	Wapet Creek – SPP6.3 Ningaloo Coast ‘significant environmental area’
<b>Marine Based Industry Reserve (Heron Point)</b>	Heron Point - Identification of areas for Aquaculture, marine-based industry Aboriginal heritage; Marine Protection Area
<b>Waste water</b>	Development within Strategy area to connect to WWTP.
<b>Rubbish Tip</b>	Investigate merits of relocating existing Rubbish Tip site
<b>Drainage and Flood Management</b>	Recommends DWMS, floodway and flood fringe mapping as part of detailed investigations for subdivision or development, within creeklines or identified floodplains.

### 1.3.4 EXMOUTH TOWN CENTRE AND FORESHORE REVITALISATION PLAN (HASSELL, 2012)

The *Exmouth Town Centre Revitalisation Plan and Foreshore and Open Space Development Plan* are two projects initiated by the Shire of Exmouth to provide necessary amenities for local residents and visitors and to accommodate future growth and development.

Of particular importance, the plan allowed for the expansion of retail floor space to meet the demand for the expected growth in population and also considered the connections between existing coastal nodes and how these can assist in improving connections to the Town Centre. The objectives for the Town Centre and foreshore were established through community engagement, which enabled the Shire to consider any future development proposals with respect to the expectations of the community.

The Town Centre and foreshore plans have been developed with regard to the existing conditions, the aspirations of the Shire and the through the feedback received from the community consultation process. These objectives have ensured that the design quality is evident in all future development.

### 1.3.5 MANAGEMENT, MASTER AND OUTLINE DEVELOPMENT PLANS

#### CAPE RANGE NATIONAL PARK MANAGEMENT PLAN (DEPARTMENT OF ENVIRONMENT AND CONSERVATION & CONSERVATION COMMISSION OF WESTERN AUSTRALIA, 2010)

The *Cape Range National Park Management Plan* recognises the importance of the Cape Range National Park ecology and provides for protection of these natural, cultural and scientific values.

The Management Plan recognises the value in consolidating the pastoral lease exclusion areas (i.e. Exmouth Gulf Station lands) as additions to the public conservation estate, into the national park.

Managing visitor use is essential to maintaining the values of the national park. The Management Plan applies Visitor Management Settings to preserve the conditions and character of the various areas of the park. Consistent with the *Ningaloo Coast Regional Strategy*, potential development of one eco-lodge accommodation is contemplated; the remainder of accommodation is via camping sites (refer to Table 6 and Maps 7 and 8 of the Management Plan).

Mineral and Petroleum exploration and development and use of basic raw materials is contemplated insofar as this does not compromise the values of the park or any areas proposed for addition to it.

#### JURABI AND BUNDEGI COASTAL PARKS, AND MUIRON ISLANDS MANAGEMENT PLAN (SHIRE OF EXMOUTH, DEPARTMENT OF CONSERVATION AND LAND MANAGEMENT, 1999-2009)

The *Jurabi and Bundegi Coastal Parks, and Muiron Islands Management Plan* is jointly managed by DBCA and the Shire of Exmouth. Jurabi Coastal Park lies on the western side of the Cape Range, north of the Cape Range National Park and west of Yardie Creek Road. Bundegi Coastal Park lies on the east side of Cape Range and east of Murat Road and Commonwealth landholdings. The Muiron Islands comprise two islands located approximately 16km north-east of Point Murat. The Management Plan outlines the conservation management directions for the Park identifying both recreation and special conservation zones. Key environmental strategies focus on information, interpretation and education, restriction of access to authorised areas and control of camping.

#### PROPOSED NINGALOO COAST RESERVE

The State Government has proposed a public conservation and recreation reserve be created along the Ningaloo coast and included in the State conservation estate. The proposed reserve, extending from south of Cape Range National Park to Red Bluff in the Shire of Carnarvon and running adjacent to the Ningaloo Marine Park, includes land excised from several pastoral leases in 2015. The Department of Biodiversity, Conservation and Attractions is currently preparing a draft management plan for the area.

#### VLAMINGH HEAD MASTER PLAN (WAPC, 2014)

Vlamingh Head is located 18km north-west of the Exmouth townsite on the northern extremity of the North West Cape and is accessed via Yardie Creek Road. The *Vlamingh Head Master Plan* (WAPC, 2008) study area focused on the development envelope of the existing Vlamingh Head tourist node (the Lighthouse Caravan Park and associated tourism uses) which immediately abuts the heritage listed Vlamingh Head lighthouse. The Master Plan was prepared by the WAPC to establish a clear framework for future development of the tourist node. The *Master Plan* set out the principles for land use and development based on the recommendations of the *Ningaloo Coast Regional Strategy Carnarvon-Exmouth* (WAPC, 2004) and the Ningaloo Coast SPP 6.3. In particular the scale and extent of physical development was assessed wherein support was given for low-impact tourism only, with limitations being place on the sites capacity for accommodation (1,020 beds maximum). A land exchange formally negotiated between the State Government and the Proponent was implemented via TPS 3 Amendment 25 in which the extent of physical development was made statutory.

## EXMOUTH MARINA VILLAGE OUTLINE DEVELOPMENT PLAN (LANDCORP & TAYLOR BURRELL BARNETT, 2003)

The Exmouth Marina Village Outline Development Plan (ODP) was prepared by LandCorp and Taylor Burrell Barnett on behalf of the Exmouth Development Steering Committee to facilitate a marina village consisting of tourist, residential, commercial and marine based industrial development around the existing Exmouth Boat Harbour. Five precincts were developed with differing characters and built form typologies:

- Precinct A (North) – Canal based and dry lot residential incorporating a landmark development site (tourist complex, holiday accommodation etc) entrance site
- Precinct B (Central) – Canal based and dry lot residential, commercial/mixed used (cafe/restaurant/tourism), short stay accommodation and landmark development site.
- Precinct C (East of Madaffari Drive) – Resort site, permanent residential, residential R30 strata development to north of resort site.
- Precinct D (South) – Canal based and dry lot residential, caravan park, recreation, mixed use residential/low key marine based uses.
- Precinct E (South-East) – Marine based light industrial.

Development within each Precinct is to comply with the approved ODP and have regard to the Broad and Detailed Development Guidelines that are contained within the document.

## NIMITZ STREET OUTLINE DEVELOPMENT PLAN (LANDCORP, 2012)

The Nimitz Street Outline Development Plan (ODP) was prepared by LandCorp to facilitate the provision of residential development and public open space on land identified for this purpose by the *Exmouth Townsite Structure Plan* (2011) and predominantly zoned Residential Development under TPS 3. The ODP was adopted by the WAPC on 23 July 2012.

The ODP area covers approximately 44 hectares and two stages containing 70 residential lots were granted subdivision approval by the WAPC between 2012 and 2013. In June 2013, a modified ODP was lodged with the Shire commensurate with Amendment No 29 to TPS 3, seeking to reclassify a portion of the ODP area from the 'Recreation and Open Space' reserve to the 'Residential Development' zone. Amendment No. 29 was approved by the Minister for Planning on 30 January 2013 and published in the Government Gazette on 12 February 2013.

The modified ODP will guide subdivision and development for the subject land. The anticipated dwelling yield from the ODP is approximately 453 lots, comprising 305 lots at R17.5 density, 98 lots at R20 density and 4 lots at R30 density (pers. comm. RPS, 5 November 2013).

## MORTISS STREET OUTLINE DEVELOPMENT PLAN (KOLTASZ SMITH, 2013)

The Lot 11 and 12 Mortiss Street Outline Development Plan "Seaside Estate" was prepared by Koltasz Smith to facilitate the provision of residential development and public open space. The ODP has been adopted by the WAPC. The ODP covers approximately 2.7ha of land. The subject land has since been subdivided with the creation of 43 lots at 'R20' density and a parcel of coastal reserve. Development is subject to Design Guidelines.

## NINGALOO MARINE PARK AND MURION ISLANDS MARINE MANAGEMENT AREA 2005 – 2015 (DEPARTMENT OF CONSERVATION AND LAND MANAGEMENT, 2005)

This plan outlines a suite of management strategies to protect the special marine plants and animals found in the region, as well as to ensure there is opportunity for sustainable recreational and commercial uses. The major thrust of management of the reserves will include:

- Implementation of a zoning scheme for the Park that includes sanctuary zones that are representative of the Park's marine habitats, flora and fauna, comprising 34 per cent of the Park. This will provide a high degree of protection for representative areas throughout the Park.
- Implementation of a zoning scheme for the marine management area that includes conservation areas that provide a high level of protection to representative marine habitats in the marine management area.
- Implementation of comprehensive research and monitoring programs to improve the understanding of the marine environment and to assess the impacts of human activities.
- Implementation of comprehensive education and information programs to support the management of the reserves.
- Development of detailed recreational management plans and implementation of management strategies throughout the Park to facilitate the sustainable management of recreational activities.
- Close integration of management of the adjoining coastal lands and the Park.
- Close cooperation with other agencies, particularly the Department of Primary Industries and Regional Development, in achieving integrated management of the marine environment in this area.

The implementation of this management plan will be regularly reviewed by DBCA and audited by the MPRA every three years to ensure the management objectives are being met, and to ensure that the management regime for the reserve is still appropriate to meet these objectives.

### 1.3.6 TOWN PLANNING SCHEME NO. 3

The local government currently makes planning decisions within the statutory framework of the Shire of Exmouth Town Planning Scheme No 3. This Scheme was gazetted in 3 September 1999 and currently provides the statutory control for the whole of the Shire of Exmouth. The existing scheme provides the statutory regulation and framework for the provision of various land uses and development, controlled through the creation of reserves and zones.

The Scheme will be replaced by proposed Local Planning Scheme No 4 which will have specific regard for the recommendations of the Local Planning Strategy. A Resolution deciding to prepare Local Planning Scheme No 4 was noted by the WAPC in June 2013.

### 1.3.7 LOCAL PLANNING POLICIES

The Shire of Exmouth's Local Planning Policies (LPPs) have been reviewed as part of the preparation of the Local Planning Strategy and LPS 4. A schedule summarising the LPPs is contained in **Table 2**.

**TABLE 2 LOCAL PLANNING POLICY SCHEDULE**

Policy/Most Recently Adopted/Extent of Application of Policy (Zones)	Purpose of Policy	Key Matters Dealt with in Policy	Recommendation for New Scheme
6.1 Home Occupation 21 February 2013 Whole of District	Provide for and promote the different types and scale of home occupations, and ensure these uses do not compromise the amenity of existing residential areas.	<ul style="list-style-type: none"> <li>• Benefits of promoting work-from-home opportunities.</li> <li>• Defines difference between Home Office &amp; Business.</li> <li>• Sets limits on scale and hours of operation.</li> <li>• Outlines Approval Process, need for annual Home Occupation Permit and the local government's ability to rescind approval where it becomes a nuisance to locality.</li> </ul>	Incorporate relevant provisions into LPS 4 Scheme Text, and revoke current Policy.

Policy/Most Recently Adopted/Extent of Application of Policy (Zones)	Purpose of Policy	Key Matters Dealt with in Policy	Recommendation for New Scheme
6.2 Colour Palette 21 February 2013 Whole of District	Strengthen town identity and ensure high quality visual streetscapes by adopting a colour palette for all new development, excluding the residential zone (using colours from the existing natural environment).	<ul style="list-style-type: none"> <li>• Palette applies to all new development, excluding the residential zone including street furniture and public buildings.</li> <li>• Requests to deviate must be documented and adequately justified.</li> </ul>	Retain. Suggest updated to reflect colour palettes as opposed to a limited selection of colours as presented in the policy. Otherwise policy will require development to be generally in accordance with the current colour palette.
6.3 Ancillary Accommodation 21 February 2013 Residential Special Rural Cape Wilderness (S/U) Pastoral	Provide guidance/regional variations to Part 5.5.1 – Ancillary Dwellings, of the Residential Design Codes.	<ul style="list-style-type: none"> <li>• Replicates outdated standards of the R-Codes.</li> <li>• Limits use to member of family occupying Main Dwelling.</li> <li>• Section 70A Notification required.</li> <li>• Allows for up to 100m<sup>2</sup> (including garage, carports etc.)</li> <li>• Design and materials must complement Main Dwelling.</li> <li>• 21-day Advertising Period prior to determination.</li> </ul>	Recommend revocation of policy, with Scheme provisions and R-Codes provisions to be in place.
6.4 Caretaker's Dwelling 21 February 2013 Town Centre Tourist Mixed Use Light Industrial Industrial Pastoral	Provide for caretaker's dwelling where full-time or permanent residency is warranted by a person responsible for the care of buildings, plant and equipment or grounds.	<ul style="list-style-type: none"> <li>• Avoid proliferation and/or de facto residential settlement pattern lacking appropriate community and social services.</li> <li>• Protect employment areas from limiting land uses and maintain the integrity of the Local Planning Scheme.</li> <li>• Must be incidental to primary use and suitably justified.</li> <li>• Excludes use of caravans or park home.</li> <li>• Maximum 100m<sup>2</sup> floor space and screened from street.</li> <li>• Signed statement required from occupier acknowledging potential lesser environmental health standards.</li> </ul>	Incorporate relevant provisions into LPS 4 Scheme Text and revoke policy.
6.5 Bed & Breakfast Accommodation 21 February 2013 Residential Special Rural Marina Town Centre	Provide appropriate development standards and guidance on the processing of Bed & Breakfast accommodation applications as an important part of a diverse tourist accommodation base.	<ul style="list-style-type: none"> <li>• Currently "Use Class Not Listed" in most zones.</li> <li>• Maximum of 4 Bedrooms / 6 guests (at one time).</li> <li>• Physically connected and complimentary to Main Dwelling.</li> <li>• 1 on-site payed bay per room (no on-street parking).</li> <li>• On-site and directional sign limitations.</li> <li>• Highlights key Building &amp; Environmental Health standards.</li> <li>• Annual fee for inspection and permit issued by the local government.</li> <li>• Management Plan and Code of Conduct required to minimise impact on surrounding land uses.</li> <li>• 21-day Advertising Period prior to determination.</li> </ul>	Review in light of "Bed & Breakfast" use class being introduced into the Scheme. Incorporate relevant provisions into LPS 4 Scheme Text, and revoke current Policy.
6.6 Outbuildings 21 February 2013 Whole of District	Provide guidance on the location, size and scale of outbuildings.	<ul style="list-style-type: none"> <li>• Specifies triggers for Development Approval for lots in specific zones and/or above 60m<sup>2</sup> in floor area.</li> <li>• Allowance for larger outbuildings on larger lots.</li> <li>• Limitations on wall length/height on higher R-Coded land.</li> <li>• Outlines specific circumstances (only) where outbuilding will be permitted on vacant land (prior to a dwelling).</li> <li>• Additional standards/limitations apply within the Wilderness Estate, Special Rural and Pastoral zones.</li> </ul>	Review in light of updated provisions of the Residential Design Codes. Consider inclusion of development requirements in Scheme, as variation to R-Codes, in lieu of policy.



Policy/Most Recently Adopted/Extent of Application of Policy (Zones)	Purpose of Policy	Key Matters Dealt with in Policy	Recommendation for New Scheme
6.7 Murat Road Development Guidelines 21 February 2013 Town Centre Tourist Mixed Use Public Purpose <i>(Development that addresses or is clearly visible from Murat Rd between Maidstone Cres &amp; Mortiss St)</i>	Provide guidance and encourage diverse architectural presentation and an enhanced streetscape presentation along the main arterial road.	<ul style="list-style-type: none"> <li>Varying setback, landscaping, access, parking, roof pitch, fencing requirements as they relate to each zone.</li> <li>Allowance to claim 2m strip of an adjoining road reserve.</li> <li>12-month landscaping maintenance bond.</li> <li>Maximum Building Height of 2 x storeys.</li> <li>High standard of building materials, colours from palette.</li> <li>1.8m tall fencing (with 2.1m piers), 50% visually permeable.</li> <li>External lighting to meet CPTED standards.</li> </ul>	Review in light of provisions inserted into LPS 4 Scheme Text. Remove all development standards/requirements from policy. Introduce principles behind the development standards of Scheme Text. Insert reference to the Urban Development Zone in the Policy.
6.8 Signs 21 February 2013 Whole of District	Provide guidance on how the Shire will control signage in order to safeguard the visual amenity of the district and safe use of thoroughfares.	<ul style="list-style-type: none"> <li>Exemption of pre-existing signs.</li> <li>Categories of signs, and applicability based on TPS zones.</li> <li>Safety requirements/standards.</li> <li>Total Site Signage Plan required when variations proposed.</li> <li>Complex Total Site Signage Plan required in some instances.</li> <li>Defined standards/limitations for each sign type.</li> <li>Approval process, fees and enforcement regulations.</li> </ul>	Strengthen through incorporation of standards into Scheme where appropriate, refine and remove duplication from policy.
6.9 Use of Sea Containers 21 February 2013 Light Industry Industry Composite Industry (S/U) Strategic Industry Mixed Use Pastoral	Establish standards for the placement and use of sea containers for the storing of goods and equipment in a manner that does not detract from the amenity of the locality.	<ul style="list-style-type: none"> <li>Limitations on number and size (based on relevant zone).</li> <li>Excluded from residential use.</li> <li>Requirement to upgrade or remove where unsightly or in a state of disrepair.</li> <li>Screened from public view.</li> <li>External colour to confirm to Town palette.</li> <li>Site location determined by Residential Design Codes.</li> </ul>	Introduce development standards in LPS 4 Scheme Text and revoke policy.
6.10 Landscaping 21 February 2013 Whole of District	Ensure a consistent, equitable and fair approach to landscaping that protects the landscape character of the district.	<ul style="list-style-type: none"> <li>Landscaping plan submitted with all D/A's.</li> <li>Landscaping to be reticulated (inclusive of conduits).</li> <li>1 tree per 4m of road frontage / every 7 car parking bays.</li> </ul>	Strengthen through incorporation of standards into Scheme where appropriate, refine and remove duplication from policy. Suggest inclusion of a landscape species list.
6.11 Parking 21 February 2013 Whole of District	Consolidate parking requirements of the Scheme and clarify the Shire's approach to assessing development and subdivision within non-residential areas.	<ul style="list-style-type: none"> <li>Location and accessibility requirements.</li> <li>Incorporation of landscaping for amenity and shading.</li> <li>Access and manoeuvrability standards.</li> <li>Provision of and loading bay standards.</li> <li>Special purpose bay provision (where appropriate).</li> <li>Construction standards.</li> <li>Refined parking bay numbers based on varying forms of Tourist Accommodation.</li> </ul>	Consider inclusion of refined parking standards in Scheme in lieu of policy.
6.12 Holiday Accommodation 21 February 2013 Residential Tourist Special Rural Marina	To provide an effective management strategy to guide the nature and extent of holiday accommodation (particularly in Residential areas), in a manner that protects adjoining amenity.	<ul style="list-style-type: none"> <li>Permissibility of Holiday Accommodation within zones.</li> <li>Defines various forms of accommodation.</li> <li>Protect Skipjack Circle Estate for long-term residential.</li> <li>Sign and parking limitations.</li> <li>Management and refuse collection arrangements.</li> <li>Code of Conduct &amp; Emergency Response Plan required.</li> <li>Annual fee for inspection and permit issued by the local government.</li> <li>21-day Advertising Period prior to determination.</li> <li>Compliance and enforcement arrangements.</li> </ul>	Incorporate development standards/requirements into LPS 4 Scheme Text and revoke policy. Some information can be generated as a public information brochure in lieu of being a policy.

Policy/Most Recently Adopted/Extent of Application of Policy (Zones)	Purpose of Policy	Key Matters Dealt with in Policy	Recommendation for New Scheme
6.13 Temporary Workers Accommodation 21 February 2013 Whole of District	Provide a framework and guide the provision of Temporary Workers Accommodation to accommodate the current shortage, offset increasing cost of accommodation and retain local individuals and families, without compromising local amenity.	<ul style="list-style-type: none"> <li>Adaptable infrastructure to facilitate favourable end-use.</li> <li>Preference for each unit to contain own bathroom, kitchenette only, and have access to communal laundry.</li> <li>Management statement detailing transport, catering, emergency management, security and occupant conduct.</li> <li>Likely conditions include 3-year max. time limitation.</li> <li>21-day Advertising Period prior to determination.</li> </ul>	Incorporate relevant provisions into LPS 4 Scheme Text, and revoke current Policy.
6.14 Naming of Roads, Public Places & Streets 21 February 2013 Whole of District	Provide a framework, identify limitations, exclusions and clarify information requirements for the inclusion of names on the public reserves and road names register.	<ul style="list-style-type: none"> <li>Geographic Names Committee standards specified.</li> <li>Preference for Locality Names to have an Australian emphasis.</li> </ul>	Query the legitimacy of this local planning policy, State Government procedures are in place for naming of streets and localities. Suggest the policy be revoked.
6.15 Construction of Shed/Barn Style Dwelling 21 February 2013 Whole of District	Establish development standards for shed/barn style dwellings and provide guidance on acceptable locations.	<ul style="list-style-type: none"> <li>Form of development triggers Development Approval.</li> <li>Excluded from Residential and Marina zones on aesthetics.</li> <li>Verandas, balconies and external treatments required to improve visual appearance.</li> <li>Limitations on external materials and roof pitch.</li> </ul>	Review in light of updated provisions of the Residential Design Codes. Consider inclusion of development requirements in Scheme, if applicable, as variation to R-Codes, in lieu of policy.
6.16 Design Guidelines for the Exmouth Marina Village Precinct 'A'	Design guidelines to ensure a high standard of residential construction and amenity.	<ul style="list-style-type: none"> <li>Permissible land uses</li> <li>Building form, Minimum Dwelling Size, Building height, Minimum Finished Floor Level, Climate responsive design, External colours and materials, Site layout</li> <li>Guidelines for dry lots, canal lots and landmark lots</li> </ul>	Strengthen through incorporation of standards into Scheme where appropriate, refine and remove duplication from policy.
6.17 Design Guidelines Lot 11 and 12 Market Street Exmouth – Seaside Estate	Design guidelines to ensure a high standard of residential construction and amenity.	<ul style="list-style-type: none"> <li>Permissible land uses</li> <li>General guidelines – building form, minimum dwelling size, density, services, building height, external colour and materials, site layout</li> </ul>	Strengthen through incorporation of standards into Scheme where appropriate, refine and remove duplication from policy.
6.18 Town Planning Fees 21 February 2013 Whole of District	Provide guidance on the applicability of fees for planning services, how they are determined and when they are due.	<ul style="list-style-type: none"> <li>Reference to Planning &amp; Development Regulations 2009.</li> <li>Payment of fees due upon application.</li> <li>No refund for refusals.</li> <li>Guidelines for partial refunds upon withdrawal.</li> <li>Waiving of fees for not-for-profit organisations.</li> <li>Forecasting, up-front payment and final auditing of TPS Amendment, ODP and Structure Plan fees.</li> <li>Permit renewal occurs on anniversary of first approval.</li> <li>Subdivision clearance fee based on resultant lots (irrespective of original number).</li> </ul>	Review in relation to content of LPS 4 Scheme Text, refine and remove duplication from policy.
6.19 District Water Management Strategy 21 February 2013 Whole of District	Provide a broad level stormwater management framework and water conservation strategy necessary to support future townsites expansion.	<ul style="list-style-type: none"> <li>Details pre-development environment (geotechnical conditions, environmental assets, potable and wastewater, contamination and heritage land uses).</li> <li>Outlines water management design criteria and objectives (total water cycle management for water conservation, stormwater and groundwater management).</li> <li>Details proposed water management strategy (Potable, wastewater and stormwater design principles &amp; strategies).</li> <li>Outlines requirements for Local Water Management Strategies and Urban Water Management Plans (design and management objectives, monitoring, reporting, staging, technical review and roles and responsibilities).</li> </ul>	Retain. Strengthen through incorporation of standards into Scheme where appropriate. Consider replacing with a short policy advising of an intent to implement the DWMS under the Better Urban Water Management framework.

Policy/Most Recently Adopted/Extent of Application of Policy (Zones)	Purpose of Policy	Key Matters Dealt with in Policy	Recommendation for New Scheme
6.20 Design Guidelines for Exmouth Marina Village Precinct 'B' 21 February 2013 Exmouth Marina – Precinct B	Precinct specific guidelines to ensure a high level of residential construction and amenity, reinforcing its unique coastal location.	<ul style="list-style-type: none"> <li>• Variations discouraged and must be approved by the Shire.</li> <li>• Specified list of land uses and site-specific built form development standards for 10 sub-precincts.</li> <li>• Urban edge to public open space where provided.</li> <li>• Landscaping species taken from Council Landscaping Policy.</li> <li>• Public Domain cannot be altered (unless higher standard).</li> <li>• Minimise crossovers (with maximum widths).</li> <li>• Resident/Employee parking and access from rear, street embayments reserved for visitors.</li> <li>• Prioritise pedestrian access and movements.</li> <li>• Verandas and awnings mandated for commercial, encouraged for residential.</li> <li>• High standard of private signage expected.</li> <li>• CPTED principles and Public Art encouraged.</li> <li>• 2 Storey height limit (3 storeys for iconic mixed use).</li> <li>• Strong emphasis on streetscape &amp; architectural character.</li> <li>• High level of articulation in building facades.</li> <li>• Zero side setbacks commonly promoted.</li> <li>• Private open space (ground, 16m<sup>2</sup>, 3.3m min. dimension).</li> <li>• Buildings and internal fencing to cyclone standard.</li> <li>• Murat Rd fencing (limestone base/pillars permeable insert).</li> <li>• Services sensitively located and screened from view.</li> <li>• Specified external building materials (Maritime Theme).</li> <li>• Minimum roof pitch of 35 degrees, unless 2-3 storeys.</li> <li>• No discharging stormwater into or painting of canal walls.</li> </ul>	Strengthen through incorporation of standards into Scheme where appropriate, refine and remove duplication from policy.
6.21 Design Guidelines for Exmouth Marina Village Precinct 'C' 21 February 2013 Exmouth Marina – Precinct C	Precinct specific guidelines to ensure a high level of residential construction and amenity, reinforcing its unique coastal location.	<ul style="list-style-type: none"> <li>• Variations discouraged and must be approved by the Shire.</li> <li>• Limited number of tourist/hospitality land uses specified.</li> <li>• Strong emphasis on streetscape &amp; architectural character.</li> <li>• Two-storey development encouraged, particularly where view corridors are accommodated between buildings.</li> <li>• 0-40-degree roof pitches.</li> <li>• High level of articulation in building facades.</li> <li>• Creation of private outdoor spaces.</li> <li>• 5m street &amp; beach setback (with allowance for protrusions).</li> <li>• Central facilities building to include landmark feature.</li> <li>• Use of water efficient landscaping in a themed manner.</li> <li>• Specified, limited crossovers for aesthetics and safety.</li> <li>• Integrated, safe path network to be established.</li> <li>• Parking conveniently located but screened from view.</li> <li>• External fencing to be semi-permeable, no internal fencing (other than for safety).</li> </ul>	Strengthen through incorporation of standards into Scheme where appropriate, refine and remove duplication from policy.

Policy/Most Recently Adopted/Extent of Application of Policy (Zones)	Purpose of Policy	Key Matters Dealt with in Policy	Recommendation for New Scheme
6.22 Sand & Dust Control on Private Property 21 February 2013 Whole of District	Provide guidance to ensure works, subdivisions and significant developments are carried out in such a way as to minimise dust and sand nuisance.	<ul style="list-style-type: none"> <li>Dust Management Plan required prior to Building Licence (where land area exceeds 2000m<sup>2</sup>, close to urban area, likely to generate dust in adverse conditions and significant development – ground floor area 300m<sup>2</sup>+).</li> <li>Standards to meet DEC guidelines – Land Development Sites and Impacts on Air Quality – A guideline for the Prevention of Dust and Smoke Pollution from Land Development Sites in WA (DEP 1996).</li> </ul>	Review in light of provisions inserted into LPS 4 Scheme Text.
6.23 Second-hand Buildings & Second-hand Building Materials 21 February 2013 Whole of District	Provide guidance for the relocation of second-hand buildings and use of second-hand building materials to ensure development is sympathetic to neighbourhood character.	<ul style="list-style-type: none"> <li>Local government inspection or structural certification required.</li> <li>Building Licence supplemented by plans and photos.</li> <li>Bond/Bank Guarantee of \$10,000 to ensure completion.</li> <li>Likely conditions of approval.</li> <li>Exclusion of second-hand materials within Town Boundary.</li> <li>Shire permission required outside Town Boundary.</li> </ul>	Strengthen through incorporation of standards into Scheme where appropriate, and revoke policy.

Following the gazettal of LPS 4, the Shire’s Local Planning Policy Manual will need to be updated, given the inclusion of various elements of existing LPPs as Scheme text provisions. This can be undertaken by the Shire as an omnibus modification, with the modified Policy Manual able to be adopted *en bloc* for advertising and consideration for final adoption by the Council under the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Regulation 79 of the *Planning and Development (Local Planning Schemes) Regulations 2015* states that all planning instruments made under the *Planning and Development Act 2005* continue in force as an instrument of the same type under the new *Regulations*, including local planning policies.

## 2 LOCAL PROFILE

### 2.1 THE EXMOUTH ENVIRONMENT

#### 2.1.1 CLIMATE

Exmouth experiences a semi-arid climate, with hot summers with daily maximum temperatures typically between 30C and 40C, and cooler winters with maximums generally around 25C.

Exmouth is located in the most cyclone prone section of the Australian coast. Cyclone frequency and intensity is extremely variable from year to year; however, cyclones are more frequent during the December to April period.

Based on the Bureau of Meteorology's Learmonth rainfall station (station 005007), the long-term average rainfall is 258 mm/year; however, this is dependent on monsoon low pressure systems, thunderstorm activity and the passage of tropical cyclones.

The winds at Learmonth are dominated by the land/sea breeze effect, with southerly winds in the morning and north/north-easterly winds in the afternoon. This effect causes wind variations on a daily time scale and influences the wave climate.

#### 2.1.2 LANDFORM AND GEOLOGY

The topography and landform of the Exmouth area is dominated by Cape Range anticline, a north south linear range that rises to approximately 30m AHD. The range itself is composed of sandstone and limestone with the edges of the range falling away steeply into deep canyons, however the coastal terrain at the Exmouth Gulf is typically flat at the base of the range.

Surface geology within Exmouth consists mainly of alluvial, diluvial and colluvial deposits, predominantly sand.

The Cape Range drains to the Indian Ocean and Exmouth Gulf. The Exmouth townsite is in a location where the geology consists of limestone and dunes, with several creeks flowing to Exmouth Gulf. The dunal system can cause floodwater to pool behind the dunes, resulting in floodplains within the townsite.

The bedrock comprises mainly exposed Tulki Limestone, and contains sections of high-grade limestone. The Shire contains mineral resources including sand, aggregate, clay and limestone. Limestone and other basic raw material deposits occur within the Shire area, and are subject to granted mining tenements and pending tenements.

It is expected that there will be future proposals for access to limestone resources within and beyond existing lease areas. Any future application would need to take into account requirements under the *Environmental Protection Act 1986* and the *Mining Act 1978*.

The area is prospective for hydrocarbons in the sedimentary rocks of the Northern Carnarvon Basin. The Cape Range and Rough Range anticlines are highly prospective.

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### 2.1.3 FLORA AND FAUNA

#### 2.1.3.1 FLORA

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Despite its aridity, the Cape Range is very rich in flora with a range of habitat types found over the Peninsula. The Peninsula is situated in the Carnarvon Botanical District of the Eremacean Botanical Province, which extends from Shark Bay northwards to the Exmouth Gulf, and is dominated by arid, perennial shrub associations. The distribution of vegetation across the Peninsula generally varies with geology and geomorphology, and a number of unique minor vegetation complexes can be found in the areas that are confined to the Cape Range.

#### 2.1.3.2 FAUNA

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Terrestrial fauna is rich and diverse in the region, particularly the reptile species. There are fourteen species present which have been declared rare or are likely to become extinct.

Two types of subterranean fauna, troglobites (terrestrial) and stygofauna (aquatic) can be found in the area, inhabiting the extensive karst formations which have contributed to the possible identification of the region as a World Heritage Site. The stygofauna found in the Cape Range peninsula contains classes, orders, genera and species not otherwise found in the Southern Hemisphere. At least 55 species of troglobites also give the peninsula some of the most diverse karst fauna in the world.

Protection of the caves, karst formations and subterranean waterways of the Cape Range will be of critical importance in maintaining the biodiversity of fauna in the region.

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### 2.1.4 HYDROLOGY

The groundwater of the Cape Range Peninsula occurs in confined and unconfined aquifers. The unconfined aquifer of porous limestone along the eastern slopes of Cape Range between Learmonth and Exmouth contains substantial potable groundwater resources. This aquifer supplies Exmouth's water supply and is replenished by direct infiltration of rainfall and runoff from storm events on the Range. The groundwater discharges into the Exmouth Gulf and, in addition to the effects of seasonal recharge, there is a natural variation in groundwater levels and the extent of saltwater intrusion due to tidal fluctuations in the Gulf.

The upper part of the aquifer is permeable karst, while the underlying limestone is less permeable. In general, a 20-30 m thick layer of fresh groundwater overlies a saltwater wedge, with the transition zone located about 5 km from the coast. The overlying fresh groundwater diffusion zone in the karstic aquifer is a major subterranean habitat (refer section 2.1.3.2).

The water supply for the Exmouth townsite is drawn from the northern part of this aquifer. The Water Corporation has operated the borefield for an extended period of time and has not reported any evidence of reduced freshwater availability. In the northernmost sector of the borefield, there is evidence of increasing salinity in bores with high abstraction rates and in the vicinity of domestic bores.

The coastal dunes of the Cape Range retain runoff to capture ponded water behind the coastal dunes, providing a suitable environment in low lying areas for sparse vegetation species. The upper reaches of the catchments feature exposed, fractured limestone, allowing rainfall runoff to infiltrate directly into the groundwater aquifer, except in heavy rainfall events.



## 2.1.5 FLOODPLAINS

Exmouth townsite and North West Cape generally are significantly impacted by the drainage catchments originating from the Cape Range. The Exmouth region generally is subject to cyclones, which cause strong winds and storms leading to inundation of the coastal zone. More frequently, flooding of the coastal plain occurs as a result of the combination of rain, high tides and low-lying landform. Flooding associated with run-off from the Cape Range and storm/cyclone events is of particular concern, with the Exmouth townsite having experienced three recent flood events that have dominated the records of major flood events for Exmouth. These events included severe Tropical Cyclone Vance in March 1999 and significant winter rain events that occurred in June 2002 and April 2014. Damage to property, roads and the boat harbour was notable during both flood events.

To date, development in the context of flood management within Exmouth, has been guided by recording evidence of past flooding events, hydraulic modelling undertaken to support the development of the Exmouth Marina Village and the hydrologic and hydraulic modelling undertaken by the Department of Water and Environmental Regulation (DWER) to inform the recommendations of the *Exmouth Floodplain Management Study* (SKM, 2007). In 2014, Hyd2o with advice from the DWER, investigated the surface water catchments generally south of the Exmouth townsite and east of the Cape Range and provided floodplain mapping of the 100year ARI event for four key catchments. A summary of the 2007 and 2014 report recommendations is outlined below.

### EXMOUTH FLOODPLAIN MANAGEMENT STUDY (SKM, 2007)

The *Exmouth Floodplain Management Study* maps the 100-year ARI floodplain within the Exmouth townsite area. Detailed hydrologic and hydraulic modelling delineates the high flood hazard area (floodway) and the low flood hazard area (flood fringe). The 'floodway' has no development potential; whilst the future land use decisions/development potential within the 'flood fringe' is subject to DWER assessment to ensure there is no detrimental impact on the existing 100-year ARI flooding regime. A series of non-structural and structural flood mitigation measures are also outlined by the study, as shown **Table 3**, which have been or are to be implemented by the Shire of Exmouth such as the upgrading of the Market Street Bund and associated development setbacks and minimum finished floor levels.

**TABLE 3 FLOODPLAIN MANAGEMENT STRATEGY RECOMMENDATIONS**

Flood Mitigation Measure	Description	Recommendation
Structural	LIA Creek Improvements	The improvement of drainage structures where LIA Creek crosses Reid Street and the extension and upgrade of floodway levees to contain the 100 year ARI flow in bank for conveyance to the east of Murat Road.
	Replacement / Upgrading of Market Street Bund	Engineering assessment of the Market Street Bund for adequacy. Raising and extending the levee and potentially replacing/upgrading the existing structure to convey Market St Creek across Murat Road.
	Murat Road Causeways	<ul style="list-style-type: none"> <li>Initial work to upgrade the crossing of Mortiss Street Creek over Murat Road to allow for the increased flow due to the Market Street bund.</li> <li>The gradual replacement of floodways along Murat Road with culvert or bridge structures to increase accessibility along Murat Road to the Town Centre during flood events.</li> </ul>

Flood Mitigation Measure	Description	Recommendation
Non-Structural	Land Use Planning	Identify 'floodway' (high hazard) and 'flood fringe' (low hazard) areas in the Shire's planning documentation (Townsite Structure Plan, Local Planning Strategy, Local Planning Scheme, Local Structure Plans) to promote appropriate planning and development controls for future development with due regard to 100 year Recurrence Interval (ARI) floodplain mapping.
	Building Development Controls	Setting of minimum floor levels for future developments to ensure adequate 100 year ARI flood protection.
	Flood Emergency Response Planning	Planning for flood emergencies by ensuring plans are in place for evacuating isolated communities and avoiding damage or isolation of critical Council and emergency services infrastructure.
	Streamflow / rainfall gauging, data collection and ongoing review	Installation of streamflow and rainfall gauging to provide ongoing data. This will enable the finding of this study to be monitored and reviewed.

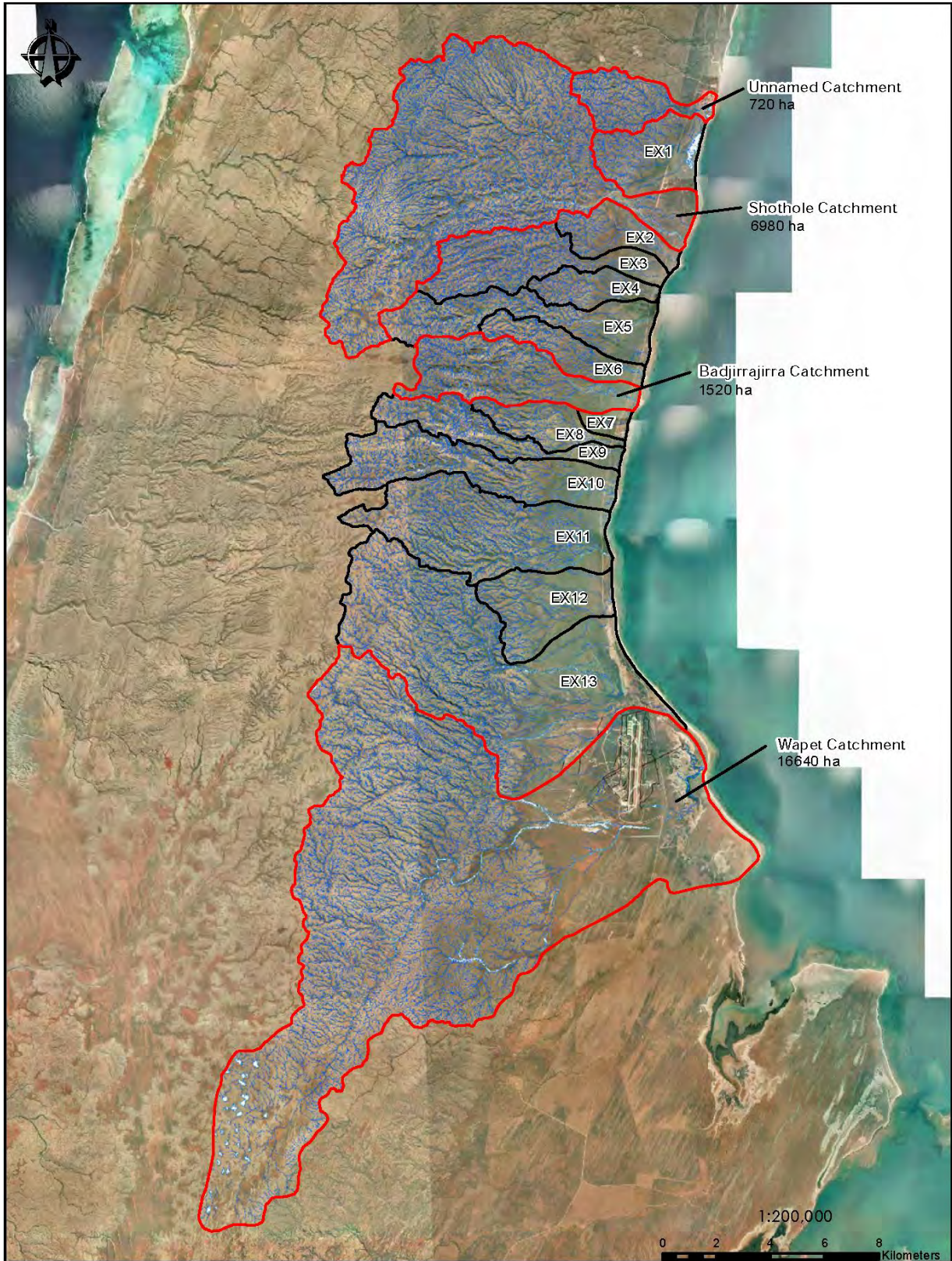
(Source: SKM 2007)

#### EXMOUTH HYDROLOGICAL STUDY (HYD20, 2014)

The *Exmouth Hydrological Study* was undertaken by Hyd2o to inform the Local Planning Strategy recommendations for floodplains between the Exmouth townsite and Learmonth RAAF Base. Water catchment mapping was undertaken by Hyd2o for watercourses identified in **Figure 2** flowing from Cape Range to the Gulf of Exmouth with catchment sizes ranging from 150ha to 16.6ha, catchment sizes significantly larger than modelled by the SKM 2007 Study.

Hyd2o provided estimates of peak flows from four key catchments identified in **Figure 2** namely Unnamed Creek, Shothole Creek, Badjirrajirra Creek and Wapet Creek using available watercourse mapping datasets from the DWER and 5m elevation contours. The resulting Estimated 100-year ARI floodplain mapping is viewed as a guide to development setbacks with more detailed survey and hydrological investigations being required if development is proposed immediately abutting a defined floodplain. The floodplain mapping has been referenced onto the Strategy plans.

The recommendations of the study are set out in **Table 4** discussing the main conclusions and recommendations for the four key catchments as well as recommendations for future detailed planning or development.



**FIGURE 2 LOCATION OF HYDROLOGICAL STUDY FLOODPLAINS (SOURCE: HYD20 2014)**



**TABLE 4 HYDROLOGICAL STUDY CONCLUSIONS AND RECOMMENDATIONS**

Study Area of Interest	Conclusions and Recommendations
Unnamed Creek	The area of inundation at downstream end was influenced by the modelled tidal condition. The floodplain width was narrowest (60m) near the coast where the channel banks are incised. Near the Minilya-Exmouth Rd the estimated flood width was 350 m, which resulted from a shallow right bank that allows for overtopping and inundation of a comparatively wide, low-lying area.
Shothole Creek	Shothole Creek is difficult to model due to the coarse topography and the use of a 1D model due to the geometry of the channel. This flow behaviour is best modelled using 2D flood modelling. Shothole Creek may cause some flooding to the existing Exmouth Aerodrome. Depending on the extent of proposed development in the Shothole Creek area it is recommended for more detailed 2-D modelling be undertaken to define the extent of the floodplain and establish suitable flood levels to inform development.
Badjirrajirra Creek	The modelled flood width for Badjirrajirra Creek downstream of the Minilya-Exmouth Rd is reasonably constant ranging from 90 to 110 m. Its widest section is upstream of the powerline corridor with an estimated flood width of 320 m. In this area there are a number of ephemeral stream tributaries, which would appear to receive floodwaters from the main channel during large events.
Wapet Creek	The Wapet Creek is a large catchment with only a single outlet to the coast which results in a large low-lying area being inundated as shown in [Figure 7 of the Hyd2o Study]. This is similar to the Exmouth townsite where limited outlets exist and ponding of floodwater between Murat Rd and the Coastal dunes occurs. Modelling indicates that Minilya-Exmouth Rd would be inundated over a very wide area in this catchment.
100 year ARI floodplain mapping	The 100-year ARI floodplain mapping resulting from the Hyd2o Study is considered a best estimate given the coarse scale of currently available topographic data for the study area, and the application of the modelling techniques described in the report. All flood heights and widths should be considered indicative only, subject to more detailed local modelling as/if required to inform more detailed stages of planning. For any proposed development located in proximity to the areas defined in the Hyd2o Study, a detailed survey and hydrological investigations are undertaken to inform future planning and design.

(Source: Hyd2o 2014)

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## 2.1.6 COASTAL ENVIRONMENT

### 2.1.6.1 COAST AND FORESHORE SOUTH OF TOWNSITE

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The *Exmouth South Structure Plan* provides the following summary for the coast and foreshore:

*“The coast and foreshore within the area is characterized by lengthy beaches separated intermittently by low and exposed limestone bedrock along the western gulf shoreline, and by low beaches and mangrove tidal flats in the southern portion. The beaches are typically backed by low vegetated sand dunes which are occasionally broken by creek mouths. Landward of the dunes contains some low-lying areas where the flood fringe spreads during high rainfall events or periods of inundation from storm surge events” (TME 2013, 18).*

### 2.1.6.2 EXMOUTH TOWNSITE

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A single linear dune parallel to the coastline and narrow beaches are evident along the coastline in this locality. Littoral drift occurs in two directions: from Exmouth north to Point Murat; and from Exmouth south towards Learmonth. This regime helps maintain the dune system, however this does not have much impact as little change in the shape of the coastline has occurred over the past 25 years (Coast Wise 2001, 25). Dunes have heights up to 15 metres in vicinity to the townsite, and become lower moving southwards to the Bay of Rest. These dunes serve as important barriers to high sea events and provide protection for the coastal plain (Coast Wise 2001, 25).

Rainfall can cause overland flows within the creek system draining the coastal plain, and large quantities of sediment can be injected into the nearshore zone.

The beach is generally not impacted by normal wave conditions, however storm surge and waves associated with cyclones are of high energy and act by scouring sand from the beach face and dunes, leaving exposed rock platforms and creating sandbars (Coast Wise 2001, 45). Severe cyclones can create sufficient storm surge and waves to wash over small dunes and destabilise larger dunes. The re-stabilisation processes following cyclones are slow for repairing eroded dunes and damaged vegetation.

The eastern coastline in proximity to the Exmouth townsite is popular for swimming, fishing, boating and diving by virtue of the typical low energy wave climate of the Gulf (Coast Wise 2001, 45). Vehicles are permitted to access the beach by way of informal tracks from roads.

Key nodes on the foreshore include the golf club house, the yacht club and adjacent town beach, and the Exmouth Boat Harbour. There is no footpath or boardwalk along the foreshore, and most foot traffic occurs informally along the beach.

### 2.1.6.3 COASTLINE NORTH

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Vlamingh Head is the northerly point of the Cape Range and is characterised by a dominant ridgeline, with dramatic gradient changes to the coastline. The coastline is dominated by shore-parallel beach ridges often immediately adjacent to the shoreline and typically backed by parabolic dunes (WAPC, n.d.). Many beaches fringing the reef on the north and west coast, particularly within the Jurabi Coastal Park, are nesting sites for several species of marine turtles and seabird rookeries.

The Jurabi Coastal Park dune ridges are noted to be unstable and DBCA would continue to study the reasons for the instability.

Some Samphire flats are within Lyndon Location 44 and are subject to tidal influences. Samphire flats are of considerable significance to migratory birds. Vegetation is mostly a shrub steppe dominated by acacias, Spinifex and stunted eucalypts (CALM 1999).

The coastline north of Exmouth is under the care of the State and Commonwealth governments. DBCA manages the coastline contained in the Jurabi Coastal Park and Bundegi Park.

#### 2.1.6.4 WEST COAST

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The west coast is fringed by the Ningaloo Reef, with small gaps in the reef only in the northern part. Wave energy is diminished at the coast because the reef terraces protect the coastline. Mangroves as a result are found in some locations.

Storm surge of many metres may develop during cyclone events. The storm surge can result in higher waves reaching the coast and creating ridges along the coastline formed out of coral, rock, sand and other fragment materials (Scheffers et al 2008).

Over geological time the North West Cape has been subject to water level rise and inundation of areas, as a result of tsunamis. Tsunamis may occur on the northern WA coast every 10 to 20 years due to earthquakes in the Indonesian region (TME 2013, 19).

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#### 2.1.7 NATURAL HERITAGE

The natural environment of the North West Cape has been recognised as being of significant importance as acknowledged by its part inclusion on the National Heritage List and as a World Heritage site. **Figure 3** illustrates the World Heritage Boundary which includes the Ningaloo Coast and the Cape Range National Park. Existing national, state and local laws, regulations and plans for the Ningaloo Coast will remain in place and continue to guide management and decision making in the area. The *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides legal protection for World Heritage values. The EPBC Act requires referral of proposals if they will significantly impact World Heritage values, even if the proposal is located outside of the World Heritage Area.

From a regional perspective, the Cape Range itself is a significant natural feature providing a prominent backdrop to the coastal plain of the study area surface expression extending for approximately 80km, 10-20km wide and up to 300m in height. It comprises ancient weathered gorges dissected by creeks and drainage channels that flow through to the coastal plain. The Cape Range Peninsula and associated fringing Ningaloo Reef constitutes an extensive karst system of national and international significance. Other notable physical features within the study area include:

- Shothole Canyon and Charles Knife Canyon;
- Jurabi and Bundegi Coastal Park and Muiron Islands Park;
- Vlamingh Head and the Vlamingh Lighthouse;
- Yardie Creek; and
- Extensive mangrove areas along the Exmouth Gulf.



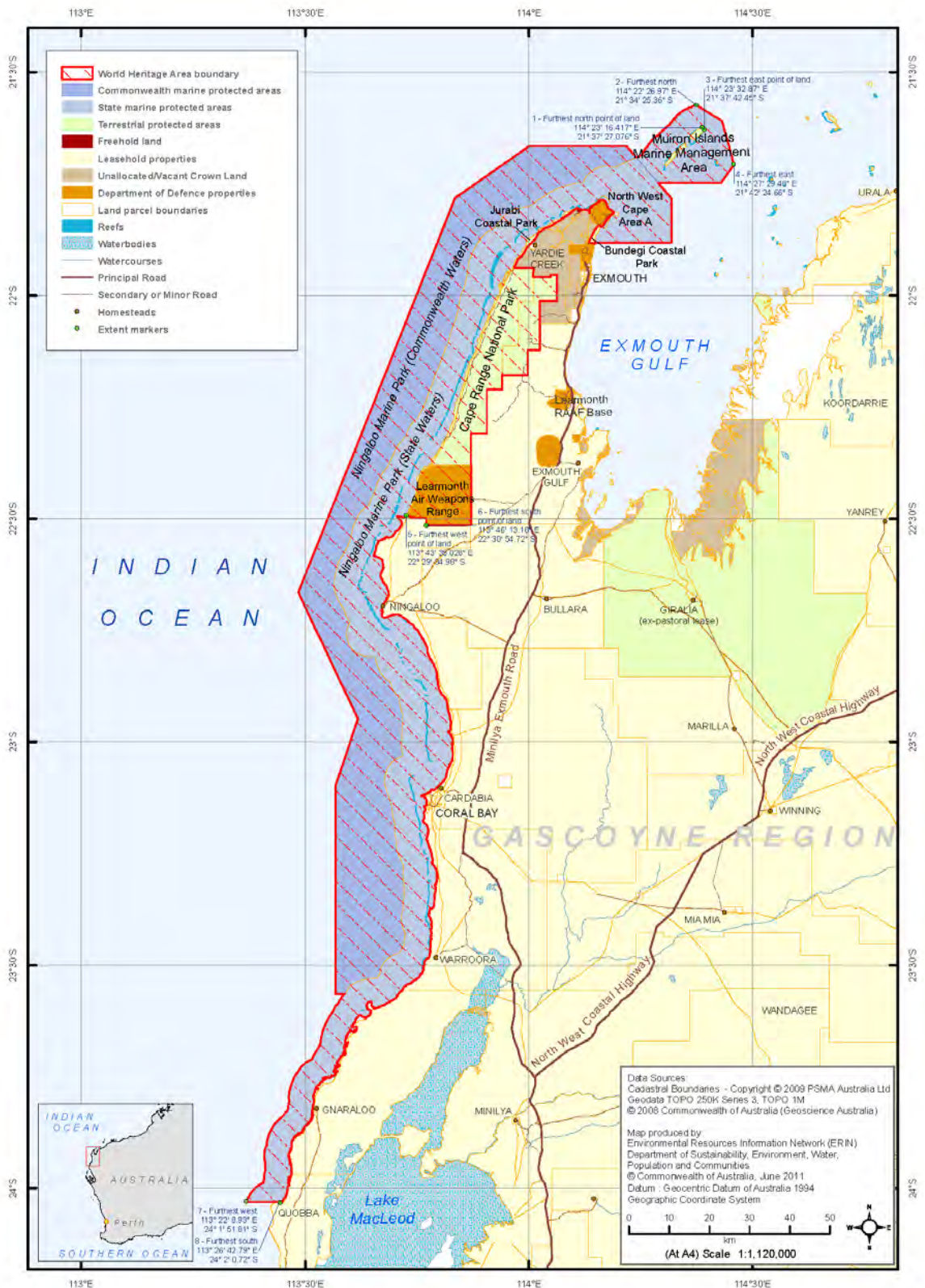


FIGURE 3 WORLD HERITAGE AREA BOUNDARY (SOURCE: GEOSCIENCE AUSTRALIA 2008)

## 2.1.8 ABORIGINAL HERITAGE

The Cape Range peninsula has significant archaeological heritage. It provides the earliest confirmed evidence of Pleistocene marine resource use in Australia, and it has an important role in the conservation of Indigenous culture. Aboriginal habitation of the North West Cape and Exmouth area is thought to have commenced at least 38,000 years before the present, and it continues to the present day. The North West Cape area is of ongoing cultural significance to Aboriginal people and to the Gnulli Native Title Claimants Group, recognised by the Aboriginal community as custodians of Aboriginal culture for the area. Archaeological surveys undertaken in the area, and the wealth of material uncovered, indicate that the peninsula is also important because it provides unique opportunities for increasing contemporary understanding of traditional Aboriginal life.

Terra Rosa CRM was commissioned to prepare a *Desktop Report of Known Aboriginal and European Heritage Places and Values within the Shire of Exmouth LPS Area* (2013). To inform the desktop analysis, consultation with the Yamatji Marlpa Aboriginal Corporation (YMAC) as the agents of the Gnulli Traditional Owner Group, was also undertaken. The report provides an overview of the extent and nature of any known heritage places and has considered the potential for a community engagement process for the development of heritage protocols (such as a Cultural Heritage Management Plan) or interpretation strategies within tourism developments.

A summary of recommendations of the Terra Rosa CRM (2013) desktop report is set out in **Table 5**.

**TABLE 5 TERRA ROSA CRM DESKTOP REPORT RECOMMENDATIONS**

Recommendation	Discussion
1. Any future planning should take into account the heritage places, sites and constraints identified within the Desktop report.	The Shire of Exmouth should ensure that the findings of the desktop reporting be forwarded as baseline data to any prospective developments, in order to inform the initial conceptual and planning stages of projects.
2. There is considered to be a high potential for any development on the Exmouth peninsula to have significant impact upon heritage places both known and unknown.	The desktop research identified there are numerous and varied heritage sites throughout the Shire of Exmouth. These sites include Indigenous, historic and maritime heritage sites, as well as the World Heritage Site. These sites represent an incomplete record as there has not been a systematic survey of the entirety of the shire, but are indicative that there is a rich cultural, historic and natural heritage within the area. The Aboriginal heritage sites in particular are widespread, complex and in many cases fragile; with the majority consisting of sites within coastal dunes and mangrove environments.
3. In areas where development is proposed, the Shire of Exmouth should ensure a heritage survey to further “ground truth” areas of particularly high significance is undertaken to assist forward planning.	The mapping illustrating the cultural sensitivities within the areas detailed in the desktop report, should be used for planning purposes only. It represents the heritage information that is available to the author at this time, and has not been assessed in great detail in the field. A small survey / site verification could be conducted focusing on the highly significant sites in order to ascertain the likely impact.
4. Should development be proposed to utilise areas in which heritage places have been identified, it is advised the developer consult with the Gnulli Traditional Owners and arrange assessment of heritage places to a site identification standard prior to applying to disturb the areas under s18 of the <i>Aboriginal Heritage Act 1972</i> .	At the planning stage proponents should first contact YMAC in order to establish an arrangement / agreement to conduct heritage surveys and formally assess the proposed development areas. Unless this is conducted under an existing heritage agreement, this process may need to be instigated. The method of survey will require a detailed level of recording of heritage sites within the area, and will enable the proponent to lodge permission to disturb these sites as needed. (It is an offence to disturb an Aboriginal heritage place without prior written permission to do so under s16 or s18 of the <i>Aboriginal Heritage Act 1972</i> . Heavy financial penalties can be applied against individuals or corporations who disturb a heritage place, whether knowingly or unknowingly).

Recommendation	Discussion
5. Should development be proposed that is likely to impact on any artefact or area protected under the <i>Shipwrecks Act 1976</i> , it is advised that approval from the Minister for Environment, Heritage and the Arts be obtained.	Refer requirements of the <i>Shipwrecks Act 1976</i> .
6. Should development be proposed which may impact on any heritage place listed on the State Heritage Register, it is advised that the developer contact the Department of Planning, Lands and Heritage for further advice.	Refer requirements of the <i>State Heritage Act 1990</i> .
7. It is advised that any person who proposes to take an action which may impact on the World Heritage values of a UNESCO World Heritage site should consult the Environment Minister who will assess if the action requires approval under the EPBC Act.	Refer requirements of the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> .
8. It is advised that a comprehensive review of the Municipal Inventory be undertaken.	<p>During this review it is recommended that all non-Aboriginal heritage places and Aboriginal heritage places of state significance within the Shire of Exmouth are reviewed and assessed for inclusion. This should be conducted in accordance with the Department of Planning, Lands and Heritage publication <i>Basic Principles for Local Government Inventories (2012a)</i>; State Planning Policy 3.5 (2007); the <i>Burra Charter (2013)</i> and the <i>State Heritage Act 1990</i>. Further, it is advised that the significance of these heritage places be graded based on the Department of Planning, Lands and Heritage publication <i>Criteria for the Assessment of Local Heritage Places and Areas (2012a)</i>.</p> <p>Upon the completion review of the Municipal Inventory is completed, it is advised that it be updated annually and reviewed every four years in accordance with the <i>State Heritage Act 1990</i>.</p>

(Source: Terra Rosa CRM 2013)

### 2.1.8.1 ABORIGINAL HERITAGE RESEARCH RESULTS

The Aboriginal Heritage Inquiry System (AHIS) search identified 81 registered Aboriginal heritage places and 31 Other Heritage Places (OHP) within the study area. Of these sites, 20 registered sites and 17 OHPs are located in the eastern portion of the Exmouth Peninsula (area the focus of possible future development). The search also revealed that there are 28 registered reports relevant to the Shire of Exmouth. Following identification of the known Aboriginal and European heritage places, areas of cultural sensitivity were mapped with gradients of High, Medium and Low for the purposes of the Shire's risk assessment for future planning. In general terms the key overall conclusions from the research and the sensitivity mapping include:

- Largely the areas have a high potential for undiscovered sites to be present;
- Forward planning should consider the documented evidence of coastal dunes containing human burials;
- Several key sites of ethnographic importance have previously been identified; and
- The area represents a very rich history of occupation spanning 35,000 years, and any development should be designed where possible to conserve any heritage values identified.

Registered Aboriginal Heritage Places and OHPs have been mapped for inclusion on the Shire of Exmouth's Local Planning Strategy maps to guide future planning.

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### 2.1.9 NATIVE TITLE

The Native Title Act 1993 provides for the recognition and protection of Aboriginal and Torres Strait Islander people's native title rights and interests.

When planning for urban growth and development, native title is an important consideration as land in and around towns that may be identified as appropriate for certain development options may be subject to a native title claim or determination.

The Shire of Exmouth is the subject of a registered native title claim by the Gnulli people. Before this native title claim is determined, Crown land within the registered claim area (in particular Unallocated Crown Land and Unmanaged Crown Reserves) should be treated as if native title rights and interests exist.

A 'future act' process under the Native Title Act 1993 must be undertaken where a grant of land tenure is proposed for Crown land, to address a registered native title claim. However, in some cases land subject to a long period of exclusive land tenure may not require this (e.g. historical freehold grants & long-term Crown leases – excluding pastoral leases). Valid compulsory acquisitions and registered Indigenous Land Use Agreements (ILUAs) can also address a registered native title claim over an individual parcel of land.

Further information and advice on addressing native title for individual parcels of Crown land can be obtained from Department of Planning, Lands and Heritage, Land Use Management Division.

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### 2.1.10 HISTORIC HERITAGE

The North West Coast as an area has been referred to since 1618 when the first recorded landing by non-Aboriginals on the North West Cape was by the Dutch ship *Mauritius*. Two centuries later in 1801, French ships visited the area and named Cape Murat. In 1911 and 1912, two lighthouses were built on Point Cloates and Vlamingh Head coinciding with the establishment of the Point Cloates Whaling Station that operated intermittently until 1957. The Vlamingh Head lighthouse was de-commissioned in 1967. Pastoral leases were progressively acquired following WA being named a British Colony and covered the full extent of the North West Cape. In 1942 the US Navy established a submarine base in Exmouth and extensive facilities were built adjacent to where the Learmonth RAAF Base now operates. The facility was bombed by the Japanese in 1943 and finally closed in 1945 after extensive cyclone damage. Exmouth townsite emerged as the principal settlement area on the North West Cape and in 1963 became a gazetted townsite to support the US Navy Harold E. Holt Naval Base and Communication Station.

#### 2.1.10.1 HISTORIC HERITAGE RESEARCH RESULTS

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The State Register of Heritage Places is maintained by the Department of Planning, Lands and Heritage, which represents a statutory list of places of State cultural heritage significance. There are currently three State-listed places within the Shire; the Point Cloates Lighthouse and Quarters (ruins) and Norwegian Bay Whaling Station located at Ningaloo; and the Vlamingh Head Lighthouse Group located at North West Cape. Additionally, 40 places of local, state, national or international significance within the Shire of Exmouth were identified and recorded in the Terra Rosa CRM (2014) desktop report, many of which are included in the Shire's municipal heritage inventory. Consultation with the WA Maritime Museum also confirmed 39 shipwrecks have been identified and registered along the Exmouth coastal area. In addition, the Museum highlighted the high potential for unrecorded shipwrecks and maritime heritage to be present on the eastern side of the Exmouth peninsula.

Built heritage within Exmouth is recorded in the Shire's Municipal Inventory produced in 1998. The State Heritage Act 1990 requires that a municipal inventory be updated annually and reviewed every four years. Whilst the inventory is in need of review, important heritage buildings and places have been listed (inclusive of state registered heritage) as follows:

- Point Cloates Lighthouse & Quarters (ruins)
- Tantabiddi Well
- Yardie Creek
- Cape Range National Park
- Residence, 72 Allen Street
- Bundegi-Cape Well
- Fairy Queen Shipwreck
- Naval Communications Station (Harold E. Holt)
- Vlamingh Head Radar
- Yardie Creek Homestead
- VLF Towers, Harold E. Holt Naval Communication Stn
- Staff House
- Cape Range No. 1 Oil Well
- Cape Range No. 2 Oil Well
- Transit House
- Exmouth War Memorial
- First Trees planted in Exmouth
- Shire Library
- Community Hall
- Exmouth Police Station, Lockup & Quarters
- Exmouth Fire Station
- Vlamingh Head Lighthouse Quarters
- F J Reddy's Grave
- Vlamingh Head Lighthouse Group
- Vlamingh Head Lighthouse
- Wapet Jetty (ruin)
- RAAF Base Learmonth
- Learmonth Air Weapons Range Facility
- Operation Potshot – Site
- Pier – Pt Murat
- Shothole Canyon and Road
- Giralia Station
- Charles Knife Road
- Ningaloo Marine Park
- Norwegian Bay Whaling Station
- Fin Shipwreck
- Perth Shipwreck
- Rough Range No. 1 Oil Well
- Zvir Shipwreck



### 2.1.11 PLANNING IMPLICATIONS

- The dry climatic conditions of Exmouth will mean the provision of a suitable water supply is likely to be limited to groundwater resources, requiring continued protection of this resource. In addition, the occurrence of tropical cyclones and major storm events will impact decisions regarding the location and design of buildings and infrastructure.
- The ongoing pressure for basic raw materials and petroleum exploration will have a bearing on the environmental attributes within the Shire, which have an aesthetic, landscape and tourism value which contributes to the lifestyle qualities of the town. It will be important for limestone mining and hydrocarbon exploration to be weighed against the economic value of the natural environment, which could be irreversibly damaged. The World Heritage Listing of the Ningaloo Coast and Cape Range provides a level of protection.
- The hydraulic and hydrological modelling undertaken for the Exmouth townsite and south to Learmonth indicates that development will need to have regard to the flood regimes of the locality, together with undertaking detailed modelling where required to ensure development does not create downstream or upstream impacts on existing floodplains. The recommendations within the *Exmouth Floodplain Management Strategy* (SKM, 2007) and the *Exmouth Hydrological Study* (Hyd2o, 2014) should be considered in relation to any proposed use or development of land, including subdivision. The recommendation has been reflected by the Strategy mapping including the definition of:
  - a) High hazard (floodway) and low hazard (flood fringe) areas, assuming the implementation of structural flood mitigation measures within the townsite boundary, (refer **Table 3 section 2.1.5**), where future land use decisions/development potential is subject to hydraulic modelling and assessment by the Department of Water and Environmental Regulation (DWER).
  - b) Estimated 100 year Floodplain of creeklines within four key catchments south of Exmouth townsite (refer **Table 4 section 2.1.5**), where detailed survey and hydrological investigations will be required inform future planning and design.
- Future development along the coast will need to have regard to risk management and adaptation to mitigate coastal hazards, to define the level of acceptable risk, and be prepared in accordance and consistent with SPP2.6.
- Future planning and development should take into account the recommendations of the *Desktop Report of Known Aboriginal and European Heritage Places and Values within the Shire of Exmouth* (2013) to ensure the protection and management of known Aboriginal and European heritage places. Further archaeological and ethnological surveys will be required to accompany development applications give the high potential for heritages places (both known and unknown) to be impacted on the North West Cape.
- The Shire's Municipal Inventory of important heritage buildings and places was prepared in 1998, and consistent with legislative requirements is in need of review. This review will provide the opportunity to consider adding or removing places or locations, and to ensure that heritage protection is undertaken in accordance with best practice.



