

# SHIRE OF COOROW

## LOCAL PLANNING STRATEGY

**2015**

Endorsed by the Western Australian Planning Commission

11 SEPTEMBER 2015

### **DISCLAIMER**

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Consultation with the respective Local Government Authority should be made to view a current legal version of the Strategy.

Please advise the Department of Planning of any errors or omissions in this document.



From the Land...

...to the Sea



# SHIRE OF COOROW

## LOCAL PLANNING STRATEGY 2015





Prepared by Urbis for the Shire of Coorow.

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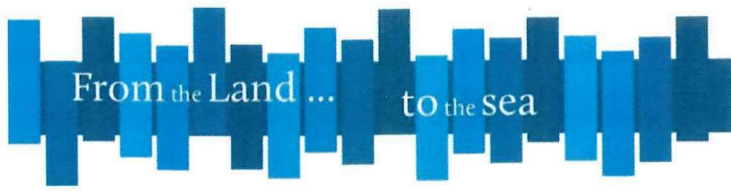
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SHIRE OF COOROW LOCAL PLANNING STRATEGY

ADOPTED

The Shire of Coorow hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the 10<sup>th</sup> day of December 20 14

Shire President

Chief Executive Officer

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on

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

Date: 11 / 09 / 15



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## Overview

The Shire of Coorow Local Planning Strategy 2015 is the Shire's strategic land use and decision-making document for the next 10-15 years. The strategy has been prepared pursuant to the requirements of the *Town Planning Regulations 1967* (as amended) under the provisions of the *Planning and Development Act 2005*.

The strategy will be an essential tool in guiding future planning initiatives by the Shire, informing future grant applications and infrastructure investment, and provide a framework for the Shire in responding to issues such as coastal planning, renewable energy and town site revitalisation.

The document should be read in conjunction with the Shire's Local Planning Scheme No. 3 (prepared in conjunction with this strategy), and other State documents such as the State Planning Strategy, State Planning Policies and the Mid West Regional Planning and Infrastructure Framework.

While the strategy focuses on the townsites within the Shire, as well as the broader municipality, further information and direction on the proposed consolidation and revitalisation of Coorow, Leeman, and Green Head can be found in their respective Townsite Local Planning Strategies. All key recommendations of these Townsite Local Planning Strategies have been transferred into this Local Planning Strategy.

In accordance with the Western Australian Planning Commission's (WAPC) Local Planning Manual, the document is set out in the following manner:

- **Part 1: Strategy**

- This is the operational part of the document – it outlines the vision and objectives of the strategy, with specific actions, approaches, tasks and exercises which should be undertaken over the life of the document to fulfil that vision.

- **Part 2: Background Information and Analysis**

- Part 2 provides a comprehensive analysis of the existing state of the Shire – outlining its key features, planning framework and challenges and opportunities. The findings of Part 2 provided the basis for the vision and actions within Part 1.

This strategy was prepared over 2013 and 2014 by the Shire and its consultants, and composed following the preparation of the Leeman and Green Head Townsite Local Planning Strategy and Coorow Townsite Local Planning Strategy in 2011 and 2012 respectively. Both of these documents involved extensive community and stakeholder consultation. A questionnaire focussed on the agricultural areas (land outside of the townsites) within the Shire was undertaken during the production of the strategy and informed its content. Extension pre-consultation activities were also undertaken with a variety of agencies and key stakeholder groups.

The Shire thanks the Department of Planning for providing funding for the preparation of this strategy and Local Planning Scheme No. 3.



From the Land ... to the sea



Vision      Coorow      Green Head      Leeman

# Part 1: Strategy

Actions      Objectives      Rural Strategy



# 1 Vision (15 Years)

The visions below outline the aspirational role, purpose and character for the Shire, its townsites, and rural areas. The aim should be to fulfil the vision within 15 years, following implementation of the strategies and actions within the Local Planning Strategy.

## VISION FOR THE SHIRE.

*“The Shire of Coorow will be an attractive place to live, recreate, work and invest, in a mixed coastal and rural setting. The Shire of Coorow will continue to diversify its living choices, through more retirement and rural lifestyle options, as well as traditional home sites. Townsites in the Shire will consolidate through the utilisation of existing zoned land, and also through the concentration of commercial activities. The Shire will continue to be underpinned by agriculture (including fishing), and expand its economy to accommodate more tourism, service, hospitality and retail uses as well as renewable energy. The Shire will seek to position itself to attract business and accommodation opportunities from resource activity in the Mid-West and establish itself as a complementary tourism destination north of Perth on the Coral Coast.”*



## VISION FOR COOROW.

*“Coorow will continue to function as a service centre in the region, attracting moderate and sustainable levels of growth. The town will enhance its existing position as a recreational hub and diversify its land uses and improve the amenity of the town to attract tourism and improve the quality of life for residents. The town should foster the development of additional local business opportunities to leverage surrounding economic activity in the Mid-West Region.”*



## VISION FOR LEEMAN.

*“ Leeman will be a thriving service centre within the Mid-West Region, attracting a significant share of new businesses and population growth within the Shire, meeting the needs of both existing and new residents, whilst both enhancing and celebrating its attractive coastal features and associated recreation areas. A new commercial precinct on Rudduck Street in the town will consolidate its service role in the region. ”*



## VISION FOR GREEN HEAD.

*“ Green Head will continue to grow at a steady rate, continuing to be a desirable permanent residential and holiday destination leveraging off its key natural features. The town will have a clearly identified commercial centre, provide a range of tourist accommodation options, and facilitate gradual permanent residential growth (including retirement living) that sensitively responds to the coastal attributes of the town. While establishing some convenience facilities, Green Head will continue to be serviced primarily by Leeman and Junien Bay. The coastal areas of north of Green Head may be utilised for low impact tourism facilities in the future in Little Anchorage Bay. Better 4WD and pedestrian connections between Green Head and Leeman are also required. ”*

## VISION FOR RURAL AREAS.

*“ The Shire’s rural areas will continue to form a major contribution to Western Australia’s grain production, as well as continuing to accommodate livestock. The diversification of agricultural uses, particularly in areas with lesser agricultural priority, will offer alternative income avenues. Rural areas in the Shire will also diversify through the emergence of renewable energy projects, which will be assisted by the under construction Mid-West Energy Project. Harnessing the Shire’s renewable resources will provide additional employment opportunities. Mineral sands, coal and gas also potentially offer long-term prospects for industry in the Shire if they can be responsibly extracted, without impacting existing industries and groundwater supplies. ”*

## 2 Objectives

The Shire of Coorow's Local Planning Strategy has the following objectives:

- To outline the vision for the Shire for the next 15 years, by outlining strategies to leverage off its existing strengths and overcome its challenges.
- To identify priority actions for the various stakeholders in the Shire to achieve the vision for the next 15 years.
- To respond to and implement the State's planning framework, including the State Planning Strategy, State Planning Policies, and the Mid West Regional Planning and Infrastructure Framework.
- Facilitate and promote the sustainable growth and consolidation of the townsites of Leeman, Green Head, and Coorow – in line with their respective Townsite Local Planning Strategies.
- Protect the key environmental assets in the Shire, including the coast, various reserves and national parks.
- To facilitate the sensitive promotion of the Shire's natural assets, particularly the coast, and the establishment of eco-tourism opportunities and facilities.
- To promote visitation to the Shire as a coastal and rural retreat in Australia's Coral Coast, and to increase opportunities for additional accommodation, leisure and hospitality facilities to support this industry.
- To protect high priority agricultural lands and resources, acknowledging the importance of agricultural to the State's and the Shire's economic base.
- To promote the diversification of the use of rural land in the Shire, where it does not compromise high priority agricultural lands and resources. This diversification will expand opportunities for additional income and employment in the Shire.
- To promote the development of the Shire's renewable energy sources, particularly wind power, to better utilise rural land and increase employment and income generating opportunities.
- To promote the sustainable and safe extraction of the Shire's mineral and energy resources in the medium to long term.
- To support and contribute to the Shire's decision making framework by providing strategic level guidance for future statutory application and planning exercises (such as structure plans, scheme amendments, and grant applications)
- To guide, inform and complement the review of the Shire's Local Planning Scheme and Local Planning Policies.
- To facilitate the adequate provision and access to required facilities and services for all community members and visitors.
- To continue to recognise and protect the fishing industry to support its long-term viability and acknowledge its ongoing role to the economic development of Leeman and Green Head.

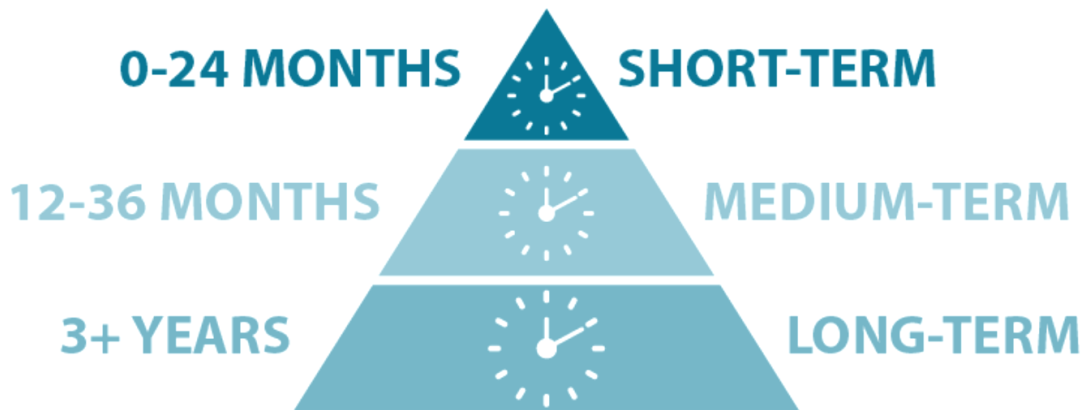
### 3 Strategies and Actions

The following strategies and actions are intended to provide a framework for Shire action and decision making for the next 10-15 years.

The strategies and actions are divided according to their location (i.e. Shire wide, Leeman, Green Head, Coorow, rural areas), and then also according to topics, such as housing, transport or economic development. Suggested agency responsibility is also provided for each strategy or action.

A level of priority for each recommendation has been provided, with the following timeframes applicable to each priority category:

FIGURE 1 – STRATEGY PRIORITIES



It should be noted that the timeframes refer to the commencement of planning or action, and not to project completion.

More detail on the strategies for each of the townsites can be found in their respective Local Townsite Planning Strategies. All key strategies and actions from the Townsite Local Planning Strategies are contained with the Local Planning Strategy.



### 3.1 GENERAL

TABLE 1 – GENERAL SHIRE STRATEGIES

TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
<b>Role of Centres</b>	<ul style="list-style-type: none"> <li>Maintain Coorow and Leeman as the administrative and service centres within the municipality</li> </ul>	Shire/WAPC	Ongoing
	<ul style="list-style-type: none"> <li>Facilitate Leeman’s evolution into a service centre in the region through the creation of a new main street at Rudduck Street.</li> </ul>	Shire/R4R and other funding sources	Medium-term
	<ul style="list-style-type: none"> <li>Maintain Green Head’s role as a leisure destination – positioning it as a key tourism and holiday-home destination.</li> </ul>	Shire/Tourism WA	Ongoing
	<ul style="list-style-type: none"> <li>Undertake a review of service provision in the Shire, and benchmark it against comparable jurisdictions to identify service gaps – enabling a smart, informed approach to grant seeking. Ambitions for service provision should align with the Shire’s Strategic Community Plan 2012-2022.</li> </ul>	Shire	Medium-term
<b>Population, Services and Housing</b>	<ul style="list-style-type: none"> <li>Ensure that future housing is located, where possible, within the existing urban footprint of the townsites to improve streetscapes, reinvigorate existing areas, and better utilise existing infrastructure. Density changes in existing urban areas will assist in this effort.</li> </ul>	Shire/WAPC	Short-term, Ongoing
	<ul style="list-style-type: none"> <li>Diversify living options in the Shire by facilitating the creation of rural lifestyle lots at suitable locations, according to State Planning Policy, adjacent to existing townsites – particularly Coorow. Opportunities for aged persons housing at infill locations should also be explored.</li> </ul>	Shire/WAPC	Medium-term
	<ul style="list-style-type: none"> <li>Advocate for and protect existing service provision in the townsites – particularly education and medical services. This approach includes ensuring there is adequate housing and services for employees at these locations.</li> </ul>	Shire/WAPC	Ongoing
	<ul style="list-style-type: none"> <li>Continue to identify land in the Shire that can be preserved for public purposes.</li> </ul>	Shire/WAPC	Ongoing
	<ul style="list-style-type: none"> <li>Pursue beautification strategies for each townsite to</li> </ul>	Shire/WAPC	Short-





TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
	convey a sense of a positive future for the Shire. These strategies should generally accord with recommendations in each town's Townsite Local Planning Strategy.		medium term
<b>Climate Change and the Natural Environment</b>	<ul style="list-style-type: none"> <li>Ensure that future development on the coast takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria as outlined in State Planning Policy 2.6 State Coastal Planning and associated guidelines.</li> </ul>	Shire/WAPC	Ongoing
	<ul style="list-style-type: none"> <li>Continue to allow for and promote the planting of less rainfall dependent agricultural products on non-priority agricultural land to reduce the potential impact of a drying climate on the Shire's agricultural industry.</li> </ul>	Shire/landowners/ Department of Agriculture and Food	Ongoing
	<ul style="list-style-type: none"> <li>Preserve and protect the visual, environmental and recreational integrity of existing landscapes, reserves and national parks within the Shire.</li> </ul> <p>Additional clearing of native vegetation in particular is to be avoided. No clearing beyond the retention of 30% of the pre-clearing extent of native vegetation areas protected under the Environmental Protection Act (1986) and the Environmental Protection (Clearing of Native Vegetation) Regulations (2004) should be contemplated.</p>	Shire/Department of Parks and Wildlife	Ongoing
	<ul style="list-style-type: none"> <li>Future development should take into account (and be referred to when required) the Department of Parks and Wildlife when threatened flora and endangered fauna may be affected.</li> </ul>	Shire/Department of Parks and Wildlife	Ongoing
	<ul style="list-style-type: none"> <li>Ensure that major developments (particularly greenfield development or significant agricultural undertakings) take into account water management issues and follow the principles of the Western Australian Planning Commission's Better Urban Water Management, with the preparation of water management strategies where necessary.</li> </ul>	Shire/Department of Water	Ongoing
<b>Transport</b>	<ul style="list-style-type: none"> <li>The location, siting and design of land use or development proposals along Indian Ocean Drive to be guided by the Indian Ocean Drive Planning Guideline (WAPC, 2014).</li> </ul>	Shire/WAPC/ MRWA	Short-term
	<ul style="list-style-type: none"> <li>Upgrade and widen currently under-width sections of Indian Ocean Drive between Leeman and Green Head,</li> </ul>	Shire/MRWA	Short-medium

TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
	and upgrade key intersections within each town to provide kerbing, slip lanes and lighting to improve safety.		term
	<ul style="list-style-type: none"> <li>Provide a pedestrian/cycle path parallel to Indian Ocean Drive (possibly within the existing road reserve) as a medium term priority between Leeman and Green Head, with a coastal path being a long term objective.</li> </ul>	Shire/MRWA	Medium-term
	<ul style="list-style-type: none"> <li>Investigate the environmental impact of extending the 4wd track that currently runs from Green Head to Little Anchorage Bay to connect north to Leeman, and construct the connection if it is environmentally acceptable.</li> </ul>	Shire	Medium-term
	<ul style="list-style-type: none"> <li>Limit additional direct access points onto State roads, including Brand Highway, Indian Ocean Drive, and Midlands Road, in consultation with Main Roads WA.</li> </ul>	Shire/WAPC/ MRWA	Ongoing
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>The Shire should have a pro-active and flexible approach to development and attracting investment. A key way to achieve this would be through a dedicated Economic Development officer at the Shire, possibly shared with surrounding local governments. This officer would ensure the Shire is working effectively with existing local businesses, and attracting new opportunities.</li> </ul>	Shire	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Consolidate commercial activity in townsites. This agglomeration will assist in creating townsite character and identity, and create synergies between businesses.</li> </ul>	Shire	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Allow for and promote the establishment of renewable energy facilities and operations within the Shire – including wind, solar, wave and geothermal technologies.</li> </ul>	Shire/Energy agencies and industry	Short-term, ongoing
	<ul style="list-style-type: none"> <li>The Shire ensuring it has an adequate scheme and policy framework to respond to and assess renewable energy proposals via a Local Planning Policy and relevant scheme provisions.</li> </ul>	Shire	Short-term
	<ul style="list-style-type: none"> <li>Ensure that there is an appropriate mix and volume of industrial land available to businesses at all townsites.</li> </ul>	Shire/Developers – public and private sector.	Short-term, ongoing
<b>Tourism</b>	<ul style="list-style-type: none"> <li>Ensure that the Shire's facilities and attractions are appropriately represented in marketing material produced</li> </ul>	Shire/ Tourism WA/ Tourism industry	Short-term



TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
	by Tourism WA, and third party publications.		
	<ul style="list-style-type: none"> <li>Provide for additional tourism zoned land for caravan park purposes in each townsite, catering in particular to the 'grey nomad' market.</li> </ul>	Shire/WAPC	Medium-term
	<ul style="list-style-type: none"> <li>The Shire working with the Department of Parks and Wildlife to establish additional camping grounds in its national parks in the area, including consideration of facilities in Lesueur National Park.</li> </ul>	Shire/Department of Parks and Wildlife	Short-term
	<ul style="list-style-type: none"> <li>The Shire ensuring its existing wide range of existing and potential future tourism zoned land is marketed properly through Tourism WA's LandBank program.</li> </ul>	Shire/Tourism WA	Short-term
<b>Other</b>	<ul style="list-style-type: none"> <li>Maintain support for the fishing industry in the Shire, ensuring the necessary land, facilities and advocacy support is provided to this industry.</li> </ul>	Shire/Fishing industry	Ongoing
	<ul style="list-style-type: none"> <li>Seek that all townsites in the Shire receive fibre access to the National Broadband Network.</li> </ul>	Shire/NBN Co.	Short-term
	<ul style="list-style-type: none"> <li>Ensure that that the Shire's Townsite Local Planning Strategies continue to be the guiding document for the respective townsites in the event of any amalgamation of the Shire.</li> </ul>	Shire	Ongoing
	<ul style="list-style-type: none"> <li>Seek a boundary re-adjustment of the Shire's border with the Shire of Carnamah to enable the expansion of the Leeman townsite.</li> </ul>	Shire/Department of Local Government	Short-medium term
	<ul style="list-style-type: none"> <li>Develop a local government bushfire map to identify areas that are bushfire prone, consistent with draft State Planning Policy 3.7 Planning for Bushfire Risk Management and Bushfire Risk Management Guidelines.</li> </ul>	Shire/WAPC/DFES	Short-medium term
	<ul style="list-style-type: none"> <li>Undertake a review of the Shire's current Local Planning Policies, to ensure consistency with the current planning framework.</li> </ul>	Shire	Medium-term
	<ul style="list-style-type: none"> <li>Adopt the principles of Indian Ocean Drive Planning Guideline (WAPC, 2014) as a local planning policy under Clause 2.2 of the Scheme consistent with similar policies for the four other local governments with frontage to the road.</li> </ul>	Shire	Short-term

### 3.2 COOROW

The future of Coorow is comprehensively guided by the Coorow Townsite Local Planning Strategy (2013). All key elements of the Coorow Townsite Local Planning Strategy are outlined below, however for further direction, and additional justification of the strategies and actions below, refer to the Coorow Townsite Local Planning Strategy.

TABLE 2 – COOROW STRATEGIES

TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
<b>Housing</b>	<ul style="list-style-type: none"> <li>Infill of existing vacant lots should take precedence over expansion of the town's urban footprint. This includes vacant crown lots on Station St, and various vacant lots throughout the townsite east of the rail line.</li> <li>Density bonuses should be available in the scheme where lots are of sufficient size, and are serviced by sewer (long term in Coorow, as no existing sewer).</li> </ul>	Shire/WAPC	Short-term, ongoing
	<ul style="list-style-type: none"> <li>When required, expansion of the town should occur eastward, in existing residential zoned land. Structure planning should precede development.</li> </ul>	Shire/WAPC/ Developers – public and private sector.	Medium-term
	<ul style="list-style-type: none"> <li>To enhance lifestyle options in the Shire, rural zoned land north of the townsite should be developed into rural-residential lots.</li> </ul>	Shire/WAPC/ Developers – public and private sector.	Medium-term
	<ul style="list-style-type: none"> <li>If required Transient Workforce Accommodation should be accommodated in the area surrounding the existing caravan park (subject to a Local Development Plan), or on Residential land south-east of Main Street.</li> </ul>	Shire	Short-term
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>Coorow's Main Street will continue to be the focal point of the town, offering a service and community meeting point role. The street should be enhanced through continued commercial development on this street and aesthetic improvements such as the undergrounding of power lines</li> </ul>	Shire/ R4R and other funding services	Medium-term
	<ul style="list-style-type: none"> <li>The industrial area should be expanded south, and then east to accommodate additional businesses over time as required. Liaison with industry should occur to determine optimal lot sizes. Future additional industrial land uses must take into account guidance statement No.3 of the Environmental Protection Act to ensure there is appropriate separation from nearby sensitive land uses.</li> </ul>	Shire/ Developers – public and private sector.	Short-medium term



TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
<b>Transport</b>	<ul style="list-style-type: none"> <li>An additional rail crossing is required for Coorow, connecting Main Street to Bothe Street, to enable safer, direct access and higher levels of connectivity between the two different portions of town. The existing crossing also requires rationalisation and realignment to resolve significant safety issues. The existing crossing should be utilised for freight traffic only.</li> </ul>	Shire/PTA/ Brookfield Rail	Short-term
	<ul style="list-style-type: none"> <li>Coorow requires a number of new and upgraded pedestrian paths to improve connectivity within the town, encourage walking and link key precincts.</li> </ul>	Shire	Medium-term
	<ul style="list-style-type: none"> <li>If Coorow grows to a point where freight traffic is reducing the amenity and safety of the town centre, a bypass road should be built to the south of the town, enabling safer and efficient access to Midlands Road and the grain rail facility from the east.</li> </ul>	Shire/MRWA	Long-term
<b>Tourism</b>	<ul style="list-style-type: none"> <li>The caravan park site needs to be formalised (zoned) in the Scheme, with provision made for at least a doubling of the existing facility. The area surrounding the caravan park also has potential to accommodate a workers accommodation facility, so a Local Development Plan to guide the area is required.</li> </ul>	Shire/WAPC	Short-term
	<ul style="list-style-type: none"> <li>Existing Commercial zoned land on Midlands Road opposite Main Street should be repositioned to accommodate tourist accommodation facilities, hospitality and tourism-related uses, taking advantage of its prominent location and proximity to key facilities such as Main Street. This site will complement the proposed new rail crossing.</li> </ul>	Shire/WAPC	Short-term
	<ul style="list-style-type: none"> <li>New tourism infrastructure, including formalised access, a lookout point and improved directional signage is required to the hills and wildflower areas east of the townsite to improve the visitor experience.</li> </ul>	Shire/ R4R and other funding sources	Short-term
<b>Community and Recreation</b>	<ul style="list-style-type: none"> <li>The towns existing community facilities (including Maley Park and the Bowling Club) offer high quality facilities for the town and surrounding region. While no major expansion is required, the ongoing diversification and enhancement of uses should be pursued. This includes a BMX and/or skate park facility at Maley Park.</li> </ul>	Shire	Medium-term, ongoing



### 3.3 LEEMAN

The future of Leeman is comprehensively guided by the Leeman and Green Head Townsite Local Planning Strategy (2011). All key elements relating to Leeman from the Leeman and Green Head Townsite Local Planning Strategy are outlined below, however for further direction, and additional justification of the strategies and actions below, refer to the Leeman and Green Head Townsite Local Planning Strategy.

