

SHIRE OF COOROW

LEEMAN & GREEN HEAD TOWNSITE LOCAL PLANNING STRATEGY

Endorsed by the Western Australian Planning Commission

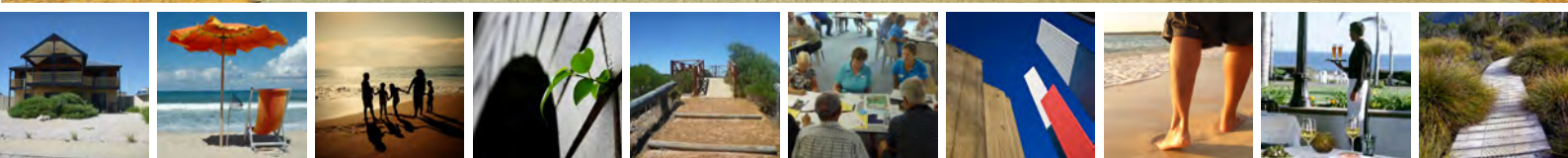
11 SEPTEMBER 2012

DISCLAIMER

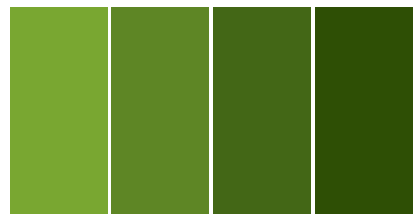
This is a copy of the Local Planning Strategy at the date of endorsement produced from an electronic version of the Strategy held by the Department of Planning. Whilst all care has been taken to accurately portray the current Strategy provisions, no responsibility shall be taken for any omissions or errors in this documentation.

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.



Shire of Coorow 2012
LEEMAN AND GREEN HEAD
TOWNSITE LOCAL PLANNING STRATEGY



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director Ray Haeren
Senior Consultant Kris Nolan
Consultant Sean Morrison
Job Code PA0700
Report Number 1

“The Shire of Coorow acknowledges the funding assistance provided through Royalties for Regions that has enabled the preparation of the Leeman and Green Head Townsite Local Planning Strategy.”

© Urbis Pty Ltd
ABN 50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission. While we have tried to ensure the accuracy of the information in this publication, the Publisher accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication.

URBIS
Australia Asia Middle East
urbis.com.au

1	Introduction.....	5
1.1	Why a Townsite Local Planning Strategy?	5
1.2	Objectives.....	7
1.3	Preparation of Townsite Local Planning Strategy	8
2	Context and Vision.....	9
2.1	Contextual Analysis	9
2.2	Population Forecasts	9
2.3	Establishing Visions	10
2.3.1	Vision - Leeman.....	10
2.3.2	Vision – Green Head	10
2.3.3	Vision – District Connectivity and Land Use	10
3	Leeman	11
3.1	Land Use and Development.....	11
3.1.1	Residential – Expansion	11
3.1.2	Residential– Future Investigation Area	13
3.1.3	Residential – Infill	13
3.1.4	Industrial.....	16
3.1.5	Commercial	17
3.1.6	Tourism	18
3.2	Movement Network.....	20
3.2.1	Coastal Loop Road Link.....	20
3.2.2	Pedestrian Network	21
3.3	Infrastructure	22
3.3.1	Water	22
3.3.2	Power.....	22
3.3.3	Wastewater	22
3.4	Townscape	22
3.4.1	Entry Statements	22
3.4.2	Visual Character	23
3.4.3	View Corridors	23
3.5	Coastal Foreshore	24
3.5.1	Formalised Access	24
3.5.2	Upgraded Recreational Areas	25
4	Green Head.....	29
4.1	Land Use and Development.....	29
4.1.1	Residential - Expansion	29
4.1.2	Residential - Infill	32
4.1.3	Industrial.....	32
4.1.4	Commercial	34
4.1.5	Tourism	35
4.1.6	Community Facilities.....	37
4.2	Movement Network.....	38
4.2.1	Ocean View Drive.....	38
4.2.3	Pedestrian Network	38
4.3	Infrastructure	39
4.3.1	Water	39
4.3.2	Power.....	39
4.3.3	Wastewater Treatment.....	39

4.4	Townscape.....	40
4.4.1	Entry Statements.....	40
4.4.2	Visual Character.....	40
4.4.3	View Corridors.....	41
4.4.4	Retention of Bush Land.....	41
4.5	Coastal Foreshore.....	41
4.5.1	Access.....	41
5	District Connectivity and Land Use.....	45
5.1	Land Use.....	45
5.1.1	Shire of Coorow Waste Management Facility.....	46
5.1.2	Cemetery.....	46
5.2	Movement Network.....	47
5.2.1	Indian Ocean Drive.....	47
5.2.2	Pedestrian/Coastal Path.....	48
5.2.3	Eastern Connection.....	48
5.2.4	Air Strip.....	48
5.2.5	Green Head Road.....	49
5.3	Coastal Foreshore.....	49
6	Implementation.....	51
6.1	Review of Town Planning Scheme No.2.....	51
6.2	Local Planning Policies.....	51
6.3	Local Structure Plans and Detailed Area Plans.....	51
7	Background.....	52
7.1	Project Steering Group.....	52
7.2	Pre Workshop Activities.....	53
7.2.1	Literature Review.....	53
7.2.2	Agency Consultation.....	53
7.2.3	Workshop Notice and Feedback Forms.....	54
7.3	Consultation Workshops.....	54
7.3.1	Community.....	55
7.3.2	Project Steering Group Workshop.....	55
7.4	Rationalisation of Public Open Space.....	56
8	Conclusion.....	59
Appendix A	Workshop Outcomes Report.....	61
Appendix B	Literature Review.....	63
Appendix C	Information Sheet and Feedback Form.....	65

FIGURES:

Figure 1 – Leeman and Green Head Study Area.....	6
Figure 2 – Leeman Townsite Strategy	26
Figure 3 – Rudduck Street Concept Plan	27
Figure 4 – Leeman Path Network Plan	28
Figure 5 – Green Head Townsite Strategy	43
Figure 6 – Green Head Path Network Plan	44
Figure 7 – District Connectivity and Land Use Plan.....	50
Figure 8 – Leeman Public Open Space Plan.....	57
Figure 9 – Green Head Public Open Space Plan.....	58

TABLES:

Table 1 – Shire of Coorow Population Projections.....	9
Table 2 – Leeman - Expansion – Existing Urban Zoned Land South.....	11
Table 3 – Leeman - Expansion - North Into The Shire of Carnamah	12
Table 4 – Leeman - Future Investigation Area – East of Indian Ocean Drive.....	13
Table 5 – Leeman - Infill – Wann Park Oval	13
Table 6 – Leeman - Infill – Junction Illyarrie and Nairn Street.....	14
Table 7 – Leeman - Infill - Land South of Leeman Primary School	15
Table 8 – Leeman - Industrial.....	16
Table 9 – Leeman - Commercial.....	17
Table 10 – Tourism – Existing Commercial Area	18
Table 11 – Tourism – South of Existing Caravan Park.....	19
Table 12 – Leeman - Coastal Loop.....	20
Table 13 – Leeman - Pedestrian Network	21
Table 14 – Leeman – Entry Statements	22
Table 15 – Leeman – Formalised Coastal Access.....	24
Table 16 – Leeman – Upgraded Recreational Areas	25
Table 17 – Green Head - Expansion – South Bay	29
Table 18 – Green Head - Expansion - Northern Coast.....	30
Table 19 – Green Head - Future Investigation Area North Western Edge of Golf Course.....	31
Table 20 – Green Head - Infill – Lots 535, 710, 711 and 712 (Part).....	32
Table 21 – Green Head - Industrial.....	32
Table 22 – Green Head - Commercial	34
Table 23 – Green Head - Tourism – Area North of Caravan Park	35
Table 24 – Green Head - Tourism – Ocean View Drive Precinct.....	36
Table 25 – Green Head - Community Facilities	37
Table 26 – Green Head - Ocean View Drive Loop.....	38
Table 27 – Green Head – Pedestrian Network	38
Table 28 – Green Head – Entry Statements.....	40
Table 29 – Green Head – Visual Character.....	40
Table 30 – Green Head – Retention of Bushland	41
Table 31 – Green Head – Coastal Foreshore Access.....	41
Table 32 – District – Land Use	45
Table 33 – District - Waste Management Facility.....	46
Table 34 – District - Cemetery	46
Table 35 – District - Indian Ocean Drive.....	47
Table 36 – District – Coastal Path	48
Table 37 – District – Eastern Connection	48
Table 38 – District – Coastal Foreshore.....	49



This page has been intentionally been left blank



1 Introduction

1.1 WHY A TOWNSITE LOCAL PLANNING STRATEGY?

Located approximately 300km north of Perth and 160km south of Geraldton, Leeman and Green Head are two small coastal villages within the Shire of Coorow on the Coral Coast.

In May 2010, the final stage of the Indian Ocean Drive extension between Lancelin and Cervantes was completed, substantially increasing the accessibility of Leeman and Green Head to both the Perth metropolitan region, the greater Mid-West region and their exposure to passing tourism traffic. With this increase in accessibility and a geographical location within the burgeoning Mid-West region, greater levels of growth, than currently being experienced, are expected within both of these towns over the next 10-15 years. Whilst both Leeman and Green Head have experienced minimal population growth (and in some cases population decline) over the last 5-10 years, the Shire of Coorow consider both permanent and temporary populations in these two towns will expand over the next 10-15 years. It is also important to note that Jurien Bay has also been identified by the current state government as a 'Supertown' with an aspirational population growth target of 20,000 people.

A Townsite Local Planning Strategy is a strategic plan used to guide development in towns with a population below 1,000 people. This strategic level document aims to provide a framework for growth in these two towns to occur. Such a framework will ensure growth occurs in an orderly and sustainable manner and in a way that responds to the sensitivities of the coastal locations of both towns. The preparation of a town focused strategy is considered suitable for Leeman and Green Head given similar rates of growth are not expected for the balance of the Shire of Coorow. The study area for the Leeman and Green Head Townsite Local Planning Strategy is outlined in **Figure 1** but broadly incorporates the two existing town sites and the district in between.

Whilst only 14km apart, Leeman and Green Head are two distinctly different towns with varying aspirations, functions and associated land use needs. This document will consider these aspirations, functions and needs over the short, medium and long term. Importantly, this document will also consider the role and function of the two towns in the context of each other and the greater Mid-West region.

The Shire's existing strategic planning document, its Local Planning Strategy (LPS), was adopted in 2001 and whilst providing a sound Shire-wide planning framework, the document is somewhat out-dated and does not consider Leeman and Green Head in the context of the completion of the Indian Ocean Drive or the rapid growth currently occurring in the broader Mid-West region. Subsequent to the LPS, the Shire has also undertaken various detailed planning exercises and coastal/environmental management plans. In light of this progression, the Shire has determined that a more detailed and prescriptive strategic planning document for these two towns, that considers all of these factors, is both necessary and timely.

It is intended that the Leeman and Green Head Townsite Local Planning Strategy will ultimately result in amendments to Town Planning Scheme No.2 or a review thereof to reflect the longer term vision through appropriate zoning, introduction of new zones and development provisions. The strategy will also make recommendations regarding new local planning policies needed to facilitate the new vision for each town.

As a strategic planning document, the Townsite Local Planning Strategy will provide the Shire of Coorow and proponents with guidance in relation to future Local Structure Plans, scheme amendment requests, subdivision and development applications, as well as budgeting for future works and infrastructure development.



LEGEND:

 STUDY AREA

FIGURE 1: STUDY AREA

LEEMAN AND GREEN HEAD TOWNSITE EXPANSION STRATEGY

DATE 29.04.2011

DWG NO 001

REV -

SCALE NTS



Level 1, 55 St Georges Tce,
Perth, WA 6000 Australia

Tel +618 9346 0500
Fax +618 9221 1779

info@urbis.com.au
www.urbis.com.au

Urbis Pty Ltd ABN 50 105 256 288
Australia . Asia . Middle East





1.2 OBJECTIVES

The objectives of this Townsite Local Planning Strategy are summarised as follows:

- Provide guidance to the Shire of Coorow on planning for the expansion of the towns of Leeman and Green Head for the next 10-15 years.
- Give direction to both the Shire of Coorow and the Western Australian Planning Commission (WAPC) in the consideration of future development applications, subdivision applications, town planning scheme amendments and local structure plans.
- Provide clear and rational direction for future expansion of Leeman and Green Head in the short, medium and long term.
- Provide guidance on the re-allocation of land uses to ensure growth in the two towns occurs in a sustainable manner and the short, medium and long term needs of residents are satisfied.
- Provide a basis for coordinated decision-making for the Shire of Coorow and servicing authorities in determining the future servicing requirements for the two towns.
- Provide guidance to the Shire and other government agencies in considering matters of land use, access and recreation for the land between Leeman and Green Head.



Priorities for each recommendation have been provided, with the following timeframes applicable to each priority category:

- **SHORT-TERM: 0-24 MONTHS**
- **MEDIUM-TERM: 12-36 MONTHS**
- **LONG-TERM: 3 YEARS OR MORE.**

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



1.3 PREPARATION OF TOWNSITE LOCAL PLANNING STRATEGY

The strategy takes the form of one overall Townsite Local Planning Strategy Plan (2 x plans), a schedule of recommendations relating to implementation and management. Specific recommendations will be provided on a town and precinct specific basis. Recommendations will consider land use, movement network, infrastructure requirements, townscape and coastal foreshore elements.

Urbis, together with Taktics 4 were engaged by the Shire of Coorow in December 2010 to prepare a Townsite Local Planning Strategy for the towns of Leeman and Green Head. Following project inception with the Shire and its planning staff (from the Shire of Chapman-Valley) a Project Steering Group (PSG) was established. The PSG included representatives from:

- Department of Planning;
- LandCorp;
- Mid-West Development Commission;
- Shire of Coorow;
- Leeman Rate Payers Association;
- Green Head Progress Association;
- Selected elected Members; and
- Urbis staff members.

Preparation of the Strategy also involved community consultation. The consultation phases of the project involved two community workshops (one at Leeman and Green Head respectively) where the community's aspirations and concerns were gathered and local knowledge collected. Immediately following these workshops, a more technical based workshop was held with the PSG where the outcomes from these workshops were further distilled. Significant consultation with other government agencies such as the Department of Environment and Conservation, service authorities (Horizon Power, Water Corporation etc.), Tourism WA and the Department of Water was also undertaken both pre and post consultation. At the end of the consultation phase, a Workshop Outcomes Report (Refer **Appendix A**) was prepared, summarising the outcomes from both the community and technical workshops and providing direction for the preparation of the Townsite Local Planning Strategy. Also, prior to the workshops, Urbis undertook a preliminary planning assessment that included a contextual, landscape character and opportunities and constraints assessment. The outcomes of these preliminary assessments formed part of the material presented to the community and technical workshops and the final workshop outcomes reports. Greater detail of the preparation process for the Townsite Local Planning Strategy is provided in the Background section.





2 Context and Vision

2.1 CONTEXTUAL ANALYSIS

Considering future expansion of Leeman and Green Head also demands consideration of the function of these two towns within the greater Mid-West region. From a district context, residents of both towns currently utilise Jurien Bay (25km to the south of Leeman) as a primary service centre. Jurien currently provides secondary schooling (K-10), a supermarket and specialty retail outlets, medical and aged care facilities, as well as a variety of primary and secondary services (mechanical, manufacturing, rural processing etc.). Jurien Bay now also enjoys the same level of improved accessibility to Perth and the wider Mid-West region with the completion of Indian Ocean Drive. It is also important to note that Jurien Bay has also been identified by the current state government as a potential 'Super Town' with a population of 30,000 persons.

Given the close proximity of both Leeman and Green Head to Jurien Bay, it needs to be acknowledged that at least in the short-medium term, there is unlikely to be a duplication of primary services (i.e. secondary school, medical facilities/hospital, full-line supermarket etc.) within either of the subject towns. From a population draw perspective, due to the provision of these essential services, it is also likely that new residents in the district are more likely to settle in Jurien ahead of Leeman and Green Head.

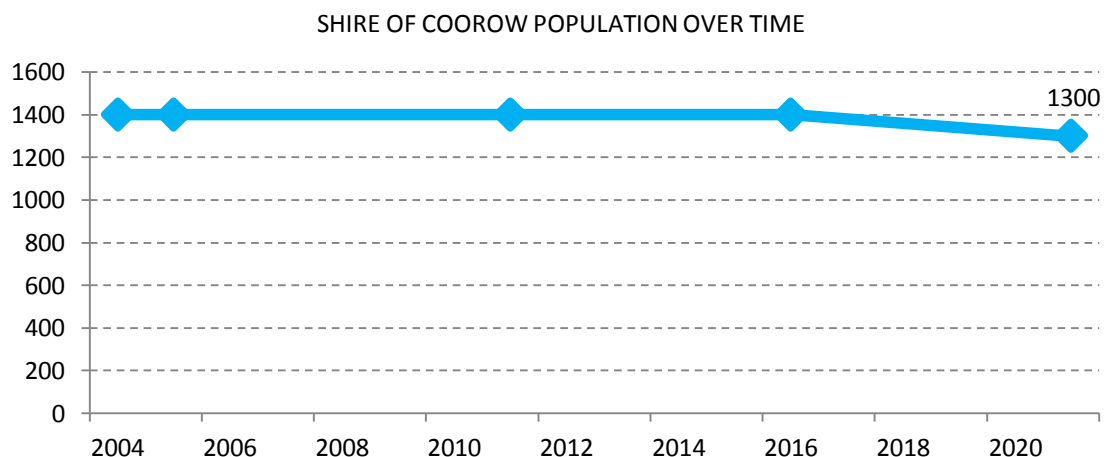
From a regional perspective, Geraldton is the primary regional centre of the Mid-West region. Geraldton currently provides a major regional health campus, tertiary education facilities, port facilities, self-sustaining commerce and industry and significant supporting permanent residential population. Again, like Jurien Bay, it is highly unlikely there will be any duplication of these primary services in either of these two towns during the lifespan of this document.

2.2 POPULATION FORECASTS

Leeman and Green Head currently have populations of 400 and 300 people respectively (ABS). The WAPC's population projections for the Shire of Coorow (population projections by town are not available) suggest essentially a static population within the Shire until 2021. These projections are taken from the WAPC's Western Australia Tomorrow document and can be broken down as follows:

TABLE 1 – SHIRE OF COOROW POPULATION PROJECTIONS

YEAR	2004	2005	2011	2016	2021
TOTAL	1400	1400	1400	1400	1300





Whilst projecting a static rate of growth, it is important to note that these projections do not take into consideration external factors such as the completion of the Indian Ocean Drive connection, future resource and industry projects within the Mid-West region or the sea-change phenomenon. Although growth is not expected to be exponential and is difficult to predict in towns such as these when the key population drivers are not explicit, it is expected that growth will be greater than that projected by the WAPC. It is also important to note that it is understood that the WAPC is currently in the process of specifically reviewing its population projections for the Mid-West region on the context of the changing landscape and significant growth both occurring and expected.

In addressing and planning for growth, this document has provided strategies to accommodate populations of 1,500 persons for each town, irrespective of timing. This Strategy will have a lifespan of up to 15 years, following which a review would be required.

2.3 ESTABLISHING VISIONS

Following a review of the existing planning framework, consultation with key agencies and importantly the community, the following visions have been established for both Leeman and Green Head individually and for the coastal strip between the two towns. It is important that these visions act as the foundations for future planning, and that while growth should always be encouraged in both towns, responsible authorities should work to maintain the proposed positioning of each town.

2.3.1 VISION - LEEMAN

Leeman will be a thriving service centre within the Mid-West region, attracting a significant share of new businesses and population growth, 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 in the town will consolidate its service role in the region.

2.3.2 VISION – GREEN HEAD

Green Head will continue to grow at a steady rate, continuing to be a preferred permanent residential and holiday destination based on its key natural features. The town will establish a clearly defined 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.

2.3.3 VISION – DISTRICT CONNECTIVITY AND LAND USE

The area in between Leeman and Greenhead will be protected from development, retaining its role as a visual and recreational asset to the community. Opportunities will be provided for improved access between the two towns in this area in a managed manner to enhance the appreciation of the natural landscape. In the longer term, low-impact eco-tourism facilities may be feasible initially at Little Anchorage Bay and later at other coastal locations (such as Point Louise and Billy Goat bay) to complement established tourism facilities in Leeman and Green Head.



3 Leeman

3.1 LAND USE AND DEVELOPMENT

As Leeman seeks to attract growth, demand for land for a variety of land uses will continue to increase. This includes land for residential, commercial, industrial and tourism purposes. While Leeman generally has sufficient land supply for the short to medium term if existing growth levels continue, additional areas have been identified for the longer term or in the event of significant growth over a shorter period. Additionally, in order to ensure Leeman develops in a way more reflective of its desired position in the region, the location of some land uses, particularly commercial development, are proposed to be repositioned. The recommendations outlined below are depicted in **Figure 2**.

3.1.1 RESIDENTIAL – EXPANSION

The urban footprint of Leeman will continue to expand in various directions, with the scale and timing of the expansion dependant on growth levels.

Increased dwellings will be accommodated through both greenfield and infill development. While housing close to the coast is generally preferred by residents, in order to maintain an appropriate town spatial balance and prevent unnecessary environmental impacts on the coast, residential development should also occur east of Indian Ocean Drive.

The following greenfield and infill sites will be able to cater for a population of 1,500 people in Leeman. This section also considers a Future Investigation Area, not considered to be a priority expansion area but a possible expansion option in the long-term.

TABLE 2 – LEEMAN - EXPANSION – EXISTING URBAN ZONED LAND SOUTH

PRECINCT	EXISTING URBAN ZONED LAND SOUTH
MAP REFERENCE	LR1
RECOMMENDATION	<i>Continued low density greenfield expansion of Leeman into existing residential zoned areas to the south</i>
PRIORITY	SHORT-TERM
YIELD	Approximately 311 lots over 34ha at an average density of R15 accommodating 650 people
RATIONALE	There is significant available Residential zoned land south of Leeman that is likely to satisfy growth in the short and medium term. Environmental issues, relating to flora and fauna may need to be resolved prior to development. The existing coding of R17.5/30 is considered appropriate so as to provide for a diversity of housing forms. As outlined later, some of the coastal portions of this land may be set aside for Tourism Accommodation purposes. Future planning will also need to incorporate provisions for the proposed coastal loop road.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Extension of Residential zoned land south into the Parks and Recreation Reserve; • Extension of services; • The development of a Structure Plan; • The preparation of Design Guidelines • Environmental approvals; and • Preparation of a Bush Fire Management Plan and Flora and Fauna survey, (consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to subdivision or development.