## 2.2 SOCIAL PROFILE

### 2.2.1 POPULATION CHARACTERISTICS

#### 2.2.1.1 EXISTING POPULATION

The Gascoyne region is comprised of the Shires of Exmouth, Carnarvon, Upper Gascoyne and Shark Bay, and at the 2016 Census (usual place of residence) had a total population of 9,485. The Shire of Exmouth accounts for a quarter of the regional population, being 2,728 in 2016.

There is a significant seasonal population increase in Exmouth not represented in population forecasts, as a result of a visiting population such as tourists and seasonal workforces. The population of the Shire swells to an estimated 6,000 persons at the height of the tourist season and it is estimated that one-fifth of the visiting population is in Exmouth for work purposes. For example, of the 4,960 persons counted on Census Night 2016, 2,728 persons were enumerated as residents.

#### 2.2.1.2 POPULATION GROWTH FORECASTS

*WA Tomorrow* (WAPC 2015) documents population projections for each of the LGAs in WA as a tool for forward planning. For the purposes of the Local Planning Strategy, *WA Tomorrow's* 'medium' population forecast range has been adopted (Band C) in extrapolating population figures for Exmouth, as per **Table 6** below. Band E (high) forecasts have been referenced for comparison purposes.

TABLE 6 SHIRE OF EXMOUTH POPULATION AND DWELLING FORECASTS FOR 2016 – 2026

2016 Population	Annual Average Growth Rate 2011 – 2016 (%)		2026 Population	Annual Average Growth Rate 2016 – 2026 (%)	No. of additional dwellings required (2.5 persons per household average)
2,728 (ABS)	0.32%	WA Tomorrow Band C (medium)	2,880	1.0%	168
		WA Tomorrow Band E (high)	3,330	2.5%	344
		Aspirational Population Scenario A	4,367	5.3%	759
		Aspirational Population Scenario B	5,635	8.0%	1,266
		Estimated peak population	13,135	n/a	n/a

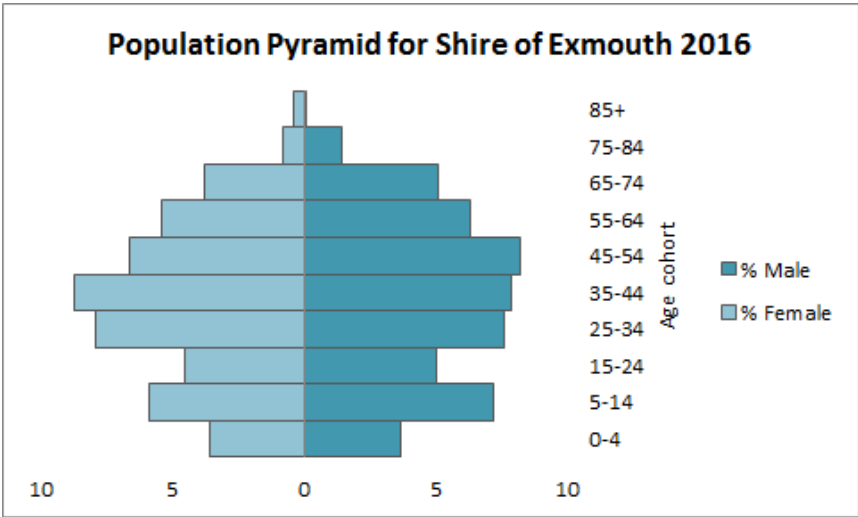
(Source: *WA Tomorrow 2015*, ABS 2016)

**Table 6** above shows that, adopting a ‘medium’ growth rate prediction of 1 percent (which would mean a population increase between 2016-2026 of 421 persons), approximately 168 new dwellings would be needed to achieve the percentage growth in population of 2,880 predicted. Assuming a ‘high’ rate of growth (Band E) the number of dwellings would increase to 344 with an associated population of 3,330 persons over the same time period.

**2.2.1.3 POPULATION CHARACTERISTICS**

In terms of age structure, 2016 Census figures (refer **Figure 4**) indicate that the Shire of Exmouth population is predominantly comprised of males and females between ages 25-54, with a slightly higher proportion of females ages 35-44. The Shire of Exmouth also has a relatively high proportion of males and females aged between 55 and 74, with the proportion of people aged over 75 sharply falling.

Exmouth’s population is underrepresented in the 0-4 and 15-24 age cohorts, which may be attributed to falling birth rates and the out-migration of teenagers and young adults for senior years of high school and higher education opportunities elsewhere.



**FIGURE 4 POPULATION PYRAMID SHOWING AGE-SEX DISTRIBUTION OF THE SHIRE OF EXMOUTH POPULATION, 2016 (SOURCE: ABS, 2016)**

Population figures from previous Census periods indicate that the Exmouth population has recovered over the last decade. The decline in population in previous decades was partly due to the cessation of US Navy Base operations in 1992.

Patterns in household composition as a percentage of the total number of households, reflects the trends of the Gascoyne Region (refer **Figure 5**). The categories of household compositions fairly represent the characteristics of Exmouth’s permanent resident population, including ‘Couple with No Children’, ‘Couple with Children’ and ‘Lone Person households’. This statistic has a bearing on the housing product to be provided to cater for the diversity of households within the town.

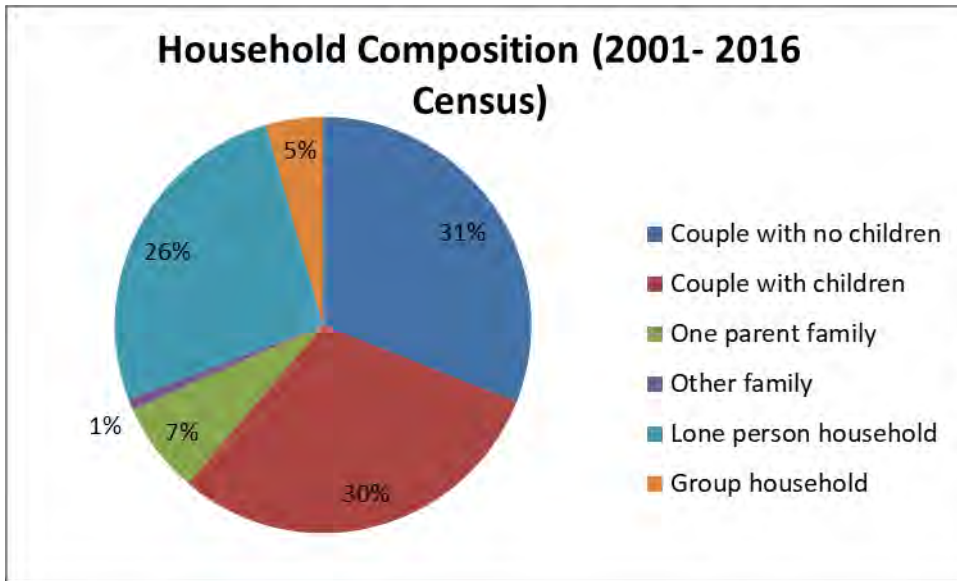


FIGURE 5 SHIRE OF EXMOUTH HOUSEHOLD COMPOSITION 2001-2016 (SOURCE: ABS, 2016)

Median monthly housing repayments in Exmouth have increased from \$800-\$999 (2001 Census), \$1,240 (2006 Census), \$2,167 (2011 Census) and to \$2,167 (2016 Census), representing an overall increase by 171% (refer **Figure 6**). These are higher than increases for Carnarvon during the same census periods, which saw an overall increase of 152%. Median monthly rent in Exmouth increased by 26% during 2001-2006, 86% during 2006-2011, and 16% during 2011-2016 with an overall increase of 170% (Carnarvon experienced an increase by 33% during 2001-2006, 42% during 2006-2011 and 29% during 2011-2016 and 144% overall).

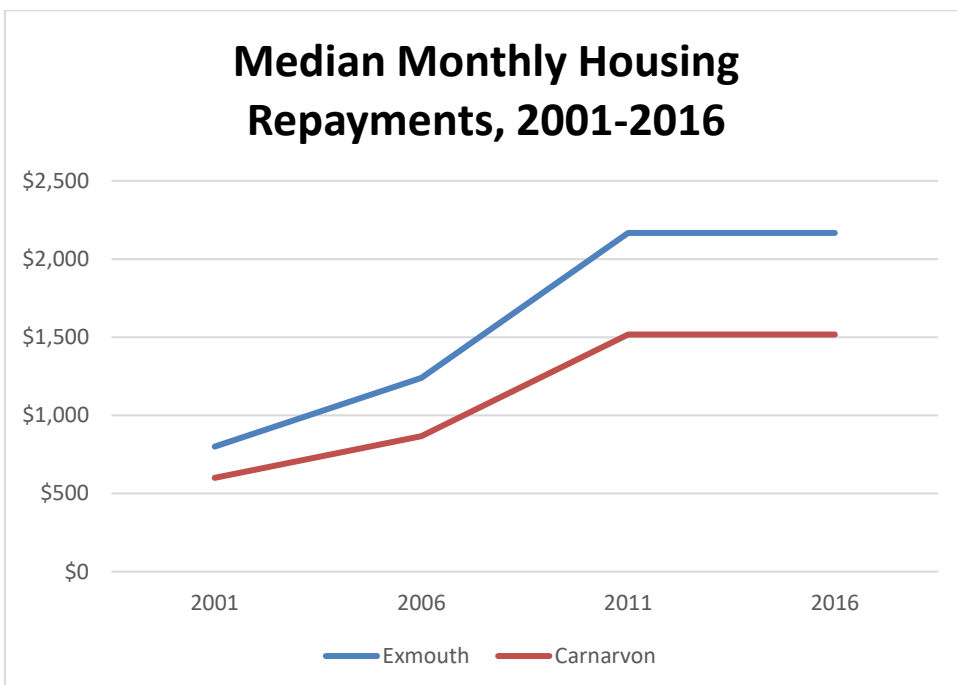


FIGURE 6 MEDIAN MONTHLY HOUSING REPAYMENTS, 2001- 2016 (SOURCE: ABS 2016)

The following **Table 7** outlines a ‘snapshot’ of demographic characteristics for Exmouth. Approximately 53 per cent of the population is in the local labour force (ABS 2016), with a median weekly household income of \$1,650 per week. Pracsys in its reporting for the *Exmouth Town Centre and Foreshore Revitalisation Plan* indicates a sustainable labour force ratio of 42-45 percent might be reasonably expected as part of a long-term strategy for population growth.

TABLE 7 SELECTED SHIRE OF EXMOUTH DEMOGRAPHIC CHARACTERISTICS

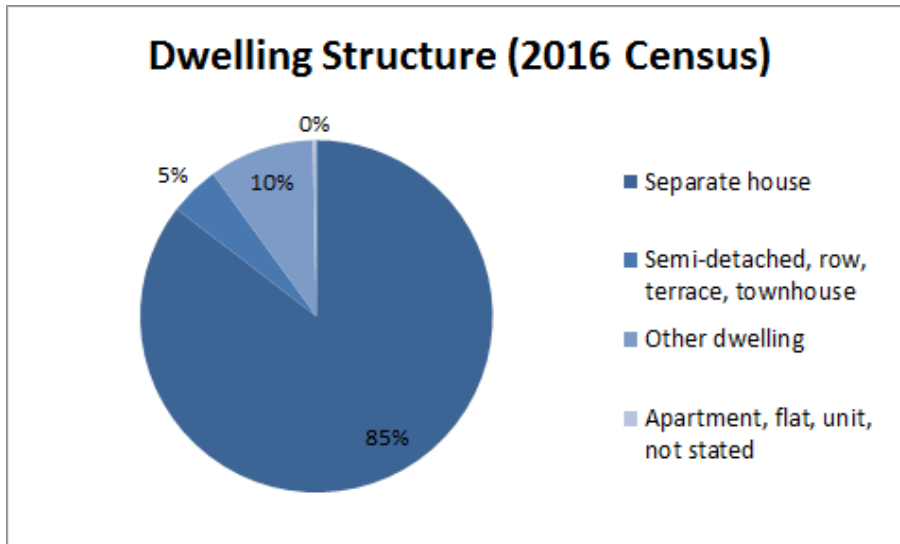
EXMOUTH DEMOGRAPHICS	
POPULATION	2,728
FAMILIES	665
LABOUR FORCE	1,469
AVERAGE AGE	37
AVERAGE INCOME	\$1,650
NUMBER OF PRIVATE DWELLINGS	2,397
AVERAGE MORTGAGE	\$2,167 per month
AVERAGE HOUSEHOLD SIZE	2.5
MEDIAN WEEKLY RENT	\$300

(Source: ABS 2016)

The average house prices and average rental prices within Exmouth are lower than the WA average (Realestate.com.au 2019). Average mortgage repayments are also commensurately high when considered against the average house price. To measure housing stress, the Australian Housing and Urban Research Institute (AHURI) identifies two methods– the 30:40 rule (where the bottom 40% of the income distribution levels who pay 30% or more of their income in housing costs as being in housing stress); and the Residual Income Method (which calculates how much is left over for housing, such as rent, mortgage or other housing costs, after paying for a standard budget of household goods and services). Simplistically using data from **Table 7**, with an average income of \$1,650 per week, this represents a ratio of approximately 18% spent on average rent (\$300 per week), or approximately 32.8% spent on an average mortgage (\$2,167 per month). Whilst more detailed analysis of data would be required, it can be extrapolated that housing stress would be evident within Exmouth.

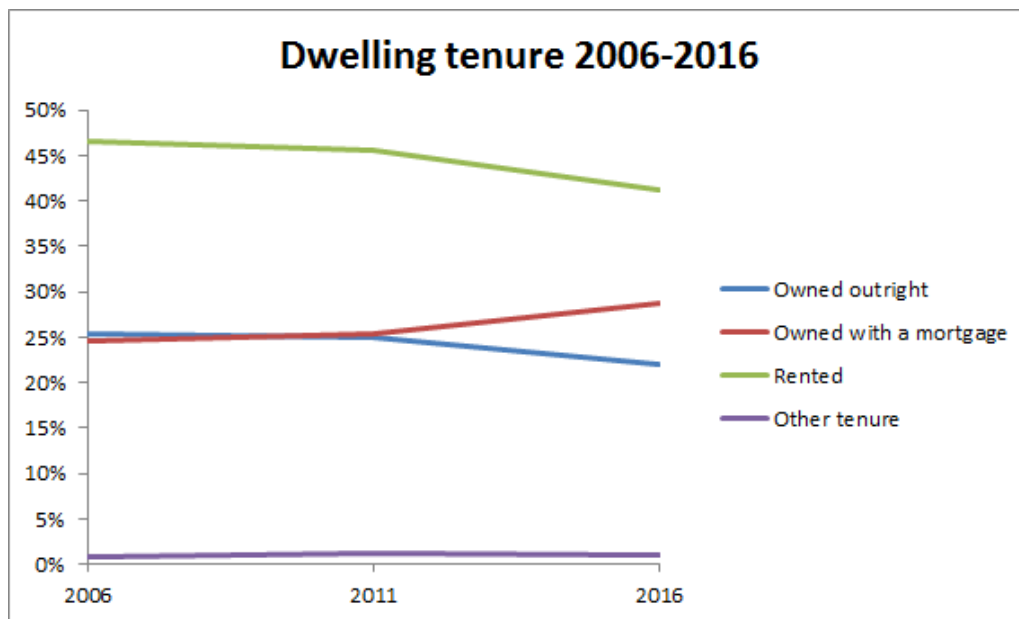
**2.2.2 DWELLING STRUCTURE AND TENURE**

Based on the 940 occupied dwellings recorded in the 2016 Census, the dwelling structure types are outlined in **Figure 7**. The predominant dwelling type is detached housing (85 percent) and the most common form of tenure is rental (43 percent) (refer **Figure 7**).



**FIGURE 7 DWELLING STRUCTURE BY TYPE (SOURCE: ABS 2016)**

Nearly one-quarter of dwellings are owned outright, with another 30% being owned with a mortgage (ABS, 2017). For Exmouth, there is a trend for declining outright home ownership, a slight increase in ownership with a mortgage, yet high rates of renting (**Figure 8**). The seasonality of tourism and workers together with higher than State average house prices, may contribute to the higher than average rate of renting.



**FIGURE 8 DWELLING TENURE IN THE SHIRE OF EXMOUTH BETWEEN 2006 AND 2016. (SOURCE: ABS 2017)**

### 2.2.3 POPULATION CAPACITY

The *Exmouth Townsite Structure Plan* (2011) spatially assessed the extent of existing residential areas within the Exmouth townsite adopting gross land areas, in addition to identifying land that had the potential to support residential development unconstrained by landform, floodways and/or the water protection reserve. It was concluded that the areas identified could support a potential population of approximately 5,500 people. When compared to the estimated maximum permanent population of 2,880 projected through to 2026 by the WAPC (2016) at the time, sufficient land for urban development was identified by the *Exmouth Townsite Structure Plan* (2011) to accommodate the town's growth well into the future.

With regard to Local Planning Strategy's commentary of population capacity, a review of the *Exmouth Townsite Structure Plan* analysis has been undertaken to provide updated context to the population capacity of the townsite.

**Table 8** below provides a summary of potential dwelling and population yields.

TABLE 8 POTENTIAL DWELLING AND POPULATION YIELDS: EXMOUTH TOWNSITE

Land Use	Gross Developable Area <sup>5</sup>	Estimated Residential Density	Dwelling/Lot Yield	Total Population
TOTAL EXISTING RESIDENTIAL LOTS (developed and undeveloped)			1,271 <sup>1</sup>	3,050 <sup>2</sup>
FUTURE RESIDENTIAL (Unconstrained)	127.00ha	10.3 lots per hectare <sup>3</sup>	1,308	3,139
FUTURE RESIDENTIAL (Land constrained by Exmouth Power Station Buffer)	59.03ha	10.3 lots per hectare <sup>3</sup>	608	1,459
FUTURE RESIDENTIAL (Long Term)	87.40ha	6 lots per hectare <sup>4</sup>	524	1,257
<b>ESTIMATED TOTAL LOT YIELD and POPULATION for FUTURE RESIDENTIAL (Unconstrained Land, Land Constrained by ExPS and Long Term Areas)</b>			<b>2,440</b>	<b>5,855</b>
<b>ESTIMATED TOWNSITE POPULATION CAPACITY (Existing Residential + Future Residential)</b>				<b>8,905</b>

Notes:

- Existing number of residential lots (including vacant lots) within Exmouth townsite (2012).
- A household size of 2.4 persons has been applied to calculate the total population capacity.
- Dwelling/Lot Yield Ratio Assumed: 1ha GDA = 10.3 lots/du. The estimated dwelling density calculation has been extrapolated from the approved Nimitz Street ODP.
- A residential density of 6 dwelling units per hectare has assumed for the Development Investigation Areas where environmental factors may constrain lot size.
- The Gross Developable Area (GDA) excludes the high hazard floodplain.
- A description of Future Residential Areas 1 to 7 is referenced in section 3.2.
- A description of Future Residential (Long Term) Areas 1 to 4 is referenced in section 3.3.

Based on the calculations in **Table 8**, it is anticipated that of the areas identified as 'Future Residential' on the spatial plans, approximately 273 hectares (gross developable area) have been identified for residential development of which 87ha is identified as 'Long Term'. It is estimated that land unconstrained by the buffer of the Exmouth Power Station, could yield 1,308 lots and commensurate population of 3,139 persons, which, added to the potential population of 3,050 persons generated by existing lots (including vacant lots), results in a townsite population of 6,189 persons.

If the future residential land constrained by the Exmouth Power Station buffer becomes available for development, a further 608 lots yielding an additional population of 1,459 persons would apply, amounting to a potential townsite population of 7,648 persons.



Furthermore, **Table 8** confirms that if all Future Residential Areas (Long Term) were developed (assuming a lesser density due to landform), the yield increases to 2,440 dwellings and commensurate population of 5,855 persons. Adding this number to the existing lots potential population of 3,054 persons, results in a population capacity for the townsite of 8,905 persons.

The above assessment confirms that within the life of the LPS, there is sufficient unconstrained land available to provide for a population well in excess of the estimated permanent population projected through to 2026 (WAPC 2016) of 2,880, as well as the overall aspirational population target of between 4,367 and 5,635 persons for the Exmouth townsite. Spatially this assessment will guide the extent of land to be zoned for residential development by LPS 4.

### 2.2.3.1 AVAILABLE 'RESIDENTIAL DEVELOPMENT' ZONED LAND

---

The assessment below confirms the extent of land currently zoned 'Residential Development' in the existing Town Planning Scheme 3 (TPS 3) and available for development subject to areas of review identified by the LPS.

#### LEARMONTH STREET/KING PLACE

Land near Learmonth Street and King Place is identified by LandCorp for residential development. At Learmonth Street, a plan of subdivision has been approved by the WAPC for the portion of the site south of Town Creek comprising 23 lots. The land will be reflected in the LPS for future residential purposes.

#### NIMITZ STREET ODP

The Nimitz Street ODP is approved, with subdivision approvals in place, and has been identified to have the potential for 453 dwelling units (pers. comm. RPS, 5 November 2013) and a commensurate population of 1,087 at a rate of 2.4 persons per household. When compared to the medium and high growth scenarios for population growth (refer **section 2.2.1.2**), it is demonstrated that this ODP area could potentially supply the necessary dwelling stock without areas defined for future residential in the southern area of the townsite being contemplated for development, including land constrained by the Exmouth Power Station indicative buffer. The LPS will define this ODP area for existing and future residential purposes.

#### MURAT ROAD

This land was identified through the *Exmouth Learmonth Structure Plan 1998* (refer **section 1.2.1**) as part of the land supply for a potential population of 5,200 persons. The subject land was zoned 'Residential Development' in Town Planning Scheme No. 3 at that time comprising of approximately 110 hectares. The 'Residential Development' zoned land is bound by Murat Road, between the Market Street Bund to the south and Welch Street and Reid Street to the north (not including the Water Corporation or Broadcast Australia sites). Approximately 7 hectares of the 'Residential Development' zoned land is to be identified on the Exmouth Townsite Spatial Plan as 'Future Tourism'. Portions of the 'Residential Development' zoned land is also earmarked for 'future Light Industry' and high hazard floodplain. The extent of the existing 'Residential Development' zoned land in this locality therefore, will be adjusted by the LPS to exclude these areas.

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## 2.2.4 LAND TENURE

Land tenure within the Shire of Exmouth is exhibited in **Figure 9**, **Figure 10** and **Figure 11**.

### 2.2.4.1 EXMOUTH TOWNSITE

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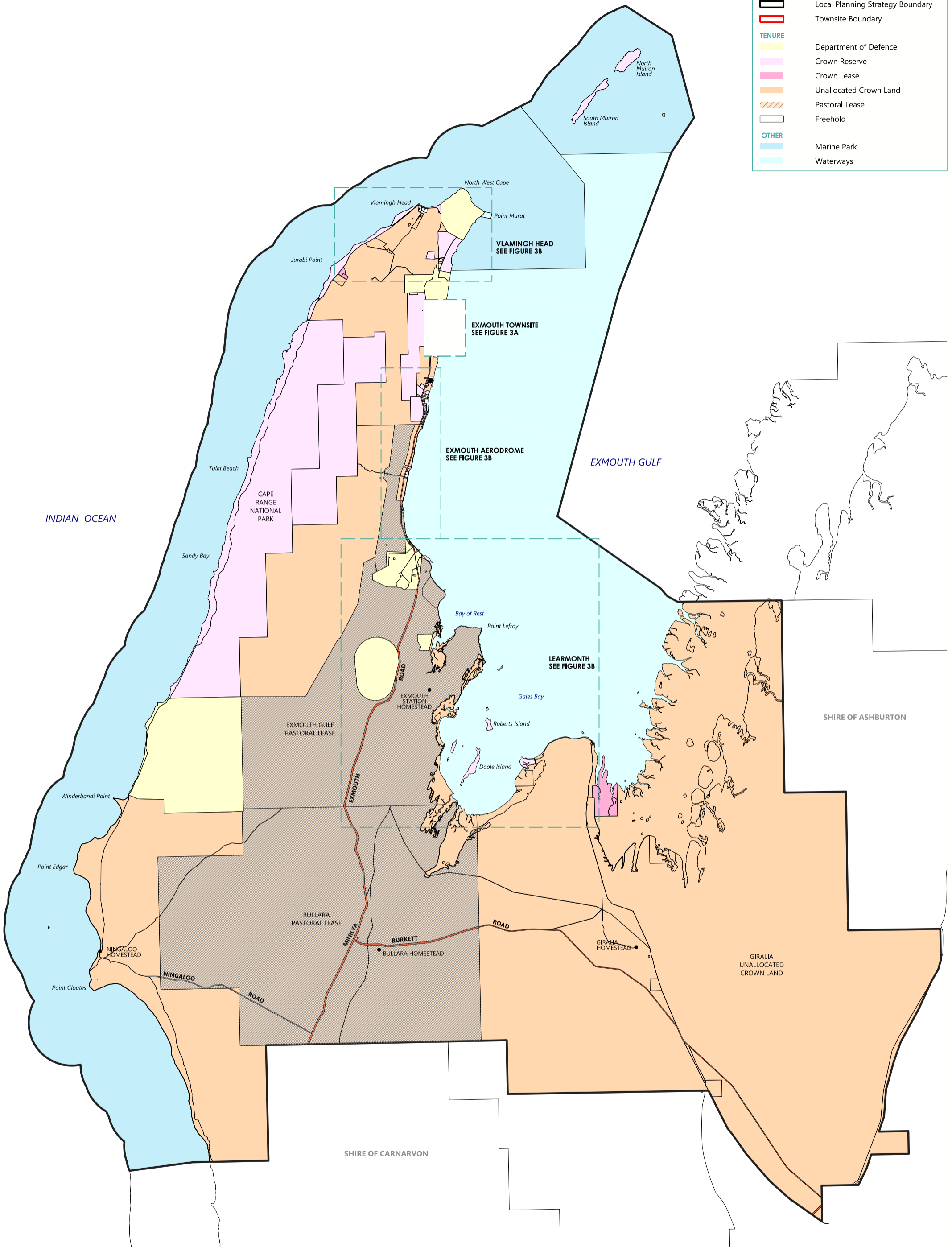
A percentage of residential lots within the townsite are owned by the Department of Defence, reflecting the historical origins of the town. 14 houses are built on properties identified as UCL corresponding to Department of Communities landholdings. The majority of properties are freehold.

The 'horse grazing lots' (Lots 851, 853-857 Murat Road and Lots 852, 858-862 McLeod Street) and an aquaculture site (south of Exmouth townsite boundary) are Crown Leases. These leasehold lots, comprising approximately 4 hectares, are currently used for grazing and rural activity. The **Exmouth Townsite Spatial Plan** recognises that this area is constrained by the floodplain of Mortiss Street Creek. No residential dwellings are permitted on these lots due to their location within the high and low hazard floodplain. The Shire and Department of Planning, Lands and Heritage are seeking to subdivide the 'horse lots' into one-hectare land parcels for grazing purposes.

Lot 851 Murat Road is leased and has a caretaker's dwelling. The Shire supports the free holding of this land subject to the residential portion being subdivided to form its own lot, with the balance of Lot 851 to be retained for grazing and horse riding purposes.

The majority of the undeveloped areas within the Exmouth townsite are UCL. Native Title is in the process of being cleared from UCL within the Exmouth townsite, coordinated by the Department of Planning, Lands and Heritage.

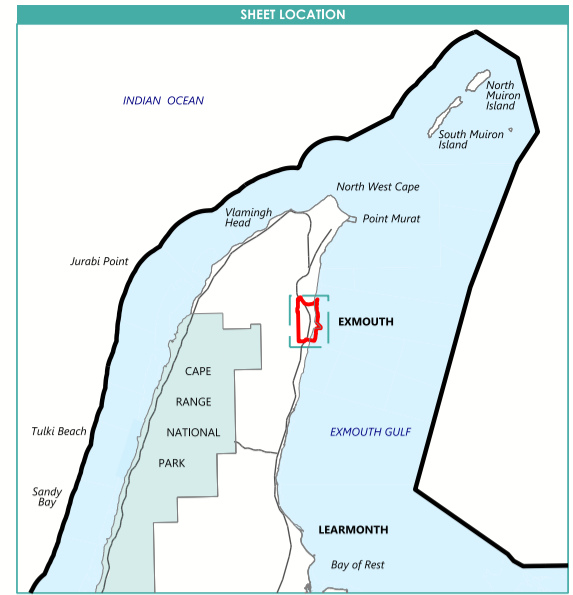
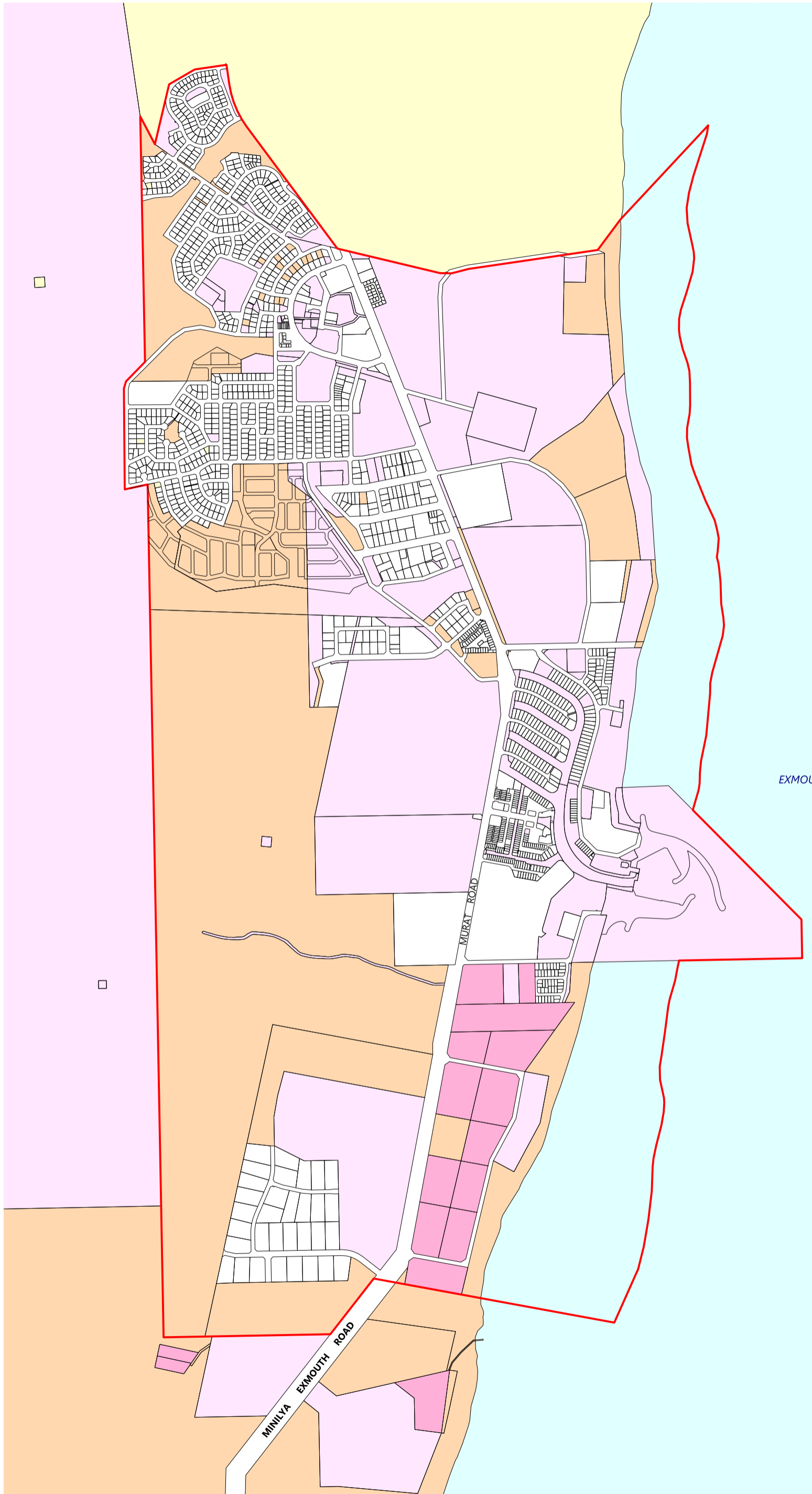
LEGEND	
<b>BOUNDARIES</b>	
	Local Planning Strategy Boundary
	Townsite Boundary
<b>TENURE</b>	
	Department of Defence
	Crown Reserve
	Crown Lease
	Unallocated Crown Land
	Pastoral Lease
	Freehold
<b>OTHER</b>	
	Marine Park
	Waterways



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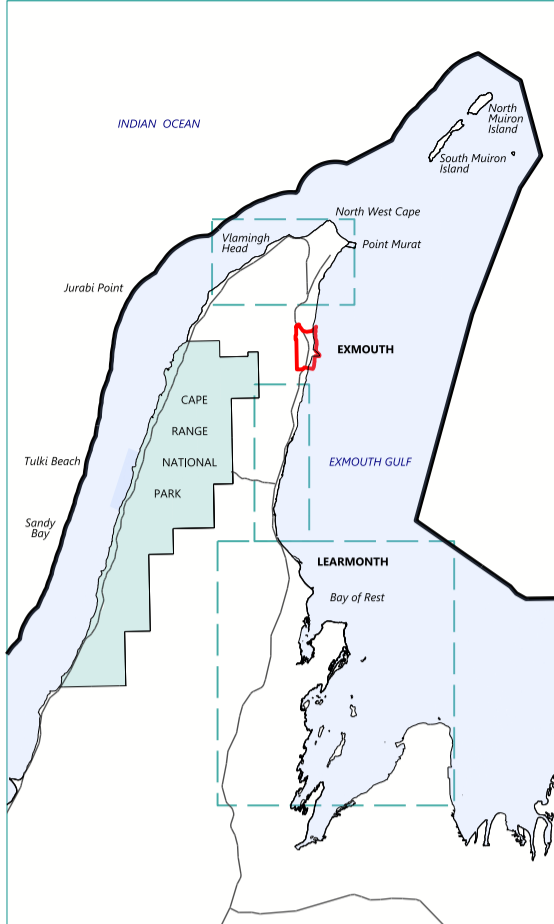


LEGEND	
<b>BOUNDARIES</b>	
	Local Planning Strategy Boundary
	Townsite Boundary
<b>TENURE</b>	
	Department of Defence
	Crown Reserve
	Crown Lease
	Unallocated Crown Land
	Freehold
<b>OTHER</b>	
	Waterways

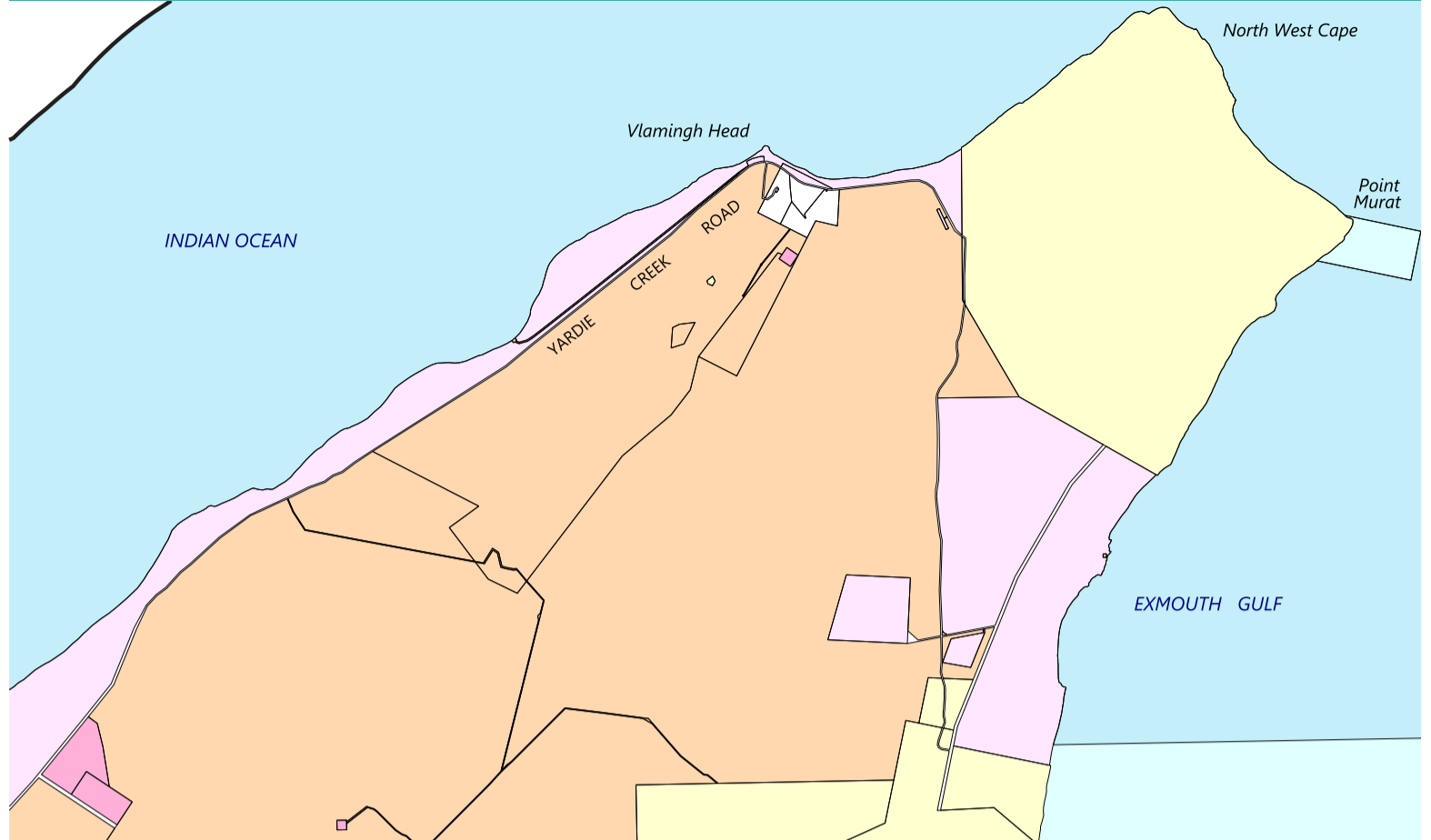


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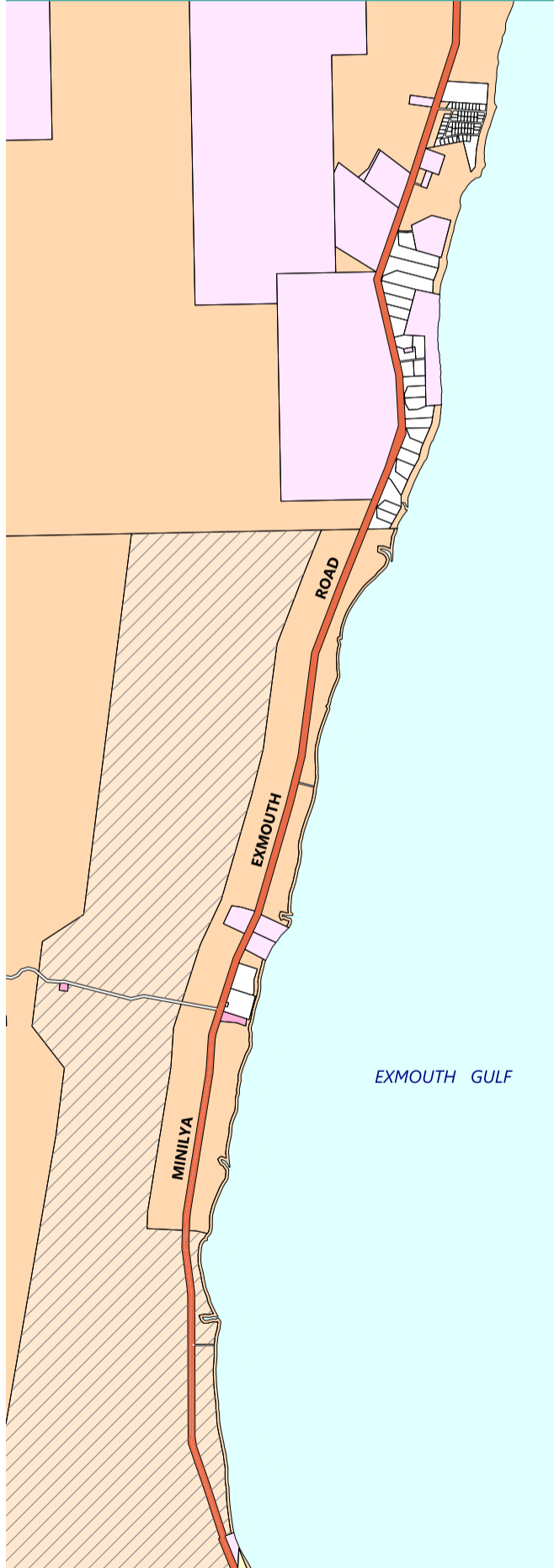
SHEET LOCATION



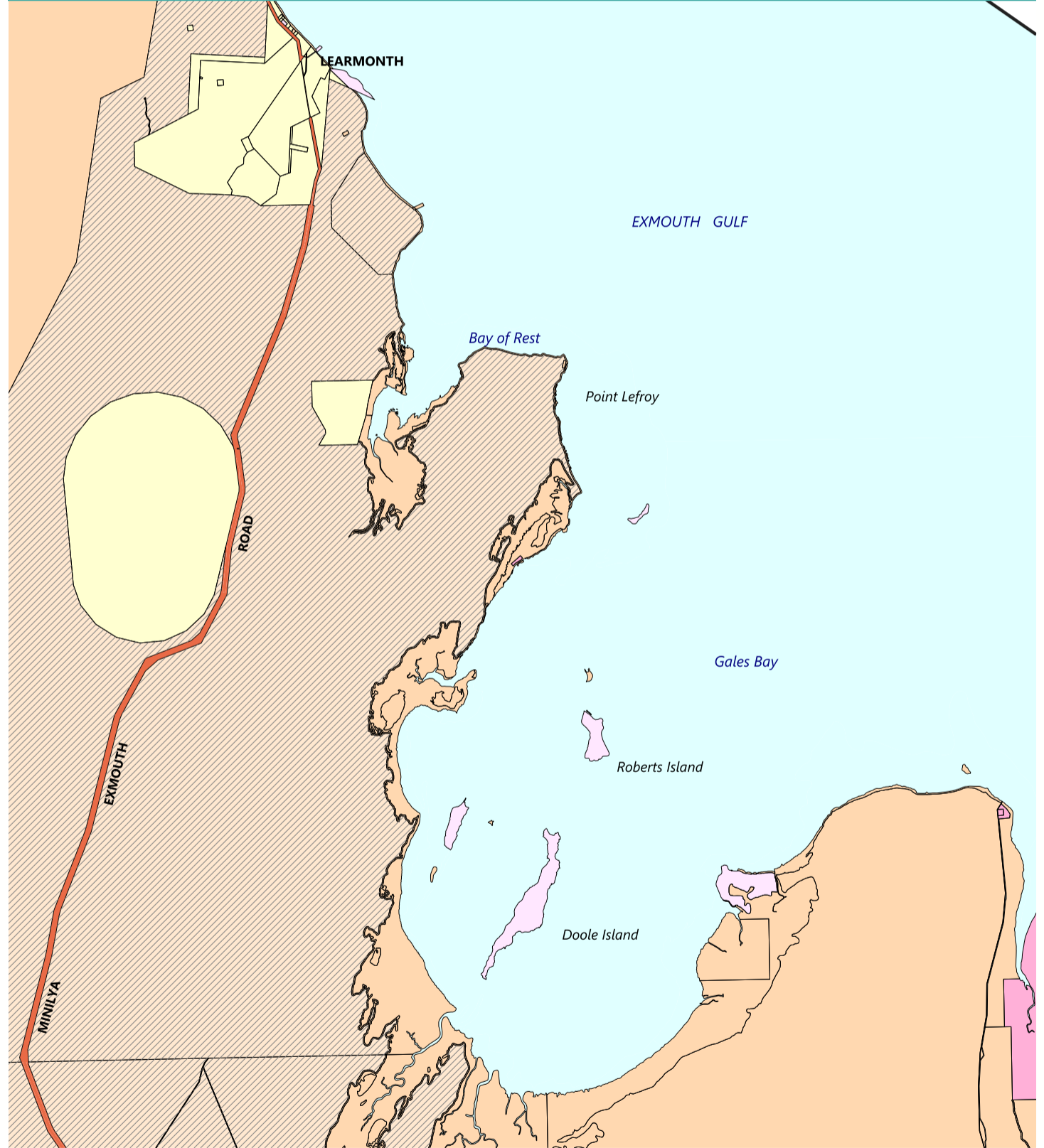
INSET: VLAMINGH HEAD



INSET: EXMOUTH AERODROME



INSET: LEARMONTH



BOUNDARIES		TENURE		OTHER	
	Local Planning Strategy Boundary		Department of Defence		Marine Park
	Townsite Boundary		Crown Reserve		Waterways
			Crown Lease		
			Unallocated Crown Land		
			Pastoral Lease		
			Freehold		

LAND TENURE PLAN - INSETS  
Local Planning Strategy  
A Shire of Exmouth Project



S: Various @A3  
d: 4 Dec 2018  
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### 2.2.4.2 LANDS OUTSIDE OF EXMOUTH TOWNSITE

Outside of the Exmouth townsite the Lighthouse Caravan Park, Exmouth Limestone and Kailis properties, and properties located within the Ingram Street industrial area and the Wilderness Estate, are freehold. Yardie Homestead Caravan Park is Crown Land subject to a General Lease.

The Department of Defence owns and maintains various landholdings which together comprise of the Areas A-C of Naval Communications Station Harold E. Holt; Learmonth RAAF Base; Learmonth Air Weapons Range; and historical or disused Commonwealth landholdings.

Pastoral leases are effective for Exmouth Gulf Station and Bullara Station within the Shire. The pastoral lease for the former Ningaloo Station was not renewed in 2015; and the lease for Giralia was previously surrendered, with this land currently being managed by DBCA. Pastoral Leases do not extinguish Native Title over affected land. Some areas previously within pastoral leases that were excluded when leases were renewed in 2015 are being considered by the State for inclusion into the public conservation estate. Proposals include certain areas being incorporated within a proposed new reserve along the Ningaloo coast and extensions to the Cape Range National Park.

The remainder of the North West Cape is Crown Reserve (consisting of the Cape Range National Park and the Jurabi and Bundegi Coastal Parks and Muiron Islands), and UCL.

### 2.2.5 PLANNING IMPLICATIONS

- The population of Exmouth has historically remained relatively stable; any growth or decline in population from each census period has not necessarily shown a significant population increase of the permanent residential population.
- The population forecasts (WAPC, 2016) have been assessed such that, for a medium growth (1% per annum) scenario indications suggest future demand for 168 dwellings to accommodate a population of 2,880 by the year 2025; for a high growth (2.5% per annum) scenario suggest future demand for 344 dwellings to accommodate a population of 3,330 by the year 2025.
- The Nimitz Street ODP has a yield of 453 dwelling units. The future supply of lots in this locality, in addition to the development of vacant lots within the townsite, will be sufficient to achieve both the medium and high population growth scenarios.
- Housing affordability and land availability will be key factors in mitigating housing stress on the population of Exmouth. Population growth and associated demand for housing, needs to be balanced against land supply and the availability of a diversity of housing types.
- High levels of employment are anticipated to continue trending as the population grows, which will create an impetus for new business being created, growth of existing businesses, and strategic investment and economic development to support existing or new industry sectors.
- The calculation of the potential population capacity of the Exmouth townsite demonstrates that the extent of available unconstrained land is sufficient to provide for either a population of 2,880 as projected through to 2026 by the WAPC (2016), or the Shire's overall aspirational population target of 4,367 – 5,635 persons for the townsite. In this context, the Longer-term Development Investigation Areas defined by the LPS do not need to be targeted as residential development areas, assuming the unconstrained land is developed in a manner consistent with the residential densities incorporated into the Nimitz Street ODP.



## 2.3 ECONOMIC PROFILE

### 2.3.1 OVERVIEW

The *Ningaloo Coast Regional Strategy* (WAPC 2004) identified Exmouth's economic drivers as tourism (fastest growing), fishing, aquaculture, pastoralism and mining.

Exmouth is the second largest town in the Gascoyne and a significant service provider. The population is predominately urbanised, residing in the Exmouth townsite. The work undertaken by Pracsys for the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012) supports the basis that population-driven job growth will occur without significant intervention. However, to support population growth above what has historically occurred, employment generation will be crucial. There is a need for intervention by the Shire, agencies and other organisations for creating quality jobs and a quantum of jobs that will support medium, high or aspirational population growth in Exmouth. The strategic intervention for job creation would likely need to be focused on attracting export-oriented industries and/or supporting the oil and gas industry development into the Shire.

### 2.3.2 COMMERCE AND RETAIL

The *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012) provides a structure for the long-term sustainable retail growth of the town that ensures Town Centre activity is consolidated within the Town Centre retail core area. The *Revitalisation Plan* identifies land the Shire can aim to protect for this long-term retail expansion, which is recommended to be supported by a Retail Activation Strategy. Growth in retail and consumer services is anticipated in the *Revitalisation Plan*, which considers 1,000 jobs in this sector with a commensurate townsite population of 4,000 people.

The work undertaken by Pracsys Economics for the *Exmouth Town Centre and Foreshore Revitalisation Plan* indicated that:

- Using the 2006 baseline population of 1,800, Pracsys put forward the proposition that the total floorspace (including convenience retail, comparison retail, and restaurant, bar and café floorspace) that could be sustained by the Exmouth population was estimated to be 9,950-11,210m<sup>2</sup> NLA;
- At a population of 3,500 the total floorspace demand estimate is between 13,490-15,150m<sup>2</sup> NLA (approximately 35% more than the 2006 baseline retail floorspace estimate); and
- At a population of 5,000 the total floorspace demand estimate is between 16,710-18,740m<sup>2</sup> NLA (approximately 67% more than the 2006 baseline retail floorspace estimate).

Pracsys notes that the largest increase will be in comparison retail, which would warrant a major increase in floorspace commensurate with attraction of a large floor-plate retailer such as a discount department store. Convenience retail demand with a population of 5,000 will start to create sales turnover required to attract a major retailer such as Coles or Woolworths, with some cannibalism of retail from IGA stores existing in Exmouth.

### SPATIAL DISTRIBUTION OF SHOWROOM AND BULKY GOOD RETAIL

The provision of land for bulky goods retail, large format retail and showroom development is currently limited to the 'Town Centre', 'mixed use', 'light industrial' and 'industrial' zoned areas of TPS 3. A land use audit was conducted in July 2013 and broadly identified the types of land uses evident in each of Exmouth's existing industrial precincts (refer **section 5**).

The audit identified that there are few existing showrooms or bulky good retail within Exmouth. However, currently the land take requirement of this land use is unlikely to be met within the existing composite residential and service industrial area without assuming re-development or amalgamation of lots. Accordingly, the LPS explores other opportunities with suitable accessibility. It is recognised that the land immediately south of Welch Street, east of the Exmouth Power Station, whilst currently zoned residential development and identified for service industrial purposes within the *Exmouth Townsite Structure Plan (2011)*, would be suitably placed to accommodate such land uses as driven by demand.

**2.3.3 TOURISM**

Tourism is a vital and growing industry for Exmouth and is the town’s major economic contributor with eco-tourism experiencing significant growth in recent years. Hospitality, accommodation and retail activity associated with tourism represents a considerable portion of the Shire’s economy and job market. The Exmouth region as a tourist destination benefits from its unique natural landscape and biodiversity, such as the Ningaloo Reef within the Ningaloo Marine Park and rugged gorges of the Cape Range National Park both with World Heritage status, fishing opportunities, and marine and wildlife tours.

The significance of tourism to Exmouth is illustrated in the seasonal nature of the resident population. The population of the Shire swells to 6,000 people at the height of the tourist season (TRA, 2013).

Exmouth attracts a mix of intrastate, interstate and international visitors for holidays and leisure purposes, with a significant majority seeking outdoor, nature and adventurous pursuits attributable to the natural beauty of the region (refer **Table 9**).

**TABLE 9 VISITOR REASONS FOR VISIT, BY SHARE OF TOTAL VISITATION, EXMOUTH LGA, YEAR ENDING DECEMBER 1990-2012<sup>1</sup>**

Average Share of total Visitation	Holiday/Leisure	Visiting Friends and Relatives	Business	Other
Year Ended Dec 1999-2005	77.1%	4.7%	7.3%	10.9%
Year Ended Dec 2006-2012	78.0%	6.5%	10.0%	5.4%
Year Ended Dec 1999-2012	77.6%	5.6%	8.6%	8.2%

(Source: Tourism Research Australia 2013)

<sup>1</sup>Data is not available for 2012 onwards as Tourism Research Australia advised the estimate based on the 2017 dataset is unreliable and cannot be published.

Visitor numbers by type is summarised in **Table 10** below. The greatest proportion of visitors are domestic (79%) with 21% of visitors being international. Whilst the region is accessible by road and air all year round, domestic visitors have a bias towards road transport. International holiday/leisure visitors similarly favour road transport, whilst there has been an increase in international business visitors arriving by air of 66% over the last ten years (TRA, 2013).

The tourist population is predicted to increase by a greater amount than the anticipated increased in the residential population, and by the year 2026 it is predicted that the tourist population will be almost double the residential population (**Table 11**).

TABLE 10 SHIRE OF EXMOUTH OVERNIGHT VISITOR SUMMARY

	YE Dec 2015/16/17 % Average Annual Visitors	YE Dec 2015/16/17 %
<b>Estimated Visitors</b>		
Domestic	110,800	79%
International	28,900	21%
<b>Total</b>	<b>139,700</b>	<b>100%</b>
<b>Estimated Visitor Nights</b>		
Domestic	870,500	86%
International	145,600	14%
<b>Total</b>	<b>1,016,100</b>	<b>100%</b>
<b>Average Length of Stay (Estimated Nights)</b>		
Domestic	7.9	-
International	5.0	-
<b>Total</b>	<b>7.3</b>	<b>-</b>

(Source: Tourism Western Australia, 2017)

TABLE 11 TOURISM VS RESIDENTIAL GROWTH

Year	Predicted Residential Population	Predicted Tourism Population <sup>1</sup>	Predicted Total Population
2018	2,728	2,312	5,040
2019	2,774	2,823	5,597
2020	2,821	3,333	6,155
2021	2,869	3,844	6,713
2022	2,918	4,355	7,273
2023	2,967	4,865	7,833
2024	3,018	5,376	8,394
2025	3,039	5,887	8,956
2026	3,121	6,397	9,519

(Source: Shire of Exmouth, 2018, data sources include Australian Government Local Government Area Profile, Western Australian Tomorrow Report No.7 2006-2026)

<sup>1</sup> Predicted tourism population based on average annual tourist bed nights and average growth in bed nights rate (source Shire of Exmouth, 2018)

A wide range of tourist accommodation options are available within the Shire of Exmouth. These include Caravan Park and Camping Grounds (establishments comprising a diversity of caravan and camping sites, chalet/cabin and back packer accommodation); tourism resort, hotel and motel accommodation (including the Novotel Ningaloo Resort), and Other - (back packers accommodation, luxury eco-safari experiences and wilderness camping along the west coast within the Cape Range National Park and/or within Pastoral Station). **Table 12** outlines the annual average of 2015, 2016 and 2017 of the accommodation choice visitors stayed in. For both domestic and international visitors, caravan or camping (non-commercial) accommodated the largest number of visitors, with this demand profile likely to continue into the future given Exmouth's strong characteristic of leisure travellers comprising older married couples with children under the age of 15.

TABLE 12 ACCOMMODATION CHOICE, TOURISM WA 2018

Accommodation Choice	YE Dec 2015/16/17 Average Annual Visitors	YE Dec 2015/16/17 %
Estimated Domestic Visitors		
Caravan or camping – non commercial	28,000	25%
Caravan park or commercial camping ground	26,700	24%
Hotel/resort/motel or mortor in	16,800	15%
Estimated International Visitors		
Caravan or camping – non commercial	11,800	41%
Caravan park or commercial camping ground	5,800	20%
Hotel/resort/motel or mortor in	5,700	20%

**Table 13** and **Table 14** summarise the total number of rooms available, occupancy rate and projected demand between 2005-2022 (ABS 2010 & 2013). The demand for accommodation is seasonal by nature with the occupancy rate for hotel/motel and serviced apartments ranging from 60% to 90% and 30% to 90% for caravan parks. This has implication in terms of sustainability and profitability of business operators and also the availability of permanent staffing.

TABLE 13 SUMMARY STATISTICS AND FORECASTS, HOTELS, MOTELS AND SERVICED APARTMENTS OF 15+ ROOMS, EXMOUTH LGA, YEAR ENDING DECEMBER 2005-2022

Year	Room Nights Occupied	Rooms	Room Occupancy Rate
2005	49,282	179	75.5%
2006	45,999	246	51.3%
2007	59,557	314	52.0%
2008	58,905	292	55.4%
2009	54,740	339	44.2%
2010	52,780	318	45.4%
2011	60,501	340	48.8%
2012	61,989	265	64.1%
2013	64,055	265	66.3%
2014	66,189	265	68.4%
2015	68,394	265	70.7%
2016	70,672	265	73.1%
2017	73,027	265	75.5%
2018	75,460	265	78.0%
2019	77,974	265	80.6%
2020	80,571	265	83.3%
2021	83,256	265	86.1%
2022	86,029	265	88.9%

Note: ABS information used as base of supply.

Source: ABS (2010 - Caravan Parks and 2013 –Hotels, Motels and Serviced Apartments) TRA (2013, AEC Group)

TABLE 14 SUMMARY STATISTICS & FORECASTS, CARAVAN PARKS, EXMOUTH LGA, YEAR ENDING DECEMBER 2005-2022

Year	Site Nights Occupied	Total Capacity	Site Occupancy Rate
2005	146,337	910	44.1%
2006	155,569	899	47.4%
2007	167,680	882	52.1%
2008	179,947	883	55.8%
2009	188,629	923	56.0%
2010	190,372	973	53.6%
2011	155,198	958	44.4%
2012	184,186	945	53.4%
2013	190,313	935	55.8%
2014	195,284	934	57.3%
2015	199,760	934	58.6%
2016	204,062	934	59.9%
2017	207,922	934	61.0%
2018	211,689	934	62.1%
2019	215,351	934	63.2%
2020	218,877	934	64.2%
2021	222,240	934	65.2%
2022	225,400	934	66.1%

*Note: ABS ceased its survey of Caravan Parks in June 2010. TRA data has been 'forecasted'.*

*Source: AEC Group, ABS (2013), TRA (2013)*

The projected demand highlights there is capacity in both caravan and hotel markets for future supply. Demand for both hotel/motels and serviced apartments and caravan parks have been growing at 4% and 4.7% respectively (TRA 2013). If no other new supply is added by 2022, the annual occupancy rate for caravan parks is likely to exceed 65% and 85% for the hotel market. The planning implication of this forecast is that during peak time, Exmouth will have difficulty accommodating large number of additional visitors, highlighting the need for the LPS to address the future supply of tourism land.

Key tourism findings/issues identified by the Shire of Exmouth in conjunction with Department of Jobs, Tourism, Science and Innovation and TRA statistics for the tourism industry to address include:

- The proposed developments of a five-star hotel, resort, apartment accommodation in Exmouth would increase the level of fly/drive visitors and package tour activity and could potentially stimulate more tourism product and services in Exmouth and the region;
- With a wider range of accommodation, more tourism product and increased marketing of packages and the destination it is expected that visitation during low and shoulder periods will continue to increase, extending the visitor season;
- A distinct change in visitor profiles may occur with an increase in high-budget visitors as 'high order' accommodation is provided;
- Exmouth is one of eight active WA cruise ship destinations, noting the regional industry contributes \$21 million in direct expenditure to the State economy;
- Strata titling refurbishment policies and procedures should be written into management agreements to ensure that the tourism product reflects the design 'era' and promotes the image of Exmouth as a tourist destination; and
- Pressure from developers for an increased percentage of permanent residential development in tourist developments to improve the viability of projects and likelihood of delivery.

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### 2.3.4 MINING AND PETROLEUM RESOURCES

The Geological Survey of Western Australia (GSWA) advises that the Shire of Exmouth area is located within the Northern Carnarvon Basin and is underlain by sedimentary rocks. The bedrock, particularly land south of Exmouth townsite, comprises mainly exposed Tulki Limestone. There is also minor Exmouth Sandstone in the central south of the Shire area. The Tulki Limestone contains sections of high-grade limestone. The sediments provide a source of additional basic raw materials such as aggregate, gravel, sand and clay.

The GSWA maintains a database of mines, minerals deposits, and prospects. This information has been used in preparing **Figure 12**, **Figure 13** and **Figure 14**.

The Department of Mines, Industry Regulation and Safety has identified and mapped regionally significant basic raw materials around the Exmouth settlement. Basic raw materials include surface sand, clay, hard rock, limestone on the coastal plain and gravel along major rivers. The extraction of basic raw materials on Crown Land is governed by the Department of Mines, Industry Regulations and Safety under the *Mining Act 1978*, whereas local governments are responsible for the administration of quarrying for basic raw materials on private land under their local planning scheme and relevant local laws. The extent of regional significant basic raw materials within the Shire is shown in **Figure 14**.

It is expected that there will be future proposals for access to limestone resources within and beyond existing lease areas. Any future applications would need to take into account requirements under the *Environmental Protection Act 1986* and the *Mining Act 1978*.

The area is also prospective for hydrocarbons in the sedimentary rocks of the Northern Carnarvon Basin. The Shire area includes parts of the Cape Range and Rough Range anticlines (elongated domes), which are highly prospective for hydrocarbons. The principal targets for drilling are Cretaceous sandstones (approximately 120 million years old) overlain by Cretaceous shales, at depths greater than about 1,000 metres. Targets have also been identified beneath the coastal plains surrounding the anticlinal ranges.

In addition to land-based exploration, Exmouth has the potential to benefit from its proximity to the significant off shore oil and gas operations of the North West Shelf. Exmouth has the opportunity to be a logistical hub for the marine service industry, FIFO workers and residential lifestyle choice for resource sector workers and their families. Exmouth is geographically well placed to service the offshore industry, although upgrading of infrastructure will be required to receive larger vessel requiring fuelling and loading facilities either via increased capacity of the Exmouth Boat Harbour or the approved offshore loading facility further south at Ingram Street. There is an opportunity for mutual benefit economically to both Exmouth local business and the industry with careful management.

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### 2.3.5 FISHING AND AQUACULTURE

The Department of Primary Industries and Regional Development is responsible for the management and regulation of fishing, aquaculture and pearling in all State Waters under the *Fish Resources Management Act 1994* and the *Pearling Act 1990*. To fulfil this responsibility, the Department of Primary Industries and Regional Development maintains a District Office in Exmouth.

Exmouth has a historical and highly respected reputation in fishing and aquaculture with active involvement in fish farming and trawling activities since the 1960's. Commercial fishing activities are controlled within the Exmouth Gulf and are also limited to the 'general use zone' within the Ningaloo Marine Park (State Waters). Stock levels and spawning stock levels are monitored by Department of Primary Industries and Regional Development to ensure a sustainable fishery and industry is maintained. In 2008, the Exmouth prawn fishery caught 1170 tonnes, worth an estimated \$12 million (Gascoyne Fishing & Aquaculture Investment Profile, Gascoyne Development Commission Offices).



Small-scale aquaculture operations occur in Exmouth Gulf for pearl production and finfish hatcheries in Exmouth supply spat to pearl farms in the north-west and several hatcheries supply juveniles of the black-lip pearl oyster to developing black pearl farms in the region. Pearl production is carried out on a small scale in Exmouth Gulf. Two sites are zoned for Aquaculture purposes within the Shire with various proposals in the past having been assessed by the EPA. The Department of Primary Industries and Regional Development and Gascoyne Development Commission recognise opportunities for diversifying and expanding aquaculture pursuits in the region given that Exmouth encompasses outstanding water and land environments to facilitate aquaculture developments. Exmouth is poised to be a leader in new investment in large, sustainable aquaculture industries.