TABLE 3 – LEEMAN STRATEGIES

TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
<b>Housing</b>	<ul style="list-style-type: none"> <li>Infill of existing vacant lots should take precedence over expansion of the town’s urban footprint.</li> <li>Density bonuses should be available in the scheme where lots are of sufficient size, and are serviced by sewer</li> </ul>	<ul style="list-style-type: none"> <li>Shire/WAPC</li> </ul>	Ongoing
	<ul style="list-style-type: none"> <li>When required, residential expansion of the town should occur south, in existing residential zoned land. Structure planning should precede development.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/WAPC/ Developers – public and private sector.</li> </ul>	Short-term
	<ul style="list-style-type: none"> <li>In the longer term, the town should also expand north, with a boundary re-adjustment with the Shire of Carnamah required to facilitate this.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/Department of Local Government</li> </ul>	Long-term
	<ul style="list-style-type: none"> <li>Longer term urban expansion should occur east of Indian Ocean Drive to avoid an unnecessarily elongated urban footprint along the coast.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/WAPC/ Developers – public and private sector.</li> </ul>	Long-term
	<ul style="list-style-type: none"> <li>Redevelop the Parks and Recreation reserve area north of Wann Park Oval for medium density residential development – preferably for aged housing to diversify lifestyle options.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/Department of Lands</li> </ul>	Medium term
	<ul style="list-style-type: none"> <li>Undertake investigations into the redevelopment of vacant land south of Leeman Primary School (the former gravel quarry) for low-density housing or aged housing.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/Department of Lands/ Developers – public and private sector.</li> </ul>	Long-term
	<b>Economic Development</b>	<ul style="list-style-type: none"> <li>Convert Rudduck Street into a main street environment, to host the main retail, tourist accommodation, commercial, service and hospitality functions within Leeman, to enhance the role of the town in the region and act as a key drawcard into the town from Indian Ocean Drive. A Local Planning Policy is required to guide development.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/R4R and other funding sources</li> </ul>
<ul style="list-style-type: none"> <li>Upgrading of the coastal foreshore area to align with the new Rudduck Street main street, to create a clear link of activity from Indian Ocean Drive to the foreshore. This will involve a realignment of paths, recreation facilities and the like to align with Rudduck Street.</li> </ul>		<ul style="list-style-type: none"> <li>Shire/R4R and other funding sources</li> </ul>	Medium-long term



TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
	<ul style="list-style-type: none"> <li>Expand the existing industrial area to the north, as so required when existing zoned land is no longer sufficient.</li> <li>The existing commercial zoned area being rezoned and repositioned to accommodate future tourist accommodation with an R17.5 Residential code.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/ Developers – public and private sector.</li> <li>Shire/WAPC</li> </ul>	<ul style="list-style-type: none"> <li>Medium-long term</li> <li>Medium-term</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>Construct a coastal loop road branching off Indian Ocean drive through southern residential expansion areas to connect with Thomas Street and continue north to border future residential areas to the north and connect back on to Indian Ocean Drive. This road will provide a logical coastal route through the town, and link new residents and visitors directly with the Rudduck Street main street.</li> <li>Provision of footpaths/dual-use paths in accordance with agreed footpath plan in the Leeman and Green Head Townsite Local Planning Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Shire</li> <li>Shire</li> </ul>	<ul style="list-style-type: none"> <li>Medium-term</li> <li>Medium-term</li> </ul>
<b>Tourism</b>	<ul style="list-style-type: none"> <li>Expand Tourist Accommodation uses south of the town, to allow for additional caravan park uses and/or other tourist accommodation uses. The exact location and extent of the additional Tourist Accommodation uses will be determined during the structure planning process for the adjacent residential development area.</li> <li>New coastal themed, contemporary entry statements are required for Leeman at the northern and southern approaches into town, and at Rudduck Street.</li> </ul>	<ul style="list-style-type: none"> <li>Shire/WAPC</li> <li>Shire</li> </ul>	<ul style="list-style-type: none"> <li>Medium-term</li> <li>Medium-term</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>Formalise and upgrade a number of coastal access points, closing and rehabilitating other informal access points</li> </ul>	<ul style="list-style-type: none"> <li>Shire</li> </ul>	<ul style="list-style-type: none"> <li>Medium-term</li> </ul>

### 3.4 GREEN HEAD

The future of Green Head is comprehensively guided by the Leeman and Green Head Townsite Local Planning Strategy (2011). All key elements relating to Green Head from the Leeman and Green Head Townsite Local Planning Strategy are outlined below, however for further direction, and additional justification of the strategies and actions below, refer to the Leeman and Green Head Townsite Local Planning Strategy.

TABLE 4 – GREEN HEAD STRATEGIES

TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
<b>Housing</b>	<ul style="list-style-type: none"> <li>Infill of existing vacant lots should take precedence over expansion of the town's urban footprint.</li> <li>Density bonuses should be available in the scheme where lots are of sufficient size, and are serviced by sewer</li> </ul>	Shire/WAPC	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Continued low-density urban expansion along South Bay to cater for most housing land demand for the foreseeable future, with a variety of larger lot sizes offered. Expansion to the north, west of Green Head Road should also occur to keep a balanced urban footprint.</li> </ul>	Shire/ Developers – public and private sector/ Department of Lands	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Vacant land near the intersection of The Lakes Road and Green Head Road should be utilised for infill housing – preferably aged persons housing.</li> </ul>	Shire/ Developers – public and private sector/ Department of Lands	Medium-term
	<ul style="list-style-type: none"> <li>Commercial activities should continue to be located and concentrated in the existing commercial zoned area. Non-retail commercial uses (such as dining) are also encouraged in the tourist accommodation area to the south.</li> </ul>	Shire/Tourism industry	Short-term
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>Facilitate relocation of Green Head WWTP when required to facilitate urban expansion along South Bay.</li> </ul>	Water Corporation/ Developers – public and private sector/Shire	Medium-long term
	<ul style="list-style-type: none"> <li>Creation of and sealing of a new Ocean View Drive loop road, including the short-term completion of sections between Green Head Road and Bryant Street (recently commenced).</li> </ul>	Shire	Short-medium term
<b>Transport</b>	<ul style="list-style-type: none"> <li>Provision of footpaths/dual-use paths in accordance with the agreed Footpath Plan in the Leeman and Green Head Townsite Local Planning Strategy.</li> </ul>	Shire	Medium-term
	<ul style="list-style-type: none"> <li>Formalise and upgrade a number of coastal access points, closing and rehabilitating other informal access points.</li> </ul>	Shire	Medium-term
	<ul style="list-style-type: none"> <li>The existing Parks and Recreation reserve to the north of the existing caravan park should be zoned to allow for</li> </ul>	Shire/WAPC	Short-term
<b>Tourism</b>	<ul style="list-style-type: none"> <li>The existing Parks and Recreation reserve to the north of the existing caravan park should be zoned to allow for</li> </ul>	Shire/WAPC	Short-term

TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
	additional Tourist Accommodation.		
	<ul style="list-style-type: none"> <li>The existing Tourist Accommodation site on Ocean View Drive being retained as such. This is a strategic accommodation site, and should be marketed with Tourism WA. Adjacent vacant lots are to be included in the Tourist Accommodation zone, to provide additional flexibility.</li> </ul>	Shire/ Tourism WA/ Tourism industry	Short-term, ongoing
	<ul style="list-style-type: none"> <li>New contemporary entry statements inspired by the coast are required for Green Head on the intersections of Indian Ocean Drive with Lakes Road and Green Head Road.</li> </ul>	Shire	Medium-term
<b>Community</b>	<ul style="list-style-type: none"> <li>Double the area of the existing Public Purposes at the intersection of The Lakes Road and Green Head Road to accommodate future community facilities for Green Head.</li> </ul>	Shire/ Department of Local Government	Short-term

### 3.5 RURAL AREAS

TABLE 5 – RURAL AREAS STRATEGIES

TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
<b>Land Use and Economic Development</b>	<ul style="list-style-type: none"> <li>Protect and secure existing high priority agricultural lands from incompatible land uses or activities. The Department of Agriculture and Food is currently undertaking a study to identify high quality agricultural land in the region. The outcomes of this study should be used as the basis for determining which agricultural land must be protected.</li> </ul>	Shire/WAPC/DAFWA	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Acknowledge and plan for an ongoing diversification of uses in rural areas in line with industry trends – including crop diversification, increased shifts to industrial farming and alternative uses such as renewable energy.</li> </ul>	Shire/Landowners/Rural industry/Energy industry	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Allow for and promote the establishment of renewable energy facilities and operations within the Shire – including wind, solar, wave and geothermal technologies – within an appropriate framework to minimise, where feasible, visual impacts and impacts on the productivity of high priority agricultural land.</li> </ul>	Shire/Energy industry	Short-term
	<ul style="list-style-type: none"> <li>The Shire ensuring it has an adequate scheme and policy framework to respond to and assess renewable energy proposals.</li> </ul>	Shire	Short-term
	<ul style="list-style-type: none"> <li>Avoid increased subdivision and fragmentation of rural land holdings, particularly where it reduces the productivity of high priority agricultural land, consistent with State Planning Policy 2.5 Land Use Planning in Rural Areas and associated guidelines.</li> </ul>	Shire/WAPC	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Avoid any subdivision of rural land outside of townsites for rural residential purposes.</li> </ul>	Shire/WAPC	Ongoing
	<ul style="list-style-type: none"> <li>Facilitate the possible development of the coal and gas resources in the Shire, if this can be achieved without unduly compromising high priority agricultural land or unduly affecting the environmental integrity of the locality. Development of these resources requires consideration of possible impacts on water supplies, and will require community support to come to fruition.</li> </ul>	Shire/Department of Environmental Regulation/Department of Mines and Petroleum	Medium-long term
	<ul style="list-style-type: none"> <li>Enforce a requirement for management plans for major agricultural or resource endeavours in the Shire to manage long term impacts. Significant projects are likely to require Environmental Impact Assessments or Social Impact Assessments.</li> </ul>	Shire/Department of Agriculture and Food	Short-term
<b>Climate Change and</b>	<ul style="list-style-type: none"> <li>Continue to allow for and promote the planting of less rain fall</li> </ul>	Shire/landowners	Ongoing





TOPIC	STRATEGIES/ACTIONS	RESPONSIBILITY	PRIORITY
<b>the Natural Environment</b>	dependent agricultural products on non-priority agricultural land.		
	<ul style="list-style-type: none"> <li>Avoid and minimise any further clearing of vegetation in the Shire.</li> </ul>	Shire/Department of Environmental Regulation	Ongoing
	<ul style="list-style-type: none"> <li>Continue Shire support for Natural Resource Management projects, enabling ongoing future viability of the land.</li> </ul>	Shire/Environmental agencies and groups	Ongoing
<b>Transport</b>	<ul style="list-style-type: none"> <li>Ensure the ongoing safe and efficient operation of the existing road network, and provide upgrades where required.</li> </ul>	Shire/MRWA	Ongoing
	<ul style="list-style-type: none"> <li>Upgrade the intersection of Brand Highway and Tootbardi Road to improve visibility and safety for turning vehicles.</li> </ul>	Shire/MRWA	Short-term
<b>Tourism</b>	<ul style="list-style-type: none"> <li>Restrict future development in the area between Leeman and Green Head, with a small, low-impact camping or tourism facility possibly being provided at Little Anchorage Bay.</li> </ul>	Shire	Short-term, ongoing
	<ul style="list-style-type: none"> <li>Work with the Department of Parks and Wildlife to open up more reserves and national parks in the locality to be available for short-term camping.</li> </ul>	Shire/Department of Parks and Wildlife	Short-term



## 4 Strategic Plan

The Shire's Strategic Plan consists of four maps to illustrate key points and issues within the Local Planning Strategy.

These maps include:

- A whole-of-Shire map (Map 1); and
- Separate maps for the townsites of Coorow (Map 2), Leeman (Map 3), and Green Head (Map 4), outlining the land use opportunities in these towns, largely reflecting their respective Townsite Local Planning Strategies.

The maps represent a summary of some of the key strategies and actions; they should be read in conjunction with the full set of strategies and actions.

**LEGEND:**

- S1** – Protect high priority agricultural lands, and continue to promote and facilitate the ongoing use of the land primarily for agricultural purposes
- S2** – Promote the diversification of agricultural land uses in non-priority areas. Explore options for renewable energy and other energy resources, if these can be developed responsibly
- S3** – Ensure that future development allows for forecast sea level rises as set by the WAPC's State Coastal Planning Policy
- S4** – Provide a pedestrian/cycle path parallel to Indian Ocean Drive (possibly within the existing road reserve) as a short-medium term priority between Leeman and Green Head, with a coastal path being a long term objective.  
Investigate the environmental impact of extending the 4wd track that currently runs from Green Head to Little Anchorage Bay to connect north to south Leeman, and construct the connection if it is environmentally acceptable.
- S5** – Work to provide additional camping opportunities in the Shire's reserves and parks

**VISION:**

**Shire of Coorow**

The Shire of Coorow will be an attractive place to live, recreate, work and invest, in a mixed coastal and rural setting.

The Shire of Coorow will continue to diversify its living choices, through more retirement and rural lifestyle options, as well as traditional home sites. Townsites in the Shire will consolidate through the utilisation of existing zoned land, and also through the concentration of commercial activities. The Shire will continue to be underpinned by agriculture (including fishing), and expand its economy to accommodate more tourism, service, hospitality and retail uses as well as renewable energy. The Shire will seek to position itself to attract business and accommodation opportunities from resource activity in the Mid-West and establish itself as a complementary tourism destination north of Perth on the Coral Coast.

**Coorow**

Coorow will continue to function as a service centre in the region, attracting moderate and sustainable levels of growth. The town will enhance its existing position as a recreational hub and diversify its land uses and improve the amenity of the town to attract tourism and improve the quality of life for residents. The town should foster the development of additional local business opportunities to leverage surrounding economic activity in the Mid-West Region.

**Leeman**

Leeman will be a thriving service centre within the Mid-West Region, attracting a significant share of new businesses and population growth within the Shire, meeting the needs of both existing and new residents, whilst both enhancing and celebrating its attractive coastal features and associated recreation areas. A new commercial precinct on Rudduck Street in the town will consolidate its service role in the region.

**Green Head**

Green Head will continue to grow at a steady rate, continuing to be a desirable permanent residential and holiday destination leveraging off its key natural features. The town will have a clearly identified commercial centre, provide a range of tourist accommodation options, and facilitate gradual permanent residential growth (including retirement living) that sensitively responds to the coastal attributes of the town. While establishing some convenience facilities, Green Head will continue to be serviced primarily by Leeman and Jurien Bay.

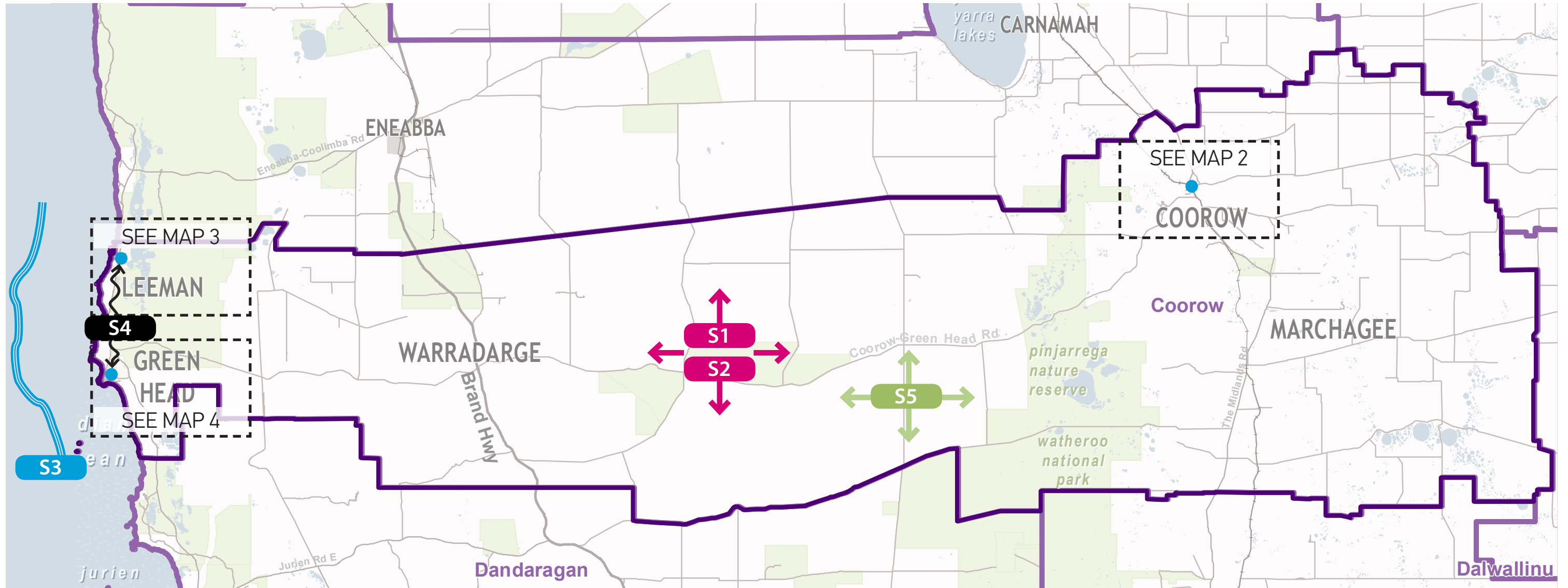
The coastal areas of north of Green Head may be utilised for low impact tourism facilities in the future in Little Anchorage Bay. Better 4WD and pedestrian connections between Green Head and Leeman are also required.

**Rural Areas**

The Shire's rural areas will continue to form a major contribution to Western Australia's grain production, as well as continuing to accommodate livestock. The diversification of agricultural uses, particularly in areas with lesser agricultural capability, will offer alternative income avenues.

Rural areas in the Shire will also diversify through the emergence of renewable energy projects, which will be assisted by the Mid-West Energy Project. Harnessing the Shire's renewable resources will provide additional employment opportunities.

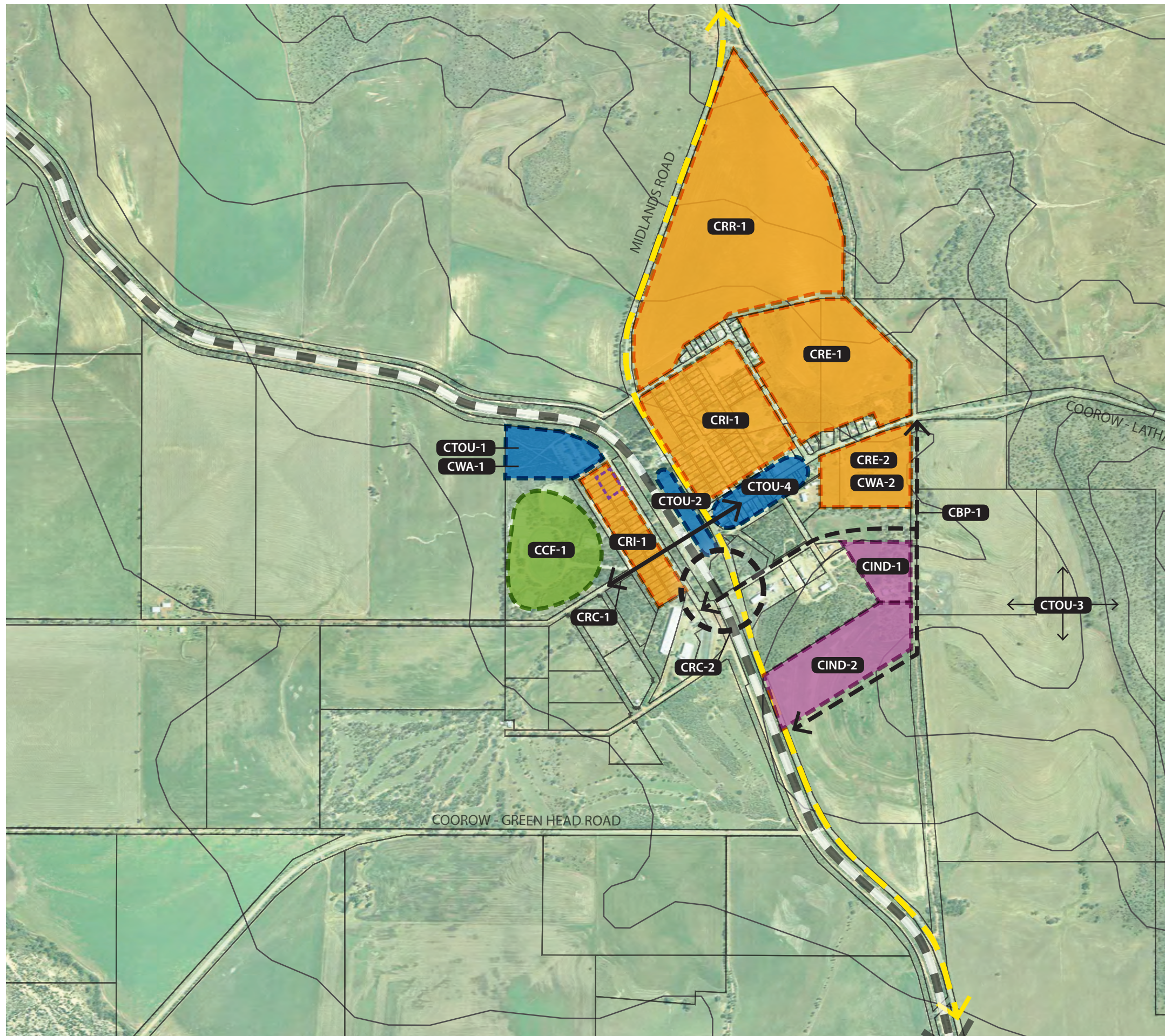
Mineral sands, coal and gas also potentially offer long-term prospects for industry in the Shire if they can be responsibly extracted, without impacting existing industries and groundwater supplies.



WHOLE OF SHIRE MAP 1 of 4







**LEGEND:**

- CRI-1** Short term residential land demand to be catered for by vacant lots.
- CRE-1** When required, residential areas should expand east, continuing the existing town street pattern, enhancing the integration of new and old areas.
- CRE-2** In the longer term, areas south of Main Street offer potential for future residential expansion.
- CRR-1** This area offers potential for rural residential development ranging from 0.2 to 1ha- expanding housing choices, while taking advantage of the proximity to services and town amenities.
- CWA-1** There is an opportunity for a medium-scale workers accommodation facility in the vicinity of the existing caravan park.
- CWA-2** Should the need ever arise, this ideal site adjacent to the town centre, but relatively separate from residential areas, could host a medium to large scale workers accommodation facility.
- CIND-1** The rural zoned land offers an ideal site for short term industrial expansion when required.
- CIND-2** This rural zoned land offers a logical area for major industrial area expansion, however impacts on the Coorow Community Farm will need to be carefully considered.
- CTOU-1** In the medium term to meet the needs of 'grey nomads' and encourage tourism, the caravan park area will need to expand.
- CTOU-2** Underutilised commercial zoned land along the rail line near Main Street offers a good opportunity for a new tourism precinct, including caravan layover and information centre/kiosk or café to attract passing trade, and possibly a new motel or chalets.
- CTOU-3** New visitor facilities, including trails, wayfinding signage and a lookout should be provided on the hills east of Coorow to attract and retail visitors to town.
- CTOU-4** Main Street to continue as civic and commercial focus of town. Amenity upgrades are required (underground power, banner poles).
- CCF-1** Maley Park serves an important regional sporting function. The park can expand on this in the future with a BMX and/or skate facility. Ongoing maintenance and enhancements are required to maintain the standing of the venues.
- CBP-1** If truck movements continue to increase due to increased resource and agricultural activity, a new eastern bypass road may be needed to the south of the town centre, to provide alternative access to Midlands Road and the grain facility.
- CRC-1** The existing rail crossing is unsafe and does not encourage visitorship to the town, or easy east-west connections. A new pedestrian and vehicle crossing is required.
- CRC-2** The existing rail crossing should be maintained for freight traffic only, and signed as such.