TABLE 3 – LEEMAN - EXPANSION - NORTH INTO THE SHIRE OF CARNAMAH

PRECINCT	NORTH INTO THE SHIRE OF CARNAMAH
MAP REFERENCE	LR2
RECOMMENDATION	<i>Expansion of medium and low density residential development north into the Shire of Carnamah</i>
PRIORITY	SHORT-TERM
YIELD	Approximately 90 lots over 10ha at an average density of R15 accommodating 190 people
RATIONALE	Expanding the residential footprint of Leeman north into the jurisdiction of the Shire of Carnamah is a logical step in terms of balancing development to the south, with the local government boundary being an arbitrary impediment. An appropriate realignment of the Shire boundaries should take place prior to any development being proposed to the north of the existing townsite. It will be necessary for development north of the existing townsite to initially be restricted west of Indian Ocean Drive to avoid sensitive uses encroaching into the WWTP buffer – however in the longer term as development continues northward, areas east of Indian Ocean Drive should be developed.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Realignment of Shire of Coorow's Local Government Area boundary north through the Local Government Advisory Board; • Incorporating the new local government area into the Shire's scheme, and zoning the site outlined in the strategy map as Residential • Extension of services; • The development of a Structure Plan; • The preparation of Design Guidelines • Relevant Environmental Approvals; and • Preparation of a Bush Fire Management Plan and Flora and Fauna survey, (consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to subdivision or development.



3.1.2 RESIDENTIAL– FUTURE INVESTIGATION AREA

Following the exhaustion of expansion areas LR1 and LR2, consideration should be given to extending expansion across Indian Ocean Drive.

TABLE 4 – LEEMAN - FUTURE INVESTIGATION AREA – EAST OF INDIAN OCEAN DRIVE

PRECINCT	EAST OF INDIAN OCEAN DRIVE, SOUTH OF THE INDUSTRIAL ZONED AREA
MAP REFERENCE	LR3
RECOMMENDATION	<i>Long term low density residential development east of Indian Ocean Drive at the southern half of Leeman</i>
PRIORITY	LONG-TERM
YIELD	Approximately 200 lots over 22ha at an average density of R15 accommodating 420 people
RATIONALE	Continued expansion northward and southward along the coast beyond the bounds identified in this strategy should be avoided and consideration given to land demand east of Indian Ocean Drive. Development in this location will maintain an efficient town spatial arrangement, support activity within the town centre and minimise travel distances for future residents in contrast to a situation of continued coastal sprawl. This will also mitigate environmental impacts on the coast. Consideration will be required prior to development in regards to the suitability of the land for development, ensuring adequate traffic and pedestrian safety on Indian Ocean Drive and any concerns regarding proximity to the industrial area or salt lake.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Rezoning the site from Rural to Residential; • The extension of services; • The development of a Structure Plan; • The preparation of Design Guidelines; • Relevant environmental approvals; • Appropriate design setback to the industrial area; and • Preparation of a Bush Fire Management Plan and Flora and Fauna survey, (consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to subdivision or development.

3.1.3 RESIDENTIAL – INFILL

In terms of infill development, the following areas are considered suitable or having potential:

TABLE 5 – LEEMAN - INFILL – WANN PARK OVAL

PRECINCT	NORTH OVAL SITE (WANN PARK OVAL)
MAP REFERENCE	LR4
RECOMMENDATION	<i>Redevelopment of the Parks and Recreation Reserve area north of Wann Park Oval for medium density Residential development, with the possibility for part of the site being utilised for retirement housing</i>
PRIORITY	SHORT-TERM



YIELD	Approximately 62 lots over 4ha at an average density of R25 accommodating 130 people
RATIONALE	This site has excellent potential for infill housing development, having ready access to key community facilities and the proposed Rudduck Street commercial redevelopment. The land currently does not have a conservation or recreational value in that the vegetation onsite appears degraded and the area does not contain a path network. The Leeman Public Open Space Plan (see Figure 8) demonstrates that the northern end of Wann Park Oval is not necessary to maintain adequate access to public open space by residents and therefore it is appropriate to be utilised for other purposes. Scope for a component of retirement housing should be incorporated into the future development of this land. Furthermore, given the sites proximity to key amenities, a wide range of housing types should be incorporated into any future development to cater for a diversity of residents and living arrangements. This should include a mixture of traditional cottage lots, townhouses and possibly apartments.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Reclassification of the site from Parks and Recreation Reserve to Residential. • The extension of Services; • The development of a Detailed Area Plan or Structure Plan; • The preparation of Design Guidelines and • Relevant Environmental Approvals.

TABLE 6 – LEEMAN - INFILL – JUNCTION ILLYARRIE AND NAIRN STREET

PRECINCT	LAND TO THE WEST OF THE JUNCTION OF ILLYARRIE AND NAIRN STREET
MAP REFERENCE	LR5
RECOMMENDATION	<i>Development of the abovementioned site for low-medium density Residential development and/or serviced apartment-type Tourism Accommodation</i>
PRIORITY	MEDIUM-TERM
YIELD	Approximately 21 lots over 1.2ha at an average density of R25 accommodating 45 people
RATIONALE	LandCorp has previously developed a conceptual structure plan for a 19 lot residential subdivision on this land, despite the applicable zoning being Tourist Accommodation. The site is considered appropriate for both Residential and Tourist Accommodation uses; this is due to its coastal location and proximity to the future Rudduck Street commercial centre and the coastal foreshore. Whilst TPS 2 permits Council to exercise discretion in relation to residential uses within this zone, changes to the planning framework may be necessary to accommodate an appropriate mix of uses, particularly in the event a Mixed Use (tourist and permanent residential) development is proposed. Commercial development on this site should be avoided so as to encourage the consolidation of activity on Rudduck Street.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Possible rezoning of the site from Tourist Accommodation to Mixed Use; • Extension of services; • Review of the existing conceptual Structure Plan and adoption of a new Structure Plan or Detailed Area Plan;



	<ul style="list-style-type: none"> • The preparation of Design Guidelines and • Relevant Environmental Approvals.
--	---

TABLE 7 – LEEMAN - INFILL - LAND SOUTH OF LEEMAN PRIMARY SCHOOL

PRECINCT	VACANT LAND SOUTH OF LEEMAN PRIMARY SCHOOL
MAP REFERENCE	LR6
RECOMMENDATION	<i>Development of the vacant land south of Leeman Primary School for preferably retirements housing or low-density residential development</i>
PRIORITY	LONG-TERM
YIELD	Approximately 32 lots over 3ha at an average density of R25 accommodating 70 people
RATIONALE	This area represents a significant vacant area of land in proximity to key amenities and services such as the primary school and coast. Residential development, with a preference for retirement housing should take place on this site. Prior to development, the suitability of the land for development will need to be determined, particularly in relation to soil types and the possible rationalisation of public purpose reserves. An appropriate interface with the primary school will be required in the event of future development and opportunities should be explored for the shared-use of public open space within the primary school. If retirement housing does not eventuate, large-lot low density residential development should occur on this site in order to integrate with surrounding low-density development.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Investigating the suitability of the site for development (geotechnical, environmental investigations etc.); • Rezoning the northern elements of the site from Community Purposes Reserve to Residential (if possible and required); • The extension of services; • The development of a Structure Plan; • The preparation of Design Guidelines and • Relevant Environmental Approvals





3.1.4 INDUSTRIAL

TABLE 8 – LEEMAN - INDUSTRIAL

RECOMMENDATION	<i>No expansion of industrial zoned land is anticipated for the life of this document; however expansion of the site in a north-easterly direction is appropriate if required.</i>
PRIORITY	LONG-TERM
YIELD	16.5ha of existing industrial zoned land with scope for an additional 22.5ha
MAP REFERENCE	LI1
REQUIREMENTS	A structure plan is required for the site in the event of expansion..

Industrial land uses in Leeman have some relationship to the local manufacturing and fishing industries, and while these sectors are not expected to grow significantly, it is essential that industrial land remains available in the event of growth.

The existing industrial area is well positioned due to its direct access to Indian Ocean Drive, proximity to the proposed town centre and its separation from the existing townsite.

Like Green Head, there are issues associated with residences already existing in the industrial area. The recently gazetted Amendment No.9 to Town Planning Scheme No.2 does not permit further development of residences in the industrial areas of either Leeman or Green Head.

There is sufficient vacant Industrial zoned land able to cater for the needs of Leeman in the short to medium term. In the longer term or in the event of unexpected growth, the industrial area should expand in an eastern or north-eastern direction, maintaining a suitable buffer from Indian Ocean Drive. Expansion to the south should be avoided so as not to compromise residential development to the south that may occur east of Indian Ocean Drive. Eastern expansion should be cognisant of any impacts on the salt lake.





3.1.5 COMMERCIAL

RUDDUCK STREET MAIN STREET

TABLE 9 – LEEMAN - COMMERCIAL

RECOMMENDATION	<i>Establish a main street, being Rudduck Street, to host the main retail functions within Leeman and enhance the role of the town in the region</i>
PRIORITY	SHORT-TERM
MAP REFERENCE	LC1
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • The preparation of a Town Centre Structure Plan reflecting the prepared concept plan to provide statutory effect to this plan. In the interim, the Concept Plan should guide Council decision-making; • Closure of a portion of the existing road reserve (northern side); • Reclassification of the north portion of the main street from Private Clubs and Institutions Reserve to Commercial; and • Rezoning of the southern portion of Ruddock Street to Mixed Use.

The existing commercial area in Leeman suffers from a lack commercial development, isolation from Indian Ocean Drive and a layout which is not conducive to a successful commercial environment.

In order to create a focal point for the community and commercial services, the Shire will facilitate the transition of Rudduck Street between Nairn Street and Indian Ocean Drive into a traditional main street servicing Leeman and Green Head and capturing passing trade.

The existing 36m Ruddock Street road reserve is in excess of current and future requirements and rationalisation of this reserve can facilitate the transition process.

The main street should be designed to have provision and regard to:

- A strong visual presence to Indian Ocean Drive to attract visitors and passing traffic;
- A built environment that reflects main street principles, including minimal setbacks and the provision of an amenable pedestrian environment;
- Adequate pavement width to accommodate two passing caravans and provision for caravan parking (at rear), reflecting the needs of visitors to towns such as Leeman;
- On-street parking so as to shelter pedestrians and reduce vehicle speeds;
- The ability to incorporate a small to medium supermarket site when feasible. Other uses may include a tavern, office, speciality retail, restaurant, café and service station.
- A strong visual presence of the Leeman Clubhouse to Ruddock Street to reflect the importance of the club to the community; and
- Maintaining car parking numbers close to the club entrance, with the utilisation of the Nairn Street road reserve a possibility in this regard.

Development of the main street should initially focus on the northern side of Rudduck Street, with mixed use development on the southern side encouraged over time through the use of planning provisions and incentives. This can be achieved through the introduction of a Mixed Use zone that encourages a mix of residential and commercial uses. The length of the proposed main street (240 metres from Nairn Street to Indian Ocean Drive) is considered feasible, particularly given that in at least the short and likely medium term, commercial development will only be able to take place on one side of Rudduck Street. The required Town Centre Local Structure Plan should also include the stretch of Rudduck Street from Nairn Street to Thomas Street to provide guidance in relation to the treatment of this western portion of the street down to the foreshore (which may be utilised for parking in the short-term) and to ensure any development that may occur, reflects Main Street design principles.



The main street plan provides a framework for a significantly expanded Leeman town centre in the long term, by allowing for the provision of a supermarket when it is considered feasible and providing a clear town centre – which reflects the desired service role of Leeman.

Prior to the implementation of a Leeman Town Centre Local Structure Plan, the Rudduck Street Main Street Concept Plan (see **Figure 3**) should guide Council works including streetscape works.

3.1.6 TOURISM

Tourism will play a growing role in the economic development of Leeman, and the provision of an appropriate supply of a diversity of accommodation types is crucial in this regard. Tourism Accommodation is considered as a possibility in the following areas.

TABLE 10 – TOURISM – EXISTING COMMERCIAL AREA

PRECINCT	EXISTING COMMERCIAL AREA
MAP REFERENCE	LT1
RECOMMENDATION	<i>Utilise the existing Commercial zoned area in Leeman for serviced Tourist Accommodation facilities and some limited complementary dining and recreational commercial development</i>
PRIORITY	MEDIUM-TERM
YIELD	2ha of Tourist Accommodation land
RATIONALE	<p>With commercial activity in Leeman to be directed to Rudduck Street, alternative uses are required to be identified for the existing commercial area. Minimal development over large areas of the Commercial zoned precinct means that a change in land use can be achieved with minimal disruption and creation of non-conforming uses.</p> <p>The precinct is strategically set on the coast and is within walking distance of the proposed Rudduck Street main street. Consequently, the existing commercial area should take on a tourism accommodation nature with scope for some commercial activity to complement the tourism uses. Thomas Street should be established as the only street with permitted commercial frontages within the Tourist Accommodation area in order to create a harmonious street setting, take advantage of the existing coastal aspects and to ensure the consolidation of facilities. Given the site's very central location next to Leeman's primary beach, this site is best suited to accommodate motel or even hotel development that could take on a more premium nature compared to other sites.</p> <p>While retail activity will be concentrated on Rudduck Street, there is scope for dining and tourism focused activities within this precinct that would benefit from co-location with Tourism Accommodation uses.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Rezoning of the site from Commercial to Tourist Accommodation (with some limited complementary dining and recreational commercial development) ; • The preparation of Design Guidelines or a Detailed Area Plan for the site; and • The provision of servicing.



TABLE 11 – TOURISM – SOUTH OF EXISTING CARAVAN PARK

PRECINCT	SOUTH OF EXISTING CARAVAN PARK
MAP REFERENCE	LT2
RECOMMENDATION	<i>Expansion of the current Tourist Accommodation uses south into the Residential zoned areas</i>
PRIORITY	MEDIUM-TERM
YIELD	2.4ha of Tourist Accommodation land
RATIONALE	<p>The caravan park operates at capacity at peak periods, and the availability of caravan places is considered crucial to attracting passing visitors. It is understood there are proposals for more permanent short-stay accommodation facilities to replace a portion of the caravan park. This change is welcome in that it diversifies the range of accommodation to visitors, however existing caravan park numbers should be maintained and expanded as Leeman grows. Consequently, additional land should be zoned for tourist accommodation adjoining the existing caravan park site. This zone should continue southwards along the coast and to the east as required. An appropriate interface will be necessary between Tourism Accommodation uses and future residential uses south of the existing townsite.</p> <p>In the event that this additional Tourist Accommodation land is utilised for non-caravan accommodation, then investigation into new sites for development of caravan parks will be required.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Rezoning of the proposed expansion area from Residential 17.5/30 to Tourist Accommodation; and • The extension of services; • Preparation of a Detailed Area Plan or Design Guidelines to guide land use and development and the future interface between residential and tourist uses; • Relevant Environmental Approvals





3.2 MOVEMENT NETWORK

Most trips within Leeman are largely taken by private vehicle and sometimes foot, and there is no public transport service. While private vehicle trips will continue to play the primary function of moving residents and visitors in Leeman, a key focus in Leeman’s future should be improving the number, quality and safety of routes for pedestrian and cyclists.

The relatively small footprint of Leeman is conducive to cycling and walking, particularly given that virtually all of the existing townsite is within 800m of the proposed Rudduck Street main street.

In guiding future subdivision and development, future road design should be provided in accordance with the WAPC’s *Liveable Neighbourhoods* unless further guidance is provided by way of another planning instrument (i.e. Local Planning Policy, Structure Plan etc.).

The proposed coastal loop road and Rudduck Street will form the primary routes through the town (See Figure 2). Boating and caravan vehicles should be directed along this route via the use of appropriate signage. **Figure 2** also identifies a number of strategic parking nodes along the coastal loop road. These nodes are for the most part aligned with the identified coastal access points.

The Shire has recently attained funding for a new information bay south of Illyarrie Street. This bay should encourage the use of Rudduck Street as entry to the town and access to recreational and boating facilities and discourage the use other residential streets.

3.2.1 COASTAL LOOP ROAD LINK

TABLE 12 – LEEMAN - COASTAL LOOP

RECOMMENDATION	<i>Development of a coastal loop road branching off Indian Ocean drive through southern residential expansion areas (Ir1) to connect with Thomas Street and continue north to border future residential areas to the north and connect back on to Indian Ocean Drive</i>
PRIORITY	MEDIUM-TERM
MAP REFERENCE	LM1
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Incorporation of the coastal loop road in Structure Plans for the northern and southern residential expansion areas; and • Preparation of a signage strategy.

Provision should be made in future planning for the southern urban expansion area for a road to branch off from Indian Ocean Drive so as to connect with Thomas Street and direct back to Indian Ocean Drive via Rudduck Street. This coastal loop would provide for a greater level of through traffic and provide a simplified route to drivers, particularly those coming from the south, wanting to pass through or explore Leeman. The coastal loop road should provide well-signed access to the Rudduck Street main street, key coastal areas and the Tourism Accommodation precinct which will occupy the existing Commercial precinct.

The coastal loop is part of a strategy to entice traffic into Leeman, and will complement the role the Rudduck Street main street will play in presenting a strong visual presence to Indian Ocean Drive.



3.2.2 PEDESTRIAN NETWORK

TABLE 13 – LEEMAN - PEDESTRIAN NETWORK

RECOMMENDATION	<i>Provision of footpaths/dual-use paths in accordance with agreed footpath plan</i>
PRIORITY	MEDIUM-TERM
MAP REFERENCE	Figure 4
REQUIREMENTS	Provision of footpaths/dual-use paths in accordance with Figure 4 .

A review of the existing foot path network has revealed a number of gaps in the existing pedestrian network. Guidance is also required in relation to pedestrian connections future residential expansion areas. **Figure 4** outlines where these gaps should be filled and provides guidance on the future provision of paths in residential expansion areas. Dual-use/Shared Paths (minimum 2.0m) should be provided along the Coastal Loop Road/Thomas Street, Rudduck Street, and Indian Ocean Drive. Standard footpaths (minimum 1.5m) should be provided elsewhere.





3.3 INFRASTRUCTURE

3.3.1 WATER

Water for Leeman is currently provided by a bore and storage facility in Mount Peron on Coorow-Green Head Road. This facility is approximately 17km south-east of Leeman. Emergency supplies are available from the Midway Wellfield, also on Coorow-Green Head Road 11.5km south-east of Leeman.

The drilling of this second bore is currently within the Water Corporation's 5 year programme.

Reticulation systems in Leeman are currently unable to provide adequate pressure flow during peak usage times. To assist in relieving these pressure issues the Water Corporation plan to replace the high level tank in town with a booster pump station (in 5 year programme) and duplicate the mains supply line from the bore fields (outside of 5 year programme).

3.3.2 POWER

Power is supplied to Leeman 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 is to expand at a rate beyond previous levels, capacity upgrades will be required.

3.3.3 WASTEWATER

The current location of the WWTP is considered appropriate for an expanded facility to cater for a potential population of 1,500 people – however any residential or sensitive land use expansion north of the existing townsite will need be cognisant of buffer requirements. The Water Corporation has no plans to relocate WWTP in the short-medium term. Funds for the upgrading of this facility have not been included within the Water Corporation's 5 year programme.

3.4 TOWNSCAPE

The Leeman townscape is characterised by its coastal location however lacks some of the key environmental features that Green Head enjoys. Consequently, this provides an opportunity for Leeman to develop its own distinctive identity through built form and community amenity. Through these opportunities Leeman will better position itself within the regional context and with its neighbour Greenhead.

3.4.1 ENTRY STATEMENTS

TABLE 14 – LEEMAN – ENTRY STATEMENTS

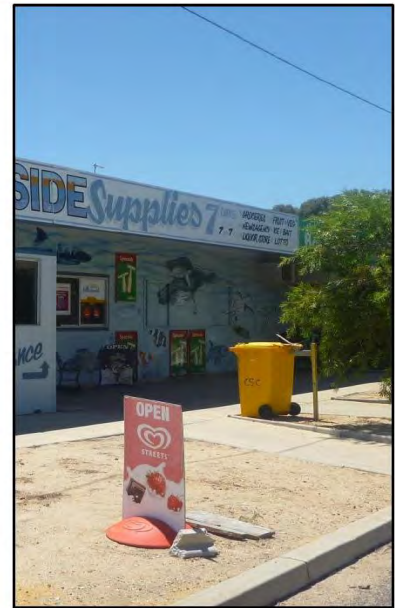
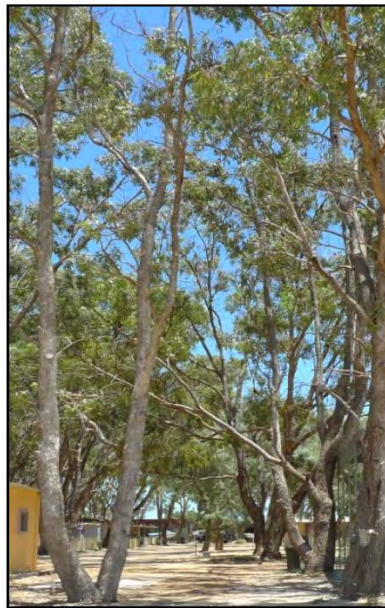
RECOMMENDATION	<i>New coastal themed, contemporary entry statements are required for Leeman at the northern and southern approaches into town</i>
PRIORITY	MEDIUM-TERM
MAP REFERENCE	LTO1

The existing entry statements into Leeman from the northern and southern approach on Indian Ocean Drive are relatively low-key and should be developed further developed or enhanced to attract visitors into town. In the short term, these statements should be refurbished and expanded upon to reflect the coastal and naturalistic setting and provide clear signage and direction to key amenity within the town. In the longer term the statements could be replaced with larger and visually appealing designs. These signs would direct visitors, particularly those with boats or caravans, through the coastal loop road or onto Rudduck Street.



Leeman presents an opportunity to strengthen its built form presence onto Indian Ocean Drive. This can largely be achieved through the creation of a 'Main Street' along Rudduck Street along with the creation of landmark buildings to this road frontage.

Additionally, the existing vegetation buffer on Indian Ocean Drive should be maintained, enhanced and continued where possible. Future residential development to the south and north of the existing townsite extent should be designed in a manner that presents an amenable urban and landscape form to Indian Ocean Drive. These objectives should also apply to any future coastal road loop through the future southern residential area, along Thomas Street and Rudduck Street.



3.4.2 VISUAL CHARACTER

The visual character of Leeman feels disconnected, with community facilities, residential areas and commercial activity scattered throughout the townsite. If Leeman desires to cement, increase and attract significant population growth to the region, a strong built form presence and consolidated development is required.

The development of a 'Main Street' on Rudduck Street will play a key role in connecting the town within its own context and that of a greater area, however future streetscapes, public open spaces and developments will all contribute to shaping its future character. Developments at key sites such as the former Commercial area which is set to be used for Tourism Accommodation purposes are possible sites for landmark buildings.

As previously mentioned, the vegetated buffer on Indian Ocean Drive should be protected and enhanced to improve the visual appearance of the town as well as protect this natural ecology. Where possible, clearing of native vegetation should be minimised, and existing vegetation incorporated into public open space areas, medians, road reserves and setbacks

3.4.3 VIEW CORRIDORS

View corridors to the coast are paramount as they contribute to Leeman's sense of place. This is particularly pertinent to Rudduck Street, where new development should maintain a strong visual connection to the beach and coastal recreation areas. Council shall have due regard to the creation of view corridors in the assessment of Local Structure Plan, Subdivision and Development Applications.



3.5 COASTAL FORESHORE

The coast plays a significant role in the identity of Leeman as well the economic and recreational needs of residents and visitors. The coast at all times should remain a public asset, with an emphasis on community facilities and maximum accessibility.

3.5.1 FORMALISED ACCESS

TABLE 15 – LEEMAN – FORMALISED COASTAL ACCESS

RECOMMENDATION	<i>Formalise and upgrade a number of coastal access points, closing and rehabilitating other informal access points</i>
PRIORITY	MEDIUM-TERM
MAP REFERENCE	Figure 4
REQUIREMENTS	<ul style="list-style-type: none"> • Closure and rehabilitation of those access ways not nominated in within Figure 4; and • Formalisation of the existing foreshore access ways to be retained (sealed and kerbed car parking areas, rubbish bins, signage etc.).