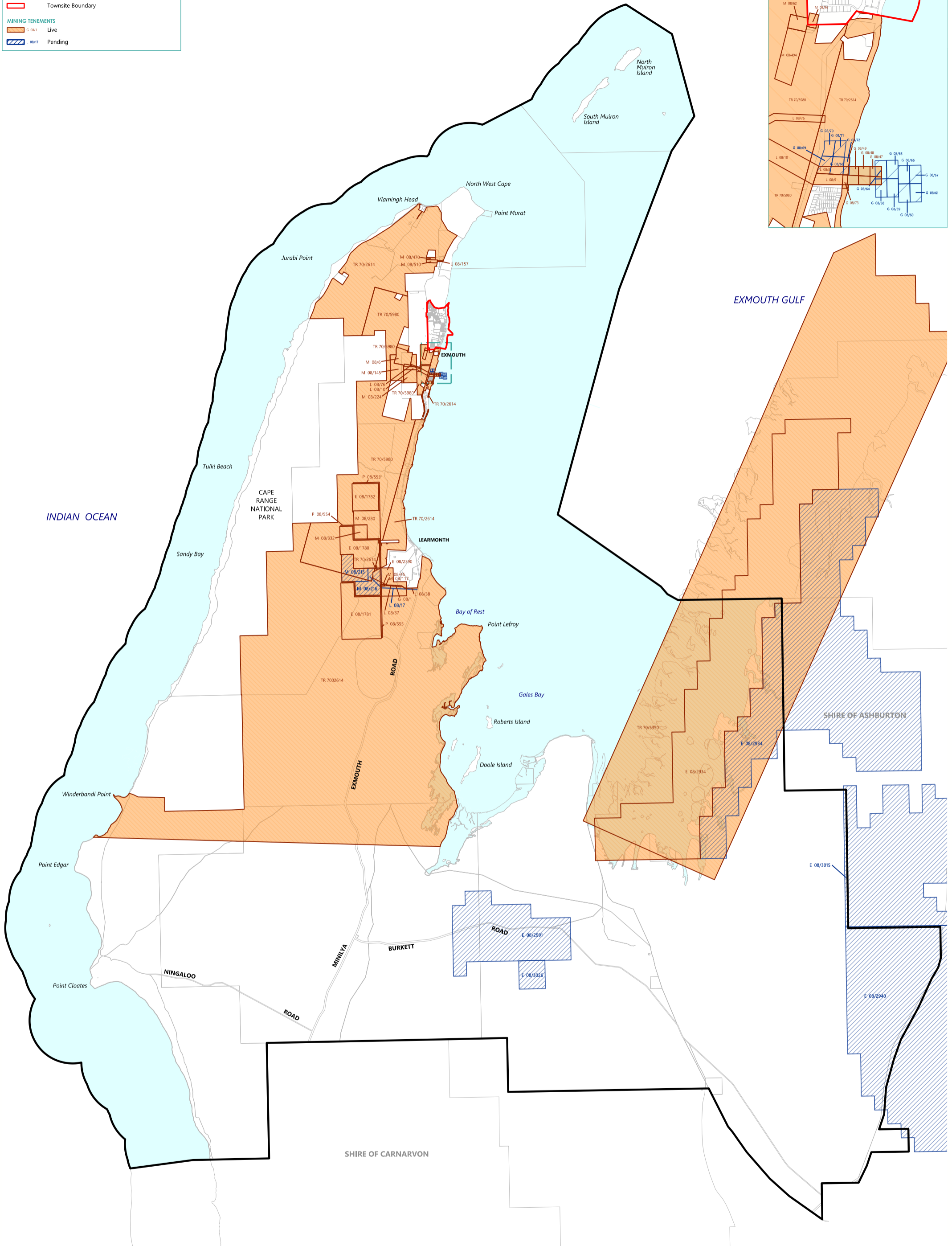
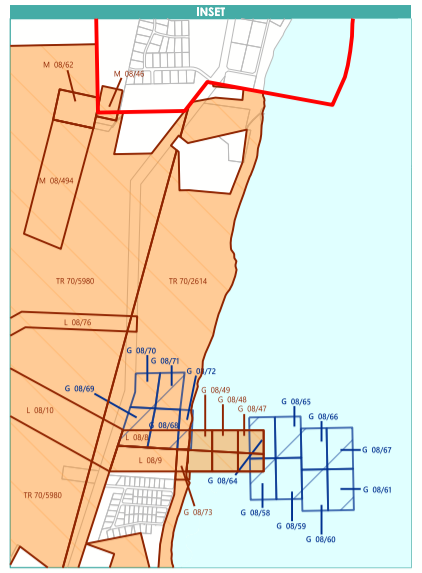


**LEGEND**

- Local Planning Strategy Boundary
- Townsite Boundary

**MINING TENEMENTS**

- Live
- Pending



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**LEGEND**

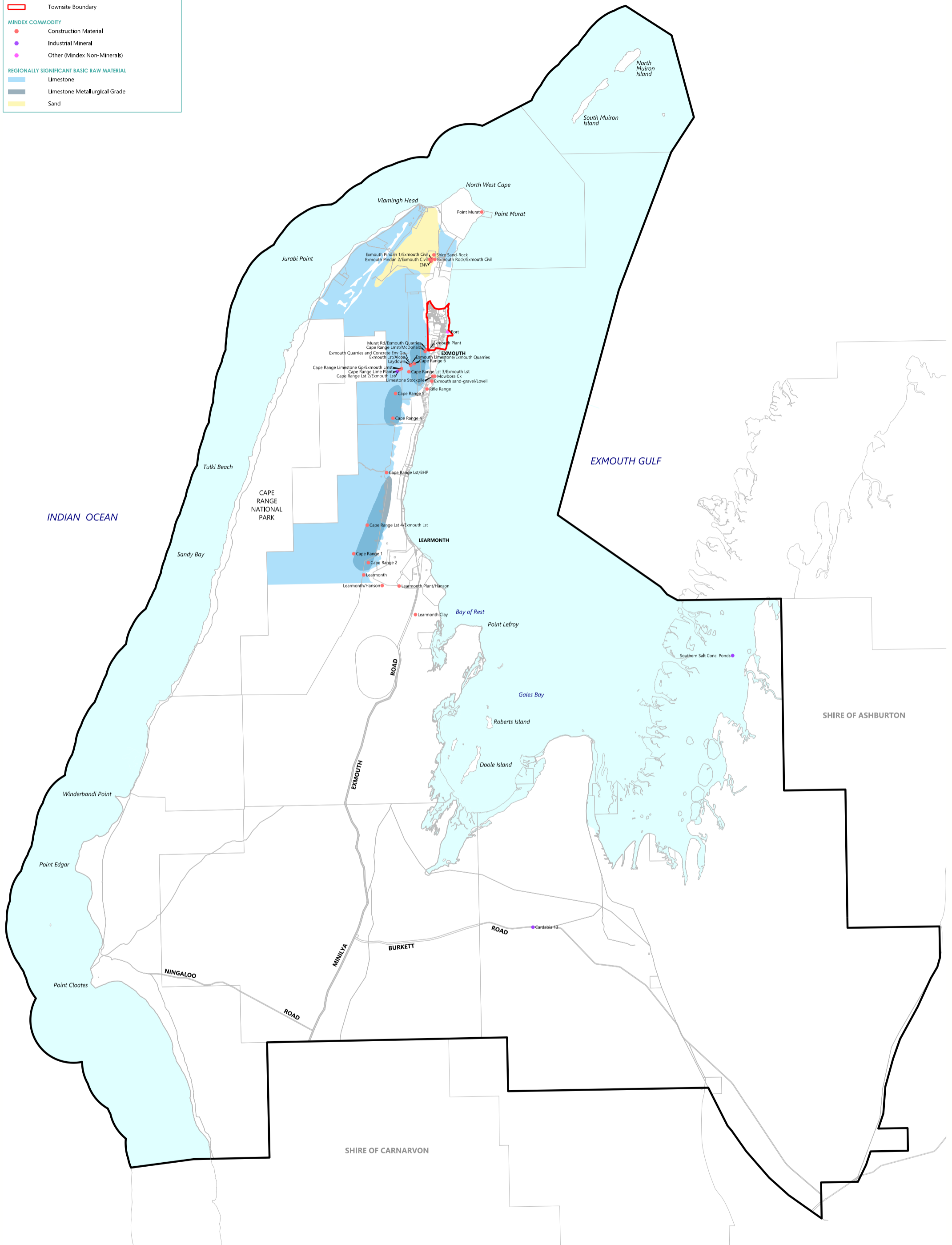
- Local Planning Strategy Boundary
- Townsite Boundary

**MINDEX COMMODITY**

- Construction Material
- Industrial Mineral
- Other (Mindex Non-Minerals)

**REGIONALLY SIGNIFICANT BASIC RAW MATERIAL**

- Limestone
- Limestone Metallurgical Grade
- Sand



### 2.3.6 PASTORAL ACTIVITIES

The Gascoyne pastoral industry was established on wool, and over time as the reserve price scheme was abolished and the wool market experienced a downturn, pastoralists have diversified with tourism, cattle, meat sheep, goats, horticulture and wool becoming typical products (Gascoyne Development Commission, 2010). Industry indications consider the greatest economic development potential is in beef, sheep meat and livestock export industries.

Pastoralists have become knowledgeable and skilled over time in the management of land. Drought is a normal occurrence and pastoralists have attempted to drought proof their farms, however there are costs and other limitations in this approach (GDC 2010). Livestock tends to be raised largely on natural pasture and are watered through a variety of sources including artesian bores, permanent water holes, windmills and dams.

The pastoral lease system is being reviewed with an objective to improve conditions for diversification and further business investment on pastoral land. Diversification has begun to occur with wilderness style camping experiences emerging as a tourism activity on pastoral stations, such as the facilities existing at Bullara Station. New tourism activities not directly associated with pastoral activities are likely to be identified as separate parcels subject to diversification permits under the *Land Administration Act 1997*.

Within the Shire, pastoral leases were renewed in 2015 for Exmouth Gulf and Bullara stations. The pastoral lease for Giralia was surrendered by the previous lessees, and the land, as UCL, is managed in the interim by DBCA. The Ningaloo pastoral lease was also not renewed.

### 2.3.7 PLANNING IMPLICATIONS

- Key industries within the Shire of Exmouth include tourism, fishing, pastoral activities, aquaculture, oil, gas and limestone mining, economics and planning, industrial activities, light engineering and government agency business. Continual investment and strategic economic development will be of importance for growth in industry sectors to support future employment.
- As an initiative of the GDC, a report on the *Economic Development Opportunities for the Gascoyne Region Associated with Resource Sector Investment and Expansion* (SGS 2012) identified further opportunities that can be explored to maximise the economic and social benefits for Exmouth, arising from existing and proposed mining and resource investment in the Gascoyne, Pilbara and Mid-West regions:
  - Exmouth Boat Harbour Expansion;
  - Market / promote Exmouth as a Logistics Hub;
  - Development of Exmouth Gulf Marine Supply Base;
  - Exmouth Fly In – Fly Out / Drive In – Drive Out Initiatives; and
  - Exmouth Tourism Initiatives.
- Seasonal variation in expenditure and sales will lead to adaptability in the retail sector to ensure there is not an undersupply in peak season nor oversupply in the low season. Temporary floorspace and adaptable premises are seen as being adaptable to demand. However, with a larger permanent population, the seasonal variations will over time be less pronounced for overall expenditure.
- The rapid spike in population, attributed largely to the tourism industry, is significant when considering full capacity requirements of services within the townsite and the demand for land and infrastructure. Continued promotion and growth within the tourism industry will further accentuate this trend in coming years. Ongoing collection of tourism data will assist the Shire to plan for the impact of tourism growth and associated land requirements for tourism sites.
- The floorspace estimates of the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012) will guide the spatial definition of the retail core area of the Town Centre assuming a population of 5,000 will be required to attract a larger floor-plate retailer to Exmouth.

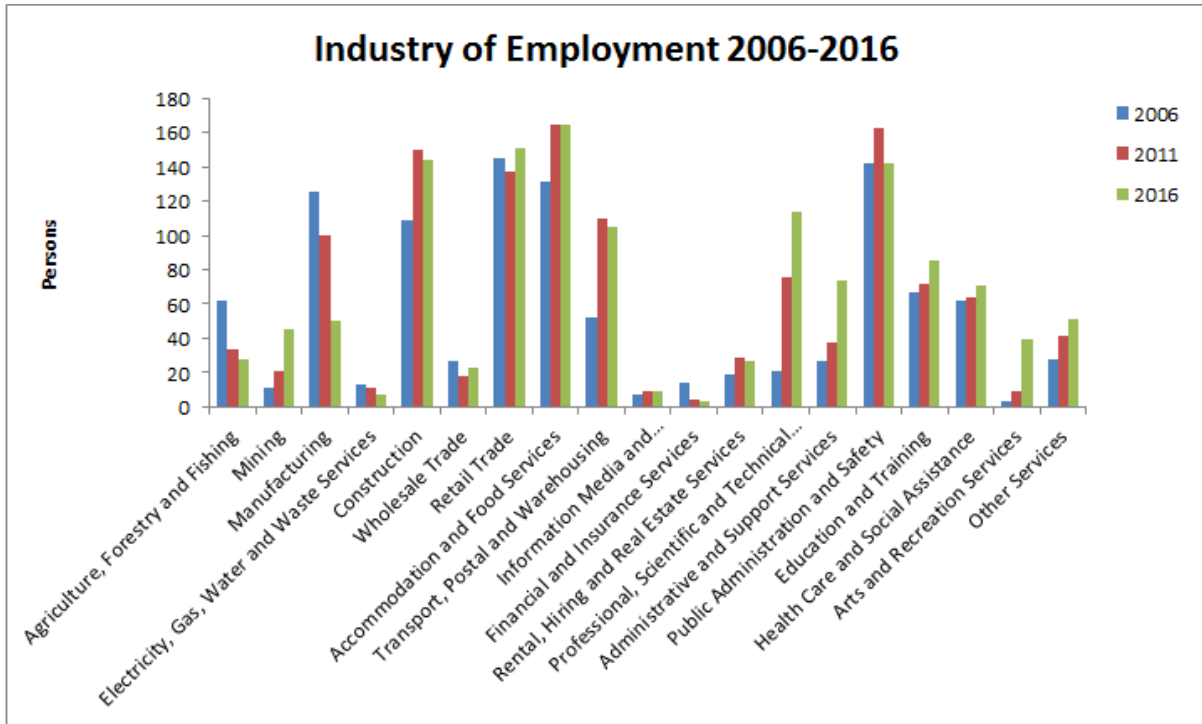
- Mining and basic raw material industries are attracted to the Shire of Exmouth by virtue of its prospects and known material wealth. New application for resource extraction within or beyond existing mining leases and petroleum exploration licences will require appropriate levels of environmental assessment prior to being supported by approval authorities.
- Investment in oil and gas is linked to the potential for suitable land being available for a marine supply base and industrial land supporting the marine supply base. A marine supply base would be best considered as a nodal facility that supports other industry and facilities located within the Pilbara.
- Recreational and commercial fishing activities contribute to the local economy. Recreational fishing has social value and can form part of the tourism experience when visitors stay in Exmouth. Commercial fishing is a low-volume, high value industry and careful ongoing management of stocks is seen as a priority. It is noted, however, that the prawn fishery in Exmouth is a recognised ecological sustainable industry.
- Aquaculture has the potential to form part of a strategic food bowl plan supported by government with Exmouth offering attractive water and land environments to facilitate investment in the industry.
- Rangeland and other diversification leases for pastoral land are seen as opportunities for improving the economic diversification of pastoral land. The Shire will need to contemplate land use and development provisions within LPS 4 that support, as opposed to hinder, the ongoing viability of pastoral stations and their diversification of activities.



## 2.4 EMPLOYMENT PROFILE

### 2.4.1 EMPLOYMENT

As referred to in **section 2.2.1**, 53 per cent of the population is in the local labour force. Further to **section 2.3.1**, population growth is incumbent on the strategic creation of quality jobs as well as the organic growth in population-driven jobs. Based on 2016 Census data, mining; accommodation and food services; professional, scientific and technical services; arts and recreation services, and other services are growth sectors for employment (refer **Figure 15**).



**FIGURE 15 INDUSTRY OF EMPLOYMENT IN THE SHIRE OF EXMOUTH BETWEEN 2006 - 2016 (SOURCE: ABS 2017)**

Retail trade; education and training; and accommodation and food services have also been growth areas for employment, but to a lesser extent.

Health care and social assistance and accommodation and food services have remained steady over the past 5-10 years. In contrast, manufacturing; electricity, gas, water and waste services; agriculture, forestry and fishing have been steadily decreasing employment sectors within the Shire.

Exmouth isn't regarded as a mining town, unlike nearby towns such as Newman, Karratha, Port Hedland and Onslow. It does have relationships to Mining through fly-in fly-out workers using Learmonth RAAF Base and Exmouth Aerodrome for flights between Perth and connecting helicopter transfers to offshore platforms.

### 2.4.2 INDUSTRY BY EMPLOYMENT SECTORS

**Figure 16** outlines the changes in the percentage of the workforce working in each occupation over a ten-year period from 2006 to 2016. The occupation employing the highest proportion of the workforce in the Shire of Exmouth in 2016 was technicians and trade workers, followed by professionals, managers and labourers. The proportions of the workforce in each occupation have remained relatively stable over the ten-year period between 2006 and 2016, with professionals growing a few per cent, and labourers and clerical and administrative workers declining by a few per cent.

It is likely that if strategic or interventionist policies are introduced into bringing in high quality jobs to drive population growth, the changes in occupations are likely to move towards more managerial, professional, technical and trade occupations, supported with growth in other sectors.

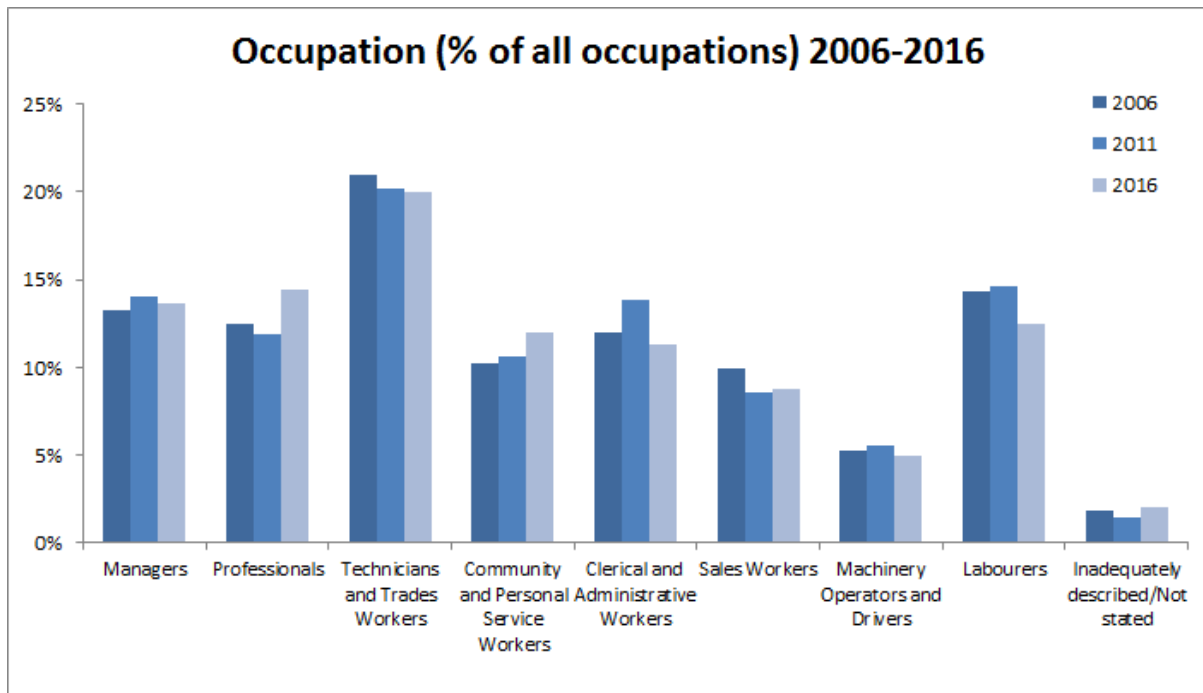


FIGURE 16 SHIRE OF EXMOUTH OCCUPATION (% OF TOTAL OCCUPATIONS) 2006 -2016 (SOURCE: ABS, 2017)

### 2.4.3 PLANNING IMPLICATIONS

- Utilising the population growth forecasts and job numbers discussed in section 2.2.1, some assumptions can be made in relation to forecasted number of businesses that could generate employment growth for the town. WA Tomorrow's Bands C, and E population forecasts, (refer section 2.2.1) together with the Shire's aspirational population target of 5,000 people by 2025 have been used to extrapolate business number forecasts.
- **Table 15** below demonstrates the extent of the economic development task required to generate employment (at the current rate of 0.8524 jobs per person) for a population of 5,635. The ratio of jobs is likely to be lower as the permanent population grows in relation to the tourism population, taking into account a larger ratio of permanent residents as employees versus seasonal or non-resident employees. However, for extrapolation purposes the current ratio has been utilised. The small business creation task is significant, yet would not be unrealistic, if sufficient support and education is provided for the potential for home-based and micro businesses associated with diversified economic development in Exmouth. Of greater significance is the implication for larger employers (20+ to 200+) which may only be achievable if a marine support facility and associated industry was introduced into the Shire, or there is a substantial industry or business that wishes to move into the Shire.

TABLE 15 FORECAST OF BUSINESS NUMBERS (BUSINESS AS USUAL AND ASPIRATIONAL)

Staff Size	Number of Businesses (2016)	Ratio	Band C 2025	Band E 2025	Aspirational 2025
Non employing	156	57.14%	182	210	356
1-19	108	39.56%	126	146	246
20-199	9	3.30%	10	12	21
200+	0	0.00%	0	0	0
Total	273	100.00%	318	368	623
Workforce <i>*assumption</i>	2,105		2,454*	2,838 *	4,803*
Growth Assumption	100%		16.60%	34.85%	128.22%

(Source: WAPC 2015, ABS 2017)

- Trends in occupations in the Shire of Exmouth are reflective of Gascoyne averages. Strategic intervention into creation of high-quality jobs, if such intervention occurs, would likely see increases in occupations such as managers, professionals, technical and trade workers as it is likely these jobs would be higher paying than other sectors.

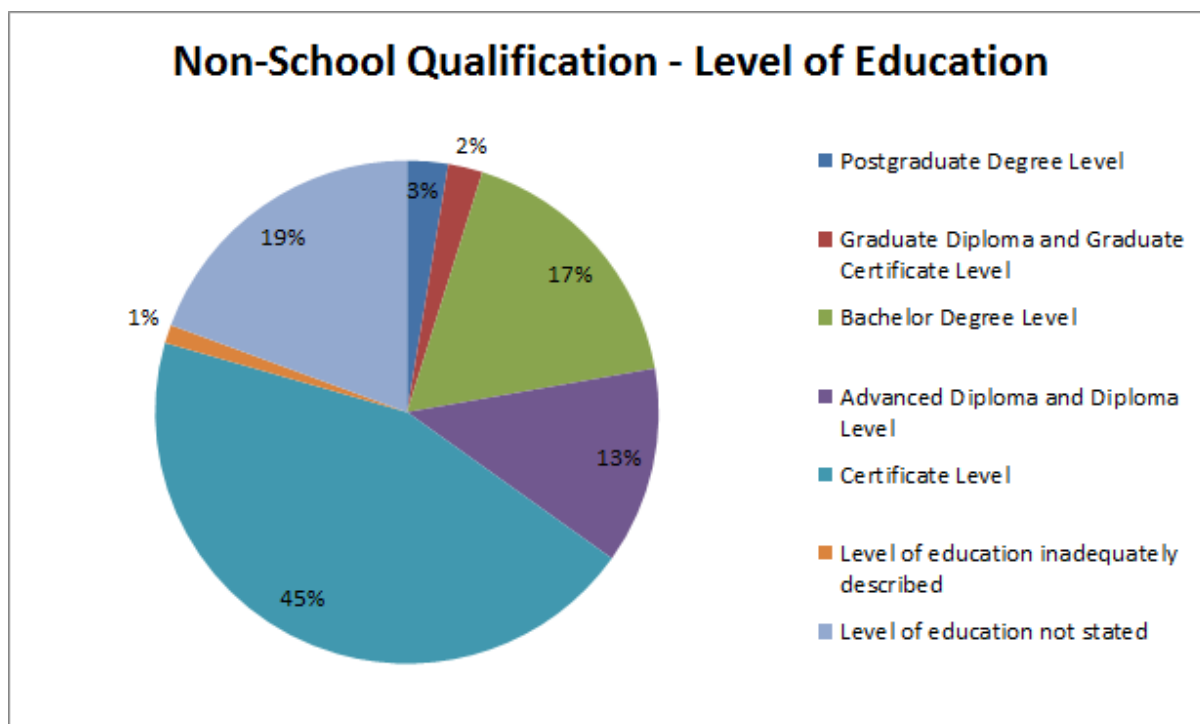
## 2.5 COMMUNITY SERVICES

### 2.5.1 EDUCATION

Education serves an economic, social and cultural role in society. Education facilities and services are of importance for supporting a growing population, to ensure that residents have access to schools, tertiary education and lifelong learning. Educational facilities and services within Exmouth include:

- Exmouth District High School – at January 2018 the school had 453 students enrolled between kindergarten and year 12 with demographic data indicating a consistent level of enrolments of school aged students in the foreseeable future. The Department of Education does not have proposals to further upgrade facilities, noting significant on-site infrastructure improvements have recently occurred. The school is currently not at its accommodation capacity and hence there is no requirement to relocate the current district high school site. The Department of Education has advised that an additional primary school site would be required in the event that an additional 1,500 lots are developed within the townsite.
- Central Regional TAFE – the Exmouth campus offers training in Visual Arts, Business, Business Administration, Education Support, Maritime Operations, Tourism and Information, Digital Media and Technology. In addition, the campus operates a Video Conferencing Facility offering two-way video and audio communication to other locations. Facilities include a student amenities area, computer classroom, and classrooms for delivery of marine and art courses.
- Childcare – child care services in Exmouth include Exmouth Play Group and Bernice McLeod Childcare Centre. A toy library is provided for hiring of new and used toys.
- Ningaloo Centre – the multi-purpose community facility is designed for scientific research and a central location for education and community engagement.

Census data on non-school qualifications takes into account persons aged over 15 years and that have a qualification (refer **Figure 17**), approximately 41 per cent of the population (1,135 persons counted in the Census) has a non-school qualification.



**FIGURE 17 LEVEL OF EDUCATION AS A PERCENTAGE OF TOTAL PERSONS OVER 15 YEARS WITH A NON-SCHOOL QUALIFICATION**

The nature of employment within Exmouth has a relationship with the types of qualifications obtained by people, with Certificates and Diplomas being the predominant form of qualification amongst persons in the workforce. The census data also indicates that tertiary qualifications are comparable between Exmouth and the Gascoyne Region. Over the last ten years, there has been minimal change in the proportions of different types of non-school qualifications being held.

To increase the number of persons with non-school qualifications in Exmouth, migration of qualified people into Exmouth or encouraging more people in the permanent population to obtain qualifications is needed. It is evident that jobs in the predominant employment sectors represented in Exmouth would only require or benefit from such qualifications.

## 2.5.2 HEALTH

The Department of Health indicates that there are two facilities providing services within the Shire of Exmouth:

- Exmouth Multipurpose Service (District Hospital), Lyons Street – dental, emergency, home and community care, medical, general, nursing, outpatients, pathology, radiology, triage, wound management.
- Exmouth Community Health Service, Payne Street – child development, child health, community health, community nursing, diabetes management and education, health promotion, nursing education, positive parenting program, primary health, school health, women’s health.

A pharmacist, physiotherapist, chiropractor, and a variety of massage and beauty therapists are available within the Exmouth townsite. When required, the Royal Flying Doctor Service can access the Shire area for transporting patients to Perth.

The District Hospital is located on a land parcel of 3.9495 hectares bounded by Lyon and Fyfe Streets adjacent to the Town Centre. This land area is considered adequate for future expansion of the facility over time. The community health centre currently located on Payne Street will be relocated to the district hospital once current upgrades are completed.

### 2.5.3 RECREATION AND COMMUNITY FACILITIES

From a lifestyle perspective, Exmouth presents a diverse range of recreational opportunities for residents and visitors. The landscape is conducive towards camping, hiking and related activities, which generally are focussed within the Cape Range National Park. Camping as a tourism component is discussed further within **sections 2.3.3** and **section 6**.

Water-based recreation is also popular with swimming, snorkelling, fishing and boating as common activities. The popularity of recreational boating is reflected in the number of people on a waiting list for registrations of interest for boat pens in the Exmouth Boat Harbour.

Within the Exmouth townsite, facilities for indoor and outdoor passive and active recreation are provided for amenity and enjoyment. The **Public Domain Strategic Plan** illustrates the extent of recreational land and community facilities that are available, predominately within the Exmouth townsite. The townsite incorporates the majority of recreation and community facilities as listed below:

- Federation Park
- Barbecue areas – Town Beach and Federation Park
- Boat Ramps – Exmouth Boat Harbour, Bundegi Beach, Tantabiddi Boat Ramp
- Cricket Nets
- Undercover Hard Court facility
- Bowling greens
- Community Club rooms
- Exmouth Game Fishing Club facility
- Go Kart Track
- 18-hole Exmouth Golf Club
- Motorcross Track
- Rifle Range
- Squash Courts
- Tennis Courts
- Yacht Club
- Talanjee, Koobooroo and Niblett Ovals
- Recreation Centre
- Shire Hall
- Paltridge Memorial Swimming Pool (50m) with separate toddler’s pool
- Skate Park
- Parks with playgrounds throughout the town
- Walk and bike trails that circumnavigate the town

Based on feedback from the Community Workshops and the Shire, there is also the intention to investigate opportunities for a horse racing facility to be located at Reserve 29066 (currently reserved for the purposes of drainage and recreation). Investigations are ongoing.

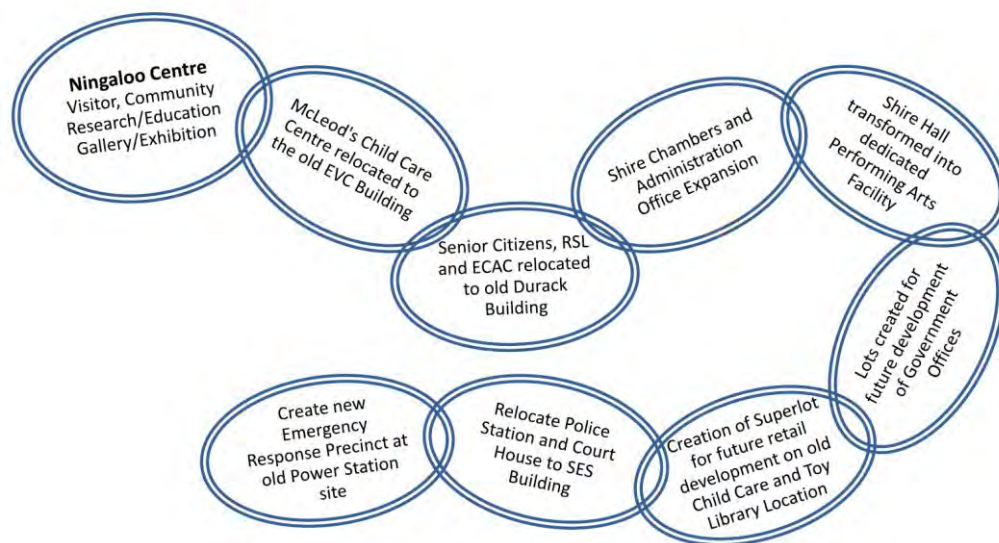


The recently completed Ningaloo Centre comprises a multi-purpose community, tourism and research facility and provides an iconic entry statement to the town. The building, with an area of approximately 4,700m<sup>2</sup>, comprises four core components – community, visitors, research/education and galleries/exhibitions space for education, research, art galleries and exhibitions. The centre provides ongoing training and employment opportunities for Exmouth and the Gascoyne region, and state-of-the-art interpretative displays for local, domestic and international visitors.

The Shire of Exmouth has also developed a programme for the relocation, rationalisation and subsequent redevelopment of community and government services within the Exmouth townsite, as illustrated in **Figure 18**. Whilst this programme will take a period of time to effectively budget for works, there is support for the logical progression of community facilities to be vacated, upgraded as required and/or relocated. The relocation of Town Centre land uses such as the WA Police, St John’s Ambulance and Department of



Fire and Emergency Services will enable the re-distribution of land uses to occur in line with plans to revitalise the Town Centre (refer Hassell 2012)



**FIGURE 18 PROPOSED RATIONALISATION OF COMMUNITY AND SHIRE FACILITIES**  
(SOURCE: SHIRE OF EXMOUTH 2013)

The site of the previous power station on Nimitz Street has been identified as a potential Emergency Response Precinct facilitating the relocation of emergency services from the Town Centre. In turn, the potential relocation of the Police Station and Court House to the existing SES site would facilitate the freeing up additional landholdings for future retail, community and government offices.

### 2.5.3.1 PUBLIC OPEN SPACE

In 2013, an audit of existing public open space was undertaken for the existing reserves within the Exmouth townsite to support the LPS land use recommendations.

The audit indicates that, currently, in excess of the WAPC's 10% public open space requirement is set aside for public open space. In addition, the coastal foreshore along the Exmouth Gulf serves a recreation function particularly Town Beach, walking trails within the dunes and Surf Club and Sailing Club activities.

In accordance with DC Policy 2.3 *Public Open Space in Residential Areas*, the audit has excluded foreshore reserves in calculating the 10 percent gross subdivisible area to be contributed as POS. The inclusion of 'activated' foreshore reserves may be supported by the Western Australian Planning Commission in calculating POS, where because of inconsistencies in *Liveable Neighbourhoods* and DC Policy 2.3. Section 154 of the *Planning and Development Act 2005*, however, provides scope for the Minister regarding cash-in-lieu expenditure on "recreation grounds or open spaces generally of any land in that locality".

### 2.5.3.2 PLACES OF WORSHIP

A number of places of worship are located within the Exmouth townsite, including:

- Exmouth Christian Fellowship Church – 30 Payne Street;
- St John's Catholic Church – 15 Kennedy Street; and
- Exmouth Anglican Community Church – 8 Pelias Street.

### 2.5.3.3 CEMETERY

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The Exmouth cemetery is located at 40 Warne Street, south-east of the Town Centre adjacent to the Exmouth Marina Village. The cemetery is 1.0854 hectares in area and is assessed to be adequate for the time period of the LPS.

### 2.5.3.4 EMERGENCY SERVICES

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Emergency service providers within the Shire include:

- Exmouth Police Station – Maidstone Crescent;
- St John Ambulance Sub Centre – Maidstone Crescent;
- State Emergency Services – Payne Street;
- Exmouth Volunteer Marine Rescue Group; and
- Exmouth Volunteer Bushfire Brigade – Maidstone Crescent.

As per **section 2.5.3** and **Figure 18** the emergency services within the Exmouth Town Centre have been identified by the Shire for ultimate relocation consistent with rationalisation of community and Shire facilities. The size of the previous power station on Nimitz Street has been recognised as an appropriate location to enable a more efficient facility to operate on what will be a purpose-built site.

## 2.5.4 PLANNING IMPLICATIONS

- The demographic data available indicates a consistent level in enrolments of school aged students in the foreseeable future. The Department of Education indicate the provision of education facilities within the townsite are considered to be adequate.
- Future population growth in particular could warrant one (or more) additional schools, with Department of Education advising that one primary school caters for a catchment of an additional 1,500 lots.
- Given the remote nature of Exmouth, increased accessibility to education lies in both the delivery of educational facilities as well as digital accessibility to education resources. Online learning is emerging with services already available through Central Regional TAFE and the advent delivery of the National Broadband Network.
- Health services are provided within the District Hospital, Community Health Service at Payne Street, and private practitioners within the townsite. Accommodation for workers in health services may need to be investigated as population growth in Exmouth requires an increase in health worker numbers.
- Future expansion of facilities on the existing hospital site may need to accommodate a nursing home, hospice and related aged care facilities.
- Places of worship within Exmouth will be considered as land uses within relevant zoning in the Scheme.
- The Shire’s planning for the provision of community facilities includes the rationalisation of existing facilities and assets, following the development of the Ningaloo Centre.
- As new residential development unfolds, additional public open space reserves will be ceded to the Crown for management by the Shire of Exmouth. The cost of managing these new spaces rests with the Shire and will need to be factored into operational budgets.
- As development occurs, public open space will be ceded in accordance with current legislation and State policy. In turn, the Shire has the opportunity for spending cash-in-lieu contributions on upgrading recreational areas in the immediate locality. The Shire will accept cash-in-lieu contributions for shortfalls in open space, as open space provision within the townsite is in excess of the 10% WAPC requirement.

## 2.6 INFRASTRUCTURE AND BUFFERS

### 2.6.1 WATER SUPPLY

Water availability is one of the key considerations influencing the extent of appropriate land use activity within the region. Exmouth's water supply comes from the Cape Range Group superficial aquifer. Recharge is by direct infiltration of rainfall events, and indirectly through the beds of ephemeral streams that also come about through rainfall events. All developments outside the main townsite have their own bore water supplies and the quality of the town water supply varies.

The Shire of Exmouth's ground water supply is secured through a Priority 1 Water Reserve (proclaimed in 2002 under the *Country Areas Water Supply Act 1947*) and wellhead protection zones (500m) around each production bore. The Water Protection Reserve consists of 34 bores and is located immediately west of the Exmouth townsite. It is approximately 7km to 11km in width and extends approximately 20km to the south of the townsite. Water is provided by bores with the volume extracted from each bore configured to maintain water balance between the freshwater and saline water lenses. Strict limitations on land use apply in areas defined and managed as P1 Water Reserves to ensure there is no degradation of the quality of the drinking water source, using the principle of risk avoidance. Land development is generally not permitted.

The Department of Water and Environmental Regulation is responsible for the allocation of water licenses and the Water Corporation is the largest licensee of groundwater allocated from the superficial aquifers in the Cape Range. The Department of Water and Environmental Regulation reviewed the *Exmouth Water Reserve Water Source Protection Plan* in 2011 which complements the existing Exmouth Water Reserve source protection plan 2000. No changes were made to the water reserve boundary as part of the review. The review found that the existing reserve adequately reflected the recharged area and management objectives for drinking water source protection. It also identified specific land uses that have the potential to contaminate drinking water sources (i.e. livestock grazing, limestone mining, unauthorised use of unsealed tracks and activities associated with exploration/production connected with geothermal/petroleum leases).

Licensing of all wells in the Cape Range is required. In terms of water availability, the Exmouth West sub area is set at the current level of use and no further licenses should be issued. Exmouth Town and North are over-allocated and similarly, no further licences should be issued. Exmouth Central and South have groundwater available for allocation, with new applications to be considered on local availability.

### 2.6.2 POWER SUPPLY

Power is generated within the Shire of Exmouth via the operation of a gas-fired power station situated on Lot 1467 Welch Street, centrally located within the Exmouth townsite. The generation of power for distribution by Horizon Power is subject to a power purchase agreement executed in November 2005 between Exmouth Power Station Pty Ltd (ExPS) and Western Power (now Horizon Power). The agreement expires in November 2024.

Since the power station became operational in 2007, there have been ongoing discussions between the Shire and ExPS over time and corresponding noise assessment undertaken to ensure the noise footprint of the power station is minimised and compliant with the *Environmental Protection (Noise) Regulations 1997* and *Draft SPP 4.1 –Industrial Interface (Amended)*. Six noise assessments have been undertaken over a ten-year period with the latest assessment being conducted in December 2012. The requirement to undertake noise assessments was a condition of the original development approval and has been necessary given the close proximity of a number of existing approved sensitive land uses, in addition to the land to the north and south-east being zoned under the provisions of the Shire of Exmouth Town Planning Scheme No 3 for residential development since the gazettal of the Scheme in 1999.

ExPS currently has approval for the operation of 8 engines. The latest noise assessment (2012) was undertaken by Lloyd George Acoustics for ExPS following noise attenuation measures being implemented by the ExPS to achieve a reduction in noise levels as far as practical (installation of 8 exhaust mufflers). This assessment identified a reduction in the noise footprint in comparison to previous assessments, and provided an updated compliance contour for the existing operating conditions of the power station (Day time – 8 engines; Night time – 4 engines) with a peak load of just below 6,500kW occurring for short durations in the late afternoon. The 2012 noise assessment also mapped a compliance contour assuming a full operating capacity of 13,000kW (Day time – 15 engines; Night time – 6 engines). Horizon Power, however, has since provided advice to the Shire that based on current power generation forecasts, the power station is unlikely to operate at a load of 13,000kW before the expiry of the power station agreement, with a full capacity operating load of 10,000kW being a more accurate figure upon which to define a land-use buffer.

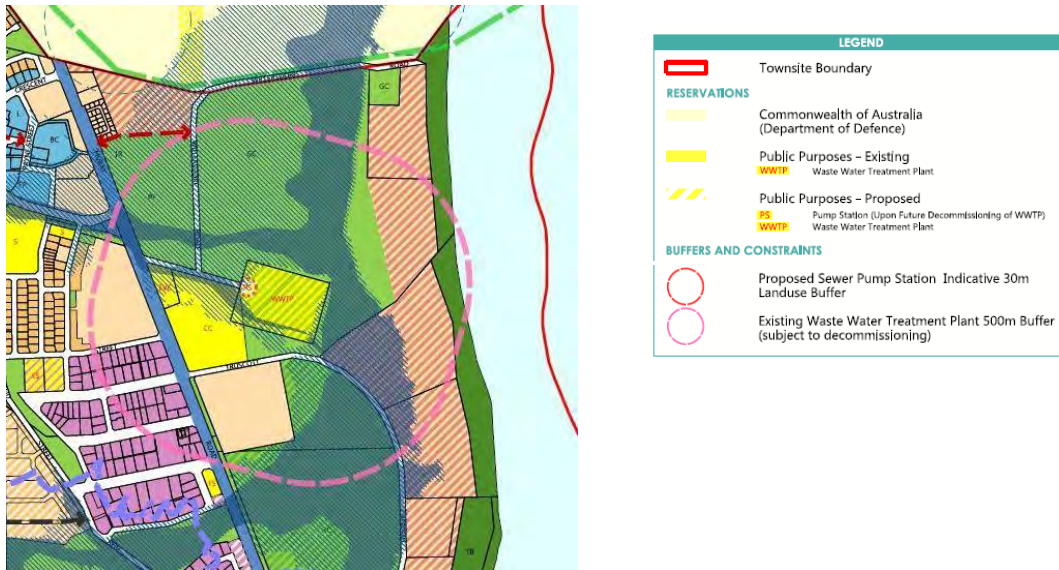
To date, a noise assessment has not been undertaken to reflect the impact of the power station operating at 10,000kW. Adopting *Draft SPP 4.1 (section 5.3)* as guidance, in the absence of modelling and technical analysis to identify the impact of the power station operating at full capacity, the ability for the Local Planning Strategy to accurately map a land use buffer representative of an accurate worst-case scenario is limited. In the interim, proposals will be individually assessed, and the LPS will identify a land use buffer based on the existing operating conditions permitted by the existing approval i.e. 8 engines (Refer **Exmouth Townsite Spatial Plan – Sheet 3**). The planning process and requirements for technical analysis to support land use proposals adjacent to the power station are further discussed in **section 12.1**.

### 2.6.3 WASTE WATER TREATMENT PLANT

The Exmouth Waste Water Treatment Plant (WWTP) is located within Crown Lot 368 Willersdorf Road and is currently reserved for public purposes in the Shire of Exmouth Town Planning Scheme No. 3. The Exmouth WWTP has been previously identified within the Exmouth Townsite Structure Plan as requiring a 500m odour buffer, measured from the outer boundary of the facility. There are existing and proposed sensitive land uses located within the 500m buffer and it is understood that under certain weather/climatic conditions odour issues are experienced and occasionally during the use of recycled water on the town’s irrigated ovals. The following **Table 16** and **Figure 19** identify the properties within the 500m buffer.

**TABLE 16 PROPERTIES IDENTIFIED WITHIN 500M WWTP BUFFER**

Property Address	Land Use	Property Address	Land Use
Lot 368 Willersdorf Road	Exmouth Waste Water Treatment Plant (to be decommissioned) Future Pump Station	Various Nimitz Pelias, Pellew and Maley Streets (Mixed Use Zone)	Service Industry /Residential Composite Development Government Office,
Lot 1431 Willersdorf Road Reserve 50807	Exmouth Golf Club (fairways and greens) Future Ningaloo Centre	Lot 8 Murat Road	Vacant
Lot 1432 Willersdorf Road	Exmouth Visitor Centre	Lot 77 Murat Road	Service Station
Lot 1419 Willersdorf Road Reserve 50807	Recreation Playing Fields and Vacant	Lot 829 Murat Road	Tavern
Lot 1407 Willersdorf Road	Vacant	Lot 30 Pelias Street	Place of Worship
Lot 1112 Nimitz Street	Ningaloo Caravan & Holiday Resort	Lot 37 Pelias Street	Private Recreation
Lot 1 Truscott Crescent	Exmouth Cape Holiday Park	Lot 36 Murat Road	Private Recreation
Lot 1455 Truscott Crescent Reserve 29066	Future recreation (potentially racecourse)	Lot 33 Pellew Street	Commercial
Lot 1404 and Lot 1403, Truscott Crescent	Future tourism (proposed caravan park)	Lot 832 Nimitz Street	Vacant



**FIGURE 19 EXISTING WASTE WATER TREATMENT PLANT 500M BUFFER (SUBJECT TO DECOMMISSIONING)**

The Water Corporation has previously advised that the existing WWTP has short-medium term capacity for population growth, subject to the Shire of Exmouth’s re-use system being operated at a high level of performance. However, with consideration to improving the amenity of surrounding land uses, negotiations are currently taking place with the Department of Defence to enable the facility to be relocated on Commonwealth Land immediately to the north of the townsite. The proposed relocation of the WWTP was first recommended by the *Exmouth Structure Plan* (2004) with a preferred site being reinforced by the *Exmouth Townsite Structure Plan* (2011). Water Corporation has proceeded to undertake detailed site assessment to confirm the suitability of a 40.8ha site located within ‘Area B’ of the Naval Communications Station Harold E Holt, including archaeological and ethnological reporting, geotechnical assessment and odour modelling. The modelled buffer impacts upon ‘Area B’ and a small portion of the Exmouth Gulf foredune but otherwise does not impact on landholdings within the Exmouth townsite. The preferred site supported by site analysis has formed the basis on continuing negotiations with the Department of Defence in advance of funds being committed for the infrastructure design phase.

It is understood that, notwithstanding the relocation of the WWTP, a pump station will be established within portion of the existing reserve. Water Corporation proposes to commission a Pump Station at Lot 368 Willersdorf Road, which indicatively will pump 180 litres per second to the relocated WWTP. Water Corporation has confirmed a Pump Station with a rate of 180 litres per second would require a 30-metre buffer, measured from the centreline of the facility, which in this instance could be contained within the Pump Station’s proposed lot dimensions. The Pump Station site is subject to detailed design by Water Corporation and its ultimate location will be confirmed.

It is necessary for the Department of Defence and Water Corporation to finalise negotiations regarding the relocation of the Exmouth WWTP, in order to proceed with its ultimate construction of new WWTP infrastructure and decommissioning of existing WWTP infrastructure.

The licensing of the new infrastructure will require the Water Corporation to ensure disposal of waste water takes place in a sustainable manner with it being feasible that a high proportion of treated output from the facility will have the potential to be recycled by the Shire of Exmouth in line with current practice.

#### 2.6.4 WASTE LANDFILL SITE

The existing landfill site is located at Lot 219 Minilya-Exmouth Road on Crown Reserve 43252 north of the Exmouth Aerodrome and south-west of the Ingram Street industrial area. The *Exmouth South Structure Plan* (2013) identified that the site had potential land use issues including the risks of aircraft bird strikes given that the facility is generally



within the flight path of the at aerodrome, visual impacts evident by the air when arriving to Exmouth as a tourist town, and potential environmental impacts on subterranean waterways that underlay the site. Whilst the landfill site is not at capacity and meets the rubbish disposal needs of the Exmouth townsite within the life of the LPS, the facility may need to be relocated in the longer term.

### 2.6.5 TELECOMMUNICATIONS

Broadcast Australia owns and operates the critical communications infrastructure at the sites known as North West Cape (6021) & Exmouth MF (6022). The sites provide the greater Exmouth area with radio and television services.

Broadcast Australia maintain and upgrade the sites to ensure the greater Exmouth area benefits from the latest technology and are likely to be operational over a long-term timeframe.

For site Exmouth MF (6022) within the Exmouth townsite located on Lot 869 Murat Road, Broadcast Australia imposes a buffer of 150m from the mast for any additional structures greater than 25m in height as this can affect the radiation pattern of the services. For site North West Cape (6021) the existing site boundary/fence is sufficient. If there are any developments adjacent to the fence boundary, the height of the developments would need to be further investigated with regard to potential coverage impacts.

The LPS identifies a possible longer-term conflict with the location of the Broadcast Australia site on Murat Road given future proposals for future residential development and the desire for an improved land use interface with Murat Road.

It is recognised that there is incomplete telecommunications coverage along the West Coast. This has been identified as an issue that has implications for tourism and the community. It is anticipated that over time, additional telecommunications infrastructure would be required to provide more continuous coverage. Given the high value placed on the physical landscape, careful consideration of sites for telecommunications infrastructure will be important in order to minimise disruption of view-sheds and amenity for tourists.

### 2.6.6 PLANNING IMPLICATIONS

- Consultation with the Department of Water and Environmental Regulation and Water Corporation will be necessary to ensure an adequate water supply is provided that anticipates population growth. Monitoring of the population growth of Exmouth will be important to predict and provide sufficient water availability for industry, domestic and civil use.
- The modelled buffer of the existing power station, for the interim, places constraints and limitations on the otherwise logical, southerly progression of development of the townsite. In the absence of revised noise assessment reporting that accurately models the power station operating at full capacity (10,000kW), subdivision and development within close proximity to the power station will need to be assessed on a case by case basis.
- Best practice for management of the Power Station may lead to a reduced buffer, however the costs of ongoing improvements to the Power Station may be prohibitive towards providing an affordable supply of power to the townsite.
- The *Exmouth South Structure Plan* (2013) and the LPS supports the relocation of the existing power station upon the expiration of its lease. The *Exmouth South Structure Plan* identified a site north of the Exmouth Landfill Site as a possible relocation site, however further economic and environmental investigations are required. Appropriate amenity and safety buffers would need to be maintained in considering any location for the new power station as well as essential service infrastructure. It is understood that Exmouth Power Station Pty Ltd does not have intentions to relocate. The Shire does not intend to grant planning approvals for further works at the site.



- It is also understood that Broadcast Australia does not intend to relocate its telecommunications infrastructure from 183 Murat Road, however the longer-term relocation of the Broadcast Australia site should be investigated. The site currently occupies a significant portion of Murat Road frontage on land strategically earmarked for future residential development. The Shire does not intend to grant planning approvals for non-low impact telecommunications infrastructure works at the site.
- Further investigate opportunities for improvements to telecommunications coverage along the west coast.
- The strategic relocation of the Exmouth WWTP will ensure that the Ningaloo Centre, existing and proposed tourism sites within proximity to the Town Centre are unimpeded by odour buffers, noting that agreements to facilitate the planned relocation between the Department of Defence and Water Corporation are yet to be finalised. The LPS and zoning under LPS 4 will not provide any procedural impediment to the future relocation of the facility.
- The landfill facility is considered to be adequate for the duration of this Local Planning Strategy; however, in the longer term it may need to be relocated.
- Developments are required to connect to scheme water and reticulated sewerage (if available) in accordance with the draft Government Sewerage Policy.

## 2.7 MOVEMENT NETWORK

### 2.7.1 ROADS

#### MINILYA-EXMOUTH ROAD

Minilya-Exmouth Road is the responsibility of Main Roads WA, and is identified as part of the State Freight Network. Concerns surround the road width and the limited overtaking opportunities particularly given the 110km/h speed limit and shared use by passenger and freight traffic. In addition, the road is susceptible to closure or being made temporarily impassable during flood events. Main Roads WA has identified opportunities to improve the Minilya-Exmouth Road with additional overtaking lanes.

#### BURKETT ROAD

Burkett Road is the responsibility of Main Roads WA. Burkett Road is not as significant for freight or passenger vehicle traffic as Minilya-Exmouth Road. However, it provides an east-west connection between the North West Coastal Highway (MRWA road) and Minilya-Exmouth Road. Bullara Station, Giralia Station, associated tourism locations and an Aquaculture site are accessible from Burkett Road.

#### MURAT ROAD

Murat Road is the responsibility of the Shire of Exmouth. Murat Road currently is the only north-south road within the Exmouth townsite, and by virtue of the road network is most prone to traffic as the population grows and exacerbated during the tourism season. Murat Road is identified for enhancement, particularly at intersections to Maidstone Crescent and Truscott Avenue, with T-intersection treatments complemented with signage, landscape and street tree planting.

North of the townsite, in two discrete sections, Murat Road is constructed on freehold lots (43 and 44, Areas A and B of Naval Communications Station Harold E. Holt) with no other tenure or legal description. Notwithstanding that the road is constructed on freehold land (Lots 43 and 44), is maintained by the Shire of Exmouth and acts as a public thoroughfare, the Commonwealth Government is legally responsible for the road.

During heavy rain events, water collects to the east of Murat Road and within the townsite in particular, the coastal dunes prevent water from draining into the ocean. Improvements to bunds and creeklines have been investigated to mitigate flooding affecting road accessibility to the townsite.

## YARDIE CREEK ROAD

Yardie Creek Road is gazetted from the western boundary of Site A of Naval Communications Station Harold E. Holt, around Vlamingh Head to the western coast and in a south south-westerly direction to Yardie Creek. The road is constructed to the mouth of Yardie Creek and the Indian Ocean. South of Yardie Creek the road is unsealed.

Yardie Creek Road continues from the western boundary, eastwards through Site A of Naval Communications Station Harold E. Holt. The Yardie Creek Road continues through to the Cape Range National Park. Yardie Creek Road is managed by the Shire in the National Park. Over a longer period of time, a route avoiding encroachment into Commonwealth land may be more appropriate from a public safety perspective as well as minimising potential land use conflict with Defence operations. To address the issue of Yardie Creek road being part located in Defence land the strategy recommends that the Shire work on obtaining the road which could be achieved via a land exchange.

Yardie Creek Road is affected by limited and inconsistent telecommunications coverage along the west coast. Measures to improve telecommunications are required for increasing convenience and public safety.

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## 2.7.2 AIR TRAVEL

### LEARMONTH RAAF BASE AND AIRPORT

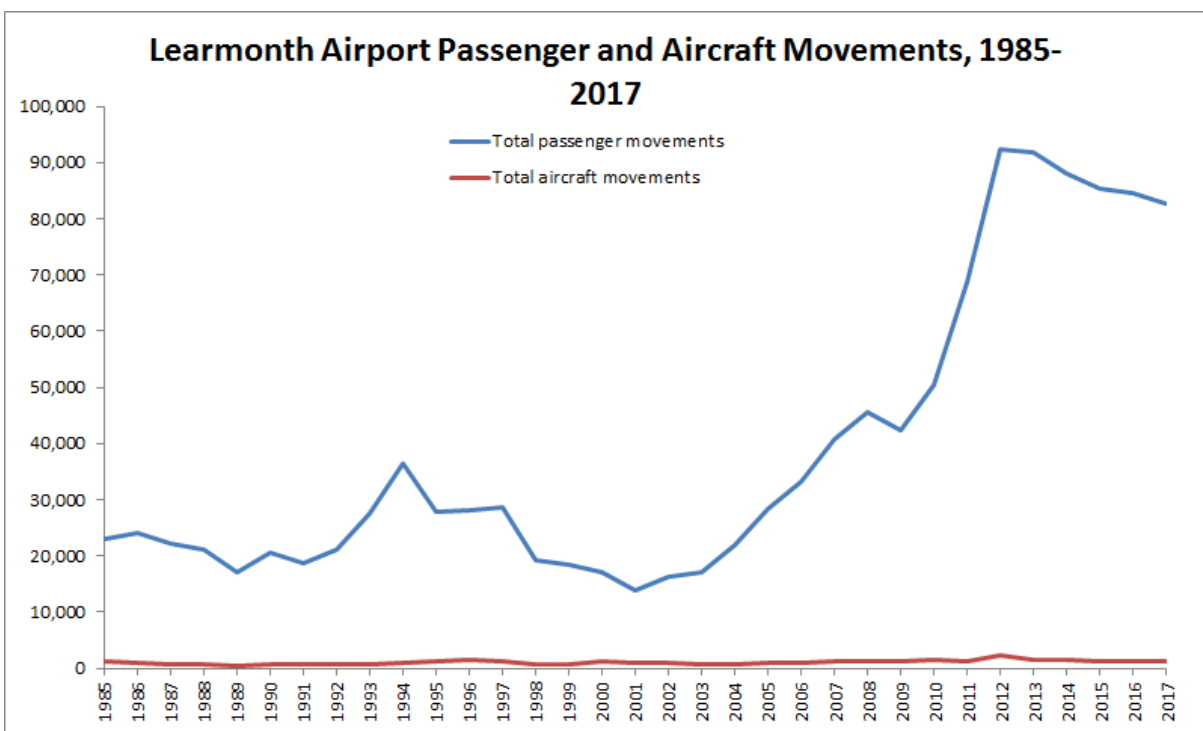
Learmonth RAAF Base is located approximately 40km south of Exmouth townsite on Commonwealth land and is the first point of arrival for many visitors to the Shire of Exmouth. Aviation is a significant economic driver for the Shire from the perspective of tourism and business sectors, in addition to servicing the local community for medical, leisure and other purposes.

**Figure 20** shows total passenger and aircraft movements at Learmonth airport between 1985 and 2017. Between 2007 to 2017 the number of flights declined by 0.3 per cent with passenger numbers growing 7.3 per cent for the same time period. The number of passenger movements in 2017 was 82,586 and in 2016 was 84,638 (BITRE, 2018), with similar passenger movements being predicted for 2018. **Figure 20** shows that although the number of aircraft moving through the facility has increased only very slightly since 1985, passenger numbers have increased significantly, suggesting that the airport is servicing increasingly larger aircraft. Additionally, the construction of the Ningaloo Centre, upgrades to the Exmouth Boat Harbour, offshore oil and gas projects and the introduction of the in-water humpback whale interaction trial provides justification for a robust and continued service (Gascoyne Regional Aviation Strategy, 2017). The Learmonth Domestic Airport and Heliport Facility is currently a significant transfer hub for FIFO workers to the oil and gas fields with an estimated 30,000 transfers occurring at the Heliport annually.

Learmonth is strategically important to the RAAF and Australian Government from a defence perspective and can become fully operational within 24 hours. The Shire has lease arrangements through to 2033 for the civilian terminal; however, the airport can be declared a 'Military In-Use' area, leading to periods where civilian flights may be limited or restricted. Potentially the airport can also be declared a 'Military Active' airport with civil aircraft being completely excluded for periods of time. The *Exmouth South Structure Plan* (ESSP, 2013) identifies the need for the Exmouth Aerodrome to be suitably equipped for increased civil aircraft operations.

A Masterplan (Forte Airport Management 2014) has been adopted for the Learmonth RAAF Base which covers the Shire’s civil lease area. The Masterplan identifies the proposed development within the 23.8 ha lease area, including a future lease expansion of 5.15 ha to the south of the existing lease boundary. The Masterplan documents proposed development including future apron development, hangars, long term car park, public car park and airport storage north of existing buildings. Proposed development including an expansion to the helicopter apron reserve, hangar reserve, new road and airport storage is proposed south of the existing buildings.

Building and structure height limits apply under the *Defence [Areas Control] Regulations 1989*. The ESSP identifies an indicative aircraft noise buffer for the Learmonth Airport, noting that existing Australian Noise Exposure Forecasts (ANEF) mapped for Learmonth are outdated. The buffer Identified by the ESSP will be adopted by the LPS and is viewed as an interim measure to avoid the encroachment of noise sensitive uses pending the preparation of ANEF mapping. The LPS has adopted the indicative noise buffer to guide future land use planning and will be identified as a Special Control Area.



**FIGURE 20 LEARMOUTH AIRPORT TOTAL YEARLY PASSENGER AND AIRCRAFT MOVEMENTS 1985-2017 (SOURCE: BITRE, 2018)**

### EXMOUTH AERODROME

The Exmouth Aerodrome is located 15km south of Exmouth townsite on Crown Lot 73 vested in the Shire of Exmouth for aerodrome purposes. The aerodrome is operated by the Shire with leases in place enabling the operation of five light aircraft/helicopter operators for pleasure and the transfer of FIFO workers to the oil and gas fields. To ensure the demand of general aviation activity within the Shire is catered for in the future, the Shire prepared of the Exmouth Aerodrome Master Plan. The Master Plan will provide strategic direction for the future allocation of lease areas to charters and other operators and will inform the upgrading of the runway catering for night operations. Such strategic planning is vital particularly given the constraints imposed by the Department of Defence on the ongoing operation of general aviation from Learmonth Airport. The relocation of all civil aviation activities from Learmonth RAAF Base to Exmouth Aerodrome is not envisaged, provided the Shire’s lease is continued beyond the lease term of 2033.

The *Exmouth South Structure Plan* (2013) identifies an indicative aircraft noise buffer for the aerodrome. The buffer is viewed as an interim measure to avoid the encroachment of noise sensitive uses pending the preparation of ANEF mapping and more detailed planning of run-way extensions. The LPS has adopted the indicative noise buffer to guide future land use planning and will be identified as a Special Control Area.

A Masterplan and Design Guidelines have been prepared for the Exmouth Aerodrome by the Shire of Exmouth. The masterplan aims to ensure the Aerodrome is developed for operation of private, recreational and commercial aircraft or helicopter activities, and associated functions. The Aerodrome is separated into four precincts: general aviation, helicopter, large commercial and future aviation. The ongoing development and use within the Aerodrome will be subject to special use provisions for inclusion in LPS 4.

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### 2.7.3 PEDESTRIAN AND CYCLING

Movement within Exmouth townsite is dominated by to car as there is no public transport and a majority of residents choose to drive rather than walk or cycle due the climate. In the cooler months however, walking or cycling are realistic options. The Shire of Exmouth has supported, through the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012), to develop the existing pedestrian and cycle network to fully connect the Town Centre with the foreshore with the introduction of signage, wayfinding elements, low impact efficient night lighting, shade trees and shelter at key nodes along the movement system and general pathway maintenance. Within the Town Centre secure bike parking, new public toilets with shower and changeroom facilities, and bike hire facilities are planned to be introduced.

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### 2.7.4 MARITIME

Exmouth Boat Harbour opened in September 1997 and is managed by the Department of Transport. The harbour is currently at capacity. According to the Department of Transport the Exmouth Boat Harbour contains 42 boat pens, eight moorings, jetties, two boat ramps, fish cleaning facilities and a service wharf. Facilities for the public include a fishing platform, toilets, showers and car park. There is demand for additional commercial and recreational berths, and Exmouth also has cruise ships infrequently visit which require tenders from ships to use wharfs within the Exmouth Boat Harbour. There is potential demand for oil and gas offshore support.

Upgrades to the Exmouth Boat Harbour have resulted in the release of new pens and an upgraded Wharf. The Department of Transport may in future determine whether future upgrades to the Exmouth Boat Harbour will be contemplated. The Gascoyne Development Commission (GDC), Regional Development Council, Department of Transport, Shire of Exmouth, Exmouth Chamber of Commerce and Industry and local operators work closely to develop an expansion plan to cater for current demands and anticipated growth. The GDC anticipates 130 jobs can be created through expansions to the Exmouth Boat Harbour. The Department of Transport has been working with various parties to draft a master plan for the future development of the boating facilities in Exmouth.

There is currently no guidance for use and development within the boat harbour. The Shire and Department of Transport are working towards preparing detailed design guidelines to assist in the assessment of future activity.

Tantabiddi Boat Ramp is contained within the Jurabi Coastal Park, which is jointly managed by the Shire of Exmouth and the Department of Biodiversity, Conservation and Attractions for recreation and coastal management.

Bundegi Boat Ramp is contained within Site A of the Naval Communications Station Harold E. Holt. The land is owned by the Commonwealth Government. The Shire of Exmouth and Department of Biodiversity, Conservation and Attractions manage the boat ramp.

## 2.7.5 PLANNING IMPLICATIONS

- It is important to retain road linkages and accessibility between Learmonth and Exmouth, during all climate conditions, to ensure suitable emergency access throughout the Shire is maintained.
- The anomalies regarding the status of Murat Road and Yardie Creek Road, where they are built on freehold land owned by the Commonwealth, should be further discussed and investigated with the Department of Planning, Lands and Heritage to determine future tenure and gazettal of the roads.
- The gazetted road reserve for Yardie Creek Road should be investigated for re-survey in order to follow the physically constructed road.
- The Exmouth Aerodrome has capacity and land availability for an additional runway. Master planning is being undertaken by the Shire to improve the efficient use of land of the Aerodrome. Work is underway to upgrade the Aerodrome with relevant infrastructure for its registration under CASA.
- Learmonth RAAF Base is a military air force also used for civil aviation. During 'Military In-Use' and 'Military Active' periods, civilian flights to Learmonth RAAF Base can be restricted or excluded. Exmouth Aerodrome may potentially need to be upgraded to be a suitable substitute, should civil aviation continue to the limited/restricted or should the Shire's lease not be continued beyond the year 2033.
- Whilst the semi-arid climate can deter walking and cycling, such infrastructure will be essential to ensure residents and visitors can safely and easily move around the townsite without relying on a motor vehicle. Pathway networks, way-finding and end of trip facilities can help to encourage walking and cycling, which can be relatively attractive during the cooler parts of the year.
- Upgrades to the Exmouth Boat Harbour are desirable as the boating facilities are at capacity. Improved facilities could improve tourism opportunities for the Exmouth Boat Harbour, as well as recreational and commercial vessel moorings. Harbour expansion is being investigated to potentially accommodate oil and gas vessels and recreational fishing vessels. However, this is dependent upon government funding and further planning, and from the community's perspective, whether economic outcomes can be balanced against conservation objectives.