**COOROW TOWNSITE MAP 2 of 4**

PA 0898 - SHIRE OF COOROW LOCAL PLANNING STRATEGY MAP

DATE 20.01.2014

DWG NO 003

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**LEGEND:**

**LR-1/LR-2/LR-3** In order of priority, future greenfield residential expansion areas. Continuous elongation of development on coast is not supported.

**LR-4/LR-5/LR-6** Potential residential infill areas. Opportunities for aged housing (particularly at Wann Park Oval) need to be investigated.

**LI-1** Existing industrial estate has sufficient available or zoned land for the short to medium term, however expansion northward could be accommodated in the future.

**LC-1** Rudduck Street to be remodelled into a mixed use Main Street, offering new commercial, accommodation, hospitality uses, attracting passing trade from Indian Ocean Drive.

**LT-1** Existing commercial precinct to be re-aligned to accommodate more accommodation options, and moderate hospitality options. Future commercial activity will be concentrated on Rudduck St.

**LT-2** Additional tourist accommodation zoned land is required to accommodate additional caravan park area, particularly if the existing site is redeveloped into other forms of accommodation. The exact location and size of this additional land will be determined subject to further planning for LR-1.

**LM-1** A coastal loop road should be established over time, to provide a scenic (and convenient) route for travellers, providing an alternative to Indian Ocean Drive, while still directing visitors to Rudduck St.

**LTO-1** New entry statements will be required at the new northern extremity of the town, and at Rudduck Street, and should be designed with regard to the Indian Ocean Drive Guideline.

**LTO-2** Any future residential development east of Indian Ocean Drive will need to be appropriately buffered from the industrial area.

**LF-1** Coastal access points in Leeman need to be consolidated and formalised with fencing and signage. Other access points need to be closed and rehabilitated to prevent damage to the coastal ecosystem.

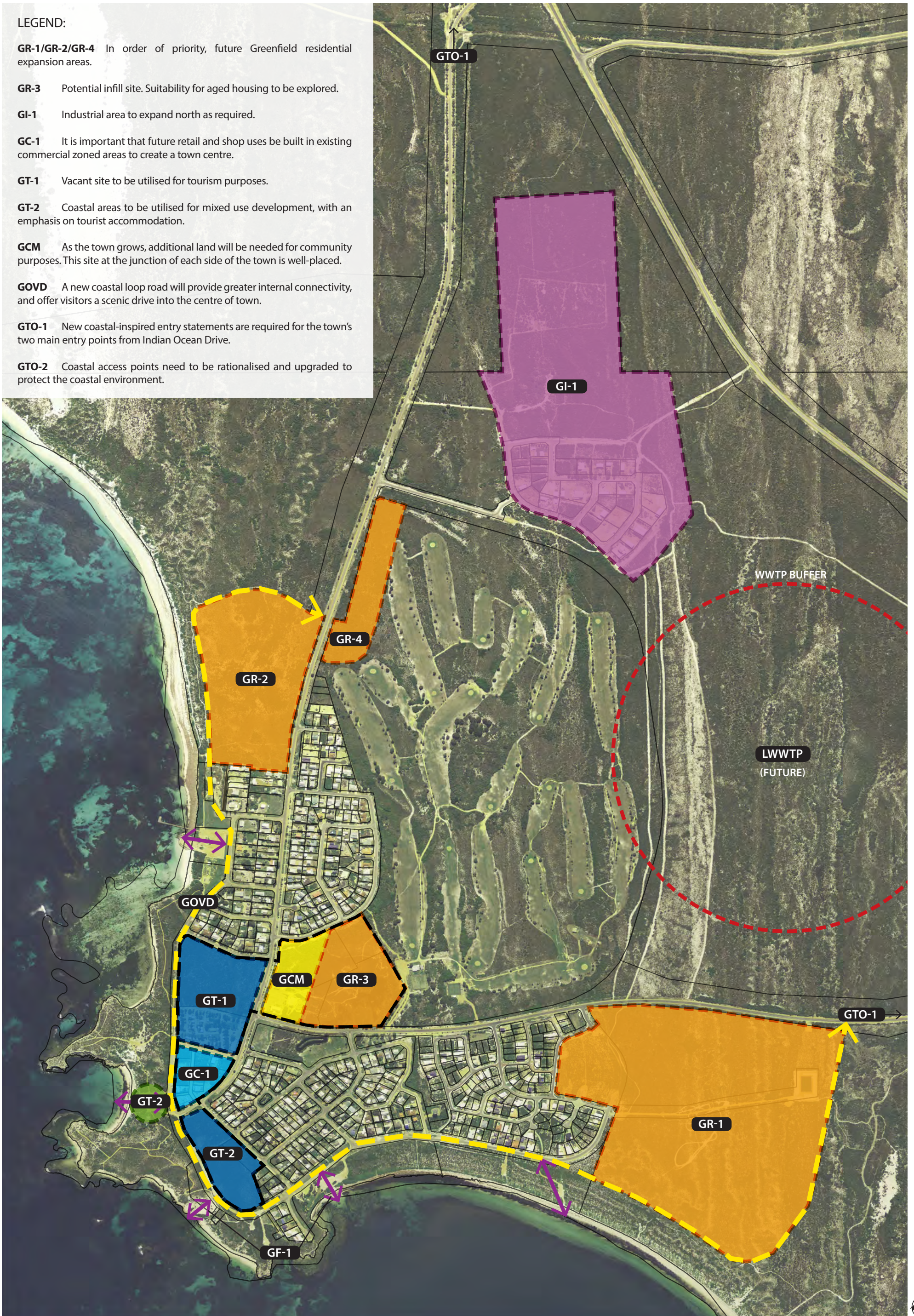
**LF-2** The coastal foreshore area needs to be upgraded to complement a rejuvenated Rudduck St. This could include improved landscaping, ablutions, lookouts, seating and BBQ facilities.



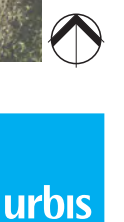


**LEGEND:**

- GR-1/GR-2/GR-4** In order of priority, future Greenfield residential expansion areas.
- GR-3** Potential infill site. Suitability for aged housing to be explored.
- GI-1** Industrial area to expand north as required.
- GC-1** It is important that future retail and shop uses be built in existing commercial zoned areas to create a town centre.
- GT-1** Vacant site to be utilised for tourism purposes.
- GT-2** Coastal areas to be utilised for mixed use development, with an emphasis on tourist accommodation.
- GCM** As the town grows, additional land will be needed for community purposes. This site at the junction of each side of the town is well-placed.
- GOVD** A new coastal loop road will provide greater internal connectivity, and offer visitors a scenic drive into the centre of town.
- GTO-1** New coastal-inspired entry statements are required for the town's two main entry points from Indian Ocean Drive.
- GTO-2** Coastal access points need to be rationalised and upgraded to protect the coastal environment.



**GREEN HEAD TOWNSITE MAP 4 of 4**







Scheme Review  
Planning Context  
Townsite Strategies  
Infrastructure  
**Part 2: Background Information and Analysis**  
Housing  
Local Profile  
Key Issues  
Population

## 5 Shire Local Profile

The Shire of a Coorow is a diverse rural Shire with three major settlements, and covers an area stretching over 4,193 square kilometres. The primary land uses are agriculture, minerals, conservation, and townsite purposes.

This local profile provides an overview of the Shire: its people, its landscape and its infrastructure.

### 5.1 OVERVIEW

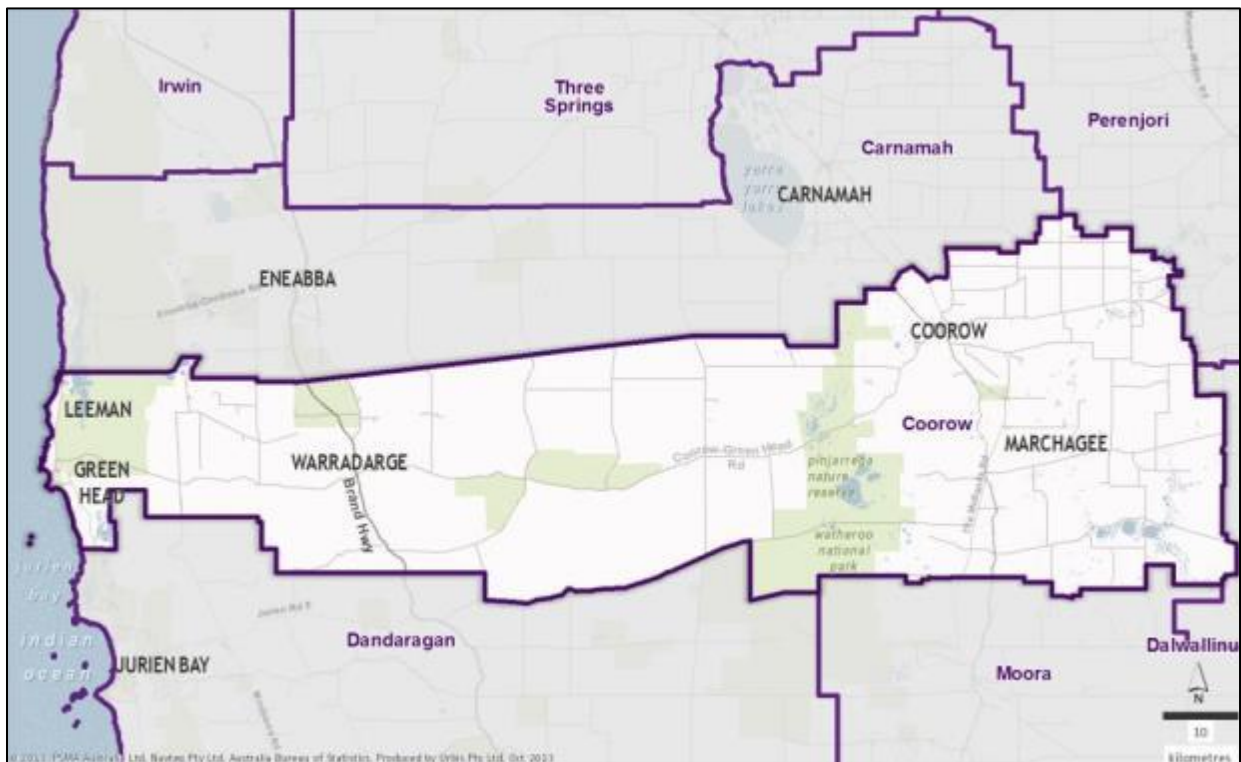
The Shire of Coorow is located in the Mid West region of Western Australia. It is approximately 210km north of Perth, and 140km south of Geraldton. Jurien Bay is also close to the Shire, being 25km south of Green Head.

The Shire's boundaries result in a municipality that is long and relatively narrow, at over 130km from the coast to its eastern inland boundary, and as narrow as 20km in some places.

The Shire of Coorow is sparsely populated, with 1,085 residents as per 2014 ABS statistics, primarily spread across the three townsites of Coorow, Leeman, and Green Head.

The Shire is surrounded by the Shire of Carnamah to the north, the Shire's of Perenjori and Dalwallinu to the east, and the Shire's of Dandaragan and Moora to the south.

FIGURE 2 – SHIRE OF COOROW CONTEXT MAP



## 5.2 PHYSICAL FEATURES

### 5.2.1 CLIMATE:

The Shire of Coorow's climate is characterised by cool, wet winters and hot, dry summers. This Mediterranean climate results in winter temperatures at the coast generally being warmer than inland areas due to the land-sea interface. In summer, it is reversed with coastal areas being significantly cooler due to the influence of the sea breeze.

According to the Bureau of Meteorology, rainfall averages over the long term have been over 550mm annually near the coast, however in recent years this has been as low as approximately 370mm. Inland around Coorow, the long-term average is lower at approximately 380mm, with recent years also being lower, with the 2012 figure being only 280mm.

### 5.2.2 GEOLOGY:

The Shire of Coorow lies within the Perth Sedimentary Basin. This large basin extends south from Geraldton along the coast to the Murchison River in the south coast and east to the Darling Fault. The Shire of Coorow covers several geomorphic units from the coast to approximately 140km inland over agricultural lands. These geomorphic units can be categorised to lie within three geological regions, the Coastal Plain, the Arrowsmith Region and the Dandaragan Plateau.

The Coastal Plain extends from the coast to the west of the Gingin Scarp and consists of the Quindalup Dune System; Tamala Limestone System; Eneabba Sandplain; Bassendean System; and Lagoonal Depressions.

The Arrowsmith Region generally consists of gravelly rises, crests, slopes and valleys with deep sands, valley bottoms with duplex soils and alluvial flats with some closed depressions. The Dandaragan Plateau at the most eastern regions of the Shire is generally sandy, with poor soil nutrition.



PICTURE 1 – CENTRAL COOROW LANDSCAPE NEAR BRAND HIGHWAY

A map of the Shire's bedrock geology is provided at **Appendix A**.

## 5.2.3 HYDROLOGY

### 5.2.3.1 GROUNDWATER

There are three major underground aquifer bodies in the region: the superficial coastal plain aquifers, the deeper sandstone aquifers of the Parmelia/Leederville Formation underlying the Dandaragan Plateau and the deeper Yarragadee Formation underlying most of the region.

### 5.2.3.2 SURFACE WATER

The Shire of Coorow comprises four distinct surface drainage areas, only two of which drain directly into the Indian Ocean. The drainage areas are:

TABLE 6 – DRAINAGE AREAS

NAME	DESCRIPTION
<i>Gypsiferous Playa Lagoons</i>	These comprise a series of lagoons inland from the coast. These exist from north of Jurien to north of Coolimba.
<i>Eneabba Indoon Stockyard Basin</i>	This is a drainage basin in which the streams flow into a series of claypans
<i>Hill Drainage Basin</i>	This drainage area which comprises about a third of the Shire drains south into the Hill River and flows into the ocean south of Jurien in the Shire of Dandaragan
<i>Moore River Basin</i>	The eastern part of the Shire is part of the Moore River Basin which drains south into the Moore River which flows into the ocean at Guilderton. The Coorow component of this basin forms a series of separate inland drainage sub-basins, such as Pinjarega Lake.

## 5.2.4 VEGETATION

The Shire of Coorow consists of a number of vegetation systems, including

- Coastal heath and thicket – salt and wind tolerant vegetation, with species diversity generally increasing further from the coast;
- Coastal thicket – generally with denser vegetation than coastal dunes;
- Scrubland with scattered trees – areas further from the coast where salt and wind tolerance isn't as essential. Banksias, eucalyptus and grass trees are common in these areas;
- Scrub-heath; and
- Small area of Samphire.

A large proportion of vegetation beyond the coastal thicket, and particularly to the east of Brand Highway has been cleared for agricultural uses.

## 5.2.5 FAUNA

Due to the large expanse of the Shire of Coorow from the coast to deep inland, and its large range of vegetation types, the faunal species diversity within the region is relatively high. However, the significant clearing of land, presence of feral animals and fire has severely impacted animal populations in some areas. The Geraldton Coast region (Kalbarri to Jurien Bay) is understood to support 66 reptiles, 12 frogs, 4 bats, 5 freshwater fish 17 terrestrial mammals, and at least 180 bird species. Introduced species such as the cat, fox, rabbit and house mouse are also present across the locality.

### 5.2.6 NATIONAL PARKS AND NATURE RESERVES

The Shire of Coorow encompasses a number of national parks and nature reserves, which are considered major areas of biodiversity within Western Australia. These include:

- Lesueur National Park
- Stockyard Gully Nature reserve
- Little Three Springs Nature and Travellers Reserve
- Beekeepers Nature Reserve
- South Eneabba Nature Reserve
- Alexander Morrison National Park
- Watheroo National Park
- Pinjarega Nature Reserve
- Capamauro Nature Reserve
- Marchagee Nature Reserve



PICTURE 2 – SALT LAKES IN BEEKEEPERS NATURE RESERVE

A map of key nature reserves is provided at **Appendix A**.

### 5.2.7 THREATENED COMMUNITIES AND SPECIES

According to the Department of Parks and Wildlife there is a significant array of conservation tenure areas (vested in the Conservation Commission of WA under the provisions of Conservation and Land Management Act 1984), important native vegetation reserves, threatened ecological communities, threatened flora and endangered fauna in the Shire of Coorow.

There are a total of 19 areas of conservation tenure, 28 native vegetation associations, 2 threatened ecological communities, 35 declared rare flora, and 10 declared threatened fauna in the Shire.

Where development or activities are proposed that may affect the above protected areas or species, including urban expansion, resource activity, or significant agricultural activity, the Department of Parks and Wildlife should be consulted to ensure that any proposal is consistent with relevant environmental legislation.



### 5.3 HISTORY AND HERITAGE

Aboriginal archaeological evidence suggests that Aboriginal habitation existed in the Coorow area between 15,000 and 5,000 years ago.

European settlers first arrived in Coorow in the 1860's, with the area formally becoming a Shire in 1862. Leeman was originally known as Snag Island when it was gazetted in 1962, before a name change in 1971. Green Head was first gazetted in 1966, and the first lots were sold in 1969.

The Shire of Coorow encompasses one National Trust heritage listing as well as 79 local heritage listings which are categorised under the Municipal Inventory for the Shire. The Municipal Inventory indicates places of cultural heritage significance that are worthy of conservation under the provisions of the Scheme.

These 79 local heritage listings are generally split amongst the three townsites of Coorow, Leeman and Green Head as identified below:

#### COOROW TOWNSITE

The Coorow townsite comprises 32 of the identified 79 local heritage listings under the Municipal Inventory, with significant places including the Coorow Hotel, which is listed as Management Category 1. The Coorow townsite also includes the Long Homestead Site, which is listed by the National Trust.

#### LEEMAN

The Leeman townsite incorporates 9 of the local heritage listings under the Municipal Inventory, with significant places including the Queen of Peace Catholic Church and McTaggart's Jetty.

#### GREENHEAD

The Green Head townsite contains 2 local heritage listings known as Morphett's Receiving Depot and Cliff Park Historic Well which are categorised under level 4 and considered of lower significance.

The remaining local heritage listings are spread throughout the Shire and consist of places categorised between level 2 to level 5.

#### ABORIGINAL HERITAGE

There are 8 registered Aboriginal heritage sites on the Department of Aboriginal Affairs' Aboriginal Heritage Enquiry System. These primarily consist of a number of artefacts/scatter sites, and low-key structures in the eastern parts of the Shire. A map of the Aboriginal heritage sites is attached at **Appendix A**.

5.4 POPULATION AND HOUSING

The Shire of Coorow has a population of 1,085 people according to the latest 2014 ABS statistics, with a higher (56.5%) share of males than females. The population has fallen 9.5% from the 1,199 people recorded in the 2006 Census, however has increased slightly (1.7%) from the population of 1,067 recorded in the 2011 Census.

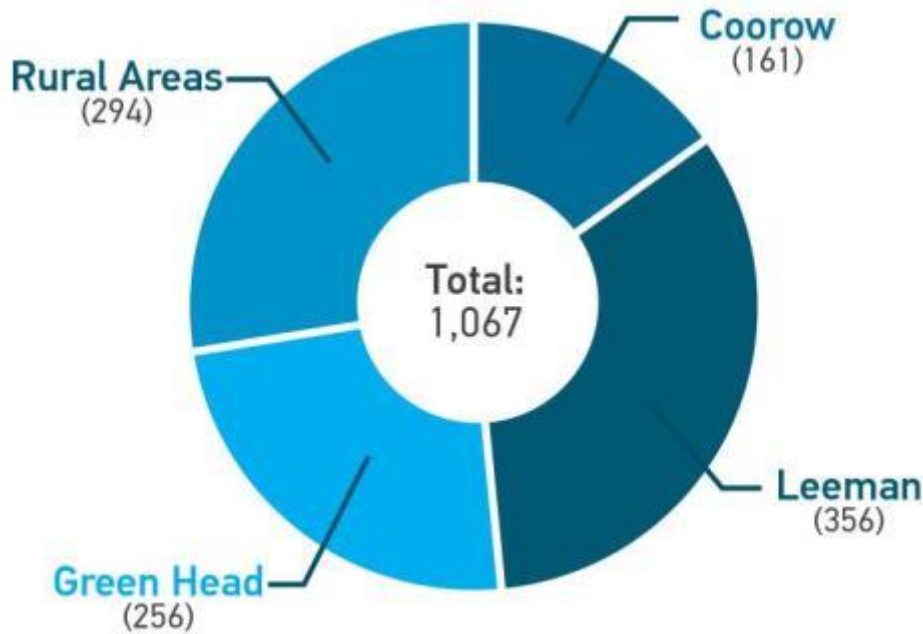
The Shire of Coorow’s population is primarily split amongst its three townsites, with the remainder in rural areas.

The latest breakdown available across the Shire is from the 2011 Census, outlined below.

Shire of Coorow Population Distribution

AS AT 2011 CENSUS

CHART 5.1



\*Note – The Shire population has since increase to 1,085, however a breakdown across the Shire is not available for this 2014 population total.

The median age of persons in the Shire of Coorow has been increasing for some time, from 41 in the 2006 Census, to 46 in the 2011 Census, to 46.8 in the latest 2014 ABS statistics. This is significantly higher than the average of 36 in Western Australia. Aging residents (55-64 years) have remained as the second largest demographic group in the Shire, while the number of people aged 15-24 years has continued to occupy the lowest population cohort. This represents a possible trend of young people moving to areas with greater opportunities for employment or education.

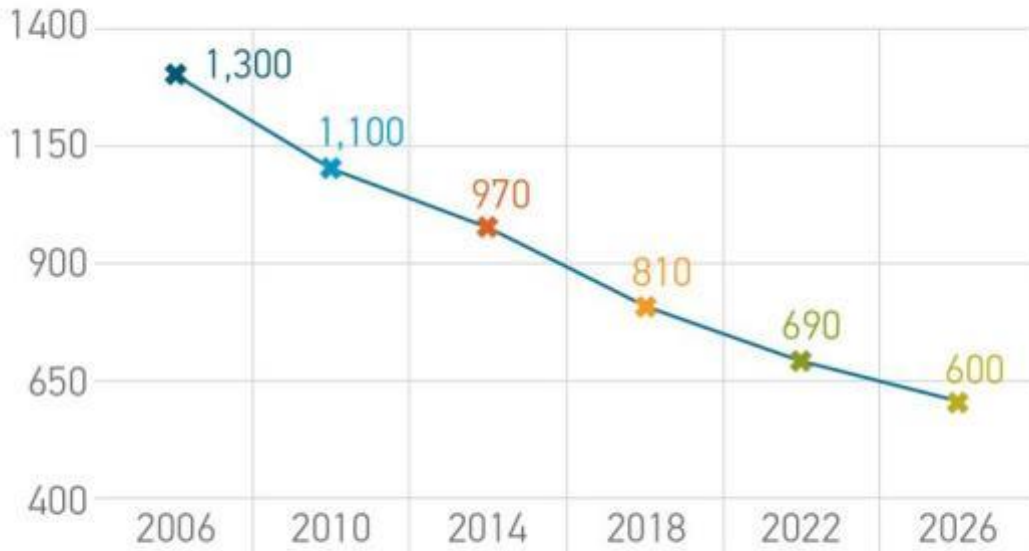
The WAPC’s population projections for the Shire of Coorow suggest that the population of the Shire is set to decline, assuming a status quo scenario, as outlined in Chart 5.2.