An extensive array of informal coastal paths provides access to the coast in Leeman. These informal paths generally offer a poor pedestrian environment, are not universally inaccessible and damage the dune systems. This issue is particularly evident in the north of Leeman.

A series of formalised access points are proposed in **Figure 4**, with the remaining access pathways not depicted in **Figure 4** to be closed and rehabilitated. New pathways associated with residential expansion areas have been notionally depicted; however the location of these should be refined at the Structure Planning phase of the planning process and should be provided at areas of maximum accessibility. Where possible, pedestrian accessways from residential areas to be developed east of Indian Ocean Drive, should be coordinated with the movement networks on either side of the primary road, so as to provide simple, safe and direct access to the coast. It is important to note that Council have proposed to establish boat ramp facilities at the northern end of Ilyarrie Street – this access point has been retained as part of this Strategy.





3.5.2 UPGRADED RECREATIONAL AREAS

TABLE 16 – LEEMAN – UPGRADED RECREATIONAL AREAS

RECOMMENDATION	<i>Upgrading of the coastal foreshore area to align with Ruddock Street</i>
PRIORITY	LONG-TERM
MAP REFERENCE	LTO2
REQUIREMENTS	The preparation of a Thomas Street Foreshore Masterplan

It is intended that Rudduck Street will evolve into a commercial main street and function as a community focal point for the town as a whole.

Consequently, the coastal recreational area at the terminus of Rudduck Street (Pioneer Park), in taking advantage of this energy, needs to be enhanced and expanded north to create a community and visitor focal point. This will involve improved landscaping and additional seating and BBQ facilities and new lookout points and viewing areas. In the longer term, a kiosk or similar may be feasible to offer basic refreshments to coastal users. This recreation focused area will need to establish a clear distinction between the recreational uses and the professional jetty users, so as to avoid conflict. Accordingly, it is suggested the focus for these recreational uses be aligned predominantly north of Rudduck Street.

It is at this northern end of Pioneer Park, where ocean based recreational facilities, if deemed feasible, could be established. In the long term, an ocean fed lap pool may form part of these facilities to create a unique recreational facility in the region.

In order to coordinate the development and redevelopment of this area, it is suggested a Foreshore Masterplan be prepared that has regard for the Rudduck Street Main Street Plan.



LEGEND

RESIDENTIAL

- LR1 Existing Urban Zoned Land and Additional Southern Expansion (Greenfield Priority #1)
- LR2 North into Shire of Carnamah (Greenfield Priority #2)
- LR3 East of Indian Ocean Drive (Future Investigation Area. Appropriate Buffer to LI1 will be required)
- LR4 Wann Oval (Infill)
- LR5 Junction of Illyarri and Naim Street (Infill - Potential also for Tourist Accommodation)
- LR6 South of Primary School (Infill)

INDUSTRIAL

- LI1 Industrial Precinct

COMMERCIAL

- LC1 Proposed Rudduck Street Main Street

TOURISM

- LT1 Existing Commercial Precinct (Potential also for Limited Complimentary Commercial Uses)
- LT2 Expanded Tourist Accommodation

MOVEMENT

- LM1 Coastal Loop Road

INFRASTRUCTURE

- LWWTP Wastewater Treatment Plant

TOWNSCAPE

- LTO1 New/Upgraded Entry Statements Required
- LTO2 Upgraded Foreshore Area (Long Term Potential for Ocean Fed Lap Pool)

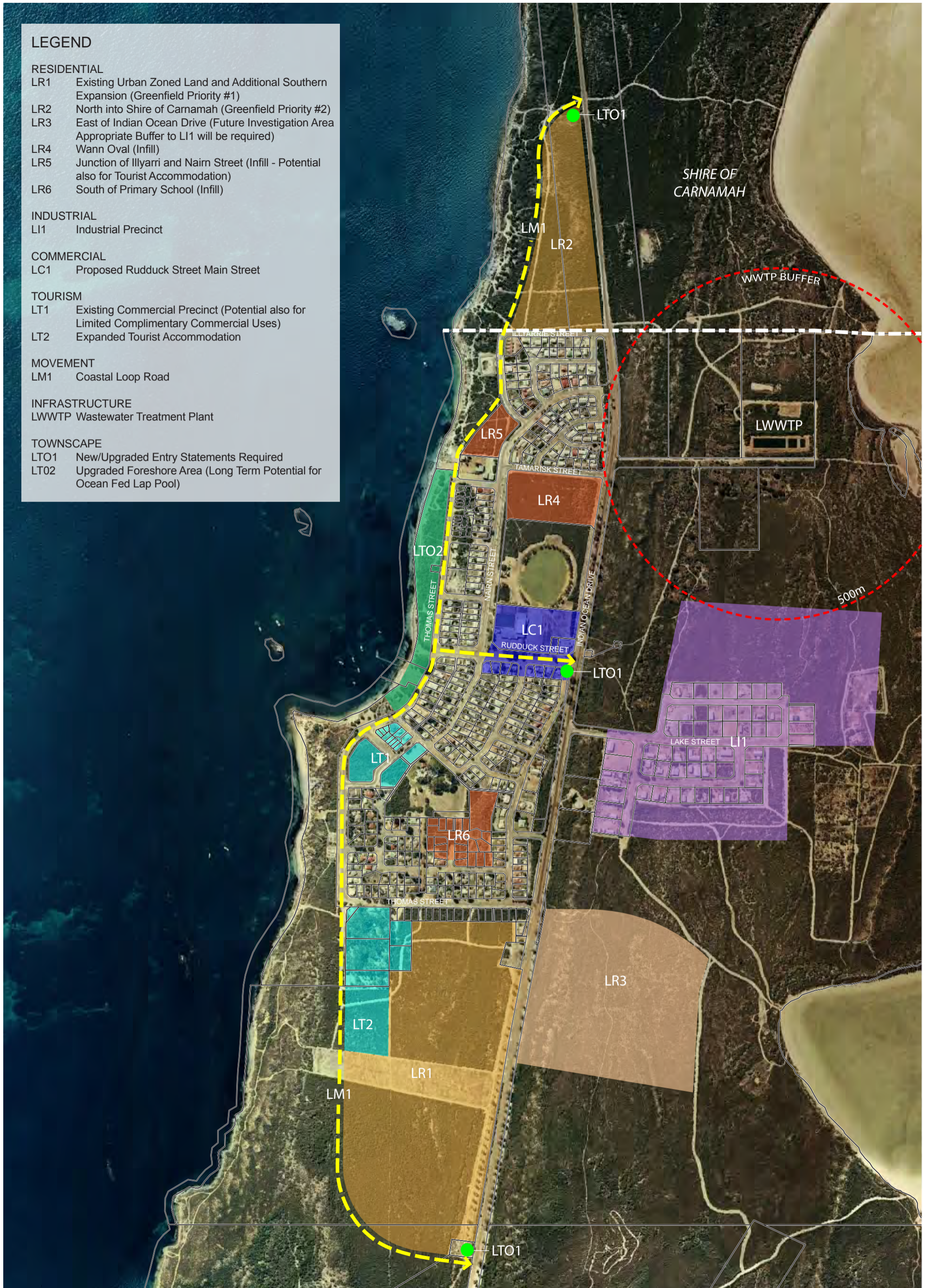


FIGURE 2: LEEMAN TOWNSITE STRATEGY
LEEMAN AND GREEN HEAD TOWNSITE EXPANSION STRATEGY

DATE 07.02.2012

DWG NO PA0700 - STP01 REV C

SCALE 1:10000@A3



LEEMAN AND GREEN HEAD TOWNSITE EXPANSION STRATEGY

Level 1, 55 St Georges Tce,
Perth, WA 6000 Australia

Tel +618 9346 0500 info@urbis.com.au
Fax +618 9221 1779 www.urbis.com.au

Urbis Pty Ltd ABN 50 105 256 288
Australia . Asia . Middle East

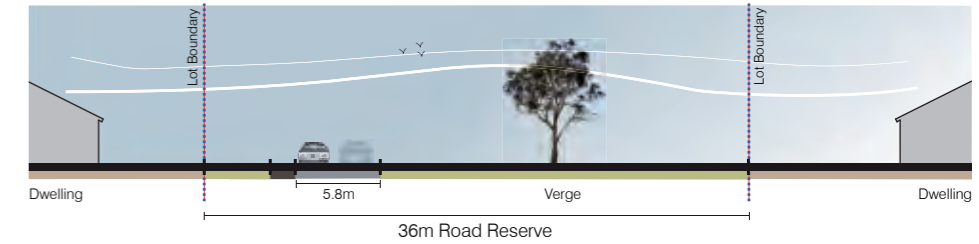




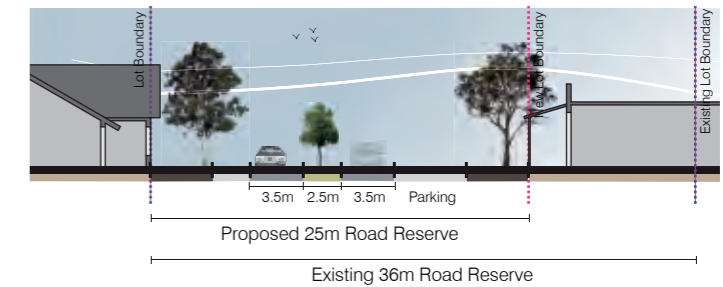
CROSS SECTIONS

SCALE 1:400

EXISTING ROAD RESERVE



PROPOSED ROAD RESERVE (A-A)









NOTES:

- 1 PROVISION OF LANDMARK SITE (2 STOREY). REQUIRES REDEVELOPMENT OF EXISTING STRUCTURES
- 2 ENTRY STATEMENT
- 3 SMALL FORMAT SUPERMARKET (IGA)
- 4 POSSIBLE SPECIALITY RETAIL/COMMERCIAL/MEDICAL
- 5 POTENTIAL MIXED USE DEVELOPMENT OVER TIME
- 6 RE-ALLOCATION OF PARKING FOR CLUB AND RECREATION FACILITIES
- 7 RETENTION OF VISUAL AND PEDESTRIAN CONNECTION TO CLUB FACILITIES. POTENTIAL PROVISION OF TOWN SQUARE/PLAZA
- 8 POTENTIAL SHORT-MEDIUM TERM PARKING OPTION
- P PARKING (TOTAL BAYS TO INCREASE)

FIGURE 3: RUDDUCK STREET - MAIN STREET CONCEPT PLAN

LEGEND

-  Existing Pedestrian Paths
-  Proposed Pedestrian Paths
-  Existing Formal Coastal Paths
-  (LF1) Formalised Coastal Access - All Other Existing Access to be Closed and Rehabilitated
-  Existing and Proposed Public Open Space
-  Greenfield Development Cells
-  Future Investigation Area

NOTES

Paths within public open space (POS) areas have not been depicted as these are subject to separate detailed landscape design. Future path locations within POS areas should give consideration to surrounding proposed and existing path locations as depicted on this plan.

Path networks within development cells LR1-LR2 subject to future detailed design.

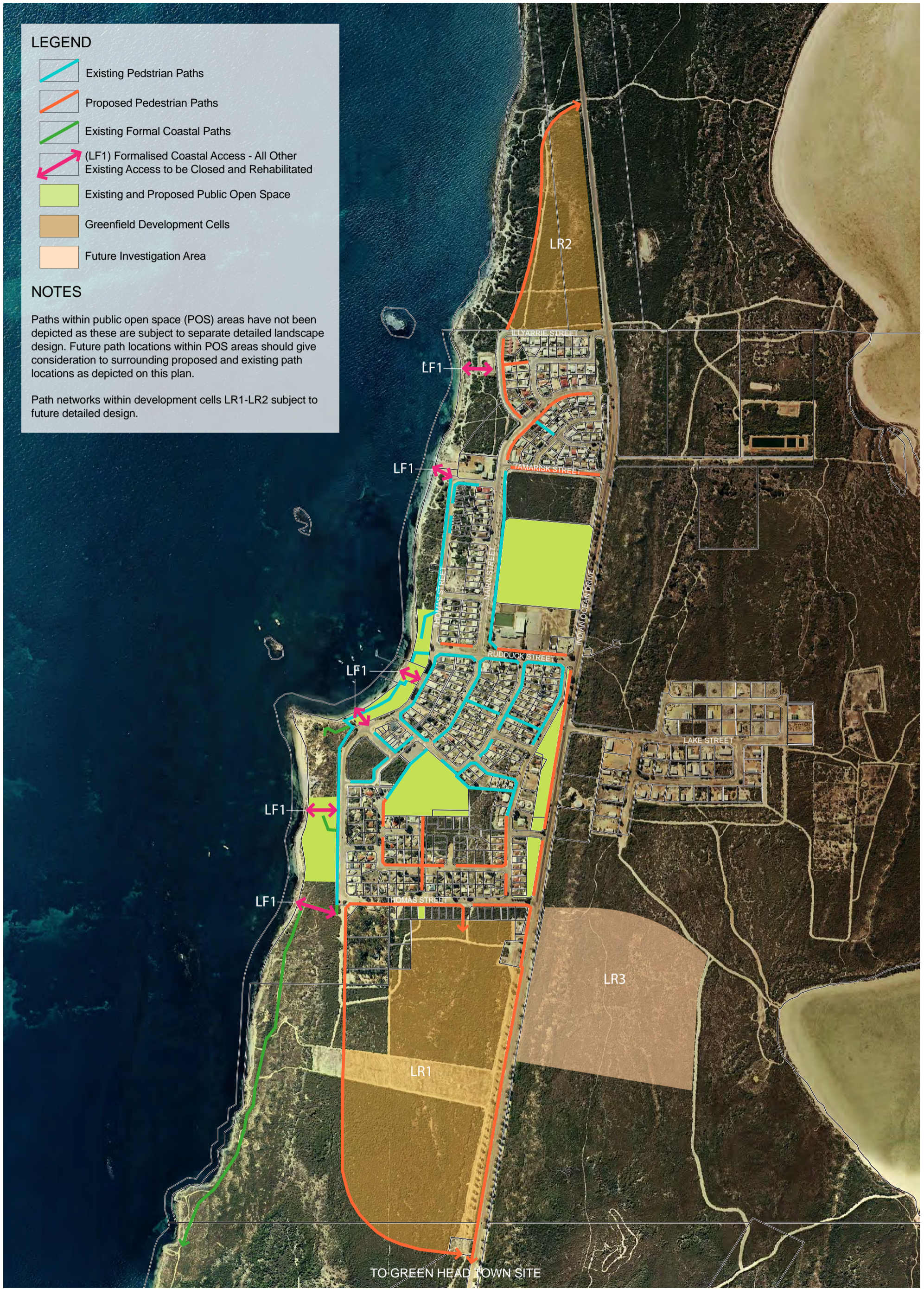


FIGURE 4: LEEMAN PEDESTRIAN NETWORK PLAN

DATE 11.08.2011

DWG NO PA0700 - PNP01 REV A

SCALE 1:10000@A3





4 Green Head

4.1 LAND USE AND DEVELOPMENT

Given its popularity among people seeking holiday homes and the amenity of South and Dynamite Bays, Green Head will continue to attract demand for new dwellings. While residential expansion has in the recent past only been to the east along South Bay, continued development should occur in a variety of locations and forms. This is necessary to ensure Green Head does not simply continue to expand only along South Bay (disfiguring the form of the town) and so that future and existing residents have available a range of housing forms close to services.

Additional dwellings will be catered for through additional Greenfields expansion and infill development on underutilised land parcels within existing areas. As previously mentioned, this Townsite Local Planning Strategy has been developed to accommodate up to an additional 1,500 people in Green Head (plus additional Future Investigation Areas). A focus on the creation of a more unified town centre and dedicated tourist areas will also be necessary to ensure the town grows in a sustainable manner, responding to the needs of a growing and changing population. The recommendations outlined below are depicted in **Figure 5**.

4.1.1 RESIDENTIAL - EXPANSION

In terms of urban expansion, residential growth should take place in the following areas:

TABLE 17 – GREEN HEAD - EXPANSION – SOUTH BAY

PRECINCT	SOUTH BAY
MAP REFERENCE	GR1
RECOMMENDATION	<i>Continued low-density Greenfield development along South Bay to cater for most housing land demand</i>
PRIORITY	SHORT-TERM
YIELD	Approximately 390 lots over 44ha at an average density of R15 accommodating 825 people
RATIONALE	As LandCorp's South Bay development approaches maturity, it is clear that the success of this estate reflects a strong demand for coastal lots. Combined with the Water Corporation plans to relocate the existing Wastewater Treatment Plant from this area, the fundamentals are strong for ongoing residential development along South Bay at densities similar to those currently being delivered. Future development should maintain the existing coastal setback and provide limited, formal access to the beach at strategic locations. Should other identified expansion or infill areas identified in this strategy, not be achievable/viable options, then there is the potential for expansion to occur further east along South Bay.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • The relocation of the WWTP; • Rezoning of the land from Rural to Residential; • Extension of services; • The development of a Structure Plan • The preparation of Design Guidelines; • Environmental assessment ; • Coastal setbacks to be determined in consultation with Department of Planning – Coastal Planning division; and



	<ul style="list-style-type: none"> Preparation of a Bush Fire Management Plan and flora and fauna survey, (Consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to any subdivision or development.
--	---

TABLE 18 – GREEN HEAD - EXPANSION - NORTHERN COAST

PRECINCT	NORTHERN COAST
MAP REFERENCE	GR2
RECOMMENDATION	<i>Northern Greenfield expansion of Green Head townsite at medium and low densities</i>
PRIORITY	MEDIUM-TERM
YIELD	Approximately 130 lots over 14ha at an average density of R15 accommodating 265 people
RATIONALE	<p>Given the ongoing southern coastal expansion in Green Head, it is logical, from a town form perspective that coastal expansion to the north also occurs. Whilst environmental considerations and coastal setbacks need to be appropriately managed, residential development should take place to the north along the coast to maintain an appropriate spatial balance of the town. Major considerations for this expansion will include integration of the road network with existing residential areas to the south and future long term further expansion to the north, and maintaining an amenable visual presence to Green Head Road. A coastal edge link road should be provided as delineation between the private realm and the coastline. Furthermore, development should be setback further from the coast in contrast to those areas immediately south, to protect the coastal dunal environment. Development at a range of densities is appropriate if the impact on the coast is minimised. Alternative forms of housing (i.e. stilt, cluster) should be considered so as to ensure minimal disturbance of the dune system.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> Rezoning of the land from Parks and Recreation Reserve to Residential. A small portion of this site is already zoned Residential, and development can take place on this portion initially; Extension of required services; The development of a Structure Plan; The preparation of Design Guidelines responding to the coastal nature of the site; Environmental assessment; Coastal setback to be determined in consultation with Department of Planning – Coastal Planning division; and Preparation of a Bush Fire Management Plan and Flora and Fauna survey, (consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to subdivision or development.





TABLE 19 – GREEN HEAD - FUTURE INVESTIGATION AREA NORTH WESTERN EDGE OF GOLF COURSE

PRECINCT	NORTH WESTERN EDGE OF GOLF COURSE
MAP REFERENCE	GR4
RECOMMENDATION	<i>Development of land at the north-western portion of the golf course</i>
PRIORITY	LONG-TERM
YIELD	Dependent on extent of area developed and repositioning of holes
RATIONALE	There are portions of land surrounding the golf course, which have the ability to be utilised for alternative forms of housing (i.e. terraces, townhouses). This housing would benefit from the amenity associated with the golf course. There are, however, significant constraints on these lands in that the eastern side of the golf course will be compromised by the future relocated Wastewater Treatment Plant and the northern side by proximity to industrial areas. Consequently, development at the north-west portion may only be appropriate.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Concept planning demonstrating that development of this land is feasible; • Rezoning of the relevant portions of the Parks and Recreation reserve to Residential, with an appropriate justification for the rationalisation of open space (see Background Section). • Extension of required services; • The Development of a Detailed Area Plan or Structure Plan; • Development of Design Guidelines to ensure housing responds to the unique location of the site; and • Preparation of a Bush Fire Management Plan and Flora and Fauna survey, (consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to subdivision or development.



4.1.2 RESIDENTIAL - INFILL

In terms of infill development, the following areas are considered to have potential to provide additional dwellings close to the centre of town:

TABLE 20 – GREEN HEAD - INFILL – LOTS 535, 710, 711 AND 712 (PART)

PRECINCT	LOTS 535, 710, 711 AND 712 (PART)
MAP REFERENCE	GR3
RECOMMENDATION	<i>Residential infill at the above location with a preference for aged housing</i>
PRIORITY	MEDIUM-TERM
YIELD	Approximately 110 lots over 6.5ha accommodating 230 people at an average density of R25 and an additional 1.7ha of Community Purposes Reserve
RATIONALE	This site, between The Lakes Road and Green Head Road represents the best location for infill development in Green Head. Its central location adjacent to future commercial facilities and the golf course provide adequate amenity to accommodate future residences. Part of this site should also be utilised for additional reserved land for Public Purposes, with the intent of using this land for additional community facilities when required (see Community Facilities Section). The style of residential development on the remainder of the site should partly be focused on retirement living. In the event that the site is not wholly focused on aged housing, a broad mixture of housing types should be provided, with denser housing product provided closer to The Lakes Road away from existing residences.
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Reclassification of the site from Parks and Recreation Reserve to Residential and Community Purpose Reserve. This will also require an adequate demonstration that there is sufficient Public Open Space elsewhere in the town (see Background section); • The extension of services; • The development of a Detailed Area Plan or Structure Plan; • The preparation of a Town Centre Local Planning Policy considering matters of land use and design; and • Preparation of a Bush Fire Management Plan and Flora and Fauna survey, (consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to subdivision or development.

4.1.3 INDUSTRIAL

TABLE 21 – GREEN HEAD - INDUSTRIAL

RECOMMENDATION	<i>No additional industrial land is likely to be required for the life of this document, however if necessary the estate should expand northwards into rural zoned land</i>
PRIORITY	LONG-TERM
YIELD	25.8ha of existing industrial zoned land with scope for an additional 16.5ha
MAP REFERENCE	G11



REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • The development of Structure Plan for the long-term development of the industrial area; • Rezoning of the site from Rural to Industrial when required; and • Preparation of a Bush Fire Management Plan and flora and fauna survey, (Consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to any subdivision or development.
---------------------	---

Industrial activity in Green Head is currently minimal, and whilst important, its role in the future economic positioning of the town is not expected to be significant. Nevertheless there is ample zoned land able to satisfy industrial land demand for this life of this document or in the event that resource or similar activity drives an unexpected increase in demand for this land use. There is currently 26ha of Industrial zoned land, of which significantly less than half is developed. A Structure Plan or Detailed Area Plan should be prepared prior to the development of additional industrial lots to ensure the amount and form of industrial development is appropriate.

In the event that there is unprecedented demand, the existing industrial estate would be able to expand north into Rural zoned land, with the ability to create at least an additional 16.5ha of Industrial zoned land.

Expansion in the longer term may also be able to take place in an eastward direction, particularly given the relocated Wastewater Treatment Plant buffer which will preclude sensitive land uses being developed in this area. Additionally industrial land may also be developed in a westward direction, however a substantial buffer will be needed to screen industrial land uses from Green Head Road and design control measures may be necessary in this scenario.