## PART 3

# PLANNING ANALYSIS

*Planning Analysis provides a framework for the evaluation of planning issues and opportunities that have informed the LPS Spatial Plans Sheets 1 – 6 and the supporting Objectives, Strategies and Action Statements set out in Part 1 of the LPS. Complementing the LPS Spatial Plans, Strategic Plans have been referenced in this section to support the discussion of the land use activity within the Study Area namely: Residential, Rural-Residential, Industrial, Tourism, Town Centre, Community & POS, Conservation, Rural, Restricted Rural, Movement and Land Use Buffers.*



# 3 RESIDENTIAL

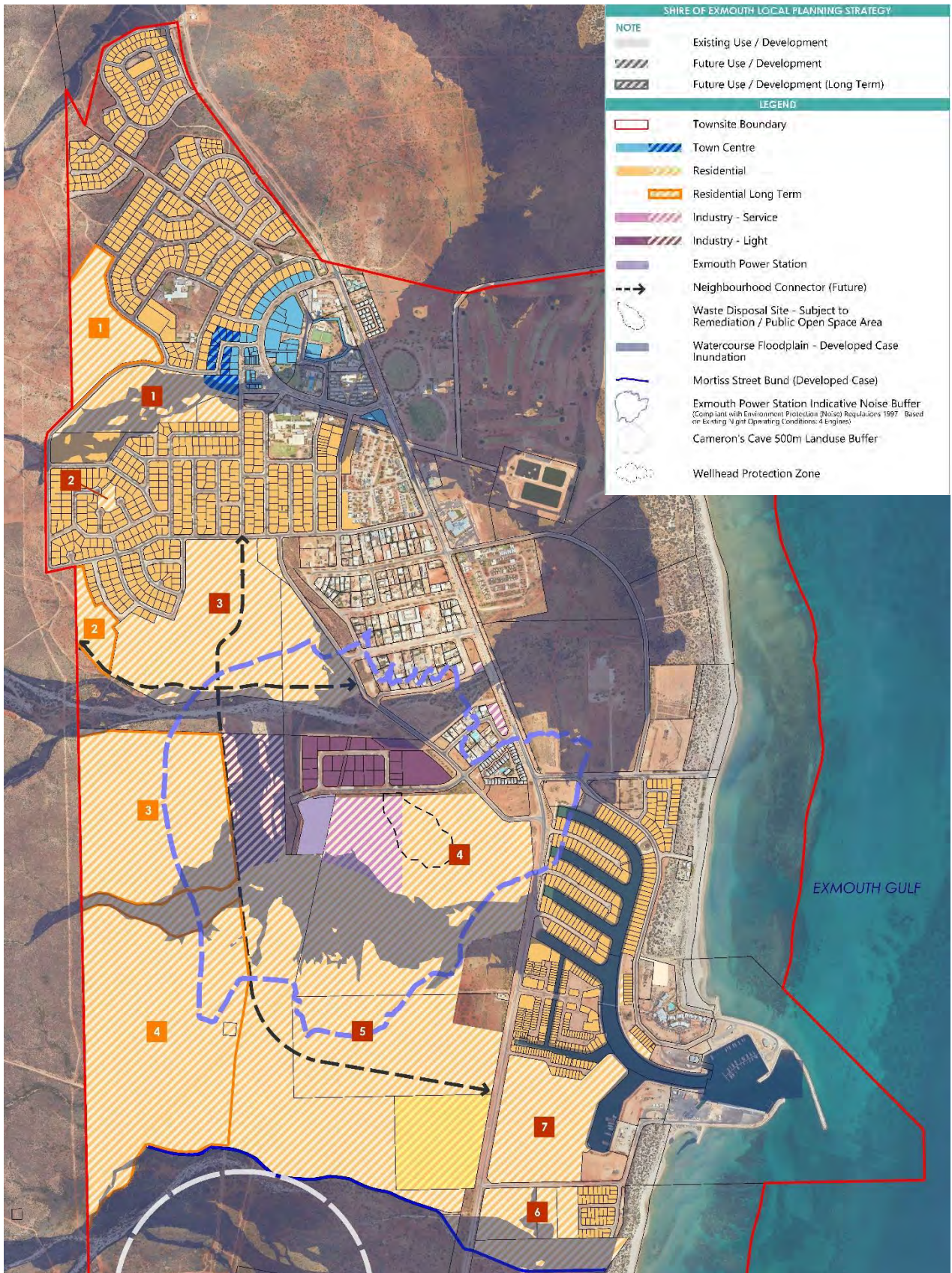


FIGURE 21 RESIDENTIAL STRATEGIC PLAN

The **Residential Strategic Plan (Figure 21)** identifies three categories of residential land within the Exmouth townsite as follows.

## EXISTING RESIDENTIAL

'Existing Residential' land comprise 'titled' lots that are zoned Residential, Residential Development or Marina Zone under the provisions of the existing TPS 3.

Within the 'Existing Residential' classification, the townsite has been divided into three discrete areas:

- Land north-west of the Town Centre;
- Land south-west of the Town Centre; and
- Exmouth Marina.

A more detailed description of 'Existing Residential' areas and the planning considerations and action statements that apply is provided in **section 3.1** and **Figure 22** to follow.

## FUTURE RESIDENTIAL



'Future Residential' areas comprise land that is either zoned or has the potential to be zoned for residential purposes, but not as yet developed. Seven (7) Future Residential Areas have been identified as residential growth areas by the Strategy and a detailed description of each 'Future Residential' area and the planning considerations and action statements that apply is provided in **section 3.2** to follow.

## FUTURE RESIDENTIAL (LONG TERM)



'Future Residential (Long Term)' areas comprising land that has the potential to be zoned in the longer-term subject to development investigation, upon less constrained and more viable land within the townsite being fully developed. The Strategy identifies four (4) Future Residential Areas (Long Term). A detailed description of each 'Future Residential' area and the planning considerations and action statements that apply is provided in **section 3.3** to follow.



### 3.1 EXISTING RESIDENTIAL

The three (3) areas identified as 'Existing Residential' within the townsite (North-West, South-West and Exmouth Marina) represent land currently zoned under the provisions of TPS 3 to accommodate various forms of residential development. There are 1,264 developed and undeveloped lots within this category, including 440 lots within the Exmouth Marina. The residential fabric principally comprises conventional single residential development coded R17.5 representing 797 lots or 63% of the total housing stock. As at December 2018, approximately 22% of the lots classified as 'Existing Residential' were undeveloped, with 81% of these undeveloped lots located within the Exmouth Marina. A more detailed description of each 'Existing Residential' area and the planning issues and action statements that apply is provided in **section 3.1.1** to follow.

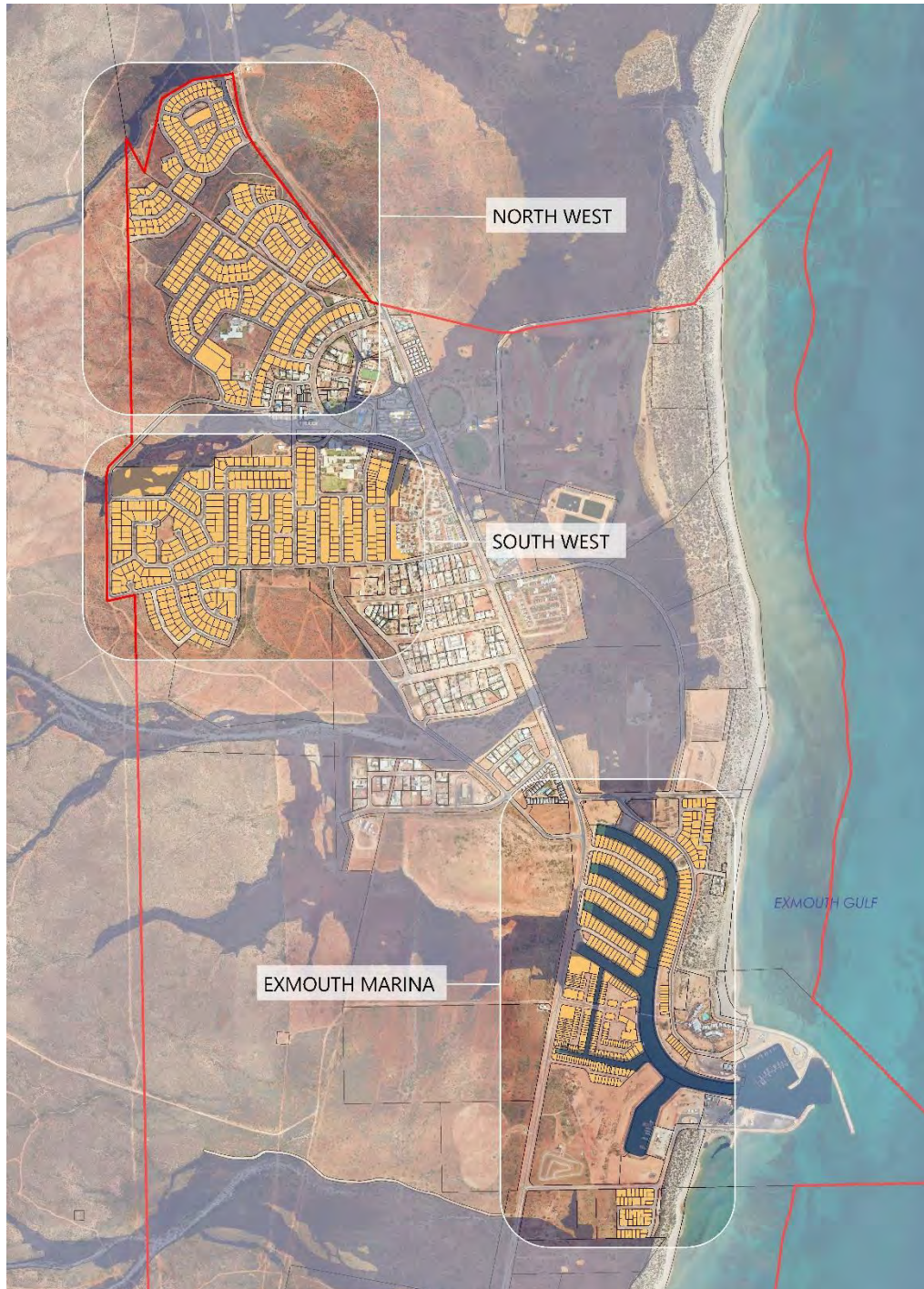


FIGURE 22 EXISTING RESIDENTIAL AREAS

### 3.1.1 DESCRIPTION

<p><b>Location</b></p>	<p>With reference to <b>Figure 22</b>, the townsite has been divided into three discrete areas:</p> <ul style="list-style-type: none"> <li>• Land north-west of the Town Centre;</li> <li>• Land south-west of the Town Centre; and</li> <li>• Exmouth Marina – Residential.</li> </ul>
<p><b>Site Description</b></p>	<p><b>North-West</b></p> <p>The residential precinct to the north-west of the Town Centre principally comprises conventional single residential development coded R17.5, representing 406 lots or 95% of the housing stock within the locality. An average lot size range of 770m<sup>2</sup> to 1,110m<sup>2</sup> applies. Diversity in existing housing stock is limited to three developed medium density sites: R30 coded lots on Sargot Court (14du’s) and Rimau Way (15du’s); and a R20 coded lot adjacent to the Exmouth Hospital site on Stoke-Hughes Street (37du’s).</p> <p><b>South-West</b></p> <p>The locality south-west of the Town Centre comprises conventional single residential development coded R17.5 representing 391 lots or +95% of the total housing stock. An average lot size range of 770m<sup>2</sup> to 1,110m<sup>2</sup> applies. The diversity in existing housing stock is limited to two developed medium density sites – one R20 coded lot at the intersection of Learmonth and Ingleton Street (32du’s) and a R30 coded lots on Lefroy Street supporting 16du’s.</p> <p><b>Exmouth Marina - Residential</b></p> <p>Residential ‘titled’ lots within the Exmouth Marina are classified as ‘Existing Residential’ and have the potential to deliver greater housing product diversity than the established residential areas referenced above. This is due to the flexibility of the predominant R40 and R60 coding in this locality and the composition of dry, canal lots and mixed-use lots permissible under the ‘Marina’ Zoning of TPS 3. Residential development within the Exmouth Marina is guided by the <i>Exmouth Marina Village ODP (2003)</i> specifically Precincts A, B and C and associated detailed design guidelines.</p> <ul style="list-style-type: none"> <li>• Precinct A – Residential R20 Dry Lots north-west of Madafarri Drive and canal residential lots fronting three artificial waterways and a main canal between Murat and Madaffari Drive. Lots have ‘frontage’ to a two-tier retaining wall constructed along the canal edge.</li> <li>• Precinct B – dry residential, canal residential and mixed use lots fronting artificial waterways of varying width.</li> <li>• Precinct C – canal residential lots adjacent to the Novotel Ningaloo Resort east of Madafarri Drive. The lots overlook the canal waterway, although are separated from the canal by POS.</li> </ul> <p>The character and built form typologies within each precinct vary according to the stated objectives within the ODP. Of the 440 lots created 366 remain undeveloped (as at 2012).</p>
<p><b>Existing Zoning</b></p>	<ul style="list-style-type: none"> <li>• Land north-west of the Town Centre – Residential Zone coded R17.5 and R30</li> <li>• Land south-west of the Town Centre – Residential Zone coded R17.5, R20 and R30.</li> <li>• Exmouth Marina – ‘Marina’ zone coded R20, R40 and R60. The ‘Marina’ zone is further guided by the provisions of the Approved Exmouth Marina ODP (2003) Broad and Detailed Development Guidelines.</li> </ul>

### 3.1.2 PLANNING ISSUES

Housing design, building setbacks, garages, fencing, landscaping, storage areas and use of the street verge collectively impact the quality of streetscapes within the residential areas of Exmouth. Guidance through planning policy and supporting statutory provisions where applicable, can encourage development within the residential precincts to be more site responsive and adopt creative design solutions to prevent the mass, bulk and scale of development from impacting on adjoining properties (specifically private open space) and streetscape amenity.

The assessment of streetscape amenity within the existing residential precincts of Exmouth, including Exmouth Marina has highlighted the need for a number of planning issues to be addressed – issues that are in some instances unique to Exmouth given its regional location and climatic conditions.

The issues summarised below are examples where land use activity and visually prominent structures potentially impact the openness and desired pattern of development. The implementation of new Scheme provisions within LPS 4 will assist to address these elements and allow a more consistent approach to the assessment of development applications.

#### GENERAL – STREETSCAPE AND AMENITY

- Storage Areas (Outbuildings/Sea Containers)** – The ‘industrial’ appearance and bulk of sea containers used for storage within residential areas, raises concerns about the impact they may have on visual residential amenity. Currently the location of sea containers is meant to be controlled under Local Planning Policy 6.9 *Use of Sea Containers* where the use is to be confined to industrial or rural areas provided certain criteria are met such as being of an acceptable condition; used in conjunction with an approved use; screened from the street or neighbouring property. Whilst an LPP is operational, enforcement is challenging and better dealt with under the statutory provisions of LPS 4.
- Verandah Size** – The size of verandahs defined as open space is currently restricted within the R-Codes to 40m<sup>2</sup>. This limitation restricts the ability for housing in Exmouth to provide increased protection from the extreme climatic conditions. Consideration should be given to incorporating a specific provision in LPS 4 to vary this R-Code requirement.
- Screening of External Fixtures** – The inappropriate siting and location of plant and equipment can impact on visual streetscape amenity. Provisions should be included within LPS 4 to require the siting of external plant and equipment such as air-conditioning units, large water supply tanks etc. to be screened from public view, particularly if constructed of reflective material. Currently TPS 3 does not contain these provisions.
- Bulk of Carports and Shade Structures** – Whilst the need for shelter for boats, caravans, trailers etc. is acknowledged given the harsh climatic conditions, the inconsistency of construction type and inappropriate bulk and location of purpose-built carports and shade structures raises issues in terms of streetscape amenity. Consideration should be given to formalising an approval process for the parking of boats and caravans (in addition to a carport permitted under the R-Codes) that requires structures to be located on one side of the dwelling, behind the front setback line and accessed through a carport or garage.
- Verge Parking / Parking of Commercial Vehicles** – Long term / permanent parking within the road verge has become prevalent in residential areas where verge parking has been formalised as hardstand areas without approval. Furthermore, the uncontrolled number and siting of commercial vehicles within the residential area also has the potential to affect visual and residential amenity. Consideration should be given to formalising an approval process that limits the length of verge and road side parking, including the location and method of screening commercial vehicles.
- Dwelling Form** – Inappropriate development applications comprising shed/barn style dwelling construction are conflicting with the achievement of high amenity residential streetscape in some areas of Exmouth, notwithstanding compliance with R-Codes. Built form design guidelines appropriate to the climatic conditions of Exmouth, would assist to establish an ‘Exmouth vernacular’ to guide lodgement and assessment of future development applications.
- Home Occupations** – Home Occupations are currently controlled via Local Planning Policy 6.1 which outlines an approval process and criteria to be met. The issue of concern is the balance between the regulation of home occupation activity so as not to compromise the commercial viability of Town Centre uses.

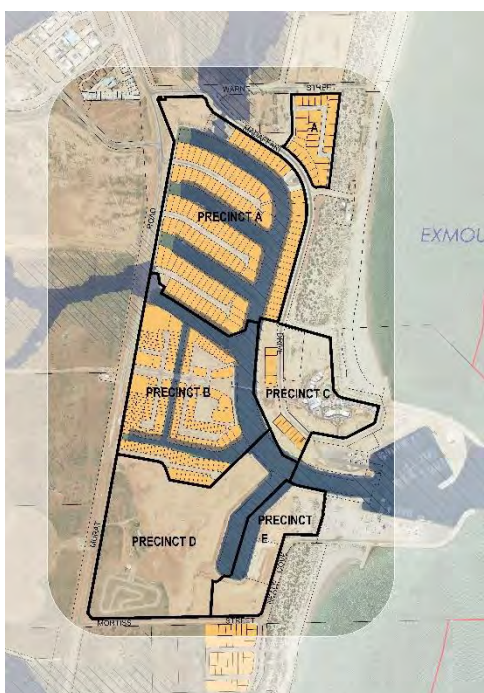
#### EXMOUTH MARINA – RESIDENTIAL

- Exmouth Marina Village Outline Development Plan (2003)** – As discussed in section 1.3.5, development within the Exmouth Marina is guided by the approved ODP. The marina is divided into five precincts as follows:
  - Precinct A (North) – Canal based and dry lot residential incorporating a landmark development site (tourist complex, holiday accommodation etc) entrance site.



- Precinct B – (Central) canal based and dry lot residential, commercial/mixed used (café/restaurant/tourism), short stay accommodation and landmark development site.
- Precinct C (East of Madaffari Drive) – Tourism Resort site incorporating a permanent residential component (R30 strata development).
- Precinct D (South) – Canal based and dry lot residential, caravan park, recreation, mixed use residential/low key marine based uses.
- Precinct E (South-East) – Marine based light industrial.

Specifically, Precincts A, B and C support existing residential development having regard to the Broad and Detailed Development Guidelines that are contained within the ODP.



ODP - PRECINCT PLAN

9. **Application of Broad Design Guidelines** – The adopted Exmouth Marina ODP established Broad Design Guidelines for each Precinct. It is noted that discrepancies arise when detailed design guidelines are prepared for specific precincts, highlighting that the role of the broad design guidelines will need to be reviewed and potentially an ODP amendment prepared to remove the higher-level application of these guidelines.
10. **Application of Detailed Design Guidelines** – Within Marina Precincts A, B, and C residential development is currently guided by detailed design guidelines adopted by Council as separate Local Planning Policies. As a planning policy, where appropriate justification is provided, the development standards can be varied at the discretion of the local government. The Shire is faced with frequent requests to vary the design guidelines which can result in development standards not being uniformly

applied across the zone. The Shire has a preference for the existing design guidelines to be refined and strengthened through incorporation of provisions for each precinct within the Scheme to address this issue.

11. **Jetty Style and Design** – Specifically within Precinct A residential canal lots, there is minimal guidance of the design and siting of jetties with setback provisions currently only controlled via Local Planning Policy. In addition, the siting and height of cyclonic mooring piles within the Shire managed canal waterway requires guidance with the potential for sharing of infrastructure to be considered. Currently the height of mooring piles is variable.
12. **Holiday Houses within the Marina Zone** – The LPS recognises that there are residences registered for Holiday Houses within the existing residential areas and within the Exmouth marina, with this element being an important aspect in the overall mix of accommodation available within the townsite. The Shire’s Local Planning Policy 6.12 *Holiday Accommodation* effectively addresses the planning requirements for this activity and the approach adopted is consistent with other tourism towns within Western Australia where local planning policies under the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Laws under the *Local Government Act 1995* have been enforced. However, given the nature of this use, land use conflicts inevitably occur and will continue to require regulation within the parameters of available legislation. Noting the prevalence of short stay accommodation holiday makers to have a perceived lower concern with long term community relationships, appropriate property management plans and tenant behaviour expectations should continue to be enforced via the Shire’s Local Planning Policy and the Scheme.

13. **Development within Conditional Development Area (CDA): Precinct A** – Variation to built form and basic development standards can create interesting and attractive urban areas, however when located within sensitive development areas such within a waterfront or coastal setting the effects of poor design are exaggerated and can lower subsequent community expectations. In regard the CDA – Precinct A, development outcomes could better address the following:

- *View Corridors and Screening* – visual obstruction of the waterways by private boundary fencing and visual privacy screening along decking and outdoor areas is evident and necessitates provisions to control maximum screening/balustrade heights. A 1m height limit would be sufficient in order to maintain view corridors, and where provided should be visually permeable and un-obstructive.
- *Consistent Building Setback* – the application and enforcement of consistent building setbacks on the waterway edge is deemed required to create a sense



of “openness”. Development envelopes established at time of subdivision stipulating a minimum setback distances to the waterway should be mandated rather than recommended.

- *Retaining Walls* – Highly visible from the water’s edge, the propensity to create level building platforms, raise viewing areas and maximise net developable areas has often resulted in inconsistency between the developable area of adjoining lots and limitations on accessing the waterfront. Lots are created with the intention of an equal street/waterfront interface, however the overuse or unsuitable placement of retaining walls has resulted in dominant bulk and development platforms incompatible with the sensitive waterfront conditions.
- *Elevation Discrepancies* – The underneath of dwellings on the waterway is often exposed, which if treated poorly or left unscreened/unfinished, can result in unintended visuals for the balance of the precinct. Screening and the enforcement of this via Scheme provisions is necessary to ensure the high quality visual outcome is achieved, particularly given the high public access and community/developer expectations of the marina.

14. **Building Design – Precinct A** – Utilising the R-Codes as the predominant control of built form is unlikely to result in the delivery of the design outcomes envisaged for Precinct A. Hence, more stringent application and implementation of the Built Form Design Guidelines, already prepared, need consistent application in order to be successful and furthermore enforced through Scheme provisions where applicable. The following considerations warrant specific comment:

- Ensuring provisions address such issues as carport/garage street relationships, outbuilding sizes, materials and locations to ensure the street edge is not neglected in favour of the waterway edge.
- Making clear decisions with regards to building form and Building Code of Australia compliance requirements. Conversion of buildings, or temporary accommodation opportunities should be excluded where these have the potential to deviate away from the emerging dominant residential character.

- Dry lot development – a building hierarchy should be established, ensuring the most preferred land uses are established as a matter of priority (dwellings), with secondary consideration given to external structures such as outbuildings and later building additions/ancillary uses.

15. **Madaffari Drive Marina Lots/POS Frontage** – In response to a Council Resolution (November 2013), the opportunity for portion of Reserve 47803 (POS) to be amalgamated with existing marina residential Lots 6 to 24 Madaffari Drive is subject to investigation. The rationalisation of the existing public open space (Reserve 47803) will require the willingness of landowners to purchase and also the support of the Department of Planning, Lands and Heritage to the de-vesting the existing POS. The subject land will be subject to the rezoning under LPS 4 subject to the outcome of the above negotiations, following which an application for amalgamation will need to be approved by the Western Australian Planning Commission.

The LPS also identifies that these lots are not located within either Precincts A, B or C and are therefore not specifically subject to either the Broad or Detailed Design Guidelines of the ODP. There is potentially a development control issue that will need to be addressed by the LPS 4.

16. **Dust Issue** – Where lots are created at the subdivision stage and development does not immediately follow, existing residential areas are often not sufficiently stabilised to ensure the control of dust over extended periods. Whilst this is an issue for individual development sites, it is particularly applicable to Precincts B and C where the interface of existing residential lots is exposed to land parcels that have yet to be developed. Whilst difficult to deal with in a statutory manner, encouraging a time limit for development being referenced in the contract of sale would assist to address this issue.

### 3.1.3 ACTION STATEMENTS

- a) Include provisions within LPS 4 to:
  - i) control the siting and size of residential outbuildings.
  - ii) vary the R-Codes to enable an increase area of coverage by overhangs, verandahs or patios.
  - iii) control the location and screening of plant and equipment.
  - iv) control the size and location of carports and shade structures.
  - v) control commercial vehicle parking.
  - vi) control maximum screening/balustrade heights, location and design of retaining walls, screening of under-croft areas within Precincts A, B and C within the Special Use - Marina Zone.
- b) Review existing policies in relation to Outbuildings, Shed/barn style dwelling construction and include as scheme text provisions where applicable.
- c) Transfer the development requirements outlined in the broad and detailed design guidelines (where applicable) of the Exmouth Marina Village ODP for Precincts A, B and C into the Special Use - Marina Zone within LPS 4 and refer to precincts as ‘Area A’, ‘Area B’ and ‘Area C’.
- d) The local government to amend the Exmouth Marina Village ODP and associated Broad Design Guidelines.

## 3.2 FUTURE RESIDENTIAL

The **Residential Strategic Plan (Figure 21)** identifies *Areas 1 to 7* as future residential growth areas and accounts for a gross development area of approximately 195ha of land. The Strategy supports all future residential development being confined to the Exmouth townsite. As discussed in **section 2.2.3**, land identified as future residential (excluding land currently constrained by the buffer of the Exmouth Power Station and Future Residential Areas – Long Term) yields approximately 1,445 lots. This translates into a potential additional population of approximately 3,470 persons assuming an estimated residential lot yield extrapolated from the Approved Nimitz Street ODP. A further 556 lots (yielding a population of 1,334 persons) become available assuming improvements in operating conditions, or the relocation, of the Exmouth Power Station. Whilst this population exceeds the current population projections under *WA Tomorrow* (WAPC 2015), the Strategy provides guidance for the future staged rezoning of residential land within the townsite to safeguard residential growth options above other land uses. This is of particular importance to Exmouth given that townsite expansion is significantly constrained by the Exmouth Water Reserve to the west, Commonwealth Land (Defence) to the north and Conservation and Pastoral Landholdings to the south.

For land identified as Future Residential, the following staging criteria are to apply:

**Short to medium term** development can occur where:

- Environmental requirements can be satisfactorily addressed;
- Development represents an extension to an adjacent existing residential area with economies in servicing provision;
- The cost of construction does not impact housing affordability; and
- The development area does not encroach within the P1 Water Protection Area (excludes delivery of the Learmonth Street extension west of the Nimitz Street ODP area).

Future Residential Areas 1 to 7 have been described in terms of location, site description and existing zoning following which detailed planning considerations have been outlined to guide the assessment of rezoning, subdivision and development applications. Action Statements summarise the manner in which the planning considerations are to be implemented under proposed LPS 4.

### 3.2.1 FUTURE RESIDENTIAL AREA 1

#### 3.2.1.1 DESCRIPTION

<b>Location</b>	Area 1 comprises Lot 5000 (UCL) Learmonth Street and Reserve 27484 (Church Site) Kennedy Street and is located immediately south west of the Exmouth Town Centre.
<b>Site Description</b>	<p>Lot 5000 and Reserve 27484 have a combined area of 12.8ha. The site is currently vacant, with the exception of the Church located on Reserve 27484 (1.4ha) obtaining vehicular access from Kennedy Street.</p> <p>Area 1 is traversed by Town Creek with the central portion of the site impacted by the creek’s low and high hazard floodplain. The portion of Lot 5000 north of Town Creek is relatively unconstrained by the flood plain however has an elongated land configuration constraining design options. Land to the south of Town Creek is impacted by the low hazard floodplain including small portion of Reserve 27484.</p> <p>Portion of Lot 5000 south of the creek is the subject of a WAPC Approved Subdivision layout (conditional) comprising 23 lots. The design provides for future internal road extensions to the west and to the east facilitating the potential for further development.</p>
<b>Existing Zoning</b>	‘Residential’ zone coded R20, ‘Recreation and Open Space’ reserve, and ‘Public Purposes’ reserve.

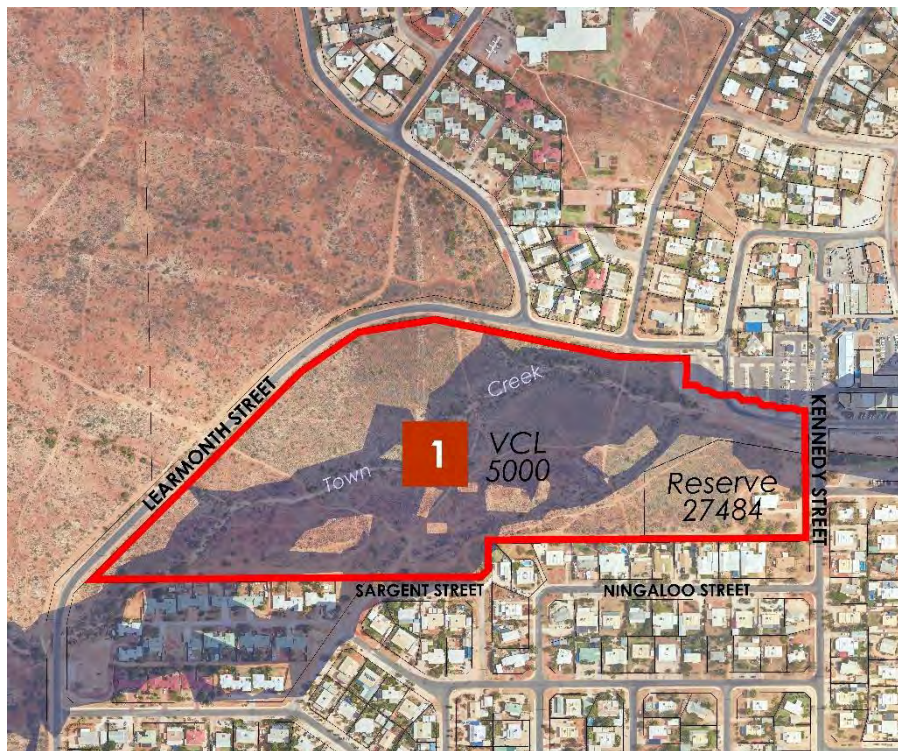


FIGURE 23 SITE PLAN - FUTURE RESIDENTIAL AREA 1

### 3.2.1.2 FUTURE RESIDENTIAL AREA 1 PLANNING CONSIDERATIONS

1) The LPS identifies the land as being suitable for residential development (R20) and public open space purposes. Future subdivision and development is to have regard to:

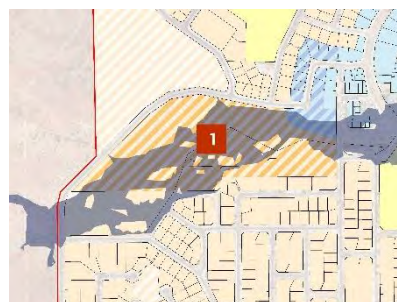
- a) the extent of floodplain constraints;
- b) the need for an appropriate interface with Learmonth Street (north of Town Creek);
- c) the existing abutting single residential and R20 grouped development on Ningaloo and Sargent Streets respectively;
- d) the existing development of Reserve 27484; and
- e) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

2) Area 1 is partially zoned Residential R20 correlating with an approved subdivision layout obtaining access from Sargent Street. No further structure planning will be required over this portion, unless the current subdivision approval expires.

3) In assessing a structure plan to support the future subdivision of the balance of Lot 5000 and/or Reserve 27484, the local government will have regard to:

- a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
- b) The approved District Water Management Strategy (as amended).

4) The definition of Town Creek as a Recreation and Public Open Space Reserve, with the extent of the development area being informed by hydraulic modelling associated with the local hazard floodplain of Town Creek to ensure that:



**FUTURE RESIDENTIAL AREA 1**

- a) Proposed development has adequate protection from a 100 year ARI flood; and
- b) Proposed development does not detrimentally impact on the existing 100 year ARI flooding regime of the general area.

5) The interface and access arrangements where development abuts Learmonth Street. In the longer term, the function of Learmonth Street will change from a local access street to a neighbourhood connector requiring control of access.

6) The approved plan of subdivision north of Sargent Street, and the need to maintain internal road connectivity to the east and west as facilitated by the approved plan.

7) Interface treatment of the common boundary between Lot 5000 and the existing Church site.

8) Limiting road access from Kennedy Street to one point of entry with acceptable staggering of intersections.

### 3.2.1.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Residential' with local public open space reserves to be defined by future structure planning.
- b) Include that portion of UCL Lot 5000, subject to an approved subdivision, within the 'Residential' zone coded R20 in LPS 4 consistent with the current zoning of the land under TPS 3.
- c) Include the balance of Lot 5000 within the 'Urban Development' zone under LPS 4 currently reserved 'Recreation and Open Space' under TPS 3.
- d) Include Reserve 27484 (Place of Worship) 'Urban Development' zone under LPS 4 currently reserved 'Public Purposes' in TPS 3.
- e) Amend the scheme text to ensure Place of Worship is listed as an 'A' Use within the 'Residential' zone of LPS 4 recognising the opportunity for future residential use of Reserve 27484.
- f) Require future structure plans to address the planning considerations detailed above.



### 3.2.2 FUTURE RESIDENTIAL AREA 2

#### 3.2.2.1 DESCRIPTION

<b>Location</b>	Area 2 is located south-west of the Town Centre and comprises Lot 300 King Place surrounded by an existing built up residential precinct.
<b>Site Description</b>	The site is currently vacant unallocated crown land (UCL) and is located at the junction of King, Jones and Tonge Places. It comprises 0.6307 ha. Excavation constraints are anticipated due to landform.
<b>Existing Zoning</b>	'Residential' zone coded R20.



FIGURE 24 SITE PLAN - FUTURE RESIDENTIAL AREA 2



### 3.2.2.2 FUTURE RESIDENTIAL AREA 2 PLANNING CONSIDERATIONS

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- 1) The LPS identifies the land as being suitable for urban infill supporting single or grouped residential development. It has a potential to yield approximately 14 dwelling units assuming a density coding of R20.
- 2) In assessing a subdivision or development application within Area 2, the local government will have regard to:
  - a) The interface with the existing abutting residential development with the need for development to be oriented to the street frontages of King Place, Jones Place and Tonge Place;
  - b) Maintaining pedestrian connectivity between Area 2 and Ingleton Street; and
  - c) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.



FUTURE RESIDENTIAL AREA 2

### 3.2.2.3 ACTION STATEMENTS

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- a) The LPS identifies the land for 'Future Residential'.
- b) Include the land within the 'Residential' zone coded R20 in LPS 4 consistent with the current zoning of the land under TPS 3.
- c) Investigate the feasibility of developing Lot 300 as a group housing site to promote housing diversity and possible 'key worker' accommodation in support of the tourism industry.

### 3.2.3 FUTURE RESIDENTIAL AREA 3

#### 3.2.3.1 DESCRIPTION

<b>Location</b>	Area 3 comprises land generally bound by Reid Street to the east, Nimitz Street to the north, Cameron Street to the west and LIA Creek Recreation and Open Space Reserve to the south. The site is situated approximately 500m directly south of the Town Centre via Kennedy Street.
<b>Site Description</b>	Area 3 comprises portion of VCL Lot 555 (44ha). The site is currently vacant and represents the logical rounding-off of an existing residential precinct. LIA Creek, and its associated low and high hazard floodplain, flows west to east along the southern boundary of the subject land. The western boundary abuts a drainage and open space buffer separating the site from the existing 'mixed use' area to the east.
<b>Existing Zoning and Approvals</b>	'Residential Development' zone and 'Recreation and Open Space' reserve. Lot 555 (44ha) is subject to an approved Outline Development Plan (ODP) adopted by Council and endorsed by the WAPC. The WAPC has subsequently granted conditional subdivisional approval to Stages 1, 2 and 3.

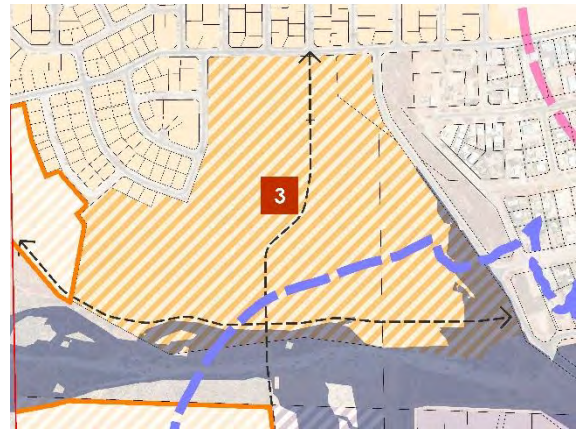


FIGURE 25 SITE PLAN - FUTURE RESIDENTIAL AREA 3



### 3.2.3.2 FUTURE RESIDENTIAL AREA 3 PLANNING CONSIDERATIONS

- 1) The LPS identifies the land as being suitable for residential development and public open space consistent with the approved Nimitz Street ODP.
- 2) The Proponent (LandCorp) proposes to progressively release land within Area 3 for residential purposes as a means of addressing land supply requirements within Exmouth to meet prospective demand. The approved ODP area has an anticipated dwelling yield of 453du comprising lots coded R17.5, R20 and R30. A Plan of Subdivision for the first three stages (115 lots) has been approved by the WAPC.
- 3) Area 3 upon full development will account for an additional population of 1,087 persons (assuming 2.4 persons per dwelling unit). As discussed in **section 2.2.3**, this demonstrates that the staged release of land within Area 3 alone will cater for the growth requirements of Exmouth through to the year 2025 under both medium and high growth scenarios (*WA Tomorrow*, WAPC).
- 4) In assessing future subdivision applications or ODP variations, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme, where applicable to an ODP variation;
  - b) The approved Urban Water Management Plan (as amended);
  - c) The principles of the approved ODP, with future subdivision applications/structure plan variations being required to maintain the current provision for a north-south neighbourhood connector road system. This is viewed as an essential link between Kennedy Street / a potential East West Connector providing connectivity between future local neighbourhood areas to the south; also functioning as an important secondary link for emergency services during major flood events;
  - d) The need for future subdivision applications/structure plan variations to consider the requirement to provide for road connectivity between a potential East West Connector (refer **Exmouth Townsite Spatial Plan - Sheet 3**), noting that infrastructure upgrades would be required to cross the existing north-south POS/drainage reservation;



FUTURE RESIDENTIAL AREA 3

- e) The staged provision, funding and implementation of the north-south and east-west neighbourhood connector road infrastructure (in consultation with the proponent) in the event that the road network is required to be implemented ahead of Area 3 development;
  - f) The extent to which future subdivision applications need to satisfy the requirements of SPP 4.1 *Industrial Interface (Amended)* given the southern portion of the structure plan is located within the buffer of the Exmouth Power Station (refer discussion in **section 2.6.2** and **section 12.1**); and
  - g) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.
- 5) The extent of the development area being informed by hydraulic modelling associated with the floodplain to ensure that:
    - a) Proposed development has adequate protection from a 100 year ARI flood; and
    - b) Proposed development does not detrimentally impact on the existing 100 year ARI flooding regime of the general area.

### 3.2.3.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Residential'.
- b) Include the land within the 'Urban Development' zone in LPS 4 consistent with the current zoning of the land under TPS 3.
- c) Require future subdivision applications or structure plan variations to address the planning considerations detailed above.

### 3.2.4 FUTURE RESIDENTIAL AREA 4

#### 3.2.4.1 DESCRIPTION

<b>Location</b>	Area 4 (UCL Lot 1391) is bounded by Murat Road, Welch and Reid Streets and is located immediately to the east of the Exmouth Power Station and west of the Exmouth Marina.
<b>Site Description</b>	<p>Area 4 comprises approximately 23ha and is currently vacant unallocated Crown Land. The site's southern boundary is defined by the floodplain of Marina Creek. Site levels over the full extent of the area have been raised due to the import of excess fill during the construction phase of Exmouth Marina, with exception of land within the low flood hazard floodplain of the Marina Creek. The western portion of the site has been previously used for waste disposal activity and may be subject to site contamination.</p> <p>The site has been subject to Native Title Agreement.</p>
<b>Existing Zoning</b>	'Residential Development' zone and 'Recreation and Open Space' reserve.

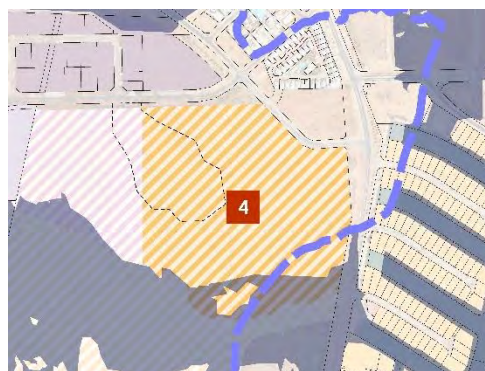


FIGURE 26 SITE PLAN - FUTURE RESIDENTIAL AREA 4



### 3.2.4.2 FUTURE RESIDENTIAL AREA 4 PLANNING CONSIDERATIONS

- 1) The LPS identifies the land as being suitable for residential development and public open space consistent with the existing zoning of the site under TPS 3 and the recommendations of the *Exmouth Townsite Structure Plan* (2011).
- 2) Area 4, upon full development has the potential to yield approximately 236 lots assuming an estimated residential density extrapolated from the Nimitz Street ODP area. The estimated yield is reduced to 25 lots if the constraints of the Exmouth Power Station buffer remain.
- 3) Land contained within the 'Urban Development' zone will be subject to the preparation and approval of a structure plan as a prerequisite to subdivision and development.
- 4) In assessing a structure plan to support the future subdivision of Lot 1391, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed Scheme;
  - b) The approved District Water Management Strategy (as amended);
  - c) The proximity of the land to the Exmouth Power Station (and associated buffer requirements). Development of Area 4 for residential purposes is significantly constrained by existing buffer requirements to the Exmouth Power Station as depicted on the **Exmouth Townsite Spatial Plan – Sheet 3**. 20ha of the overall 23ha site is constrained;
  - d) The future configuration of land uses in this precinct is dependent upon improvements to the operating conditions of the Power Station, the outcome of revised modelling and/or longer-term relocation of the infrastructure (refer to discussion in **section 2.6.2** and **section 13.1**);
  - e) The medium term consideration to the future relocation of the Exmouth Power Station to realise ultimate residential development potential of the area;
  - f) The extent of the low and high hazard floodplain of Marina Creek and the associated definition of Marina Creek as a Public Open Space reserve. The southern extent of development will need to be informed by hydraulic modelling to ensure that:
    - i) Proposed development has adequate protection from a 100 year ARI flood; and



#### FUTURE RESIDENTIAL AREA 4

- ii) Proposed development does not detrimentally impact on the existing 100 year ARI flooding regime of the general area.
- g) The development interface between future residential and future service industrial land uses on the western boundary of Area 4. The interface shall be designed as a north-south public open space buffer, predominantly informed by the extent of the existing waste disposal area;
- h) The need for the waste disposal site to be subject to remediation prior to residential or open space development taking place;
- i) The development interface between future residential use and the existing Welch Street light industrial land. The interface treatment is to adopt a landscaped edge to enhance the existing mature trees along Welch Street;
- j) The treatment of Murat Road frontage recognising its importance as a townsite entry statement. Development fronting Murat Road shall be subject to the Murat Road Design Guidelines;
- k) The development interface between future residential uses and future tourism to the north shall deliver frontage development to complement the proposed tourism frontage north of Reid Street consistent with the requirements of the Murat Road Development Guidelines; and
- l) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

### 3.2.4.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Residential' and public open space.
- b) Include the land as 'Urban Development' zone in LPS 4 consistent with the current zoning of the land under TPS 3, with the exception of the proposed rezoning of the 'Parks and Recreation' reserve running parallel to Welch Street. This landscape buffer is to be addressed as part of future structure planning.
- c) Insert provisions into the 'Urban Development' zone to require the preparation of a structure plan.
- d) Require future structure plans to address the planning considerations detailed above.
- e) Support the development of Area 4 as a Priority 2 area for residential development dependent upon the removal of the Exmouth Power Station buffer as a development constraint, and Native Title clearance.
- f) Investigate the longer term relocation of the existing Exmouth Power Station.



### 3.2.5 FUTURE RESIDENTIAL AREA 5

#### 3.2.5.1 DESCRIPTION

<b>Location</b>	Area 5 is bounded by Marina Creek to the north, Murat Road to the east and the Market Street Bund to the south. The western boundary is generally defined by the existing north-south access track.
<b>Site Description</b>	<p>A majority of the site is vacant UCL (Portion Lot 1391, Lot 1493 and 505), with the exception of Broadcast Australia (phone and television service infrastructure) on Lot 869 Murat Road. The combined area of UCL and Lot 869 amounts to approximately 103 ha of which 33ha is within the buffer of the Exmouth Power Station (existing conditions). The Broadcast Australia site (12.5ha) accommodates its own buffer requirements. Marina Creek and the associated low and high hazard floodplain, impacts the northern portion of this area.</p> <p>The UCL is subject to Native Title Clearance and sale of interest of the Department of Planning, Lands and Heritage.</p>
<b>Existing Zoning</b>	'Residential Development' zone, 'Recreation and Open Space' reserve and 'Public Purposes' reserve.

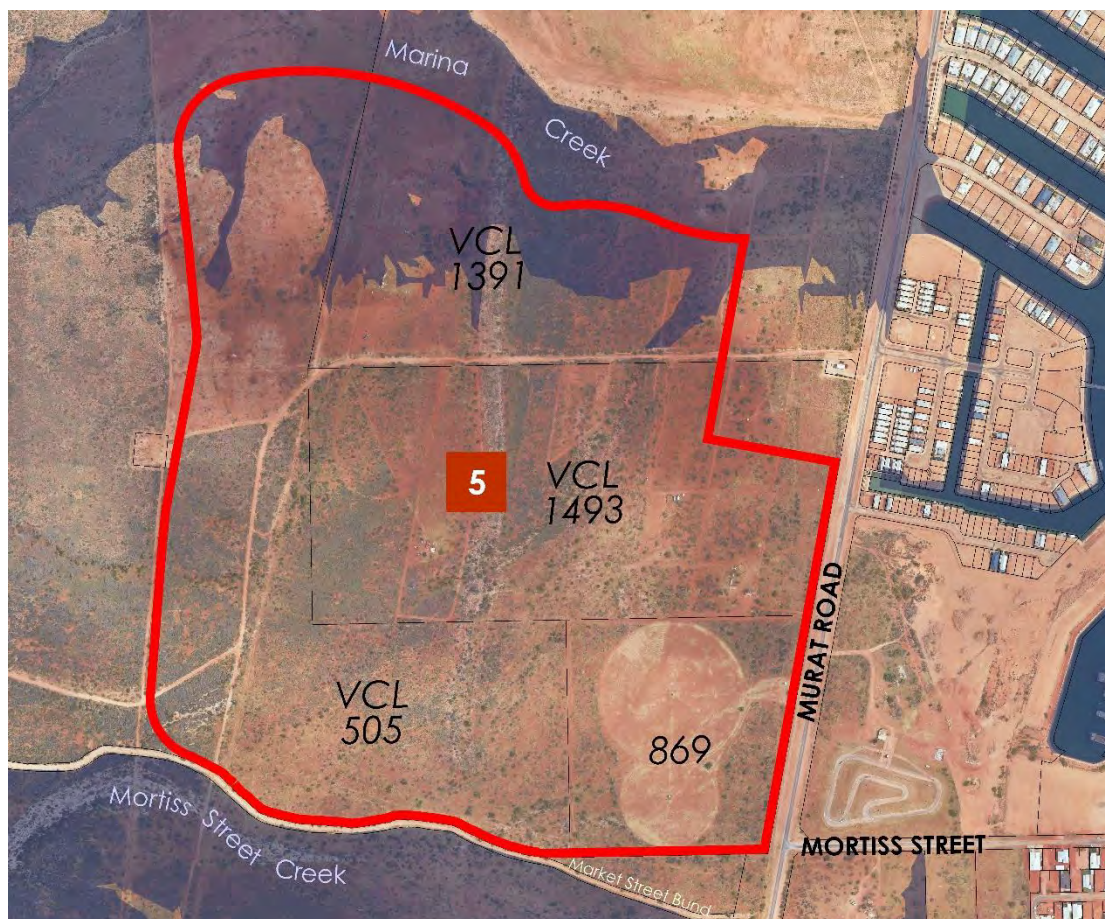


FIGURE 27 SITE PLAN - FUTURE RESIDENTIAL AREA 5

### 3.2.5.2 FUTURE RESIDENTIAL AREA 5 PLANNING CONSIDERATIONS

- 1) The LPS identifies the land as being suitable for residential development.
- 2) Area 5, upon full development has the potential to yield approximately 1,285 lots assuming an estimated residential density extrapolated from the Nimitz Street ODP area. The estimated yield is reduced to 740 lots if the constraints of the Exmouth Power Station buffer remain.
- 3) Land contained within the 'Urban Development' zone will be subject to the preparation and approval of a structure plan as a prerequisite to subdivision and development.
- 4) In assessing a structure plan to support the future subdivision of Area 5, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme;
  - b) The approved District Water Management Strategy (as amended);
  - c) The proximity of the land to the Exmouth Power Station (and associated buffer requirements). The development of the northern portion of the site for residential purposes is currently constrained by existing buffer requirements to the Exmouth Power Station as depicted on the Exmouth Townsite Spatial Plan – Sheet 3. 33.6ha of the overall 103ha site is constrained. The future configuration of land uses in this precinct is dependent upon improvements to the operating conditions of the power station, the outcome of revised modelling and/or longer-term relocation of the infrastructure (refer to discussion in section 2.6.2 and section 13.1);
  - d) The medium term consideration to the future relocation of the Exmouth Power Station to realise ultimate residential development potential of the area;
  - e) The future consideration of the relocation of the Broadcast Australia infrastructure to realise ultimate residential development potential of the site (Lot 869);
  - f) Murat Road frontage recognising its importance as a townsite entry statement. Development fronting Murat Road shall be subject to the Murat Road Design Guidelines;



FUTURE RESIDENTIAL AREA 5

- g) Provision of a future 4ha primary school site in consultation with the Department of Education and Council;
- h) The extent of the low and high hazard floodplain of Marina Creek and the associated definition of Marina Creek as a Recreation and Public Open Space Reserve. The northern extent of development will need to be informed by hydraulic modelling to ensure that:
  - i) Proposed development has adequate protection from a 100 year ARI flood; and
  - ii) Proposed development does not detrimentally impact on the existing 100 year ARI flooding regime of the general area.
- i) The definition of flood relief areas and development setbacks associated with the upgrade of the Market Street bund. In this regard, consultation with the Department of Water and Environmental Regulation will be required to determine the southern extent of development adjacent to the Market Street bund;
- j) Provision of a north-south neighbourhood connector road between Nimitz Street and Murat Road. This road will also function as an important secondary link for emergency services during a major flood event;
- k) The staged provision, funding and implementation of the north-south neighbourhood connector road infrastructure in consultation with the proponent; and
- l) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

### 3.2.5.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Residential' and public open space.
- b) Include the land within the 'Urban Development' zone in LPS 4 consistent with the current zoning of the land under TPS 3, with the exception that:
  - i) the western boundary of the zone has been adjusted to reflect a more regular survey alignment; and
  - ii) the Broadcast Australia site is to be rezoned from 'Public Purposes' reserve under TPS 3 to 'Urban Development' zone in LPS 4. The land use will continue to operate under the non-conforming use rights of the LPS 4.
- c) Insert provisions into the 'Urban Development' zone to require the preparation of a structure plan.
- d) Require future structure plans to address the planning considerations detailed above.
- e) Investigate future funding arrangements available for the longer term implementation of the Neighbourhood Connector Road.
- f) Investigate funding arrangements available for the upgrade of the Market Street bund.
- g) Investigate the longer term relocation of the Exmouth Power Station and Broadcast Australia infrastructure.
- h) Support the development of Area 5 as a Priority 3 area for residential development dependent upon the removal of the Exmouth Power Station buffer as a development constraint, and Native Title clearance.



### 3.2.6 FUTURE RESIDENTIAL AREA 6

#### 3.2.6.1 DESCRIPTION

<b>Location</b>	Area 6 is located immediately south of the Exmouth Marina (Precinct D) bounded by Mortiss Street to the north, Murat Road to the west and the extension of the Market Street bund to the south. The site is located to the west of the Seaside residential precinct (46 lots).
<b>Site Description</b>	The land is currently vacant and comprises Crown Lease landholdings Lot 946, 870 and portion of Lot 857 and Crown Reserve Lot 614. The area comprises a combined area of approximately 14ha portion of which is affected by the low hazard floodplain of the Mortiss Street creek. Lot 857 has frontage to the Exmouth Gulf foreshore area and contains portion of the primary dune system.
<b>Existing Zoning</b>	'Residential Development' zone.



FIGURE 28 SITE PLAN - FUTURE RESIDENTIAL AREA 6

### 3.2.6.2 FUTURE RESIDENTIAL AREA 6 PLANNING CONSIDERATIONS

- 1) The LPS identifies the land as being suitable for residential development consistent with the existing zoning under TPS 3 and as reinforced by the *Exmouth Townsite Structure Plan (2011)*.
- 2) Area 6, upon full development has the potential to yield approximately 144 lots assuming similar development assumptions to the Nimitz Street structure plan area.
- 3) Land contained within the 'Urban Development' zone will be subject to the preparation and approval of a structure plan as a prerequisite to subdivision and development.
- 4) In assessing a structure plan, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme;
  - b) The approved District Water Management Strategy (as amended);
  - c) The extent of the low hazard floodplain of Mortiss Street Creek. The definition of the southern extent of development will need to be informed by hydraulic modelling to ensure that:
    - i) Proposed development has adequate protection from a 100 year ARI flood;
    - ii) Proposed development does not detrimentally impact on the existing 100 year ARI flooding regime of the general area;
    - iii) Flood relief areas and development setbacks associated with the upgrade of the Market Street bund are determined in consultation with the Department of Water and Environmental Regulation.



#### FUTURE RESIDENTIAL AREA 6

- d) Murat Road frontage recognising its importance as a townsite entry statement. Development fronting Murat Road shall be subject to the Murat Road Design Guidelines;
- e) Preparation and implementation of a foreshore management plan and including the confirmation of an acceptable Foreshore Reserve, having regard to coastal processes and environmental protection requirements.
- f) Ensuring integration with the existing Seaside Estate ODP to the east including the extension of Crevalle Way, provision of internal road connectivity and consistency in approach to the definition and management of the foreshore reserve;
- g) The Mortiss Street interface being compatible with traffic accessing the Exmouth Boat Harbour and the adjacent Precincts D (Future Residential Area 7) and E (Exmouth Boat Harbour). Investigation into measures to achieve this including, but not limited to, restricting street access to sensitive land uses, landscape screening devices, notifications on certificate of title and alternative land uses along this frontage which are compatible with residential development through their transition into the remainder of Area 6; and
- h) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

### 3.2.6.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Residential'.
- b) Include the land within the 'Urban Development' zone in LPS 4, consistent with the existing zoning under TPS 3.
- c) Insert provisions into the 'Urban Development' zone to require the preparation of a structure plan.
- d) Require future structure plans to address the planning considerations detailed above.
- e) Review Murat Street Design Guidelines to include development requirements for the 'Urban Development' zone.
- f) Investigate funding arrangements available for the upgrade of the Market Street bund.



### 3.2.7 FUTURE RESIDENTIAL AREA 7 – MARINA PRECINCT D SPECIAL USE AREA

#### 3.2.7.1 DESCRIPTION

<b>Location</b>	Area 7 is located within the southern portion of the Exmouth Marina Village Outline Development Plan area, bounded by Murat Road to the west, Mortiss Street to south, industrial canal waterway and Precinct E (Exmouth Boat Harbour) to the east and the southern boundary of Precinct B (residential/mixed use) to the north.
<b>Site Description</b>	The land is currently vacant and comprises Lot 9510. The area comprises approximately 17.8ha. Area 7 is currently subject to the Exmouth Marina Village Outline Development Plan and Broad Design Guidelines for Precinct D. The Broad Development Guidelines of the Marina Village ODP identify Precinct D as having an evolving precinct character supporting “public recreation, short stay residential, caravan park, dry lot subdivision, semi-industrial live-work waterfront lots (where abutting Precinct E) through to residential waterfront lots (abutting Precinct A)”. This design vision is to be reviewed.
<b>Existing Zoning</b>	‘Marina’ zone.



FIGURE 29 SITE PLAN - FUTURE RESIDENTIAL AREA 7



### 3.2.7.2 FUTURE RESIDENTIAL AREA 7 PLANNING CONSIDERATIONS

- 1) The land use intent for Area 7 (Precinct D) is for tourism, residential, public spaces between waterfront lots in select locations and live-work mixed use composite development. Delivery of the land use intent needs to be in a manner which is compatible with existing surrounding development.
- 2) The LPS supports a design review of the development vision for Area 7 (Precinct D). Specifically, the existing structure plan references a caravan park land use and nominates a large public open space area adjacent to Murat Road. Given the Shire's Tourism Strategy does not support a caravan park in this location and the LPS identifies an excess provision of public open space, the local government does not support the inclusion of these land uses in future structure planning.
- 3) The LPS identifies vacant Area 7 as Special Use Zone which will be subject to the preparation and approval of a new structure plan and design guidelines as a prerequisite to subdivision and development.
- 4) In assessing a structure plan and design guidelines, the local government will have regard to:
  - a) The land use intent and revised design vision for Area 7 (Precinct D) with reference to Planning Considerations 1) and 2) above;
  - b) The approved District Water Management Strategy (as amended);
  - c) An appropriate interface treatment to the Exmouth Boat Harbour being established to ensure land use compatibility. Investigation into the use of screening devices, such as landscaping, and/or other measures along the eastern interface of Precinct D to further reduce noise, capture wind-borne dust and spray drift and improve visual amenity impacts from the Exmouth Boat Harbour;
  - d) The Murat Road frontage recognising its importance as a townsite entry statement and consideration of the Murat Road Design Guidelines;
  - e) The development interface with Precinct B addressing Cobia Close or backing onto lots fronting Cobia Close. Development shall be compatible with the existing residential development, with provision made for the extension of Cobia Close either as a vehicular or pedestrian accessway;



FUTURE RESIDENTIAL AREA 7

- f) The Mortiss Street interface being compatible with traffic accessing the Exmouth Boat Harbour and the adjacent Precinct E through measures such as restricting street access to sensitive land uses, landscape screening devices and live-work mixed use composite development;
  - g) The requirement for notifications on certificates of title for properties throughout Precinct D advising of noise and other potential emissions from the Exmouth Boat Harbour. Sensitive land uses requiring noise attenuation measures to mitigate noise impacts;
  - h) Any other matters considered relevant through the advertising of the structure plan and design guidelines; and
  - i) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.
- 5) The extent of the development area being informed by hydraulic modelling to ensure that:
    - a) Proposed development has adequate protection from a 100 year ARI flood; and
    - b) Proposed development does not detrimentally impact on the existing 100 year ARI flooding regime of the general area.

### 3.2.7.3 ACTION STATEMENTS

- a) The LPS identifies Precinct D for a new 'Special Use Zone' to deal with the undeveloped portion of the Exmouth Marina Village.
- b) Classify the land as 'Special Use Zone 7' within LPS 4 and include tourism, residential and composite mixed use special land uses.
- c) Insert provisions into 'Special Use Zone 7' to require the adoption of a new structure plan and design guidelines as a prerequisite to subdivision and development.
- d) Require any future structure plan and design guidelines to address the planning considerations detailed above.

### 3.3 FUTURE RESIDENTIAL (LONG TERM)

The **Residential Strategic Plan (Figure 21)** identifies *Areas 1 to 4* as Future Residential Areas (Long Term). These areas represent a longer-term development scenario that identifies larger lot residential nodes west of the proposed local neighbourhood connector on land constrained by landform. Areas 1 to 4 are to be considered once less constrained more viable land is fully developed noting that detailed planning and environmental investigation will be required to confirm development potential. Future Residential (Long Term) land comprises approximately 107ha and when considered in conjunction with Future Residential Areas 1 to 7 discussed in **section 3.2**, reflects the overall population capacity of the townsite.

For land identified as Future Residential (Long Term), the following staging criteria are to apply:

**Medium to long term** development can occur where:

- The pressure on the existing land supply within the 'Urban Development' zone is in decline;
- Environmental requirements can be satisfactorily addressed; and
- The cost of construction does not impact housing affordability.

A description of each 'Future Residential (Long Term)' area and the planning considerations and action statements that apply are provided in **sections 3.3.1-3.3.4** to follow.

#### 3.3.1 FUTURE RESIDENTIAL (LONG TERM) AREA 1

##### 3.3.1.1 DESCRIPTION

<b>Location</b>	Land on the western boundary of Exmouth townsite abutting the Exmouth Water Reserve.
<b>Site Description</b>	Unallocated Crown Land north of Town Creek (10.8ha).
<b>Existing Zoning</b>	'Recreation and Open Space' reserve.

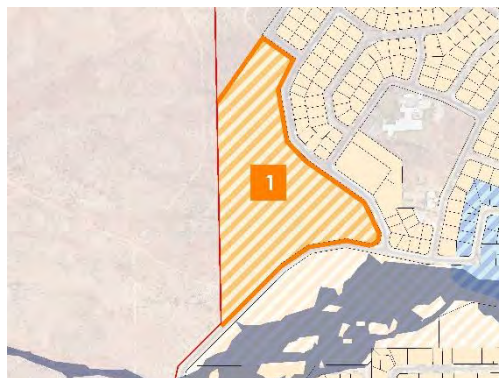


**FIGURE 30 SITE PLAN - FUTURE RESIDENTIAL (LONG TERM) AREA 1**

### 3.3.1.2 FUTURE RESIDENTIAL (LONG TERM) AREA 1 PLANNING CONSIDERATIONS

In assessing a rezoning/structure plan proposal the local government will, in addition to the staging criteria above, have regard to:

- 1) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme;
- 2) The specific assessment of land capability to inform appropriate lots sizes and form of construction, (limiting factors of foundation soundness, ease of excavation), flora and fauna studies (including subterranean fauna), and ground and surface water hydrology;
- 3) The approved District Water Management Strategy (as amended);
- 4) The advice of the Department of Water and Environmental Regulation noting proximity to the P1 Water Protection area and the Wellhead Protection Zones;
- 5) The definition of the public open space edge abutting the northern boundary of Area 1 and the corresponding adjustment to the extent of the 'Public Open Space' reserve under LPS 4;
- 6) The residential interface and access arrangements for development abutting Learmonth Street. In the longer term, the function of Learmonth Street will change from a local access street to a neighbourhood connector requiring control of access; and
- 7) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.



FUTURE RESIDENTIAL (LONG TERM) AREA 1

### 3.3.1.3 ACTION STATEMENTS

- a) The LPS identifies the land as a 'Future Residential – Long Term'.
- b) Include land currently reserved 'Recreation and Open Space' reserve under TPS 3 within the 'Urban Development' zone under LPS 4.
- c) Future rezoning proposals are to be accompanied by a Structure Plan that address the staging criteria and planning considerations detailed above.



### 3.3.2 FUTURE RESIDENTIAL (LONG TERM) AREA 2

#### 3.3.2.1 DESCRIPTION

Location	Land west of Nimitz Street ODP Area abutting the Exmouth Water Reserve.
Site Description	Unallocated Crown Land west of Nimitz Street ODP area (5.9ha).
Existing Zoning	'Recreation and Open Space' reserve.

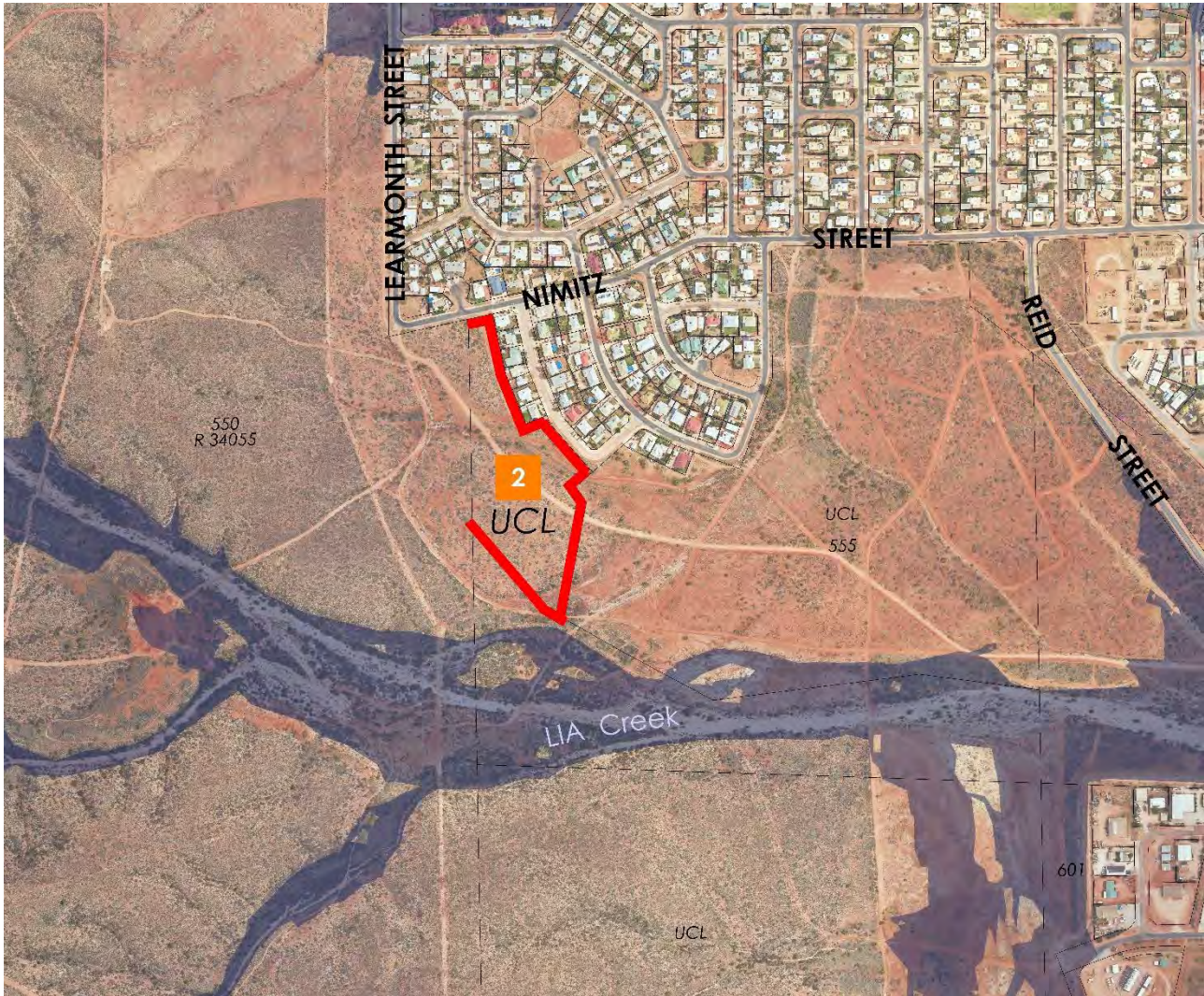
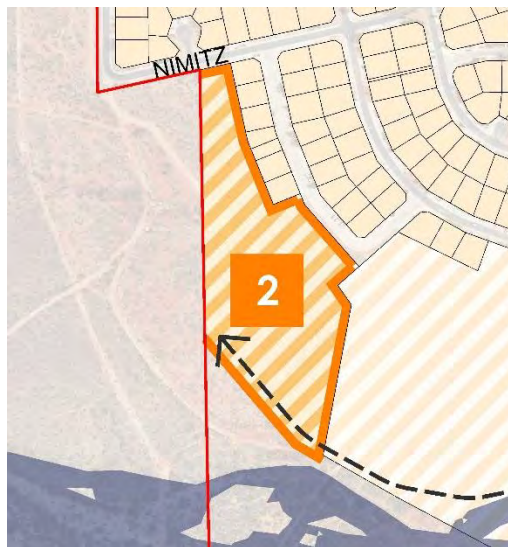


FIGURE 31 SITE PLAN - FUTURE RESIDENTIAL (LONG TERM) AREA 2

### 3.3.2.2 FUTURE RESIDENTIAL (LONG TERM) AREA 2 PLANNING CONSIDERATIONS

In assessing a rezoning/structure plan proposal the local government will, in addition to the staging criteria above, have regard to:

- 1) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme;
- 2) The specific assessment of land capability to inform appropriate lots sizes and form of construction, (limiting factors of foundation soundness, ease of excavation), flora and fauna studies (including subterranean fauna), and ground and surface water hydrology;
- 3) The advice of the Department of Water and Environmental Regulation given the proximity of Area 2 to the P1 Water Protection area and the Wellhead Protection Zones;
- 4) The definition and northerly extension of the public open space edge abutting the southern boundary of Area 2 and the corresponding adjustment to the extent of the 'Public Open Space' reserve under LPS 4;
- 5) The residential interface with existing residential lots to the north and east to ensure frontage development to the existing road network is delivered; and
- 6) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.