Current Population Forecast for Shire of Coorow (Status Quo)

USING WAPC DATA

CHART 5.2



It is important to note that population projects are variable to a number of different external factors that do not reflect previous trends. This can include mining and industrial growth in the Mid West region, the completion of major road infrastructure such as the Indian Ocean Drive connection, and with it the significantly increased exposure of Leeman and Green Head to tourism and 'sea change' lifestyle aspects, initiatives such as the SuperTowns program and the execution of the Townsite Local Planning Strategies for Leeman and Green Head, and Coorow. These external factors must be taken into account when considering the above projections

The WAPC's projections (released February 2012) are based on previous trends that have occurred since the 1980's and aim to provide the most accurate population projection, although the projections have recently been demonstrated to be overly conservative in forecasting population for the overall Mid West region. Future planning and expansion should therefore be realistic in setting targets for moderate and sustainable levels of growth.

Of the approximately 400 occupied dwellings in the Shire, almost 95% were single detached homes, with no semi-detached houses, and the remainder made up by flats or 'other'. The significant share of single detached dwellings is higher than Western Australia (80%) which itself is higher than the Australian average (75%).

Reflecting the significant share of 'holiday home' dwellings in the Shire, almost 49% of dwellings in the Shire were unoccupied at the time of the Census.

Chart 5.3 outlines the key demographic variations from the Shire of Coorow, to the rest of WA. These variations are characterised by lower incomes, higher detached dwellings, lower household sizes, higher age profiles, and greater proportions of couples with no children.



Key Demographic Differences – Shire of Coorow/Western Australia  
2011 CENSUS

CHART 5.3

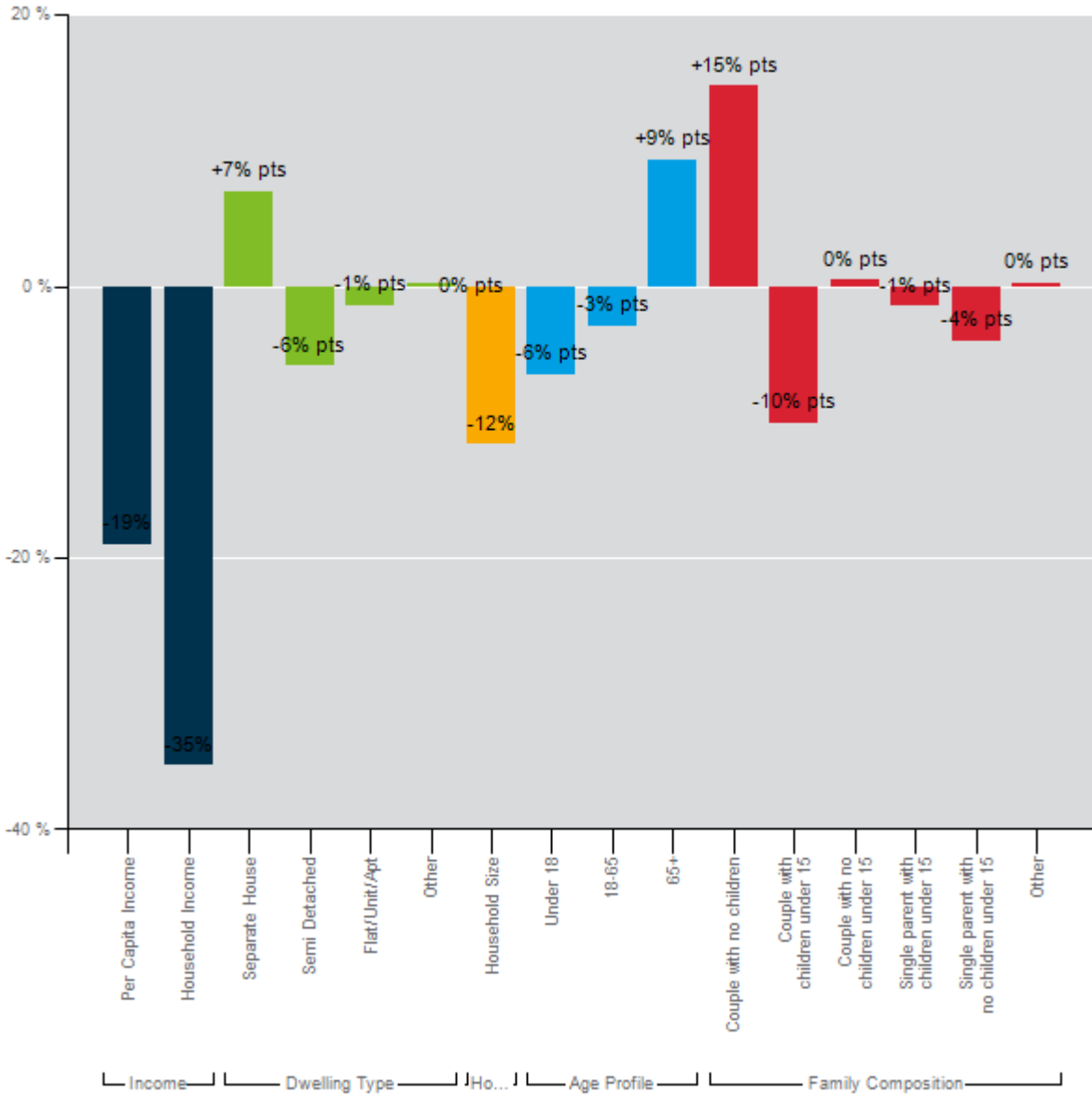




FIGURE 3 – HOUSING IN THE SHIRE



PICTURE 3 – RECENT GREEN HEAD HOUSING



PICTURE 4 – OLDER GREEN HEAD HOUSING



PICTURE 5 – RECENT LEEMAN HOUSING



PICTURE 6 – OLDER LEEMAN HOUSING



PICTURE 7 – RECENT COOROW HOUSING



PICTURE 8 – OLDER COOROW HOUSING





5.5 ECONOMY AND EMPLOYMENT

The Shire’s economic base remains firmly centred on agriculture according to the ABS, with almost a third of all employed people in the Shire involved with sheep, beef cattle and grain farming compared to approximately 1% of peoples in Western Australia. The broader category of agriculture, forestry, and fishing employs over half of the workforce in the Shire.

Beyond this industry, employment industries are much less concentrated – with those in school education and local government administration the next major categories of 6-8% each. Despite the area’s reputation as a cray fishing hub, less than 5% of employed people identified fishing as their industry of employment, with similar amounts (4%) in metal ore mining.

The rock lobster and fishing industry was previously a major employment generator; however this has been significantly pared back over the previous decade due to substantially reduced catch limits and tighter licensing arrangements. Similarly, mining and related industries have suffered in the Shire due to the effective closure of the Eneabba sand mines.

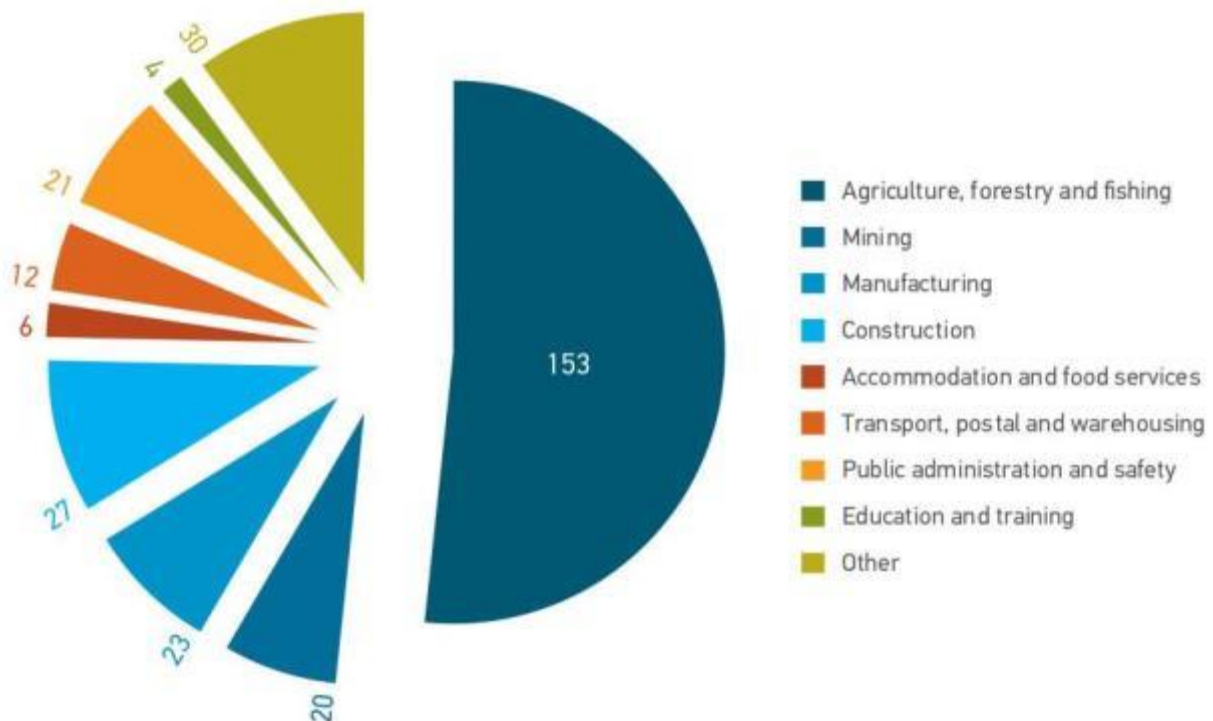
In addition to these industries, it is clear a number of people are employed in tourism and hospitality related tasks, such as managing accommodation or working in the limited retail/service offerings in the Shire or operating tours.

While slightly less than a third of people identified their employment industry as sheep, beef or grain, it is likely that this industry is indirectly responsible for a much higher proportion of employment in the Shire. Other industries such as construction, retail trade, education, and transport also contribute to the employment profile of the Shire.

Employment by Industry – Shire of Coorow

2011 CENSUS DATA

CHART 5.4



## 5.7 RETAIL, SERVICES AND COMMUNITY FACILITIES

Retail and commerce is limited in the Shire. It is apparent that a high proportion of residents and visitors travel elsewhere to fulfil daily and longer-term grocery, service and medical needs. It should be acknowledged that due to the limited population of the Shire, the likelihood of attracting of additional services is limited, and therefore the ongoing focus should be in maintaining and enhancing existing services.

There are a variety of limited medical, banking, post and retail services in Leeman and Coorow. These two towns also benefit from the presence of a primary school and Shire office. Coorow also has significant recreational facilities in Maley Park and the bowls club, and the Coorow Hotel. Leeman similarly has a bowls club.

High school students in the Shire generally travel to Jurien or Moora, or boarding schools in Geraldton or Perth.

Green Head, in contrast, has extremely limited access to services, with only a service station, a restaurant, and a community centre.

For serious medical issues, residents in the Shire travel to Dongara, Geraldton or Moora, and in extreme cases to Perth. Most residents need to travel afar for essential groceries and retail items to towns such as Jurien Bay, Dongara, Geraldton, Moora, and even Perth.

There is a high and diverse number of community groups within the Shire – with the high number and diverse range reflecting the strong community sentiment in each of the townsites.

Coorow has a local publication (Magpie Squawk), a volunteer fire brigade and station, a Country Women Associations Branch, a book club, ladies group, bowls club, playgroup, P and C association, carers association and the Waddi Forest Land Conservation Committee. Coorow is also home to the Coorow Community Land Group – an innovative organisation that owns and operates an 110ha property south of Coorow which is cropped by volunteers, with proceeds returned to the community.

Leeman has a volunteer sea search and rescue group, the local Snag Island News publication, a P and C association, a local bush fire brigade and a Leeman Progress Association. Green Head has comparably less community organisations – with a local community association, bush fire brigade, a coast care group and a Men's Shed.

FIGURE 4 – COMMERCIAL DEVELOPMENT



PICTURE 9 – RUDDUCK STREET LEEMAN



PICTURE 10 – MAIN STREET COOROW

5.8 TOURISM AND VISITORS

Existing hospitality offers in the Shire include:

- Short-stay accommodation in Coorow (including the historic Coorow Hotel), Green Head and Leeman.
- Sea lion tours in Leeman.
- Restaurants in Green Head and Coorow.

Tourism WA places the Shire of Coorow within the Coral Coast tourism region. This region’s key attractors include the Pinnacles, Jurien Bay, coastal activities and wildflowers, particularly in Lesueur National Park, which is partly within the Shire. Caves in Stockyard Gully National Park are also a key attraction. Tourism WA has advised that there is consistent strong demand for additional accommodation in Jurien, demonstrating an ongoing demand for the attractions and amenity of the wider area.

While the short-term visitor market appears somewhat untapped in the Shire, it is clear that holiday homes, and the associated spending from frequent but not permanent residents is a significant ‘industry’ in the locality, particularly on the coast. While short-term accommodation and associated services (restaurants etc.) are not abundant, a large proportion of transient residents visit the Shire for recreational purposes.

FIGURE 5 – TOURISM ASSETS



PICTURE 11 – COOROW HOTEL



PICTURE 12 – GREEN HEAD CARAVAN PARK



PICTURE 13 – DYNAMITE BAY GREEN HEAD



PICTURE 14 – INDIAN OCEAN DRIVE

## 5.9 RURAL LAND USE AND DEVELOPMENT

Rural land uses are varied across the Shire, and have recently been subject to a number of more creative endeavours.

The overwhelming land use in rural areas is for the production of grain – wheat, often in rotation with canola and/or lupins, as well as cattle and sheep grazing.

Extensive broadacre farming and land use tends to occur between Great Northern Highway and Midlands Road, where lots are significantly larger. Land parcels to the east of Midlands Road and Coorow are significantly more fragmented and this area has in the past been more intensely farmed. As such, this has resulted in these areas being more prone to poor soil nutrition and susceptibility to salinity.

More recently however, there has been a major increase in tree farming in the Shire – particularly in between Brand Highway and Midlands Road. Mallee trees are the dominant trees that are farmed in the Shire. This has proved to be a productive use of less fertile land, however requires good land management to avoid complications relating to vermin, weed control and fire risk.

A major 4000ha almond farm began operating in the northern parts of the Shire in 2012, however this operation did not proceed to full production due to funding complications – not land capability and this site is subject to alternative investigations. This case study outlines the varied capability of the land in the Shire and that consideration should be given to the long term operations of such ventures. The almond farm has rendered a large area of land requiring significant on-ground works to enable alternative production in the future.



PICTURE 15 – WHEAT FARM IN CENTRAL COOROW



There are a number of gas reserves in the western areas of the Shire, some of which have been wellled but are anecdotally understood to not be viable at this point in time. The future of this industry is dependent on global external factors such as the price of natural gas. Additionally, any development of these resources requires the careful consideration of any possible impact on groundwater resources and existing land uses (particularly agriculture). Agriculture remains the priority industry in the Shire.

There is a major lime resource on the coast approximately 5km south of Green Head, operated by 'Green Head Sands'. Lime is an important agricultural tool, and is essential for reducing acidity in soil – therefore affordable and readily available lime is a crucial accompaniment to the dominant industry in the Shire.

Renewable energy is also emerging as a major industry within the Shire, and one that can exist complementary to the primary rural land use. The \$600m 100-turbine Warradarge wind farm approved in 2012 provides an example of an alternative energy operation in the Shire, and encourages further investment in the future.

## 5.10 TRAFFIC AND TRANSPORT

Transport within the Shire is almost exclusively undertaken via private vehicles. The small footprint of each townsite does, however enable a high proportion of residents to walk to their places of employment (10% according to the latest Census).

Key traffic routes include Indian Ocean Drive, which provides access to Jurien Bay and Perth from Leeman and Green Head, as well as Dongara-Port Denison and Geraldton to the north. The completion of sections of the roads further south has opened it up to become a key tourist route in Western Australia.

Midlands Road is the key inland route, linking Coorow to places such as Carnamah, Moora and Perth. Coorow-Green Head Road is the key east-west link in the Shire, linking Coorow and the coast, as well linking Coorow to Great Northern Highway.

The Midlands grain freight line proceeds through the eastern portion of the Shire, including through Coorow, linking with grain storage bins and facilities in Coorow and at Marachagee. This line is a crucial facility for the Shire's agricultural industry. It is a Tier 1 line (the highest level), and therefore is not at risk of closure like other grain lines in the State. The line is operated by Brookfield Rail, which has a lease that will not expire until 2049. CBH operates the grain storage and loading facilities, which will continue to operate for the foreseeable future.

During harvesting season, there is significant freight traffic through the centre of Coorow, which combined with poor road configuration around the grain storage bins, creates road safety issues. The Coorow Townsite Local Planning Strategy outlines a long term strategy for a minor bypass road and a reconfiguration of the roads surrounding the grain facility to alleviate this issue.

Leeman also has a landing strip to accommodate RFDS operations.

## 5.11 POWER

Coorow is supplied via a 33kV feeder from Three Springs substation approximately 50km to the north of the townsite. That feeder continues past Coorow and supplies areas further inland, such as Maya 50km to the east.

There is currently enough capacity to cater for approximately 600kVA of additional load at the town of Coorow. With the current rate of natural load growth being experienced on the feeder, this capacity is considered sufficient for the short to medium term. Additional capacity can be fed to Coorow upon application with Western Power. It is not envisaged that significant power usage growth will occur in Coorow – however liaison with Western Power is recommended if key elements of the town's Townsite Local Planning Strategy proceed, particularly the expanded industrial area.

Power is supplied to Leeman and Green Head via the Eneabba substation facility, approximately 37km inland. There is sufficient capacity in the power infrastructure to accommodate natural increases in



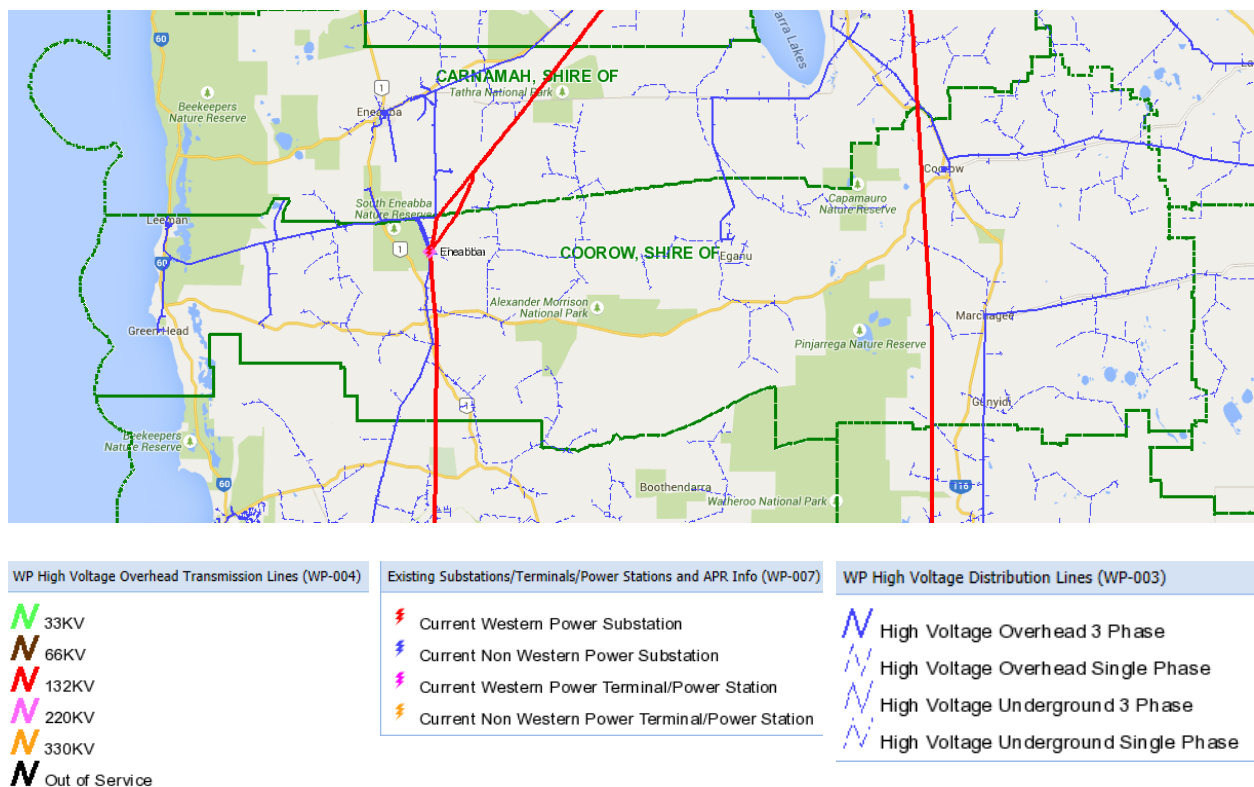
growth, with the forecasting division at Horizon Power having factored in additional growth due to the completion of Indian Ocean Drive. However if Leeman or Green Head is to expand at a rate beyond previous levels, capacity upgrades will be required.

Despite its name, the Eneabba substation is within the Shire of Coorow boundaries. There is sufficient capacity in the system to accommodate townsite energy demand increases due to the completion of the Mid West Energy Project, which is increasing capacity across the region. This upgraded line travels north-south, generally several kilometres parallel from Brand Highway. The other high capacity line in the Shire travels north-south from Carnamah to Moora, generally to the west of Coorow and Midlands Road.

Rural areas are generally fed via local power lines (generally overhead single phase) which transverse most areas of the Shire.

It is recommended that into the future, a separate scheme amendment be progressed to create Special Control Areas and associated provisions guiding development in and within proximity to transmission lines and substation infrastructure.

FIGURE 6 – KEY POWER INFRASTRUCTURE IN SHIRE



Source: Western Power Network Capacity Mapping Tool



## 5.12 WATER AND WATER MANAGEMENT

The Water Corporation supplies water to Coorow, Leeman and Green Head. The water for Leeman and Green Head is obtained mainly from deep aquifers which include the Mount Peron wellfield and the Leeman (Midway) wellfield acting as an emergency source.

The Mount Peron wellfield is located on Coorow-Green Head Road and is approximately 17km south-east of Leeman. Spare capacity is available to support growth in Leeman, and Department of Water documentation shows that a second bore is available to be constructed at Mount Peron in the long term when growth necessitates it.

Reticulation systems in Leeman are currently unable to provide adequate pressure flow during peak usage times. The Water Corporation has plans to review the flow and pressure of water in Leeman, and then plan upgrades accordingly, possibly with a booster pump station.

Water for Coorow is currently provided by the Dathagnoorara Bore on Carnamah-Eneabba Road, 31km north-west of Coorow in the Shire of Carnamah. This bore also services the townsite of Carnamah. This bore is understood to be able to accommodate moderate capacity for growth. Any drinking water sources should be managed in accordance with the *Australian Drinking Water Guidelines (2004)*.

### 5.12.1 WASTEWATER

There is reticulated sewerage available for the townsites of Leeman and Green Head in the Shire, with the remaining areas, including Coorow townsite, relying upon on-site disposal.

There is capacity in the Leeman Wastewater Treatment Plant (WWTP) to serve an additional 200 people. Its current location is considered appropriate for the long term – however any residential or sensitive land use expansion north of the existing townsite will need be cognisant of buffer requirements.

The temporary wastewater facility in Green Head has recently been upgraded to cater for some additional flow (to service 110 dwellings). However planning has begun for the relocation of the WWTP, north of Lakes Road, to the east of the golf course. This requires the allocation of capital funding before it can proceed. This expansion is necessary to facilitate the ongoing residential development along South Bay. Coorow townsite does not have reticulated sewerage. Any major growth in this townsite may require such a system to be introduced, with growth in the meantime to be in accordance with lot size restrictions in the Government Sewerage Policy.

## 6 State and Regional Planning Context

This section outlines the implications of State and regional planning documents on the future direction of the Shire and its townsites.