Additionally, there are existing issues in the industrial area currently in that there are non-industrial uses, particularly caretakers residences, present. This is a compatibility issue that is required to be managed by the Shire. The Shire's scheme has recently been amended to not permit further approval of caretaker's residences within the Industrial zone.





4.1.4 COMMERCIAL

TABLE 22 – GREEN HEAD - COMMERCIAL

<p>RECOMMENDATION</p>	<p><i>Commercial activities should continue to be located and concentrated in the existing commercial zoned area. Non-retail commercial uses (such as restaurant and cafe) are also encouraged in the tourism accommodation area to the south.</i></p>
<p>PRIORITY</p>	<p>SHORT-TERM</p>
<p>MAP REFERENCE</p>	<p>GC1 & GT2</p>
<p>RATIONALE</p>	<p>The existing Commercial zoned area in Green Head is appropriately located at the nexus of the town and has adequate road access close to the junction of Green Head Road and The Lakes Road, and is offered good amenity by its frontage to Dynamite Bay. Consequently, commercial activities should continue be located and concentrated within this precinct.</p> <p>The built form of the precinct should, however, evolve in manner that is more reflective of a town centre environment. This will involve improved frontages with minimum setbacks to the main entrance of Green Head Road and also along Ocean View Drive, which will be part of the proposed coastal loop road. Frontages to this road should take advantage of potential views to Dynamite Bay.</p> <p>It is understood that all land within the existing Commercial zoned area is in private ownership, and in order to mitigate any potential capacity constraints in the longer term, limited commercial development should also be permitted in the Tourist Accommodation zone to the south of the Commercial precinct. Any commercial development in this area should only be a complementary component of a tourism development and should focus on dining and service needs, rather than retail (this focus should be in the town centre). While a range of commercial land uses are already able to be accommodated within the Tourist Accommodation zone, a more contemporary zoning is required to facilitate the desired mixed use nature of this area.</p> <p>A Town Centre Local Planning Policy incorporating Design Guidelines and land use preferences is required to enforce the above principles as a high priority. Retail development in the town centre (existing Commercial Precinct) should be focused on convenience retail and avoid major retail development, with Leeman and Jurien Bay the preferred locations of more substantial retail activity such as supermarkets. Other preferred uses for this precinct being a tavern, office and restaurant.</p>
<p>REQUIREMENTS</p>	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • The development of a Green Head Town Centre Local Planning Policy – this should include the Commercial and Tourist Accommodation zoned areas; and • Preparation of a Bush Fire Management Plan and Flora and Fauna survey, (consistent with the requirements of the Environmental Protection & Biodiversity Act 1999) may be required to be undertaken prior to subdivision or development.



4.1.5 TOURISM

Tourism will play a significant and increasingly important role in the future of Green Head. Green Head is well placed in that it can act as a destination that is close to the services located in Jurien Bay and is set in a particularly tranquil environment. Consequently, a mixture of well-located accommodation should be provided in Green Head. The following areas represent primary areas in the future of tourism accommodation in Green Head.

TABLE 23 – GREEN HEAD - TOURISM – AREA NORTH OF CARAVAN PARK

PRECINCT	AREA TO NORTH OF EXISTING CARAVAN PARK
MAP REFERENCE	GT1
RECOMMENDATION	<i>Half of the subject site being used for expansion of the caravan park and the other half for hotel or motel-type tourist accommodation</i>
PRIORITY	SHORT-TERM
YIELD	Approximately 1.4ha for caravan park extension and 2.6ha for Tourist Accommodation
RATIONALE	<p>The existing Caravan Park is well utilised at peak periods and the ongoing phenomenon of ‘grey nomads’ is set to only continue. Consequently there will be increased demand for caravan spaces in the short, medium and long term. There is a significant parcel of land directly north of the existing caravan park which is zoned for Tourism Accommodation and reserved for Parks and Recreation. There are potential benefits in terms of organisational efficiency by continuing the consolidation of caravan park activities. The existing caravan park’s presentation to Green Head Road has the ability to be enhanced, and given the gateway nature of this road, the expansion should incorporate methods such as landscape screening to improve presentation to this road. The western half of the site is more suited to more established accommodation types such as serviced apartments or a motel given its proximity to the coast and commercial precinct.</p> <p>In the event that all of this additional Tourist Accommodation land is utilised for non-caravan accommodation, then the investigation into new sites for development of caravan parks will become necessary.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • Rezoning the Parks and Recreation Reserve portion of the site to Tourist Accommodation and changing the management purpose of the res; • The preparation of Town Centre Local Planning Policy considering matters of land use and design; • Environmental approvals; and • The extension of services



TABLE 24 – GREEN HEAD - TOURISM – OCEAN VIEW DRIVE PRECINCT

PRECINCT	TOURIST ACCOMMODATION ZONED LAND ON OCEAN VIEW DRIVE
MAP REFERENCE	GT2
RECOMMENDATION	<i>The existing Tourist Accommodation site on Ocean View Drive being retained as a 'Tourist' zoned site within further guidance on matters of land use.</i>
PRIORITY	SHORT-TERM
YIELD	Approximately 3.4ha of Tourist Accommodation land
RATIONALE	<p>This site represents a strategic piece of land for the future tourism needs of Green Head. The site's position on the coast, near Dynamite Bay and frontage to the Ocean View Drive coastal loop road represent strong fundamentals for tourism development. More informal accommodation needs will be accommodated through the caravan park expansion, therefore this site is capable of facilitating motel or hotel development, and is best positioned to accommodate product that is targeted to the medium-high end of the market.</p> <p>As mentioned previously, commercial facilities are encouraged to be located in this area, with a focus on dining outlets; which may include a tavern. These uses should preferably be located in areas closest to the Commercial zoned area and Dynamite Bay, to minimise unnecessary dispersal of commercial outlets. Convenience retailing (shops), more suited to the town centre, should be discouraged.</p>
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • The preparation of a Town Centre Local Planning Policy, considering matters of land use and design. The policy should provide for formal accommodation options, complementary non-retail development and the discouragement of convenient retailing uses. • The extension of services.



4.1.6 COMMUNITY FACILITIES

TABLE 25 – GREEN HEAD - COMMUNITY FACILITIES

RECOMMENDATION	<i>Expansion of reservation for community purposes north to hunter crescent to accommodate future community facility requirements</i>
PRIORITY	MEDIUM-TERM
YIELD	1.7ha of community purposes reserved land
MAP REFERENCE	GCM
REQUIREMENTS	Rezoning of the above land from Parks and Recreation Reserve to Public Purposes

As Green Head continues to grow, there will be increased demand for community facilities and at certain population thresholds; facilities currently not provided may become feasible. Accordingly, adequate amounts of land for community purposes need to be designated.

Community facilities are currently located at the junction of Green Head Road and The Lakes Road, with the community centre and proposed Men’s Shed located on this site. The addition of the Men’s Shed will essentially result in the existing site being fully developed. As mentioned previously, Lot 535, Lot 710-11 and Lot 712 (part) form a key future infill site in Green Head, and as part of allocation of these lots, there is scope to increase the Public Purposes reservation north to Hunter Crescent. This land may be utilised for arts and crafts or indoor recreation (yoga etc.).

An extension of the reservation is able to take place in a north or eastward direction, however consideration needs to be given to the access requirements of any future residential infill on the lots, particularly if the site is utilised for aged housing.





4.2 MOVEMENT NETWORK

Movement within Green Head is undertaken almost exclusively by private car, and also by foot, and there is no public transport service.

The limited footprint of the town is conducive to more sustainable forms of transport and consequently the focus for the movement network in the future should focus of providing efficient and safe pedestrian as well as vehicle access.

In terms of vehicles, the focus should be on providing a logical road layout that is conducive to attracting visitors to commercial facilities and key amenities in Green Head. Future road networks and layouts should be built in accordance with the WAPC's *Liveable Neighbourhoods* unless otherwise specified by Design Guidelines or a Local Planning Policy.

4.2.1 OCEAN VIEW DRIVE

TABLE 26 – GREEN HEAD - OCEAN VIEW DRIVE LOOP

RECOMMENDATION	<i>Short-term completion of Ocean View Drive loop road</i>
PRIORITY	SHORT-TERM
MAP REFERENCE	GOVD
REQUIREMENTS	Extension of the road north of John Street into future residential areas will require the resolution of tenure issues. The extension of Ocean View Drive should also be incorporated into residential expansion east along South Bay.

It is apparent that the existing road network within Green Head does not easily draw visitors to the coast. The extension of Ocean View Drive will play a key role in this regard in that the road forms a simple, coastal loop that passes key tourism accommodation areas, the commercial precinct and Dynamite Bay. The existing road reserve is not complete in various parts, existing as a track in sections; which poses a variety of safety and environmental issues. The completion of all components of Indian Ocean Drive should be a key priority in the short to medium term – including a link to The Lakes Road in South Bay. Council has already committed (by Council Resolution) to this completion.

The roads northern route can initially link to Green Head Road via John Street, however in the longer term, it is preferable that the road continues northward to integrate with future Greenfield residential expansion. This presents challenges in that there is no reservation for the road north of John Street; negotiations with landowners are required to resolve this issue. Future planning for expansion of the South Bay area heading east, should include the extension of Ocean View Drive; providing a necessary separation between the public and private realm.

4.2.3 PEDESTRIAN NETWORK

TABLE 27 – GREEN HEAD – PEDESTRIAN NETWORK

RECOMMENDATION	<i>Provision of footpaths/dual-use paths in accordance with agreed footpath plan</i>
PRIORITY	MEDIUM-TERM
MAP REFERENCE	Figure 6
REQUIREMENTS	The provision of footpaths/dual-use paths in accordance with Figure 6

A review of the existing footpath network has revealed a number of gaps in the existing pedestrian network. Guidance is also required in relation to future residential expansion area. **Figure 6** outlines where these gaps should be filled and provides guidance on the future provision of paths in residential expansion areas. Dual-use paths/shared Paths (minimum 2.0m) should be provided along Lakes Road,



Ocean View Drive and Green Head Road. Standard footpaths (minimum 1.5m) should be provided elsewhere.

4.3 INFRASTRUCTURE

4.3.1 WATER

Water for Green Head is currently provided by a bore and storage facility in Mount Peron on Coorow-Green Head Road. This facility is approximately 13km east of Leeman. Emergency supplies are available from the Midway Wellfield, also on Coorow-Green Head Road 7km east of Green Head. The drilling of this second bore is currently within the Water Corporation's 5 year programme.

Reticulation systems in Green Head are currently unable to provide adequate pressure flow during peak usage times. To assist in relieving these pressure issues the Water Corporation plan to replace the high level tank in town with a booster pump station (in 5 year programme) and duplicate the mains supply line from the bore fields (outside of 5 year programme).

4.3.2 POWER

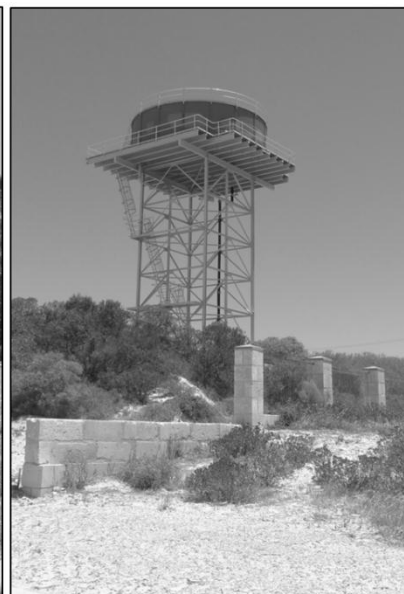
Power is supplied to Green Head via the Eneabba substation facility, approximately 37km inland. There is sufficient capacity in the power infrastructure to accommodate natural increases in growth, with the forecasting division at Western Power having factored in additional growth due to the completion of Indian Ocean Drive. However if Green Head is to expand at a rate beyond previous levels (particularly to a population of 1,500 people), capacity upgrades of the existing facility will be required.

4.3.3 WASTEWATER TREATMENT

The temporary wastewater facility in Green Head has recently been upgraded to cater for some additional flow (i.e. to serve 110 dwellings). However, planning has begun for the relocation of the Wastewater Treatment Plant (WWTP) to the east of the gold course, north of the Lakes Road. The timing of this relocation is dependent upon the allocation of capital works funding.

The relocation is considered important in clarifying the future growth potential in Green Head, given that the new plant will be a permanent, long-term facility. The WWTP relocation is to facilitate residential expansion in the medium to long term along South Bay.

Development along South Bay will be able to continue in the interim prior to relocation, with the WWTP buffer to be reduced from 500m to 350m.





4.4 TOWNSCAPE

The Green Head townscape is characterised as a coastal landscape with sheltered beaches that provide major attractions for residents and tourists alike. The coastal character should permeate all development to preserve the town's unique sense of place including its position in the regional context.

4.4.1 ENTRY STATEMENTS

TABLE 28 – GREEN HEAD – ENTRY STATEMENTS

RECOMMENDATION	<i>New contemporary entry statements inspired by the coast are required for Green Head on the Lakes Road and Green Head Road</i>
PRIORITY	MEDIUM-TERM
MAP REFERENCE	GTO1

The existing entry statements to Green Head, at the southern and northern approaches on Indian Ocean Drive and at the entrance to The Lakes Road and Green Head Road respectively present a colonial image which could be further enhanced to better reflect the character of the current Green Head Townsite.

In the short term, these statements should be refurbished/expanded upon to better to better reflect the coastal and naturalistic setting of the town.



4.4.2 VISUAL CHARACTER

TABLE 29 – GREEN HEAD – VISUAL CHARACTER

RECOMMENDATION	<i>Future residential developments should be undertaken with guidance from design guidelines to ensure new developments retain and enhance the existing coastal character of the area</i>
PRIORITY	MEDIUM-TERM
REQUIREMENTS	Consideration of a Local Planning Policy to develop Design Guidelines for expansion and infill areas.

The visual character and built form of Green Head should remain low impact, respond to the existing topography and coastal environmental. It is important that the future appearance of the town does not evolve to replicate suburbs in metropolitan Perth. This would damage Green Head's distinctive sense of place and character which is highly valued by residents and visitors alike.

It is important to recognise that a coastal character theme does not preclude more intense development occurring in Green Head, including those of various heights or dwelling types. An appropriate use of materials, landscaping and colour schemes can support large developments in Green Head whilst still retaining a coastal character.



Built form elements should include such feature as light colour schemes, balconies, large outdoor areas and adequate setbacks. This criteria is best dealt with through Design Guidelines, and should be applied to all future residential development proposals.

4.4.3 VIEW CORRIDORS

Where possible, view corridors should be maintained on the journey to and along the coast. The coast plays a key role in the town's popularity, character and atmosphere and therefore views should be maximised at key community amenity areas such as Dynamite Bay and the South Bay vista. Council shall have regard to the maintenance of important view corridors in the consideration of Local Structure Plan, Subdivision and Development Applications.

4.4.4 RETENTION OF BUSH LAND

TABLE 30 – GREEN HEAD – RETENTION OF BUSHLAND

RECOMMENDATION	<i>Establish requirements for the retention of native vegetation where possible</i>
PRIORITY	SHORT-TERM
REQUIREMENTS	Requiring an outline of measures undertaken to incorporate existing vegetation into new developments through Structure Planning provisions

In response to Green Head's coastal vegetation and dunal systems, future developments should respond to and incorporate elements of coastal rehabilitation and revegetation. Where possible, clearing of native vegetation should be minimised, and existing vegetation incorporated into public open space areas, medians, road reserves and setbacks.

4.5 COASTAL FORESHORE

The coast plays a significant role in the identity of Green Head, as well as the economic and recreational needs of residents and visitors. The coast at all times should remain a public asset, with an emphasis on community facilities and maximum accessibility.

4.5.1 ACCESS

TABLE 31 – GREEN HEAD – COASTAL FORESHORE ACCESS

RECOMMENDATION	<i>Formalise and upgrade a number of coastal access points, closing and rehabilitating other informal access points</i>
PRIORITY	MEDIUM-TERM
MAP REFERENCE	GTO2
REQUIREMENTS	<p>Future development is dependent on:</p> <ul style="list-style-type: none"> • 4WD beach access being limited in the long term to the eastern most existing access way to South Bay; • Closure and rehabilitation of those access ways not nominated in within Figure 6; • Formalisation of the existing foreshore access ways to be retained (hard stand and kerbed car parking areas, rubbish bins, signage etc.); and • Implementation of the 3 Bays Walkway Management Plan. • Introduction of parallel parking along Ocean View Drive to reduce pressure on formal parking and access points



An extensive array of informal coastal paths provides access to the coast for Green Head residents. These informal paths offer a poor pedestrian environment, are not universally accessible and damage the dune systems. This problem is particularly apparent along South Bay and in the area south of Dynamite Bay. These paths also have the potential to reduce the quality of visitor experiences.

A series of formalised access points are proposed in the attached strategy, with remaining access ways not depicted in **Figure 6** to be closed and rehabilitated. These pathways have been equitably distributed in location, being provided in areas of maximum accessibility and areas of key demand. Specifically in relation to South Bay, the existing western most access point should be retained but access to the beach (heading west) be limited to pedestrian only. The western most existing access track should be utilised in the interim as the formal 4WD access point to South Bay; this however should be converted to a sealed parking and boardwalk pedestrian access only in the long term once residential expansion extends further eastwards. It is at this location, where a formal 4WD access point should be constructed, so as to avoid conflict with bathers utilising South Bay.

In 2010, the Green Head Coast Care Group prepared the 3 Bays Walkway Management Plan. Broadly the intention of this management plan being to identify a series of walkways within the coastal foreshore reserve, connecting the 3 bays of Green Head being Dynamite Bay, South Bay and Anchorage Bay. These walkways have been designed so as to celebrate not only the natural attributes of the area but both the European and Indigenous Heritage associated with this part of the coastline. Overall, the design and principles associated with this proposal are supported. Wherever possible, the external pedestrian network should connect with these walkways.

It is also strongly recommended that the parking area for Dynamite Bay be sealed and kerbed as increased utilisation may result in increased dust and de-stabilisation of the dune system. Further, it is recommended that formal parallel parking bays be provided along the length of Ocean View Drive, in order to reduce pressure at peak times on the designated parking and access areas.



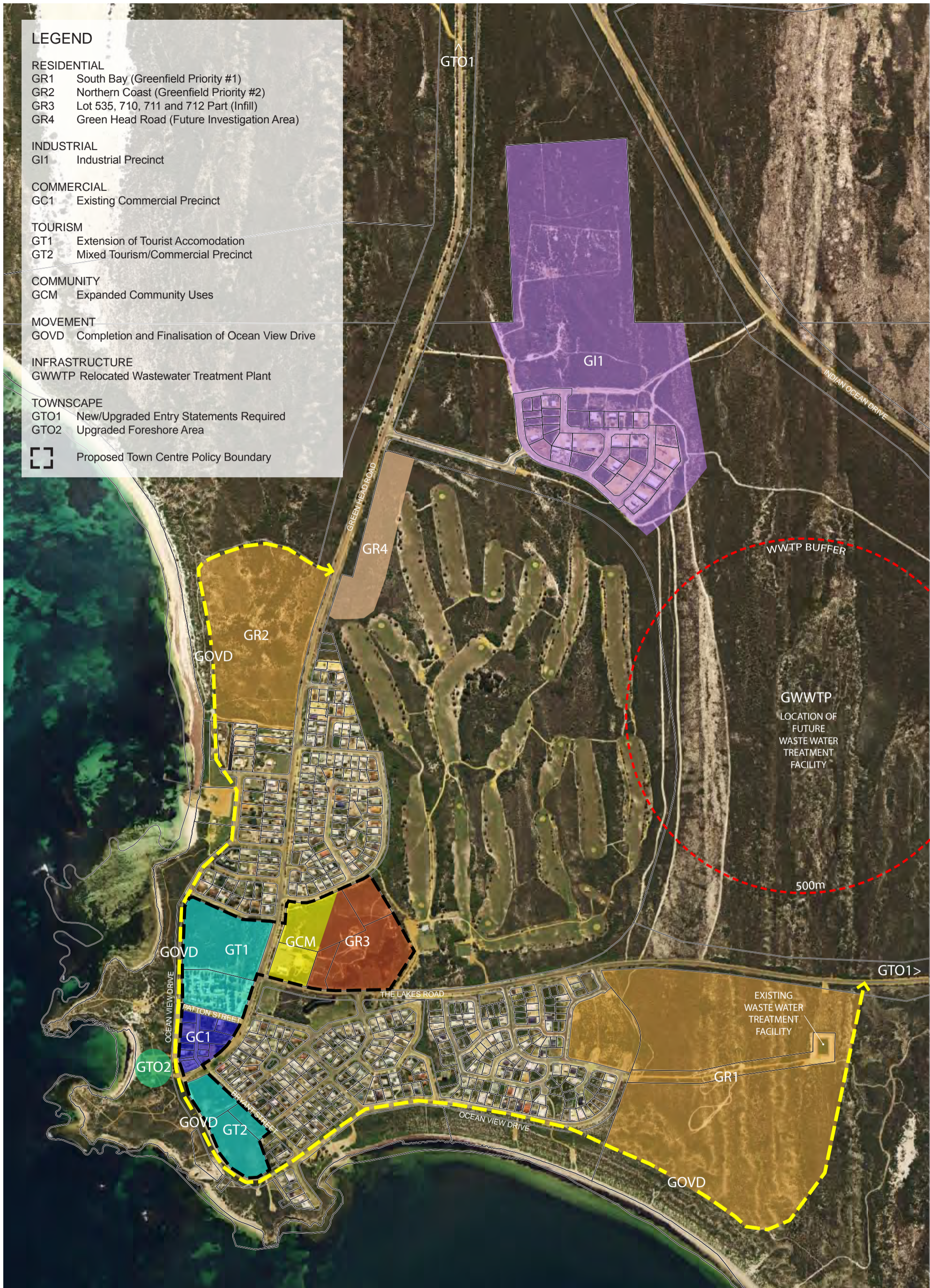


FIGURE 5: GREEN HEAD TOWNSITE STRATEGY

DATE 07.02.2012

DWG NO PA0700 - STP02 REV B

SCALE 1:10000@A3



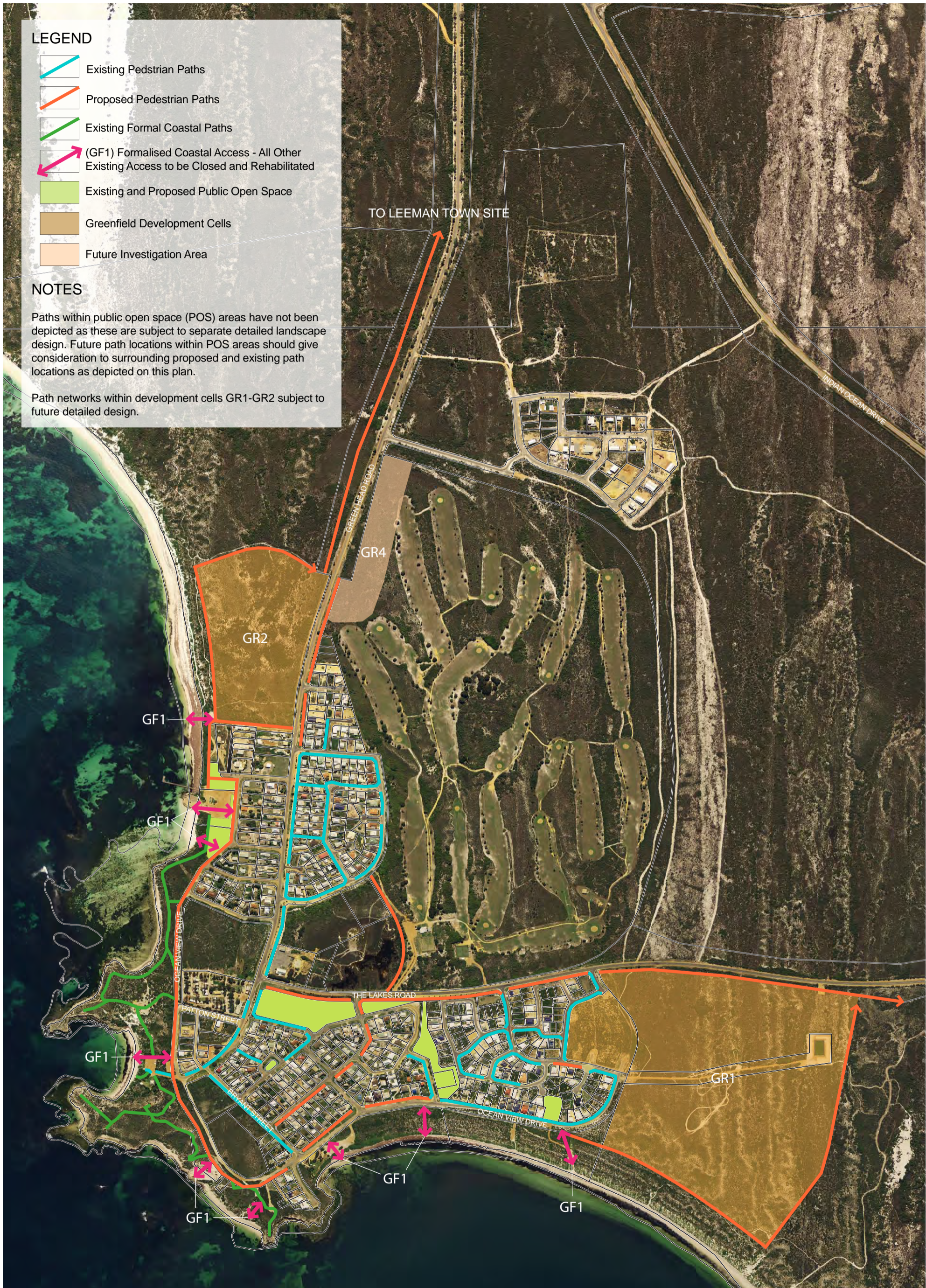


FIGURE 6: GREEN HEAD PEDESTRIAN NETWORK PLAN DATE 11.08.2011

DWG NO PA0700 - PNP02 REV A

SCALE 1:10000@A3



5 District Connectivity and Land Use

The district between Leeman and Green Head is a highly valued, largely untouched area of coast. While development in this area will be minimal at most, there are some opportunities to improve linkages between Leeman and Green Head, increasing resident and visitors ability to appreciate this area also.