FUTURE RESIDENTIAL (LONG TERM) AREA 2

### 3.3.2.3 ACTION STATEMENTS

- a) The LPS identifies the land as a 'Future Residential – Long Term'.
- b) Include land currently reserved 'Recreation and Open Space' under TPS 3 within the 'Urban Development' zone under LPS 4.
- c) Future rezoning proposals are to be accompanied by a structure plan that address the staging criteria and planning considerations detailed above.



### 3.3.3 FUTURE RESIDENTIAL (LONG TERM) AREA 3

#### 3.3.3.1 DESCRIPTION

Location	Land west of the power station abutting the Exmouth Water Reserve.
Site Description	Unallocated Crown Land west of Exmouth Power Station (33.3ha).
Existing Zoning	'Recreation and Open Space' reserve.



FIGURE 32 SITE PLAN – FUTURE RESIDENTIAL (LONG TERM) AREA 3

### 3.3.3.2 FUTURE RESIDENTIAL (LONG TERM) AREA 3 PLANNING CONSIDERATIONS

In assessing a rezoning/structure plan proposal the local government will, in addition to the staging criteria above, have regard to:

- 1) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme;
- 2) The specific assessment of land capability to inform appropriate lots sizes and form of construction, (limiting factors of foundation soundness, ease of excavation), flora and fauna studies (including subterranean fauna), and ground and surface water hydrology;
- 3) The advice of the Department of Water and Environmental Regulation given the proximity of Area 2 to the P1 Water Protection area and the Wellhead Protection Zones;
- 4) The proximity of the land to the Exmouth Power Station (and associated buffer requirements). The development of land for residential purposes west of the power station and west of Area 5 is partially constrained by existing buffer requirements to the Exmouth Power Station as depicted on the **Exmouth Townsite Spatial Plan – Sheet 3**. The future configuration of land uses in this precinct is dependent upon improvements to the operating conditions of the power station, the outcome of revised modelling and/longer term relocation of the infrastructure (refer to **sections 2.6.2 and 13.1**);
- 5) Consideration of future relocation of the Exmouth Power station to realise the potential for residential development in the area;
- 6) The extent of the low and high hazard floodplain of Marina Creek and the associated definition of an



#### FUTURE RESIDENTIAL (LONG TERM) AREA 3

adjusted 'Public Open Space' reserve to the north and the definition of the boundary of a new 'Public Open Space' reserve. The northern and southern extent of development will need to be informed by hydraulic modelling to ensure that:

- a) Proposed development has adequate protection from a 100-year ARI flood; and
  - b) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.
- 7) Delivery of the north-south neighbourhood connector between Murat Road and Nimitz Street; and
  - 8) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

### 3.3.3.3 ACTION STATEMENTS

- a) The LPS identifies the land as a 'Future Residential – Long Term'.
- b) Include land currently reserved 'Recreation and Open Space' under TPS 3 within the 'Rural' zone under LPS 4.
- c) Future rezoning proposals are to be accompanied by a structure plan that address the staging criteria and planning considerations detailed above.
- d) Investigate the longer-term relocation of the existing Exmouth Power Station infrastructure to remove the impediment for development of land within the power station buffer.



### 3.3.4 FUTURE RESIDENTIAL (LONG TERM) AREA 4

#### 3.3.4.1 DESCRIPTION

Location	Land west of Area 5 abutting the Exmouth Water Reserve.
Site Description	Unallocated Crown Land west of Area 5 (57.3ha) including Reserve 35568 (disused tank site).
Existing Zoning	'Recreation and Open Space' reserve and 'Public Purposes' reserve.

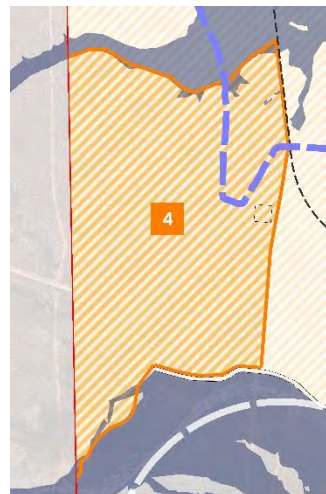


FIGURE 33 SITE PLAN - FUTURE RESIDENTIAL (LONG TERM) AREA 4

### 3.3.4.2 FUTURE RESIDENTIAL (LONG TERM) AREA 4 PLANNING CONSIDERATIONS

In assessing a rezoning/structure plan proposal the local government will, in addition to the staging criteria above, have regard to:

- 1) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
- 2) The specific assessment of land capability to inform appropriate lots sizes and form of construction, (limiting factors of foundation soundness, ease of excavation), flora and fauna studies (including subterranean fauna), and ground and surface water hydrology.
- 3) The advice of the Department of Water and Environmental Regulation given the proximity of Area 4 to the P1 Water Protection area and the Wellhead Protection Zones.
- 4) The advice of the Water Corporation to confirm the status of Water Corporation Reserve 34055 and setback requirements, if infrastructure overtime is still operational.
- 5) The proximity of the land to the Exmouth Power Station (and associated buffer requirements). The development of land for residential purposes west of the power station is partially constrained by existing buffer requirements to the Exmouth Power Station as depicted on the Exmouth Townsite Spatial Plan – Sheet 3. The future configuration of land uses in this precinct is dependent upon improvements to the operating conditions of the power station, the outcome of revised modelling and/longer term relocation of the infrastructure (refer to **sections 2.6.2 and 13.1**).
- 6) Consideration of future relocation of the Exmouth Power station to realise the potential for residential development in the area.
- 7) The extent of the low and high hazard floodplain of:
  - a) LIA Creek and the associated definition and ceding of an adjusted LIA Creek 'Public Open Space' reserve along portion of the northern boundary of Area 3; and



#### FUTURE RESIDENTIAL (LONG TERM) AREA 4

- b) Marina Creek along the southern boundary of Area 3 and the associated definition of the Marina Creek as a 'Public Open Space' reserve.
- c) In defining the low and high hazard floodplain, the northern and southern extent of development within Area 3 will need to be informed by hydraulic modelling to ensure that:
  - i) Proposed development has adequate protection from a 100-year ARI flood; and
  - ii) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.
- 8) The definition of flood relief areas and development setbacks associated with the upgrade of the Market Street bund. In this regard, consultation with the Department of Water and Environmental Regulation will be required to determine the southern extent of the development adjacent to the Market Street bund.
- 9) Delivery of the north-south neighbourhood connector between Murat Road and Nimitz Street.
- 10) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

### 3.3.4.3 ACTION STATEMENTS

- a) The LPS identifies the land as a 'Future Residential – Long Term'.
- b) Include land currently reserved 'Recreation and Open Space' under TPS 3 within the 'Rural' zone under LPS 4.
- c) Future rezoning proposals are to be accompanied by a structure plan that address the staging criteria and planning considerations detailed above.
- d) Investigate the longer-term relocation of the existing Exmouth Power Station infrastructure to remove the impediment for development of land within the power station buffer.



## 4 RURAL RESIDENTIAL



The **Rural Residential Strategic Plan (Figure 34)** acknowledges rural residential development as fulfilling the demand for a more spacious lifestyle than that offered by a standard residential lot within the townsite and is recognised by the Strategy as a legitimate land use alternative.

The Strategy identifies two categories of Rural Residential land within the Shire:

### 1. EXISTING RURAL RESIDENTIAL

'Existing Rural Residential' comprise 'titled' lots supporting existing rural residential development that are either zoned 'Special Rural' (Preston Street) or 'Special Use' zone (Cape Wilderness Estate) under the provisions of the existing TPS 3.

A description of each 'Existing Rural Residential' area and the planning considerations and action statements that apply is provided in **section 4.2** to follow.

### 2. FUTURE RURAL RESIDENTIAL

'Future Rural Residential' comprises land that has the potential to be zoned for rural residential purposes subject to further investigation. Two (2) Future Rural Residential Areas have been identified by the Strategy. One area represents an extension to the existing Preston Street rural residential area and a second is located south of the townsite. A detailed description of each 'Future Rural Residential' area and the planning considerations and action statements that apply is provided in **section 4.3** to follow.

SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY	
<b>NOTE</b>	
	Existing Use / Development
	Future Use / Development
	Future Use / Development (Long Term)
<b>LEGEND</b>	
	Townsite Boundary
	Rural Residential
	Watercourse Floodplain High Hazard
	Watercourse Floodplain Low Hazard
	Estimated 100 year Floodplain
	100m Development Setback

FIGURE 34 RURAL RESIDENTIAL STRATEGIC PLAN



## 4.1 PLANNING ISSUES

Planning opportunities and issues influencing the development of rural residential land uses within the overall Shire have been assessed below having regard to the manner in which development has taken place within the existing rural residential areas at Preston Street and the Wilderness Estate.

The implementation of new Scheme provisions within LPS 4 will assist to address these issues and allow a more consistent approach to the assessment of development applications.

1. **Land Use and Development** – The list of permitted uses within the Existing Cape Wilderness Estate is controlled via the Special Use provisions under TPS 3. Currently the range of permitted uses is restricted to a limited number of uses, such that other legitimate uses compatible with a rural residential zoning cannot be approved. Consideration should be given to introducing a broader Rural Residential Zone and corresponding objectives statements to ensure greater flexibility in the assessment of permitted uses. Consideration should be given to provisions for keeping stock and animals on a lot. Transportable dwellings are also to be considered.
2. **Building Envelopes** – At the time of lodging a planning application, building envelopes are required to be defined on lots within the Cape Wilderness Estate. Development/ Redevelopment upon lots within the Preston Street rural residential area are not required to comply with a building envelope area. Greater statutory clarity is required within the Scheme to ensure that all new development occurs within an approved building envelope, including a dwelling and ancillary accommodation.
3. **Outbuildings** – The inappropriate siting and location of outbuildings in rural residential areas currently have an impact on visual amenity, particularly where view corridor through the Exmouth Gulf are required to be protected. Provisions should be included within LPS 4 to control the siting, screening and size of outbuildings. Currently TPS 3 does not contain these provisions.
4. **Building Height** – The need to limit building heights in rural residential areas arises where rural living amenity of an area

is impacted by the bulk and scale of adjoining development, particularly where view corridors of Exmouth Gulf are potentially affected. Currently there is no guidance on maximum building heights for rural residential development within TPS 3.

5. **Visual Impact of Building Design** – A variety of dwelling styles are evident within the existing rural residential areas. Guidance on dwelling design appropriate to the climatic conditions of Exmouth would assist to establish an 'Exmouth vernacular' to guide the lodgement and assessment of future development within rural residential areas.
6. **Fencing Design** – The specification for fencing standards are applied within the Cape Wilderness Estate however there is no statutory provision to control fencing style within the Preston Street area. Consideration should be given to introducing uniform fencing provisions that are applicable to all rural residential estate.
7. **Flood Management** – Currently a proportion of lots within both the existing Preston Street subdivision area and Cape Wilderness subdivision are partially impacted by the floodplain of Preston Street Creek and floodplain of Shothole Catchment adjacent to the Exmouth Aerodrome respectively. Minimum floor levels and corresponding requirement for fill is not addressed by the current Scheme.
8. **Bushfire Management** – Where rural residential land is identified as bushfire-prone the requirements of SPP 3.7 *Planning in Bushfire Prone Areas* apply and a bushfire hazard level assessment and Bushfire Management Plan may need to be prepared prior to development.
9. **Protection of Cameron's Cave** – Whilst subdivision/ development has not occurred within the 500m environmental buffer of Cameron's Cave, the extent of the existing zoning boundary of the Preston Street 'special rural' zone (SR1) under TPS 3 encroaches within the buffer area. A new zoning boundary will need to be defined under LPS 4 to ensure that rural residential development is limited to land that is fully outside of the buffer.

### 4.1.1 ACTION STATEMENTS

- a) Introduce 'Rural Residential' zone within LPS 4 to replace the existing 'Special Rural' zone and review the range of permitted uses listed in the Table 1 – Zoning Table.
- b) Include 'Rural Residential' zone provisions within LPS 4 to:
  - i) limit the location of new development, including outbuildings, to a defined building envelope.
  - ii) control the size and location of outbuildings.
  - iii) guide the appearance of rural residential built form.
  - iv) control the height of development.
  - v) specify minimum fencing standards.
  - vi) control minimum floor levels in flood prone areas.
- c) Rezone Cameron's Cave and 500m buffer from 'Special Rural' zone, 'Residential Development' zone and 'Recreation and Open Space' reserve under TPS 3 to 'Environmental Conservation' reserve under LPS 4.
- d) Support the classification of Cameron's Cave and buffer as an 'A' Class Reserve under the *Land Administration Act 1997*.

## 4.2 EXISTING RURAL RESIDENTIAL

There are two localities within the Shire that support existing rural residential development:

- Preston Street subdivision area within the Exmouth townsite; and
- Cape Wilderness Estate located 15 kilometres south of the townsite.

A more detailed description of ‘Existing Rural Residential’ Areas 1 and 2 and the planning considerations and action statements that apply, are provided in **sections 4.2.1-4.2.2** to follow.

### 4.2.1 EXISTING RURAL RESIDENTIAL AREA 1 – PRESTON STREET

#### 4.2.1.1 DESCRIPTION

<b>Location</b>	The Preston Street Rural Residential area is located within the Exmouth townsite on the southern boundary, west of Minilya-Exmouth Road.
<b>Site Description</b>	The area comprises 32 lots fronting Preston Street and Herron Way, with a minimum lot size of 1 hectare. The lots are connected to reticulated water and power supply with on-site effluent disposal. Over half of the existing rural residential area is fully developed. Lots south of Preston Street (Lots 1378-1385) are impacted by the low and high hazard floodplain of Preston Street Creek. Lot 1365 Herron Way is partially affected by the low hazard floodplain.
<b>Existing Zoning</b>	‘Special Rural’ zone and ‘Recreation and Open Space’ reserve.



**FIGURE 35 SITE PLAN – EXISTING RURAL RESIDENTIAL AREA 1**

#### 4.2.1.2 EXISTING RURAL RESIDENTIAL AREA 1 PLANNING CONSIDERATIONS

- 1) This LPS identifies Area 1 as being suitable for Rural Residential development consistent with the approved Plan of Subdivision.
- 2) Area 1 is currently zoned 'Special Rural-SR1' under TPS 3 with corresponding development requirements. Within LPS 4, the zoning will be rationalised to include Area 1 within a 'Rural Residential' zone with corresponding land use controls to apply to all new development.
- 3) No further subdivision of lots within Area 1 is supported given the minimum 1ha lot size requirement of a 'Rural Residential' zone classification.
- 4) In assessing a new development application within Area 1 for Lots 1378-1385 Preston Street, Lot 1365 Herron Way and Lots 1, 9, 10 and 11 Catalina Close, the local government will have regard to the extent of the low and hazard floodplain of Preston Street Creek to ensure that proposed development:
  - a) has adequate protection from a 100-year ARI flood; and
  - b) does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.



EXISTING RURAL RESIDENTIAL AREA 1

#### 4.2.1.3 ACTION STATEMENTS

- a) The LPS identifies the land as being suitable for rural residential development.
- b) Include 'Rural Residential' zone within LPS 4 to replace the existing 'Special Rural Zone' within LPS 3 and refer to the Preston Street Rural Residential Area as 'Area A' with associated provisions.
- c) Review and consolidate existing Scheme provisions to facilitate a minimum lot size of 1.0ha in the Rural Residential Zone Area A given the availability of reticulated water.
- d) Formally close Childs Street.



## 4.2.2 EXISTING RURAL RESIDENTIAL AREA 2 – CAPE WILDERNESS ESTATE

### 4.2.2.1 DESCRIPTION

Location	The Cape Wilderness Estate is located 15km south of Exmouth townsite on an elongated land area between Minilya-Exmouth Road and Exmouth Gulf. The site is immediately east of The Exmouth Aerodrome and adjacent to Pebble Beach.
Site Description	<p>Area 2 comprises 27 lots ranging in size from 3.5ha to 13.8 hectares. Planning and environmental controls are in place under the provisions of TPS 3 to protect vegetation cover, setbacks from Minilya-Exmouth Road, design, placement and height of dwellings, fencing styles and prohibition of stock. The lots are connected to reticulated water and power supply with on-site effluent disposal.</p> <p>50% of the lots are vacant. Dwellings and outbuildings have been developed on 15 lots with development being visually prominent given the relatively flat terrain and low coastal vegetation. The estimated 100yr floodplain of Shothole Catchment impacts 7 lots in the southern portion of Area 2.</p>
Existing Zoning	'Special Use' zone.



FIGURE 36 SITE PLAN – EXISTING RURAL RESIDENTIAL AREA 2

#### 4.2.2.2 EXISTING RURAL RESIDENTIAL AREA 2 PLANNING CONSIDERATIONS

- 1) This LPS identifies Area 2 as being suitable for Rural Residential development consistent with the approved Subdivision Guide Plan.
- 2) The Wilderness Estate is zoned 'Special Use' under TPS 3. Within LPS 4, the 'Special Use' zone is to be retained with revised provisions.
- 3) No further subdivision within or extension of the rural residential area is supported due to:
  - a) potential landscape impacts;
  - b) the close proximity of the Exmouth Aerodrome and potential incompatibility with aircraft noise and safety buffers;
  - c) the need to manage public access to the Gulf; and
  - d) Economies of servicing extension.
- 4) The existing and future development of existing lots within Area 2 will be subject to the requirements of the approved subdivision guide plan and scheme provisions (TPS 3 – Special Use Zone No. 5) and these will be carried forward for inclusion within LPS 4.
- 5) The existing and future development of existing lots within Area 2 is to have regard to the impacts from, and to, the 100 year ARI flooding regime.
- 6) The existing and future development of existing lots within Area 2 is to have regard to Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.



EXISTING RURAL RESIDENTIAL AREA 2

#### 4.2.2.3 ACTION STATEMENTS

- a) The LPS identifies the land as being suitable for rural residential development in accordance with the approved Subdivision Guide Plan. No further extension of rural residential use within this precinct will be permitted.
- b) Review and consolidate existing scheme provisions noting that no future subdivision will be supported in the 'Rural Residential' Zone Area 2 given the conservation objectives of the estate; and
- c) Development within Area 2 will be subject to the requirements of the approved subdivision guide plan and scheme provisions (TPS 3 – Special Use Zone No. 3) and these will be reviewed and carried forward for inclusion within LPS4.



## 4.3 FUTURE RURAL RESIDENTIAL

The Strategy recognises the potential for limited expansion of the existing Preston Street area to the west. In addition, the LPS nominates a future rural residential development area one kilometre south of the Exmouth townsite, with the extent and form of development to be determined following detailed site analysis, in particular the assessment of visual impact from Minilya-Exmouth Road. This recommendation is generally consistent with the *Exmouth South Structure Plan* (2013), noting that the extent of the area has been refined to acknowledge the development constraints of the floodplain.

A more detailed description of 'Future Rural Residential' Areas 1 and 2 and the planning considerations and action statements that apply are provided in **sections 4.3.1-0** to follow.

### 4.3.1 FUTURE RURAL RESIDENTIAL AREA 1

#### 4.3.1.1 DESCRIPTION

<b>Location</b>	Area 1 (UCL 505) Preston Street is located within the existing Preston Street rural residential area on the southern boundary of Exmouth townsite.
<b>Site Description</b>	<p>Area 1 represents an extension of the existing Preston Street rural residential area where a minimum 1ha lot size applies. Lot 1365 to 1385 Preston and Herron Way are fully developed for rural residential purposes with the exception of 2 lots subject to site preparation.</p> <p>Area 1 is vacant UCL comprising 24.5 ha. The site is traversed by power infrastructure and excavation and environmental constraints may be anticipated due to karst landform.</p> <p>Area 1 has the potential to be connected to water and power with on-site effluent disposal.</p> <p>The northern boundary of Area 1 abuts the 500m buffer of Cameron's Cave limiting the northern extension of this precinct.</p>
<b>Existing Zoning</b>	'Special Rural' zone and 'Recreation and Open Space' reserve.



FIGURE 37 SITE PLAN - FUTURE RURAL RESIDENTIAL AREA 1

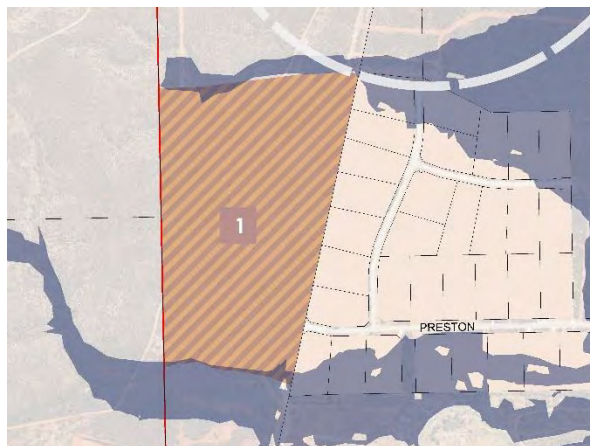
#### 4.3.1.2 FUTURE RURAL RESIDENTIAL AREA 1 PLANNING CONSIDERATIONS

The LPS identifies Area 1 as being suitable for future rural residential development and represents a logical extension of the existing rural residential area, noting the high quality of development on existing lots, access to reticulated water and power, and proximity to the townsite facilities.

The adjoining existing Preston Street subdivision is zoned 'Special Rural' under TPS 3. Within LPS 4, the areas currently zoned 'Special Rural' are to be zoned 'Rural Residential'. Future Rural Residential Area 1 is recommended to be zoned 'Rural' in LPS 4.

- 1) In assessing rezoning/structure plan proposals for Area 1, the local government will have regard to:
  - a) Environmental – assessment of land capability (geotechnical), landform (specifically limiting factors of foundation soundness, ease of excavation and water pollution), flora and fauna (including subterranean fauna), and ground and surface water hydrology;
  - b) The advice of the Department of Water and Environmental Regulation noting proximity to the P1 Water Protection area and the Wellhead Protection Zones;
  - c) The extent of the low hazard floodplain of Preston Street Creek. The definition of the southern extent of development will need to be informed by hydraulic modelling to ensure that:

- i) Proposed development has adequate protection from a 100-year ARI flood; and
  - ii) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.
- d) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas; and
  - e) Options for road connectivity between Preston Street and Herron Way.



FUTURE RURAL RESIDENTIAL AREA 1

#### 4.3.1.3 ACTION STATEMENTS

- a) The LPS identifies the land as being suitable for rural residential development as an extension to the existing subdivision area.
- b) Include 'Rural Residential' zone within LPS 4 to replace the existing Special Rural Zone within LPS 3 and refer to the Preston Street Rural Residential Area as 'Area A' with associated provisions.
- c) Review and consolidate existing Scheme provisions to facilitate a minimum lot size of 1.0ha in the Rural Residential Zone Area A given the availability of reticulated water.
- d) Rezone Area 1 from 'Recreation and Open Space' reserve under TPS 3 to 'Rural' zone under LPS 4.
- e) Require a structure plan to address the planning considerations detailed above.

## 4.3.2 FUTURE RURAL RESIDENTIAL AREA 2

### 4.3.2.1 DESCRIPTION

Location	Area 2 is located south of Exmouth townsite and north of Mowbowra Creek between Minilya-Exmouth Road and Exmouth Gulf.
Site Description	<p>The site is vacant UCL comprising approximately 51 ha. The landscape is relatively flat and vegetated comprising interdunal depressions and intermittent tracks. Portion of the site is affected by the high and low hazard floodplain. A greater portion of the site has uninterrupted views through to Exmouth Gulf.</p> <p>The site has access to servicing infrastructure (scheme water, power and telecommunications).</p> <p>This area is located 1 kilometre south of the Exmouth townsite between Minilya-Exmouth Road and Exmouth Gulf. The area comprises 51 hectares, with the extent and form of development to be determined following detailed site investigations, in particular the assessment of visual impact from Minilya-Exmouth Road.</p>
Existing Zoning	'Recreation and Open Space' reserve.



FIGURE 38 SITE PLAN - FUTURE RURAL RESIDENTIAL AREA 2



#### 4.3.2.2 FUTURE RURAL RESIDENTIAL AREA 2 PLANNING CONSIDERATIONS

- 1) The LPS identifies Area 2 as a future low impact rural residential eco-estate consistent with the recommendations of the *Exmouth South Structure Plan* (2013), noting the extent of the area has been reduced to recognise the constraints of the low and high hazard floodplain of the tributaries of Mowbowra Creek.
- 2) The development of Area 2 is only supported where it can be demonstrated that the view corridors to Exmouth Gulf from the Minilya-Exmouth Road are protected.
- 3) In assessing rezoning/structure plan proposals for Area 2 the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
  - b) The extent of the floodplain of tributaries of Mowbowra Creek. The extent of developable area will need to be informed by hydrological modelling to ensure that proposed development has adequate flood protection from a 100-year ARI flood.
  - c) Landscape and Viewshed Analysis to inform a design response where development is to be confined to the interdunal depressions of the landform.
  - d) The sensitive positioning of building envelopes with regard to outcomes of the Landscape and Viewshed Analysis.



#### FUTURE RURAL RESIDENTIAL AREA 2

- e) The adoption of design guidelines to address building form, colours and materials, including sustainable servicing initiatives.
- f) 100m Minilya-Exmouth Road visual landscape protection corridor.
- g) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas; and
- h) Definition of the foreshore reserve having regard to coastal processes and environmental protection requirements.
- i) Safe access point(s) to Minilya-Exmouth Road.

#### 4.3.2.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Rural Residential'.
- b) Defining the extent of the rural zoning of Area 2 by:
  - i) Including that portion of Area 2 currently reserved Parks and Recreation under TPS 3 within the 'Rural' zone under LPS 4;
  - ii) Require future rezoning proposals are to be accompanied by a structure plan that address the planning considerations detailed above.





The **Industry Strategic Plan (Figure 39)** confirms the proposed spatial location of service, light, general industrial land use activity within the Shire recognising the importance of these industrial nodes as an employment base for the population. The Strategy reinforces the consolidation of service and light industrial land uses within the townsite, encouraging general industrial land uses to relocate to zoned industrial land south of the townsite. Two (2) categories of industrial land are identified within and outside of the townsite as follows:

## 1. EXISTING INDUSTRY

2

'Existing Industry' land comprises land zoned Mixed Use, Light Industrial, Industrial or Marina under the provision of TPS 3. There are six (6) existing industry areas cross-referenced as Areas 1 to 6 on the **Industry Strategic Plan** as follows:

- Industry - Service - Area 1 (Mixed Use);
- Industry - Light - Area 2 (Welch Street LIA);
- Industry - General - Area 3 (Parent Lot 51 Ingram Street), Area 4 (Lot 50 Ingram Street) and Area 5 (Kailis Site); and
- Marina and Boat Harbour – Area 6 (Exmouth Marina).

A detailed description of each 'Existing Industrial' area and Planning Considerations and Action Statements that apply are provided in **section 5.2** to follow.

## 2. FUTURE INDUSTRY

4

'Future Industry' represents the future opportunities to release industrial land within and outside of the townsite. Four (4) categories of future industrial land have been identified cross-referenced on the **Industry Strategic Plan** as Areas 1 to 4 as follows:

- Industry - Service - Area 1 (South of Welch Street);
- Industry - Light - Area 2 (West of Welch Street LIA);
- Industry - General - Areas 3 (North of Kailis Site); and
- Area 4 (West of Ingram Street).

A detailed description of each 'Future Industrial' area and Planning Considerations and Action Statements that apply are provided in **section 5.3** to follow.

## 5.1 PLANNING ISSUES

Planning issues influencing the development of industrial land uses within the overall Shire have been outlined below having regard to the manner in which development has taken place within the existing mixed-use area south of Nimitz Street, and the industrial areas at Welch Street and Ingram Street.

The implementation of new Scheme provisions within LPS 4 will assist to address these issues and allow a more consistent approach to the assessment of development applications.

1. **Non-Conforming Uses** – Land within the boundaries of the townsite (currently zoned either mixed use or light industrial under TPS 3) comprise a number of lots supporting general industrial development. These premises are considered incompatible with the objectives of the zones in which they are located and therefore will continue to operate under the non-conforming use provisions of the Scheme. These premises should be encouraged to relocate noting that the land use transition overtime will be dependent upon the availability of land within the existing or future industrial areas south of the townsite.

2. **Location and Setback between Residential/Industrial Land Use on Composite Lots** – Within the existing mixed-use area, there is currently limited consistency in the location of, and separation distance between, the residential and industrial component on each composite lot. Dwellings have been inappropriately constructed immediately abutting industrial development (common wall); and arbitrarily located both at the rear of a lot behind the industrial use or on the street frontage. Consideration should be given to formalising an approval process whereby a dwelling is to be located behind the non-residential use with an acceptable separation distance provided.
3. **Staged Development within Mixed Use Area** – Currently the approval of a dwelling on a composite lot within the Mixed-Use Area is permitted where the use is incidental to the predominant service or light industrial use. Whilst contrary to the Scheme, there are instances where dwellings are being occupied prior to establishment of the predominant industrial use. The inclusion of a scheme provision which does not permit a dwelling to be occupied until the predominant non-residential use has been commenced, should be considered to overcome this compliance issue.

4. **Proximity of Exmouth Power Station** – The location of the Exmouth Power Station is a constraining factor to the establishment of caretaker’s dwellings within the existing Welch Street Industrial area and to a lesser extent, the approval of composite development within portion of the existing Mixed Used Area. The development of sensitive land uses on industrial zoned land will be dependent upon compliance with *Environmental Protection Noise Regulation 1997* or the future relocation of the Exmouth Power Station infrastructure.
5. **Residential and Caretaker’s Dwellings (Lot 51)** – Given the current ‘Special Use (SU5)’ Zoning of the Ingram Street Industrial Area (Parent Lot 51) and associated EMP (2007), a unique planning situation has arisen where a composite industrial/residential area has emerged within a quasi-general industrial area. Because of the residential component, without stringent enforcement of the management provisions of the SU5, potential limitations are placed on the future industrial development of land immediately to the north and west of Lot 51, noting that an applicant is required to submit an acoustic report which assesses the noise impact associated with current and potential industrial uses and recommends appropriate noise attenuation measures to the dwelling to address any such impact. The onus on future purchasers of lots within the composite precinct will need to be clearly expressed in LPS 4 to ensure future industrial development in this locality is not unduly constrained.
6. **Marine Support Facility** – The potential opportunity to broaden Exmouth’s employment base is recognised and supported through the establishment of a marine support facility to service the resource sector. The local government through the *Exmouth South Structure Plan (2013)* assessed various options for the siting of a facility, noting that the existing approval for marine based infrastructure at Lot 50 Minilya-Exmouth Road and/or Exmouth Boat Harbour (subject to expansion), is prioritised by the local government ahead of other sites to limit the potential impact on the Gulf’s marine environment.

### 5.1.1 ACTION STATEMENTS

- a) Introduce a new ‘Service Commercial’ zone within LPS 4 including objectives, site and development requirements to replace the ‘Mixed Use’ zone under TPS 3.
- b) Introduce a new ‘Light Industry’ zone within LPS 4 including objectives, site and development requirements to replace the ‘Light Industrial’ zone under TPS 3.
- c) Introduce a new ‘General Industry’ zone within LPS 4 including objectives, site and development requirements to replace the ‘Industrial’ zone under TPS 3.
- d) Include provisions within the ‘Service Commercial’ zone for the continuation of the composite residential/industrial use within LPS 4, to:
  - i) control the siting of a dwelling to ensure it is located behind the industrial use.
  - ii) control the separation distance between a dwelling and industrial use.
  - iii) require the occupation of dwelling to coincide with, or follow the establishment of the predominant industrial use.
- e) Negotiate the longer-term relocation of the existing Exmouth Power Station infrastructure to remove the impediment for dwellings within the ‘Light Industry’ zone.
- f) Existing general industrial land uses where not permitted within the industrial zone, in which they operate, are to continue under the non-conforming use provisions of LPS 4.
- g) Encourage the relocation of non-conforming uses within the ‘Service Commercial’ and ‘Light Industry’ zones to industrial areas outside of the townsite.
- h) Transfer the provisions of the ‘Special Use’ zoning of the Ingram Street Industrial Zone (Lot 51) into LPS 4, excluding the strategic industrial precinct which can be appropriately accommodated in the ‘General Industry’ zone in LSP4 and include the Development Investigation Areas within the ‘Special Use – Caravan Parks and Camping Grounds’ zone.
- i) Recognise the existing approval for marine based infrastructure at Lot 50 Minilya-Exmouth Road and endorse the locality as being suitable for a marine support facility.



## 5.2 EXISTING INDUSTRY

This section identifies four (4) separate categories of existing industrial development divided into Areas 1 to 6 as follows:

### **Mixed Use**

The area designated as 'Existing Mixed Use' comprises land currently zoned Mixed Use and Light Industrial under TPS 3, extending from Nimitz through to Welch Street, described as *Area 1*. The service industrial classification of Area 1 will enable a continuation of existing composite land use (residential/industrial) consistent with the existing land use characteristics of the area.

### **Light Industry**

The area designated as 'Existing Industry - Light' comprises land currently zoned Industrial under TPS 3 and referred to as the Welch Industrial Area, described as *Area 2*. There is currently a mix of general, service and light industrial use inclusive of caretaker dwellings.

### **General Industry**

The areas designated as 'Existing Industry - General' comprise land currently zoned Special Use and Industrial under TPS 3. There are two general industrial precincts identified as follows:

- *The Ingram Street Industrial Area, comprising Lot 51 and Lot 50, described as Areas 3 & 4.*

Over time, the Ingram Street Industrial Area has transitioned from an industrial zoned area to a special use zone primarily accommodating composite industrial/residential use and catering for the relocation of industrial uses from the townsite which would otherwise generate nuisance or require a larger land area.

Historically an industrial park on Lot 50 and 51 Minilya-Exmouth Road was proposed to specifically support the establishment of large scale strategic industries outside of the townsite (gas-fired power station, fish processing and handling and limestone related industry). In 2000, the proposal was subject to formal environmental assessment following which Environmental Protection Authority (EPA) approval was granted subject to environmental conditions set out in Ministerial Statement No 545. The Ministerial Statement required the preparation of an Environmental Management Programme (EMP) incorporating a Stormwater Drainage Management Plan, Vegetation Management Plan and Karst Management Plan, and set out the mechanisms for ongoing management and compliance auditing.

In 2005, TPS 3 Amendment No 12 was gazetted rezoning Lot 51 from 'Industrial' to 'Special Use' to provide for a more flexible approach to the mix of land uses permitted within the industrial area. In 2007, the original EMP was amended to reflect a change in demand for specific land uses (namely the re-siting of the gas fired power station to the townsite, the establishment of marine related industry in the Exmouth Marina and the processing of limestone at the mine site). Amendment No 12 and the EMP (2007) resulted in the Shire of Exmouth being responsible for implementing a Subdivision Guide Plan and specific land use controls, including referral of any development applications to the EPA that may have a significant impact upon the environment.

Lot 50 retained its industrial zoning and was also classified as a strategic Industrial lot to cater for the establishment and/or relocation of industrial uses from the townsite which would otherwise generate nuisance or require a larger land area.

- *Lots 1, 101, 112 & 220 Minilya-Exmouth Road, described as Area 5.*

Area 5 is referred to as the Kailis Site and is located adjacent to the intersection of Minilya-Exmouth Road and Charles Knife Road. Following a Ministerial decision under section 76(1) of the *Planning and Development Act 2005*, TPS 3 Amendment No 27 was approved in November 2013 rezoning the landholdings from 'Special Use' to 'Industrial' zone. This followed a change in land use intent for the locality to potentially support additional land based industrial infrastructure associated with a marine support facility servicing the oil and gas industry.

### **Marina – Precinct E**

The area designated as Marina-Precinct E is located within the Exmouth Marina and has been identified as a marine based light industrial area by the approved Exmouth Marina Village ODP, described as *Area 6*.

A more detailed description of the 'Existing Industrial' areas and the Planning Considerations and Action Statements that apply to guide decision making is provided in **sections 5.2.1-5.2.6** to follow.



## 5.2.1 EXISTING INDUSTRY AREA 1 – MIXED USE

### 5.2.1.1 DESCRIPTION

<b>Location</b>	Existing mixed-use area bounded by Murat Road, Nimitz, Reid and Patterson Way, and the existing light industrial area fronting Griffiths Way and north of Welch Street.
<b>Site Description</b>	<p>This area historically functioned as the town’s first light industrial area characterised by wide road reserves and supporting a mix of service, light and general industrial land use. ‘Mixed Use’ and Light Industrial zoning under the existing TPS 3 has resulted in the area evolving predominantly as a composite service industrial area with 50% of these lots also supporting residential/caretaker uses as permitted by the Scheme. A 25-75m drainage and open space reserve runs parallel to Reid Street adequately buffering Area 1 from the proposed future residential development to the west.</p> <p>Seven lots within Area 1 are listed on the Department of Water and Environmental Regulation (DWER) database as known Contaminated Sites requiring remediation (Lots 23 and 29 Pelias Street; Lot 24 Nimitz Street, Lots 4,6 and 8 Huston Street; and 8 Murat Road).</p> <p>The land use characteristics of the area include:</p> <ul style="list-style-type: none"> <li>• 39 out of a total of 114 lots are developed as a combination of industrial use and residences;</li> <li>• 43 out of a total of 114 lots within Area 1, support service industrial land uses, of which 50% have a residence/caretaker developed on the lot;</li> <li>• 3 lots are classified as heavy industry (Concrete Batching Plant);</li> <li>• 22 lots are classified general /light industry of which 7 support residences;</li> <li>• 12 lots are classified as service commercial of which 6 comprise a residential component;</li> <li>• Government offices (4 lots);</li> <li>• Retail related activity (3 lots);</li> <li>• 7 lots – Other; and</li> <li>• 8 lots – Vacant.</li> </ul>
<b>Existing Zoning</b>	‘Mixed Use’, ‘Light Industrial’ and ‘Tourist’ zones and ‘Public Purposes’ reserve and ‘Recreation and Open Space’



FIGURE 40 SITE PLAN - EXISTING INDUSTRY AREA 1

### 5.2.1.2 EXISTING INDUSTRY AREA 1 PLANNING CONSIDERATIONS

- 1) The LPS identifies the area as being suitable for:
  - a) Service industrial development (south of Nimitz Street and north of Maley Street) to reflect the existing zoning and land use of the locality; and
  - b) Service industrial development (between Maley and Welch Street, east of Reid Street) to provide for additional lots supporting residential/industrial composite uses in response to demand. This is consistent with the recommendations of the *Exmouth Townsite Structure Plan (2011)*, where spatially the service industrial area extends from Nimitz Street south to Welch Street.
- 2) Future subdivision and development is to provide for the continuation of the discretionary composite industrial/residential use of land to enable business ventures to more easily establish without the added land cost of constructing a residence in another area of town.
- 3) The removal of existing public purposes reservations and their inclusion in the 'Service Commercial' zone is supported to provide greater flexibility for future land use.
- 4) The removal of the light industry zone bounded by Maley Street and Welch Street is supported to more accurately reflect the current land use configuration and the recommendation of the *Exmouth South Structure Plan (2011)*.
- 5) The development of heavy, general or noxious industry land uses within Area 1 is not supported due to the composite residential development potential of the locality.
- 6) Land with subdivision potential within Area 1 will generally be exempt from the requirement to prepare a Structure Plan given the established subdivision pattern.
- 7) In assessing subdivision and/or development applications, the local government will have regard to:
  - c) The proximity of the land to the existing Exmouth Power Station and associated buffer. The approval of dwellings and residences within the buffer is dependent upon improvements to the operating conditions of the power station, the outcome of revised modelling and/or longer-term relocation of the infrastructure (refer discussion in sections 2.6.2 and 12.1).
  - d) The Murat Road Guidelines which require high quality built form fronting Murat Road.
  - e) Sites identified as being contaminated where remediation is required. Where applicable, a site management plan should be implemented prior to the land being deemed suitable for development.
- a) The proximity of land to the existing Waste Water Treatment Plant and associated buffer. The approval of residential land uses within the buffer is dependent upon the longer-term relocation of the infrastructure.
- 8) Existing land uses where inconsistent with the proposed 'Service Commercial' zoning will continue to operate as non-conforming uses, as follows:
  - a) Lot 28 Pellew Street (Concrete Batching Plant); and
  - b) Lot 954 Welch Street and Lot 956 Griffiths Way.
- 9) Ensure the Zoning Table appropriately acknowledges the continuation of existing land uses where consistent with the proposed zoning change, as follows:
  - a) Office and Transport Depot – discretionary use within the 'Service Commercial' zone for Lots 1499 and 1500 Nimitz Street (Water Corporation government offices and storage yard/depot);
  - b) 'Bulky Goods Showroom' – discretionary use for industrial related bulky retail business premises; and
  - c) 'Dwelling' and 'Caretaker's Dwelling' as discretionary uses to facilitate composite development.
- 10) Support the establishment of an Emergency Response Precinct on Lots 145 and 849 Pelias Street (Disused Power Station) to facilitate the planned relocation of SES service from the Town Centre.
- 11) Accommodate the establishment of the Exmouth Fire Station on Lot 550 (UCL) Murat Road with access from Patterson Way and encourage high quality built form outcomes, consistent with the requirements of the Murat Road Design Guidelines.
- 12) Future subdivision and development is to have regard to Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.



EXISTING INDUSTRY AREA 1

### 5.2.1.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Service Commercial' and 'Public Open Space'.
- b) Rezoning the land from 'Mixed Use', 'Light Industry' and 'Tourist' zones and 'Public Purposes' reserve under TPS 3 to 'Service Commercial' zone and 'Public Open Space' reserve in LPS No 4.
- c) Finalise the relocation of the existing WWTP infrastructure to remove any impediment to the approval of residential use within portion of Area 1.
- d) Investigate the longer-term relocation of the existing Exmouth Power Station to remove the impediment for the approval of residential use within portion of Area 1.
- e) Review Murat Street Design Guidelines to include development requirements for the 'Service Commercial' zone.
- f) Ensure the Zoning Table appropriately acknowledges the continuation of existing land uses where consistent with the proposed zoning change.
- g) Existing approved land uses, inconsistent with the proposed zoning change to continue to operate as non-conforming uses.



## 5.2.2 EXISTING INDUSTRY AREA 2 – LIGHT INDUSTRY

### 5.2.2.1 DESCRIPTION

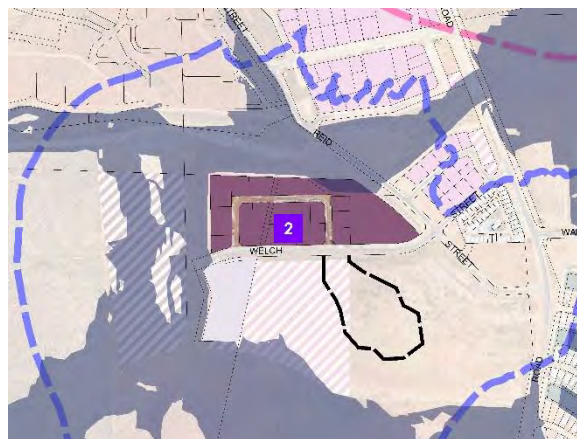
<b>Location</b>	Existing Welch Street light industrial area immediately south of LIA Creek and west of Reid Street.
<b>Site Description</b>	<p>Area 2 functions as a general/light industrial area. The area is physically separated from the proposed service industrial area to the north by LIA Creek, though has good accessibility from Murat Road via Welch Street and Reid Street. Lot sizes range from 1,150m<sup>2</sup> to 5,150m<sup>2</sup> with the exception of the lot accommodating the larger land take requirements of the Shire Depot.</p> <p>The land use characteristics of the area include:</p> <ul style="list-style-type: none"> <li>• The area comprises 25 lots of which only 1 lot is vacant;</li> <li>• 8 lots support service industrial land uses;</li> <li>• 9 lots are classified general /light industry;</li> <li>• 9 out of a total of 25 industrial lots support a caretaker’s dwelling;</li> <li>• 4 lots are used for storage of which 3 support a caretaker’s dwelling;</li> <li>• 1 lot is classified as service commercial; and</li> <li>• 3 lots – vacant or other.</li> </ul>
<b>Existing Zoning</b>	‘Industrial’ zone and ‘Public Purposes’ reserve.



FIGURE 41 SITE PLAN - EXISTING INDUSTRY AREA 2

### 5.2.2.2 EXISTING INDUSTRY AREA 2 PLANNING CONSIDERATIONS

- 1) This LPS identifies the area as being suitable for light industrial development with associated caretaker's dwellings (west of Reid Street) to reflect the existing zoning and land use of the locality.
- 2) The removal of existing the 'Public Purposes' reserve (Shire Depot) and its inclusion in the 'Light Industry' zone is supported to provide greater flexibility for future land use.
- 3) The existing 'Public Open Space' reserves within Area 2 abutting Reid Street to be retained.
- 4) The development of heavy, general or noxious industry land uses within Area 2 is not supported due to the potential for caretaker's dwellings to be approved in the locality.
- 5) Land with subdivision potential within Area 2 will generally be exempt from the requirement to prepare a Structure Plan given the established subdivision pattern.
- 6) In assessing subdivision and/or development applications, the local government will have regard to:
  - a) Site contamination where remediation is required. Site investigations should be referred to the EPA for assessment and if required a site management plan implemented prior to the land being deemed suitable for development.
  - b) The proximity of the land to the existing Exmouth Power Station and associated buffer. The approval of caretaker's dwellings within the buffer is dependent upon improvements to the operating conditions of the power station, the outcome of revised modelling and/or longer-term relocation of the infrastructure (refer discussion in **sections 2.6.2** and **12.1**).
  - c) Existing land uses where inconsistent with the proposed 'Light Industry' zoning will continue to operate as non-conforming uses, as follows:
    - i) Lots 1, 2, 1138, 1142, 1146, 1149, 1129 and 1157 Koolinda Way (General Industry); and



**EXISTING INDUSTRY AREA 2**

- ii) Lots 1143 and 1148 Welch Street (General Industry).
  - d) Ensure the Zoning Table appropriately acknowledges the continuation of existing land uses where consistent with the proposed zoning change, as follows:
    - i) Caretaker's Dwelling as a discretionary use within the 'Light Industry' zone; and
    - ii) Transport Depot – discretionary use within the 'Light Industry' zone for Lots 1499 Welch Street (Shire Depot).
  - e) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

### 5.2.2.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Industry - Light' and 'Public Purpose' reserve.
- b) Rezoning the land from 'Industrial' zone and 'Public Purpose' reserve under TPS 3 to 'Light Industry' zone and 'Public Purpose' reserve in LPS 4.
- c) Consider the longer-term relocation of the existing Exmouth Power Station Infrastructure to remove the impediment for caretaker's dwellings within Area 2.
- d) Consider caretaker's dwellings only where compliance with EPA Guidance Statement No 3 can be demonstrated.
- e) Ensure the Zoning Table appropriately acknowledges the continuation of existing land uses where consistent with the proposed zoning change.
- f) Existing land uses inconsistent with the proposed zoning change to continue to operate under the non-conforming use rights of LPS 4.
- g) Introduce scheme provision into LPS 4 to ensure caretaker's dwellings are used only for their intended purpose and do not prejudice the primary industrial purpose of the 'Light Industry' zone.



## 5.2.3 EXISTING INDUSTRY AREA 3 – LOT 51

### 5.2.3.1 DESCRIPTION

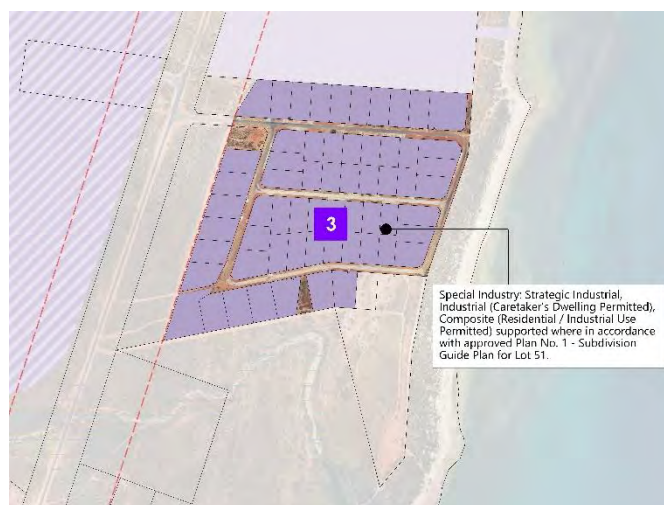
<b>Location</b>	Area 3 (parent Lot 51 Ingram Street) is located 8 kilometres south of the Exmouth townsite.
<b>Site Description</b>	<p>Area 3 comprises the existing Ingram Street industrial area consisting of 62 industrial lots, ranging in size from 3,058m<sup>2</sup> to 8,740m<sup>2</sup>.</p> <p>Historically an industrial park on Lot 50 Ingram Street was proposed to specifically support the establishment of large scale strategic industries outside of the townsite (gas-fired power station, fish processing and handling and limestone related industry) and was subject to formal environmental assessment (Ministerial Statement No 545).</p> <p>In 2005, a more flexible approach to the mix of land uses permitted within the industrial area was contemplated and subsequently TPS 3 Amendment No 12 was gazetted rezoning Lot 51 from 'Industrial' to 'Special Use' with a corresponding amendment to the EMP for the locality implemented in 2007.</p> <p>The land use assessment of Area 3 confirms that:</p> <ul style="list-style-type: none"> <li>• approximately 20% of the lots are currently undeveloped</li> <li>• 27 lots support activity classified general /light industry;</li> <li>• 11 lots support composite residential/industrial development;</li> <li>• 6 lots are used for storage; and</li> <li>• 2 lots other.</li> </ul> <p>The estimated 100yr floodplain of Unnamed Creek abuts the southern portion of the existing subdivision.</p>
<b>Existing Zoning</b>	<p>Area 3 is zoned 'Special Use' (SU5) and is subject to an approved subdivision guide plan, land use management conditions in accordance with Schedule 3 of TPS 3. An Environmental Management Programme for Lot 51 (2007) has been implemented as a condition of Ministerial Statement No 545 (2000).</p> <p>The 'Special Use' Zoning provisions and the Subdivision Guide Plan facilitates Strategic Industrial lots (Lots 101-110 Ingram Street – 10 Lots: caretaker's dwelling not permitted); Industrial lots (Lot 111 &amp; Lots 113-119 – 8 Lots: caretaker's dwellings permitted); Composite industrial/residential use (Lot 112, Lots 120-148, Lots 150-163 – 44 lots: balance).</p>



FIGURE 42 SITE PLAN - EXISTING INDUSTRY AREA 3

### 5.2.3.2 EXISTING INDUSTRY AREA 3 PLANNING CONSIDERATIONS

- 1) The LPS identifies Area 3 as being suitable for industrial development in accordance with the existing scheme provisions applicable to the Strategic Industrial Precinct, Industrial Precinct, Composite Precinct specified by Schedule 3 of the TPS 3 read in conjunction with Plan 1 – Subdivision Guide Plan on Plan 1 – Subdivision Guide Plan for Lot 51.
- 2) The land use intent for this area reinforces the permitted landuse for each precinct identified on Plan 1 – Subdivision Guide Plan generally including:
  - a) Strategic Industrial – General Industry (Light Industry, Service Industry, Caretaker’s Dwelling - Not Permitted);
  - b) Industrial – General Industry (Fuel Depot, Noxious Industry, Service Station – Not Permitted; Caretaker’s Dwelling – permitted);
  - c) Composite – (Fuel Depot, Noxious Industry, Service Station – Not Permitted; Composite General, Light and Service Industry / Residential – Permitted where compliant with nominated building envelopes); and
  - d) Development Investigation – Tourism Activity.
- 3) Land with subdivision potential within Area 3 will be exempt from the requirement to prepare a Structure Plan given the established subdivision pattern and approved Subdivision Guide Plan.
- 4) In assessing subdivision and/or development applications within Area 3, the local government will have regard to:
  - a) The requirements of the approved subdivision guide plan and existing scheme provisions (Schedule 3 of TPS 3 – Special Use Zone No. 5).
  - b) The ongoing management requirements of the Environmental Management Programme for Lot 51 (Rev1 April 2007) where applicable including stormwater management measures; vegetation protection outside building envelope and within buffer areas; storage, handling and disposal of waste and environmentally sensitive materials; management of dust, noise, odour and gaseous emissions; onsite effluent disposal; licencing of groundwater bores.
- c) The need to impose special conditions relating to the continuing environmental management of land and where necessary, consult with the EPA for advice on the terms of such conditions.
- d) The Emergency Management Plan for Lot 51.
- e) The proximity of the estimated 100yr floodplain of Unnamed Creek (Hyd2o 2013) and impact on minimum site levels.
- f) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas



EXISTING INDUSTRY AREA 3

### 5.2.3.3 ACTION STATEMENTS

- a) The LPS identifies the land for ‘Industry – General’ with notation recognising the approved Plan 1 – Subdivision Guide Plan for Lot 51.
- b) Include the land within the ‘Special Use’ zone under LPS 4 consistent with the current zoning under TPS 3, excluding the strategic industrial land to be rezoned ‘General Industry’.
- c) Include SU5 approved subdivision guide plan and reviewed associated provisions within LPS 4.
- d) Enforce the requirements of the Environmental Management Programme for Lot 51 where applicable in accordance with Ministerial Statement No 545.



## 5.2.4 EXISTING INDUSTRY AREA 4 – GENERAL INDUSTRY (LOT 50)

### 5.2.4.1 DESCRIPTION

Location	Area 4 (Lot 50 Minilya-Exmouth Road) is located 8 kilometres south of the Exmouth townsite immediately abutting Lot 51 (Area 3).
Site Description	Area 4 comprises 18ha and is predominantly vacant with a portion of the site used for the stockpiling of limestone. Area 4 is subject to a mining tenement and has environmental approvals in place for the stockpiling of limestone and associated barge loading facility. Area 4 has direct access to the mine site via a haulage road to the west of the site. The area has frontage to Minilya-Exmouth Road.
Existing Zoning	Area 4 is zoned 'Industrial' with additional strategic industrial conditions.



FIGURE 43 SITE PLAN - EXISTING INDUSTRY AREA 4

#### 5.2.4.2 EXISTING INDUSTRY AREA 4 PLANNING CONSIDERATIONS

- 1) The LPS identifies Area 4 as being suitable for General Industrial Development.
- 2) The land use intent for this area is to provide the opportunity for a marine support facility, lay-down and general industrial area servicing the resource sector as well as accommodating the relocation of existing industrial activity from the townsite which generate nuisance and/or have a larger land take requirement.
- 3) In assessing a structure plan, subdivision and/or development application within Area 4, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
  - b) Preparation and implementation of a foreshore management plan. This should include confirmation of the Foreshore Reserve having regard to coastal processes, environmental protection requirements and the land take and buffer requirements of existing approvals (refer d) to follow).
  - c) The provision of a 100m public open space buffer along Minilya-Exmouth Road which considers the opportunities to address visual impact of the development.



EXISTING INDUSTRY AREA 4

- d) The existing environmental approval for the development of a breakwater and barge loading facility.
- e) Safe access point(s) to Minilya-Exmouth Road, noting the existing access to Ingram Street and the MRWA Road train assembly area, immediately south.
- f) Emergency access requirements to Minilya-Exmouth Road which may also include the requirement to provide for a secondary road connection between Area 3 and the 12m Thresher Street road reserve (unconstructed).
- g) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

#### 5.2.4.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Industry - General'.
- b) Include the land currently zoned 'Industrial' under TPS 3 within the 'General Industry' zone under LPS 4.
- c) Introduce 'Marine Support Facility' as an 'A' use – subject to advertising within the 'General Industry' zone within LPS 4.
- d) Include a definition for 'Marine Support Facility' within Schedule 1 – Terms Referred to in Scheme of LPS 4.
- e) Include the land within the Minilya-Exmouth Road 100m setback area within a Special Control Area within LPS 4 to protect view corridors of the Exmouth Gulf and address visual impact of development.



## 5.2.5 EXISTING INDUSTRY AREA 5 – GENERAL INDUSTRY

### 5.2.5.1 DESCRIPTION

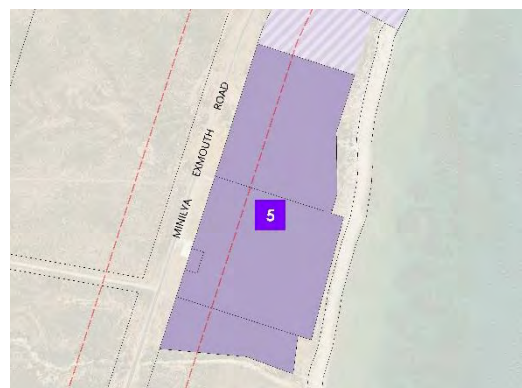
Location	Area 5 (Lots 1, 101, 112 & 220) Minilya-Exmouth Road is located 22 kilometres south of the Exmouth townsite at the intersection of Charles Knife Road and immediately south of Badjirrajirra Creek.
Site Description	<p>Area 5 comprises a combined area of 27.8ha and supports buildings and infrastructure previously associated with the MG Kailis seafood processing operation and caravan park. With the exception of Lot 112 (Leasehold Crown Lot), Area 5 is privately owned.</p> <p>Following a Ministerial decision under section 76(1) of the <i>Planning and Development Act 2005</i>, TPS No 3 Amendment No 27 was approved in November 2013 rezoning the landholdings from 'Special Use' to 'Industrial' zone. This reflected a change in the land use intent for the locality to support industrial use and land-based infrastructure associated with a potential marine support facility.</p>
Existing Zoning	Area 5 is zoned 'Industrial' with additional strategic industrial provisions.



FIGURE 44 SITE PLAN - EXISTING INDUSTRY AREA 5

### 5.2.5.2 EXISTING INDUSTRY AREA 5 PLANNING CONSIDERATIONS

- 1) The LPS identifies Area 5 as General Industry consistent with existing industrial zoning under LPS 3.
- 2) The land use intent for this area is to provide the opportunity for land based general industrial activity servicing the resource sector as well as to accommodate the relocation of existing industrial activity from the townsite which generate nuisance and/or have a larger land take requirement.
- 3) Caretaker's Dwellings are permitted within existing dwellings within Area 5 only, where approved by the local government as a discretionary decision within the 'General Industry' zone.
- 4) In assessing a structure plan, subdivision and/or development application within Area 5, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
  - b) Preparation and implementation of a foreshore management plan. This should include confirmation of the Foreshore Reserve, having regard to coastal processes and environmental protection requirements.



EXISTING INDUSTRY AREA 5

- c) The provision of a 100m Special Control Area along Minilya-Exmouth Road which considers opportunities to address visual impact of the development.
- d) 40m foreshore setback from Exmouth Gulf.
- e) Management of stormwater drainage, noting the natural drainage line traversing Lot 220.
- f) Safe access point(s) to Minilya-Exmouth Road.
- g) Emergency access requirements to Minilya-Exmouth Road.
- h) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

### 5.2.5.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Industry - General' development.
- b) Insert provisions into the 'General Industry' zone to require the preparation of a structure plan as a pre-requisite to subdivision.
- c) Require future structure plans to address the planning considerations detailed above.
- d) Include the land currently zoned 'Industrial' under TPS 3 within the 'General Industry' zone under LPS 4.
- e) Include the land within the Minilya-Exmouth Road 100m setback area within a Special Control Area within LPS 4 to protect visual impact of development and view corridors through to Exmouth Gulf.
- f) Vehicular access shall be provided from local roads, shared driveways, cross easement agreements or access roads where available, rather than Minilya Exmouth Road.



## 5.2.6 EXISTING INDUSTRY AREA 6 – MARINE BASED LIGHT INDUSTRY (PRECINCT E)

### 5.2.6.1 DESCRIPTION

Location	Area 6 (Reserve 47981 and Lot 1481 Neale Cove) is located within the Exmouth Marina - Precinct E.
Site Description	<p>Area 6 comprises a combined area of 8.1 ha.</p> <p>Reserve 47981 forms part of the Exmouth Boat Harbour Reserve proclaimed in October 2010 for 'Harbour Purposes' and vested in the Minister for Transport.</p> <p>Lot 1481 is a freehold lot.</p> <p>The area has canal frontage and is identified for marine based light industrial development currently supporting limited site improvements.</p>
Existing Zoning	Area 6 is zoned 'Marina' and is included within Precinct E of the Exmouth Marina Village Outline Development Plan (ODP).

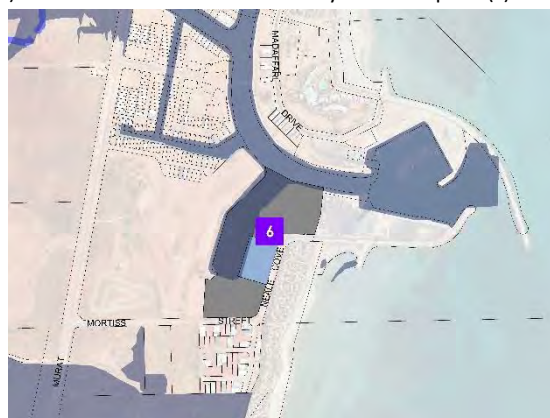


FIGURE 45 SITE PLAN - EXISTING INDUSTRY AREA 6

### 5.2.6.2 EXISTING INDUSTRY AREA 6 PLANNING CONSIDERATIONS

- 1) The land use intent for Area 6 is to support the opportunity for marine based light industrial development including jetties, loading and unloading of vessels, refuelling and vessel maintenance facilities.
- 2) Acknowledge the location of portion of Area E within the proclaimed Exmouth Boat Harbour Reserve (Reserve 47981) and the corresponding role of the Department of Transport in the administration of development within that reserve.
- 3) Work collaboratively with the Department of Transport to achieve a high standard of development within Area 6.
- 4) In assessing and proposed planning instrument, subdivision and/or development application, the local government will have regard to:
  - a) Draft SPP 4.1 *Industrial Interface (Amended)* and EPA Guidance Statement No 3 *Separation Distance between Industrial and Sensitive Land Uses* when determining acceptable land uses within Area 6 and conditions of development. Where necessary, the local government will consult with the EPA for advice on the terms of such conditions having regard to the impact on existing and future residential and tourism uses within the marina.
  - b) The need for the design and construction of industrial buildings to meet the expectations for quality development within the overall marina area, including roof form.
  - c) The requirement for landscaping within the front setback area.
  - d) Compliance with maximum fence heights and the use of visually permeable materials.
  - e) The need for the development interface between the Area 6 and the existing residential/mixed use area abutting Mortiss Street to the south, to deliver a high quality landscaped edge along the main entry road to the Boat Harbour.

- f) Provision of safe driveway access point(s) to



#### EXISTING INDUSTRY AREA 6

- Mortiss Street and Neale Cove.
- g) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas
  - h) Preparation and implementation of a Management Plan. This plan is to address:
    - i) the level and control of emissions generated from the site having regard to the adjoining Precinct B and C and residential land uses south of Mortiss Street;
    - ii) the method of waste disposal;
    - iii) local drainage, storm water and flood management;
    - iv) visual amenity and landscaping;
    - v) hours of operation;
    - vi) emergency measures in event of fire or cyclone; and
    - vii) land use buffer requirements.

### 5.2.6.3 ACTION STATEMENTS

- a) The LPS identifies the land as 'Boat Harbour and Marina'.
- b) Include the land subject to Reserve 47981 within a Strategic Infrastructure type classification within LPS 4 and Lot 1481 Neale Cove to the 'Special Use' zone.
- c) Work collaboratively with the Department of Transport to achieve a high standard of development for the land-based component of the Exmouth Boat Harbour.
- d) Require the preparation of a management plan as information to accompany a development application and implementation as a condition of development approval.
- e) The local government to amend the Exmouth Marina Village ODP and associated Broad Design Guidelines.



## 5.3 FUTURE INDUSTRY

This section identifies three (3) separate categories of future industrial development divided into Areas 1 to 4 as follows:

### ***Service Industry***

The area designated as 'Future Industry - Service' has been identified to provide additional capacity within the townsite for composite industrial land use, described as *Area 1*.