The key points of the review include:

- The townsites in the Shire are all identified in State planning documents as ‘Local Centres’ – one of the lowest in the centre hierarchy. Local Centres are expected to only cater to the daily needs of residents, with higher order services being provided by towns such as Morawa, Dongara-Denison, Jurien Bay, Geraldton and Perth.
- The State has acknowledged that attracting and retaining residents in rural areas remains one of the key local challenges, however also anticipates that coastal areas over time are expected to attract additional residents.
- The State has identified the area between Geraldton and Perth as having substantial potential for its energy and tourism industry.
- The natural environment will remain the key economic driver in the region, be it through fishing, tourism, mining and agriculture.
- Indian Ocean Drive is acknowledged at the strategic level as being an important tourist route. The views and amenity of this road must be maintained in the longer term to enhance the visitor experience. The State has prepared an Indian Ocean Drive Guideline to guide this response.
- All towns have abundant available residential, commercial and industrial zoned land.
- Due to a lack of reticulated sewerage, minimum lot sizes apply to Coorow. As Leeman and Green Head are for the most part serviced, this restriction does not apply.
- The accommodation and hospitality offering in the Shire and in the regions needs to be improved. Opportunities for eco-tourism also need to be considered. New camping opportunities should also be provided in Lesuer National Park.
- High quality agricultural land should be protected from conflicting uses, and retained for agricultural purposes.
- State planning policy does not support the subdivision of agricultural land for rural living purposes, unless provided for in a local planning strategy or scheme.
- The Shire already has in place the Leeman and Green Head Local Townsite Planning Strategy, and the Coorow Townsite Local Planning Strategy – which guide the future of the towns. These strategies identify urban expansion areas, consolidation opportunities – and important initiatives such as a new main street in Leeman, new community sites in Green Head and a bypass road in Coorow.

6.1 KEY STATE DOCUMENTS

TABLE 7 – KEY STATE DOCUMENTS

DOCUMENT AND RELEVANT PROVISIONS	IMPLICATIONS
<p><b>State Planning Strategy 2050 (2014)</b></p> <p><i>Overall strategic plan for State – informs future frameworks, plans, strategies and policies.</i></p> <p><i>Guides State through to 2050. Finalised in June 2014.</i></p>	
<ul style="list-style-type: none"> <li>▪ Raw materials to continue to drive State’s economy and renewable energy to be major driver of industry.</li> <li>▪ WA’s population will increase from 2.5 million people to over 4.3 million by 2050. The population is expected to age significantly and Perth will continue to attract 75% of residents.</li> <li>▪ Communities should be diverse, affordable, accessible and safe.</li> <li>▪ Economic development should be on facilitating trade, investment, employment and community betterment.</li> <li>▪ Landscapes and the natural environment should be protected.</li> <li>▪ Regional areas should capitalise on their unique characteristics, assets and resources.</li> <li>▪ The area between Geraldton and Perth is acknowledged as a key ‘infrastructure band’ due to rail and energy infrastructure. The coastal area is shown as having major tourism potential. The locality is also shown as continuing to have cropping and broad acre livestock value.</li> <li>▪ In the locality, Jurien Bay and Morawa are Sub-Regional Centres, supported by the Regional Centre of Geraldton.</li> <li>▪ The Shire of Coorow, and the entire Mid West, Gascoyne and Goldfields-Esperance regions are in the ‘Central Sector of the State. Mining will drive growth, along with existing agricultural, fishing and tourism industries.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Strategy and Scheme need to focus on accommodating a more diverse, ageing population.</li> <li>▪ More diverse housing options are needed.</li> <li>▪ Shire needs to accommodate infrastructure and development potential from Mid West Energy Project, including renewable energy.</li> <li>▪ Tourism opportunities need to leverage off natural and coastal assets.</li> <li>▪ Ongoing support and expansion of existing agricultural industries is essential.</li> <li>▪ In the surrounding region, Jurien Bay will be the main service centre, and above that Geraldton.</li> </ul>
<p><b>Draft Mid West Regional Planning and Infrastructure Framework 2011 (Mid West Region Plan)</b></p> <p><i>Provides regional context for land use planning in Mid West, outlines major issues, priority actions and infrastructure projects.</i></p>	
<ul style="list-style-type: none"> <li>▪ Vision for region is to evolve into a major living, working and investment destination.</li> <li>▪ Shire of Coorow, along with Shire’s of Carnamah, Three Springs, Mingenew, Morawa and Perenjori are in the North Midlands Sub-Region.</li> <li>▪ Coorow, Leeman and Green Head are all identified as ‘Local Centres’ while Warradarge is identified as ‘Service Centre’. These are the lowest of the activity centres in the region. These are expected to accommodate the daily needs of residents.</li> <li>▪ Nearby Carnamah, Three Springs, Perenjori and Eneabba also identified as Local Centres. Morawa is identified as Sub-Regional Centre, Dongara-Denison as a Regional Centre and Geraldton as a Primary Centre.</li> <li>▪ Mineral sand deposits are identified in the Shire, at its northern</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shire needs to acknowledge the intended lower service role of Leeman, Green Head and Coorow, and plan accordingly.</li> <li>▪ New coastal settlements are to be avoided, with Leeman and Green Head to be consolidated and expanded.</li> <li>▪ Shire needs to accommodate infrastructure and development potential from Mid West Energy Project, including renewable energy.</li> <li>▪ Effort needs to be made to attract and retain residents.</li> <li>▪ Shire needs to consider implications of local government reform, and work to ensure outcomes reflect the interests of its</li> </ul>

DOCUMENT AND RELEVANT PROVISIONS	IMPLICATIONS
<p>border near the Brand Highway.</p> <ul style="list-style-type: none"> <li>▪ Challenges in North Midlands said to be attracting and retaining residents, and avoiding pressure on developing new coastal settlements near Leeman and Green Head, instead focusing on expanding existing townsites.</li> <li>▪ New renewable energy projects are encouraged to take advantage of Mid West Energy Project.</li> <li>▪ Regional planning goals should be incorporated into revised planning scheme and strategies.</li> <li>▪ Future local government reform (amalgamations) may occur in the future.</li> <li>▪ Implementation of National Broadband Network in Mid West towns seen as a high priority infrastructure requirement.</li> <li>▪ Strategy is heavily focused on improving infrastructure and diversifying economic base of Geraldton.</li> </ul>	<p>community.</p> <ul style="list-style-type: none"> <li>▪ Townsites in the Shire need to consider their role and relationship with Geraldton as a major centre, as well in relation to Perth.</li> </ul>
<p><b>Central Coast Regional Strategy 1996</b>  <i>Strategic land use plan for coast from Shire of Gingin to Dongara.</i></p>	
<ul style="list-style-type: none"> <li>▪ Occupation of former squatter settlements along the coast were understood to be a clear indication there is strong demand for holiday accommodation, commercial fishing and recreation facilities along the coast.</li> <li>▪ Strong demand for rural residential lots exists, however must be appropriately located where lots can be serviced efficiently. Green Head and Leeman town sites indicated for investigation.</li> <li>▪ Natural environment is important driver of industry – fishing, tourism, mining, agriculture, mineral sands etc.</li> <li>▪ Additional infrastructure and recreational facilities required to support industry.</li> <li>▪ Need to minimise nutrient run-off into ocean.</li> </ul>	<ul style="list-style-type: none"> <li>▪ More tourism infrastructure required on coast – hospitality, recreational and accommodation services.</li> <li>▪ Rural residential lots should be considered in each townsite in the Shire.</li> <li>▪ Care needs to be taken to protect visual and environmental integrity of coast and landscape to maintain tourism and social value.</li> </ul>
<p><b>Mid West Infrastructure Analysis 2008</b>  <i>Sets out regional infrastructure priorities</i></p>	
<ul style="list-style-type: none"> <li>▪ Brand Highway needs to be upgraded over time, including additional passing lanes</li> <li>▪ Major upgrade of Leeman police station to take place between 2013 and 2018.</li> <li>▪ Leeman and Green Head identified to possibly face growth pressure due to being attractive coastal settlements.</li> <li>▪ The Shire is said to have 80ha of undeveloped residential land, in addition to 87.7ha of already developed land.</li> <li>▪ The Shire is said to have 33.4ha of undeveloped industrial land, in addition to 11.6ha of existing developed land.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Growth in Shire likely to be located on the coast.</li> <li>▪ Green Head’s lack of social and community infrastructure requires attention before town expands further.</li> <li>▪ Both coastal towns appear to have sufficient available residential zoned land, and power supplies.</li> <li>▪ Possibility of coal mining in Shire needs to be investigated.</li> </ul>



DOCUMENT AND RELEVANT PROVISIONS	IMPLICATIONS
<ul style="list-style-type: none"> <li>▪ Green Head requires more community facilities to support growth. It has 16.5ha of undeveloped residential land, and is only using 40% of its power supply.</li> <li>▪ Leeman also using 40% of power supply, and has 34.4ha of undeveloped residential land.</li> <li>▪ A number of potential Coal deposits are identified in the Shire, to the west of Brand Highway.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Coorow not identified as a growth town.</li> </ul>
<p><b>Government Sewerage Policy (2011) (Draft) (Dept. of Health)</b></p> <p><i>Guides sewerage provision, restrictions on development for non-sewered areas. Understood to be already being applied.</i></p>	
<ul style="list-style-type: none"> <li>▪ Generally requires all residential and non-residential development to be connected to reticulated sewerage systems – particularly if systems are available, the Town Planning Scheme requires it, and/or where no connection would pose a risk to public health or the environment.</li> <li>▪ On-site disposal may be permitted, if lot sizes are a minimum of 1,000sq.m (2,000sq.m if clay), if it can demonstrated with appropriate documentations as being acceptable.</li> <li>▪ There is no limit on townsite expansion without sewer, in contrast to previous policy.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Leeman and Green Head both have access to reticulated sewer systems. Future development will need to connect to these systems.</li> <li>▪ Coorow does not have a reticulated sewer system, and therefore minimum lot sizes will apply to future development (generally 1,000sq.m). In the longer term, such a system should be considered if demand can justify the expense. It is also noted that the previous Draft Country Sewerage Policy identified that Coorow, Green Head and Leeman are locations with public health and/or environmental constraints for onsite wastewater disposal.</li> </ul>
<p><b>Liveable Neighbourhoods</b></p> <p><i>Operational policy for design and assessment of structure plans for new urban (predominantly residential) areas.</i></p>	
<ul style="list-style-type: none"> <li>▪ Outlines appropriate urban structures, provide guidance for placement of community facilities, schools and commercial facilities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Liveable Neighbourhoods will need to be used as a key design tool when the Shire incorporates structure plan provisions into its Scheme.</li> <li>▪ Major residential development is unlikely, however the document is still considered highly relevant, even for the consolidation of small subdivisions.</li> </ul>
<p><b>Model Scheme Text</b></p> <p><i>Guide to achieve consistency in Schemes across WA. Appendix B to Town Planning Regulations 1967.</i></p>	
<ul style="list-style-type: none"> <li>▪ The Shire of Coorow Town Planning Scheme No. 2 appears relatively in line with the Model Scheme Text, with some exceptions including the lack of zone specific development requirements.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Revised Shire of Coorow Local Planning Scheme format, definitions and provisions will need to be in accordance with Model Scheme Text where appropriate.</li> </ul>

DOCUMENT AND RELEVANT PROVISIONS	IMPLICATIONS
<p><b>Tourism Development Priorities 2010-2015 Coral Coast</b></p>	
<p><i>Tourism WA's 2010 function sets out the strategic tourism priorities for the Coral Coast.</i></p>	
<ul style="list-style-type: none"> <li>▪ The Shire of Coorow is in the Cervantes and Jurien Bay Sub-Region</li> <li>▪ Average length of stay in region is 3 days, with 100,400 annual overnight visitors.</li> <li>▪ Strengths include proximity to Perth, positioning location as a weekend escape, including for caravan and campers, recreation fishers, off-road vehicle enthusiasts. White sandy beaches are also a main attraction as is the Lesuer National Park near Green head, which has major wildflower appeal. The Pinnacles near Cervantes are also a key attractor.</li> <li>▪ Development of areas has lagged significantly compared to other areas within 300km of Perth. While access is rated high, accommodation and amenities are rated low.</li> <li>▪ The Shire of Coorow from 2001-2008 attracted 12,900 annual overnight visitors, 11,000 of these from intrastate, 1,300 interstate and only 600 international.</li> <li>▪ Higher end, possible eco-tourism accommodation is needed along coast. Affordable options also required to replace shack accommodation, particularly caravan parks.</li> <li>▪ Focus of strategy is on development of Jurien Bay and Cervantes.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shire needs to facilitate strengthening of tourism infrastructure, particularly accommodation options</li> <li>▪ Eco-tourism opportunities need to be investigated</li> <li>▪ Lesuer National Park needs to be leveraged to drive visitation to Green Head.</li> <li>▪ Works needs to be done to raise profile of destinations within Shire of Coorow, particularly in the context of proximity to Perth.</li> </ul>
<p><b>Indian Ocean Drive Planning Guideline (2013)</b></p>	
<p><i>Sets broad guidelines for the location, siting and design of various land uses and development in the locality of Indian Ocean Drive (IOD) – with a view to preserving the rural and natural landscape and scenic views.</i></p>	
<ul style="list-style-type: none"> <li>▪ Guidelines are NOT applicable to development within Leeman townsite through which IOD passes, or existing development, however future development is to consider the guidelines.</li> <li>▪ With exception of land within Leeman townsite, all land within 500m of IOD within Shire of Coorow is within public ownership.</li> <li>▪ IOD north of Leeman is very close to the coastline (20-30m), and those views are considered important.</li> <li>▪ Any future development should be 'inevident' (behind vegetation, dunes, or blended in with colours etc. and not generally noticeable), 'visible' (blended into landscape or through colour or materials) or should be 'prominent' (purposefully standing out – this is considered more acceptable in the townsites of Leeman and Jurien Bay).</li> <li>▪ Tourist facilities along the route should generally be inevident or blended into the landscape. Not previously identified tourism sites need be supported by the local government and WAPC. Applications should be supported by a visual landscape assessment.</li> <li>▪ There are specific use and size guidelines for Service stations, all of which should be located in existing townsites or locations. The guidelines include draft Town Planning Scheme provisions/definitions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Intention is to implement guideline as a WAPC guideline, and a local planning policy by the local governments along IOD, including the Shire of Coorow</li> <li>▪ The Shire will need to liaise with the WAPC and other local governments prior to adoption of a local planning policy incorporating the provisions of the guidelines, if it is to be implemented as planned by the Department.</li> <li>▪ Overall, the guideline promotes a level of restraint on future development in the vicinity of IOD.</li> <li>▪ As the Leeman townsite is primarily excluded, and as the Leeman and Green Head Townsite Local Planning Strategy does not anticipate development along IOD outside of the townsites, which is almost entirely Crown Land within the Shire of Coorow, the impact of the guideline is expected to be limited.</li> </ul>

DOCUMENT AND RELEVANT PROVISIONS	IMPLICATIONS
<ul style="list-style-type: none"> <li>▪ Any new rural living proposals near IOD require a visual landscape assessment at the rezoning or structure planning stage. These should be designed to have a minimal visual impact on views from IOD.</li> <li>▪ Any residential development should also be inevident or situated behind dunes etc.</li> <li>▪ For mining, extractive industries and utilities – extraction and waste activities should be inevident from IOD. For facilities such as telecommunication towers, wind turbines, the guidelines acknowledge these may need to be prominent areas for functional reasons, but should still blend with their landscape setting.</li> <li>▪ Signage such as town entry statements should be evident, but not prominent. Natural/local materials and colours should be utilised.</li> <li>▪ The tuart tree avenue between Green Head and Leeman needs to be restored by replanting specimens in poor condition. Avenue should not be expanded, or others started elsewhere.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The only possible impact will be on possible future tourism sites between Leeman and Green Head. The WAPC has endorsed the Leeman and Green Head Townsite Local Planning Strategy which identified an area as a possible low impact tourism site, any future development may require a visual landscape assessment.</li> <li>▪ The Shire’s new scheme will need to consider the guideline.</li> </ul>
<p><b>Rural Planning Guidelines (February 2014)</b></p> <p><i>These guidelines were developed to respond to submissions and provide guidance in using and interpreting State Planning Policy 2.5 – land use planning in rural areas (SPP 2.5) and Development Control Policy 3.4 – Subdivision of Rural Land DC 3.4</i></p>	
<ul style="list-style-type: none"> <li>▪ SPP 2.5 and DC Policy 3.4 govern planning decision-making for rural land in Western Australia. These guidelines contain explanation of the intent and interpretation of SPP 2.5 and DC 3.4.</li> <li>▪ They provide guidance on how to plan for the following land uses and activities in the preparation of strategies and schemes:             <ul style="list-style-type: none"> <li>▪ Priority Agricultural Land</li> <li>▪ Rural Land</li> <li>▪ Rural Living Precincts</li> <li>▪ Tree Farms</li> <li>▪ Non-Agricultural Land Uses.</li> </ul> </li> <li>▪ Additional guidance for planning issues in rural living zones is also provided in terms of structure plans and subdivision. The guidelines consider issues such as climate change, building envelopes, land use conflict, landscape, subdivision for soil conservation and rural lot sizes. Rainwater catchment calculations are provided to assist with water supply for rural residential estates.</li> </ul> <p>Economic development and employment creation is also encouraged through the identification of primary processing precincts and rural enterprise zones.</p>	<ul style="list-style-type: none"> <li>▪ The Shire’s new scheme will need to consider the guidelines and are to be read in conjunction with SPP 2.5 and DC 3.4.</li> <li>▪ The Shire’s rural land uses and development including tree farming, broadacre farming, agriculture, gas reserves, lime reserves and renewable energy activities (wind farming) should be considered in the new planning scheme in accordance with these guidelines.</li> </ul> <p>These guidelines will assist the Shire in implementing SPP2.5 and DC 3.4.</p>

DOCUMENT AND RELEVANT PROVISIONS	IMPLICATIONS
<p><b>State Coastal Planning Guidelines (July 2013)</b> <i>Provide detailed guidance for the application of State Coastal Planning Policy 2.6.</i></p>	
<ul style="list-style-type: none"> <li>▪ The Guidelines cover the following aspects of coastal planning:</li> <li>▪ Development and settlement – need to consider SPP No.2 Environment and Natural Resources Policy and SPP No. 3 Urban Growth and Settlement.</li> <li>▪ Coastal hazard risk management and adaptation planning – to ensure an appropriate risk assessment and management planning framework for incorporating coastal hazard considerations into decision-making processes.</li> <li>▪ Infill development - coastal proposal may be considered infill development if the subject site is between existing lots and adjacent to approved development.</li> <li>▪ Coastal protection works - As per SPP2.6 General Policy measures:</li> <li>▪ Public interest – consideration of community engagement, public access, coastal roads, car parks, pedestrian access and dual use paths.</li> <li>▪ Coastal foreshore reserve – consideration of ecological values, landscape, indigenous heritage, cultural heritage, public access and coastal processes in determining an appropriate foreshore reserve width.</li> <li>▪ Coastal strategies and management plans – coastal plan requirements.</li> <li>▪ Precautionary principle - requires decision makers to act in response to the best available science, knowledge and understanding of the consequences of decisions.</li> <li>▪ Information support - comprehensive, accurate and up-to-date information on the current status and trends of natural resources</li> </ul>	<ul style="list-style-type: none"> <li>▪ The guidelines should be applied at the earliest appropriate stage of the planning process e.g. rezoning of land.</li> <li>▪ The Shire will need to consider establishing an appropriate coastal foreshore reserve width.</li> <li>▪ In the event a foreshore reserve width has not been implemented, this should be determined at the first planning process stage post rezoning which is generally the structure planning stage.</li> <li>▪ The Shire will need to engage the community during any management plan formulation and coastal hazard risk management and adaptation through the structure planning and/or strategy planning stage.</li> <li>▪ Proponents should be requested to supply necessary information where decision-makers believe it is necessary to enable decisions to support the policies.</li> </ul>
<p><b>Planning Bulletin 83 – Planning for Tourism</b> <i>This bulletin sets out the policy position of the Western Australian Planning Commission (WAPC) to guide decision making by the WAPC and local government for subdivision, development and scheme amendment proposals for tourism purposes.</i></p>	
<ul style="list-style-type: none"> <li>▪ The bulletin responds to the need for a more strategic and flexible approach to tourism planning to support investment in the industry.</li> <li>▪ Local planning strategy should incorporate local tourism planning to identify tourism precincts and tourism sites.</li> <li>▪ Until a local planning strategy is in place, a scheme amendment or development proposal for non-tourism or residential uses on tourist zoned land needs to address matters contained in Local Planning Manual 2010.</li> <li>▪ The WAPC will consider the application of this bulletin where appropriate in the assessment of structure plans, subdivision, strata applications and development applications on sites zoned for tourism purposes or similar.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The preparation of new/ amended local planning schemes should reflect this bulletin and guidance contained in the Local Planning Manual 2010.</li> <li>▪ Schemes should include a range of tourist and mixed use zonings allowing for tourism developments and the permissibility of land uses in each zone.</li> <li>▪ To reduce the likelihood of tourism accommodation being used as permanent or semi-permanent accommodation, a maximum length of stay provision of three months in any twelve month period should apply to the tourism units on all developments. This can be implemented through a condition or provision in the scheme.</li> </ul>

DOCUMENT AND RELEVANT PROVISIONS	IMPLICATIONS
<p><b>Planning for Bushfire Risk Management Guidelines (Draft 2014)</b></p>	
<p><i>These revised guidelines are designed to supplement the objectives and policy measures established in SPP 3.7, to assist in their interpretation, and provide advice on how bushfire risk is to be addressed when designing or assessing a proposal within a bushfire-prone area.</i></p>	
<ul style="list-style-type: none"> <li>▪ The Office of Bushfire Risk Management (OBRM) has endorsed these guidelines as a standard. As an OBRM-endorsed standard, these guidelines, in conjunction with SPP 3.7, will be the predominant document in Western Australia for use by DFES as well as other referral authorities.</li> <li>▪ The State Bushfire-Prone Area Map, once complete, will identify all land across the State as being either within, or outside of, a bushfire-prone area. The OBRM is responsible for preparing and administering the Bushfire-Prone Area Mapping.</li> <li>▪ The guidelines assist with assessing bushfire risk, apply SPP 3.7 and defining the roles and responsibilities of decision makers, proponents and stakeholders.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ensuring local planning instruments, including strategies, schemes and scheme amendments incorporate the State bushfire-prone area maps and establish requirements that address bushfire risk.</li> <li>▪ Following the release of the OBRM bushfire-Prone Area Mapping, a bushfire hazard level assessment should be completed for bushfire prone areas in the shire to determine the extent of the risk in consultation with DFES.</li> <li>▪ Ensure that subdivision, development and land use proposals take into account bushfire protection requirements and include specified fire protection measures</li> </ul>