5.1 LAND USE

TABLE 32 – DISTRICT – LAND USE

RECOMMENDATION	<i>Severely 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</i>
PRIORITY	SHORT-TERM
REQUIREMENTS	Preparation of a Concept Plan guiding land use and development between Leeman and Green Head, as well as the preparation of a structure plan for Little Anchorage Bay in accordance with the relevant scheme provisions.

Generally, development between the town sites of Leeman and Green Head is to be discouraged. Development should take place as close to the existing centres as possible, and coastal strip development avoided. This is consistent with State Planning Policy 2.6 Coastal Planning and the desired nature of development in the locality.

The only possible development area in the short and medium term is at the crescent of Little Anchorage Bay. This area is already heavily utilised by campers and day-trippers. This site is considered suitable for:

- A low impact camping area
- A low impact caravan park area; or
- A low impact eco-tourism facility.

In the longer term, additional low impact camping areas may also be appropriate north of Little Anchorage Bay.

Given that the environmental sensitivities associated with Little Anchorage Bay, the scope for significant accommodation at this site is somewhat limited. Consequently, given strong demand for caravan and camping facilities in the region, and the need to ensure they are properly managed, additional areas are likely to be required. Low impact eco-tourism facilities should be considered in the longer term at Billy Goat Bay and locations within the coastal reserve south of the Green Head townsite. Existing clearings and tracks at Billy Goat Bay will minimise the impact of any facilities at this site, while the tracks and high amenity to the coastal reserve south of Green Head make this site suitable.

Prior to the development of any of the abovementioned uses, the proponent would have to demonstrate the proposal would not be detrimental to the sensitive coastal environment and prepare an associated environmental management plan, considering matters of access, effluent disposal, parking, clearance of vegetation etc. Additionally, the site areas should be kept as small as reasonable (no greater than 1ha at Little Anchorage Bay).

In order to guide development and land use between the two towns, it is also recommended that a Concept Plan be prepared outlining preferred uses/development and the specific environmental management requirements associated with such uses.



5.1.1 SHIRE OF COOROW WASTE MANAGEMENT FACILITY

TABLE 33 – DISTRICT - WASTE MANAGEMENT FACILITY

RECOMMENDATION	<i>Continuing the operation of the waste management facility at its current location for the life of this document.</i>
PRIORITY	LONG-TERM
REQUIREMENTS	Nil.

The waste management facility will remain in operation for 3-4 decades, with its lifespan dependent on growth levels. In the longer term, the facility will be downgraded to a transfer station, with waste transferred to Coorow. While the future use of the tip site is beyond the definitive life of the Leeman and Green Head Townsite Local Planning Strategy, it is considered that following rehabilitation of the site, the land could be utilised for recreational (public or private) or tourist accommodation uses to complement low impact tourist accommodation facilities at the crescent of Little Anchorage Bay.



5.1.2 CEMETERY

TABLE 34 – DISTRICT - CEMETERY

RECOMMENDATION	<i>Establish the proposed cemetery as planned, however with consideration to the natural landform</i>
PRIORITY	n/a
REQUIREMENTS	Nil. Council resolved to develop the identified site for a cemetery purpose.

The cemetery site approximately 5km north of Green Head on Indian Ocean Drive, will serve the wider cemetery needs of the immediate region for the long term. No expansion of the currently identified site is necessary and the ongoing use of the land should be undertaken with consideration to the local coastal ecology – this will involve utilising the site with respect to the existing landform.



5.2 MOVEMENT NETWORK

5.2.1 INDIAN OCEAN DRIVE

TABLE 35 – DISTRICT - INDIAN OCEAN DRIVE

RECOMMENDATION	<i>Upgrade and widen currently under-width sections of Indian Ocean Drive between Leeman and Green Head, and upgrade key intersections within each town to provide kerbing, slop lanes and lighting.</i>
PRIORITY	SHORT-TERM – MEDIUM-TERM
REQUIREMENTS	Ongoing liaison with Main Roads Western Australia

Indian Ocean Drive will continue to play an important role as the strategic road link between Leeman and Green Head and Perth and its safety and efficient operation are crucial.

Some sections of the road between Leeman and Green Head are currently at a width below Main Roads standard. The upgrade of these sections is to be a short term priority.

As Leeman and Green Head grow and traffic volumes on Indian Ocean Drive inevitably increase, there are a range of intersections within both towns that will require upgrading. Kerbing, slip lanes and lighting are likely to be required within lower growth scenarios for:

- Rudduck Street in Leeman
- The Lakes Road in Green Head, and
- Green Head Road in Green Head.

Additional intersections with Indian Ocean Drive will require improved treatments as each town grows. Additional entry points to Indian Ocean Drive will require Main Roads WA approval, and generally distances between entry points should be minimised and rationalised.





5.2.2 PEDESTRIAN/COASTAL PATH

TABLE 36 – DISTRICT – COASTAL PATH

RECOMMENDATION	<i>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 desire.</i>
PRIORITY	MEDIUM-TERM
REQUIREMENTS	A concept plan for the Indian Ocean Drive path will need to be prepared, with a focus on how the paths terminate in each town. Liaison with Main Roads WA will be essential in determining this alignment.

It is important from a community and sustainable transport perspective that Leeman and Green Head are efficiently connected. This is a theme that has the strong support of the local community.

A pedestrian/cycle connection between the towns is a key priority. There are two possible routes for this connection:

- A path that would largely run parallel to Indian Ocean Drive and within the road reserve (refer **Figure 7**). This route would offer a direct, visible link that would minimise ecological and cost impacts; or
- A path that would involve formalising the existing track running from Green Head to Little Anchorage Bay and extend this track along the coast to Leeman. This path would be of a more recreational and tourism based in nature.

Whilst both routes would be desirable, the Indian Ocean Drive route should be undertaken as a priority in the context of limited funds, with the coastal path to be considered as medium term goal.

5.2.3 EASTERN CONNECTION

TABLE 37 – DISTRICT – EASTERN CONNECTION

RECOMMENDATION	<i>Provide formalised vehicle access from Indian Ocean Drive between Leeman and Green Head east to stockyard gully</i>
PRIORITY	LONG-TERM
REQUIREMENTS	Commence investigations in relation to the most environmentally sensitive route to Stockyard Gully. Liaison with Department of Environment and Conservation where required.

Leeman and Green Head's proximity to natural parks and conservation reserves, including the lakes system to the immediate east of the study area (which is a key ecological linkage), form a key part of their environmental tourism potential and fulfils some of the recreational needs of the community. Consequently, links to these parks should be optimised.

Links to Stockyard Gulley are currently poor, with a dirt track offering poor safety and a risky route for visitors. This eastern vehicle access should be formalised, subject to agreement with the Department of Environment and Conservation.

5.2.4 AIR STRIP

As both Leeman and Green Head expand, particularly at higher growth levels, it is necessary to upgrade the Leeman air strip to Royal Flying Doctor Service standard. The accommodation of private aviation commuting should also be incorporated into future planning for the air strip.



5.2.5 GREEN HEAD ROAD

The Department of Mines and Petroleum’s research have advised that based on their recent observations, the mobile dune system north of Green Head may reach the Green Head Road within 3 years. The main sand hill measuring at a maximum height of 5m is anticipated to reach the road 2-3 years thereafter. If this occurs the coast-access road will be inaccessible unless the following methods are implemented:

- The creation of a new coastal-access road alignment; or
- The commencement of lime sand removal operations.

Based on this advice, the Shire and department may need to explore whether it is appropriate for low-key lime sand mining to occur in this area on the condition that coastal recreation access is maintained,

5.3 COASTAL FORESHORE

TABLE 38 – DISTRICT – COASTAL FORESHORE

RECOMMENDATION	<i>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</i>
PRIORITY	MEDIUM-TERM
REQUIREMENTS	Consider the commencement of investigations and liaison with the Department of Environment and Conservation and Department of Planning into the potential of and the most appropriate for a 4WD route between Little Anchorage Bay and Leeman.

It is acknowledged, that there is significant demand from locals and visitors for coastal access in the region between Leeman and Green Head. This coastal strip plays a role in the recreational needs of the community however it is important that coastal activities are concentrated in Leeman and Green Head where they can be better managed.

The existing array of coastal paths throughout the district are environmentally unsustainable, reduce the quality of visitor experiences and their poor quality can pose traffic and safety problems. The existing track between Green Head and Little Anchorage Bay provides a more formalised access method, however the various, uncontrolled tracks branching from this track should be closed and rehabilitated as a short term priority. Access to key coastal points should be maintained but rationalised.

When the development of a coastal/pedestrian path becomes feasible, the extension of the vehicle track from Little Anchorage Bay to Leeman should be investigated. As with the route from Green Head, coastal access points should be maintained but rationalised. Prior to the development of any 4WD track extension, full community consultation should be undertaken on the need for and route of a track. The environmental impact of any 4WD track should also be considered in conjunction with the Department of Environment and Conservation.



LEGEND:






-  PROPOSED PATH WAY BETWEEN TOWN SITES ALONG INDIAN OCEAN DRIVE
-  PROPOSED SCENIC ROUTE (LEEMAN TO LITTLE ANCHORAGE BAY)
-  WASTE MANAGEMENT FACILITY
-  CEMETERY
-  POTENTIAL LOW IMPACT TOURISM FACILITY (LONG TERM)

FIGURE 7: DISTRICT CONNECTIVITY AND LAND USE PLAN





6 Implementation

The following matters will need to be addressed in the progression and implementation of the Townsite Local Planning Strategy.

6.1 REVIEW OF TOWN PLANNING SCHEME NO.2

It is considered that in keeping with contemporary planning practices and in assisting in the implementation of many of the recommendation contained herewith, the following textual amendments be made to Town Planning Scheme No.2:

- Introduction of a “Mixed Use” zone;
- Introduction of a “Development Zone” and associated provisions requiring the preparation and approval by Council and/or the WAPC of a Structure Plan prior to subdivision and development.
- Introduction of Structure Plan provisions in accordance with WAPC planning policy, including a minimum 21 day advertising period;
- Introduction of Tree Preservation provisions, including provisions for variation of development standards and requirements to facilitate preservation of mature vegetation;
- Removal of Maximum Building Height provisions.
- Removal of 200m setback requirement to Indian Ocean Drive.

6.2 LOCAL PLANNING POLICIES

As outlined in Sections 3-5, it is recommended the following Local Planning Policies be prepared to guide land use and development:

- Rudduck Street Main Street Local Planning Policy (in conjunction with a Structure Plan);
- Green Head Town Centre Development Policy;
- Development between Leeman and Green Head Policy; and
- Residential Development and Landscape Policy – Design Guidelines (General).

6.3 LOCAL STRUCTURE PLANS AND DETAILED AREA PLANS

A number of the recommendations outlined in Section 3-5 of this strategy suggest the preparation of a number of Structure Plans and Detailed Area Plans (DAPs) for residential expansion, town centre and infill areas. As outlined in Section 6.1, a requirement for the preparation of Structure Plans will necessitate the introduction of associated scheme provisions that allow for the making and adoption of Structure Plans (SPs). Both Structure Plans and DAPs are useful planning instruments that can provide detailed guidance in relation to matters of land use and design and generally, if adopted, have the same statutory force as a town planning scheme.

The Rudduck Street Main Street Concept Plan as contained in this Strategy shall be the basis for an associated Structure Plan.



7 Background

A significant amount of consultation and background research was conducted prior to the development of this Townsite Local Planning Strategy. These activities were generally divided into four forms:

- A Project Steering Group (PSG) which guided the progress and content of the strategy;
- Pre-Workshop Activities which involved background investigations and preliminary community, stakeholder and agency consultation;
- Community and Stakeholder Workshops which formed the primary component in the consultation strategy; and
- The formal 30 day public submission period.

The purpose of the extensive consultation and background investigation exercises was to ensure that the resultant Townsite Local Planning Strategy was well-informed, grounded in the findings of previous studies and reflective of community aspirations while still consistent with State planning principles.

The finds of all these exercises have been considered and incorporated where appropriate into the content of the Leeman and Green Head Townsite Expansion Local Planning Strategy.

7.1 PROJECT STEERING GROUP

A Project Steering Group (PSG) was established at project inception, including representatives from:

- The Shire of Coorow;
- LandCorp;
- Main Roads WA;
- Department of Planning;
- Mid West Development Commission;
- Green Head Community Association;
- Leeman Progress Association;
- Leeman Professional Fisherman Association; and
- Urbis.

A total of four PSG meetings were held prior to finalisation of the strategy, in addition to an expanded PSG meeting as part of the workshops process. The key purpose of the each meeting can be summarised as follows:

- *PSG Meeting # 1:* The project method and scope was clarified at this meeting.
- *Expanded PSG Workshop:* Explained in greater detail in subsequent sections, this meeting involved a workshop in which participants were invited to raise suggestions and visions for each town, and to be critically review suggestions from the community workshops.
- *PSG Meeting # 2:* This meeting involved the resolution of key issues from the workshops stage, so as to provide clarity to the development of a draft strategy.
- *PSG Meeting # 3:* A draft Leeman and Green Head Townsite Local Planning Strategy was reviewed at this meeting.
- *PSG Meeting # 4:* Comments from the formal public submission period were reviewed at this meeting, and discussion was focused on where the draft strategy should be amended.
- *PSG Meeting # 5:* This meeting involved final comments and the endorsement of a final version of the strategy.

Overall, the PSG played a key role in providing ongoing peer review to the Townsite Local Planning Strategy and assisted in ensuring that a full range of considerations were incorporated into the whole strategy development process.



7.2 PRE WORKSHOP ACTIVITIES

A number of information gathering activities were undertaken prior to the community and expanded PSG workshops. These activities were intended to inform and guide the workshops and provide a statutory and strategic planning basis for the process of developing the Townsite Local Planning Strategy.

These activities included:

- A literature review of various State and Local planning and environment documents; and
- Preliminary consultation with a variety of State Government agencies.

All of the above activities were finalised prior to the undertaking of the workshops.

7.2.1 LITERATURE REVIEW

An assessment of key planning documents was considered necessary, again in order to provide adequate statutory and strategic direction for the workshops and ultimately the Townsite Local Planning Strategy. This involved the collection of local information, understanding what previous studies had been undertaken and reviewing any previous consultation exercises.

The following documents were assessed as part of the background literature review:

- Shire of Coorow Town Planning Scheme No.2;
- Shire of Coorow Local Planning Policies;
- Shire of Coorow Local Planning Strategy 2001;
- Carnamah – Coorow Coastal Limestone Risk Study;
- Mid-West Infrastructure Analysis 2008 (DoP);
- Mid-West Economic Perspective 2006;
- Mid-West Regional Priority Plan;
- Various Council reports considering potential future development options within both towns;
- LandCorp prepared draft Local Structure Plans for Leeman and Green Head;
- Liveable Neighbourhoods;
- National Sea Change Taskforce Publications including its 10-Point Plan for Coastal Australia; and
- Australia's Coral Coast Tourism Development Priorities – Tourism WA.

The full findings of the Literature Review are attached at **Appendix B**.

7.2.2 AGENCY CONSULTATION

Preliminary consultation was also undertaken with a range of State Government agencies to gather information relating to servicing and to ensure the strategy was developed in accordance with State Planning Policy. Agencies consulted included:

- Main Roads WA;
- Tourism WA;
- Western Power;
- Department of Planning – Coastal Planning;
- Water Corporation;
- Department of Mines and Petroleum;
- Department of Education;
- Department of Environment and Conservation;
- Department of Water;
- WA Police service;
- Department of Fisheries;
- Department of Health;
- Department of Housing;
- Department of Regional Development and Lands;
- Department of Transport;



- State Heritage Office; and
- Department of Indigenous Affairs

7.2.3 WORKSHOP NOTICE AND FEEDBACK FORMS

An information sheet was sent by the Shire of Coorow two weeks prior to the community workshops to outline:

- That a Townsite Local Planning Strategy process was being undertaken;
- What a Townsite Local Planning Strategy is and why it is needed;
- The process involved in developing the strategy;
- Details and the process for registering for the workshops; and
- A feedback form for those wishing to provide input but unable to attend the workshops.

A total of 8 feedback forms were received prior to the workshops, the findings of which have been incorporated into the overall outline of the workshop processes.

A copy of the information sheet and feedback form is provided at **Appendix C**.

7.3 CONSULTATION WORKSHOPS

In order to ensure the highest levels of transparency and robustness for the Leeman and Green Head Townsite Local Planning Strategy, a series of workshops were held with the community and key stakeholders over the 13/14 February 2011. While not mandatory as part of the development of a Townsite Local Planning Strategy (with a statutory 30 day public submission period required), it was considered that an extensive consultation process was required primarily to obtain a level of 'local knowledge', prior to the production of the strategy.

Exposing the community and stakeholders to the strategy development process assists in mitigating the risk of the document containing incorrect assumptions or being unacceptable to the public. The community is able to articulate key values and stakeholders are able to provide information regarding infrastructure, government priorities and the wider policy context.





7.3.1 COMMUNITY

A total of two community workshops were held, one each in Leeman and Green Head on 13 February 2011. Separate workshops were held in recognition of the distinct nature of each town and so as to minimise any potential conflict within workshops.

The Leeman workshop was held at 10am for a duration of 2 hours at the Leeman Recreation Centre. A total of approximately 35 people attended the workshop. The Green Head workshop was held at 2pm for a total of 2 hours and attracted in excess of 60 participants. A small number of community members participated in both workshops.

It should be noted that a large proportion and possibly a majority of participants at each community workshop were residents from elsewhere who spend a significant part of the year in their holiday homes in either Leeman or Green Head.

Both workshops were conducted in the same format, comprising:

- An overview provided by Urbis of the purpose, level, process and timelines associated with the preparation of the Townsite Local Planning Strategy
- **Workshop No. 1 – Leeman/Green Head Today and Tomorrow – Our Vision**
 - *Values* – what makes your town unique/special and what do you love about living in your town?
 - *Vision* – where do you see your town in 15 years? What three statements would summarise this?
 - *Places* – which places are valued? Which areas need to be improved? Which areas need to be protected?
- A presentation regarding some of the economic, planning and population considerations and an outline of possible growth scenarios to be considered.
- A presentation of the preliminary opportunities and constraints mapping.
- **Workshop No. 2 – Designing Our Town 'if you were a town planner for a day'**
 - This session involved participants identifying areas for development, improvement and protection. This included identifying areas for residential development, tourism or community facilities. Maps were provided focusing on participants' respective towns as well as a district map showing the region between Leeman and Green Head.

Ultimately the community workshops were well attended and the quantity and quality of information collected was of high value to the strategy development process.

7.3.2 PROJECT STEERING GROUP WORKSHOP

The PSG workshop was held on Monday the 14th of February 2011 following the community workshops and attracted approximately 15 participants (excluding facilitators). Representatives were invited from outside the PSG to maximise agency and stakeholder input. A full list of attendees is available in the attached Outcomes Report at **Appendix A**.

The purpose of the PSG workshop was to present the findings of the community workshops and test community proposals through the lens of local and state government considerations and technical understanding. The workshop also enabled agencies to outline if issues or concepts raised by the community had already been considered or were in the process of being acted upon.



PSG workshop participants were also able to take part in a design session on a similar level to the community however within the context of the outcomes from the community workshops.

The PSG workshop enabled Urbis to collect key information in regards to specific development proposals and helped ground the location, scale and type of proposed development in relevant statutory and economic considerations.

7.4 RATIONALISATION OF PUBLIC OPEN SPACE

This strategy proposes the rationalisation of open space areas in both Leeman and Green Head in order to facilitate infill development. In determining the appropriateness of this rationalisation, the WAPC will have due regard to the existing amounts and location of open space areas in both towns.

Whilst determining POS amount in accordance with the requirements of *Liveable Neighbourhoods* is not possible due to unknowns such as drainage amounts, **Figures 8-9** demonstrates that both towns have an adequate provision and spatial distribution of open space. Moreover, both towns meet the spatial requirements of R14-R19 of *Liveable Neighbourhoods*. This assessment also does not consider the recreational function of the foreshore areas of both towns (arguably having the highest open space function of all open space areas) and the regional variations considered at R34 of *Liveable Neighbourhoods*.

The rationalisation of those portions previously considered in this strategy is therefore considered reasonable and consistent with orderly and proper planning.