### ***Light Industry***

The area designated as 'Future Industry - Light', described as *Area 2*, has been identified consistent with the undeveloped industrial zoned land under TPS 3 west of the Exmouth Power Station.

### ***General Industry***

There are two future general industrial precincts identified comprising:

- The 'Future Industry - General' area on Minilya-Exmouth Road, described as *Area 3*, located immediately to the north of the existing industrial area (Lots 1, 101, 112 & 220 - Kailis Site). This provides a logical extension of the existing industrial node introduced by TPS 3 Amendment No 27.
- *Area 4* has been identified as 'Future Industry – General' to provide for the expansion of the Ingram Street Industrial area west of Minilya-Exmouth Road. Area 4 is intended to provide flexibility for a range of industrial uses to be accommodated, including lay-down facilities to support the resource sector and the possible relocation of the Exmouth Power Station.

A detailed description of each 'Future Industrial' areas and the Planning Consideration and Action Statements that apply is provided in **sections 5.3.1-5.3.4** to follow.

## 5.3.1 FUTURE INDUSTRY AREA 1 – SERVICE INDUSTRY

### 5.3.1.1 DESCRIPTION

<b>Location</b>	Located immediately south of the existing Welch Street Light Industrial area and east of the existing Exmouth Power Station.
<b>Site Description</b>	<p>The land is currently vacant unallocated Crown Land and comprises 9.45ha. The southern boundary of the site abuts the floodplain of Marina Creek with the eastern extent defined on the aerial below. Site levels over portion of the site have been raised due to the import of excess fill during the construction phase of Exmouth Marina. In addition, portion of the site has been previously used for waste disposal activity and may be subject to site contamination.</p> <p>The UCL has been cleared of Native Title and is subject to sale of interest by the Department of Planning, Lands and Heritage.</p>
<b>Existing Zoning</b>	'Residential Development' zone.



FIGURE 46 SITE PLAN - FUTURE INDUSTRY AREA 1

### 5.3.1.2 FUTURE INDUSTRY AREA 1 PLANNING CONSIDERATIONS

- 1) The LPS identifies the land as being suitable for additional service industrial lots supporting residential/industrial composite uses to cater for future demand.
- 2) Area 1, upon full development has the potential to yield approximately 35 service commercial lots.
- 3) The development of heavy, general or noxious industry land uses within Area 1 is not supported due to the potential for residential dwellings within the area.
- 4) Land contained within the 'Service Commercial' zone will be subject to the preparation and approval of a structure plan as a prerequisite to subdivision where it is considered necessary for the purposes of orderly and proper planning
- 5) In assessing structure plan, subdivision and/or development applications, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
  - b) The proximity of the land to the existing Exmouth Power Station and associated buffer. The approval of residential dwellings within the buffer are dependent upon improvements to the operating conditions of the power station, outcome of revised modelling and/or the longer term relocation of the infrastructure (refer discussion in **sections 2.6.2 and 12.1**).
  - c) The definition of the southern extent of development will need to be informed by hydraulic modelling associated with the low hazard floodplain of Marina Creek and ensure that:
    - i) Proposed development has adequate protection from a 100-year ARI flood; and
    - ii) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.
  - d) The interface between Area 1 and future residential use. The development interface between future service commercial land and the future residential use to the east shall be in the form of public open space, informed by the extent of the existing waste disposal area. In this instance, composite residential/industrial uses shall be located in front of the non-residential use (street frontage) to ensure a residential interface with the public open space is provided.
  - e) The need for the waste disposal site to be remediated prior to service industrial or open space development taking place.
  - f) The interface between Area 1 and existing industrial use. The development interface between the future service commercial land and the existing Welch Street light industry area to the north shall have regard to and enhance the existing mature trees contained within Welch Street.
  - g) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas



FUTURE INDUSTRY AREA 1

### 5.3.1.3 ACTION STATEMENTS

- a) The LPS identifies the land for future 'Industry – Service'.
- b) Rezoning the land from 'Residential Development' zone reserve under TPS 3 to 'Service Commercial' zone in LPS 4.
- c) Insert provisions into the 'Service Commercial' zone to require the preparation of a structure plan as a prerequisite to subdivision where it is considered necessary for the purposes of orderly and proper planning
- d) Require future structure plans to address the planning considerations detailed above.
- e) Facilitate the longer-term relocation of the existing Exmouth Power Station Infrastructure to remove the impediment for caretaker's dwellings within the 'Service Commercial' zone.
- f) Introduce 'Bulky Goods Showroom' as a discretionary use within the 'Service Commercial' zone to facilitate future development of industrial related bulky retail business premises.

## 5.3.2 FUTURE INDUSTRY AREA 2 – LIGHT INDUSTRY

### 5.3.2.1 DESCRIPTION

Location	Area 2 is located immediately west of the existing Welch Street Light Industrial area and includes the existing Exmouth Power Station site.
Site Description	Area 2 comprises UCL Lot 505 (12.7ha) and the Exmouth Power Station (Lot 1467). The area is dissected by a north-south floodplain linking LIA and Marina Creeks and the southern boundary of the site is defined by the floodplain of Marina Creek. Area 2 is within the buffer of the Exmouth Power Station.
Existing Zoning	'Industrial' zone and 'Recreation and Open Space' reserve.



FIGURE 47 SITE PLAN - FUTURE INDUSTRY AREA 2



### 5.3.2.2 FUTURE INDUSTRY AREA 2 PLANNING CONSIDERATIONS

- 1) The LPS identifies the land as being suitable for light industrial development given the proximity of the existing Welch Street industrial area.
- 2) Adjustment of the existing boundary of the 'Industrial' zone under TPS 3 is required to acknowledge the proposed alignment of the local neighbourhood connector and the high hazard floodplain of Marina Creek. This results in a marginal increase to the extent of land zoned for light industry.
- 3) The development of heavy, general or noxious industry land uses within Area 2 is not supported due to the potential for caretaker dwellings within the Area.
- 4) Area 2, upon full development has the potential to yield approximately 25-30 light industry lots, noting the site is constrained by the low hazard flood plain of Marina Creek and the high hazard floodplain which runs perpendicular to Marina Creek.
- 5) The full development of Area 2 assumes the future relocation of the Exmouth Power Station site (Lot 1467).
- 6) Land contained within the 'Light Industry' zone will be subject to the preparation and approval of a structure plan as a prerequisite to subdivision where it is considered necessary for the purposes of orderly and proper planning.
- 7) In assessing structure plan, subdivision and/or development applications, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
  - b) The proximity of the land to the existing Exmouth Power Station and associated buffer (prior to relocation). The approval of a caretaker's dwelling within the buffer is dependent upon improvements to the operating conditions of the power station, the outcome of revised modelling and/or longer-term relocation of the infrastructure (refer discussion in sections 2.6.2 and 12.1).
  - c) Site remediation of Lot 1467 in the event the Exmouth Power Station is relocated. The LPS identifies the power station site as being suitable for light industrial purposes, subject to site remediation where contamination is confirmed. Site contamination investigations should be referred to EPA for assessment and if required a site management plan implemented prior to the land being deemed suitable for development.
  - d) The extent of developable area within Area 2, defined by the high hazard floodplain of Marina Creek and the north-south high hazard floodplain between Marina Creek and LIA Creek. This area will need to be identified as public open space and designed to accommodate the full extent of the high hazard floodplain based on advice of the Department of Water and Environmental Regulation.



FUTURE INDUSTRY AREA 2

- e) The definition of the developable area within Area 2 will need to be informed by hydraulic modelling associated with the low and high hazard floodplain of Marina Creek to ensure that:
  - i) Proposed development has adequate protection from a 100-year ARI flood; and
  - ii) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.
- f) The development interface between the light industry land and the 'Future Residential (Long Term)' – Area 3 to the west shall be established as public open space of sufficient size to create a suitable visual buffer between industrial and residential land uses.
- g) The requirement to provide for road connectivity between Welch Street and the 'Future Residential (Long Term)' – Area 3 by:
  - iii) the westerly extension of Welch Street between the existing light industry area and the proposed north-south Neighbourhood Connector; and
  - iv) The extension of the north-south neighbourhood connector between Nimitz Street and Murat Road.
- h) The structure plan should address the staged provision, funding and implementation of the road infrastructure referred to in g) above in consultation with the Shire.
- i) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

### 5.3.2.3 ACTION STATEMENTS

- a) The LPS identifies the land for future 'Industry - Light' and public open space purposes.
- b) Rezoning the land currently zoned 'Industrial' zone and 'Recreation and Open Space' reserve under TPS 3 to 'Light Industry' zone in LPS 4. This will include the adjustment and rationalisation of the existing 'Recreation and Open Space' reserve which will be redefined as part of future structure planning.
- c) Rezone Lot 1467 Welch Street (Exmouth Power Station) from 'Industrial' under TPS 3 to 'Light Industry' zone in LPS 4.

- d) Insert provisions within the 'Light Industry' zone to require the preparation of a structure plan as a pre-requisite to subdivision where it is considered necessary for the purposes of orderly and proper planning.
- e) Require future structure plans to address the planning considerations detailed above.
- f) Investigate the longer-term relocation of the existing Exmouth Power Station infrastructure to remove the impediment for caretaker's dwellings.
- g) Retain Caretaker's Dwelling as an incidental use within the 'Light Industry' zone.
- h) Introduce 'Bulky Goods Showroom' as a discretionary use within the 'Light Industry' zone to facilitate future development of industrial related bulky retail business premises.
- i) Introduce scheme provisions into LPS 4 to ensure a caretaker's dwelling is used only for their intended purpose and do not prejudice the primary industrial purpose of the 'Light Industry' zone.

### 5.3.3 FUTURE INDUSTRY AREA 3 – GENERAL INDUSTRY

#### 5.3.3.1 DESCRIPTION

Location	Area 3 (Portion of Reserve 38865 - Lots 127 and 128; and portion UCL Lot 985) is located 22 kilometres south of the Exmouth townsite at the intersection of Charles Knife Road and immediately south of Badjirrajirra Creek.
Site Description	Area 3 comprises Reserve 38865 (lots 127 & 128 - 20.1ha) and portion of UCL Lot 985 (5.1ha) which comprises a larger parcel of land extending southwards along the foreshore of Exmouth Gulf. LandCorp has a management order over Reserve 38865 with authority to lease for marine support facilities or industrial purposes.
Existing Zoning	'Recreation and Open Space' reserve.



FIGURE 48 SITE PLAN - FUTURE INDUSTRY AREA 3

### 5.3.3.2 FUTURE INDUSTRY AREA 3 PLANNING CONSIDERATIONS

- 1) The LPS identifies Area 3 as being suitable for future General Industry consistent with the recommendations of the *Exmouth South Structure Plan* (2013) and given the synergy with the existing industrial zoned land to the south.
- 2) The land use intent for this area is to provide the opportunity for land based general industrial activity servicing the resource sector as well as to accommodate the relocation of existing industrial activity from the townsite which generate nuisance and/or have a larger land take requirement. The use of the land is to complement the industrial activity proposed for Area 5 - General Industry (Kailis Site).
- 3) When considered appropriate, land contained within the Area 3 should be rezoned to the 'Industrial Development' zone requiring the preparation and approval of a structure plan as a prerequisite to subdivision and / or development.
- 4) In assessing a rezoning, structure plan, subdivision and/or development within Area 3, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
  - b) Preparation and implementation of a foreshore management plan. This should include confirmation of the 'Environmental Conservation' foreshore reserve, having regard to coastal processes and environmental protection requirements.
  - c) The provision of a 100m Special Control Area along Minilya-Exmouth Road which considers the opportunities to address visual impact of the development.
  - d) 40m foreshore setback from Exmouth Gulf.
  - e) The need for vehicular connectivity with General Industrial - Area 5 to the south.
  - f) Safe access point(s) to Minilya-Exmouth Road.
  - g) Emergency access requirements to Minilya – Exmouth Road.
  - h) The proximity of the estimated 100yr floodplain of Badjirrajirra Creek to the north and impact of site levels.
  - i) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas



FUTURE INDUSTRY AREA 3

### 5.3.3.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Industry - General'.
- b) Include the land currently reserved 'Recreation and Open Space' reserve under TPS 3 within the 'Rural' zone and where a defined area of UCL abutting the Exmouth Gulf exists, reclassify to the 'Environmental Conservation' reserve under LPS 4.
- c) Future rezoning proposals are to have regard to the planning considerations, where necessary, detailed above.
- d) Require future structure plans to address the planning considerations detailed above.
- e) Include the land within the Minilya-Exmouth Road 100m setback area within a Special Control Area within LPS 4 to protect view corridors of the Cape Range and Exmouth Gulf.



## 5.3.4 FUTURE INDUSTRY AREA 4 – GENERAL INDUSTRY

### 5.3.4.1 DESCRIPTION

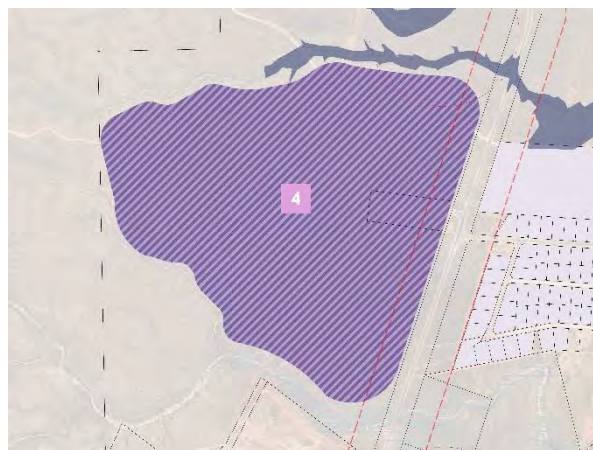
Location	Area 4 (UCL and Reserve 51130 - Lot 567) is located immediately west of the Ingram Street Industrial area on Minilya-Exmouth Road and 8 kilometres south of the Exmouth townsite.
Site Description	Area 4 comprises 135ha of vacant UCL including the MRWA road train assembly area (Reserve 51130 - 4.18ha). The extent of Area 4 is generally defined by the boundaries of the prominent drainage channels west of Minilya-Exmouth Road. The site is traversed by power infrastructure and an active mining tenement.
Existing Zoning	'Recreation and Open Space' reserve.



FIGURE 49 SITE PLAN - FUTURE INDUSTRY AREA 4

### 5.3.4.2 FUTURE INDUSTRY AREA 4 PLANNING CONSIDERATIONS

- 1) The LPS identifies Areas 4 as an Industrial Investigation Area consistent with the recommendations of the *Exmouth South Structure Plan* (2013).
- 2) The land use intent for this area is to provide the opportunity for land supporting a marine support facility, as well as land as a lay-down and general industrial area servicing the resource sector, as well as accommodating the relocation of existing industrial activity from the townsite which generate nuisance and/or have a larger land-take requirement.
- 3) Land contained within the Area 4 will be subject to the preparation and approval of a structure plan as a prerequisite to rezoning.
- 4) In assessing a rezoning request, structure plan, subdivision and/or development to support the future subdivision of Area 4, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to meet the structure plan provisions of the proposed scheme.
  - b) The extent of the floodplain defining the northern boundary of Area 4. The extent of development will need to be informed by hydraulic modelling to ensure that proposed development has adequate flood protection for a 100-year ARI flood.
  - c) 100m setback to the Minilya-Exmouth Road.



#### FUTURE INDUSTRY AREA 4

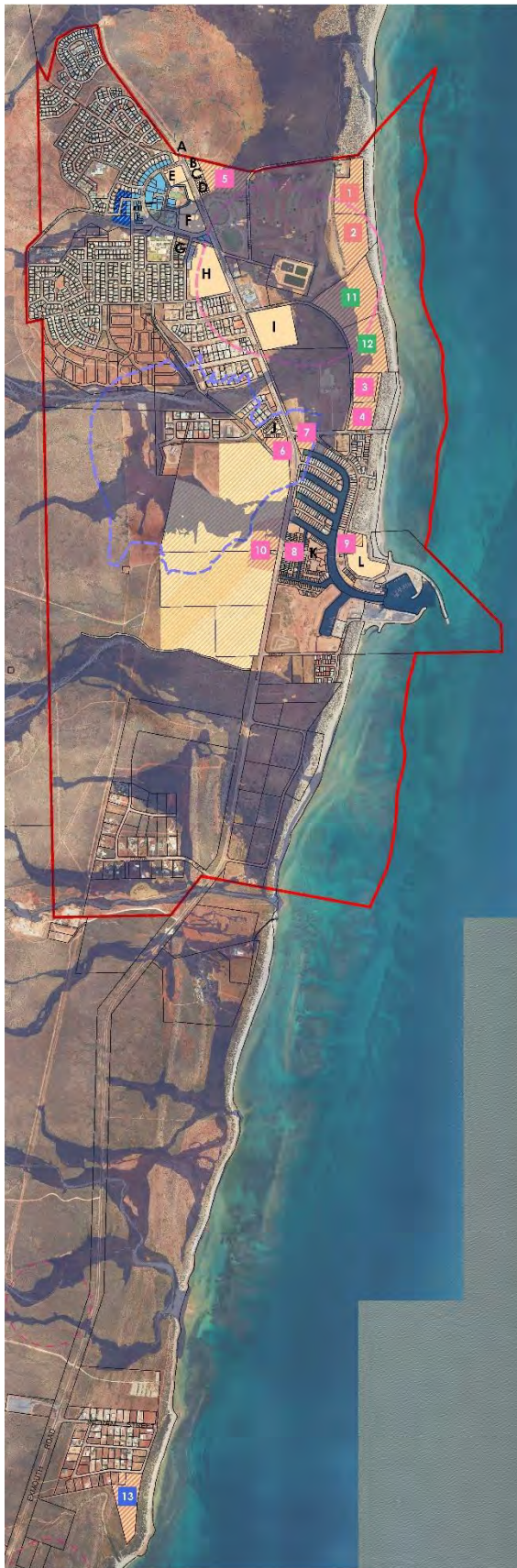
- d) The provision of a public open space buffer along Minilya-Exmouth Road which considers the opportunities to address visual impact of the development.
- e) Safe access point(s) to Minilya-Exmouth Road.
- f) Emergency access requirements to Minilya-Exmouth Road.
- g) The active mining tenement.
- h) The existing MRWA Road train assembly area.
- i) Possible identification of the future Exmouth Power Station site within Area 4.
- j) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

### 5.3.4.3 ACTION STATEMENTS

- a) The LPS identifies the land 'Future Industry – General'.
- b) Rezone the land currently zoned 'Recreation and Open Space' reserve under TPS 3 within the 'Industrial Development' zone under LPS 4.
- c) Future rezoning proposals are to have regard to the planning considerations, where necessary, detailed above.
- d) Consider whether Area 4 is the optimal location of the MRWA Road train assembly area as part of future structure planning.
- e) Investigate the longer term relocation of the Exmouth Power Station to ensure the preferred location is safeguarded as part of the future planning framework. This investigation should occur so as not to delay structure planning within Area 4.
- f) Include the land within the Minilya-Exmouth Road 100m setback area within a Special Control Area within LPS 4 to protect view corridors of the Cape Range and Exmouth Gulf.



# 6 TOURISM



SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY	
<b>NOTE</b>	
	Existing Use / Development
	Future Use / Development
<b>LEGEND</b>	
	Local Planning Strategy
	Townsite Boundary
	Town Centre
	Tourism
	Tourism/Residential
	Caravan Park and Camping Ground
	Nature Based Park
	Future Residential
	Watercourse Floodplain - Developed Case Inundation
	Waste Water Treatment Plant 500m Buffer (subject to decommissioning)
	Exmouth Power Station Indicative Noise Buffer (Compliant with Environment Protection (Noise) Regulations 1997 Based on Existing Night Operating Conditions: 4 Engines)

FIGURE 50 TOURISM STRATEGIC PLAN

The **Tourism Strategic Plan (Figure 50)** identifies the location of Existing and Future tourism development within the Shire given the prospect of future growth in visitor numbers and accommodation requirement by type, and the corresponding need for the allocation of land for tourism purposes.

As discussed in **section 2.3.3**, there is a need for the LPS to address the future provision of available tourism sites given the increase in visitor numbers during 2010-2012 (TRA 2013) and a projected demand that highlights capacity in both the caravan park, hotel and eco-safari markets for future supply. If no other supply is added by 2022, the annual occupancy rate for caravan parks is likely to exceed 65% and 85% for the hotel market. The resulting implication is that in peak times, Exmouth will have difficulty servicing the increased visitation. Further, if Exmouth's visitor profile were to accommodate an increasing number of high budget visitors, there would be a parallel demand for additional hotel/resort/apartment style tourist accommodation. Together with this adjustment, land release for additional caravan and camping accommodation will be required, noting Exmouth remains a predominantly self-drive destination with visitors having the propensity to pay for activities rather than accommodation. The demand for budget accommodation, therefore, is likely to remain. The Shire's caravan park and camping overflow facility within the townsite (accessed via Willersdorf Road) is consistently operational during peak periods and overflow areas are intermittently approved at the Yardie Creek and Vlamingh Head Caravan Parks. Outside of the townsite, there is also demand for additional wilderness camping/eco-tourist activities in remote areas including Cape Range National Park, and on pastoral stations.

In the above context, the LPS supports the townsite being retained as the gateway to the Ningaloo Coast attracting higher-impact tourism development (Tourism, Tourism/Residential and Caravan and Camping Grounds), with low impact eco-tourism facilities (Nature-Based camping/eco-tourism facilities) confined within designated nodes along the Ningaloo Coast and Exmouth Gulf and on pastoral stations.

## EXISTING TOURISM

'Existing Tourism' comprises land zoned 'Tourist' under the existing TPS 3 and developed for tourism purposes at the time of preparation of the Strategy.

A site description of each 'Existing Tourism' area and the planning issues that apply is provided in **section 6.1** to follow.

## FUTURE TOURISM

'Future Tourism' comprises undeveloped land that is either zoned or has the potential to be zoned for tourism purposes, but not as yet developed. Land classified as 'Future Tourism' by the Strategy has been divided into four (4) categories as follows:

### Tourism 1

Sites upon which the local government will only consider short stay tourism development. Residential use will not be supported to protect the high tourism value of particular sites.

### Tourism/Residential 3

Sites upon which the local government may consider up to 40% of the site being developed for residential purposes where specific criteria has been met such as overall size of the site, extent to which the area of highest tourism value is protected, maximisation of tourism value through site design having regard to minimising conflict with residential amenity, and the manner in which development is to be staged to retain the primacy of tourism uses.

### Caravan Park and Camping 12

Sites upon which the local government may only consider caravan park and camping activity. No residential use will be permitted to protect the intended function of these future sites.

### Nature Based Park 15

The use will be considered as a discretionary use in managed locations outside of the Exmouth townsite subject to further investigation.

A detailed description of each 'Future Tourism' area and the planning considerations and action statements that apply is provided in **section 6.2** to follow.



## 6.1 EXISTING TOURISM

Within the 'existing' tourism classification, three categories of tourist development can be identified within the current framework of tourism land uses within Exmouth - *Short Stay Accommodation* (Tourism Resort, Hotel and Motel), *Caravan Park and Camping* - (Caravan and camping sites, Chalet/cabins and Back-packer accommodation) and *Other* - including Nature Based Camping/Eco-tourism sites. Currently TPS 3 does not make a zoning distinction between the three categories with all forms of tourist accommodation zoned 'Tourist'.

An audit of the existing tourism establishments is summarised in **section 6.1.1 - Table 17** and referenced on the Tourism Strategic Plan (**Figure 50**) Sites **A to L** where located within the townsite.

### 6.1.1 AREA DESCRIPTIONS

**TABLE 17 EXISTING TOURISM ACCOMMODATION – SHIRE OF EXMOUTH**

	TOURIST USE/OPERATOR	SITE AREA (HA)	DESCRIPTION
<b>SHORT STAY ACCOMMODATION</b>			
A.	Ningaloo Apartments	0.2346	Lot 313 at the intersection of Maidstone Crescent and Murat Road adjacent to Exmouth Town Centre
B.	Ningaloo Breeze Holiday Villas	0.5143	Lot 1444 Murat Road, located east of the Exmouth Town Centre
C.	Argosy Court	0.4047	Lot 620 Murat Road, located east of the Exmouth Town Centre
D.	Osprey Village	Various	Lot 570 Murat Road, located east of the Exmouth Town Centre
E.	Potshot Hotel Resort	1.6226	Lot 310 within Exmouth Town Centre fronting Murat Road
F.	Exmouth Villas	2.2927	Lot 2 at the intersection of Maidstone Crescent and Murat Road located within the Exmouth Town Centre
G.	Ningaloo Lodge	0.2519	Lot 1 Lefroy Street, located 350m south of the Exmouth Town Centre
J.	Exmouth Escape Resort	2.1492	Lot 900 Welch Street, located 1.8km south of the Exmouth Town Centre and adjacent the Exmouth Marina Village
K.	Exmouth Marina Village Short Stay Accommodation	Various	Various lots fronting Murat Road, located within Precinct B of the Exmouth Marina Village, 2.8 kms south of the Exmouth Town Centre
L.	Novotel Ningaloo Resort	4.7214	Lot 900 Madaffari Drive, located within the Exmouth Marina Village adjacent to the Exmouth Boat Harbour overlooking Exmouth Gulf.
	Best Western Sea Breeze Resort	N/A	Harold E Holt Naval Base, 5km north Exmouth townsite
	Bullara Station – Lodge Accommodation		Bullara Pastoral Station Burkett Road, located 87km south Exmouth townsite
<b>CARAVAN PARK AND CAMPING</b>			
I.	Exmouth Cape Tourist Village	8.3446	Lot 1 Truscott Crescent, located 1.1kms south east of the Exmouth Town Centre
H.	Ningaloo Caravan and Holiday Resort	9.5344	Lot 1112 Nimitz Street, located 400m south east of the Exmouth Town Centre
	Lighthouse Caravan Park		Yardie Creek Road, Vlamingh Head located 10km north-west of Exmouth townsite

	Yardie Creek Caravan Park		Pace Retreat via Yardie Creek Road, located 26km west of Exmouth townsite
<b>NATURE BASED PARK</b>			
	Ningaloo Coast	various	Ningaloo Coast - Various camping nodes along the Ningaloo Coast 160 km south-west of Exmouth townsite
	Bullara Station	various	Bullara Pastoral Station, Burkett Road, located 87km south of Exmouth townsite
	Giralia Station	various	Giralia Station, Burkett Road located 125kms south of Exmouth townsite
	Cape Range National Park	Various	Various camping nodes along the Ningaloo Coast via Yardie Creek Road west of Exmouth townsite on sites identified by the Cape Range National Park Management Plan

### 6.1.2 PLANNING ISSUES

Specific issues have been summarised below which the LPS identifies as management issues requiring further consideration. The implementation of new scheme provisions within LPS 4 will assist to address these issues and allow a more consistent approach in the assessment of development applications for a range of tourism uses and in doing so, providing a clearer planning approvals framework.

- 1) **Residential Use within Caravan Park Sites** – Permanent residential development occurring on existing caravan park sites raises concerns in regard to the impact on the ‘accommodation pool’ available for ‘overnight stay’ where demand for this form of accommodation within Exmouth remains high. The permanency of structures associated with on-site caravans (outbuildings, car ports, patios) is also a land use issue that is not able to be regulated under the *Caravan Park and Camping Ground Regulations (1997)*. TPS 3 does not currently address this specific issue other than for residential buildings and dwellings as an ‘X’ use in the Tourist Zone.
- 2) **Proportion of Permanent Residential Development permitted on Tourist Sites** – There is increasing pressure for a residential component to be incorporated within tourism proposals to assist project viability. This raises concerns in regard to guaranteeing the adequate provision of tourism accommodation to meet the market expectations for Exmouth as a tourist destination against the need to support investment in the industry. This issue is not unique to Exmouth and the need for a more flexible approach to tourism planning and the incorporation of mixed use/residential within tourist sites has been recognised in the review of *WAPC Planning Bulletin 83/2013*. Adopting the *PB 83/2013* as guidance, the local government may set a percentage limit on the extent of the permanent residential component within new tourist sites, restrict residential use on tourist sites of high tourism value, and control the extent of conversion of existing tourism developments dependent on the scale of refurbishment and the resultant tourism outcome.
- 3) **Mixed Use/Commercial Activities within Tourist Developments** – The extent of commercial activity taking place on tourist sites (restaurants, function centres, retail uses etc) has the potential to become the predominant use if not regulated. Whilst commercial uses ancillary to the tourist component is appropriate, the manner in which they are incorporated into the design and scale of development should be regulated to ensure legitimate Town Centre commercial uses are not compromised.
- 4) **Holiday Accommodation and Holiday Houses within Residential Areas** – The LPS recognises that there are currently a number of residences registered for Holiday Accommodation and Holiday Houses within the existing residential areas of Exmouth with this element being an important aspect in the overall mix of accommodation available within Exmouth. The Shire’s LPP 6.12 *Holiday Accommodation* effectively addresses the planning requirements for this activity and the approach adopted is consistent with other tourism towns within Western Australia where local planning policies under the *Planning*

*and Development (Local Planning Schemes) Regulations 2015* and Local Laws under the *Local Government Act 1995* have been enforced. However, given the nature of this use, land use conflicts inevitably occur and will continue to require regulation within the parameters of available legislation.

- 5) **Vlamingh Head Master Plan** – The Vlamingh Head Master Plan area comprises the tourist node at Vlamingh Head – Lot 2 (existing Lighthouse Caravan park) and Lot 309/Part Lot 6 (undeveloped), Yardie Creek Road. The Master Plan aims to retain the semi-remote experience of Vlamingh Head by establishing the framework for a land exchange, specifying a building envelope and limiting the type and scale of development, specifically 1020 beds, with 720 beds already operational on Lot 2. In 2010, TPS 3 Amendment 25 introduced the statutory framework for the Master Plan by zoning the ‘footprint’ of development and requiring detailed site planning to be in accordance with the Master Plan. No further expansion of the site has taken place.  
  
Section 2.9 of the Master Plan requires the Plan to be reviewed not later than five years after its adoption in June, 2008. The LPS supports a review being undertaken given that time has elapsed since its preparation; tourism infrastructure is well established within the townsite; landowner objectives may have changed; and supply and demand scenarios have altered; acknowledging that the sustainability principles of the Master Plan should not be compromised. The LPS will identify the site as ‘Existing Tourism – Caravan Park and Camping’ noting that this classification precludes residential use.
- 6) **Management of Nature Based Camping areas** – The management of existing nature based camping areas along the Ningaloo Coast require ongoing management to ensure that areas of high conservation value are protected. The LPS recognises the existing nature based camping areas and the requirement for management plans, however identifies that there are concerns from agencies that uncontrolled activities adversely impact the environment along the west coast, which, if continued, will diminish the very landscape qualities and attributes that attract the tourism activity in the first instance.
- 7) **Jurabi Coastal Park** – Camping within Jurabi Coastal Park is currently limited to designated areas and is subject to time restriction and annual review by DBCA. The LPS Community Workshop identified the desire of the local community to have greater access to additional camping sites outside the Cape Range National Park, with the areas within Jurabi Coastal Park and along Exmouth Gulf warranting further investigation.
- 8) **Shortcomings of Single ‘Tourist’ Zoning** – Currently TPS 3 does not make a zoning distinction between the categories of tourist development with all forms of development generically zoned ‘Tourist’. Furthermore, the range of uses operating within the Shire is not defined by the Scheme and where residential use is envisaged, an appropriate Residential Density Code is not applied. This places limitations on development control where a wide range of land uses may be permitted limiting the ability to deliver higher quality tourist accommodation.

### 6.1.3 ACTION STATEMENTS

- a) The LPS identifies existing tourism sites for the purposes of either 'Tourism', 'Caravan Park and Camping' or 'Nature Based Camping'.
- b) Rezone land zoned 'Tourist' within TPS 3 to 'Tourism' zone or 'Special Use – Caravan Park and Camping' under LPS 4 in accordance with the recommendations made for each area.
- c) Include and update interpretations for tourism uses within Schedule 1 – Terms Referred to in Scheme of LPS 4.
- d) Include provisions with LPS 4 to:
  - i) Limit the proportion of permanent residential permitted within new tourist developments (or substantial refurbishment to existing tourism developments) to no greater than 40% of the site;
  - ii) Apply a density coding of R40 to residential use within the 'Tourism' zone where applicable;
  - iii) Control permanent residential use within the 'Special Use - Caravan Park and Camping' zone;
  - iv) Reinforce the tourism component as the predominant use within the Tourism Zone in assessing the extent of commercial activities within the 'Tourism' zone and 'Special Use - Caravan Park and Camping' zone; and
  - v) Require Management Plans and Nature-Based Park Site Plans to be prepared in support of development applications for Nature-Based Parks.
- e) Recognise Holiday Accommodation and Holiday House as a legitimate uses within specified zones within the Scheme as follows: 'A' – use subject to advertising within the 'Residential' zone, 'Urban Development' zone, 'Special Use - Marina' zone and 'Rural Residential' zone and a 'D' - discretionary use within the 'Tourism' zone and 'Rural' zone; the local government to further control use in accordance with the adopted LPP 6.12 *Holiday Accommodation*.
- f) Support a review of the Vlamingh Head Master Plan to re-assess the limitations on the scale of development permitted in the context of overall sustainability objectives and the changing supply and demand characteristics of the tourism market.
- g) Investigate the designation of additional informal camping areas within Jurabi Coastal Park in consultation with management authorities and review the time of the year in which designated camping areas can be accessed.
- h) Rezone land along the coastal strip of the ex-Ningaloo Pastoral Lease from 'Pastoral' zone under TPS 3 to the 'Environmental Conservation' reserve under LPS 4 to reflect the 40m reserve vested with the Department of Biodiversity, Conservation and Attractions.
- i) Reclassify land along the coastal strip of Exmouth Gulf from the 'Pastoral' zone under TPS 3 to the 'Environmental Conservation' reserve under LPS 4 where formal vesting arrangements are in place with a relevant management authority. Where UCL has no vesting arrangements in place, reclassify to the 'Foreshore' reserve in LPS 4.





## 6.2 FUTURE TOURISM

With reference to the **Tourism Strategic Plan (Figure 50)** and the analysis of planning considerations to follow, *Areas 1 to 12* are identified as future tourism sites within the Shire. Dependent upon the qualities and attributes of each site, the future tourism areas are categorised as Tourism, Tourism/Residential, Caravan Park and Camping or Nature Based Camping.

*Areas 1 and 2* have been specifically identified for *Tourism* purposes in which residential use is not supported given the high tourism value of the sites. These areas have been identified to facilitate the longer-term protection of a beachside locality for short stay accommodation purposes. The land use and development parameters required to ensure development can take place when economic conditions are appropriate have been defined.

*Areas 3 to 10* have been identified for *Tourism/Residential* in which the local government may consider up to 40% of the site being developed for residential purposes where specified criteria has been met, such as: the overall size of the site, the extent to which the area of highest tourism value is protected; maximisation of tourism value through site design having regard to minimising conflict with residential amenity; and the manner in which development is to be staged to retain the primacy of tourism uses.

*Areas 11 and 12* have been identified for *Caravan Park and Camping* in which residential use will be restricted, to protect the intended function of these future sites.

Nature Based Camping will be considered as a discretionary use in managed locations outside of the Exmouth townsite subject to further investigation in accordance with the planning considerations identified.



## 6.2.1 FUTURE TOURISM AREAS 1 & 2 – TOURISM

### 6.2.1.1 DESCRIPTION

Location	Areas 1 and 2 are located east of the Town Centre immediately abutting Exmouth Golf Course and Exmouth Gulf foreshore.
Site Description	<p>Area 1 is currently vacant comprising UCL Lot 1407, Willersdorf Road. The area is vegetated, elevated land overlooking Exmouth Gulf and comprises 6.9 ha.</p> <p>Area 2 is currently vacant comprising the eastern portion of Reserve 50867 (Golf Course) having an area of approximately 7.2ha. There is currently no constructed access to this portion of the site.</p> <p>An existing foreshore trail traverses within and adjacent to the eastern boundary of both Areas 1 and 2.</p>
Existing Zoning	'Recreation and Open Space' reserve.



FIGURE 51 SITE PLAN - FUTURE TOURISM AREAS 1 & 2

### 6.2.1.2 FUTURE TOURISM AREAS 1 & 2 PLANNING CONSIDERATIONS

- 1) The LPS identifies Areas 1 and 2 as being suitable for tourism development only consistent with the tourism investigation area recommended by the *Exmouth Townsite Structure Plan (2011)*.
- 2) Residential development within Areas 1 and 2 is not supported due to the limited number of high value tourism only sites available in beachside locations, the close proximity to townsite facilities, the elevated landform and availability of direct access to the Exmouth Gulf.
- 3) Access to Area 1 will be obtained via Willersdorf Road.
- 4) The LPS requires access to Area 2 to be obtained from Truscott Crescent. The access should be determined at the land assembly stage for Reserve 50867 and VCL Lot 1404 – Area 11 (as a prerequisite to development) with concurrent agreement between the Shire, Exmouth Golf Course and the Department of Planning, Lands and Heritage. In this regard, access to Area 2 may be in the form of a public road or access easement via either:
  - a) Area 11 (VCL 1404), in consultation with the Department of Planning, Lands and Heritage and Shire having regard to the future planning requirements of this area including access to Gulf Beach; or
  - b) Reserve 50867, in the event that a redesign of the Exmouth Golf Course takes place that can accommodate access to Area 2 without compromising the overall layout of the course.
- 5) In determining the location and form of access to Area 2 from Truscott Crescent, appropriate setbacks and buffers to the existing golf course will need to be accommodated within the new land assembled for Area 2, having regard to the need to maximise the development potential of Area 11.
- 6) In assessing rezoning proposals and development applications for Areas 1 and 2, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to satisfy the provisions of the proposed Scheme.
  - b) Maximising the development potential of the sites without adversely impacting the environmental or landscape qualities of the locality.
  - c) Preparation and implementation of a foreshore management plan in accordance with the Exmouth Town Centre and Foreshore Revitalisation Plan (2012). This should include confirmation of the Foreshore Reserve, protection and upgrade of the existing foreshore trail, and new gulf beach access having regard to coastal processes and environmental protection requirements. Where the existing foreshore trail is retained within private property, a public access easement will be required.
- d) The decision of the Shire in relation to the agreed location of access to Area 2 and Gulf Beach (refer Planning Considerations 4 & 5). Ensuring the design is cognisant of the environmental and landscape setting of the locality, including building height controls and visual impacts on the Gulf.
- e) Preparation and implementation of a Landscape Plan that complements the natural setting and beachside character of the site and augments the retention of native vegetation where possible.
- f) The proximity of Areas 1 and 2 to the Waste Water Treatment Plant and associated buffer. The definition of the extent of development possible will require consultation with the EPA, Shire and Water Corporation. The approval of short stay accommodation (sensitive land use) within the buffer is dependent upon the longer-term relocation of the infrastructure.
- g) The development interface between tourism uses and the existing Exmouth Golf Course abutting the western boundary of Areas 1 and 2. To address safety and visual amenity issues, the interface shall incorporate appropriate landscape buffers and restricted pedestrian access defined in consultation with the Exmouth Golf Course.
- h) In the event that a redesign of the Exmouth Golf Course takes place prior to the development of Areas 1 and 2, the ability to accommodate buffers and setback within the revised course layout should be investigated to address safety and amenity issues.
- i) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas



FUTURE TOURISM AREAS  
1 & 2

### 6.2.1.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Tourism'.
- b) Reclassify Areas 1 and 2 from 'Recreation and Open Space' reserve under TPS 3 to 'Public Open Space' reserve under LPS 4.
- c) Prior to the commencement of any development within Area 2, access arrangements to Area 2 and location of new access to Gulf Beach contained within Area 11 are to be confirmed.
- d) Consider the negotiation of a single access point to Area 2 and Gulf Beach either via VCL Lot 1404 or Reserve 50867.



- e) Investigate future funding arrangements for the shared implementation of access to Area 2 and Gulf Beach.
- f) Finalise the relocation of the existing WWTP infrastructure to remove any impediment for the approval of 'sensitive land uses' within Areas 1 and 2.

## 6.2.2 FUTURE TOURISM AREAS 3 & 4 – TOURISM/RESIDENTIAL

### 6.2.2.1 DESCRIPTION

Location & Description	<p><b>Area 3</b> comprises Lot 848 (3.54ha) and UCL Lot 943 (0.4886ha), Truscott Crescent located 2km south-east of the Town Centre and 230m north of the Exmouth Marina Village. The site is currently vacant with site vegetation removed to accommodate a previous approval for bulk earthworks achieving a minimum site level of 5.25AHD.</p> <p>The site is separated from Exmouth Gulf by the foreshore Reserve 29066 and overlooks land reserved for recreation currently used by the Exmouth Pony Club.</p>
Existing Zoning	<p><b>Area 4</b> comprises Lot 715 (3.43ha) located immediately south of Area 3 abutting the Exmouth Gulf foreshore and adjacent to the Exmouth Marina. Lot 715 has also been subject to earthworks as part of a previous development approval (now expired).</p> <p>'Tourist' zone with additional Residential use on portion Lot 715.</p>



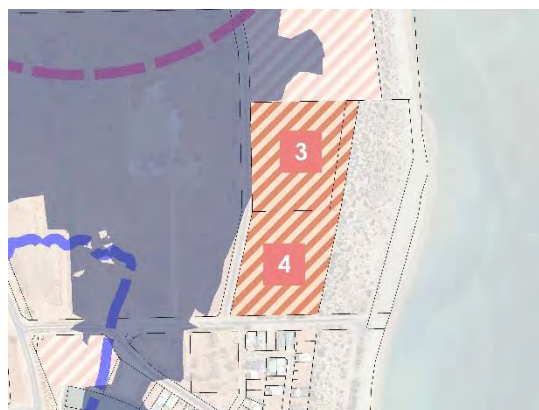
FIGURE 52 SITE PLAN - FUTURE TOURISM AREAS 3 & 4

### 6.2.2.2 FUTURE TOURISM AREAS 3 & 4 PLANNING CONSIDERATIONS

- 1) The LPS identifies Areas 3 & 4 as 'Tourism/ Residential'.
- 2) The LPS supports the approval of a combination of tourist accommodation and permanent residential use within Areas 3 & 4 subject to criteria being met in compliance with the requirements of the Scheme.
- 3) In assessing a development application, the local government will have regard to the proportion of residential permitted. In relation to Planning Consideration 2) above, the following criteria shall apply:
  - a) Short stay accommodation is to remain the predominant use of the site (with the residential component occupying no greater than 40% of the gross floor area, excluding communal areas).
  - b) The residential component is proposed as part of a new tourism development or a substantial refurbishment of an existing tourism development.
  - c) The tourism component is located on the areas of highest tourism amenity.
  - d) An acceptable management structure for the permanent residential and tourism component is provided.
  - e) Design considerations are met to ensure any conflict between tourism uses and residential amenity is minimised.
  - f) Permanent residential component is developed concurrently with, or after the tourism component and is not to exceed the permissible ratio at any stage of the development.

#### Areas 3 & 4

- 4) In assessing development applications for Areas 3 and 4, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to satisfy the provisions of the proposed Scheme.
  - b) Preparation and implementation of a foreshore management plan in accordance with the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*. This should include confirmation of the foreshore reserve, protection and upgrade of the existing foreshore trail, having regard to coastal processes and environmental protection requirements.



FUTURE TOURISM AREAS 3 & 4

- c) Confirm adequate flood protection (minimum floor heights) has been achieved for the development sites.
- d) Ensuring level changes, resulting from the need to provide adequate protection from flooding, are retained to the satisfaction of the Shire. In this regard, in addition to the structural requirements, the local government will have regard to the visual impact, retaining wall height, and the need, if any, for public access and landscaping.
- e) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

#### Area 4

- 5) For Area 4, the development interface between future tourism and existing residential uses within Precinct A – Marina Village shall deliver frontage development to complement the existing residential frontage south of Warne Street.

### 6.2.2.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Tourism – Tourism Residential'.
- b) Rezone Areas 3 & 4 from 'Tourist' zone under TPS 3 to 'Tourism' zone under LPS 4.



## 6.2.3 FUTURE TOURISM AREA 5 – TOURISM/RESIDENTIAL

### 6.2.3.1 DESCRIPTION

Location & Description	<b>Area 5</b> comprises portion of Reserve 50807 (Recreation), Willersdorf Street and Reserve 45539 (Lot 1423 – 0.2336ha) Murat Road having a combined area of 7.28ha. The site is located 500m east of the Town Centre and immediately abuts the town’s main recreational precinct and an existing tourist development fronting Murat Road. Area 5 represents a rounding off of an existing tourism precinct. A portion of the site is affected by the low hazard floodplain of Town Creek.
Existing Zoning	‘Tourist’ zone.



FIGURE 53 SITE PLAN - FUTURE TOURISM AREA 5

### 6.2.3.2 FUTURE TOURISM AREA 5 PLANNING CONSIDERATIONS

- 1) The LPS identifies Area 5 as 'Tourism/Residential'.
- 2) The LPS supports the approval of a combination of tourist accommodation and permanent residential use within Area 5 subject to criteria being met in compliance with the requirements of the Scheme.
- 3) In assessing a development application, the local government will have regard to the proportion of residential permitted. In relation to Planning Consideration 2) above, the following criteria shall apply:
  - a) Short stay accommodation is to remain the predominant use of the site (with the residential component occupying no greater than 40% of the gross floor area, excluding communal areas).
  - b) The residential component is proposed as part of a new tourist development or a substantial refurbishment of an existing tourist development.
  - c) The tourism component is located on the areas of highest tourism amenity.
  - d) An acceptable management structure for the permanent residential and tourism component is provided.
  - e) Design considerations are met to ensure any conflict between tourism uses and residential amenity is minimised.
  - f) Permanent residential component is developed concurrently with, or after the tourism component and is not to exceed the permissible ratio at any stage of the development.
- 4) In assessing development applications for Area 5, the local government will have regard to:
  - a) The extent of the low hazard flood plain of Town Creek. The southern extent of development will need to be informed by hydraulic modelling to ensure that:
    - i) Proposed development has adequate protection from a 100-year ARI flood; and



#### FUTURE TOURISM AREA 5

- ii) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.
- b) The process of land assembly to excise Area 5 from Reserve 50807 and the concurrent dedication of a public road between Murat Road and Willersdorf Road.
- c) The development interface between future tourism residential uses and the existing Murat Road Recreation Precinct. The built form is to address (front) the proposed future road link between Murat Road and Willersdorf Road abutting the Recreation Precinct.
- d) The proximity of Area 5 to the Waste Water Treatment Plant and associated buffer. The approval of short stay accommodation (sensitive land use) within the buffer is dependent upon the longer-term relocation of the infrastructure.
- e) Ensuring access to Lot 1423 is obtained from Murat Road.
- f) The landscape and built form treatment of the Murat Road frontage recognising its importance as a townsite entry statement. Development fronting Murat Road shall be subject to the Murat Road Design Guidelines.
- g) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

### 6.2.3.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Tourism – Tourism/Residential'.
- b) Rezone Area 5 from 'Tourist' zone under TPS 3 to 'Tourism' zone under LPS 4.
- c) Finalise the relocation of the existing WWTP infrastructure to remove any impediment for the approval of 'sensitive land uses' within Area 5.
- d) Investigate the funding arrangement for a new road reserve proposed between Murat Road and Willersdorf Road servicing Area 5.



## 6.2.4 FUTURE TOURISM AREA 6 – TOURISM/RESIDENTIAL

### 6.2.4.1 DESCRIPTION

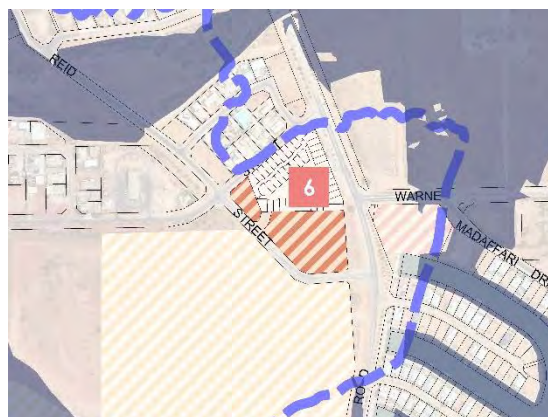
Location & Description	<b>Area 6</b> comprises UCL Lot 1112 (1.70ha) and UCL Lot 918 (0.3ha) and is located 1.8 km south-east of the Town Centre at the Intersection of Murat Road and Reid Street diagonally opposite the Exmouth Marina Village Precinct. Both sites are vacant and immediately about a partially developed tourism development (Exmouth Escape Resort – Lot 900). UCL Lot 918 is currently set aside as a public open space buffer.
Existing Zoning	'Tourist' zone and 'Recreation and Open Space' reserve.



FIGURE 54 SITE PLAN - FUTURE TOURISM AREA 6

#### 6.2.4.2 FUTURE TOURISM AREA 6 PLANNING CONSIDERATIONS

- 1) The LPS identifies Areas 6 as 'Tourism/Residential'.
- 2) The LPS supports the approval of a combination of tourist accommodation and permanent residential use within Area 6 subject to criteria being met in compliance with the requirements of the Scheme.
- 3) In assessing a development application, the local government will have regard to the proportion of residential permitted. In relation to Planning Consideration 2) above, the following criteria shall apply:
  - a) Short stay accommodation is to remain the predominant use of the site (with the residential component occupying no greater than 40% of the gross floor area, excluding communal areas).
  - b) The residential component is proposed as part of a new tourist development or a substantial refurbishment of an existing tourist development.
  - c) The tourism component is located on the areas of highest tourism amenity.
  - d) An acceptable management structure for the permanent residential and tourism component is provided.
  - e) Design considerations are met to ensure any conflict between tourism uses and residential amenity is minimised.
  - f) Permanent residential component is developed concurrently with, or after the tourism component and is not to exceed the permissible ratio at any stage of the development.
- 4) In assessing development applications for Area 6, the local government will have regard to:
  - a) The treatment of Murat Road frontage recognising its importance as a townsite entry statement. Development fronting Murat Road shall be subject to the Murat Road Design Guidelines.
  - b) The need for safe vehicular ingress and egress to Area 6 given the proximity of the Murat Road and Reid Street; and Reid Street and Welch Street intersections.
  - c) The need for site planning to incorporate adequate building setbacks to maintain visibility at the intersection of Reid Street and Welch Street.



FUTURE TOURISM AREA 6

- d) The requirement UCL 918 to be amalgamated with either adjoining UCL 1112 or the existing tourist operation on Lot 900 as part of the land assembly process.
- e) Confirmation of the residual stormwater drainage function of UCL 918 if applicable.
- f) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas
- g) The proximity of the land to the Exmouth Power Station (and associated buffer requirements). Development of Area 6 for tourism/residential purposes is constrained by existing buffer requirements to the Exmouth Power Station as depicted on the **Exmouth Townsite Spatial Plan – Sheet 3**. Tourism/Residential development within Area 6 is dependent upon improvements to the operating conditions of the power station, outcome of revised modelling and/or longer-term relocation of the infrastructure (refer discussion in **sections 2.6.2 and 12.1**).

#### 6.2.4.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Tourism – Tourism/Residential'.
- b) Rezone Area 6 from 'Tourist' zone and 'Recreation and Open Space' reserve under TPS 3 to 'Tourism' zone under LPS 4.
- c) Support the development of Area 6 for Tourism/Residential development dependent upon the outcome of revised noise modelling, improvement of operating conditions of the Exmouth Power Station and/or future relocation of the infrastructure.
- d) Investigate the longer-term relocation of the Exmouth Power Station infrastructure.
- e) Review the Murat Street Design Guidelines to accommodate the recommendations of the LPS for future tourism development.



## 6.2.5 FUTURE TOURISM AREAS 7, 8 & 9 – MARINA TOURISM/RESIDENTIAL

### 6.2.5.1 DESCRIPTION

<p><b>Location &amp; Description</b></p>	<p><b>Area 7</b> comprises Lot 481 (1.42ha) located at the intersection of Murat Road and Madaffari Drive. Area 7 and is identified as a Landmark Site within the Exmouth Marina Village ODP – Precinct A in which a range of uses are permitted including grouped dwelling, short stay accommodation, tourist complex and ancillary uses. The site is currently vacant with an ODP amendment approval for the creation of 2 lots.</p> <p><b>Area 8</b> (various) – represents super lots within the Exmouth Marina Village where short stay accommodation is permitted abutting the Murat Road frontage as guided by the requirements of the Exmouth Marina Village Outline Development Plan – Precinct B. The locality is 2.8km from the Exmouth Town Centre. The built form on the lots ‘present’ to Murat Road with rear access via an internal public road. The sites are partially developed and provide a high quality architectural entry statement to the Exmouth townsite.</p> <p><b>Area 9</b> comprises portion of Lot 902, Madaffari Drive – Ningaloo Resort Site. Area 9 comprises 0.5603ha with development of the site guided by the Exmouth Marina Village Outline Development Plan – Precinct C. The site has been identified as a proposed built strata permanent residential component of the Ningaloo tourism resort site. The site is presently undeveloped; however, has the potential to support 18 units. No further permanent residential use will be supported.</p>
<p><b>Existing Zoning</b></p>	<p><b>Area 7:</b> ‘Marina’ zone (Precinct A).  <b>Area 8:</b> ‘Marina’ zone (Precinct B).  <b>Area 9:</b> ‘Marina’ zone (Precinct C).</p> <p>Development is guided by the Exmouth Marina Village Outline Development Plan (ODP) and Broad and Detailed Design Guidelines (as amended).</p>



FIGURE 55 SITE PLAN - FUTURE TOURISM AREAS 7, 8 & 9

### 6.2.5.2 FUTURE TOURISM AREAS 7, 8 & 9 PLANNING CONSIDERATIONS

- 1) The LPS identifies Areas 7, 8 & 9 as 'Tourism/Residential'.
- 2) The LPS supports the approval of a combination of tourism accommodation and permanent residential use within Areas 7, 8 & 9 subject to criteria being met in compliance with the requirements of the Scheme.
- 3) The land use intent for each area is as follows:
  - a) Area 7 - Area A. The land use intent for Area 7 is canal based landmark development site incorporating residential or tourist complex, short stay accommodation) but not both.
  - b) Area 8 - Area B. The land use intent for Area 8 is short stay accommodation and tourist landmark development and ancillary uses on lots fronting Murat Road only.
  - c) Area 9 - Area C. The land use intent for Area 9 is R30 coded permanent residential to the north of the Novotel Resort in accordance with the agreed Resort Concept Plan. No further permanent residential use within Area C will be supported.
- 4) In assessing a development application, the local government will have regard to the proportion of residential permitted. In relation to Planning Consideration 2) above, the following criteria shall apply:
  - a) Short stay accommodation is to remain the predominant use of the site (with the residential component occupying no greater than 40% of the gross floor area, excluding communal areas).
  - b) The residential component is proposed as part of a new tourist development or a substantial refurbishment of an existing tourist development.
  - c) The tourism component is located on the areas of highest tourism amenity.
  - d) An acceptable management structure for the permanent residential and tourism component is provided.
  - e) Design considerations are met to ensure any conflict between tourism uses and residential amenity is minimised.
  - f) Permanent residential component is developed concurrently with, or after the tourism component and is not to exceed the permissible ratio at any stage of the development.



FUTURE TOURISM AREAS 7, 8 & 9

- 5) In assessing development applications for Areas 7, 8 & 9, the local government will have regard to:
  - a) The proximity of Area 7 to the Exmouth Power Station (and associated buffer requirements). Development of Area 7 for tourism/residential purposes is constrained by existing buffer requirements to the Exmouth Power Station as depicted on the **Exmouth Townsite Spatial Plan – Sheet 3**. Tourism/Residential development within Area 7 is dependent upon improvements to the operating conditions of the power station, outcome of revised modelling and/or longer-term relocation of the infrastructure (refer discussion in **sections 2.6.2 and 12.1**).
  - b) The development requirements of the Marina Zone as informed by the *Exmouth Marina Village ODP Broad and Detailed Design Guidelines*.
  - c) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

### 6.2.5.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Tourism – Tourism/Residential'.
- b) Insert reviewed provisions of the approved Exmouth Marina Village ODP Broad and Detailed Design Guidelines for Precincts A, B & C within the 'Special Use - Marina' zone in LPS 4 and refer to the precincts as 'Area A', 'Area B' and 'Area C' respectively.
- c) Support the development of Areas 7 for Tourism/Residential development dependent upon the outcome of revised noise modelling, improvement of operating conditions of the Exmouth Power Station and/or future relocation of the infrastructure.
- d) Investigate the longer term relocation of the Exmouth Power Station infrastructure.
- e) Review the Murat Street Design Guidelines to accommodate the recommendations of the LPS for future Tourism development.
- f) The local government to amend the Exmouth Marina Village ODP and associated Broad Design Guidelines.



## 6.2.6 FUTURE TOURISM AREA 10 – TOURISM/RESIDENTIAL

### 6.2.6.1 DESCRIPTION

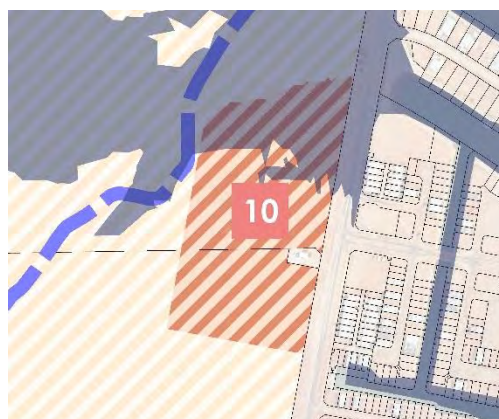
Location & Description	<b>Area 10</b> comprises portion of VCL 1391 and portion of VCL 1493 Murat Road located 1.8km south of the Town Centre. Area 10 has a combined area of approximately 7.2ha; of which 2.2ha is affected by the low hazard flood plain of Marina Creek. A pump station site (0.1136ha) visually constrains a small portion of the frontage of Area 10 abutting Murat Road.
Existing Zoning	<b>Area 10:</b> 'Residential Development' Zone.



FIGURE 56 SITE PLAN - FUTURE TOURISM AREA 10

### 6.2.6.2 FUTURE TOURISM AREA 10 PLANNING CONSIDERATIONS

- 1) The LPS identifies Area 10 as 'Tourism/ Residential'.
- 2) The LPS supports the approval of a combination of tourist accommodation and permanent residential use within Area 10 subject to criteria being met in compliance with the requirements of the Scheme.
- 3) In assessing a structure plan or development application, the local government will have regard to the proportion of residential permitted. In relation to Planning Consideration 2) above, the following criteria shall apply:
  - a) Short stay accommodation is to remain the predominant use of the site (with the residential component occupying no greater than 40% of the gross floor area, excluding communal areas).
  - b) The residential component is proposed as part of a new tourist development or a substantial refurbishment of an existing tourist development.
  - c) The tourism component is located on the areas of highest tourism amenity.
  - d) An acceptable management structure for the permanent residential and tourism component is provided.
  - e) Design considerations are met to ensure any conflict between tourism uses and residential amenity is minimised.
  - f) Permanent residential component is developed concurrently with, or after the tourism component and is not to exceed the permissible ratio at any stage of the development.
- 4) In assessing rezoning proposals, structure plan and development applications for Area 10, the local government will have regard to:
  - a) The extent of the low and high hazard flood plain of Marina Creek. The northern and western extent of development will need to be informed by hydraulic modelling to ensure that:



#### FUTURE TOURISM AREA 10

- i) Proposed development has adequate protection from a 100-year ARI flood; and
  - ii) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.
- b) The landscape and built form treatment of Murat Road frontage recognising its importance as a townsite entry statement. Development fronting Murat Road shall be subject to the Murat Road Design Guidelines.
  - c) Any operational buffer requirements of the existing pump station infrastructure located on Murat Road.
  - d) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas

### 6.2.6.3 ACTION STATEMENTS

- a) The LPS identifies the land for 'Future Tourism – Tourism Residential'.
- b) Rezone Area 10 from 'Residential Development' zone under TPS 3 to 'Urban Development' zone under LPS 4.
- c) Review the Murat Street Design Guidelines to accommodate the recommendations of the LPS for future Tourism development.



## 6.2.7 FUTURE TOURISM AREAS 11,12 & 13 – CARAVAN PARK AND CAMPING

### 6.2.7.1 DESCRIPTION

Location	<b>Areas 11 and 12</b> are located between Truscott Crescent and Exmouth Gulf, south east of the Exmouth Town Centre. <b>Area 13</b> is located 8 kilometres south of the Exmouth townsite.
Site Description	<p>Area 11 is vacant UCL Lot 1404 comprising 13.3 hectares.</p> <p>Area 12 is vacant UCL Lot 1403 comprising 9.7 hectares.</p> <p>Area 13 comprises of Lots 149 and 150 Hunt Street, is approximately 6.2 hectares in area and is currently vacant.</p> <p>Areas 11 and 12 comprise the vegetated primary dune fronting the Exmouth Gulf. The areas are partially affected by the high hazard floodplain of Town Creek given that the dune system acts a natural storage bund during major flood events. An existing foreshore trail traverses within and adjacent to the eastern boundary of Areas 11 and 12. Both UCL 1404 and 1403 are subject to Native Title clearance. Portion of Areas 11 and 12 are located within the 500m odour buffer of the Exmouth Waste Water Treatment Plant.</p> <p>Area 11 is dissected by an informal access track currently identified within the <i>Exmouth Town Centre and Foreshore Revitalisation Plan (2012)</i> for retention and upgrade to include a new Gulf Beach access (and associated car parking), which in its present location, will constrain the future development potential of this area.</p> <p>Area 12 is similarly dissected by an informal access track to Gulf Beach. In-principle support has been given to a Department of Jobs, Tourism, Science and Innovation / Shire proposal to develop a Caravan Park and Camping Ground on this site and a Concept Plan has been formulated.</p> <p>Area 13 was rezoned to the ‘Special Use – Caravan Park and Camping Ground’ zone as part of Amendment no. 31 to TPS 3.</p>
Existing Zoning	‘Tourist’ zone (Areas 11 and 12) and ‘Special Use – Caravan Park and Camping Ground (Area 13)



FIGURE 57 SITE PLAN - FUTURE TOURISM AREAS 11 & 12



FIGURE 58 SITE PLAN - FUTURE TOURISM AREA 13

## 6.2.7.2 FUTURE TOURISM AREAS 11,12 & 13 PLANNING CONSIDERATIONS

- 1) The LPS identifies Areas 11, 12 and 13 as being suitable for Caravan Park and Camping.
- 2) Residential development within Areas 11, 12 and 13 is not supported.
- 3) The LPS requires access to Area 2 to be obtained from Truscott Crescent. The access should be determined at the land assembly stage for Reserve 50867 and VCL Lot 1404 – Area 11 (as a prerequisite to development) with concurrent agreement between the Shire, Exmouth Golf Course and the Department of Planning, Lands and Heritage. In this regard, access to Area 2 may be in the form of a public road or access easement via either:
  - a) Area 11 (VCL 1404), in consultation with the Department of Planning, Lands and Heritage and Shire having regard to the future planning requirements of this area; or
  - b) Reserve 50867, in the event that a redesign of the Exmouth Golf Course takes place that can accommodate access to Area 2 without compromising the overall layout of the course.
- 4) In determining the location and form of access to Area 2 from Truscott Crescent, appropriate setbacks and buffers to the existing golf course will need to be accommodated within the new land assembled for Area 2, with a corresponding reduction in the developable area of Area 11.
- 5) The LPS notes that the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012) for pedestrian and vehicular access to a new Gulf Beach present a number of significant development constraints for Area 11. Prior to development, further investigation is required, with respect to minimising the impact on the development potential of Area 11, having regard to the following options:
  - a) Option 1 – comply with the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012) by providing vehicular and pedestrian access through the centre of Area 11 to the new Gulf Beach foreshore park, and as a result of this severance, creating two tourist development sites. Under Option 1, the final location of Gulf Beach access (and associated parking) should be reviewed (within or immediately adjacent to the existing foreshore reserve) to confirm that the impact on the development potential of Area 11 is minimised.
  - b) Option 2 – generally comply with the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012) by providing pedestrian access only through the centre of Area 11 to the new Gulf Beach foreshore park, in the form of a public access easement incorporated into the design of a single tourist development site. Under Option 2, the final location of the new Gulf Beach Access should be reviewed (within or immediately adjacent to the existing foreshore reserve) to minimise the impact on the development potential of Area 11, with vehicular access to Gulf Beach foreshore park being relocated to the southern boundary of Area 11.
  - c) Option 3 – If the development area of the resulting two tourist development sites under Option 1 are considered insufficient to support a viable tourism development, review the location of the new Gulf Beach Access and relocate to the northern

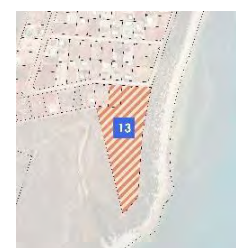
boundary of Area 11 such that vehicular and pedestrian access can be combined with the location of the access to Area 2 referred to in Planning Consideration 3 above.

### Areas 11, 12 & 13

- 6) In assessing a development application for Areas 11, 12 and 13, the local government will have regard to:
  - a) The planning and environmental investigations and reporting necessary to satisfy the provisions of the proposed Scheme.
  - b) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.
  - c) Ensuring the site design is cognisant of the environmental and landscape setting of the locality.

### Areas 11 and 12

- 7) In assessing a development application for Areas 11 and 12, the local government will have regard to:
  - a) The requirement for consultation to take place with the Department of Water and Environmental Regulation to confirm flood relief areas, land use permissibility and development setbacks associated with the high hazard flood plain. Only camping is permitted within the high flood hazard area of Areas 11 and 12.
  - b) The proximity of the land to the Waste Water Treatment Plant and associated buffer. The approval of short stay accommodation (sensitive land use) within the buffer is dependent upon the longer term relocation of the infrastructure.
  - c) Preparation and implementation of a foreshore management plan in accordance with the Exmouth Town Centre and Foreshore Revitalisation Plan (2012). This should include confirmation of the Foreshore Reserve, protection and upgrade of the existing foreshore trail, and new Gulf Beach access, having regard to coastal processes and environmental protection requirements. Where the existing foreshore trail is retained within private property, a public access easement will be required.
  - d) Preparation and implementation of a Landscape Plan that complements the natural setting and beachside character of the site and augments the retention of native vegetation where possible.