## 6.2 STATE PLANNING POLICIES

TABLE 8 – STATE PLANNING POLICIES

DOCUMENT AND PURPOSE	RELEVANT PROVISIONS	IMPLICATIONS
<p><b>SPP2.0 Environment and Natural Resources</b></p> <p>Policy to guide conservation and protection of environment assets, and sustainable resource management.</p>	<ul style="list-style-type: none"> <li>▪ Environmental and natural resource management should be integrated with broader land use planning and decision-making.</li> <li>▪ Natural environment should be protected, conserved and enhanced, including marine environments. One of way of achieving this is appropriate coastal setbacks.</li> <li>▪ Natural resources should be sustainably used and managed, including water. Soil and land quality should also be maintained.</li> <li>▪ Aquaculture facilities need to be appropriately located to avoid land use conflict.</li> <li>▪ High value and scenic landscapes should be protected.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shire’s scheme should retain focus on protecting areas of environmental and scenic value.</li> <li>▪ Sustainable farming practices needs to be encouraged through ongoing sharing of knowledge between industry and government agencies.</li> <li>▪ Aquaculture land uses need to be appropriately placed from sensitive land uses.</li> </ul>
<p><b>SPP2.5 Land Use Planning in Rural Areas</b></p> <p>Policy for rural and agricultural zoned land, and rural residential areas.</p>	<ul style="list-style-type: none"> <li>▪ Rural land should be protected from incompatible uses – resource, agricultural and other primary production uses should be protected.</li> <li>▪ Any land use change from rural to urban or otherwise must be supported by a WAPC endorsed strategy.</li> <li>▪ Priority agricultural land must be protected.</li> <li>▪ Rural zones should be used for primary production, tourism, environmental and cultural pursuits. Tree farming is an appropriate use for rural land where sustainable.</li> <li>▪ Rural living areas must be adjacent to existing urban areas, with access to services, facilities and amenities.</li> <li>▪ Rural living areas should not utilise valuable agricultural land, not be suitable for urban expansion, is not ecologically important, and is not at risk of bushfire and other hazards.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Rural land integrity needs to be maintained in Shire.</li> <li>▪ Land identified for priority agricultural land in a strategy or scheme is to be retained for that purpose.</li> <li>▪ Rural living areas may be acceptable adjacent to townsites, where not suitable for other urban uses.</li> <li>▪ Rural land uses can be utilised for other than agricultural purposes.</li> <li>▪ <i>Geothermal Resources Act 1967</i> applies to such resources.</li> </ul>
<p><b>SPP2.6 State Coastal Planning Policy</b></p> <p>Guidance for decision-making within coastal zones, including reserves and land use change.</p>	<ul style="list-style-type: none"> <li>▪ Land-use planning needs to take into account coastal process, landform stability, hazards, climate change etc.</li> <li>▪ Future urban development should be concentrated at existing coastal settlements. Continuous linear coastal development is highly discouraged. Environmental capability and community need must be demonstrated for this to occur.</li> <li>▪ Urban development should facilitate public coastal access, and facilitate commercial and</li> </ul>	<ul style="list-style-type: none"> <li>▪ Coastal setbacks for future coastal development will need to be maintained or enhanced.</li> </ul> <p>Future urban coastal development will need to take place immediately about the Leeman and Green Head townsites rather than more generally along the coast.</p> <ul style="list-style-type: none"> <li>▪ Conservation considerations will need to be balanced with demand for commercial, tourism and infrastructure.</li> </ul>

DOCUMENT AND PURPOSE	RELEVANT PROVISIONS	IMPLICATIONS
	<p>infrastructure (ports, harbours, ramps) coastal needs.</p> <ul style="list-style-type: none"> <li>▪ Coastal development should maintain existing environmental flows and hydrological cycles.</li> <li>▪ Building height within 300m of coast should be carefully considered in context of locality.</li> <li>▪ Foreshore reserves are required to maintain environmental integrity of coast.</li> </ul>	
<p><b>SPP2.7 Public Drinking Water Source Policy</b></p> <p>Seeks to protect public drinking water sources.</p>	<ul style="list-style-type: none"> <li>▪ Ensure protection and long-term management of water resources for public water supply.</li> <li>▪ Ensure water sources are protected in planning documents.</li> <li>▪ Do not permit developments or land uses which compromise water sources.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ensure incompatible land uses and development is not permitted near water sources.</li> <li>▪ Maintain identification of water sources in the scheme.</li> </ul>
<p><b>SPP2.9 Water Resources</b></p> <p>Seeks to protect natural water resources.</p>	<ul style="list-style-type: none"> <li>▪ Protect, conserve and enhance water resources that have significant economic, social, cultural and/or environmental values.</li> <li>▪ Consider water catchments in the protection of water resources.</li> <li>▪ Maintain adequate buffers from wetlands, waterways and estuaries.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Avoid incompatible development or land uses that may negatively impact water resources.</li> </ul>
<p><b>SPP3 Urban Growth and Settlement</b></p> <p>Guides development of urban areas.</p>	<ul style="list-style-type: none"> <li>▪ Housing should have good access to employment, commercial, recreation and other facilities.</li> <li>▪ Housing options should be diverse to suit various household sizes, ages and incomes.</li> <li>▪ Vacant and underutilised land should be utilised for urban growth.</li> <li>▪ Commercial land uses should be clustered.</li> <li>▪ Urban development should foster a sense of identity and community.</li> <li>▪ Higher density development should be close to commercial facilities and near transport options.</li> </ul>	<ul style="list-style-type: none"> <li>▪ More intense and diverse housing products should be located near the centre of townsites in Shire near community and commercial facilities. Execution of the Leeman and Green Head, and Coorow Townsite Local Planning Strategies, which identify a number of infill and alternative housing sites (such as aged housing), will fulfil this goal.</li> <li>▪ Infill of existing urban areas should be considered.</li> <li>▪ Retail, community and commercial areas in Shire's townsites should be concentrated where possible, as outlined in each townsites Local Townsite Planning Strategies. Coorow's commercial activity is to be concentrated on or near Main Street, Green Head's in the existing commercial area, and along a new main street on Rudduck Street in Leeman.</li> </ul>
<p><b>SPP3.5 Historic Heritage Conservation</b></p> <p>Sets out practices for the planning for, conservation and protection of</p>	<ul style="list-style-type: none"> <li>▪ Specific scheme provisions are required to protect heritage assets.</li> <li>▪ Limitations should be made on alterations to and demolition of heritage assets, and also development near heritage assets.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Shire has a number of municipal listed heritage assets, as well as some that have been assessed by Heritage WA.</li> <li>▪ The Shire already has heritage scheme provisions, which needs to be reviewed. Consideration should be given to a local planning policy in relation to this matter.</li> </ul>

DOCUMENT AND PURPOSE	RELEVANT PROVISIONS	IMPLICATIONS
heritage assets.	<ul style="list-style-type: none"> <li>Local planning policies should be considered in addition to Model Scheme Text provisions.</li> </ul>	
<p><b>SPP5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning</b></p> <p>Guideline to minimise noise impacts from transport infrastructure.</p>	<ul style="list-style-type: none"> <li>Indian Ocean Drive and Midlands Road are identified as primary freight routes.</li> <li>Noise limits should generally be kept to 55dB during the day and 50dB at night (10pm to 6am) from outside the facades of nearby buildings.</li> <li>Noise protection measures and notifications on titles are possible ways to reduce noise impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Consideration needs to be given to this policy given the rail line through Coorow (and Midlands Road), and also likely increasing levels of vehicle and freight traffic on Indian Ocean Drive near Green Head and through Leeman</li> <li>Development application and subdivision applications will need to be considered on a case-by-case basis.</li> </ul>
<p><b>Development Control Policy 3.4 Subdivision of Rural Land</b></p> <p>Sets out parameters for protection of rural land and facilitation of economic opportunities on rural land.</p>	<ul style="list-style-type: none"> <li>Rural living requires reticulated electricity, sealed and drained roads, comprehensive drainage system, land stability and suitable on-site waste disposal</li> <li>Ad-hoc subdivision of rural land is not supported</li> <li>Subdivision may be supported to accommodate utilities, protect heritage assets or realign lot boundaries.</li> </ul>	<ul style="list-style-type: none"> <li>Any future subdivision of rural land needs to part of a careful strategy or due to exceptional circumstances.</li> </ul>
<p><b>Draft SPP3.7 Planning for Bushfire Risk Management</b></p> <p>Assists in reducing the risk of bushfire to people, property and infrastructure by encouraging a conservative approach to strategic planning, subdivision, development and other planning decisions proposed in bushfire-prone areas.</p>	<ul style="list-style-type: none"> <li>SPP 3.7 should be given due regard in regional and local planning scheme amendments, sub-regional structure plans, local planning strategies, structure plans, subdivisions, local government plans and development applications.</li> <li>The policy intends to assist in reducing the risk of bushfire to people, property and infrastructure by taking a risk-minimisation approach.</li> <li>Planning and development applications within identified bushfire-prone areas are to undertake a bushfire hazard assessment.</li> <li>Consideration of intensification of development in areas that have or will have an extreme bushfire hazard level shall not be supported.</li> <li>The Shire will be responsible for administering development controls in accordance with the local planning scheme, with due regard to SPP 3.7.</li> </ul>	<ul style="list-style-type: none"> <li>Subdivision and development proposal to demonstrate compliance with policy measure.</li> <li>If required, the Shire will need to review bushfire management plans submitted to support planning proposals.</li> <li>The Shire will be required to prepare bushfire hazard assessments and/ or BAL assessments where land subject of a planning proposal is vested in the control of local government.</li> <li>The Shire will need to refer applications to DFES when proposals don't comply with the acceptable solutions.</li> <li>The advice of the relevant authority responsible for emergency services is to be sought and considered in the preparation of all sub-regional structure plans and local planning strategies and regional and local planning schemes.</li> <li>The Shire will need to ensure that related documents such as biodiversity strategies address and respond to the bushfire provisions of the local planning documents.</li> </ul>

## 7 Local Planning Context

### 7.1 EXISTING SCHEME

The Shire of Coorow's current Town Planning Scheme No. 2 was gazetted on 27 July 2001.

The Scheme has the objectives of:

- To assist in the implementation of regional plans and policies including the State Planning Strategy;
- To ensure there is sufficient supply of services and suitable land for housing, employment, commercial activities, community facilities, recreation and open space;
- To provide for housing choice and variety with a community identity and high levels of amenity;
- To assist employment and economic growth by facilitating the timely provision of suitable land for retail, commercial, industrial, entertainment and tourist developments, as well as providing opportunities for home based employment;
- To facilitate a diverse and integrated network of open space catering for active and passive recreation, consistent with the needs of the community;
- To promote the sustainable use of rural land for agricultural purposes whilst accommodating other rural activities;
- To protect and enhance the environmental values and natural resources of the Scheme area and to promote ecologically sustainable land use development; and,
- To safeguard and enhance the character and amenity of the built and natural environment of the Scheme area.

The aims of the scheme currently promote the growth and expansion of townsites and rural land uses while protecting the natural amenity. Refinement of the scheme aims is required to mention renewable and other energy sources as a result of the Mid West Energy Project, and other issues such as aged housing, and agricultural diversification. It is also noted that given the low, and sometimes declining population levels across the municipality, a shift of the scheme aims to encourage infill development, sustainable growth and increased housing diversity would be more appropriate.

#### 7.1.1 ZONES

There are nine zones within the Shire's scheme, all of which are outlined below:

TABLE 9 – SHIRE OF COOROW SCHEME AND OBJECTIVES

ZONE	OBJECTIVE
Residential	To provide for residential development at a range of densities with a variety of housing to meet the needs of different household types through the application of the Residential Design Codes
Commercial	To provide for retail shopping, office and commercial development, and social, recreational and community activities servicing the town as a whole
Industrial	To provide for manufacturing industry, the storage and distribution of goods and associated uses, which by the nature of their operations should be separated from residential areas
Public Assembly	To provide for places of worship such as churches or halls to serve the community
Rural Zone	To provide for a range of rural pursuits such as broadacre and diversified farming which are compatible with capability of the land and retain the rural character and amenity of the locality



Rural Residential Zone	To provide for well managed residential uses in a rural setting so as to ensure landscape protection, conservation and small scale farming
Special Use Zone	To provide for special categories of land use which are not fully compatible with other zones in the Scheme.
Private Clubs & Institutions Zone	To provide for development or establishment of uses to satisfy the general cultural, religion, education, health and recreational needs of the community
Tourist Accommodation Zone	To provide for tourism development and uses associated with tourism development, including retailing and service facilities where such facilities are an integral part of the development and are of a scale appropriate to the needs of development

It is noted that there is currently no Development zone, to give effect for the structure planning of expansion areas. This zone should be inserted to allow for the effective planning of residential expansion areas.

A Mixed Use zone would also be appropriate to accommodate the development of areas such as the proposed Rudduck Street main street.

### 7.1.2 CURRENT ZONINGS

#### GREEN HEAD

The Residential zoning dominates the Green Head townsite. All areas in the north and west are zoned for R12.5 while newer areas to the east are zoned for R15. This is complemented by a Parks and Recreation reserve which generally straddles the coast, as well as a portion which is utilised for the golf course. The town centre core is zoned Commercial, flanked by two large portions zoned for Tourist Accommodation. It is evident that the town is set for expansion to the south-east, where a significant amount of Rural zoned land stretching along the coast is located. An Industrial area is also located at the northern border of the townsite.

#### LEEMAN

Similarly to Green Head, the Leeman townsite is primarily occupied by Residential zoned land, with a Parks and Recreation reserve along the coast. Land surrounding the town centre is primarily zoned R15 however to the north there are limited pockets of R40 and one portion zoned R50. A small Commercial zoned area is also located towards the north of the townsite.

A large Residential area to the south is split zoned for R17.5/30. Also similarly to Green Head, Leeman holds a large Rural land bank to the east of Indian Ocean Drive. This is partially affected however, by the presence of an Industrial zoned area and waste water treatment site. A large number of Public Purpose areas are also spread throughout the townsite, including for School, Drain, Gravel, Police Station, and Health.

#### COOROW

The Coorow townsite is largely comprised of R10 Residential land, and a large portion of R10/R15 land to the east of the existing urban area. Main Street is ribboned with Commercial zoned land, with some additional pockets of Commercial zoned land in the townsite, and along the Midlands Railway. There is also a Church Site, Service Station, Council Office and Hall Site. An Industrial zoned area is located at the south of the townsite, and there is also some Rural Residential zoned land south-west in the townsite.

#### RURAL AREAS

The areas outside of the townsites are largely zoned Rural, with the exception of a number of Nature Reserves/National Parks, and some Public Purpose sites for a cemetery, water utilities, gravel, public recreation and camping. There is also a Service Station Special Use at Warradage.

### 7.1.3 SCHEME REVIEW

The Scheme generally follows the Model Scheme Text, however there are some key issues with the document including:

- A lack of structure planning provisions. Structure plans are the preferred form of residential development planning, and therefore will be essential for the future urban expansion of Leeman, Green Head and Coorow.
- Inconsistent standards in terms of setbacks and the like, particularly for Industrial development
- There is a single Industrial zone, which has made the appropriate splitting of general and light industrial uses difficult to achieve. In the future as each town grows, the allocation of particular areas for light or general industry will be important.
- The scheme may need to consider use classes associated with renewable energy or resource projects.
- The scheme currently contains a 200m setback clause from Indian Ocean Drive, which is not considered appropriate for townsites in the context of attracting visiting trade.
- The Scheme currently has an 8m blanket height limit which is understood to be restricting alternative roof forms and tourist accommodation development. Given initial feedback from the Shire, a minor increase to the limit should be implemented.

## 7.2 EXISTING STRATEGY

The Shire of Coorow’s Local Planning Strategy was prepared by O’Brien Planning Consultants and was adopted in February 2001.

The LPS offers a review of the Shire of Coorow, including an analysis of implications from major State documents such as the State Planning Strategy and an assessment of the environmental issues affecting the Shire. The plan also sets out particular strategies for the Shire as a whole, as well as specific strategies for the townsites of Coorow, Green Head and Leeman, and also for rural areas.

A round of community consultation was conducted as part of the LPS exercise with targeted sessions conducted in Coorow, Leeman and Green Head.

A summary of the Local Planning Strategy is provided below

TABLE 10 – CURRENT LPS STRATEGIES

LOCATION	STRATEGIES / COMMENTS	NOTE
Coorow	<ul style="list-style-type: none"> <li>▪ To be maintained as low density.</li> <li>▪ Further commercial development and industrial land encouraged to serve town and hinterland.</li> <li>▪ All new commercial and industrial buildings should have a brick, stone or other approve material cladding.</li> <li>▪ Residents valued the agricultural industry, low crime, sporting facilities and quality of the school. Residents were concerned with the declining population, employment opportunities, and lack of retail facilities and rural lifestyle lots.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Coorow has generally developed in accordance with the strategy, with the exception that retail, commercial and industrial development has been limited.</li> </ul>
Green Head	<ul style="list-style-type: none"> <li>▪ Residents valued quiet lifestyle, low crime, golf course and coast. Wanted more tourism accommodation, coast facilities and rural lifestyle lots.</li> <li>▪ More diverse housing required.</li> <li>▪ Consideration of lot sizes to take into account on-site storage of boats etc.</li> <li>▪ Higher density zonings only able to be utilised if lots are sewered.</li> <li>▪ Development of commercial tourism operations encouraged.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Housing has expanded in Green Head, however the diversity of product has not expanded, such as aged accommodation.</li> <li>▪ Green Head is now sewered, and the WWTP is to be relocated when capital funding becomes available.</li> </ul>
Leeman	<ul style="list-style-type: none"> <li>▪ Town to retain low density residential character, except for some limited medium density.</li> <li>▪ Higher split zonings allowed where sewer available.</li> <li>▪ Existing commercial zone encouraged to be developed.</li> <li>▪ Residents valued small coastal nature of town, low crime, and fishing. Residents were concerned about lack of employment opportunities, overdevelopment. They wanted more retail and coastal facilities, and large lot options.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Limited development has taken place in Leeman since the strategy was prepared.</li> <li>▪ The commercial area remains primarily undeveloped/underdeveloped.</li> </ul>

LOCATION	STRATEGIES / COMMENTS	NOTE
Rural Areas	<ul style="list-style-type: none"> <li>▪ Retention and expansion of agricultural areas.</li> <li>▪ Non-rural uses to be permitted if not detrimental to areas natural resources and environment.</li> <li>▪ Tourism and recreational facilities encouraged.</li> </ul>	<ul style="list-style-type: none"> <li>▪ No major changes have occurred in rural areas, however planting of alternative crops (carbon storing) has occurred.</li> </ul>
Other	<ul style="list-style-type: none"> <li>▪ Development to be setback from coast.</li> <li>▪ Building heights should be controlled.</li> <li>▪ Need for a cemetery site.</li> <li>▪ Potential aquaculture sites identified in Green Head.</li> <li>▪ Basic raw materials near Leeman and Green Head need to be protected.</li> <li>▪ Shire needs completion of Indian Ocean Drive. Also squatter settlements should be removed.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A cemetery site has commenced between Leeman and Green Head.</li> <li>▪ Building heights were capped in the Shire's scheme to two storeys or 8 metres.</li> <li>▪ Indian Ocean Drive has been completed.</li> <li>▪ Squatter shacks in the Shire of Coorow have been removed.</li> </ul>

### 7.2.1 LPS REVIEW

The existing strategy has a heavy natural environment focus, and outlines a brief, and narrowly focused vision for the townsites in the Shire, and offers little guidance or vision for the rural areas in the Shire.

The existing strategy also outlines a number of action items that either have taken place (such as a new cemetery and removal of squatter settlements) or some that have not taken place (such as continued commercial investment in Leeman).

The new Local Planning Strategy will need to reflect the Leeman and Green Head Townsite Local Planning Strategy, and the Coorow Townsite Local Planning Strategy. The new document, following direction from the Shire, will take a more development focus and provide a more focussed plan for the sustainable growth of the townsites within the Shire.



### 7.3 TOWNSITE LOCAL PLANNING STRATEGIES

The Shire of Coorow in recent years has prepared the Leeman and Green Head Townsite Local Planning Strategy (endorsed by WAPC January 2013), and the Draft Coorow Townsite Local Planning Strategy (adopted by Council in November 2013).

These documents are considered current, and given their existing or forthcoming WAPC endorsement, they should be considered in conjunction with the forthcoming new Local Planning Strategy

Both documents were tested by community workshops, including preliminary consultation with agencies and community groups. The strategies also underwent a formal public comment period.

#### 7.3.1 LEEMAN AND GREEN HEAD TLPS

The Leeman and Green Head Townsite Planning Strategy was prepared in 2011/12, and endorsed by the WAPC in February 2013.

The document sets out a growth and renewal strategy for Leeman and Green Head, as well as identifying strategies for improved connections and the coastal strip between the two towns.

FIGURE 7 – LEEMAN AND GREEN HEAD TOWNSITE LOCAL PLANNING STRATEGIES



Key elements of the Leeman and Green Head Townsite Expansion Strategy include:

- Leeman is intended to be a service centre for the immediate surrounding Mid West region; this is to be underpinned by a new commercial and mixed use main street on Rudduck Street.
- Green Head, while developing some limited tourism and commercial facilities, will largely rely on Leeman and Jurien Bay for services.



- The coastal area in between Leeman and Green Head will, in the long term, have coastal paths connecting the two towns, and provided low-impact tourism facilities and/or an eco-tourism facility.
- Leeman will expand largely to the south and possibly the north pending resolution of local government boundary changes. Eastern expansion is also encouraged to avoid ongoing linear coastal development. Additional caravan park land is also set aside, and the existing commercial area to transition to one focused on tourist accommodation. A number of potential infill sites are also identified in the town, including the northern portion of Wann Oval, possibly for aged housing. Additional community facilities, coastal paths and more formalised access points are also part of the strategy for Leeman.
- In Green Head, residential expansion is to continue along South Bay to east, as well as some expansion to the north. Infill development, possibly for aged housing, is identified for Lot 535, 710, 711 and 712 (part) near intersection of Lakes Road and Green Head Road. The commercial area will remain in its current location, and land for community purposes near the intersection of Lakes Road and Green Head Road will be expanded. A significant amount of Tourist Accommodation areas are also proposed.

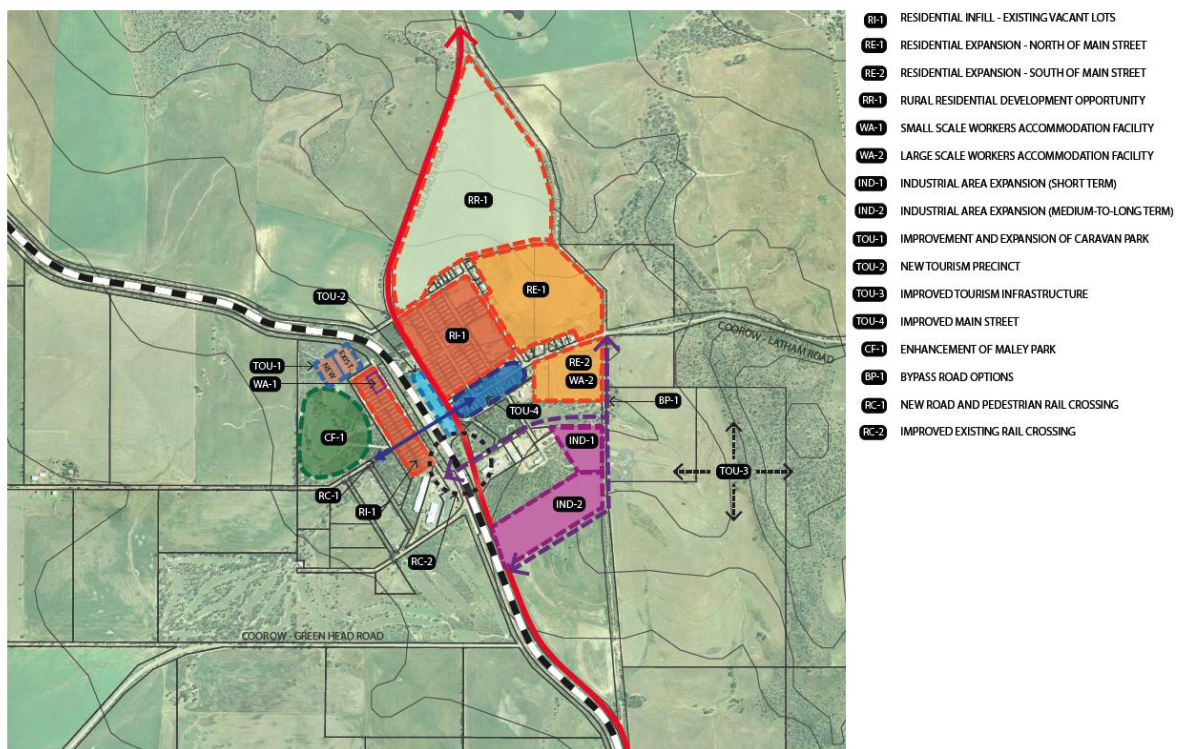
### 7.3.2 COOROW TLPS

The Coorow Townsite Local Planning Strategy was prepared in 2012/2013, and was endorsed by the WAPC in January 2014.