FIGURE 8:LEEMAN PUBLIC OPEN SPACE PLAN

DATE 18.08.2011

DWG NO PA0700 - POS01 REV B

SCALE 1:10000@A3





FIGURE 9: GREEN HEAD PUBLIC OPEN SPACE PLAN

DATE 04.08.2011

DWG NO PA0700 - POS02 REV A

SCALE 1:10000@A3





8 Conclusion

This document will provide guidance to proponents, the Shire of Coorow and other government agencies in the consideration of proposed expansion and redevelopment within the Leeman and Green Head and their immediate surrounds. Whilst not a statutory planning document, the Townsite Local Planning Strategy should inform planning decisions on scheme amendments, structure plans, detailed area plans, subdivision and development applications. Given the community input and extensive planning process, the strategy should also be used to inform and support funding applications.

The growth forecasting outlined in the Strategy assumes a document lifespan of 10-15 years; however the Shire of Coorow may choose to update this forecasting should unforeseen rates of growth occur within this time period. In the short term, in order for the growth potential outlined in this document to be realised, it is recommended that those modifications and upgrades suggested for the existing planning framework be undertaken as a matter of priority.

With the growth anticipated to be associated with the completion of the Indian Ocean Drive, the future is bright for the coastal towns of Leeman and Green Head. It is the way in which this growth will occur however, which will determine whether these towns will thrive, prosper and be destinations of choice for both permanent residents and visitors alike.





Appendix A

Workshop Outcomes Report





Workshop Outcomes Report

Leeman and Green Head Townsite Expansion Strategy

March 2011

urbis

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Ray Haeren
Senior Consultant	Kris Nolan
Senior Consultant	Lorraine Thomas
Consultant	Sean Morrison
Job Code	PA0700
Report Number	1

© Urbis Pty Ltd
ABN 50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission. While we have tried to ensure the accuracy of the information in this publication, the Publisher accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication.

URBIS
Australia Asia Middle East
urbis.com.au



TABLE OF CONTENTS

- Executive Summary 1**
- 1 Introduction 2**
 - 1.1 Overview 2
 - 1.2 Why a Townsite Expansion Strategy? 2
 - 1.3 Growth..... 2
 - 1.4 Process 2
- 2 Pre-Workshop Activities 3**
 - 2.1 Project Steering Group 3
 - 2.2 Literature Review 4
 - 2.3 Agency Consultation 4
 - 2.4 Workshop Notice aNd Feedback Forms 5
 - 2.5 Findings..... 5
 - 2.5.1 Strategic Role 5
 - 2.5.2 Growth..... 5
 - 2.5.3 Coastal Development..... 6
 - 2.5.4 Environmental Considerations 6
 - 2.5.5 Servicing and Facilities 6
 - 2.5.6 Traffic 7
 - 2.5.7 Tourism 7
 - 2.6 Opportunities and Constraints Analysis 8
- 3 Workshop Process 9**
 - 3.1 Community 9
 - 3.2 PSG Workshop 10
- 4 Workshop Outcomes - District Context 12**
 - 4.1 Outcomes and Issues 12
 - 4.1.1 Development 12
 - 4.1.2 Access..... 12
 - 4.1.3 District Connections 13
 - 4.1.4 Tip..... 13
 - 4.1.5 Cemetery..... 13
 - 4.1.6 Airstrip..... 13
 - 4.2 Further Consideration 14
- 5 Workshop Outcomes - Leeman 15**
 - 5.1 Values and Vision 15
 - 5.1.1 Values 15
 - 5.1.2 Visions..... 16
 - 5.2 Issues & Outcomes..... 16
 - 5.2.1 Residential Expansion 16
 - 5.2.2 Industry 17
 - 5.2.3 Coast..... 17
 - 5.2.4 Commercial Areas 18
 - 5.2.5 Tourism 18
 - 5.2.6 Access..... 19
 - 5.2.7 North Oval Site (Wann Park Oval)..... 19
 - 5.3 Further Consideration 20
- 6 Workshop Outcomes - Green Head..... 21**

6.1	Values And Vision	21
6.1.1	Values	21
6.2	Vision	21
6.3	Issues & Outcomes.....	21
6.3.1	Residential Expansion	22
6.3.2	Industry	22
6.3.3	Coast.....	22
6.3.4	Commercial Areas	23
6.3.5	Tourism	24
6.3.6	Access	24
6.3.7	Former Mine Site	24
6.3.8	South-West Land.....	25
6.4	Further Consideration	25
7	Key Findings and Path Forward	26
Appendix A	Process Timelines.....	28
Appendix B	Indian Ocean Drive Traffic Counts	30
Appendix C	Leeman and Green Head Opportunities and Constraints Maps	31
Appendix D	Workshop Outcomes Plan – Leeman	32
Appendix E	Workshop Outcomes Plan - Green Head	33
TABLES:		
	TABLE 1 – PSG Workshop Attendees	11

Executive Summary

This report has been compiled as part of the Leeman and Green Head Townsite Expansion Strategy project and outlines the findings from the following background investigation and consultation activities that have been undertaken to inform the preparation of the strategy. The actions undertaken to date include:

- A literature review of various State and Local planning documents;
- Preliminary consultation with a variety of State Government agencies;
- Community visioning and planning workshops held in Leeman and Green Head; and
- An expanded Project Steering Group (PSG) workshop with key local and State stakeholders.

The findings of the above activities will form a sound foundation for the Leeman and Green Head Townsite Expansion Strategy to be based upon.

The key themes drawn from the workshop process were:

- Leeman is more accepting, if not demanding of growth and the services/facilities and amenities associated with such growth;
- Green Head, whilst accepting of growth, has no desire to be a service centre, with many residents and community representatives being satisfied to travel elsewhere for essential services;
- Both towns value and are highly protective of their coastlines and desire improved access and facilities in these coastal locations;
- Both towns acknowledge the need for improved retail/commercial facilities within one dedicated precinct being the preference as opposed to ad-hoc development;
- Tourism is important for the long-term sustainability of both towns and there is a need to provide for a variety of tourism accommodation types;
- Residential development is inevitable for both towns, with Green Head having a preference for more infill development and less expansion and Leeman being more accepting of expansion to the north and south of the existing town site; and
- Whilst acknowledged as important from an economic perspective, it was generally agreed there is adequate industrial land within the two towns in the short-medium term.

Additional investigation/clarity is required for the following:

- The extent of land required for the future permanent populations of Leeman and Green Head;
- Issues of Native Title for both towns;
- The preferred location of commercial/retail facilities;
- Potential for additional access arrangements to Indian Ocean Drive;
- Potential development of a number of infill sites in both towns, including the former mine site (Green Head), North Oval (Leeman), land at the rear of the primary school site (Leeman) etc; and
- The preferred location(s) for tourist development.

1 Introduction

1.1 OVERVIEW

The Shire of Coorow is preparing a Townsite Expansion Strategy for Leeman and Green Head. This strategy will aim to manage and facilitate each town's growth by identifying areas for development or redevelopment and outlining strategies for the scale, nature and location of services and amenities required to facilitate such growth. An extensive background research and consultation process has been undertaken to inform the development of the strategy.

This report outlines the outcomes of the following:

- A literature review of various State and Local planning documents;
- Preliminary consultation with a variety of State Government agencies;
- Community visioning and planning workshops in Leeman and Green Head; and
- An expanded Project Steering Group workshop with key stakeholders.

This report summarises the outcomes of the above activities and provides additional analysis in terms of what aspects, themes and ideas should be incorporated into the Leeman and Green Head Townsite Expansion Strategy and which elements require further investigation prior to preparation of the Strategy document.

As will be outline further in this report, the background investigation and consultation yielded some elements of consensus and some issues of dispute – the analysis section will provide some guidance as to direction of the strategy.

1.2 WHY A TOWNSITE EXPANSION STRATEGY?

With the recent completion of Indian Ocean Drive, Leeman and Green Head are connected more than ever to the Perth Metropolitan Region. A strategy is required to facilitate and provide a framework for inevitable growth that is likely to be associated with this infrastructure investment.

Apart from guiding the activities of the Shire, landowners and residents, the Townsite Expansion Strategy will play a pivotal role when seeking Federal and State Government funding. It is essential that each town has a clear plan for the future to demonstrate to higher levels of government that any funding being sought will be appropriately spent in accordance with a well researched, community tested plan.

1.3 GROWTH

Growth estimates for each town are difficult to quantify. While the Department of Planning has forecast a static population, this does not take into account external changes such as the completion of Indian Ocean Drive. Other studies that have factored in the opening of Indian Ocean Drive and future resource projects in the Mid-West have estimated low to medium rates of growth.

In any case, circumstances in each town have changed and an adequate plan is required to provide a framework for growth; at whatever rate it occurs.

1.4 PROCESS

Following approval of the Outcomes Report by the Project Steering Group, Urbis will commence preparation of the Townsite Expansion Strategy document. This document will then require Shire and WAPC endorsement to proceed to a formal advertising process through which agencies and members of the public may make submissions. Following the undertaking of any amendments, approval is required again from the Shire and WAPC before the Strategy can take effect. A timeline of the key dates associated with this process is attached at **Appendix A**.

2 Pre-Workshop Activities

A number of information gathering activities were undertaken prior to the community and technical workshops. These activities were intended to inform and guide the workshops and provide a statutory and strategic planning basis for the process of developing the Townsite Expansion Strategy.

These activities included:

- 1 Project Steering Group meeting;
- A literature review of various State and Local planning and environment documents; and
- Preliminary consultation with a variety of State Government agencies.

All of the above activities were finalised prior to the undertaking of the community workshops.

2.1 PROJECT STEERING GROUP

In order to ensure that the plan is developed with key community and stakeholder input, a Project Steering Group (PSG) was established at project inception, including representatives from:

- The Shire of Coorow;
- The Shire of Chapman Valley;
- LandCorp;
- Department of Planning;
- The Mid West Development Commission;
- Green Head Community Association;
- Leeman Progress Association;
- Leeman Professional Fisherman Association; and
- Urbis.

A total of one PSG meeting has held (12 January) prior to the community workshop. The key outcomes of this initial meeting can generally be summarised as follows:

- Confirmation was provided in terms of the process for the development of the Townsite Expansion Strategy;
- The PSG confirmed that community consultation should incorporate 2 workshops in the two towns and be followed by a PSG meeting the following day to consider the community workshop outcomes;
- Project timeframes were generally agreed upon;
- The PSG confirmed that due to the overall intent of the Shire, the document should be presented in the form of a Townsite Expansion Strategy as opposed to a Planning Strategy, in accordance with the requirements of the Western Australian Planning Commission (WAPC); and
- Initial inputs from the PSG in terms of area of interest or required intervention.

Overall, the PSG will play a key role in reviewing the draft Townsite Expansion Strategy enabling an ongoing consultation process before, during and after the required public submission period.

2.2 LITERATURE REVIEW

An assessment of key planning documents was considered necessary, again in order to provide adequate statutory and strategic direction for the community workshops and ultimately the Townsite Expansion Strategy. This involved the collection of local information, understanding what previous studies had been undertaken and reviewing any previous consultation exercises.

The following documents were assessed as part of the background literature review:

- Shire of Coorow Town Planning Scheme No.2;
- Shire of Coorow Local Planning Policies;
- Shire of Coorow Local Planning Strategy 2001;
- Carnamah – Coorow Coastal Limestone Risk Study;
- Mid West Infrastructure Analysis 2008 (DoP);
- Mid West Economic Perspective 2006;
- Mid West Regional Priority Plan;
- Various Council reports considering potential future development options within both towns;
- LandCorp prepared draft Local Structure Plans for Leeman and Green Head;
- National Sea Change Taskforce Publications including its 10-Point Plan for Coastal Australia; and
- Australia's Coral Coast Tourism Development Priorities – Tourism WA.

The full findings of the Literature Review are attached at **Appendix B**.

2.3 AGENCY CONSULTATION

Urbis undertook preliminary consultation with a range of State Government agencies to gather information relating to servicing and to ensure the strategy is developed in accordance with State Planning Policy. Agencies consulted have included:

- Main Roads WA;
- Tourism WA;
- Western Power;
- Department of Planning – Coastal Planning;
- Water Corporation;
- Department of Indigenous Affairs;
- Department of Mines and Petroleum;
- Department of Education;
- Department of Environment and Conservation; and

- Department of Local Government.

With the exception of Western Power and the Department of Planning all preliminary agency consultation was undertaken via telephone. At the time of preparation of this report, despite numerous attempts, formal consultation had not occurred with the Water Corporation and the Department of Indigenous Affairs.

Brief file notes outlining the key messages from the above consultation for each agency are attached at **Appendix C**.

2.4 WORKSHOP NOTICE AND FEEDBACK FORMS

An information sheet was sent by the Shire of Coorow 2 weeks prior to the community workshops to outline:

- A Townsite Expansion Strategy process was being undertaken;
- What a Townsite Expansion Strategy is and why it is needed;
- The process involved in developing the strategy;
- Details and the process for registering for the workshops; and
- A feedback form for those wishing to provide input but unable to attend the workshops.

A total of 8 feedback forms were received prior to the workshops, the findings of which have been incorporated into the overall outline of the workshop processes.

A copy of the information sheet and feedback form is provided at **Appendix D**.

2.5 FINDINGS

The key findings of the pre-workshop activities are outlined below. The findings were also interwoven in with the material outlined the community and technical workshops. The following provides an outline of the key themes identified out of pre-workshop activities:

2.5.1 *Strategic Role*

- Leeman has historically been considered the service centre within the Shire of Coorow whereas other towns, such as Green Head provide only convenience based services. Green Head has and is still considered to be a more holiday home based destination. Jurien Bay is considered to be the primary centre within the region and many facilities within Jurien (existing and future) will service Leeman and Green Head.

2.5.2 *Growth*

- The Shire's Town Planning Scheme, facilitates growth along the coast to the south in Leeman, while Green Head is intended to grow in an easterly direction along South Bay.
- 2006 Census data indicates that both towns (particularly Green head) have ageing populations which may present challenges for the future provision of housing and services.
- Should the Leeman townsite expand to the north, it is likely that boundary realignment will need to be agreed with the Shire of Carnamah. Boundary realignment decisions are ultimately determined through the Local Government Advisory Board; a process which would take 2-6 months. Should such a realignment be required, the Department of Local Government encourages a joint proposal by each local authority being submitted to expedite the process.

2.5.3 Coastal Development

- The Department of Planning indicated that it is unlikely to support the creation of additional significant development nodes between each town and also unlikely to support continued growth straddling the coast without development further in from the coast either. According to the Department, an updated Coastal Management Strategy is likely to be required if a strategy is prepared for significant growth of either town.
- Setbacks for coastal development will be determined according to State Planning Policy 2.6 according to local conditions, with the Department of Planning advising that the 100m standard setback is not applicable. The WAPC released a position statement in 2010 revising its sea level rise standard from 0.38m to 0.9m. This should be incorporated into all future coastal planning.



2.5.4 Environmental Considerations

- Leeman's possible expansion to the south has been delayed by the presence of the federally protected Graceful Sun Moth. The Department of Environment and Conservation is preparing to undertake an additional survey in 2011 to determine the extensiveness of the moth's habitation and whether the land to the south of Leeman is capable of development. It is understood there are potential town expansion opportunities associated with a land exchange with the Department of Environment and Conservation. The outcomes of this townsite expansion strategy will determine whether these land exchange opportunities should be acted upon.

2.5.5 Servicing and Facilities

- Western Power has indicated that there is sufficient capacity for power in each town based on the current amounts of zoned land. Each town being serviced by the substation at Eneabba – 37km east. Western Power has, in their future planning, incorporated some scope for additional demand due to the completion of Indian Ocean Drive. Major upgrades are likely to be required however if either town grows beyond the extent of existing zoned land.
- The Department of Education advised the current Leeman Primary School has sufficient capacity and room for expansion, and both towns would need to experience significant growth for an extended period of time to justify the establishment of a secondary school. Leeman Primary School currently has 68 students (including kindergarten and pre primary). The high school in Jurien Bay will continue to service both Leeman and Green Head being of a relatively close distance of 34km south. It is acknowledged that the high school site has recently been reduced to a K-10 facility. In terms of threshold population levels for additional educational facilities, a second primary school and the provision of a high school site would be warranted once both towns combined have 3000 dwellings. In the event additional school sites are required, the Department generally requires that 6ha be set aside for a high school facility and 4ha for a primary school facility.

- The Shire of Coorow has indicated that there are issues in terms of water supply in both towns, with Leeman in particular suffering from low water pressure during peak periods. This is contrast to Department of Planning documents which indicated that both towns have adequate water supply. Advice from the Water Corporation has not yet been received in relation to water supply and waste water treatment.
- It is understood, agreement with the Water Corporation has been reached in relation to the relocation (north) of the waste water treatment facility at Green Head.

2.5.6 Traffic

- Main Roads WA (MRWA) has indicated that traffic volumes have risen since the opening of Indian Ocean Drive in 2010. Specifically, traffic on the road has increased approximately 170% through Green Head to over 1,300 vehicles a day and approximately 170% through Leeman to almost 1,400 vehicles a day. Jurien Bay has attracted an over 230% increase on Indian Ocean Drive. It should be noted that these figures are preliminary only and MRWA has indicated that further counting is currently being undertaken to refine these figures. A plan outlining the initial traffic counts along Indian Ocean Drive is attached at **Appendix E**.
- A portion of Indian Ocean Drive, 8.6km south of Leeman, is still under control of the Shire and MRWA has begun the process to overtake the management of this road. MRWA confirmed that some portions of the road have only a 6.2m sealed pavement, which below the standard minimum of 7m and preferred minimum of 8m. While no funding has been made available, MRWA has indicated a willingness to upgrade this section.
- MRWA indicated that access should be minimised to Indian Ocean Drive with existing access points to be utilised where possible. Additional access points are required to be approved by MRWA.
- MRWA also indicated that it was aware some intersections along Indian Ocean Drive within each town required upgrades – including kerbing and possibly lighting. No funds have been set aside as yet for this. The department indicated that if significant growth and therefore traffic volumes are forecast, it will upgrade these intersections to ensure

2.5.7 Tourism

- Tourism WA advised that eco-tourism is likely to be the most important form of tourism for both towns and that each town has specific sites that could be developed for tourism accommodation purposes. While indicating that towns further south closer to Perth are expected to experience greater levels of tourism investment (at least in the short to medium term), Green Head's natural amenity was considered to be particularly conducive to tourism development.
- It is understood that there was a former proposal to market a site within the Leeman Commercial zoned area for tourism development. This site however was not on Tourism WA's land bank register.
- Tourism WA advised that it was their understanding that the current owner of the Leeman Caravan Park is considering plans to develop a serviced apartment style development on the site. Tourism WA was concerned that remnant caravan areas may be utilised by hotel staff and not available to visitors, creating a shortage in caravan style accommodation.
- Tourism WA advised that if the Shire was to set aside land for tourism purposes through the preparation of a townsite expansion strategy, Tourism WA could potentially add this to their land bank program which involves making available to investor's information regarding potential tourist development sites.

The above findings were utilised to inform workshop facilitators so that consultation exercises were able to be conducted on an informed basis. These findings also enabled the workshops to avoid focusing on material that may have previously been presented to the community as part of previous studies.

2.6 OPPORTUNITIES AND CONSTRAINTS ANALYSIS

Upon the collation and digestion of information resulting from the above activities and findings, a series of opportunities and constraints plans were developed for the Leeman and Green Head townsites.

The plans presented in graphical form, present some of the key findings of the pre workshop activities including the identification of potential barriers to development, key opportunities and previously identified high value areas.

In summary, this opportunity and constraints analysis identified the following:

- Potential residential expansion and infill areas;
- Potential redevelopment or new development options for retail/commercial development;
- Foreshore redevelopment and protection opportunities;
- Issues associated with the ad-hoc nature of existing commercial/retail development;
- Issues associated with existing locations of waste water treatment facilities;
- Relationship with Indian Ocean Drive; and
- Land rationalisation opportunities.

A copy of the opportunities and constraints plans are attached at **Appendix F**.

3 Workshop Process

In order to ensure the highest levels of transparency and robustness for the Leeman and Green Head Townsite Expansion Strategy, a series of workshops were held with the community and key stakeholders over the 13/14 February 2011. While not mandatory as part of the development of a Townsite Expansion Strategy (with a statutory 30 day public submission period required), it was considered that an extensive consultation process was required primarily to obtain a level of 'local knowledge', prior to the production of the strategy.

Exposing the community and stakeholders to the strategy development process assists in mitigating the risk of the document containing incorrect assumptions or being unacceptable to the public. The community is able to articulate key values and stakeholders are able to provide information regarding infrastructure, government priorities and the wider policy context.

3.1 COMMUNITY

A total of 2 community workshops were held, one each in Leeman and Green Head on 13 February 2011. Separate workshops were held in recognition of the distinct nature of each town and so as to minimise any potential conflict within workshops.

The Leeman workshop was held at 10am for a duration of 2 hours at the Leeman Recreation Centre. A total of approximately 35 people attended the workshop. The Green Head workshop was held at 2pm for a total of 2 hours and attracted in excess of 60 participants. A small number of community members participated in both workshops.

It should be noted that a large proportion and possibly a majority of participants at each community workshop were residents from elsewhere who spend a significant part of the year in their holiday homes in either Leeman or Green Head.



Both workshops were conducted in the same format, comprising:

- An overview provided by Urbis of the purpose, level, process and timelines associated with the preparation of the Townsite Expansion Strategy
- **Workshop No. 1 – Leeman/Green Head Today and Tomorrow – Our Vision**
 - *Values* – what makes your town unique/special and what do you love about living in your town?
 - *Vision* – where do you see your town in 15 years? What three statements would summarise this?
 - *Places* – which places are valued? Which areas need to be improved? Which areas need to be protected?
- A presentation regarding some of the economic, planning and population considerations and an outline of possible growth scenarios to be considered.
- A presentation of the preliminary opportunities and constraints mapping.
- **Workshop No. 2 – Designing Our Town 'if you were a town planner for a day'**
 - This session involved participants identifying areas for development, improvement and protection. This included identifying areas for residential development, tourism or community facilities. Maps were provided focusing on participants' respective towns as well as a district map showing the region between Leeman and Green Head.

Ultimately the community workshops were well attended and the quantity and quality of information collected was of high value to the strategy development process. Participants were made aware of opportunities for additional input at the formal public submission period.

3.2 PSG WORKSHOP

The PSG workshop was held on Monday the 14th of February 2011 following the community workshops and attracted approximately 15 participants (excluding facilitators). Representatives were invited from outside the PSG to maximise agency and stakeholder input, including representatives from the following:

TABLE 1 – PSG WORKSHOP ATTENDEES

ORGANISATION	NAME	POSITION
Shire of Coorow	Mark Hook	CEO
Shire of Coorow	Dave Hadden	Manager Regulatory Services
Shire of Coorow	Allan Williams	Councillor
Shire of Coorow	Gary George	Councillor
Shire of Coorow	Belinda McDonalds	Councillor
Shire of Chapman Valley	Kathryn Jackson	Contract Planner for Coorow
Shire of Chapman Valley	Simon Lancaster	Contract Planner for Coorow
Urbis	Ray Haeren	Project Director
Urbis	Kris Nolan	Assignment Manager
Urbis	Lorraine Thomas	Community Facilitation
Urbis	Tijana Vujic	Landscape Architecture/Urban Design
Urbis	Sean Morrison	Planning Consultant
Taktics4	Greg Davis	Property Economist
Department of Planning	Justin Breeze	Manager
Main Roads WA	Peter Herbert	Networks Operations Manager – Mid West
Green Head Community Association	Sandra Tremowden	President
Leeman Progress Association	Gloria Litchfield	President
Leeman Professional Fishermans Association	Darren McTaggart	President
Mid West Development Commission	Mark Canny	
LandCorp	Kylie Coman	Business Manager

The purpose of the PSG workshop was to present the findings of the community workshops and test community proposals through the lens of local and state government considerations and technical understanding. The workshop also enabled agencies to outline if issues or concepts raised by the community had already been considered or were in the process of being acted upon.