FUTURE TOURISM AREAS 11, 12 & 13



### 6.2.7.3 ACTION STATEMENTS

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- a) The LPS identifies the land for 'Future Tourism – Caravan Park and Camping'.
- b) Rezone Areas 11, 12 and 13 from 'Tourist' zone under TPS 3 to 'Special Use - Caravan Park and Camping' zone under LPS 4.
- c) Prior to the commencement of any development within Area 11, access arrangements to Area 2 and Gulf Beach are to be confirmed.
- d) Investigate funding arrangements for shared access to Area 2 and Gulf Beach, in the event that Option 3 is implemented.
- e) Finalise the relocation of the existing WWTP infrastructure to realise ultimate development potential of the Areas 11 and 12.
- f) Require future development applications to address the planning considerations detailed above.
- g) Implement the relocation of the existing WWTP infrastructure to remove any impediment for the approval of 'sensitive land uses' within Areas 11 and 12.

## 6.2.8 NATURE BASED PARK

### 6.2.8.1 DESCRIPTION

Location	Exmouth Gulf Station and Bullara Station
Existing Zoning	'Pastoral' zone.

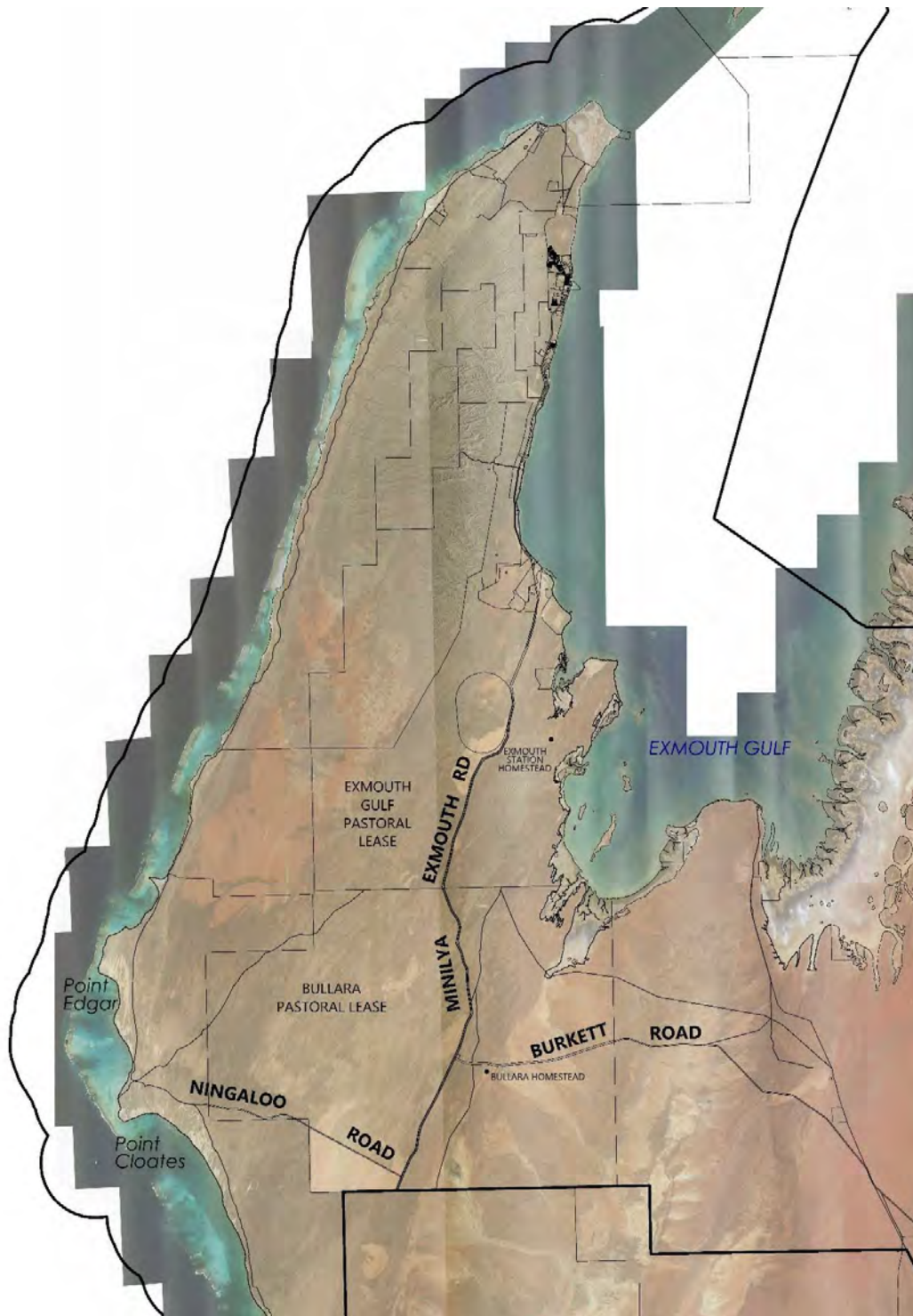


FIGURE 59 SITE PLAN - NATURE BASED PARK

### 6.2.8.2 NATURE BASED PARK PLANNING CONSIDERATIONS

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- 1) Due diligence reporting will be necessary to determine the suitability of a site for a nature-based park prior to the submission of any development application. Such reporting should address the following:
  - a) In consultation with DBCA, the preparation of environmental investigation and reporting necessary to identify the environmental values, potential impacts and appropriate mitigation measures that may need to be addressed by appropriate management plans prepared at the development application stage.
  - b) The preparation of an Ethnographic and Archaeological Survey and where applicable, the need for a heritage management plan to be prepared at the development application stage.
- 2) Upon the site being determined as being suitable for a nature based park in accordance with Planning Consideration 1) above, any proposal for a nature based park within an area subject to a pastoral lease will require an application to be made to the Department of Planning, Lands and Heritage under the appropriate section of the *Land Administration Act 1997*.
- 3) Concurrent with the application referred to in Planning Consideration 2) above, a development application will need to be lodged with the local government.
- 4) In assessing a development application, the local government will have regard to the following:
  - a) The outcomes of the environmental investigations and ethnographic and archaeological surveys undertaken as referred to in Planning Consideration 1) above.
  - b) The provision of a nature-based camping site plan detailing:
    - i) Access – the location of the Pastoral Station Homestead, the nature-based park site and the proposed access route from Minilya-Exmouth Road and/or Burkett Road to the Homestead and the nature-based park site so as to minimise environmental impact. In addition to the above, a proposed maintenance programme for access roads to and within the nature-based park site is to be provided.
    - ii) Layout – the nature-based park site layout including the proposed boundaries of the park site, internal access, location of individual camp sites, extent of clearing, campfire locations, and compliance with a 40m foreshore setback from Exmouth Gulf landward of the high-water mark.
    - iii) Waste Management Plan – identification of the homestead waste collection facility and method of removal of waste from the site.
    - iv) Vegetation and Landform Protection – Areas of vegetation protection and the manner in which site disturbance and tourist activity is to be monitored, including the management of off-road vehicles and proposed site rehabilitation programme as required.
    - v) Emergency Management Plan – identification of fire and cyclone emergency management plan.
    - vi) Method of Recording Visitation – tourist numbers including visitor type (i.e. adults, children, pets) and length of stay.
    - vii) Camping Guidelines – method of visitor notification of camping and management requirements detailed above.
  - c) The advice of DBCA in regard to the likely impact of the proposed camping area on known areas of high conservation value.
  - d) Bushfire risk assessment and mitigation in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas.

### 6.2.8.3 ACTION STATEMENTS

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- a) Include land currently zoned 'Pastoral' under TPS 3 within the 'Rural' zone under LPS 4.
- b) Insert 'Nature Based Park' as a discretionary use within the Zoning Table of LPS 4 within the 'Rural' zone.
- c) Include a definition for 'Nature Based Park' within Schedule 1 – Terms Referred to in Scheme of LPS 4.
- d) Future assessment of a Nature Based Park site plan and associated management plans to address the planning considerations detailed above.
- e) Rezone land along the coastal strip of Exmouth Gulf included within the 'Pastoral' zone under TPS 3 to 'Environmental Conservation' reserve under LPS 4 to reflect the 40m foreshore setback.



# 7 TOWN CENTRE



FIGURE 60 TOWN CENTRE STRATEGIC PLAN

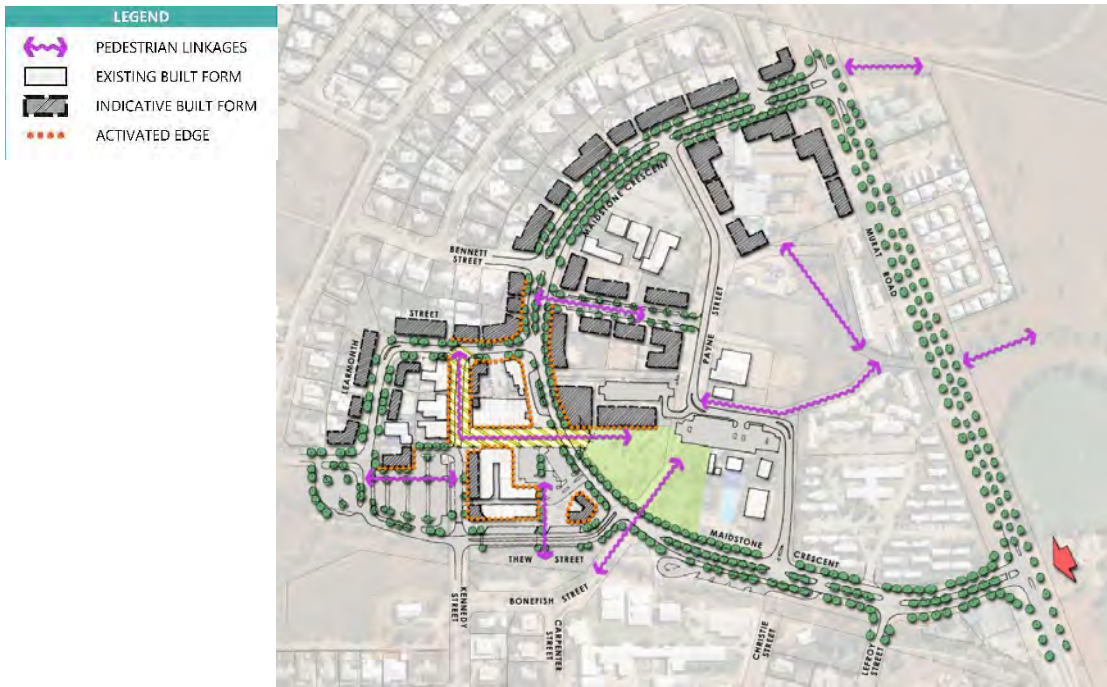


FIGURE 61 PLANNING CONSIDERATIONS – TOWN CENTRE



The **Town Centre Strategic Plan (Figure 60)** identifies land as 'Existing' and 'Future' Town Centre as follows:

- Land designated as 'Existing Town Centre' comprises land zoned Town Centre under the provisions of the existing TPS 3.
- Land designated as 'Future Town Centre' comprises land that has the potential to be zoned for Town Centre purposes to accommodate expansion.

The Strategy proposes the expansion of the Town Centre to include lots east, west and south of Learmonth Street immediately adjacent to the retail core, and the inclusion of existing short stay accommodation sites at the intersection of Maidstone Crescent and Murat Road. These areas represent a logical rounding off the interface between Town Centre land uses and adjoining uses.

The overriding strategic direction for the Town Centre is to consolidate and strengthen the centre as the principal place for retail, commercial, community, civic and administrative functions in the Shire. The Strategy supports the consolidation of the Town Centre as the focal point for the district through the enhancement of built form and public realm elements setting the foundations for attracting new development to the Town Centre.

The ongoing delivery of new infrastructure and corresponding enhancement of built form outcomes within the Town Centre will be guided by the recommendations of *the Exmouth Town Centre and Foreshore Revitalisation Plan (2012)* as endorsed by the Council in 2013. The Plan evolved from rigorous community engagement that identified issues and opportunities for the revitalisation of the Town Centre. The principles established by the Plan focussed on five land use activity precincts – Retail Core, Mixed Use, Civic Quarter, Short Stay and Recreation. These activity precincts have been adopted by the LPS as 'Town Centre Precincts 1 to 5' with corresponding 'Planning Considerations and Action Statements' defined (refer **section 7.2**). The formulation of the planning considerations for each precinct have been identified based on the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan*, unless otherwise stated, and in direct response to the planning issues highlighted in **section 7.1** to follow.

## 7.1 PLANNING ISSUES

- 1) **Built form and Character** – The built form within the overall Town Centre is for the most part dispersed leading to an informal and ill-defined pedestrian movement system through large street blocks. Many of the Town Centre buildings are not designed to be oriented to the street network or the public realm. Street frontages (e.g. portion of Kennedy Street) are open and uncontained with no opportunity for street activation. The purpose of premises also does not generally match the original design of the buildings and therefore functionality is generally compromised. There is an opportunity to improve the façade of the low level 'Exmouth' block buildings through addition of architectural features and encouragement for new development to incorporate articulated building facades.
- 2) **Streetscape** – The streetscape within the Town Centre has varying degrees of public realm treatment and lacks continuity. Additional streetscape treatments such as verge planting, footpaths and lighting would assist legibility and pedestrian safety over time, particularly the median treatments for Maidstone Crescent as the main entry road. At present, the boulevard effect of the existing Maidstone Crescent median is partly lost by the inconsistency in planting species and tree placement.
- 3) **Landscape and Drainage** – The landscaping and upgrade of Federation Park has had a significant impact on the Town Centre landscape and community function, and improved pedestrian connectivity with other parts of the centre will improve access to the facility overtime. Currently natural drains intercept and fringe the overall Town Centre, and depending upon the engineering function, there is the potential to maximise the use of natural drainage lines as a movement corridor. The drainage lines can be improved through ongoing landscape maintenance, planting, lighting and the provision of safe pedestrian and cyclist access, noting that their management is considerably compromised in time of flood.
- 4) **Town Centre Arrival** – Because the Town Centre is set back from Murat Road, its location is not clearly defined for visitors arriving to Exmouth. Maidstone Crescent needs to be visually reinforced as the critical link between Murat Road and town core area through continuous median and verge plantings, signage and urban form treatments. Clearer definition of the Maidstone Crescent and Murat Road intersections is required to enhance sense of arrival to the Town Centre.
- 5) **Movement** – Access through to car parks within the Town Centre requires enhanced signage due to being somewhat complicated due to the curved geometry

of Maidstone Crescent. The current location of car parking currently limits the relationship between buildings and the public realm given the interface is interrupted by vehicular movements. Car parking will continue to need management to provide easy access for the transient visitor population as well as shorter term car parking closer to the retail core for the resident population. The extension of Thew Street through to Learmonth Street as currently being implemented will assist in this regard, adding legibility to the east-west vehicular and pedestrian movement within the Town Centre. Movement for pedestrians and cyclists is also currently insufficiently defined with footpath networks in some instances incomplete. The linkages between the tourism accommodation along Murat Road and the retail core are currently informally defined and have been identified for upgrade. Strategies to improve the linkages within the Town Centre are in place as documented in the *Foreshore and Open Space Development Plan* (2013).

- 6) **Pedestrian Prioritisation** – There is need for the pedestrian/cycleway movement within the Town Centre to become more legible given that currently vehicular movements (particularly high number of caravans and long vehicles during the peak tourist season) are given priority over pedestrian movement. This raises safety concerns, particularly where there is a prevalence of tourists in unfamiliar territory attempting to navigate the Town Centre.
- 7) **Consolidation of Retail Use** – Retail floor space within the Retail Core is encouraged to expand over the

short to medium term up to 26,615m<sup>2</sup>, assuming a population of 8,000 persons (Hassell, 2012). All retail development within Exmouth is to be focussed within the Retail Core of the Town Centre except where an identifiable local node is supported by the local government such as within the Exmouth Marina. Retail expansion of the Retail Core is to be consolidated around the primary structural axis of the Ross Street Mall and Kennedy Street. Expansion opportunities in the short to medium term to specifically accommodate a “supermarket and associated sleeved development” should only be contemplated on land assembled east of Maidstone abutting Federation Park.

- 8) **Land Use Activity** – There is currently a lack of cohesion between the retail core uses on Kennedy Street/ Ross Street Mall and Town Centre uses further north on Maidstone Crescent, namely the Post Office and Police and Courthouse complex. Priority should be given to connecting these two nodes through streetscape and landscape treatments, and over the longer term, street activation via reduced built form setbacks. Furthermore, activation can be improved through consolidating urban form around the town core, particularly Kennedy Street, and the introduction of medium density as a permitted use in select locations, currently not provided for within TPS 3. There is the opportunity to consider mixed use development along Maidstone Crescent north providing for activated ground floor development with upper level residential.

### 7.1.1 ACTION STATEMENTS

- a) Implement Town Centre initiatives to consolidate the Town Centre in its present location and foster commerce, community, tourist accommodation and civic functions.
- b) Introduce a ‘Commercial’ zone within LPS 4 to replace the ‘Town Centre’ zone within TPS 3.
- c) Define Precincts 1 to 3 (Retail Core, Mixed Use, and Mixed Business), include within the ‘Commercial’ zone within LPS 4 and set out objectives, site and development requirements for each Precinct within the Scheme.
- d) Include Precinct 4 (Short Stay Tourism/Residential) within the ‘Tourism’ zone under LPS 4.
- e) Include Precinct 5 (Recreation) within the ‘Public Open Space’ reserve under LPS 4.
- f) Prioritise the implementation of landmark sites, landscape and signage initiatives to strengthen the entry to the Town Centre.
- g) Prioritise vehicular, pedestrian and cycleway infrastructure upgrades to improve the legibility of the movement system within the Town Centre.
- h) Progress feasibility assessments of Town Centre redevelopment opportunities to assist in the land assembly and early delivery of viable development sites.
- i) Review the design of the existing car park adjacent to Ross Street Mall to allow periodic conversion of the space to a town square with the potential to accommodate community events.
- j) Review the statutory framework for the control of advertising that achieves effective identification of businesses, but does not detract from the character of the Town Centre.
- k) Prepare and progressively update an audit of car parking within the Town Centre to monitor car parking demand and supply.
- l) Prepare a Retail Activation Strategy consistent with the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan* for improving development fronting streets, improving the retail mix and offer, implementation via management and governance, to create a more value-added experience.







## 7.2 TOWN CENTRE PRECINCT 1 AND 1A - RETAIL CORE

### 7.2.1 DESCRIPTION

<b>Location</b>	Refer <b>Figure 62</b> .
<b>Site Description</b>	<p>Precinct 1 is the core of the Town Centre and supports a range of finer grain buildings containing retail and hospitality uses. It is the activity centre for the town containing the Ross Street Mall and Kennedy Street which combined, form an important town core axis for pedestrian movement through to Maidstone Crescent. A majority of the Town Centre car parking is located within Precinct 1. The southern boundary abuts Town Creek which has an associated drainage and visual landscape function.</p> <p>Precinct 1A currently comprises a car and trailer parking area, community and childcare facilities with a direct interface with Federation Park. An open drain runs along the northern boundary of the Precinct. The landholdings within Precinct 1A have the potential to support redevelopment proposals in the short to medium term including drainage upgrades.</p>
<b>Existing Zoning</b>	'Town Centre' and 'Residential R17.5' zone.



FIGURE 62 SITE PLAN – TOWN CENTRE PRECINCTS 1 AND 1A

LEGEND	
	PEDESTRIAN LINKAGES
	EXISTING BUILT FORM
	INDICATIVE BUILT FORM
	ACTIVATED EDGE



FIGURE 63 PLANNING CONSIDERATIONS – TOWN CENTRE PRECINCT 1 AND 1A



## 7.2.2 TOWN CENTRE PRECINCT 1 AND 1A PLANNING CONSIDERATIONS

The LPS identifies Precinct 1 as Retail Core, where the objective is to:

- Reinforce the strategy for the consolidation and expansion of retail and hospitality uses within the existing retail core, strengthening activity around the axis of Kennedy Street and the Ross Street Mall.
- Ensure the built form and intensification of uses proposed contributes positively to the streetscape and interface with the public realm through setbacks and the activation of frontages.

The LPS identifies Precinct 1A as Retail Core, where the objective is to:

- Promote future retail expansion east of Maidstone Crescent specifically to cater for the establishment of a supermarket sleeved by small scale retail and commercial uses; and
- Ensure the built form proposed contributes positively to the streetscape and Federation Park interface through the activation of frontages.

To achieve the objectives for Precinct 1 and 1A, the local government will:

- Progressively implement the initiatives detailed below; and
- Have regard to the planning requirements detailed below in assessing development applications.

Planning Considerations **1 to 12** are cross-referenced on **Figure 63**.

### 1) Kennedy Street

- a) Establish Kennedy Street North as a pedestrian mall ultimately, closed to vehicular traffic when pedestrian movement and retail growth is sufficiently high. In the interim, Kennedy Street North is intended to function as a Main Street. The street is to be retained as a shared space for pedestrians, slow moving traffic and able to be closed to stage community events.
- b) Kennedy Street South is to ultimately be closed as a public road and incorporated within the new Town Centre car park. In the interim, Kennedy Street South will exist in its current form with modifications to formalise on-street parking generally adopting the approved Stage 3 – Exmouth Town centre and Foreshore Revitalisation Plan (2012) JDSI Plan SK09 (Overall General Arrangement Plan). The LPS, however, supports:
  - i) Kennedy Street being retained as the primary movement system rather than being accessed as a secondary street from the new Town Centre car park;
  - ii) the replacement of 90° parking with parallel parking on the 'eastern side' of Kennedy Street so as to retain greater clearance for through-movement with improved safety for vehicular and pedestrian movement as new built form is introduced.

- 2) Enhance Ross Street Mall as the prominent pedestrian axis connecting the retail core with Federation Park. Consolidation of retail growth around this axis will ensure a vibrant centre in which retail and hospitality uses can thrive with the potential for upper floor development such as offices.
- 3) Upgrade part of Maidstone Crescent to remove the central median island and introduce materials to facilitate a slow speed environment. This will improve legibility and safety for pedestrian movement between the retail core and Federation Park.
- 4) Facilitate the ultimate extension of the retail core east of Maidstone Crescent within Precinct 1A specifically for the purpose of a supermarket, sleeved with small scale retail and commercial use. Site development to include rear car parking and rationalisation of open drain (Reserve 33567) to incorporate piped drainage accommodating an internal driveway linking Maidstone Crescent with Payne Street.
- 5) Facilitate activation of the retail frontage to Federation Park to extend the activities of, and connection with the Ross Street Mall. Front doors orientated to Federation Park and extensive glazing should characterise the ground floor facades to create high pedestrian amenity and passive surveillance.
- 6) Implement the recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)* to create the opportunity for dual use of the existing car park adjacent the eastern end of the Ross Street Mall whereby the space can be periodically converted to a town square to accommodate community events.
- 7) Establish a new landmark building to announce the arrival at the entry to Town Centre retail core at the intersection of Maidstone Crescent and Thew Street.
- 8) Maintain the important existing north-south pedestrian linkage from the retail core through to Bonfish Street and the High School precinct in conjunction with the implementation of the Thew Street and car park upgrades.
- 9) New built form to address the new Town Centre car park to provide passive surveillance and activation.
- 10) Construction of the Town Centre Car Park finalised in line with the 2012 recommendations of the *Exmouth Town Centre and Foreshore Revitalisation Plan* and the JDSI Plan SK09 (Overall General Arrangement Plan). The portion west of the Thew Street extension has been designed to accommodate long vehicle car parking.

- 11) Thew Street re-alignment finalised in accordance with approved JDSI Plan SK09 (Overall General Arrangement Plan). This re-alignment improves connectivity/legibility between Maidstone Crescent, Thew Street and Learmonth Street and creates more efficient traffic flow between retail uses and Town Centre car parks. The rejuvenated Thew Street revisits its function as a street rather than a driveway within a car park.
- 12) Introduce sleeved development along the eastern flank of Kennedy Street and to ensure activated streetscape and contribution to Main Street environment. New development in this location will create a sense of enclosure, activate the street and enable safe alfresco dining.
- 13) Introduce Scheme Text provisions to control the retail core development within Precinct 1 that address:
  - a) Land Use – retail, upper floor offices, cafés, restaurants, alfresco dining.
  - b) Activation of Kennedy Street (Main Street) – pedestrian focussed two and three storey development constructed to the street boundary.
  - c) Activation of Precinct 1A built form interface with Federation Park in the form of front door entries and window openings, glazing, projections of shade awnings etc
  - d) Building height – three storey development with maximum wall height of 9.75m.
  - e) Landmark site at the intersection of Thew Street and Maidstone Crescent – Retail Core arrival, local vernacular, building height.

### 7.2.3 ACTION STATEMENTS

- a) The LPS identifies Precinct 1 and 1A as 'Town Centre – Retail Core'.
- b) Include the land currently zoned 'Town Centre' and 'Residential R17.5' under TPS 3 within the 'Commercial' zone under LPS 4.
- c) Introduce objectives, site and development requirements into the scheme provisions for the Retail Core precinct.
- d) Require future development applications to address the planning considerations detailed above.
- e) Include 'supermarket and sleeved commercial development' as a 'Restricted Use' within Schedule 3 – Restricted Uses of LPS 4 to guide land use and development within Precinct 1A.
- f) Forecast and budget ongoing works to implement the initiatives detailed above, in accordance with the LPS and *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- g) Rezone Lot 27 (No. 16) Learmonth Street from 'Residential' in TPS 3 to 'Commercial' zone in LPS 4.

## 7.3 TOWN CENTRE PRECINCT 2 – MIXED USE

### 7.3.1 DESCRIPTION

<b>Location</b>	Refer <b>Figure 64</b> .
<b>Site Description</b>	Precinct 2 predominantly comprises a mixture of residential dwellings and dwellings converted to commercial/office uses. As the premises are in a majority of cases not purpose built structures, the function is generally compromised and external activity limited. The precinct has a strong interface with Maidstone Crescent and in the southern section abuts the Town Centre retail core.
<b>Existing Zoning</b>	'Town Centre' and 'Residential R17.5' zones, and 'Public Purposes' reserve.



FIGURE 64 SITE PLAN – TOWN CENTRE PRECINCT 2

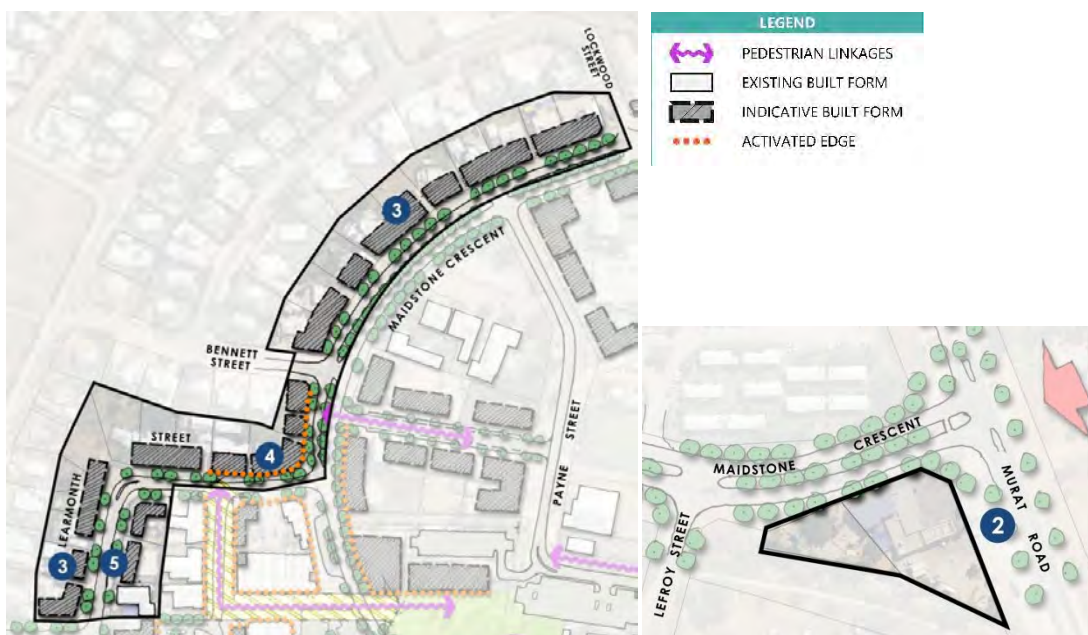


FIGURE 65 PLANNING CONSIDERATIONS – TOWN CENTRE PRECINCT 2

### 7.3.2 TOWN CENTRE PRECINCT 2 PLANNING CONSIDERATIONS

The LPS identifies Precinct 2 as Mixed Use, where the objective is to:

- Create a mixed use live/work precinct along Maidstone Crescent (north) that provides for office expansion and other business opportunities not appropriate to locate within the retail core, complemented by residential accommodation above.
- Enhance Maidstone Crescent to function as a town promenade and clear entry road into the Town Centre offering an alternative build form outcome.

To achieve the objectives for Precinct 2, the local government will:

- Progressively implement the initiatives detailed below; and
- Have regard to the planning requirements detailed below in assessing development applications;

Planning Considerations 2 to 5 are cross-referenced on **Figure 65**.

- 1) Promote a built form outcome conducive to live-work buildings along Maidstone Crescent that have activated ground floors and upper level residential. This may require the amalgamation and further subdivision of lots to achieve this outcome.
- 2) Establish a landmark site at the intersection of Maidstone Crescent and Murat Road. As a key entry statement on Maidstone Crescent, this site should support prominent high quality mixed use development that announces the arrival to the Town Centre at a point where pedestrian and slow moving vehicles are to be prioritised.

- 3) Promote new built form along the north side of Maidstone Crescent; and properties fronting Learmonth Street, to create an activated urban edge consistent with the desired Mixed-Use character of the Precinct. This initiative is to assist Maidstone Crescent to function as a town promenade and clear entrance road to enhance the Town Centre arrival.
- 4) Establish nil building setbacks 'wrapped around' the Learmonth Street/Maidstone Crescent frontage between Bennett and Kennedy Streets to encourage corner development to mirror the development opposite that is to adopt nil setbacks. This will promote a sense of containment and consistent development scale either side of Learmonth Street at the entry to the retail core (Precinct 1).
- 5) Incorporate on-street car parking on Learmonth Street to cater for the future expansion of the Town Centre mixed use.
- 6) Introduce Scheme Text provisions to control mixed use development within Precinct 2 that address:
  - a) Land Use – Office, Consulting Room(s) and 2nd floor Residential (R40).
  - b) Building height – two storey development, with loft spaces contained within the roof space with a maximum wall height of 6.5m.
  - c) Built form requirements for Precinct 2 including balconies, setbacks (4.5m from street boundary; nil setback from Kennedy Street to Bennett Street), fencing style and location, storage areas.
  - d) Car Parking – promotion of parking at the rear including easements for shared access and reciprocal parking.

### 7.3.3 ACTION STATEMENTS

- a) The LPS identifies the land as 'Town Centre – Mixed Use'.
- b) Include the land currently zoned 'Town Centre', 'Residential R17.5' and 'Public Purpose' reserve under TPS 3 within the 'Commercial' zone under LPS 4.
- c) Introduce objectives, site and development requirements into the scheme provisions for the Mixed-Use precinct.
- d) Require future development applications to address the planning considerations detailed above.
- e) Forecast and budget ongoing works to implement the initiatives detailed above, in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan* (2012).



## 7.4 TOWN CENTRE PRECINCT 3 – MIXED BUSINESS

### 7.4.1 DESCRIPTION

Location	Refer <b>Figure 66</b> .
Site Description	Precinct 3 obtains access from Maidstone Crescent, Payne and Riggs Street and comprises a combination of business, government offices and community land uses separate from, but related to the Town Centre retail core (e.g. Post Office, Police and Court House complex, Durack Centre, State Emergency Services, Exmouth Shire Offices, Community Hall and Library). The larger landholdings within the Precinct are Crown Reserves providing the opportunity for land assembly and rationalisation of access.
Existing Zoning	'Town Centre' zone.



FIGURE 66 SITE PLAN – TOWN CENTRE PRECINCT 3

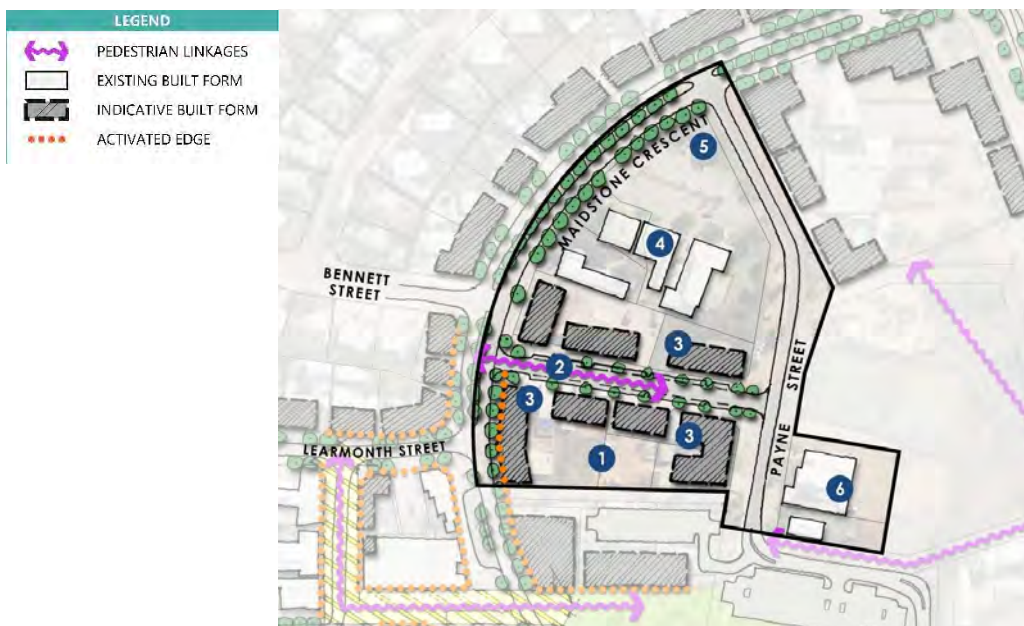


FIGURE 67 PLANNING CONSIDERATIONS – TOWN CENTRE PRECINCT 3

## 7.4.2 TOWN CENTRE PRECINCT 3 PLANNING CONSIDERATIONS

The LPS identifies Precinct 3 as Mixed Business, where the objective is to:

*Reinforce the existing accessible location of the civic, educational and government service functions within the Town Centre and encourage redevelopment opportunities of complementary mixed business uses that are not generally appropriate and cannot be economically accommodated within the retail core.*

To achieve the objectives for Precinct 3, the local government will:

- Progressively implement the initiatives detailed below; and
- Have regard to the planning requirements detailed below in assessing development applications;

Planning Considerations **1 to 6** are cross-referenced on **Figure 67**.

- 1) Coordinate the land assembly process in consultation with Department of Planning, Lands and Heritage where redevelopment of Crown Land abutting Riggs Street is proposed (Reserve 27664, 28145, 28153 and 27552 and the drainage Reserve 33567 within Precinct 1 to the south).
- 2) Riggs Street to be ultimately extended from Payne Street through to Maidstone Crescent where a left in – left out turning movement at Maidstone and adequate separation distance from Bennett Street/Maidstone Crescent intersection will be required. The rationalisation of the size of the Riggs Street road reserve to take place as part of the potential amalgamation and further subdivision of adjoining land parcels.
- 3) Promote new built form along the northern and southern side of the Riggs Street extension; and

the Maidstone and Payne Street road frontages to achieve an activated urban edge.

- 4) Recognise the redevelopment opportunities for the existing built form comprising the Durack Centre, Shire Offices, Library and Town Hall. This initiative recognises the important role of these civic uses within the community with their Town Centre presence creating a sense of place. There is the opportunity to create an architecturally uniform civic quarter orientated north towards to the existing car park with connectivity through to Riggs Street.
- 5) Upgrade the War Memorial node through improved landscaping, shade and the enlargement of the setting for formal events, including improved relationship to the existing car park.
- 6) Investigate activation of the Payne Street frontage where existing built form currently does not actively address the street.
- 7) Introduce Scheme Text provisions to control civic and mixed business development within Precinct 3 that address:
  - a) Land Use – Mixed Business (limited to office, small scale showroom, restaurant, consulting room(s), medical centre, health studio).
  - b) Building height – two storey development.
  - c) Built form requirements for Precinct 3 including balconies, setbacks, fencing style and location, storage areas.
  - d) Easements for shared access and reciprocal parking.

## 7.4.3 ACTION STATEMENTS

- a) The LPS identifies the land as 'Town Centre – Mixed Business'.
- b) Include the land currently zoned 'Town Centre' under TPS 3 within the 'Commercial' zone under LPS 4.
- c) Introduce objectives, site and development requirements into the scheme provisions for the Mixed Business precinct.
- d) Require future development applications to address the planning considerations detailed above.
- e) Forecast and budget ongoing works to implement the initiatives detailed above in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.

## 7.5 TOWN CENTRE PRECINCT 4 – SHORT STAY TOURISM/RESIDENTIAL

### 7.5.1 DESCRIPTION

Location	Refer <b>Figure 68</b> .
Site Description	<p>Precinct 4 is fully developed for short stay /residential accommodation abutting the Murat Road frontage of the Town Centre having good accessibility to hospitality, retail and civic uses. The precinct is dissected by a drainage line which separates the Pot Shot Tavern and associated tourist accommodation in the north from the Exmouth Villas to the south. Redevelopment opportunities exist to maximise the availability of short stay accommodation in this location including the existing zoned sites on Maidstone Crescent.</p> <p>A development application for consulting rooms at the intersection of Maidstone Crescent and Payne Street (Lot 311) has been recently approved.</p>
Existing Zoning	‘Town Centre’ zone and ‘Tourist’ zone.



FIGURE 68 SITE PLAN - TOWN CENTRE PRECINCT 4

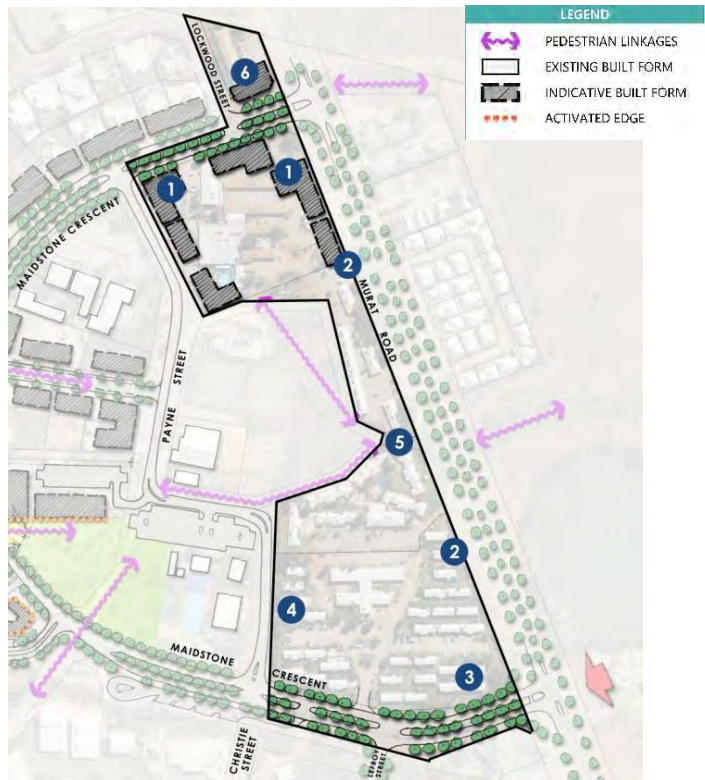


FIGURE 69 PLANNING CONSIDERATIONS - TOWN CENTRE PRECINCT 4



## 7.5.2 TOWN CENTRE PRECINCT 4 PLANNING CONSIDERATIONS

The LPS identifies Precinct 4 as Short Stay Tourism/Residential, where the objective is to:

- *Maximise the opportunity for short stay tourism/residential development within the Town Centre recognising the high level of accessibility to hospitality, retail and civic use; and*
- *Encourage future redevelopment opportunities within the precinct comprising short stay accommodation that addresses the street and provides legible edges to the public realm.*

To achieve the objectives for Precinct 4, the local government will:

- Progressively implement the initiatives detailed below; and
- Have regard to the planning requirements detailed below in assessing development applications.

Planning Considerations **1 to 6** are cross-referenced on **Figure 69**.

- 1) Promote new built form addressing Payne Street, Maidstone Crescent and Murat Road frontages to create an activated and legible urban edge to the public realm. In this regard, the Potshot Motel and Tavern site (and car park) has a strong urban presence within the Town Centre warranting a high standard of development representative of the Exmouth vernacular.
- 2) Ensure that development abutting Murat Road meets the requirements of the Murat Road Design Guidelines.
- 3) Recognise the redevelopment opportunities for a landmark site at the intersection of Maidstone Crescent and Murat Road. As a key entry statement to Maidstone Crescent this site has the potential to support prominent high quality short stay tourism/residential development that assists to announce the arrival to the Town Centre.
- 4) In the event of future redevelopment, improve the streetscape façade along the eastern edge of Payne Street to ensure that development adjacent to the Swimming Pool addresses the public realm. Consider tree planting and street lighting.
- 5) Reinforce the pedestrian linkages between Payne Street and Maidstone Crescent via the augmentation of the natural east-west drainage lines. Ensure connectivity with the pedestrian movement within Precinct 5 in the vicinity of the Bowling Club and Swimming Pool.
- 6) Upon redevelopment, recognise the redevelopment opportunities for a landmark site at the intersection of Maidstone Crescent and Murat Road (north) with the opportunity for new built form to address the intersection.
- 7) Any proposed development likely to be impacted by watercourse flooding hazard is to have regard to ensuring:
  - a) adequate protection from a 100-year ARI flood; and
  - b) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.

## 7.5.3 ACTION STATEMENTS

- a) The LPS identifies the land as 'Town Centre – Short Stay Tourism/Residential'.
- b) Include the land currently zoned 'Town Centre' and 'Tourist Zone' under TPS 3 within the 'Tourism' zone under LPS 4.
- c) Introduce objectives, site and development requirements into the scheme provisions for the Short Stay Tourism/Residential precinct.
- d) Introduce grouped and multiple dwellings (R40) as an incidental use within the 'Commercial' zone – Short Stay Residential precinct.
- e) Require future development applications to address the planning considerations detailed above.
- f) Forecast and budget ongoing works to implement the initiatives detailed above, in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- g) Include 'Consulting Rooms' on Lot 311 Payne Street as an additional use within 'Schedule 2 – Additional Uses' within LPS 4 to allow permissibility within the Short Stay Tourism/Residential precinct.



## 7.6 TOWN CENTRE PRECINCT 5 – RECREATION

### 7.6.1 DESCRIPTION

<b>Location</b>	Refer <b>Figure 70</b> .
<b>Site Description</b>	<p>Precinct 5 is dominated by Recreational uses comprises Federation Park, Exmouth Swimming Pool and Exmouth Bowling Club.</p> <p>The redevelopment of Federation Park was completed in July 2013 providing active water play areas, space for community events and informal recreation activity. Federation Park has been significantly enhanced through the re-alignment of Payne Street and the corresponding creation of a more usable facilities and community space, including the consolidation of the swimming pool infrastructure, landscaping and car parking rationalisation.</p> <p>The northern portion of Precinct 5 contains the Bowling Club which is a popular complementary recreation activity to the enlarged Federation Park precinct.</p> <p>Natural drainage lines follow the perimeter of Precinct 5 north of the swimming pool, partially functioning as a pedestrian movement system.</p>
<b>Existing Zoning</b>	'Town Centre' zone.



FIGURE 70 SITE PLAN - TOWN CENTRE PRECINCT 5

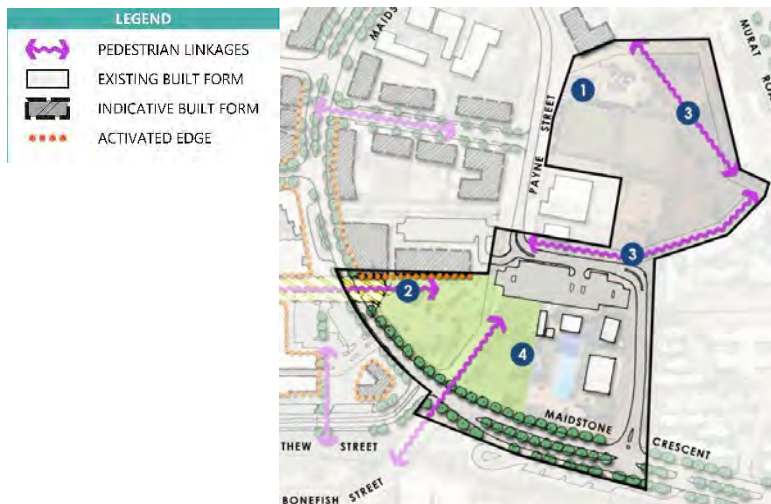


FIGURE 71 PLANNING CONSIDERATIONS TOWN CENTRE PRECINCT 5

## 7.6.2 TOWN CENTRE PRECINCT 5 PLANNING CONSIDERATIONS

The LPS identifies Precinct 5 as Recreation, where the objective is to:

*Reinforce and enhance the role of Federation Park, the Swimming Pool and Bowling Club as strong focal points for active and passive recreational activities recognising the need to upgrade linkages through landscape and lighting.*

To achieve the objectives for Precinct 5, the local government will:

- Progressively implement the initiatives detailed below; and
- Have regard to the planning requirements detailed below in assessing development applications;

Planning Considerations **1 to 4** are cross-referenced on the **Error! Reference source not found..**

- 1) In the event of future redevelopment of the Bowling Club, improve the streetscape façade along the eastern edge of Payne Street to ensure that development addresses the public realm. Consider tree planting and street lighting.

- 2) Ensure the design of Federation Park and the structures within; continue to accommodate the main pedestrian movement axis between Ross Street Mall and Federation Park.
- 3) Upgrade the pedestrian linkages correlating with existing drainage reserves within Precinct 5 to improve the legibility and safety of pedestrian connectivity between the retail core, Federation Park, and Murat Road.
- 4) Federation Park to retain its role as a prominent community events and multi-use space for the local community and visitors with development to reflect the recommendations and sense of place promoted within the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- 5) Any proposed development likely to be impacted by watercourse flooding hazard is to have regard to ensuring:
  - a) adequate protection from a 100-year ARI flood; and
  - b) Proposed development does not detrimentally impact on the existing 100-year ARI flooding regime of the general area.

## 7.6.3 ACTION STATEMENTS

- a) The LPS identifies the land as 'Town Centre – Recreation'.
- b) Include the land currently zoned 'Town Centre' under TPS 3 within the 'Public Open Space' reserve in LPS 4.
- c) Require future development applications to address the planning considerations detailed above.
- d) Forecast and budget for any ongoing works and maintenance relating to the initiatives detailed above, in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.



# 8 COMMUNITY & PUBLIC OPEN SPACE

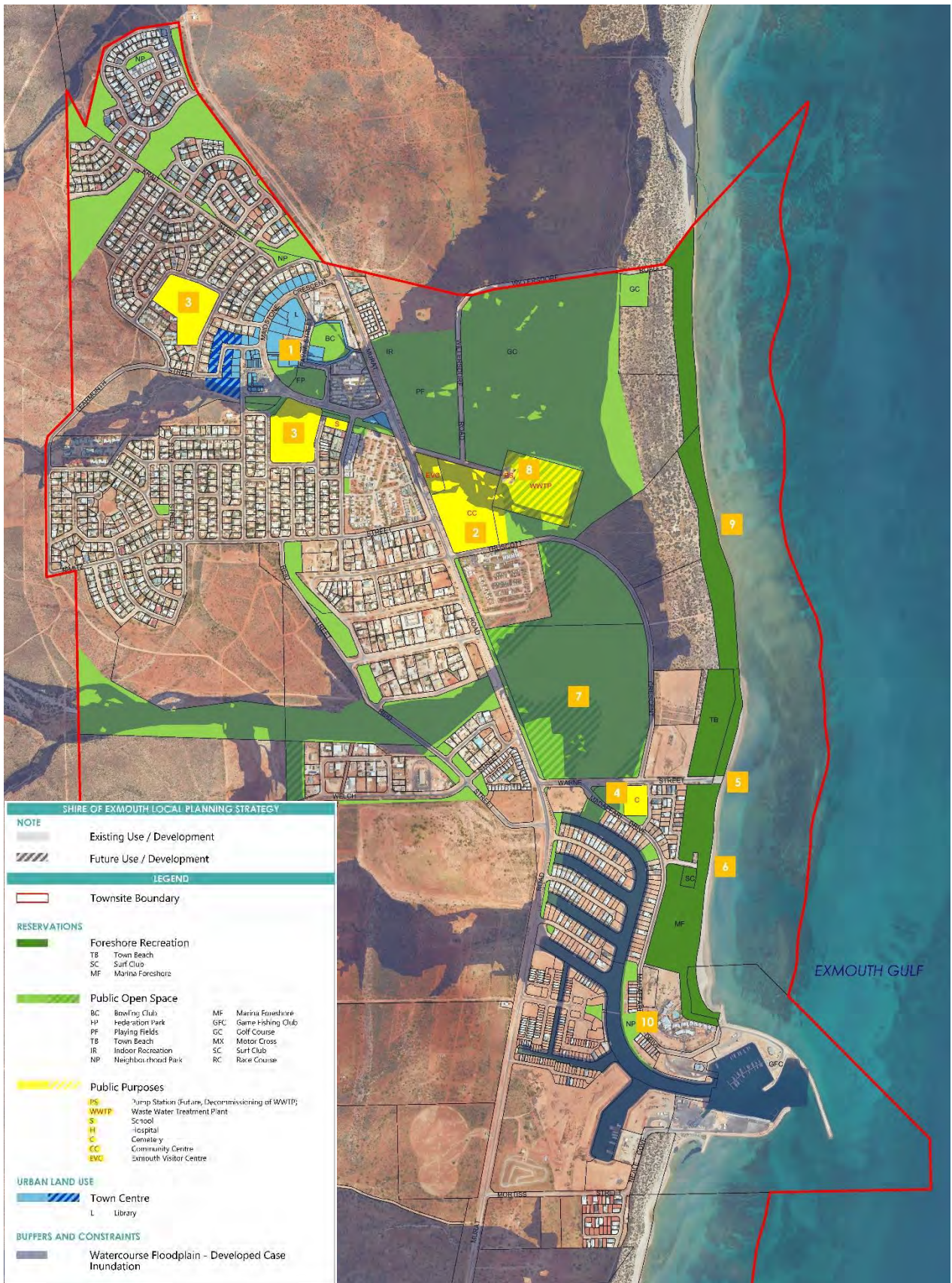


FIGURE 72 COMMUNITY & POS STRATEGIC PLAN



## 8.1 PLANNING CONSIDERATIONS

The **Community and Public Open Space Strategic Plan (Figure 72)** summarises the ongoing implementation of infrastructure upgrades related to community facilities and open space. The proposals for infrastructure upgrades are open space. The proposals for infrastructure upgrades are guided by the *Foreshore and Open Space Development Plan* adopted by Council and forming part of the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.

As part of preparing the Local Planning Strategy, an audit of public open space within the Exmouth townsite was undertaken. The audit of public open space (POS) to support the LPS identifies that POS in excess of the WAPC's 10% requirement has been provided within the townsite. Local Open space will continue to be required as new development occurs, however district open space is sufficiently catered for. The current overprovision of open space provides the opportunity for closer review of the amount, location and function of open space provided, acknowledging regional variations should legitimately guide the application of WAPC POS Policy.

The key objectives of the *Development Plan (2012)* are to improve the functionality, quality and attractiveness of the existing facilities; create new destinations; and enhance the connection between the Town Centre and gulf foreshore through street network and public open space upgrades. The LPS reinforces these objectives and is generally consistent with the *Development Plan (2012)*, unless otherwise discussed. The key upgrades proposed to community and open space infrastructure are discussed below as Planning Considerations **1 to 10** as cross-referenced on **Figure 72**.

### Community

1. *Town Centre Revitalisation* – The LPS acknowledges the importance of the Town Centre as the primary activity node within Exmouth. This is reinforced through the revitalisation proposals contained within the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*. The implementation of the proposals to upgrade the streetscape, open space and parking configuration, will enhance the Town Centre as the principal meeting place and focal point for the community reinforced through the presence of existing Child Care Facilities, the Shire Hall, Library, Shire Administration, and recreational uses including a Swimming Pool and Federation Park in Town Centre Precinct 5
2. *Ningaloo Centre* – The LPS recognises the Ningaloo Centre as a multipurpose community facility to support the existing community functions within the Town Centre. The Ningaloo Centre is a significant landmark site adjacent to the Town Centre. The core components of the Ningaloo Centre comprise community, tourism centre, education / research and space for exhibition and galleries. As the uses within the Ningaloo Centre become established, opportunities to upgrade existing community facilities within the Town Centre, such as the Durack Centre will become available. This will provide the opportunity for displaced community services to locate within a dedicated facility.
3. *Hospital and School Sites* – The retention of these key public uses within accessible locations is important for community development within Exmouth. The LPS supports future growth of secondary education and public health facilities to be focussed within the existing

nodes to build upon infrastructure already in place. The hospital site, in particular has excess land in which to accommodate associated health uses and worker accommodation through the identification of a Health and Wellness Precinct, an expressed desire resulting from a community workshop held in 2013. As the population grows, the provision of an additional primary school site will be required within the southern portion of town (Future Residential Area 5).

4. *Cemetery* – The Exmouth cemetery is bounded by Warne Street, Madaffari Drive and Gndaroo Street south-east of the Town Centre and adjacent to the Exmouth Marina Village. The cemetery (1.08ha) is to remain in its current location and is assessed as having sufficient capacity the duration of the LPS. The adjoining public open space area to the west serves a drainage function and therefore is unlikely to be available for the expansion of the cemetery in the future.
5. *Yacht Club* – Upgrading of the existing community asset and future development of the Yacht Club is proposed. Works are to include the realignment of the car park allowing stabilisation of the foredune, identification of overflow car parking area, upgrades to yacht club beach access, improvement to entry streetscape and provision of community amenities and services (restaurant, kiosk, water hire, shelters, BBQ facilities, seating and lighting).

### Public Open Space

6. *Town Beach* – The improvement of infrastructure at the existing Town Beach accessed via Warne Street is viewed as a key component of the Exmouth foreshore upgrade. The existing car park is to be formalised and improvements implemented to beach access, lighting and beachside amenities (such as showers, shelter, BBQ facilities, turfed areas, areas for community events, landscaping and dune re-vegetation initiatives).
7. *Racecourse* – Investigate opportunities to establish a racecourse/multipurpose facility on Reserve 29066 bounded by Murat Road, Truscott Crescent and Madaffari Drive. In addition, future consideration may need to be given to the land take requirements of associated infrastructure including residential/equestrian accommodation, noting that the LPS's identification of the 'Restricted Rural' area, due to its location within the floodplain, does not support residential use (refer **section 10**).
8. *Rationalisation of WWTP* – The LPS identifies the WWTP for future recreation purposes following the planned decommissioning of the facility, noting that a pump station site will remain with a 10m buffer requirement. The constrained nature of the site, i.e. impact from the high hazard floodplain, will limit the future land use opportunities to recreation, acknowledging there is currently no identified demand for district open space. Its proximity to the existing golf course provides the opportunity for the land to be included within any proposals for the rationalisation of the golf course layout. In addition, its proximity to the Ningaloo Centre may present opportunities for complimentary community/open space uses.



9. *New Foreshore Park on Gulf* – A new Foreshore Park (and associated car parking) accessed off Truscott Crescent is proposed providing a stronger pedestrian, cycle and vehicular connection between the Town Centre, the Ningaloo Centre and Gulf Beach. The foreshore park will comprise an outdoor interpretative centre including boardwalks and viewing platform. Whilst the boardwalks and viewing platforms are located with the Foreshore Reserve 40678, the proposed car park is located within UCL identified by the LPS as Area 11 future tourism site. The final car park location will need to be reviewed and confirmed as part of the land assembly process for Area 11 so as not to constrain the extent of tourism development available for Area 11.
10. *Madaffari Drive Marina lots/POS Frontage* – investigate opportunities for existing public open space (Reserve 47803) to be rationalised and where applicable, amalgamated with existing marina residential lots (6-24 Madaffari Drive). This is in response to Council's November 2013 resolution to rationalise the extent of public open space currently maintained by the Shire. The implementation of this proposal is dependent upon the successful coordinated transfer of land to adjoining landowners, noting the willingness to purchase will vary. The process will also require the support of the Department of Planning, Lands and Heritage to the de-vesting the existing POS and the Department of Planning, Lands and Heritage in relation to the amalgamation process.

### 8.1.1 ACTION STATEMENTS

#### Community

- a) The LPS identifies the various community facilities discussed above as 'Community and Public Purpose' for the intended use.
- b) LPS 4 recognises the existing 'Public Purposes' reserves within TPS 3 of the Ningaloo Centre, Hospital and School sites.
- c) Forecast and budget ongoing works to implement the Town Centre community facility initiatives in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- d) Investigate the rationalisation and relocation of existing community facilities and assets within the Town Centre following the development of the Ningaloo Centre.

#### Public Open Space

- e) The LPS identifies the various public open space areas discussed above as 'Public Open Space' for the intended use.
- f) The LPS identifies the need to review and confirm the extent of the foreshore area where adjacent land is undeveloped. Where development has taken place, and the foreshore reserve already confirmed, the LPS identifies the land as Foreshore.
- g) Within the Exmouth townsite, undertake an audit of Public Open Space provision to ensure an appropriate supply of POS is maintained for the community, in accordance with applicable legislative and policy requirements. It is suggested an audit be undertaken with any of the following: Scheme Review, Local Planning Strategy Amendment, Scheme Amendment, Structure Plan preparation/amendment.
- h) Investigate opportunities to reconcile the overprovision of public open space (existing and proposed) within the townsite.
- i) Include the existing foreshore reserve within the Exmouth townsite, currently reserved 'Recreation and Open Space' reserve within the 'Foreshore' reserve under LPS 4.
- j) LPS 4 recognises the existing 'Recreation and Open Space' reservations from TPS 3 including the future racecourse and the existing WWTP.
- k) Forecast and budget ongoing works to implement the foreshore and public open space initiatives in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- l) The LPS supports the final car park location being reviewed and determined as part of the land assembly process for 'Future Caravan Park and Camping' - Area 11 (refer **section 6.2.7.2**).



# 9 CONSERVATION

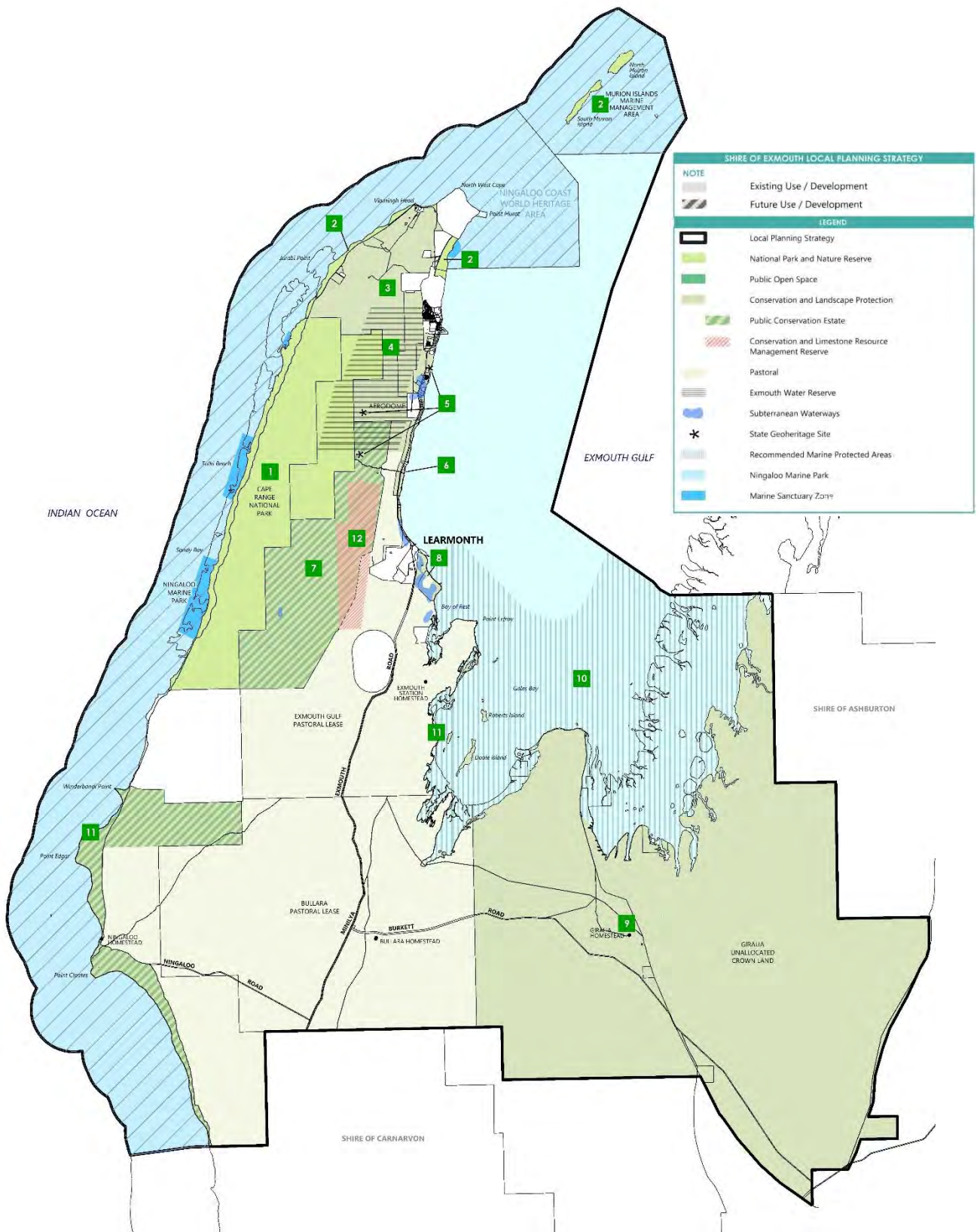


FIGURE 73 CONSERVATION STRATEGIC PLAN



## 9.1 PLANNING CONSIDERATIONS

The **Conservation Strategic Plan (Figure 73)** summarised the key elements of conservation value within the Shire that have been recognised within the LPS. Land based conservation areas have been classified as either 'National Park or Nature Reserve', 'Public Conservation Estate' and 'Conservation and Limestone Resource Management Reserve'. Marine based conservation areas have been specifically notated on the Strategic Plan including the Ningaloo Marine Park, Marine Sanctuary Zone and recommended marine protected areas. The implementation of local reservations under the LPS 4 will assist to protect the conservation areas identified by the LPS and where applicable, provide a clear link to existing reservations and approved management plans where established under other legislation. Planning Considerations 1 to 12 are cross-referenced on the Strategic Plan and discussed below.

1. **Cape Range National Park** – DBCA have the primary management responsibility for the Cape Range National Park within the framework of the endorsed *Cape Range National Park Management Plan (2010 - 2020)*. The Shire and local community recognise the values of the National Park are of international significance and share an interest in being involved in its ongoing management through DBCA consultation processes, particularly at the time of the Management Plan being reviewed.
2. **Jurabi and Bundegi Coastal Parks and Muiron Islands Management Plan** – These conservation areas are subject to Management Plans prepared by DBCA in conjunction with Shire of Exmouth. The LPS acknowledges the recommendations of the Management Plans, endorses the inclusion of additional land around the North West Cape within the coastal parks to establish continuity of management, and raise the opportunity for additional camping areas within the Jurabi Coastal Park to be investigated. Appropriate areas should be identified in collaboration with DBCA and should avoid turtle nesting seasons given that the foreshores of Jurabi Coastal Park provide an important habitat and relatively undisturbed nesting areas for three species of marine turtles. Additional camping areas within Jurabi Coastal Park should be managed consistent with the Management Plans.
3. **Unallocated Crown Land** – An area of unallocated crown land on the peninsula north and north-west of the Exmouth townsite has been identified for conservation and landscape protection. However, specific land use investigations in this locality may be undertaken by the Shire to accommodate community uses not appropriate to locate within the townsite due to environmental or land take considerations. This will require further negotiation and consultation with the Department of Planning, Lands and Heritage and DBCA as community needs arise e.g. BMX, go-cart track.
4. **Exmouth Water Reserve** – The protection of the Exmouth Water Reserve is required to ensure Exmouth's ground water resources are safeguarded from contamination via non-compatible land uses. In accordance with the Department of Water and Environmental Regulation's, Exmouth Water Reserve Drinking waters source protection report no. 122 (2011), the Exmouth Water Reserve is managed as a Priority 1 Area in which the development of land is to be restricted and subject to the approval of the Department of Water and Environmental Regulation. The LPS will reinforce this level of protection.
5. **State Geo-heritage Sites** – The Charles Knife Road locality, portion of the Shothole Canyon and exposed coral reef at the mouth of Mowbowra Creek area are identified as areas of geo-heritage significance and warrant recognition within the LPS.
6. **Extensions to Cape Range National Park** – DBCA has recommended that additional areas be included within the Public Conservation Estate as additions to the Cape Range National Park. This includes portions formerly within the Exmouth Gulf and Ningaloo pastoral leases. The LPS has reinforced this recommendation.
7. **Coastal Strip between Cape Wilderness Estate and Charles Knife Road** – A strip of land south of Cape Wilderness Estate through to Charles Knife Road has been identified as a Conservation and Landscape protection corridor to be managed by Department of Planning, Lands and Heritage and the Shire. This coastal strip was formerly within the Exmouth Gulf pastoral lease, but was excluded when leases were renewed in 2015.
8. **Subterranean Waterways** – Subterranean waterways identified by the LPS support fauna of environmental significance including Stygofauna and Troglifauna. The LPS identifies these areas for protection where not already afforded protection through the existing reservation of land.
9. **Giralia Station** – In 2002, Giralia Station Pastoral Lease was relinquished as an outcome of negotiations for the station to be included within the Public Conservation Estate, with general leases as negotiated with the Department of Planning, Lands and Heritage for uses associated with the Homestead still to apply. It is the intent for Giralia to be managed by DBCA as a conservation park following finalisation of vesting arrangements and negotiation of Native Title. The LPS identifies the land as Conservation and Landscape Protection.
10. **Recommended Marine Protected Area** – The LPS identifies a Marine Protected Area in the nearshore waters of Exmouth Gulf, south of Wapet Creek. These waters are identified as a "Recommended Marine Protected Area" by *A Representative Marine Reserve System for Western Australia*. The LPS recognises that any land-use proposal in the vicinity of these waters should be supported by environmental investigations to ensure there is no impact on the environmental values of the locality, notably the assessment of the suitability of individual application for a nature-based park. Any land use proposal shall be referred to the relevant Environmental Authority.
11. **Proposed Ningaloo Coast Reserve** – DBCA proposes to create a conservation and recreation reserve along the Ningaloo coast adjacent to the Ningaloo Marine Park. The proposed reserve extends from south of Cape Range National Park to Red Bluff in the Shire of Carnarvon, and includes land excised from several pastoral leases in 2015. DBCA are preparing a management plan for the area.