The document provides land use and development strategy for the Coorow townsite and immediate surrounds.

The Coorow Townsite Local Planning Strategy sets out a vision of sustainably growing town, with improved commercial and community facilities, that seeks to leverage off surrounding resource activity to provide employment and business opportunities through additional industrial activity.

FIGURE 8 – COOROW TOWNSITE LOCAL PLANNING STRATEGY



Coorow Townsite Local Planning Strategy  
Shire of Coorow 2012

DATE 22.02.2013 DWG NO 001 REV 5 SCALE 1:7500 @ A3  
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Key elements of the Coorow Townsite Local Planning Strategy include:

- An acknowledgement that major growth in the town is unlikely to be achieved, with the strategy focusing on achieving sustainable levels growth through diversifying accommodation options, improving town amenity, and leveraging existing strengths such as Maley Park and the industrial area. The vision was also to promote opportunities in the industrial area to leverage off surrounding resource and energy activity in the Mid West.
- Coorow will maintain a secondary service function to surrounding agricultural areas, and will balance its service offering in the context of larger centres in the region such as Geraldton, Moora, Carnamah, and to a less extent, Jurien Bay, Morowa and Leeman and Green Head.
- While still reserving significant areas for possible future residential expansion, the strategy priorities residential development on various vacant lots within the town. To provide for housing diversity and responding to community feedback, a large area at the northern edge of the townsite has been allocated for rural residential development.

- Positioning the town to leverage off future resource or infrastructure projects, both a small and large site for workers accommodation has been identified. The smaller site is located adjacent to the caravan park, whereas the larger site is to east of the town and away from the main residential areas but still adjacent to the town centre on Main Street. Development of the eastern site must take into account any public health impacts of the site's proximity to proposed expanded industrial areas.
- The strategy proposes streetscape upgrades on Main Street, and sets out basic built form requirements, including minimal setbacks to ensure a strong built form presence to the street in the future. Main Street is proposed to be extended over the rail crossing, to allow for easier east-west town connections and to drive visitorship from Maley Park into the town centre. The current rail crossing would then become preferably for freight traffic only, to minimise current safety issues. In the longer term, a southern bypass road would allow vehicles arriving into Coorow from the east to travel around the town. This would also facilitate better access to an expanded industrial area.
- A new tourist/accommodation area would be established opposite Main Street near the new rail crossing, providing an opportunity for a landmark building on Midlands Road, and enabling the possible development of additional accommodation opportunities, a café/gallery/gift shop and preferably with a layover area for caravans.
- Further consolidation of recreation activities is proposed at Maley Park, to reinforce the town's regional recreation role as a key point of difference.
- Additional land has also been set aside for a doubling of the current caravan park facility when required, and the strategy also calls for improved user facilities.



## 7.4 LOCAL PLANNING POLICIES

TABLE 5 – LOCAL PLANNING POLICIES

POLICY	RELEVANT PROVISIONS	IMPLICATIONS
<b>6.6.1 Time Limit of Planning Consent</b>	Applies 2-year time limit for planning approvals.	This policy appears superfluous given the Scheme already outlines this approach.
<b>6.6.4 Conditions for Subdivisions</b>  Policy 6.6.4 sets out the conditions for subdivision to be applied in the Shire.	Commercial and residential land require bitumen road, concrete kerbing, street drainage, underground power, a 1.8m wide concrete footpath and a contribution to public open space for passive recreation.  The policy states that for industrial land, bitumen roads, concrete kerbing, street drainage and underground power are required.	The policy sets out acceptable base standards for subdivision.  The scheme review may consider incorporation of these requirements into the scheme.
<b>6.6.5 Home Occupation Approval - Renewal</b>	Grants CEO power to renew home occupancy approvals.	n/a
<b>6.6.6 South Bay Development Guidelines</b>  This policy outlines a range of development guidelines across the South Bay area in Green Head, prepared by the developer (public and private) and the Shire in partnership.	Both general and lot specific guidelines are incorporated into the policy. with some specific lots along South Bay in Green Head – including some on Ocean View Drive. Homes are required to complement existing development, be of a minimum 100sq.m in area, and have certain roof pitches. Other provisions relating to primary frontages, fencing and roofing materials are within the policy. Second hand transportable dwellings are not permitted.	The guidelines are an important tool for ensuring design standards in South Bay. Any future structure planning over the area should consider the guidelines.
<b>6.6.8 Outbuildings</b>  This policy provides maximum outbuilding sizes in relation to different residential densities and zonings.	Generally with a decrease in residential density, greater areas of outbuildings are permitted. Lots zoned R10 and above are generally allowed to accommodate an outbuilding of up to 120sq.m whereas areas zoned R5 and below are permitted to have an outbuilding of up to 180sq.m. Buildings are generally restricted to wall heights of 4m and total heights of 5m.	Continued limits on outbuildings are encouraged to maintain townsite amenity.
<b>6.6.9 Temporary Accommodation Camps</b>  This policy sets out the standard for and the process for approving temporary workforce accommodation camps.	Applicants must demonstrate community consultation and justification for the need and size of the camp. When within townsites, the camps are to be within walking distance of services and accessible via a sealed road. When not located in a townsite, the camp should be located within 50km of the relevant construction site and not be located in an area of environmental or visual sensitivity.	Continued accommodation camps are to be encouraged; however policy may need to be amended to encourage more camps to be located in townsites.
<b>6.6.11 Extractive Industry</b>  This policy outlines the standards for and the process of approving extractive industry within the Shire.	The standards generally require a minimisation of environmental, visual and amenity impacts as well as involvement by the Department of Indigenous Affairs, Department of Environment and Conservation, Department of Water and other relevant departments.	The Shire has a number of resources that may involve extraction in the future. Policy may require review.



POLICY	RELEVANT PROVISIONS	IMPLICATIONS
<p><b>6.6.12 Residential Design Codes - Setback Variations</b></p> <p>The policy provides for a range of setback variations to those in the Residential Design Codes.</p>	<p>A range of setback reductions are provided for carports and patios provided neighbour consent is granted. Rear setbacks for all residential development at R10, R12.5 and R15 can be reduced by up to 50% (to a minimum of 2m) provided neighbour consent is given.</p>	<p>Policy provides flexibility for residential standards.</p>
<p><b>6.6.13 Agro-Forestry, Plantations and Tree Crops</b></p> <p>This policy covers the assessment of applications for agro-forestry, plantations and tree crops within the Shire.</p>	<p>The policy encourages agro-forestry to diversify agricultural uses.</p> <p>The policy requires a management plan, water management strategies, fire management plans and visual impact assessments where appropriate.</p>	<p>Policy may require review to ensure best practice industry standards are being followed.</p>
<p><b>6.6.15 Intensive Agriculture</b></p> <p>This policy covers the allowance of intensive agricultural activity on Rural zoned land.</p>	<p>This activity is said to be potentially permitted subject to a range of minimum lot sizes, setbacks and distances from neighbouring residences. Most activities (such as Horticulture and Viticulture) generally require 20-30ha lots while aquaculture only requires 2ha. Incidental retailing may also be permitted subject to access requirements.</p>	<p>The Shire's ongoing accommodation of alternative agricultural uses is supported.</p>
<p><b>6.6.15 Sea Containers</b></p> <p>Policy 6.6.15 outlines the Shire's approach to the use of sea containers.</p>	<p>Generally use is only permitted for rural and industrial uses and if for other uses, approval is only granted for a temporary period. The use of sea containers on lots less than 20ha generally requires planning approval.</p>	<p>This policy is important to protect townsite amenity.</p>
<p><b>6.6.16 Short Stay Accommodation</b></p> <p>This policy only applies to applications for Short Stay Accommodation on Residential zoned land</p>	<p>Such development is restricted to accommodating only 10 persons and group dwelling-type development for this use is not encouraged. Parking must be on site and spaces for boats and trailers etc. should be provided.</p>	<p>This policy is important to protect townsite amenity through concentrating short-stay accommodation in appropriate areas.</p>
<p><b>6.6.17 Thomas Street Guidelines</b></p> <p>Provides built form guidance on the development of former Lot 58 and 59, Thomas Street.</p>	<p>The Detailed Area Plan provides for medium density single dwelling development. The guidelines do not allow temporary or transportable dwellings.</p>	<p>It is understood that there has been minimal, if any, sale of the lots on Thomas Street. Reconsideration of the proposed nature of development of the site, and the Detailed Area Plan, should be considered.</p>

In general, a review is required of the Shire's various Local Planning Policies, with some scope available for their provisions to be incorporated into the scheme.

It is recommended that design controls for the proposed Rudduck Street main street be guided through a Local Planning Policy.

## 8 Key Issues

The Shire of Coorow occupies a substantial land mass, and there is a distinct contrast between the townsites and rural areas, as well as a contrast between the coastal strip and geography, and inland rural areas.

The below represents some of the key issues facing the Shire. These issues have been compiled through:

- Experience, feedback and insights gathered through the preparation of the Leeman and Green Head Townsite Local Planning Strategy, and the Coorow Townsite Local Planning Strategy;
- Feedback and insights gathered through consultation with key agencies and stakeholders during the strategy preparation process, which involved contacting or meeting 28 organisations;
- Discussions with Council officers during the strategy preparation process, and;
- A review of relevant Shire and agency planning documents.

A number of possible actions to address these issues are also provided. It is acknowledged that there are a number of areas where actions for some issues are able to be applied to other issues.

FIGURE 9 – KEY ISSUES





## 8.1 ISSUE 1 – DECLINING AND AGEING POPULATION

### THE ISSUE

The Shire's population has been steadily decreasing for some time. Between the 2001 and 2011 Census, the Shire's population decreased from 1342 persons to 1067 persons. Furthermore, the WAPC's current population forecasts (assuming a status quo scenario) that the Shire's population could fall to as low as 600 by 2026. All areas are experiencing population decline, with the exception of slight growth in Green Head.

This decline can be assumed to be attributed to a range of factors, including:

- Reduced employment opportunities, including more short-term issues such as the substantial decline in mineral sands operations in Eneabba (a small portion of the mining lease is within the Shire of Coorow, and is protected by a State Agreement), as well as long-term trends such as the mechanisation of farming and agriculture and changing industry practices in fishing.
- Long term global and national trends of population shifts to major urban centres (i.e. Perth) due to a range of factors including employment opportunities and access to education and medical services. This effect is likely to be more marked in younger demographics.

The long-term decline of the Shire's population is an unwelcome vicious cycle, in which services and businesses are increasingly economically inefficient due to smaller population bases. Examples of this include the now-closed supermarket in Coorow, and the limited commercial premises in Leeman.

The focus of the Shire should be to consolidate and retain the existing population, and to encourage and attract new businesses and people. A declining population can also compromise the social attraction of town, for example reducing the viability of sporting and interest groups.

### POSSIBLE ACTIONS AND RESPONSIBILITY

A declining and ageing population is an issue present in many small rural centres in the Mid West Region. A key theme in the Shire's recent planning has been to retain and grow the population by investing in the following strategies:

- The Shire, and each town, having a clear vision for its future, in terms of development, land use and attracting government funding, fulfilled by the Local Planning Strategy, Leeman and Green Head Townsite Local Planning Strategy and Coorow Townsite Local Planning Strategy.
- The Shire taking a pro-active and flexible approach to development, and attracting investment, and new industries.
- The Shire working with landowners, and agencies to support the establishment of new businesses particularly diversified agricultural businesses.
- Conveying a sense of a positive future for the Shire and towns through townsite beautification.
- Protecting the Shire's existing services, particularly education services.
- Having an adequate diversity of land available for different housing typologies.
- Having well-located employment generating land available.

## 8.2 ISSUE 2 – ACCESS TO ADEQUATE SERVICES

### THE ISSUE

This issue ties in with the Shire's declining population. While reduced services compared to the metropolitan area has long been a fact of life for country WA, a basic level of service access is required to maintain and grow the local population.

There are a variety of limited medical, banking and retail services in Leeman and Coorow. These two towns also benefit from a presence of a primary school and Shire office. Coorow also has significant recreational facilities in Maley Park and the bowls club, and the Coorow Hotel. Leeman similarly has its bowls club.

Green Head, in contrast, has extremely limited access to services, with only a service station, a restaurant, and a community centre. For serious medical issues, residents in the Shire need to travel to Dongara, Geraldton or Moora.

The Department of Education has advised that there are no plans to expand educational facilities in the Shire for the foreseeable future.

Most residents need to travel afar for essential groceries and retail items to towns such as Jurien Bay, Dongara, Geraldton, Moora, and even Perth.

With little or negative population growth, the above services will become increasingly hard to maintain. The availability of services is an important element in maintaining an acceptable standard of living.

### POSSIBLE ACTIONS AND RESPONSIBILITY

The response to this issue needs to take into the potential of new technologies, and creative modern solutions to issues that have been ongoing for small communities in Western Australia since their inception.

On the whole, the Shire's communities have a moderately acceptable baseline of services. While Green Head lacks substantially in this regard, the distance to Jurien Bay (15-20 minute drive) is manageable in most circumstances. Nevertheless it is important that the Shire seeks to maintain and expand access to service for its residents. Some possible avenues for this issue include:

- Ensuring that the townsites in the Shire receive access to the National Broadband Network, enabling residents to leverage this service for medical purposes. While Leeman and Green Head are currently scheduled to receive fibre, Coorow's proposed level of service is unknown.
- The Shire continuing to provide information to the community, including through its website, of available services in the community.
- The Shire working with agencies to protect the ongoing provision of all existing services in the Shire.
- The Shire continuing to pursue the establishment of a main street in Leeman to provide an attractive, well-located synergetic environment for retail and services in the Shire.
- The Shire entertaining the possibility of an officer being allocated economic development responsibilities.
- The Shire undertaking a review of its service provision, and benchmark it against comparable jurisdictions in Western Australia or other parts of regional Australia to determine service gaps.
- The Shire continuing and expanding upon the practice of preserving specific land parcels for specific public purpose land uses.

## 8.3 ISSUE 3 – HOUSING

### THE ISSUE

The housing stock in the Shire of Coorow is 95% single dwellings, with over 80% of those dwellings being 3 or more bedrooms. Despite this, the average number of people per household is only 2.2 persons. Over 30% of dwellings are lone person households.

More importantly, however, is the fact that the living options in the Shire are generally single dwelling homes in the townsites on ¼ acre lots, or single dwelling homes in rural areas.

This presents a limited set of housing choices in a Shire where perhaps one its greatest features is its remoteness, landscape and rural lifestyle.

Community feedback during the production of Leeman and Green Head Townsite Local Planning Strategy and the Coorow Local Townsite Planning Strategy strongly favoured the availability of rural lifestyle lots. The scope for these types of lots is limited in Leeman and Green Head due to the sensitive coastal environment where land must be used more efficiently. However a large site was identified immediately north of the Coorow townsite in the Coorow Townsite Local Planning Strategy, that could accommodate 63 lots averaging over 5,000sq.m.

The issue of housing diversity is important as it ties in with the ability of the Shire to attract and retain residents. This is particularly relevant in maintaining current residents who may be moving from a rural property into a town or for 'sea-change' and 'tree change' movers who are moving away from the cities.

It is also apparent that a moderate proportion of the existing housing stock in the Shire, while well maintained, is appearing aged and dated. This is apparent in Coorow and older portions of Leeman. There is also a significant amount of vacant lots in each townsite, which detracts from townsite amenity, and indicates there is already abundant land available for typical residential dwellings for at least the short term. Also notable is the Shire's significantly older age profile in contrast to Western Australia. The average age in the Shire is 46, compared to 36 across the State. The Shire has much higher proportions of almost all age cohorts above 50 years of age. Despite this, there is no dedicated aged housing in the Shire.

### POSSIBLE ACTIONS AND RESPONSIBILITY

Demand for housing will largely determine where and what housing is built, however it is important that choices are available.

Some possible avenues for addressing this issue include:

- Ensuring that future single house dwellings be located, where possible, within the existing urban footprint of the townsites to improve streetscapes and reinvigorate existing areas.
- Providing density bonuses in the scheme, for large lots with sewer access.
- The Shire to implement the Coorow Townsite Local Planning Strategy, by facilitating structure planning for the proposed rural residential area north of the townsite.
- In future structure planning exercises, particularly for South Bay in Green Head, ensuring that there is a wide variety of lot sizes.
- The Shire should work to implement the Leeman and Green Head Townsite Local Planning Strategy by exploring the establishment of aged housing at infill sites in Leeman and Green Head.
- Ensure there are sites available in townsites for workers accommodation housing if required.



## 8.4 ISSUE 4 – EMPLOYMENT OPPORTUNITIES

### THE ISSUE

The availability of employment is also intrinsically tied to Issue 1 – Declining and Ageing population. The availability of a diverse range of employment opportunities is important to attracting and retaining people, particularly youth who may be more enticed by job opportunities in the metropolitan area.

Increased employment opportunities will not only grow the population, but also support more retail, new housing construction and improve the sentiment of the community.

Employment in the Shire is predominantly in the agricultural sector, with over half employed people in the Shire employed in that industry. Other major employment 'industries' are school education, local government administration, fishing and mining. The last two categories are likely to be under stress due to ongoing structural change in the fishing industry (particularly crayfishing) and due to ongoing wind-down of operations at Iluka Sands' Eneabba operations.

The Shire's future prospects for employment generation lie strongly in its traditional employment base, however ongoing diversification needs to take place. Opportunities may exist in industries such as alternative crops, renewable energy, hospitality and tourism. In addition, opportunities may also exist in oil and gas in the longer term.

### POSSIBLE ACTIONS AND RESPONSIBILITY

The Shire's land is able to accommodate a wide range of agriculture and energy-related uses, and the townsites, particularly on the coast, offer good prospects for tourism.

Some possible actions to address this issue include:

- The Shire having a dedicated economic development officer, or having a person allocated these responsibilities.
- Consider the investigation of incentives to attract new business and industries to the Shire.
- The Shire requiring future major projects to accommodate apprenticeships to foster skill creation in the region, and offer employment prospects to those entering the workforce.
- The Shire, working with the Tourism WA, to ensure there is well-located land available for tourism and hospitality uses, and that these parcels are promoted locally and internationally.
- The Shire, working with the Mid West Development Commission and the like, to promote the potential exploration of gas and coal reserves in the Shire.
- The Shire, working with the fishing industry, to prevent future major shocks to the crayfishing industry, by providing a stable policy future.
- The Shire, working with the Department of Agriculture and Food, promoting farmers to utilise non-priority agricultural land for alternative crops.
- The Shire providing an adequate statutory framework within its Scheme to accommodate renewable energy projects in appropriate locations.



## 8.5 ISSUE 5 – CLIMATE CHANGE AND THE NATURAL ENVIRONMENT

### THE ISSUE

A changing climate offers unique threats and opportunities to places such as the Shire of Coorow.

Rising sea levels and increases in extreme weather events present difficulties for coastal areas and townsites – with impacts on coastal erosion expected to be significant over time with possible implications on housing and private property close to the coast, as well as the practical complications of maintain public facilities and fishing infrastructure. State Planning Policy 2.6 State Coastal Planning recommends that an allowance be made for a 0.9m sea level rise over a 100 year planning timeframe.

Possible reduced rainfall is likely to have a marked impact on inland agricultural and grazing areas, which may threaten their viability without expensive irrigation systems.

Conversely, the shift towards more sustainable energy sources as part of the response to a changing climate offers to opportunity to create employment and alternative income opportunities for rural areas suited to wind energy. This is evidenced by the existing approval for a major wind farm in Warradarge. Opportunities exist in the longer term for the development of solar, tidal and geothermal resources in the Shire.

The protection of the Shire's natural environment is also of key concern, regardless of the impacts of climate change. The impacts of sporadic camping on coastal areas along Indian Ocean Drive, 4WDing on coastal areas, and also access to the coast via non-authorized access points also present challenges.

### POSSIBLE ACTIONS AND RESPONSIBILITY

Some possible actions to address these issues include:

- The Shire ensuring its scheme complies with the recently revised State Coastal Planning Policy and Guidelines, particularly in relation to planning for coastal processes, landform stability, coastal hazards, climate change and biophysical criteria.
- The Shire continuing its support for the utilisation of non-priority agricultural land for alternative crops.
- The Shire providing an adequate statutory framework within its Scheme to accommodate renewable energy projects in appropriate locations.
- The Shire implementing the Leeman and Green Head Townsite Local Planning Strategy by rationalising coastal access points, and by providing serviced and secure camping areas on the coast in between Leeman and Green Head.
- The Shire protecting the amenity of Indian Ocean Drive by adopting the Indian Ocean Drive guideline as a local planning policy, in conjunction with surrounding Shires.

## 8.6 ISSUE 7 – RENEWABLE ENERGY

### THE ISSUE

Renewable energy offers a major potential future source of employment and income for the Shire. There is scope for investigation into wind, solar, geothermal and tidal activity in the future.

The forthcoming completion of the Mid West Energy Project will provide new, high capacity access into the South West Interconnected System, and minimise transmission costs for new energy projects in the region.

Verve has approved plans for a \$600m wind farm in Warradarge, within the Shire at its northern boundary. The 250MW wind farm could power up to 140,000 homes and have up to 100 turbines reaching up to 152m in height.

The timing of the wind farm is currently unknown, however is dependent on issues such as the price of electricity, funding, and policy settings.

Nevertheless the proposal demonstrates the renewable energy resources within the Shire and the approval in place should be a good indicator to other potential proponents that these projects are viable and achievable within the Shire.

Consultation with agencies and the Shire indicates that the impact of wind farms on existing farming operations is minimal – with only a small amount of land required for the turbines and access trails. The impacts of solar or geothermal operations have not yet been tested in the Shire.

While there are questions on the visual impact of wind farms, there is also the argument that they offer a positive visual impact, even to the point where they can provide a tourist point of interest, particularly if a look out is provided.

### POSSIBLE ACTIONS AND RESPONSIBILITY

Some possible actions to leverage this opportunity include:

- The Shire, working with agencies such as the Department of Mines and Petroleum, to map the renewable energy sources across the Shire.
- The Shire promoting the opportunity to initiate trial projects for wind, geothermal, solar or tidal energy in the Shire.
- The Shire providing an adequate statutory framework within its Scheme to accommodate renewable energy projects in appropriate locations.
- The Shire, working with Western Power, and possible energy project proponents, to make clear that it welcomes transient working accommodation in its town sites, and has sites available (as in the Townsite Local Planning Strategies).
- The Shire, working with other approval agencies, to encourage the establishment of major renewable energy projects.
- The Shire ensuring, through a Local Planning Policy, that renewable energy projects function harmoniously with existing rural uses.



## 8.7 ISSUE 8 - DEVELOPING THE SHIRE'S TOURISM INDUSTRY

### THE ISSUE

Tourism offers an excellent prospect for future employment and income in the Shire of Coorow.

The completion of Indian Ocean Drive in the last several years has made coastal travel between Geraldton and Perth a much more time-efficient option. While Great Northern Highway can still offer shorter travel times between some destinations, the visual amenity of Indian Ocean Drive is an attraction in of itself.

Tourism WA places the Shire of Coorow within the Coral Coast tourism region. This region's key benefits include the Pinnacles, Jurien Bay, coastal activities and wildflowers, particularly in Lesueur National Park, which is partly within the Shire.