PSG workshop participants were also able to take part in a design session on a similar level to the community however within the context of the outcomes from the community workshops.

The PSG workshop enabled Urbis to collect key information in regards to specific development proposals and helped ground the location, scale and type of proposed development in relevant statutory and economic considerations.

4 Workshop Outcomes - District Context

For both the community and PSG workshops, maps outlining the district context of Leeman and Green Head were presented to gather feedback as to what uses/development/facilities, if any, should occur on the stretch of coast between the two towns. This consideration also incorporated a wider discussion as to how the towns are placed in the region relative to other towns such as Jurien Bay and Geraldton.

The following section outlines the outcomes and issues identified as part of the consideration of the broader district context and in particular, the stretch of land in between the two townsites. It also identifies where further consideration is required of specific elements.

4.1 OUTCOMES AND ISSUES

4.1.1 *Development*

The key theme associated with the district context was that the coast should be protected and that development, if any, should be minimal. The nature/scale and location of any facilities was one that was not resolved with various suggestions put forward.

Suggestions for types of facilities included:

- An eco-tourism facility at Little Anchorage Bay;
- A low impact camping facility at Little Anchorage Bay;
- Camping facilities at Little Spring south-east of the Leeman airstrip;
- A boat ramp and a tourism development at Little Anchorage Bay. A small number of community members suggested large scale tourism-based development surrounding Little Anchorage Bay; and
- Again, a small number of community workshop participants suggested allowing 'hobby farms' (i.e. rural residential lots) between Leeman and Green Head. This received minimal support from most other participants.

It should be noted in relation to the above points, preliminary consultation with the Coastal Planning branch at the Department of Planning indicated that they were unlikely to support the creation of additional development nodes along the coast. Consequently only low impact suggestions may be able to be incorporated into the strategy.

4.1.2 *Access*

There was broad agreement, in the community and technical workshops, that access between Leeman and Green Head should be improved. The preferred nature of this access was not however, agreed upon.

There is an existing 4WD track running north from Green Head for 6.5km along the coast, terminating at Little Anchorage Bay, approximately half way to Leeman.

Suggestions received include:

- Extending the 4WD track north to Leeman; and
- Extending the 4WD track north to Leeman and providing a separate cycle/pedestrian path for the full length between Green Head and Leeman. There was both a desire to construct the cycle/pedestrian path along the coast, as well as some support to construct a path parallel to Indian Ocean Drive.

Some concerns were raised in relation to the safety of the existing track and that it may be appropriate (at least in some locations) for the track to be bitumised.

In regards to Indian Ocean Drive itself, multiple participants identified the relatively poor quality of Indian Ocean Drive between Leeman and Green Head; an issue that was acknowledged by MRWA in the preliminary consultation process.

4.1.3 District Connections

Several participants in the PSG workshop outlined that a road connection was required to Stockyard Gully National Park and various attractions east of the district including a series of caves. These were said to be some of the key tourism attractors in the area, and that existing road access was particularly poor. Participants suggested the provision of a road that would branch east from Indian Ocean Drive north of the tip. It is understood that the Shire of Coorow previously commenced a process of facilitating this road as part of the previously mentioned land swap arrangement with the Department of Environment and Conservation (DEC)

4.1.4 Tip

Concern was raised by community and PSG workshop participants as to the possible environmental implications of the existing tip between Leeman and Green Head being in such close proximity to the coast. There was some broad community support to relocate the tip further inland. The Shire indicated, however, in the PSG workshop, that the tip had a lifespan of an additional 30 years. The Shire also advised that relocating the tip or sending the waste east to Coorow would increase Shire costs significantly. The Shire also stated it intended to ultimately convert the tip to a transfer station to enable the transfer of waste to Coorow; however there are no immediate plans to do this.

Participants in both workshops suggested that the tip site could be utilised for a future development area or caravan park. However participants in the PSG workshop outlined that the likely lifespan of the tip and subsequent remediation would take several decades and the tip sites future use is likely to be beyond the scope of the Townsite Expansion Strategy document.

4.1.5 Cemetery

The location of the cemetery site, several kilometres north of Green Head received mixed reactions from workshop participants. There was general indifference and some limited concern as to safe vehicle access. The Shire has indicated that it will soon commence working with the Department of Environment and Conservation to gain clearing permits to begin preparation of the site. Given the advanced stages of this project, it is assumed that the use and location of this site is fixed.

4.1.6 Airstrip

The PSG provided some limited commentary as to this possible upgrading of the airstrip, however there was a general consensus that it was not necessary to relocate the facility. The site was said to be on some of the flattest land in the district and therefore the most appropriate for an airstrip. Possible runway length extensions may be required in the long term, and the current east-west runway may conflict with the salt lake in this regard.

4.2 FURTHER CONSIDERATION

In regards to the District context, the following are the key elements requiring further consideration:

- The nature, scale and type of low impact facilities, if any, that could be promoted at Little Anchorage Bay;
- The route of a pedestrian/cycle path between Leeman and Green Head;
- The need to extend the 4WD track from Little Anchorage Bay to Leeman, and the pavement standard of the new and existing part of the track;
- The need and route for an eastern road connection from Indian Ocean Drive to Stockyard Gully; and
- Possible future long term uses on the current tip site.

5 Workshop Outcomes - Leeman

As outlined earlier, throughout the community and PSG workshops, a variety of exercises were conducted to ascertain:

- What makes Leeman special/unique?
- Which places are valued, should be protected or should be improved?
- Where should development or redevelopment occur and what form should it take?
- Where and what type of facilities and connections should be provided?

Whilst consensus across the community and PSG participants on the future form and function of the town was not reached (nor was it expected), the following provides a snapshot of the key outputs and themes taken from the workshop process.

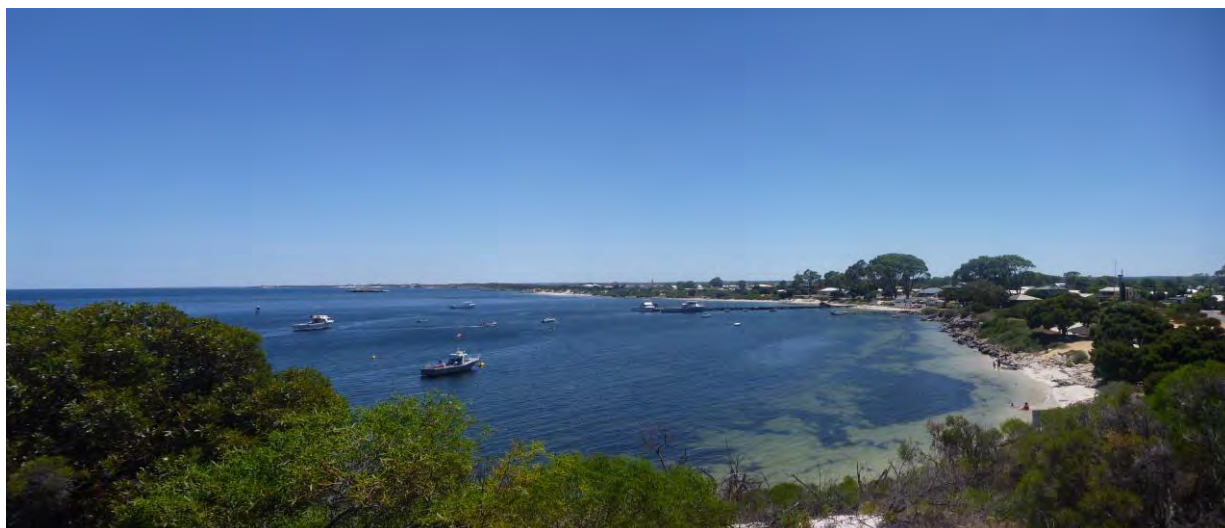
5.1 VALUES AND VISION

5.1.1 Values

There was generally consistent input from workshop (both PSG and community) participants in terms of why Leeman is valued, and participants as a whole conveyed a message of general satisfaction with the town and specifically, expressing satisfaction with the following:

- The coast and its associated visual amenity and recreational benefits;
- The town's peace and quiet, casual, relaxing atmosphere;
- Leeman's clean and tidy appearance, minimal rubbish and graffiti;
- 'Sense of community, tight knit coastal/fishing town where people feel safe and confident enough to leave houses and cars unlocked and walk alone';
- A rural/coastal environment within short driving distance of Perth and Geraldton; and
- Few social issues or antisocial behaviour.

In regards to the above, the strongest value expressed was that of the importance of the coast; this was a consistent theme throughout all activities.



Whilst the community were generally positive in regard to current day Leeman, the following elements identified in terms of where Leeman could be improved:

- Lack of opportunities, particularly in regards employment and specifically employment for young people; and
- A lack of retail/commercial/tourism facilities.

In relation to the lack of opportunities, there was some acknowledgement by participants that employment and employment opportunities were currently suited to older people, with young adults generally having to seek work/study opportunities elsewhere.

5.1.2 *Visions*

The community workshop participants were asked to undertake a visioning exercise and outline how they envisaged Leeman in 15 years time. Whilst clear visions for the workshop were not reached, some of the key themes from this process included:

- Leeman must retain its 'natural coastal character';
- Provision of better services and facilities including shopping, restaurants, health and aged care, better parks;
- Leeman having a more accessible coast with better opportunities for passive and active recreation; and
- A better developed tourism industry with a range of accommodation options.

Overall, there was a general appetite for growth from Leeman participants, however with an attached strong desire to maintain the sense of community and 'village atmosphere'. Growth was also welcomed if it translated into employment and service opportunities but not if key values associated with the coast were compromised.

5.2 ISSUES & OUTCOMES

The following identifies the key issues and outcomes for the two workshops. This section of the report should be read in conjunction with the Workshop Outcomes Plan for Leeman, provided at **Appendix G**.

5.2.1 *Residential Expansion*

There was general agreement that Leeman should grow along the coast to the north and south, with a greater emphasis to the south, where land is already zoned for residential purposes. Participants were mindful that any expansion north would require realignment of the Shire of Coorow's boundary with the Shire of Carnamah.

A small number of participants in both the Community and PSG workshops, did not want Leeman to expand north, with the preference for this area to be reserved for conservation purposes.

When prompted by facilitators to consider residential expansion to the east of Indian Ocean Drive (particularly to the south of the light industrial area), being mindful of advice provided the Department of Planning, responses were mixed. Responses to this suggestion were as follows:

- General support, however with reservations in relation to pedestrian and vehicle safety with the crossing of Indian Ocean Drive; and
- This land should only be considered for residential development 'if necessary', such as in a high-growth scenario or if land on the coast to the north and south had already been developed or was not developable.

In regards to lot sizes, there was a strong sentiment that larger lots should be provided, to allow for boating equipment and to maintain the spacious character of the town. Some support for residential development to the north was qualified on the basis that 1,000m² lots were provided. The existing LandCorp developed lots on Thomas Street (250-500m² lots) were widely viewed as being incompatible with local lifestyles.

There was also general support for aged housing to be provided in the town. Multiple locations were suggested including:

- In the northern strip of the coast west of Indian Ocean Drive;
- Within the vacant land south of the existing primary school site;
- In the southern urban expansion area; and
- In the Commercial zoned area bordered by Thomas Street and Melaleuca Way.

While the proposed locations for aged housing were not consistent, there were consistent criteria upon which sites should be determined. Access to commercial and community facilities via walking were the primary concerns in this regard. Proposed locations for aged housing appeared to alternate depending on where groups wanted commercial activity to be concentrated.

5.2.2 Industry

It was generally agreed that the existing light industry area was acceptable in its present location. Various participants highlighted its important current and future economic function of providing employment within Leeman.

Some participants highlighted the poor visual amenity of fishing related properties at the northern end of Thomas Street, with suggestions that the facilities be relocated and be replaced by more urban uses such as housing.

It was highlighted in the PSG workshop by the President of the Leeman Professional Fishermans Association that these businesses require immediate access to the coast and a supply of salt water – therefore a location in immediate proximity to the coast is a fundamental component of their business requirements.

5.2.3 Coast

As highlighted previously, Leeman residents hold a strong affinity with the coast, wanting to maximise access and opportunities for recreation with this asset.

Some consistent themes that were raised in this regard include:

- Formalising busy access points to the coast to protect dune systems;
- The provision of an ocean pool; and
- Improving public open space areas for major beach areas at the end of Rudduck Street and near Dee Street. This would involve improving boat ramps, improving landscaping, providing increased or improved shading, BBQs, and possibly children's playgrounds.

An additional suggestion was also raised in various groups which received general but not overwhelming support. This comprised a marina facility at the end of Rudduck Street. The marina proponents put forward that such a facility would create a tourism hotspot for the region and provide boating facilities for residents and visitors. The marina was also discussed in the context that it would complement commercial activities if they were to be concentrated on Rudduck Street.

5.2.4 Commercial Areas

It was highlighted to participants of the community and PSG workshops by Greg Davis of Taktics4 of population thresholds required to support various commercial activities.

These thresholds included:

- The doubling of the population to 800 people would support a small supermarket of 500m², 5 shops and 500m² of office space;
- A tripling of residents to 1,250 people would support a medium sized supermarket of 1,000m², 10 shops and 1,000m² of office space; and
- A high growth scenario of 2,500 residents would support a supermarket of 1,500m² up to 15 shops and 1,500m² of office space.

Participants were also made aware of some of the benefits of concentrating commercial activity in a town from a commercial viability and sense of place perspective. Opportunities for a 'main street' were also raised on Rudduck Street, given its immediate access from Indian Ocean Drive and direct access to the coast.

This information consequently generally framed the discussion regarding commercial activity. Types of commercial activity desired generally included supermarket/general retail type facilities and a strong desire for café/restaurant outlets, particularly along the coast. Discussion generally focused on where commercial activity should be concentrated:

- There was general support for a 'main street' on Rudduck Street however multiple issues were raised. These included, noting the level of retail that can be supported and whether activity should be concentrated closer to Indian Ocean Drive or to the coast. There was also some concern that the road may not be wide enough and some residents who lived on this street were concerned about the impact on their properties by way of being 'sleeved'. As noted previously, some possible synergies were identified with the concentration of activity on Rudduck Street and a marina facility around the bay;
- There was some preference, however less than that for Rudduck Street, for commercial activity to be concentrated around the existing commercial zoned precinct, in the land parcels bound by Thomas Street and Melaleuca Way. A small number of participants also suggested the utilization of Nairn Street for commercial/retail development; and
- There was also some very limited support for commercial activity on the north oval site or to the north of Leeman. Most participants generally realised the economic importance of trying to centre commercial activity at the centre of the town's urban form.

In cases where groups generally preferred Rudduck Street for commercial activity, the existing commercial zoned area was suggested for tourism accommodation development.

5.2.5 Tourism

Participants in both workshops were generally welcoming of tourism development and saw this type of development as part of the identity and positioning of the town.

Suggestions for tourism development included:

- Camping facilities close to the salt lake;
- Resort/Motel type development on the Commercial zoned area bound Thomas Street and Melaleuca Way; and
- An expansion of the existing caravan park to the south and west.

Most community workshop participants knew of the possibility of the current caravan park owner redeveloping the site for motel type accommodation. There was general support for this on the qualification that additional caravan facilities were provided elsewhere. Some concerns were also raised that the caravan area is increasingly occupied by near-permanent tenants and that there was limited space for visitors with a consequential effect on businesses within town.

5.2.6 Access

Multiple workshop groups were supportive of a 'loop' road branching off Indian Ocean Drive from the north and south and running through Leeman along the coast. Thomas Street would form part of this loop. Urban development to the south would require the incorporation of a road connection in this regard. It is important to note that a connection of Thomas Street to Indian Ocean Drive at the northern end would be more difficult, given that the road terminates at side streets and there is existing residential development to the immediate north of where the road terminates.

The loop road was suggested so as to encourage people to 'pass through' Leeman with the intent of trying to encourage visitation by locating facilities or attractions on this route. There was some concern that a loop road may compromise the development of Rudduck Street as a Main Street.

As outlined in the district component of this report, there was a very strong desire by participants in each town and in the technical workshops for increased pedestrian/cycle and vehicle access between the two towns.

5.2.7 North Oval Site (Wann Park Oval)

The North Oval site represented one of the most disputed parcels of land within Leeman as to its future use. Suggestions ranged from no change to full redevelopment. This is one of the primary areas of land that require further consideration prior to the composition of the Townsite Expansion Strategy.

Options identified included:

- Leaving the current bushland in its current state;
- Providing some formalised pathways through the bushland;
- Transforming the area into a more formalised passive/active recreation area of a more landscaped nature;
- Developing the land for housing or aged care housing;
- Re-locating the primary school site to this portion of land, utilising the existing playing fields and recreational facilities in a co-location arrangement;
- Developing the land for tourism accommodation purposes; and
- Developing the land for commercial purposes.

This key parcel of land will clearly be an integral site requiring attention as part of the development of the Townsite Expansion Strategy.

5.3 FURTHER CONSIDERATION

For the Leeman townsite, further consideration is required for the following matters:

- The direction of future urban development, particularly whether it will occur east of Indian Ocean Drive and the type of densities to be provided;
- Where and what scale of aged care housing should be provided in Leeman, with particular consideration being given to this uses proximity to commercial services?;
- The nature, location and extent of tourism accommodation provided;
- How to best utilize the northern oval site?;
- Which foreshore areas should be identified for improvement (open space/ocean pool) and what access points should be rationalised/retained?;
- The potential for a form of marina development;
- Where commercial/retail activity should be concentrated – along Rudduck Street or on the existing Commercial zoned area?; and
- Determine whether a loop road branching off Indian Ocean Drive is a desirable outcome, and if so, what route it should take with particularly consideration required for its northern connection to Indian Ocean Drive.

6 Workshop Outcomes - Green Head

In order to be consistent, the same workshop approach of that undertaken for Leeman (Community and PSG) was applied to Green Head. These are the key outcomes for Green Head from both the community and PSG workshops.

6.1 VALUES AND VISION

6.1.1 Values

Similar to Leeman, there was general consistency from workshop participants (both Community and PSG) as to why Green Head is valued. Green Head residents were exceptionally proud of their town, highly valuing the following:

- The casual environment of the town and its high perceived levels of safety;
- The 'natural, coastal, outdoor lifestyle';
- The 'unspoilt' coast and its associated landscape, ecology and recreational opportunities such as fishing, surfing, beach walks and swimming;
- The towns proximity to major centres such as Perth and Geraldton; and
- The location of the golf course at the centre of the town.

It was clearly evident that Green Head, more than Leeman, was particularly protective of its 'quiet' and unspoilt character.

6.2 VISION

Overall like Leeman, there was no firm consensus as to the future role of the town; specifically as to whether it would take on a more tourism based approach or remain a small, retirement focused community.

Some of the suggestions for the future vision for Green Head included:

- 'A small, but vibrant retirement and tourist town (similar to Margaret River) capitalising on the natural coastal environment, nature parks, wildflowers and coastal activities such as walk/cycling trails, surfing, windsurfing, diving, fishing and sightseeing';
- Green Head becoming a 'dormitory suburb' of Jurien Bay – retaining an almost exclusive residential character and utilising the services of Jurien Bay and Leeman and to a greater extent Geraldton and Perth; and
- Simply being a 'retirement mecca'.

It is evident from the above that there was some difference in opinion as to what direction the town should take into the future. Overall, there was likely to be broad support for increased services but with a significant portion satisfied for Green Head to remain, as is.

6.3 ISSUES & OUTCOMES

This section of the report should be read in conjunction with the Workshop Outcomes Plan for Green Head, provided at **Appendix H**.

6.3.1 Residential Expansion

There was limited consensus as to the location, scale and progression of residential development for Green Head.

One of the overarching themes, similar to that of Leeman was a desire for larger lots, with numerous references to 800m² as a standard minimum and with a preference for larger lots. One of the other areas of general consensus was a continuation of residential development along the south bay to the east. There was some dispute however as to how close development along the bay should be to the coast.

Other areas and issues outlined for residential expansion included:

- To the north along the coast – this was moderately supported; however there was dispute as to the setback needed to be provided. Additionally there were various suggestions for apartments, standard housing and rural residential lots;
- The site in the south-west corner of the town, along Ocean View Drive which is currently zoned for tourist accommodation. The uses for this land were disputed with a slight bias to commercial/tourist development.
- The surplus land around the edges of the golf course, particularly the larger portions located on Green Head Road. Again, the nature of the preferred housing proposed varied from medium density terrace living to rural-residential style development.
- The land to the east of the golf course, between the course and Indian Ocean Drive. This was generally considered as a long term option by most and there were multiple suggestions that if this land was developed 'lifestyle' lots would be the most appropriate form of housing. There was however some support for 'standard' housing to occur on this site;
- The golf course site itself, with the course shifting east as required to accommodate housing closer to existing residential areas. It should be noted that there was only limited support for this proposal and many participants were extremely unsupportive of the prospect of the golf course being partially redeveloped or relocated; and
- The former mine area between the northern and southern elements of the town. Aged housing was a consistently raised form of housing for this area, given its central location and proximity to possible future commercial activities.

There were also a small number of participants that wanted to see nil to minimal growth in Green Head. Multiple participants acknowledged that the Wastewater Treatment Plant would need to be relocated if development continued along South Bay. Various locations for this facility, including at the centre of the golf course, within the existing industrial estate or to the east of the golf course were identified as possible sites. Subsequent to workshops, it is now understood that the Water Corporation has agreed to relocate this site to the east of the golf course.

6.3.2 Industry

The existing industrial area's relative remoteness was generally seen as positive, with little sentiment evident for any relocation and generally no sensitive land uses were proposed to be within unreasonable proximity to the estate. There was near unanimous support for the estate to continue to grow north as necessary. There was a small minority of participants that did not want the industrial area to grow any further.

6.3.3 Coast

The coast formed one of the primary focuses of participants' attention during the community workshops, and was constantly highlighted as the most valued asset for Green Head.

Some of the matters raised in this regard included:

- Formalising access points to the beach and rationalising others, particularly along South Bay to increase safety, protect coastal areas, and reduce dust/sand drift;
- Provision of a new access point to Anchorage Bay for windsurfers and other beach goers. A number of participants suggested that the provision of café similar facilities would be appropriate in this location. Some of these participants suggested the existing “Harbour Purposes” reserve should be reclaimed as a foreshore reserve.
- Substantially enhancing the recreational facilities at Dynamite Bay. Specifically, the need to provide or improve BBQs, shading, open space and landscaping and playground equipment were all mentioned by community members. Additional car parking and toilet facilities were also said to be required; and
- Providing boardwalks or a more defined walking path along South Bay.

There was a strong sentiment that public access should be maintained at all times to the coast and that facilities provided should have community/family emphasis.