12. **Conservation and Limestone Resource Management Reserve** – This area is proposed under Section 5(1)(h) of the *CALM Act (1984)* to protect high quality limestone reserves, noting the need to preserve visual amenity of area north and areas of higher relief. The reservation will be implemented as part of the 2015 Pastoral Exclusion Area with proposals for limestone extraction in the future (subject to environmental assessment), favoured to be confined to this reserve.
13. **Heritage** – As discussed in **sections 2.1.8 and 2.1.9**, Terra Rosa (2013) identified that “*there is considered to be a high potential for any development on the Exmouth peninsula to have significant impact upon heritage places both known and unknown*”. This is inclusive of indigenous, historic and maritime heritage sites as well as the World Heritage Listing of the Ningaloo Reef. Aboriginal Heritage sites are, in particular, widespread and complex. Based on the advice of Terra Rosa (2013) the LPS has mapped ‘Registered Aboriginal Heritage Places’ and ‘Other Aboriginal Heritage Places’ to guide planning decisions. Notwithstanding the mapping of these sites, any rezoning, structure planning, subdivision and/or development applications will need to be supported by archaeological and ethnographic reporting as a further level of protection particularly in regard to unknown sites.

In respect to European Heritage, there are 40 places of significance within the Shire of Exmouth included on the State Heritage Register. In addition, there are 39 confirmed shipwrecks identified and registered along the Exmouth coast with a high potential for unrecorded maritime heritage on the eastern side of the Exmouth peninsula. Built heritage is currently recorded in the *Shire Municipal Inventory (1998)* as documented previously in **section 2.1.10**. There is a requirement for this inventory to be updated every four years under the provisions *State Heritage Act 1990* – an action supported by the LPS.

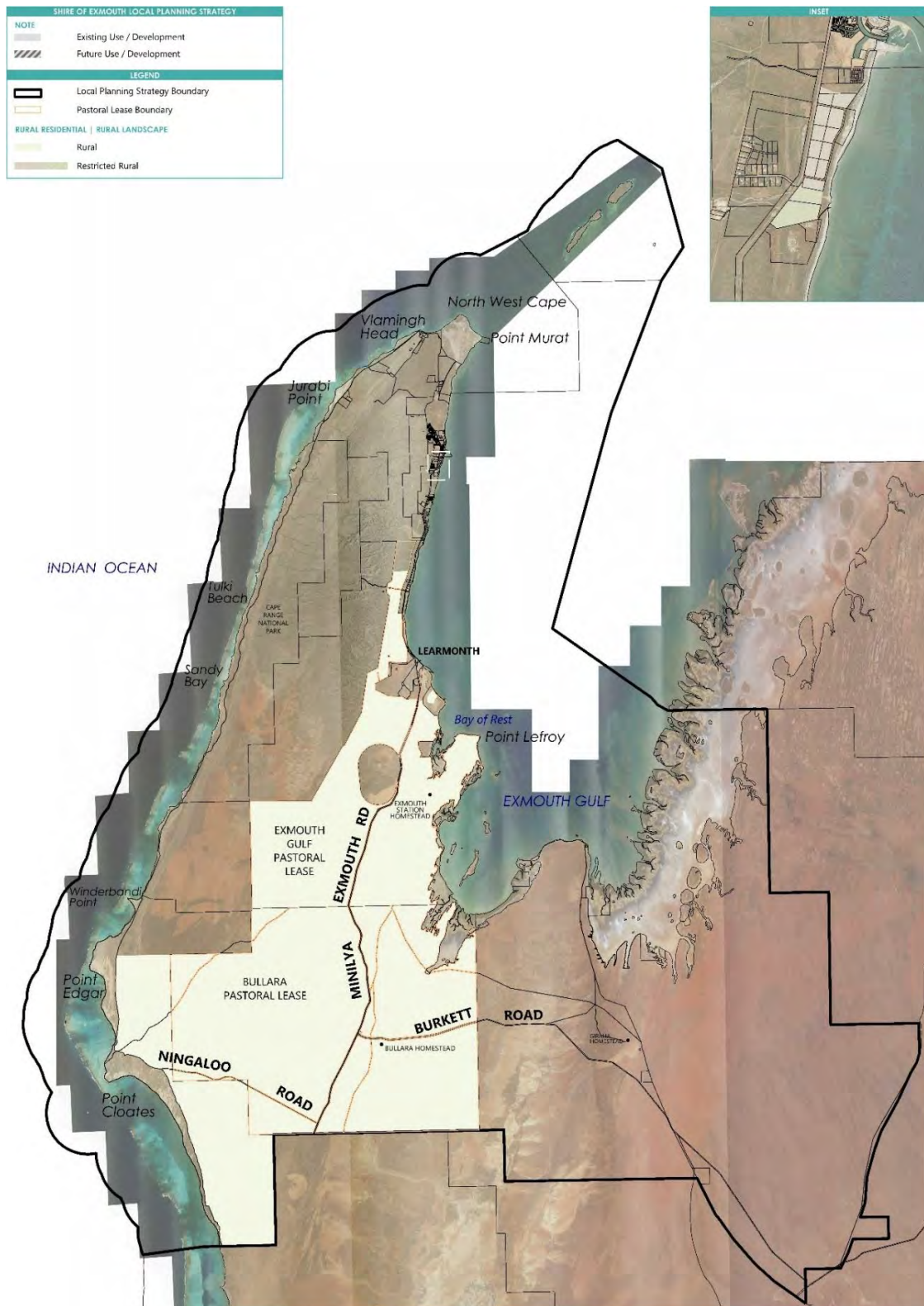
14. **Cameron’s Cave** – Cameron’s Cave is located immediately to the north of the Preston Street Rural Residential Area within the southern portion of the townsite and comprises the habitat of the Cameron’s Cave Troglitic Community. The importance of this community is discussed further in **section 12.1** (Planning Consideration 6). The need to conserve Cameron’s Cave is acknowledged by the LPS through the establishment of a 500m land use buffer, inclusion within a local scheme reserve under LPS 4 and support for the classification of Cameron’s Cave and buffer as an ‘A’ Class Reserve under the *Land Administration Act 1997*

### 9.1.1 ACTION STATEMENTS

- a) The LPS identifies:
  - i) Cape Range National Park, Jurabi and Bundegi Coastal Parks and Muiron Islands as ‘National Park and Nature Reserve’;
  - ii) Coastal Strip between Cape Wilderness Estate and Charles Knife Road and Proposed Ningaloo Coast Reserve as ‘Public Conservation Estate’; and
  - iii) Giralia Pastoral Station, Conservation and Limestone Resource Management Reserve, Cameron’s Cave and buffer as ‘Conservation and Landscape Protection’.
- b) Classify/zone:
  - i) The Cape Range National Park, Jurabi and Bundegi Coastal Parks and Muiron Islands, Exmouth Water Reserve from ‘Recreation and Open Space’ reserve under TPS 3 to ‘Environmental Conservation’ reserve under LPS 4.
  - ii) Giralia Pastoral Station and portion of 2015 Pastoral Lease Exclusion Area from ‘Pastoral’ zone under TPS 3 to ‘Rural’ zone under LPS 4.
  - iii) Reclassify land along the coastal strip of the Ex-Ningaloo Pastoral Lease from the ‘Pastoral’ zone under TPS 3 to the ‘Environmental Conservation’ reserve under LPS 4 to reflect the boundaries of the 40m reserve vested with the Department of Biodiversity, Conservation and Attractions.
  - iv) Reclassify land along the coastal strip of Exmouth Gulf from the ‘Pastoral’ zone under TPS 3 to ‘Environmental Conservation’ reserve under LPS 4 where formal vesting arrangements are in place with a relevant management authority. Where UCL land exists and where there are no vesting arrangements in place, reclassify to the ‘Foreshore’ reserve in LPS 4.
- c) Include the Exmouth Water Reserve as a Special Control Area within LPS 4 to ensure land use and development is compatible with the protection of the reserve and its water resource.
- d) Budget for the Shire’s Municipal Inventory to be updated to meet the legislative requirements of the *State Heritage Act 1990*.
- e) Support the classification of Cameron’s Cave and buffer as an ‘A Class’ reserve under the *Land Administration Act 1997*.
- f) Work collaboratively with the DBCA in the investigation of future community uses on Unallocated Crown Land on the peninsula to the north and north-west of the Exmouth townsite as need arises.
- g) Work collaboratively with DBCA to investigate the prospect of additional camping areas being designated within the Jurabi Coastal Park.
- h) Require structure planning, subdivision and development applications to have regard for ‘Registered Aboriginal Heritage Sites’ and ‘Other Aboriginal Heritage Places’ as identified on the LPS Mapping and undertake investigatory reporting where required.
- i) Support the extraction of basic raw materials where it is assessed to be appropriate and, based on advice from relevant authorities, is understood to not impact on internationally significant flora or fauna or areas of high conservation value.
- j) Acknowledge the World Heritage Listing of land located within the Scheme area.

# 10 RURAL

Rural land within the Shire largely comprises of pastoral leaseholds and the 'Restricted Rural' area partly within the Exmouth township, which, due to environmental constraints, is unable to sustain permanent human habitation (refer **Figure 74**).



**FIGURE 74 RURAL LAND**

## 10.1 PASTORAL LEASE AREAS

The **Pastoral Strategic Plan (Figure 75)** identifies the extent of the pastoral leasehold areas within the Shire. The 'Pastoral' category includes all land within the boundaries of the Exmouth Gulf and Bullara Pastoral Stations occupying a combined area of approximately 199,555 hectares. The 'Pastoral' lands are generally bounded by Charles Knife Road to the north, the Cape Range National Park and the proposed Ningaloo Coast reserve (excluding Defence lands) to the west, the common boundary of the Shires of Exmouth and Carnarvon to the south, the boundary of Giralia Station to the east and the coastline of the Exmouth Gulf extending northwards.

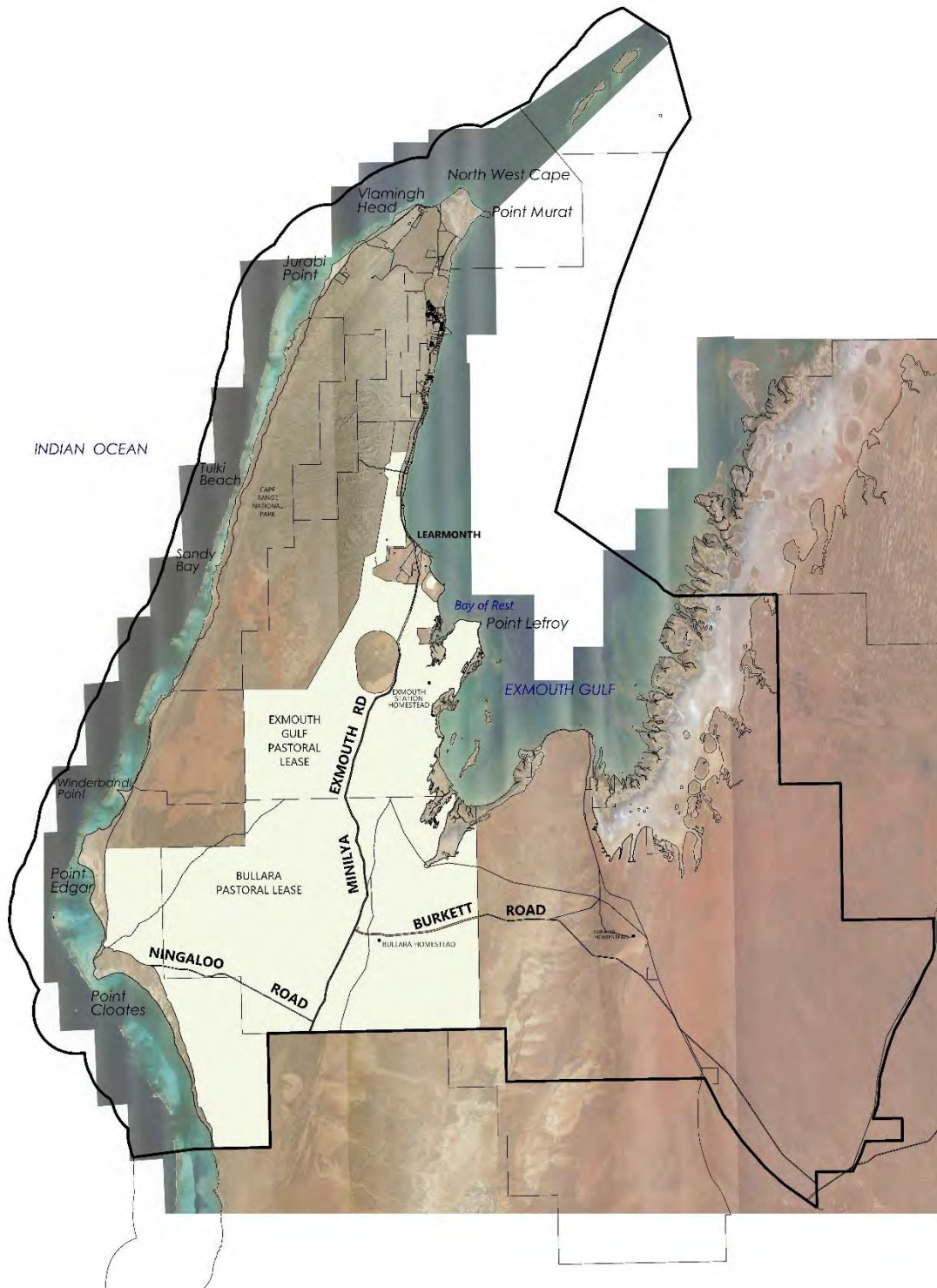


FIGURE 75 PASTORAL STRATEGIC PLAN



### 10.1.1 PLANNING ISSUES

Planning and management issues influencing the development of pastoral land within the Shire have been outlined below, acknowledging that development on pastoral land is controlled via conditions of granting a pastoral lease by the Minister for Lands.

1. **Competing Land Uses** – The pastoral lease areas, (or rangelands) are under increasing pressure from land degradation and damage to biodiversity from activities such as mining, resource development, and tourism. It is apparent that pastoral lands, managed to the best advantage as pastoral properties, are increasingly completing with other uses.
2. **Sustainable Management of Pastoral Lands** – Whilst the Pastoral Lands Board aims to ensure the leases are managed in an ecologically sustainable basis, the monitoring of the number and effect of stock and feral animals is an ongoing management issue and relies upon pastoral leaseholders complying with lease conditions and methods of best pastoral and environmental practice.
3. **Diversification of Use** – A pastoral lease is a title issued by the Minister for Lands for the lease of land for the limited purpose of grazing stock and ancillary activities. Issues can arise where the use of pastoral land extends outside the scope of the original purpose of the lease without the issuing of a diversification permit. Tourism, as an example, must be pastoral-based and purely supplementary to pastoral activities. The LPS does not support the uncontrolled diversification of use so as to avoid uncontrolled access; waste disposal; rubbish dumping; campfires and/or wood gathering. Sites need to be managed through an integrated management process involving Department of Planning, Lands and Heritage, the local government, pastoral leaseholders, DBCA and Native Title interests.

### 10.1.2 PLANNING CONSIDERATIONS

- 1) The Strategy reinforces the importance of the pastoral industry within the Shire by identifying the operational Pastoral Stations namely Bullara and Exmouth Gulf Pastoral Stations as 'Rural' on **Spatial Plans Sheet 2 and Sheet 6** (refer **Part 1**).
- 2) The Strategy protects the pastoral industry from incompatible land uses and allows for the diversification of uses, noting the requirement for development to be approved by Council under the provisions LPS 4 and the Department of Planning, Lands and Heritage under the *Land Administration Act 1997*.
- 3) The Pastoral Stations will be zoned 'Rural' under the provisions of LPS 4 reinforcing the pastoral activity being undertaken on each station, in addition to enabling the diversification of uses where approved by the local government and the Department of Planning, Lands and Heritage.

### 10.1.3 ACTION STATEMENT

- a) Introduce a new 'Rural' zone within LPS 4 including objective, site and development requirements to replace the 'Pastoral' zone under TPS 3.
- b) Include the majority of land currently zoned 'Pastoral' under the existing TPS 3 within the 'Rural' zone within LPS 4 and associated reviewed scheme provisions unless otherwise identified for other land uses in this LPS.
- c) Review the range of permitted uses within Table 1 – Zoning Table for the 'Rural' zone under LPS 4 to reflect the predominant pastoral activities, including opportunity for tourism uses within the zone.
- d) Insert 'Nature Based Park' as an 'A' Discretionary Use within the Zoning Table of LPS 4 within the 'Rural' zone.
- e) Include a definition for 'Nature Based Park' within Schedule 1 – LPS 4.
- f) Initiate future scheme amendments to LPS 4 to reflect the outcome of the 2015 Pastoral Exclusion process wherein land is to be excluded land from the 'Rural' zone and included within the 'Environmental Conservation' reserve as an addition to the public conservation estate.



## 10.2 RESTRICTED RURAL

The **Restricted Rural Strategic Plan (Figure 76)** identifies ‘Restricted Rural’ land use where land can sustain rural activity, although is unable to support structures accommodating temporary or permanent human habitation due the environmental and floodplain constraints of the site. Whilst the Restricted Rural strategic classification will, to some extent, alleviate the demand for grazing land for the equestrian community, it does not fully address the potential demand. Additional areas will need to be further investigated, particularly if there is an increased interest in residential ‘horse’ lots in the event that the community’s race course proposal proceeds.

The Strategy identifies two categories of restricted rural land within the Shire:

### 1. EXISTING RESTRICTED RURAL

1



‘Existing Restricted Rural’ comprises ‘leasehold’ lots supporting existing rural activity that are currently zoned ‘Residential Development’ under TPS 3, notwithstanding the flood prone nature of the land.

### 2. FUTURE RESTRICTED RURAL

‘Future Restricted Rural’ comprises land that has the potential to be zoned for restricted-rural purposes subject to consultation with the Department of Planning, Lands and Heritage.

Planning Considerations and Action Statements applicable to the ‘Existing Restricted Rural’ and ‘Future Restricted Rural’ areas and are outlined in **section 10.2.1** to follow.

SHIRE OF EXMOUTH LOCAL PLANNING STRATEGY	
<b>NOTE</b>	
	Existing Use / Development
	Future Use / Development
<b>LEGEND</b>	
	Townsite Boundary
<b>RURAL RESIDENTIAL   RURAL LANDSCAPE</b>	
	Restricted Rural
<b>BUFFERS AND CONSTRAINTS</b>	
	Watercourse Floodplain High Hazard
	Watercourse Floodplain Low Hazard
	Market Street Bund (Developed Case)
	Cameron's Cave 500m Landuse Buffer

**FIGURE 76 RESTRICTED RURAL STRATEGIC PLAN**

### 10.2.1 PLANNING ISSUES

Planning issues influencing the development of restricted rural land within the Shire have been outlined below:

1. **Minimum Floor Heights** – The McLeod Street locality identified for Restricted Rural use is significantly constrained by the floodplain of the Mortiss Street Creek bund such that minimum floor heights cannot be achieved. This presents the need for scheme provisions to place limitations on habitable structures within the locality. As a secondary issue, the inability to cater for living quarters adjacent to horse stabling has potential surveillance and security implications.
2. **View Corridors** – The proximity of the restricted rural area outside of the townsite adjacent to Exmouth Gulf presents the need for the view corridors from Minilya-Exmouth Road to be preserved, given the proximity and visibility of Exmouth Gulf. Whilst dwellings will not be

permitted, the positioning of ancillary structures will still need to be controlled.

3. **Land Management** – To ensure the restricted rural areas are managed in a sustainable basis, the number and effect of stock can potentially become a management issue that will need to be addressed by the leasehold conditions or reinforced by the Scheme.
4. **Land Use Control** – Given the land use constraints that prevail on land identified for Restricted Rural use, ongoing implementation of the scheme provisions to ensure compliance will be necessary, in particular the exclusion of residential dwellings/structures. In addition, the ongoing monitoring of overstocking and land management practices to reduce environmental degradation.

### 10.2.2 ACTION STATEMENT

- a) Require the preparation and approval of a visual landscape assessment for any development proposed within 100m on either side of Minilya-Exmouth Road.
- b) Include 'Existing Restricted Rural Area 1' and 'Future Restricted Rural Area 1' within the 'Rural' zone under LPS 4, with a restricted use of 'Agriculture – Extensive' and include site and development requirements within the Restricted Use Table.

## 10.3 EXISTING RESTRICTED RURAL – AREA 1

### 10.3.1 DESCRIPTION

<b>Location</b>	Area 1 is located within Exmouth townsite south of Market Street Bund and east of the Preston Street Rural Residential Area.
<b>Site Description</b>	The land identified as ‘Existing Restricted Rural’ comprises leasehold Lots 851 to Lot 856, portion of Lot 857 south of the Market Street bund and Lots 858 to 862 obtaining access from McLeod Street and Murat Road. Existing lot sizes range from 2.8ha to 5.3ha and are currently leased under the <i>Land Administration Act 1997</i> for the ‘ <i>paddocking and stabling of horses</i> ’. A high proportion of the area is affected by the high hazard flood plain of Mortiss Street Creek placing restriction on the land use activity permitted within the area.
<b>Existing Zoning</b>	‘Residential Development’ zone.



FIGURE 77 SITE PLAN - EXISTING RESTRICTED RURAL AREA 1



### 10.3.2 EXISTING RESTRICTED RURAL PLANNING CONSIDERATIONS

- 1) The LPS identifies 'Existing Restricted Rural - Area 1' as being suitable for restricted rural purposes for the Agriculture – Extensive land use.
- 2) The LPS does not support the construction of habitable buildings within Area 1 given the land is significantly constrained by the high hazard floodplain of Mortiss Street Creek and minimum floor heights for habitable rooms cannot be satisfactorily achieved.
- 3) Natural vegetation within Area 1 is to be retained in its natural state to the extent possible to facilitate limited land use and development.
- 4) In consultation with the Department of Planning, Lands and Heritage, investigate the further creation of 1ha to 2ha Crown lot lease areas. This would enable approximately 35 lots to be leased for grazing purposes.
- 5) The LPS recognises the release of additional land for this purpose will assist to accommodate the demand for 'horse lots', particularly in the event that the race course proposal on Reserve 29066 Truscott Crescent proceeds.
- 6) The land will be zoned as 'Rural' in LPS 4 with a Restricted Use zone for limiting land use and development to enable the use to be environmentally sustainable and for the described purposes.



EXISTING RESTRICTED RURAL - AREA 1

### 10.3.3 ACTION STATEMENTS

- a) Include 'Existing Restricted Rural – Area 1' zoned 'Residential Development' under the existing TPS 3 under the 'Rural' zone within LPS 4, with a restricted use of 'Agriculture – Extensive'.



## 10.4 FUTURE RESTRICTED RURAL – AREA 1

### 10.4.1 DESCRIPTION

Location	Area 1 is located immediately south of the Exmouth townsite boundary between Minilya-Exmouth Road and Exmouth Gulf.
Site Description	The land identified comprises UCL and UCL Lot 316. The area has a combined land area of 24.6ha obtaining access from Minilya-Exmouth Road. The northern portion of the area is impacted by the high hazard floodplain of the Preston Street Creek (UCL). It is viewed as a creekline protection area, however can support controlled grazing activity. UCL Lot 316 is impacted by the low hazard floodplain and abuts an existing zoned aquaculture site to the south.
Existing Zoning	'Recreation and Open Space' reserve.



FIGURE 78 SITE PLAN - FUTURE RESTRICTED RURAL - AREA 1

## 10.4.2 FUTURE RESTRICTED RURAL PLANNING CONSIDERATIONS

- 1) The LPS identifies 'Future Restricted Rural - Area 1' as being suitable for restricted rural purposes and representing a logical extension to the existing McLeod Road Existing Restricted Rural – Area 1.
- 2) The LPS does not support the construction of habitable buildings within Future Restricted Rural – Area 1 given the land is constrained by the high and low hazard floodplain of Preston Street Creek in addition to view corridors of Exmouth Gulf needing to be protected.
- 3) Natural vegetation within Area 1 is to be retained in its natural state to the extent possible to facilitate limited land use and development.
- 4) In consultation with the Department of Planning, Lands and Heritage, investigate the further creation of 1ha to 2ha Crown lot lease areas. This would enable approximately 35 lots to be leased for grazing purposes.
- 5) The LPS recognised the release of additional land for this purpose will assist to accommodate the demand for 'horse lots', particularly in the event that the race course proposal on Reserve 29066 Truscott Crescent proceeds.



**FUTURE RESTRICTED RURAL - AREA 1**

- 6) In assessing subdivision and development applications, the local government will have regard to:
  - a) The 100m Minilya-Exmouth Road visual landscape protection corridor.
  - b) The stocking numbers proposed and compliance with manner in which the effect of stock is to be minimised, consistent with conditions of the lease.

## 10.4.3 ACTION STATEMENTS

- a) Include 'Future Restricted Rural - Area 1' reserved 'Recreation and Public Open Space' under the existing TPS 3 be zoned 'Rural' within LPS 4, with a restricted use of 'Agriculture Extensive'.
- b) Maintain a 100m buffer from Minilya-Exmouth Road with inclusion of a special control area in LPS 4.



# 11 MOVEMENT

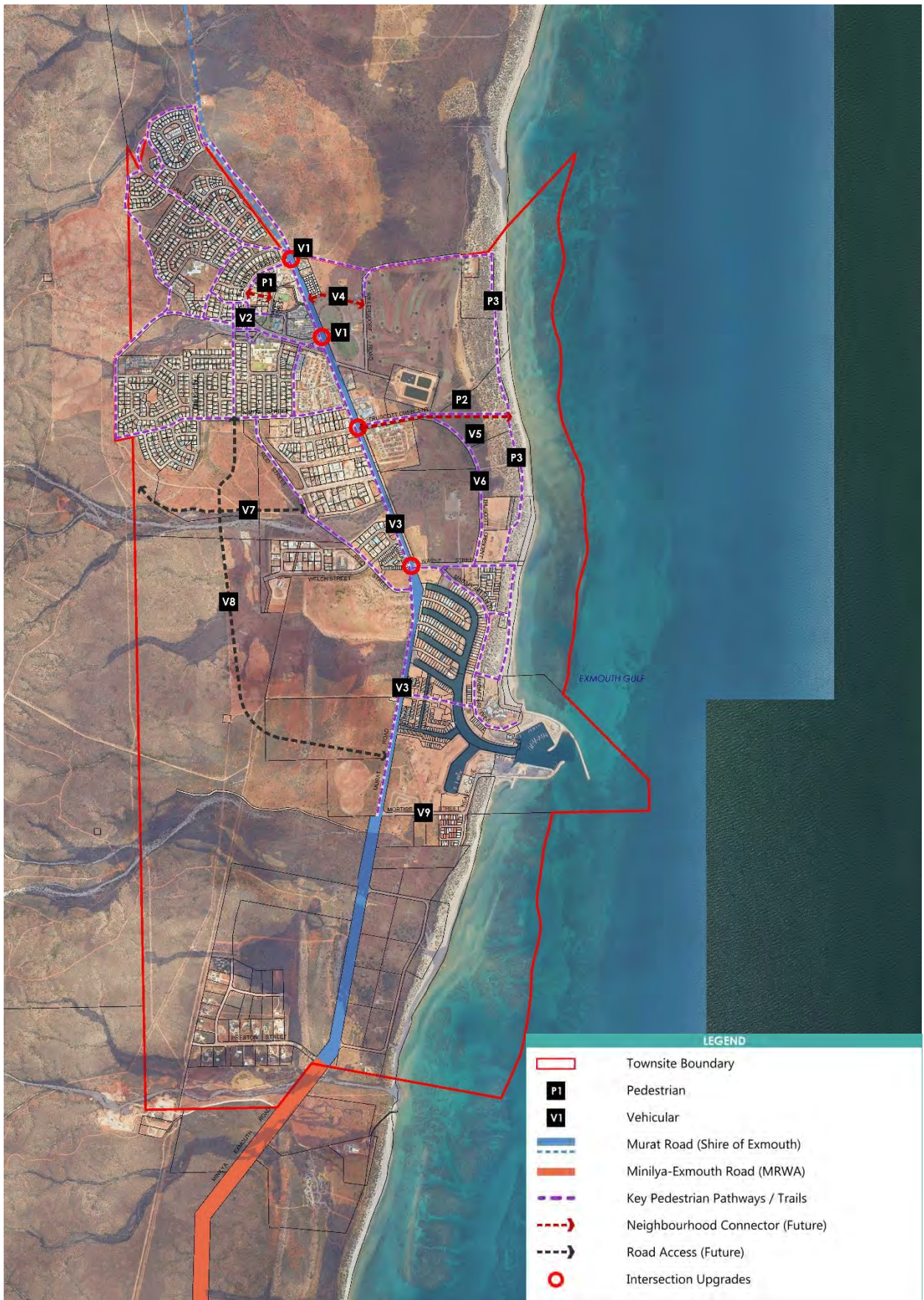


FIGURE 79 MOVEMENT STRATEGIC PLAN



## 11.1 PLANNING CONSIDERATIONS

The **Movement Strategic Plan (Figure 79)** describes the opportunities and issues influencing the movement system within the townsite and overall Shire having regard to pedestrian, cycle, vehicular, air and marine movement systems. The existing characteristics of each movement system have been previously discussed in **section 2.7** providing background to the following proposed infrastructure upgrades.

### 1) Pedestrian Movement within Townsite

Proposals to improve the pedestrian and cycleway system within the Exmouth townsite have been guided by the adopted *Foreshore and Open Space Development Plan (2012)*, forming part of the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*. The plan identified a need for the pedestrian/cycleway network to be more legible, particularly within the Town Centre where the prioritisation of pedestrian over vehicular movements is desirable given the prevalence of tourists in unfamiliar territory, often combined with high number of caravan and long vehicle movements. The Plan further identified the need for greater connectivity between the Town Centre and Exmouth Gulf foreshore through pathway upgrades and maintenance; the introduction of signage, way-finding elements, low impact night lighting, shade trees; and construction of shelter at strategic points along movement system. The key upgrades to the pedestrian /cycleway system are discussed below as Planning Considerations **P1 to P4** as cross-referenced on the *Strategic Plan (Figure 45)*.

**P1 Town Centre** – Within the Town Centre, pedestrian prioritisation is to be achieved through the following elements, with particular attention to the retail core:

- a) Retain Ross Street Mall as a prominent pedestrian axis with improved connectivity between the Ross Street Mall and Federation Park via the reduction in the width of Maidstone Crescent and change in road/pavement surfaces to facilitate a slow speed traffic environment;
- b) Re-design of Kennedy Street as a shared space for pedestrians, and slow-moving traffic, that is able to be closed to stage community events (ultimately to become a pedestrian mall);
- c) Maximise the use of natural drainage lines within the Town Centre as a safe pedestrian and cycleway movement corridor (within Town Creek and drainage lines between Payne Street and Murat Road); and
- d) Provision of secure bike parking, shower and change room facilities and the introduction of bike hire facilities.

**P2 Pedestrian Access to Gulf Beach from Truscott Crescent** – The creation of a formalised pedestrian access route to a new town beach is supported by the LPS to strengthen the connection between the Town Centre, the proposed Ningaloo Centre on Truscott Crescent and Exmouth Gulf. Hassell's Exmouth Town Centre and Foreshore Revitalisation Plan (2012) proposes that an existing east-west track between Truscott Crescent and the Gulf be formalised in its present alignment to enable vehicular and pedestrian access to a new foreshore park and associated low impact car parking area. **Section 6.2.1** of the LPS raises the issue of ensuring the final agreed alignment is determined with due regard to the:

- a) Need to minimise the impact upon the developable area of future tourism site Area 11; and
- b) Potential for shared access to future tourism site Area 2.

The LPS recommends that the alignment of new pedestrian access to Gulf Beach be determined as a priority and prerequisite to the development of Areas 2 and 11 and incorporated within future planning proposals.

**P3 Public Access Trails along Gulf** – Improvements to coastal trails and infrastructure along the Gulf Foreshore from Warne Street through to Willersdorf Road enabling enhanced uninterrupted pedestrian access, is supported by the LPS. The current alignment of the north-south pedestrian access track currently impacts on private property, reserved land and UCL. These sites are identified as future tourism areas namely - UCL 1407 (Area 1), Golf Course Reserve 50867 (Area 2), UCL 1403 and 1404 (Areas 11 and 12), Foreshore Reserve 29066 and private property Lot 715 (Area 4). The LPS identifies that the land tenure of the public access trail running parallel to the gulf foreshore will need to be rationalised during the development phase to ensure that:

- a) The foreshore reservation is adjusted to accommodate public access; or
- b) Where the existing foreshore trail is to be retained within private property, that a public access easement is implemented.

The above processes will need to be addressed as a condition of development approval requiring the preparation of a foreshore management plan.

**P4 Key Pedestrian Pathways / Trails** – The key pedestrian and cycleway paths identified on the Strategic Movement Plan correlate with the uninterrupted pedestrian/ cycleway route around the perimeter of the built-up area linking the western portion of the townsite with Exmouth Gulf. Internally the key pedestrian movement system has been defined correlating with the local road system defining dominant east-west and north-south desire lines. An ongoing maintenance programme, including the introduction of signage, shade trees and shelter at strategic points along the movement system, and the introduction of low impact lighting where applicable, is supported by the LPS to improve pedestrian amenity.

### 2) Vehicular Movement within Townsite

Proposals to upgrade elements of the vehicular movement system within the Exmouth townsite have been guided by the *Exmouth Townsite Structure Plan (2011)* and *Foreshore and Open Space Development Plan (2012)*. These documents identify the main movement system within the townsite as Murat Road comprising a dominant north-south spine, in addition to Maidstone Crescent as the key entry into the Town Centre. The LPS recognises the importance of the following road networks to the overall movement network of the townsite: Krait Street servicing a residential catchment in the northern sector; Nimitz Street functioning as an east-west connector in the central sector; Reid Street functioning as a parallel secondary system to Murat Road for localised traffic accessing the industrial and mixed use precinct; Kennedy Street functioning as a north-south connector through to the Town Centre; Truscott



Crescent servicing the Gulf Beach tourist node with connectivity through to Town Beach; Madaffari Drive providing the sole access to the Exmouth Marina and Boat Harbour (north); and Mortiss Street providing access to Exmouth Boar Harbour and the residential estate to the south. The LPS identifies the need for a secondary neighbourhood road system in the southern sector of the townsite to accommodate future expansion. The key upgrades to the vehicular movement system are discussed below as Planning Considerations **V1 to V8** as cross-referenced on the *Strategic Plan* (**Figure 22**).

**V1 Murat Road/Maidstone Crescent Sense of Arrival** – The upgrading of the Murat Road and Maidstone Crescent intersections (north and south) are identified as a key Town Centre entry and streetscape initiatives in Hassell’s Exmouth Town Centre and Foreshore Revitalisation Plan (2012). The initiatives were based on intersection treatment upgrades through signage and/or the introduction of roundabouts. Acknowledging the strong desire lines for pedestrian movement across Murat Road between the Town Centre and the recreation precinct and visitor centre to the east, and the fact that statistically roundabouts are hazardous for pedestrian safety, the LPS is supportive of alternative options being prioritised to accentuate the entry to the Town Centre. It is considered that raised intersection pavements, channelized turning movements, vertical elements including signage, lighting, landscaping and public art are more conducive to pedestrian safety and the creation of slower speed environments, than the construction of a roundabout.

**V2 Town Centre** – Consistent with the Town Centre Strategic Plan and associated initiatives, within the Town Centre, a more legible vehicular movement system is to be achieved through the following elements:

- a) Maidstone Crescent to be reinforced as a critical link between Murat Road and the Town Centre uses, with its function accentuated through continuous median and verge plantings, signage and urban form treatments.
- b) Consolidate Town Centre car parking on the periphery of the retail core to improve the relationship between the public realm and built form elements of the Town Centre.
- c) Implement Thew Street extension through to Learmonth Street to improve legibility to the vehicular and pedestrian movement system and improve access to peripheral parking.
- d) Acknowledge the role of the future neighbourhood connector road systems (Learmonth and Kennedy Streets) in maintaining efficient traffic circulation within and around the Town Centre.
- e) Implementation of the Riggs Street extension between Payne Street and Maidstone Crescent to facilitate improved permeability.

**V3 Murat Road Upgrade** – The ongoing upgrade of Murat Road, between Truscott Crescent and Mortiss Street is supported to enhance arrival to the townsite. Consideration should be given to tree planting, median and intersection design, signage and street lighting. In addition, the intersection of Murat Road with Madaffari Drive will require upgrading to acknowledge this as the primary access to the Exmouth Marina and Boat Harbour

and the southern access to Town Beach and the Tourism Gulf Node.

**V4 Willersdorf/Murat Road Connection** – More direct access is required to link Murat Road with Willersdorf Street to increase permeability and accessibility of land holdings east of Murat Road to the Town Centre. The LPS notes the need for improved access to the future tourism site (Area 5) and the existing Recreation precinct, including the Exmouth Golf Club.

**V5 Vehicular Access to Gulf Beach from Truscott Crescent** – The creation of vehicular access to a new Gulf beach via Truscott Crescent is supported by the LPS connecting the Ningaloo Centre on Truscott Crescent with Exmouth Gulf. Hassell’s Exmouth Town Centre and Foreshore Revitalisation Plan (2012) proposes that the existing east-west track be formalised in its present alignment to enable vehicular access to a new foreshore park and associated low impact car parking area. **Section 6.2.1** raises the need to ensure the final alignment of this access and location of the car park is determined with due regard to the:

- a) Need to minimise the impact upon the developable area of future tourism site Area 11; and
- b) Potential for shared access to future tourism site Area 2.

The LPS recommends that the alignment of the new vehicular access to Gulf Beach be determined as a priority and prerequisite to the development of Areas 2 and 11 and incorporated within future planning proposals.

**V6 Truscott Crescent** - The LPS acknowledges the importance of retaining Truscott Crescent as a key access road in the movement network to service:

- a) the Ningaloo Centre;
- b) the Tourism Gulf Node;
- c) the proposed Foreshore Park and Gulf Beach;
- d) possible racecourse facility on Reserve; and
- e) Town Beach.

Whilst Truscott Crescent is situated in a flood prone area and periodically is impassable, a suitable finished level will need to be determined to inform future road upgrades to ensure safe passage is achieved during flood events. Furthermore, the intersection of Truscott Crescent with Murat Road will require upgrading as a secondary gateway to the Gulf Tourism Node and the Ningaloo Centre.

**V7 Proposed Neighbourhood Connector Road between Reid and Learmonth Street** – The LPS acknowledges the importance of providing a connection between Reid and Learmonth Street as a secondary east-west support system to Nimitz Street in the form of a proposed Neighbourhood Connector Road. The LPS requires the approved ODP to be reviewed to accommodate the proposed Neighbourhood Connector Road, noting that infrastructure upgrades will also be required to cross the existing north-south POS/drainage reservation.

**V8 Proposed Neighbourhood Connector Road between Murat Road and Nimitz Street** – The LPS acknowledges the importance of providing a connection between Murat Road and Nimitz Street as part of the future residential expansion within the southern portion of the townsite. This future neighbourhood connector will provide a parallel support system to Murat Road and a secondary

connection to the Town Centre, via Kennedy Street, necessary to support the planned expansion of Exmouth. In addition, the proposed Neighbourhood Connector will function as a secondary link for emergency services during a major flood event.

- V9 *Mortiss Street* – The LPS acknowledges the importance of Mortiss Street as the current connection to the southern area of the Exmouth Boat Harbour. Upgrades will need to accommodate B-Double vehicles and the treatment of the road will need to take into account residential and industrial development fronting the road. Levels along the road will need to coordinate with adjoining development.

### 3) Vehicular Movement – Outside of Townsite

- 1 *Minilya-Exmouth Road* – The LPS acknowledges the importance of the Minilya-Exmouth Road as the only access road into Exmouth. As the sole entry road for Exmouth, the route experiences heavy demand from Exmouth residents, tourism traffic and heavy haulage service vehicles. This, coupled with future expansion of the Exmouth townsite and growth in the tourism industry, highlights the importance of ensuring an adequate and safe level of service is achieved for Minilya-Exmouth Road. This will require an ongoing maintenance and upgrade program to be established and implemented by Main Roads WA to ensure the road can adequately accommodate the safe passage of vehicles, particularly during peak times.
- 2 *Tenure of Road Reserves within Department of Defence landholdings* – The LPS acknowledges that no formal road reservation exists for the portion of Murat Road located within the Department of Defence land north of the townsite boundary, except for the small portion adjacent to the Defence Base. The Bundegi Boat Ramp and the associated access road and portion of Yardie Creek Road, are also located on Department of Defence land, and have no formal status under the *Land Administration Act 1997*. This infrastructure is currently maintained by the Shire and raises potential issues of liability whilst functioning as an access road within the Department of Defence lands.
- 3 *Ningaloo Access Road* – Ningaloo Road is a gazetted road in the southern section of the Shire that has been historically accessed by high volumes of tourist traffic accessing what was previously the Ningaloo Station from Minilya-Exmouth Road. Over time the road has been subject to an ongoing maintenance programme to control sand drift made difficult due to the landform through which it passes. Through-access cannot always be guaranteed and the road is currently only accessible by four-wheel drive vehicles. As Ningaloo Road is of benefit to the wider community, the option of establishing a sustainable coastal route north from Coral Bay to join Yardie Creek Road servicing the proposed Ningaloo Coast Reserve en-route is a possible solution to this maintenance issue.
- 4 *Sandy Bay Track between Minilya-Exmouth Road and the West Coast* – The LPS acknowledges the recommendations of the *Exmouth South Structure Plan (2013)* to investigate a revised alignment of the Sandy Bay 4wd Track connecting Minilya-Exmouth Road to the West Coast, in consultation with the Shire, DBCA, and the Department of Planning, Lands and Heritage. Acknowledging the wilderness values of the Cape Range National Park, the Sandy Bay Track should be recognised as a 4wd tourism experience. Future

realignment investigations will need to consider the relocation of the access track from within the Department of Defence land.

### 4) Air Movement

- 1 *Learmonth RAAF Base and Airport* – As discussed in **section 2.7.2**, notwithstanding the important strategic defence role of the Learmonth RAAF Base and Airport, from an air transport perspective, it is a significant economic driver for the tourism and business sectors of the Shire, in addition to servicing the local community. The Shire has lease arrangements with the Commonwealth through to 2033 for the civilian terminal, which is subject to the Learmonth Airport Master Plan. The airport can be declared a 'Military Active' airport at any time. Currently there is no direct air link between Exmouth and northern Australia. Accordingly, the Council continues to be proactive in investigating partnership opportunities to improve air travel connections with northern tourism areas of Australia. The LPS recognises the importance of continuing to lobby for investment in this manner to benefit the community and increase international visitor arrivals. The Council is also an advocate for increasing the frequency of regular public transport (RPT) aircraft movements to the region.

**Section 11.1** to follow further discusses the indicative noise buffer of the Learmonth Airport.

- 2 *Exmouth Aerodrome* – As referenced in **section 2.7.2**, the Exmouth Aerodrome has been operated by the Shire since 1974 and is classified as an Aeroplane Landing Area. The aerodrome is predominantly used for general aviation (commercial, sightseeing and recreational) and as a helicopter maintenance base. The Shire's Exmouth Aerodrome Master Plan provides the strategic direction for the future allocation of lease areas and guidance on the potential upgrading of the runway. The Master Plan identifies three operational precincts to accommodate hangar lots for General Aviation (maximum Code A aircraft); Helicopter Operations; and Commercial aviation operations (maximum Code B aircraft). A fourth precinct is identified for future development of commercial aviation (maximum Code D aircraft). Each operational precinct will need to comply with the planning parameters of the Master Plan (as reinforced by LPS 4) including permitted land uses, minimum hangar lot dimensions; development setbacks; compliance with Obstacle Limitation Surfaces (OLS); definition of building envelopes (excluding apron area); fencing, landscaping and signage controls; provision of parking; the use of non-reflective building materials; lighting design and location; and location of services.

In addition to the Master Plan, the LPS references an indicative noise buffer for the Aerodrome to be identified as a Special Control Area within LPS 4 (refer **section 11.1** to follow). Furthermore, the LPS identifies that the southern portion of the runway is affected by the estimated 100yr floodplain of Shothole Creek catchment. The impact of the floodplain will need to be taken into account in the design of stormwater infrastructure associated with any future runway upgrades.

## 5) Marine Infrastructure

1. *Exmouth Boat Harbour* – As referenced in **section 2.7.4**, the Exmouth Boat Harbour (EBH) was constructed in 1997 and is managed by the Department of Transport.

The working harbour provides access for marine vessels to the residential canal lots within the Exmouth Marina; the commercial and recreational boat pen infrastructure in the north-eastern sector; and loading, unloading and re-fuelling facilities for marine based light industrial activity in the southern sector. The Department of Transport continues to work closely with stakeholders in investigating future expansion proposals, noting the physical constraints of the site and current limitations of funding. The LPS Community Workshop identified EBH as being well placed to provide greater marine logistical support to the nearby offshore oil and gas operations, balanced against the provision of commercial and recreational boating infrastructure and maintaining public access to land abutting the harbour.

2. *Cruise Ships* – Department of Jobs, Tourism, Science and Innovation have identified Exmouth as an important link within the Western Australian and Northern Territory

cruise-shipping industry which includes potential stop-overs in the ports of Fremantle, Geraldton, Exmouth, Port Hedland, Broome and Darwin. There are improvements needed at local level destination planning through improved servicing and tour options; however, the most critical element for Exmouth is the need to improve cruise ship berthing facilities. Currently there are no berthing facilities available in Exmouth waters and cruise passengers are tendered to shore, dependent upon favourable weather and tidal conditions. To alleviate this constraint, further marine and terrestrial port infrastructure development opportunities should continue to be investigated as part of the initiatives to investigate the expansion of the EBH.

3. *Boat Ramps* – Bundegi Boat Ramp and its access road is through Department of Defence land, yet is managed by DBCA and the Shire. More appropriate access and tenure is considered required. Tatabiddi Boat Ramp is predominately accessible however has issues related to its use by tourism boats as well as boat ramp users.

### 11.1.1 ACTION STATEMENTS

#### Pedestrian

- a) Forecast and budget ongoing works to implement the Town Centre and foreshore pedestrian and cycleway movement initiatives in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- b) Prioritise the pedestrian movement network within the Town Centre.

#### Vehicular

- c) The LPS identifies a hierarchy of roads – Primary Distributor Road, Neighbourhood Connector (Future) and Access Road (Future).
- d) Include Minilya-Exmouth and Murat Roads currently identified as 'Roads' within TPS 3 within 'Primary Distributor Road' reserves within LPS 4.
- e) Forecast and budget ongoing works to implement the Town Centre vehicular movement infrastructure initiatives in accordance with the LPS and the *Exmouth Town Centre and Foreshore Revitalisation Plan (2012)*.
- f) Ensure structure planning makes provision for the planned future neighbourhood connector road linking Murat Road with Nimitz Street; and Reid Street with Learmonth Street.
- g) Consult with Mains Roads WA to ensure an ongoing works and maintenance program for Minilya-Exmouth Road is implemented.
- h) Establish management agreements to address the anomalies regarding the tenure of Murat Road, public access roads and the Bundegi Boat Ramp on Commonwealth land, in consultation with the Department of Planning, Lands and Heritage and Department of Defence.
- i) Consult with Main Roads WA, DBCA, Department of Planning, Lands and Heritage and Department of Defence to establish a sustainable coastal route connecting Coral Bay with Ningaloo Coast via Yardie Creek Road, as an alternative route to Ningaloo Road.
- j) Consult with DBCA, Department of Planning, Lands and Heritage and Department of Defence in relation to the formalisation of the Sandy Bay 4WD track between Minilya-Exmouth Road and the west coast.

#### Air

- k) Include the Learmonth Airport as a 'Strategic Infrastructure – Airport' reserve and Exmouth Aerodrome as a 'Special Use' zone under LPS 4.
- l) Continue to advocate increased frequency of RPT aircraft movements to the region and connectivity with northern Australian tourist markets.
- m) Implement the airport layout and design guidelines of the Exmouth Aerodrome Master Plan and include as provisions within LPS 4 where applicable.
- n) Identify the indicative noise buffer of the Exmouth Aerodrome as a Special Control Area within LPS 4, and require all development to comply with the Exmouth Aerodrome Master Plan under 'Relevant Considerations'.

#### Marine Infrastructure

- o) Consult with the Department of Transport to facilitate Exmouth Boat Harbour expansion initiatives including ongoing community consultation.

p) Consult with the Department of Transport in regard to the assessment of subdivision and /or development applications within the Boat Harbour Reserve.



## 12 LAND USE BUFFERS

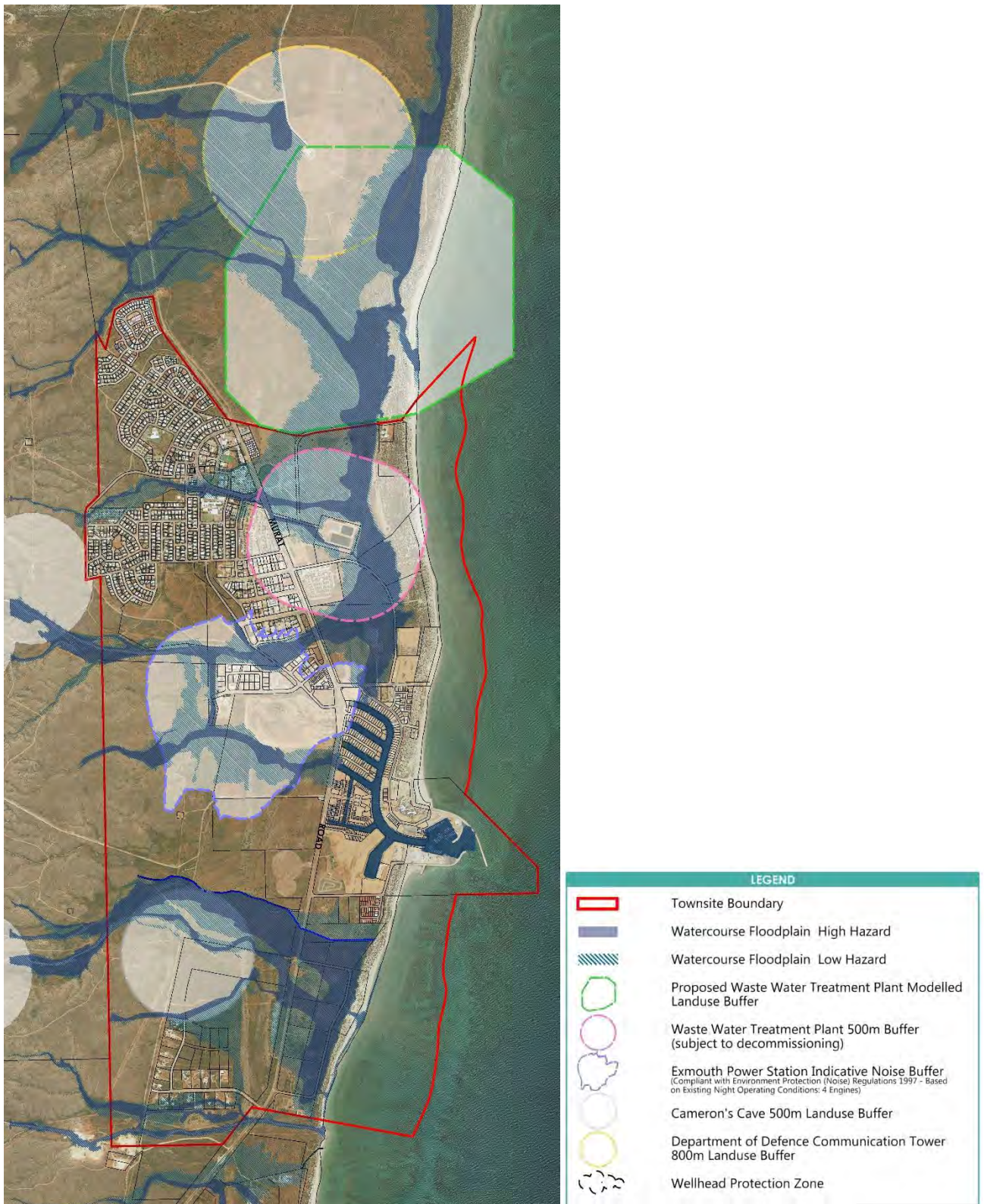


FIGURE 80 LAND USE BUFFERS

## 12.1 PLANNING CONSIDERATIONS

The **Land Use Buffer Strategic Plan (Figure 80)** identifies a number of land use buffers that have been defined in consultation with key stakeholders and government agencies responsible for the principal land use. The buffers include land associated with the existing and proposed waste water treatment plants, the Department of Defence Communications Tower north of the townsite, the Exmouth Power Station; Cameron's Cave, and DWER Wellhead Protection Zones. The following planning considerations set out the decision making process for the implementation of uses within and adjacent to the relevant buffers.

### 1) Floodplain Management – High and Low Hazard Flood

As discussed in **section 2.1.5**, the framework for floodway management adopted by the Strategy has been guided by the *Exmouth Floodplain Management Study* (SKM 2007) and *Exmouth Hydrological Study* (Hyd2o 2014). The SKM Report defines the extent of the high hazard (floodway) and low hazard (flood fringe) for five creeklines within the townsite and immediately south. The LPS 4 will reflect these floodplains as Special Control Areas in which any application for subdivision and/or development will be determined by the local government on the advice of the Department of Water and Environmental Regulation, and may be subject to hydraulic modelling. Furthermore, the Hyd2o Report identifies the estimated 100yr floodplain of creeklines within four key catchments south of Exmouth townsite. Development applications in the vicinity of the estimated 100yr floodplains may be required to undertake detailed survey and hydrological investigations to define the developable area.

### 2) Exmouth Water Reserve / Wellhead Protection Zones

As identified in **section 2.6.1**, the Exmouth Water Reserve was proclaimed in 2002 under the *Country Areas Water Supply Act 1947* and is managed as a P1 source protection area by the Department of Water and Environmental Regulation. Due to unconfined and karstic nature of the water source it is vulnerable to contamination from above ground land uses. This level of protection is reinforced through a Wellhead Protection Zone which identifies a 500m buffer around each production bore. The Water Reserve and Wellhead Protection Zones are reflected by the LPS mapping noting that one Wellhead Protection Zone partially encroaches within the Exmouth townsite in the northern sector.

It is necessary for an application to be made to the local government for all land use and development proposed within the Exmouth Reserve and must be in compliance with the provisions of the Department of Water and Environmental Regulation's *Water Quality Protection*

*Note (WQPN) No 25: Land Use Compatibility in Public Drinking Water Source Area.* The local government is currently only required to refer development applications to the Department of Water and Environmental Regulation for advice when the proposed development is inconsistent with the WQPN No 25.

This approval process will be reinforced through the identification of the Exmouth Water Reserve as a Special Control Area within LPS 4 in order to ensure that land use and development is compatible with the longer term protection of the reserve and its water resource.

### 3) Existing Waste Water Treatment Plant (WWTP)

As referenced in **section 2.6.3**, based on the advice of the Water Corporation, the existing WWTP, located 600m to the east of the Town Centre, is subject to a 500m odour buffer measured from the outer edge of the facility. Whilst it has been identified that there are existing 'sensitive' land uses located within the buffer potentially affected by odour from the WWTP, notwithstanding the use may be a 'P' Permitted Use under the Scheme, any new applications for development that involve a 'sensitive land use' (as defined by EPA Guidance Statement No 3 *Separation Distances between Industrial and Sensitive Land Use*), will not be approved unless:

- a) The wastewater treatment plant has been decommissioned; or
- b) The applicant can demonstrate the odour and/or other impacts associated with the WWTP can be ameliorated to the satisfaction of the the local government based on the advice of the EPA and Water Corporation.

To reinforce this approval process, LPS 4 will reflect the existing WWTP and buffer as a Special Control Area.

### 4) Proposed Relocation of WWTP

To address the odour issues affecting various land use within the townsite, ongoing negotiations are taking place between Water Corporation, the Department of Defence and Council to facilitate the longer term relocation of the existing WWTP on Commonwealth land to the north of the townsite. The Water Corporation has identified a proposed site supported by detailed investigatory reporting and a modelled buffer defined as reflected on the Strategic Plan (**Figure 21**) and **Exmouth Townsite Spatial Plan – Sheet 3**. The proposed buffer does not impact on landholdings within the Exmouth townsite and correlates with the already defined 800m buffer of Department of Defence Communications Tower (refer below).

As no future impact upon townsite land uses is anticipated, there will be no requirement for the LPS 4 to reflect the Proposed WWTP and buffer as a Special



Control Area. There is a buffer applicable for the pump station site at the existing WWTP location, however this will likely be contained within the site for the pump station.

#### **5) Exmouth Power Station (ExPS)**

As referenced in **section 2.6.2**, the existing ExPS is centrally located on industrial zoned land within the townsite and is subject to a noise buffer requirement in compliance with the Environmental Protection Authority's Guidance Statement No. 3 *Separation Distance between Industrial and Sensitive Land Uses, Environmental Protection (Noise) Regulations 1997* and Draft SPP 4.1 *Industrial Interface* (Amended).

The **Exmouth Townsite Spatial Plan – Sheet 3** of the LPS adopts a modelled buffer based on the approved operating conditions of the power station (Daytime – 8 engines; Night time – 4 engines). Various noise assessments have been undertaken overtime, however the accurate modelling of the power station operating at full capacity (10,000kW) is yet to be undertaken, and hence the mapping of a land use buffer to represent the greatest extent of land constrained by the ExPs is unresolved.

In the absence of sufficient modelling, section 5.3 of Draft SPP 4.1 stipulates that technical analysis on a case-by-case basis is required to support any application for development that falls within the buffer as currently defined. Furthermore, in the event that an additional engine is commissioned by ExPs Pty Ltd to support future power demand, development approval may be conditional upon the power station being modelled at full capacity i.e. an operating load of 10,000kW, noting that based on population projections, the facility is unlikely to reach full operating capacity within the life of the power station.

To reinforce this approval process, LPS 4 will in the first instance, reflect the buffer of the Exmouth Power Station as a Special Control Area (SCA) assuming the existing operating conditions of Daytime – 8 engines and Night time – 4 engines. Upon the completion of revised modelling assuming the operating conditions of the ExPS at full capacity and/of the impact of the commissioning of an additional engine, an amendment to LPS 4 may be required to reflect a new buffer (if greater than that defined) as a revised Special Control Area.

Notwithstanding, that the use may be a 'P' Permitted Use under the Scheme, any development within the SCA will be determined by the local government based on advice from the EPA and any other relevant agencies that may be subsequently reinforced as a condition of development approval.

#### **6) Cameron's Cave**

Cameron's Cave is an environmentally sensitive area that comprises the habitat of the Cameron's Cave Troglitic Community and is located immediately to

the north of the Preston Street Rural Residential Area within the southern portion of the townsite. The community is identified as a Threatened Ecological Community and has been assessed as Critically Endangered. The cave extends downwards to the water table on which the animals depend, and it consists of a narrow freshwater lens above saltwater.

The importance of ongoing protection of Cameron's Cave (and corresponding ecological community) is recognised by LPS consistent with the recommendations of the *Exmouth Townsite Structure Plan* (2011). In advance of the formal identification of the land as a Reserve under the *Land Administration Act 1997*, the DBCA maintains support for a 500m land use buffer being recognised by future planning. Currently the land within the buffer is inappropriately zoned as Special Rural Zone, Residential Development Zone and Local Reserve Recreation and Open Space Reserve under the existing TPS 3.

To rectify this conflicting land use classification, the recommended 500m buffer surrounding the Cave has been identified for Conservation and Landscape Protection purposes. The protection of Cameron's Cave will be further reinforced through LPS 4 as a Conservation Reserve under the *Planning and Development Act 2005*.

The Conservation Reserve will offer an acceptable long term level of protection and therefore, it will not be necessary for the LPS 4 to reflect the 500m buffer for Cameron's Cave as a Special Control Area.

#### **7) Department of Defence Communications Tower**

A Communications Tower and associated substantial infrastructure is located approximately 1 km north of the Exmouth townsite. To secure protection and long term security of this infrastructure, the Department of Defence (DoD) have advised of the need for an 800m land use buffer to be defined by the LPS. The proposed relocation of the waste water treatment plant onto Commonwealth Land further enforces the long term protection of the DoD buffer. The Commonwealth land tenure of the defined buffer area offers a sufficient level of protection and long term security for this infrastructure and accordingly it will not be necessary for the LPS 4 to reflect the 800m buffer for the Communications Tower as a Special Control Area.

#### **8) 100m Minilya-Exmouth Road Visual Landscape Protection Corridor**

The *Ningaloo Coast Regional Strategy Carnarvon to Exmouth* (2004) recommended a 100m visual landscape protection corridor on either side of Minilya-Exmouth Road to preserve the landscape values and view corridors along the Primary Road from Learmonth Airport to the boundary of the Exmouth townsite.

The LPS supports this recommendation, however extends this requirement to apply to the full extent of the Minilya-Exmouth Road extending from the

southern edge of the gazetted Townsite Boundary southwards to the southern extent of the Shire of Exmouth.

To reinforce this approach, LPS will reflect the 100m Special Control Area.

#### **9) Exmouth Aerodrome - Indicative Noise Buffer**

The *Exmouth South Structure Plan (2013)* identified an indicative Noise buffer for the Exmouth Aerodrome. It is regarded as an interim measure to ensure use and development in the vicinity of the Exmouth Aerodrome is compatible with any existing or proposed future use and development of the aerodrome as guided by the Draft Exmouth Aerodrome Master Plan. The indicative buffer will assist the Shire to manage the encroachment of noise sensitive land uses pending the preparation of Australian Noise Exposure Forecast (ANEF) mapping and more detailed planning.

The Strategy (**Spatial Plan – Sheet 5**) adopts the indicative buffer and will be used to define the extent of a Special Control Area under LPS 4. All development within the SCA will be referred to the Shire’s Airport Manager prior to determination.

#### **10) Learmonth Airport – Obstacle Limitations Surface and Indicative Noise Buffer**

The *Exmouth South Structure Plan (2013)* confirmed that an extensive area around the Learmonth RAAF

Base and Airport is subject the *Defence (Area Control) Regulations 1989* where buildings and structural height

limitations apply. The Strategy has reinforced the Obstacle Limitation Surface as reflected on Spatial Plan – Sheet 6. In addition, consistent with the *Exmouth South Structure Plan*, an indicative noise buffer has been defined regarded as an interim measure pending the updating of ANEF mapping by the Department of Defence.

The indicative buffer will be identified as a Special Control Area in which all development will need to be referred to the Department of Defence prior to determination, and the control of development heights within Learmonth Airport Obstacle Limitation Surface referenced as a scheme provision.

#### **11) Landfill Site**

The existing landfill site is located on Minilya-Exmouth Road to the north of the Exmouth Aerodrome and south-west of the Ingram Street industrial area. The *Exmouth South Structure Plan (2013)* identified that the site had potential land use issues including the risks of aircraft bird strikes given that the facility is generally within the flight path of the aerodrome, visual impacts evident by the air when arriving to Exmouth as a tourist town, and potential environmental impacts on subterranean waterways that underlay the site. Whilst the landfill site is not at capacity and meets the rubbish disposal needs of the Exmouth townsite within the life of the LPS, the facility may need to be relocated in the longer term.

### **12.1.1 ACTION STATEMENTS**

- a) Include the Exmouth Water Reserve within a Special Control Area within LPS 4 to ensure land use and development is compatible with the protection of the reserve and its water resource.
- b) Include the existing WWTP and associated 500m odour buffer as a Special Control Area within LPS 4 requiring any development proposed within the buffer to be approved by the local government upon receiving advice from the EPA and Water Corporation.
- c) Prioritise negotiations with the Department of Defence and Water Corporation to progress the relocation of the WWTP to Commonwealth land.
- d) Include the Exmouth Power Station and associated noise buffer within a Special Control Area within LPS 4.
- e) Consideration to be given to the operators of the power station undertaking revised noise modelling of the power station upon the commissioning of additional engines and/or assuming the operation of the power station at full capacity (10,000kW). Investigate the longer term relocation of the existing Exmouth Power Station Infrastructure to remove the impediment for development of sensitive land uses within the power station buffer.
- f) Include Cameron’s Cave and 500m buffer within the ‘Environmental Conservation’ reserve within LPS 4 and support its classification as an ‘A Class’ reserve under the *Land Administration Act 1997*.
- g) Include land 100m either side of Minilya-Exmouth Road within a Special Control Area within LPS 4 to protect view corridors of the Cape Range and Exmouth Gulf.
- h) Adopt the boundary of the indicative noise buffer of the Exmouth Aerodrome as a Special Control Area within LPS 4 requiring development proposed within the buffer to be approved by the local government upon the advice of the Airport Manager.
- i) Adopt the boundary of the indicative noise buffer of the Learmonth Airport as a Special Control Area.
- j) Include a provision within a local planning scheme to control development heights within the Learmonth Airport Obstacle Limitation Surface.
- k) Monitor the capacity of the existing landfill site to accommodate the current rate of landfill activity and consider the longer term relocation of the facility.



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