Despite the increased access from Perth, and its associated visitor base, areas north of Perth within a 3-4 hour radius have a much lower offer of hospitality, accommodation and activity offerings than in the south-west. Put simply, the physical tourism infrastructure in place does not match the natural features of the region.

Tourism WA has identified in particular that in the Shire of Coorow, there is a lack of accommodation options, particularly campsites, and hospitality venues. Properly serviced caravan sites are also lacking, particularly in relation to black waste facilities. Existing hospitality offers include some accommodation in Coorow, Green Head and Leeman, sea lion tours in Leeman and restaurants in Green Head and Coorow.

Other issues include increasingly inexpensive international travel, as well opportunities relating to growth in the Chinese outbound tourism market and the increased proliferation of 'grey nomads' across regional Australia.

### POSSIBLE ACTIONS AND RESPONSIBILITY

Some possible ways to develop the Shire's tourism industry include:

- The Shire working with Tourism WA to ensure that its townsites and attractions are featured appropriately in marketing material.
- The Shire implementing its Townsite Local Planning Strategies by providing for additional caravan park land as required.
- The Shire implementing the Leeman and Green Head Townsite Local Planning Strategy by providing for additional camping sites on the coast between Leeman and Green Head.
- The Shire enhancing its dedicated section of visitor attractions and facilities on its website.
- The Shire working with the Department of Parks and Wildlife to establish additional camping grounds in its national parks in the area.
- The Shire working to implement the Leeman main street on Rudduck Street, as outlined in the Leeman and Green Head Townsite Local Planning Strategy to attract passing trade and establish a hospitality and retail strip for the region.
- The Shire ensuring its existing wide range of existing and potential future tourism zoned land is marketed properly through Tourism WA's landbank program.
- The Shire, working with Tourism WA, to ensure that there is adequate ongoing caravan sites and in the future where existing sites may be proposed, that suitable alternatives site can be found.

## 8.8 ISSUE 9 – AGRICULTURAL DIVERSIFICATION

### THE ISSUE

Large parts of the Shire of Coorow are utilised for productive agricultural endeavours. The Department of Agriculture and Food is currently preparing detailed maps which will identify priority agricultural lands across Western Australia. Areas of high value agricultural value must be protected for continued use for wheat, grain or grazing, or other uses and activities in accordance with SPP2.5.

There are large portions of land in the Shire that while previously productive, are no longer priority agricultural lands, particularly areas to the east of Coorow that contain depleted agricultural land. A number of respondents to the rural questionnaire identified that some traditional agricultural uses in some areas are not generating sufficient income.

While not necessarily suitable for traditional agricultural purposes, land can still be used viably and effectively for alternative crops, such as Mallee plants which are increasingly common in the Shire. There have been other, more ambitious attempts in the Shire, including almond farming and flower farming. While these are no longer operational, it is understood this is not the result of the land, but rather management or wider financial issues.

Utilising surplus land for alternative crops increases income streams for land owners, providing some security against market and climatic fluctuations, without compromising the agricultural productivity of the land.

As most alternative crops, particularly Mallee planting, can take place easily in less nutrient rich soil, basic economic fundamentals mean that priority agricultural land is not under threat. Consistent with SPP2.5, tree planting should not take place on priority agricultural land.

There are some issues with alternative crops, including rodents and fire hazards; however these can be mitigated effectively through good management.

As 'agribusiness' grows in Western Australia, particularly with increased foreign investment, there may be opportunities to again establish operations on a significant scale in the Shire, such as the now-closed almond farm. It is important to note there are high costs of entering different markets/changing the use of agricultural land.

### POSSIBLE ACTIONS AND RESPONSIBILITY

Possible ways to leverage and promote the agricultural diversification opportunities include:

- The Shire's scheme promoting and accommodating diversified agricultural uses in the Rural zone, where there are acceptable impacts on prime agricultural land.
- The Shire, working with the Department of Agriculture and Food, to express to potential industry partners that diversified agriculture endeavours are welcome in the Shire. In particular, the Shire should request the Department inform it of potential opportunities or applications it should be aware of.
- The Shire preparing a new Local Planning Policy on Agricultural Diversification, to require management plans and the like for new major agricultural proposals – particularly in regard to managing the long term impact of the use on the land.
- The Shire considering, in partnership with surrounding local governments, embarking on an investment tour in the region to garner additional foreign investment in the locality.

## 8.9 ISSUE 10 – TOWNSITE REVITALISATION

### THE ISSUE

Attractive, thriving townsites reflect vibrant, prosperous communities. The townsites in the Shire of Coorow are blessed with natural beauty, with Leeman and Green Head fronting the ocean, and Coorow having the surrounding hills and bushland.

Each town also has a calm, pleasant rural character which is an attraction in of itself for potential residents, and part of the reason existing residents have chosen to live there and continue to live there.

It is also, evident, however that each town appears somewhat dated, with little evidence of new development, particularly commercial development. Commercial areas in Leeman and Coorow are either largely vacant or have changed little for a significant period of time. In contrast, there is almost no commercial development in Green Head.

Residential areas are also interrupted by large numbers of vacant lots, particularly in Coorow.

There is also little to no landscaping, banners and feature lighting in the towns which could present an image of vitality, and offer a welcoming image to possible visitors.

Overall, the presentation of the towns is largely disjointed, with passers through on Indian Ocean Drive or Midlands Road not able to witness the towns within.

Each of the townsites has a clear strategy for renewal and consolidation through its respective Local Townsite Planning Strategy. These strategies include action items ranging from residential development in vacant lots, to streetscape beautification to new entry statements where required.

### POSSIBLE ACTIONS AND RESPONSIBILITY

Some of the key revitalisation initiatives from the Townsite Local Planning Strategies include:

- The Shire working to implement the Leeman main street on Rudduck Street, as outlined in the Leeman and Green Head Townsite Local Planning Strategy to attract passing trade and establish a hospitality and retail strip for the region.
- Ensuring that future single house dwellings be located, where possible, within the existing urban footprint of the townsites to improve streetscapes and reinvigorate existing areas.
- The Shire pursuing beautification strategies for Main Street in Coorow, as well the development of tourism land opposite Main Street on Midlands Road.
- The Shire working to improve landscaping and the presentation and the like of commercial and industrial premises, as well as landscaping on key entry roads.



## 8.10 OTHER ISSUES

There are number of other issues affecting the Shire – some with significant and complex causes and approaches. These are outlined below.

TABLE 11 – OTHER ISSUES

ISSUE	DESCRIPTION	POSSIBLE RESPONSES
Water Resources	<p>In the context of a drying climate and the possibility of diversified agricultural uses seeking greater access to groundwater resources, there is likely to be an increasing challenge of allocating water in the Shire efficiently and equitably. Increased resource activity may also stretch existing water supplies and allocations.</p> <p>While the townsites are understood to have adequate potable water capacity for at least the short term and medium term, any major unexpected increase in population would likely cause challenges in this regard.</p> <p>The Shire is largely within the Arrowsmith groundwater plan area, with the section east of Midlands being in the Gascyone groundwater area.</p>	<p>Working with the Department of Water, the Shire will need to continue to allocate water efficiently and equitably.</p> <p>Water allocations to high priority agricultural land are to be protected and prioritised over other uses.</p>
Bushfire Risk Management	<p>It is important appropriate strategies are in place to minimise the risk of harm to people, property and infrastructure from bushfire.</p> <p>Bushfire risk management should be key consideration when determining, for example, expanded urban areas.</p> <p>In relation to tree farming, for example, the Shire will need to consider bushfire risk management, and possibly require a bushfire hazard assessment.</p>	<p>Ensure implementation of draft SPP3.7 Planning for Bushfire Risk Management.</p>
Industrial Development Control	<p>As is common with regional areas, the Shire’s industrial areas suffer from a lack of clear development control and enforcement.</p> <p>There is ongoing evidence of residential uses occurring within industrial areas, well as non-compliant or non-approved development taking place, as well as some instances of fortification or unknown uses.</p> <p>All townsites have sufficient industrial land supply likely for the short to medium term, and have additional areas set side in their respective Townsite Local Planning Strategies for any long term requirements.</p>	<p>The Scheme review will streamline and unify the various standards that currently apply to industrial development.</p> <p>The Shire also needs to consider allocating additional resources to compliance efforts.</p>
Restructuring of the Fishing Industry	<p>The fishing industry, in particular the crayfishing industry, has faced major challenges in the recent past, and faces an uncertain future.</p> <p>The rock lobster industry is a major Australian industry, and Western Australia account for a significant majority of its share.</p> <p>Quota reductions and changes have resulted in a major reduction in related employment in the Shire, with consequential community impacts – like skill loss and lack of investment confidence.</p>	<p>This is more of a matter for the State fishing department, however the Shire should work with the fishing industry to ensure they have strong and effective representation and have adequate facilities and land available.</p>

ISSUE	DESCRIPTION	POSSIBLE RESPONSES
<p>Coal Seam Gas/Fracking</p>	<p>It is understood that there may be significant resources in the Shire able to be extracted via 'fracking'. The term fracking refers to the mining process that extracts gas from rocks, such as shale, coal seams and sandstones.</p> <p>While presenting opportunities for additional employment and income in the Shire, this method also presents possible complications and concerns in relation to the impact it may have on existing industries, agriculture, and more particularly upon groundwater supply. This sentiment was communicated in feedback from the rural questionnaire during the development of this Local Planning Strategy. While the granting of such licenses is in the realm of the Department of Mines and Petroleum, any fracking activity should be comprehensively assessed prior to commencement, and take into account any possible implications on agricultural activity and groundwater in the Shire.</p> <p>Activities that operate under the Petroleum and Geothermal Resources Act 1967 (including fracking) need to comply with the regulatory requirements under the Planning and Development Act 2005 (PD Act), including local government planning administration powers under local planning schemes. Under the PD Act, development approval is required for anything classified as 'development'. Therefore an application for planning (development) approval is required for petroleum exploration and operations activities.</p> <p>As there is no standard definition for petroleum activities or land uses (including fracking) within Shire of Coorow Local Planning Scheme No.3 (LPS 3), the Model Scheme Text nor the draft Planning and Development (Local Planning Schemes) Regulations 2014, these matters are dealt with as 'uses not listed' in LPS 3. This requires a planning application to be submitted to the local government consistent with clause 9.1.1(d), and advertising undertaken consistent with 9.4.3. In addition to this, the term fracking is not referenced in the Petroleum and Geothermal Resources Act 1967; it is encompassed in the terms petroleum exploration and operations.</p> <p>The Shire needs to consider if petroleum exploration and operations should be formalised in LPS 3 in terms of definitions, scheme provisions and associated guidance material. If required, the Shire can update its scheme via the amendment process to incorporate these considerations.</p>	<p>Working with the Department of Mines and Petroleum to ensure that impacts on groundwater and agricultural activity are taken into account when considering the granting of any exploration or extraction permits for this type of resource activity.</p> <p>If required, work with the Department of Planning to update LPS 3 to incorporate scheme definitions and provisions for petroleum exploration and operations.</p>



## Appendix A

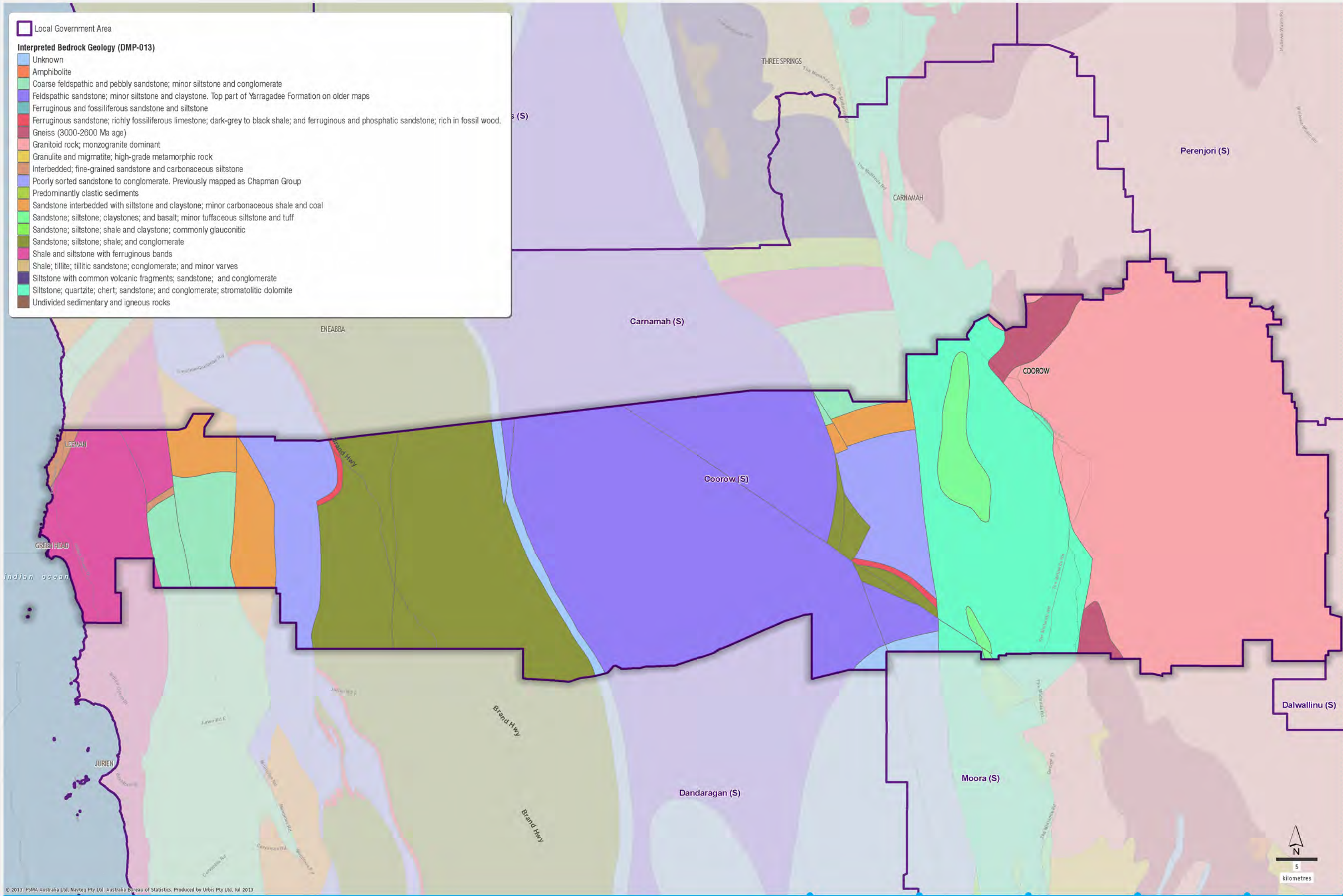
## Maps



**Local Government Area**

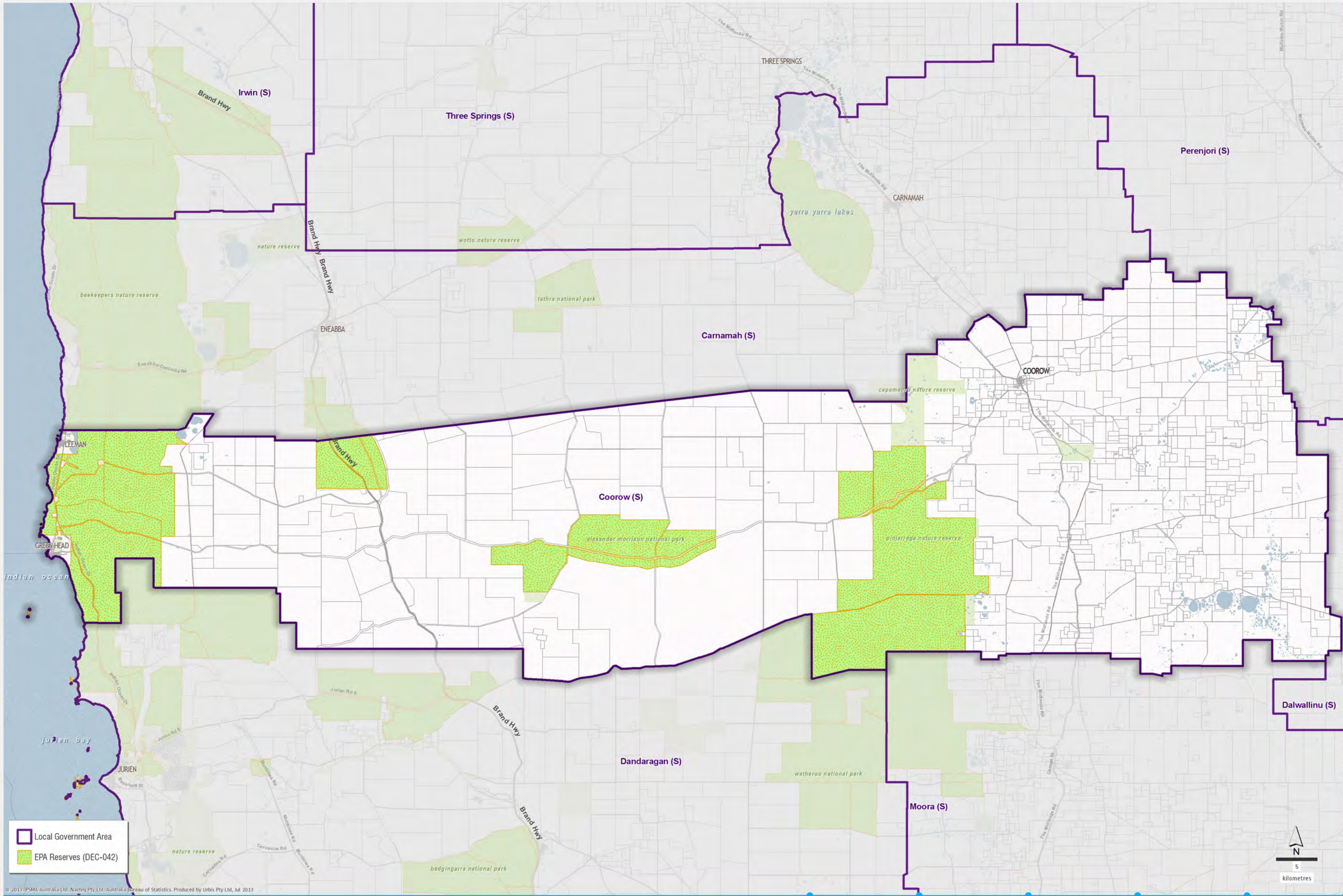
**Interpreted Bedrock Geology (DMP-013)**

- Unknown
- Amphibolite
- Coarse feldspathic and pebbly sandstone; minor siltstone and conglomerate
- Feldspathic sandstone; minor siltstone and claystone. Top part of Yarragadee Formation on older maps
- Ferruginous and fossiliferous sandstone and siltstone
- Ferruginous sandstone; richly fossiliferous limestone; dark-grey to black shale; and ferruginous and phosphatic sandstone; rich in fossil wood.
- Gneiss (3000-2600 Ma age)
- Granitoid rock; monzogranite dominant
- Granulite and migmatite; high-grade metamorphic rock
- Interbedded; fine-grained sandstone and carbonaceous siltstone
- Poorly sorted sandstone to conglomerate. Previously mapped as Chapman Group
- Predominantly clastic sediments
- Sandstone interbedded with siltstone and claystone; minor carbonaceous shale and coal
- Sandstone; siltstone; claystones; and basalt; minor tuffaceous siltstone and tuff
- Sandstone; siltstone; shale and claystone; commonly glauconitic
- Sandstone; siltstone; shale; and conglomerate
- Shale and siltstone with ferruginous bands
- Shale; tillite; tillitic sandstone; conglomerate; and minor varves
- Siltstone with common volcanic fragments; sandstone; and conglomerate
- Siltstone; quartzite; chert; sandstone; and conglomerate; stromatolitic dolomite
- Undivided sedimentary and igneous rocks



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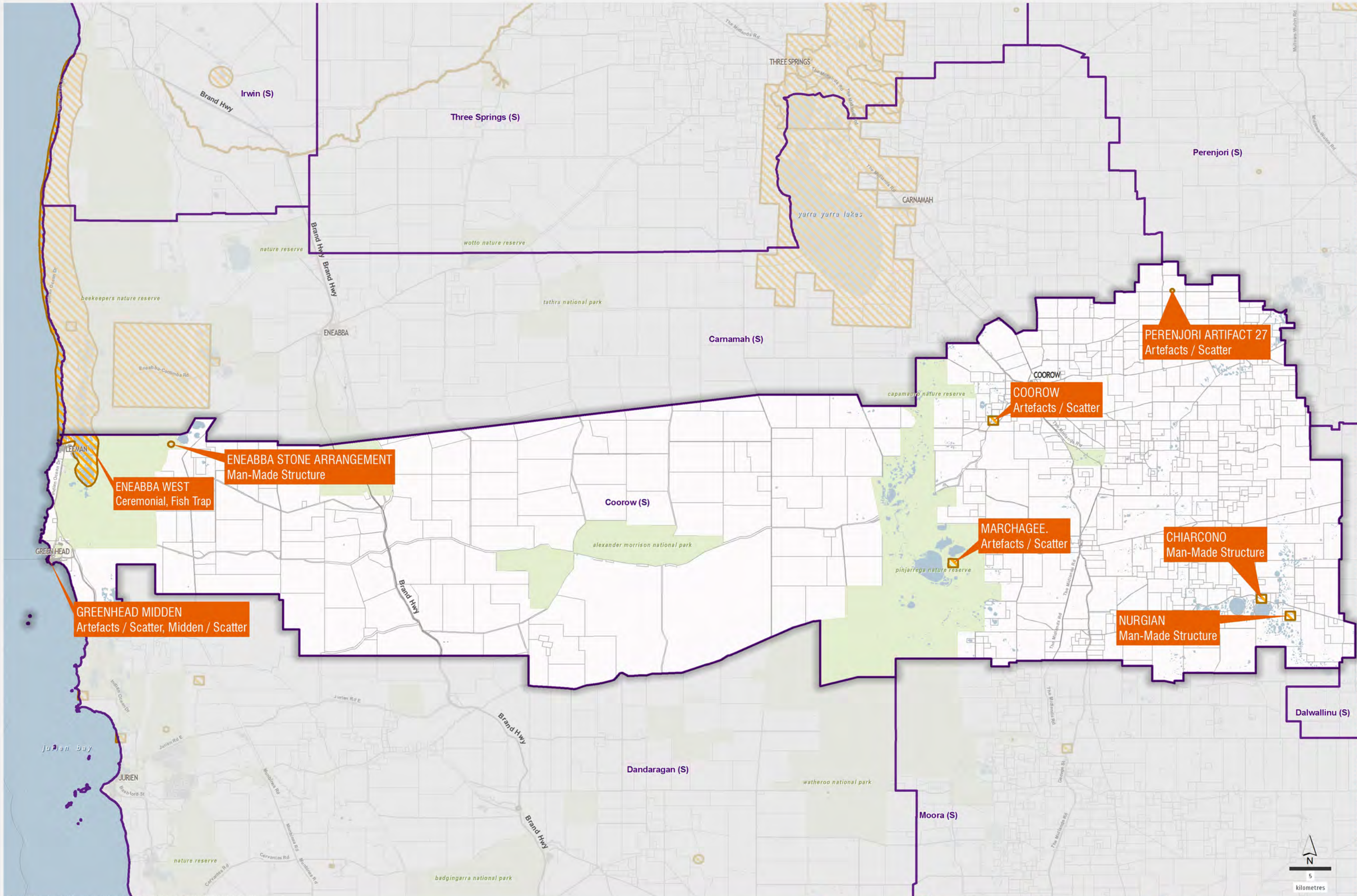


 Local Government Area  
 EPA Reserves (DEC-042)



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- Local Government Area
- Aboriginal Heritage Sites





# SHIRE OF COOROW

## LOCAL PLANNING STRATEGY 2015