6.3.4 Commercial Areas

As undertaken in the Leeman workshop, Greg Davis of Taktics4 provided guidance as what population thresholds are required to support various commercial activities.

These thresholds included:

- A doubling of the population to 640 people would support a small supermarket of 500m², 5 shops and 500m² of office space;
- A quadrupling of the population to 1,250 would support a medium sized supermarket of 1,000m², 10 shops and 1,000m² of office space; and
- A high growth scenario of 2,500 residents would support a supermarket of 1,500m², up to 15 shops and 1,500m² of office space.

In a similar manner to the Leeman workshop, there was no resolution as to where future commercial development should be concentrated.

There were generally three primary possible locations for commercial development in Green Head:

- The former mine site between the northern and southern elements of the town. This site was seen to benefit by being centrally located at the junction of Green Head Road and The Lakes Road where through traffic would pass. This site was also seen as possibly being too far removed from the coast and possibly better suited for aged housing;
- At the existing commercial zoned area encased by Ocean View Drive, Patton Street and Green Head Road. This site was seen to have possible synergies with the caravan park area and being located close to the coast, particularly Dynamite Bay. It was however considered to have some issues from a design perspective; and
- On the bushland at the south-western corner of the town which is currently zoned for tourist accommodation. This area was said to have high amenity and would be ideal for café/restaurant uses.

6.3.5 *Tourism*

Tourism accommodation was proposed for several sites, and additional development for this use was generally welcomed.

Sites identified for possible tourism accommodation included:

- The existing tourist accommodation zoned land immediately north of the existing caravan park on Green Head Road. This was seen as necessary to accommodate expanded caravan facilities and participants generally though that consolidating this use in one area had benefits – particularly given commercial facilities are proposed to be located in the area; and
- On the existing tourist accommodation zoned land at the south-west of the town. This land was seen as having some of the greatest potential for tourism development of a more resort/hotel standard rather than caravan park level.

Discussion associated with tourism development indicated that the community generally saw visitors as conducive to vibrancy and assisting in enabling the sustainability of additional dining and/or retail outlets.

It was also raised numerous times that improved entry statements and possibly information bays should be provided at both entrances to Green Head. The existing 'federation' style entry statements were seen as not reflective of the coastal nature of the town.

6.3.6 *Access*

There was very clear support for the continuation of Ocean View Drive so that it continues along the coast throughout the town providing a scenic coastal route. While this has been provided for in the LandCorp estate to the east, it was identified that there would be some difficulty in creating a direct connection at the northern end of Ocean View Drive back to Green Head Road as existing land tenure obstructs the northern passage of this road. It is understood that Council has budgeted to seal the portion of Ocean View Drive around the far south-western tourist zoned site.

6.3.7 *Former Mine Site*

The former mine site at the intersection of Green Head Road and The Lakes Road was one of the most disputed areas within Green Head, in terms of its future use.

There was general consensus that the land is visually unattractive and requires improvement.

As highlighted previously suggestions for this land included:

- Aged care housing;
- For the land to form the commercial/retail centre of Green Head;
- Tourism development; and
- Public open space.

Facilitators also raised the prospect of a link road between Hunter Crescent and The Lakes Road, providing a stronger connection between the northern and southern elements of Green Head. There was some support for this, however participants as a whole did not appear to see the presence of a divide between the north and south of Green Head – an element that was indicated as a possible factor in opportunities and constraints mapping.

6.3.8 *South-West Land*

The tourism accommodation zone land at the south-western edge of the town was also an area that attracted various suggestions as to its future use.

Suggestions for the site included:

- Large scale tourism development in line with the area's current zoning;
- Housing in various forms;
- Public open space; and
- As the commercial centre for Green Head.

It is notable that regardless of its desired use, participants were generally keen to see increased activation along the coast in this location. As outlined in section 6.3.4, ideas put forward included a café strip or a small scale kiosk.

6.4 FURTHER CONSIDERATION

For Green Head, further consideration is required for the following matters:

- Establish the future direction of Green Head in the context of its position in relation to services and other towns in the region (particularly Jurien);
- The nature, lot sizes and setback to the coast of future urban development along South Bay;
- Whether development, and if so what form of residential development should occur to the north of the town, surrounding the golf course and to the east of the golf course;
- Where commercial/retail activity should be concentrated in the town and what scale of facilities should be provided, with the amount of retail/commercial development clearly reliant upon the scale of growth;
- What land uses or scale of development should take place, if at all, on the former mine site;
- What land use or combination of land uses should take place on the tourist accommodation zoned land at the south-west corner of the town;
- How to achieve the northern continuation of Ocean View Drive in the north of the north; and
- Which beach access points are required to be formalised/rationalised and where additional or improved coastal recreational areas should be provided.

7 Key Findings and Path Forward

The background investigations and consultation processes have yielded a valuable range of insights that will assist in providing rigour to elements of the Leeman and Green Head Townsite Expansion Strategy.

It is important to note that while the findings of the consultation process have and will be useful and in some instances may form the basis for core parts of the strategy, they will not necessarily strictly guide the direction of the strategy overall. The direction of the strategy will be determined by a culmination of elements including policy direction, growth forecasts, community input and economic feasibility considerations.

Overall, in terms of the strategic positioning of each town, the aspirations of each appeared to differ. While Leeman appeared accepting and almost demanding for substantial growth and the services and amenities that come with growth, there was a greater sense in Green Head for the retention of the coastal village feel, with no desire to become a major service centre for the region. Clearly, there was however an overarching consistent theme in relation to the high-value placed on the coast for both towns – its visual and recreational benefits and its role as a tourism asset. The coast is an essential part of the character of each town and will need to be given appropriate consideration as part of the preparation of the Townsite Expansion Strategy.

More succinctly, the following are considered to be the overarching themes for the two towns the linking coastal stretch:

- **District**
 - The coastline should be protected and development (should it occur) should be minimal with low impact tourism uses being preferred. Pedestrian/cycle and possibly vehicle access between the two towns should be improved.
- **Leeman**
 - Residential development is welcome to the south and possibly the north and east. The town requires a greater sense of identity and a concentration of facilities and retail/commercial activity is likely to assist in this regard. Coastal facilities and access are required to be improved.
- **Green Head**
 - Green Head values its small coastal settlement character and the lower-scale development is generally welcome if key values associated with the coast and the spaciousness of the town is maintained.

As outlined in earlier sections, consideration is required for particular sites, the route and nature of certain connections and the nature and extent of development. The following are considered to be key actions required to be undertaken either to prior to commencement of the preparation of the strategy.

TASK	ACTION REQUIRED BY
Determination of base line growth rates and growth scenarios to be considered as part of the Townsite Expansion Strategy	Agreement to be reached between the Shire of Coorow, Urbis and the Department of Planning
Investigations with Water Corporation on the provision of potable water and waste water treatment.	Urbis
Investigations with the Department of Indigenous Affairs on Aboriginal Heritage.	Urbis
Investigations with the National Native Title Tribunal in relation to Native Title.	Urbis
Site specific investigations for both Residential Infill and Expansion Areas.	Urbis and Shire of Coorow
Liaison with Tourism WA on site identification	Urbis
Liaisons with Main Roads WA in relation to additional connections and the provision of gateways at Indian Ocean Drive	Urbis
Preliminary Design Analysis for both Retail/Commercial Precincts	Urbis

As has been outlined previously, the PSG, Shire and WAPC will have to endorse the Draft Strategy prior to the formal submission period. This process will be repeated following submissions being received from the public and agencies prior to the strategy becoming a formal strategic document.

Appendix A

Process Timelines

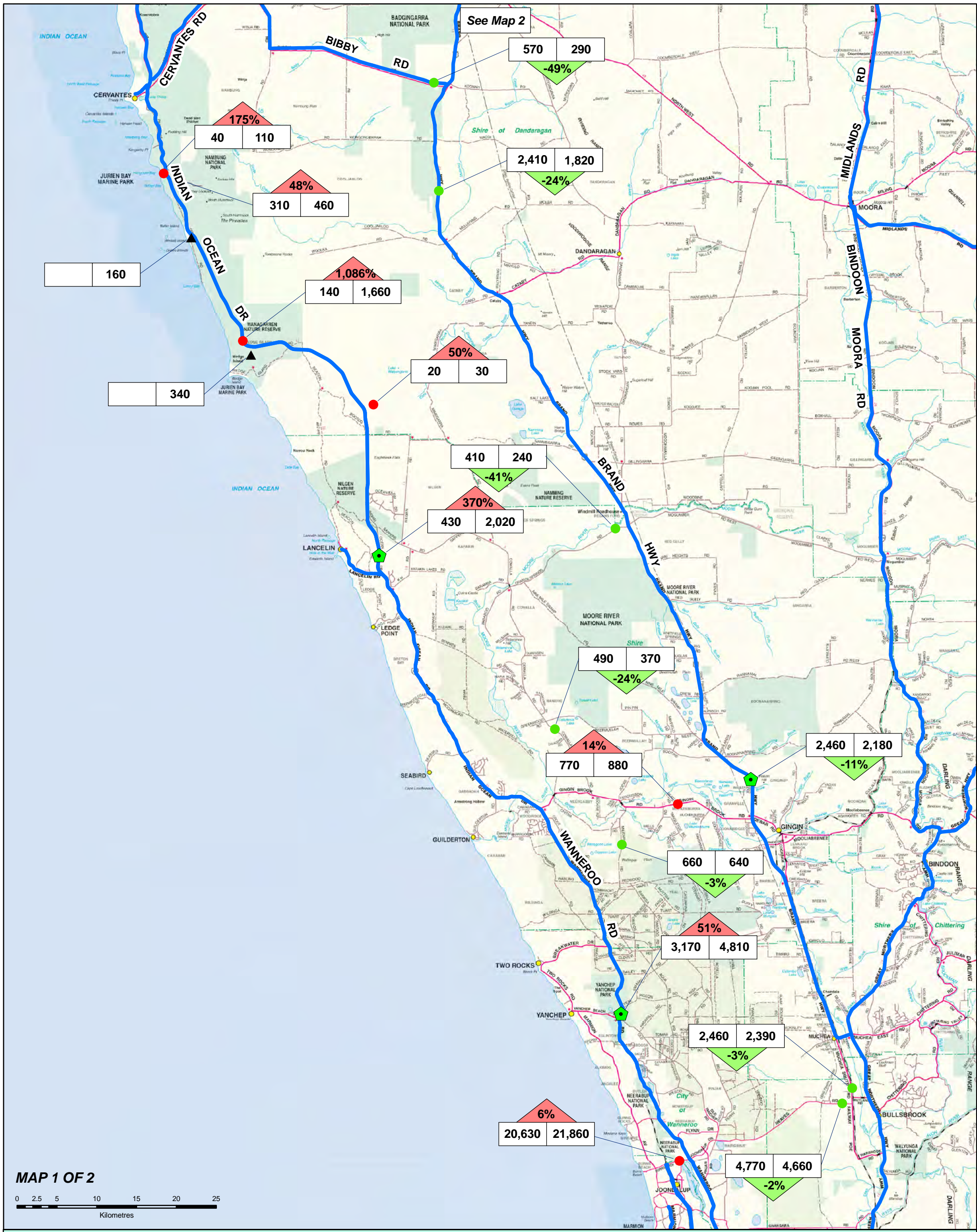
Key Dates

For all key dates please refer to the Inception Report.

NO.	KEY ACTIVITY	TIME	DATES	STATUS
1	Background Investigations and Analysis (including Preliminary Consultation)	2 months	DEC 2010/ JAN 2011	COMPLETE
2	Community Workshops	2 x 2 hours	13 FEBURARY 2011	COMPLETE
3	Technical Workshop	1 x 3 hours	14 FEBRUARY 2011	COMPLETE
4	Outcomes Report	3 weeks	LATE FEBRUARY TO 7 MARCH 2011	DRAFT PREPARED
5	Preparation of Townsite Expansion Strategy	12 weeks	MARCH /APRIL/ TO 23 MAY	TBC
6	Council Consent and WAPC Certification to advertise	1 month	MID JUNE	TBC
7	Public Advertising Period	30 days	MID JUNE TO MID JULY	TBC
8	Finalisation of Townsite Expansion Strategy	2-3 weeks	MID JULY TO EARLY AUGUST	TBC
9	Council and WAPC Endorsement	1 month	TO LATE AUGUST	TBC

Appendix B

Indian Ocean Drive Traffic Counts



MAP 1 OF 2
 0 2.5 5 10 15 20 25
 Kilometres

AVERAGE DAILY TRAFFIC VOLUMES
 (Monday - Sunday)

● INCREASE ● DECREASE ▲ PARTIAL STUDY
 % CHANGE ▲ 14% BEFORE VOLUME 770 AFTER VOLUME 880 BEFORE VOLUME 4,770 AFTER VOLUME 4,660 BEFORE VOLUME 160 AFTER VOLUME 340 % CHANGE ▼ -2%

◆ NETWORK PERFORMANCE SITE

INDIAN OCEAN DRIVE

OCEAN FARM TO CERVANTES OPENING

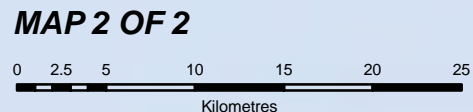
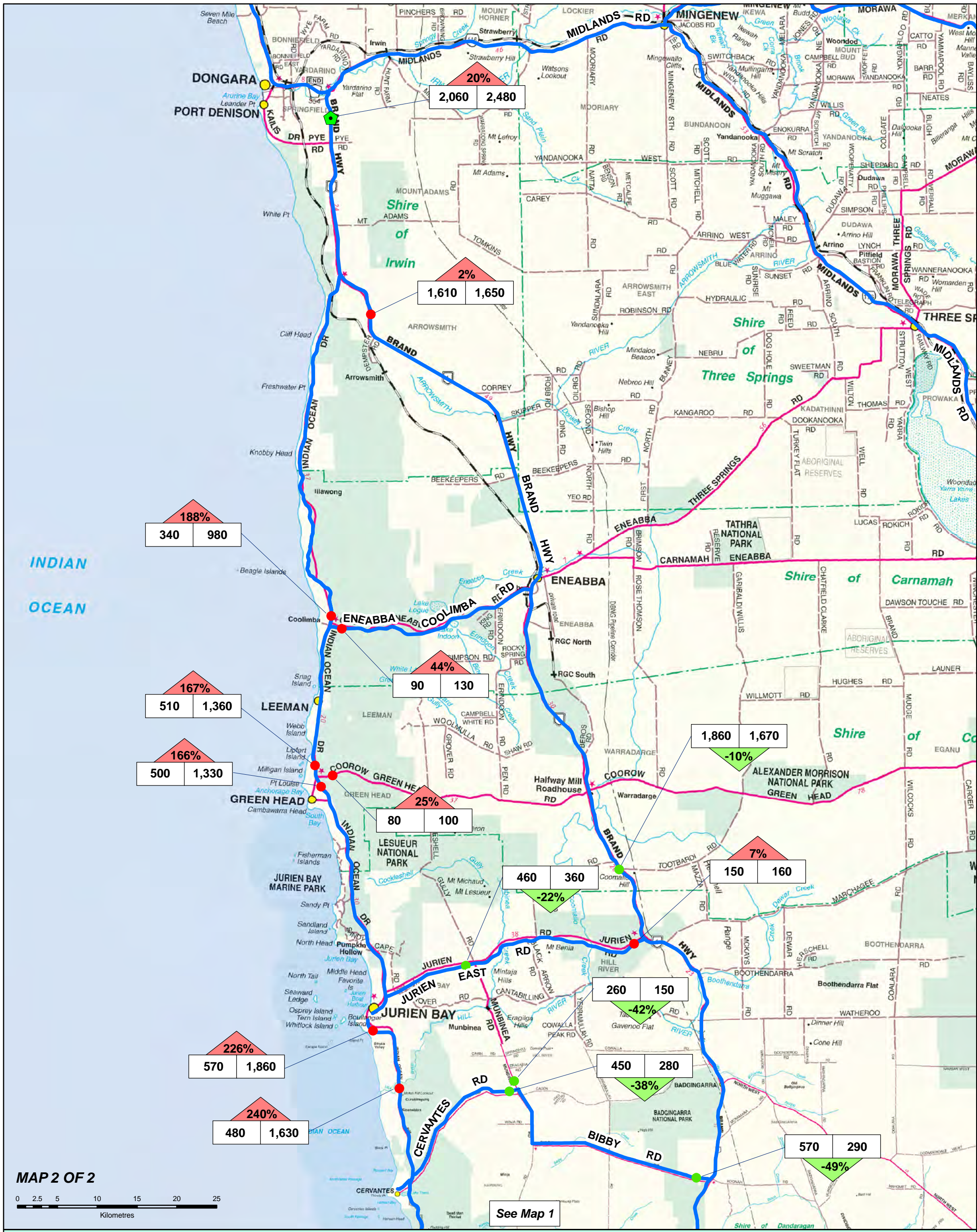
Short term traffic counts were undertaken over a nominal four week period immediately before and after the opening on 19 September 2010.

Network Performance Sites monitor traffic on a continuous basis.

ASSET AND NETWORK INFORMATION

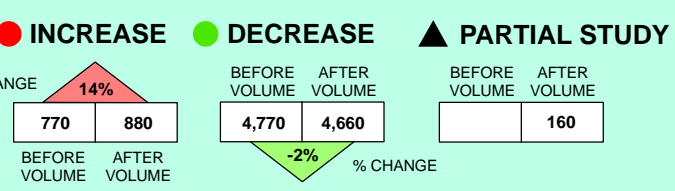
Job No: J25973 (c2441)
 TRIM Doc: 201021-0398/00
 Data Source: IRIS
 Data Currency: Nov 2010
 Date of Print: 18 - Jan - 11
 Page Size: A3





See Map 1

AVERAGE DAILY TRAFFIC VOLUMES (Monday - Sunday)



● NETWORK PERFORMANCE SITE

INDIAN OCEAN DRIVE

OCEAN FARM TO CERVANTES OPENING

Short term traffic counts were undertaken over a nominal four week period immediately before and after the opening on 19 September 2010.

Network Performance Sites monitor traffic on a continuous basis.

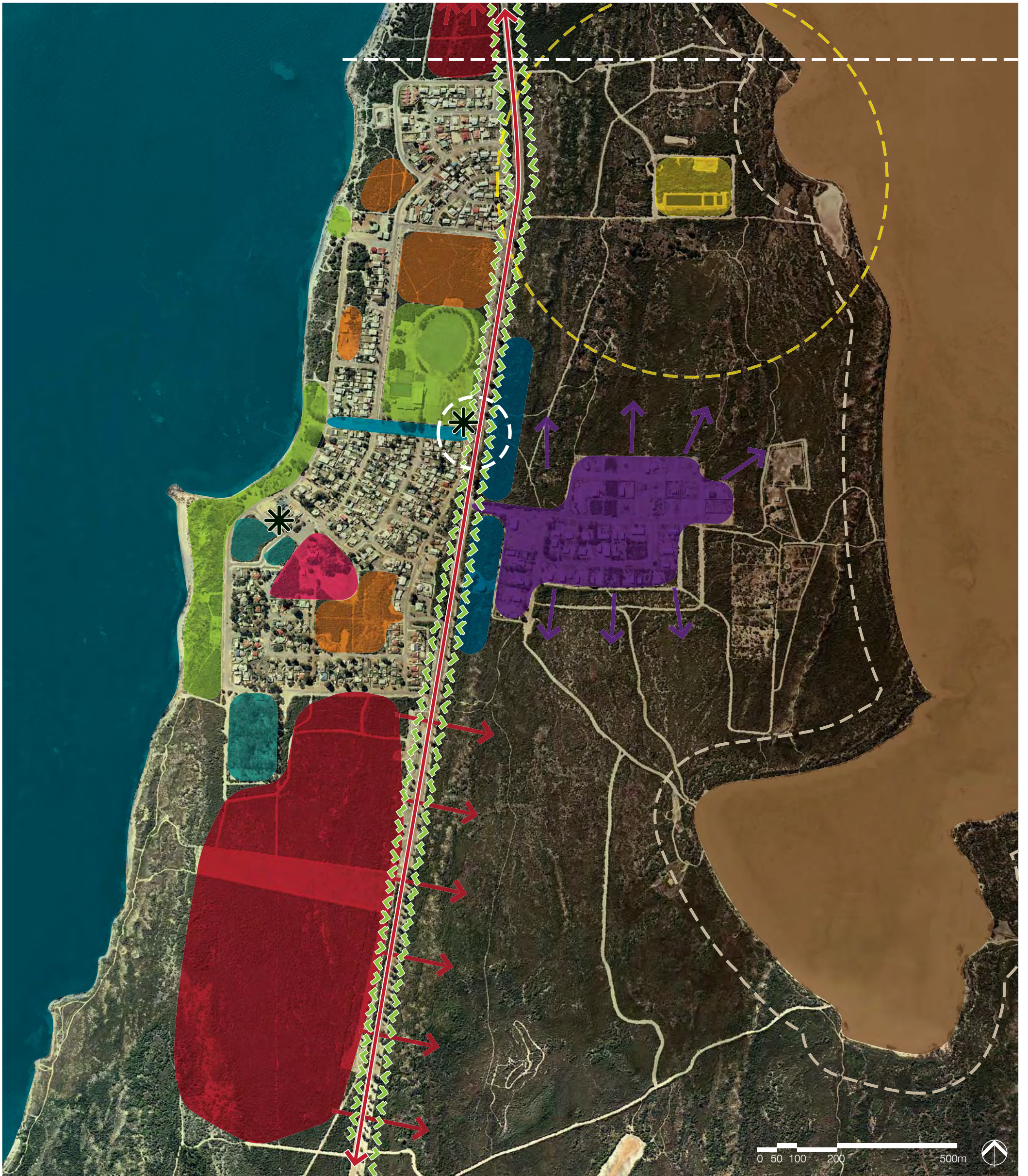
ASSET AND NETWORK INFORMATION

Job No: J25973 (c2441)
 TRIM Doc: 201021-0399/00
 Data Source: IRIS
 Data Currency: Nov 2010
 Date of Print: 18 - Jan -11
 Page Size: A3



Appendix C

Leeman and Green Head Opportunities and Constraints Maps



OPPORTUNITIES

- ➔ RESIDENTIAL EXPANSION TO THE NORTH AND SOUTH.
- RESIDENTIAL INFILL OPPORTUNITIES.
- ENHANCEMENT AND FORMALISATION OF EXISTING RECREATIONAL FACILITIES AND FORESHORE AREAS.
- UTILISATION OF RUDDOCK STREET AS MAIN STREET RETAIL AND COMMERCIAL HUB.
- TOURIST DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES WITH COASTAL LOCATION.
- INCREASED ACCESSIBILITY VIA INDIAN OCEAN DRIVE.
- ➔ EXISTING INDUSTRIAL ESTATE - ABILITY FOR EXPANSION.
- PRIMARY SCHOOL SITE - OPPORTUNITIES FOR SHARED FACILITIES

■ POSSIBLE HIGHWAY COMMERCIAL DEVELOPMENT

 TOWN GATEWAY OPPORTUNITY.

CONSTRAINTS

- SHIRE BOUNDARY.
- ✱ EXISTING AD HOC RETAIL/COMMERCIAL DEVELOPMENT.
- SEWER PONDS AND ASSOCIATED LAND USE BUFFER (500m).
- SALT LAKE AND ASSOCIATED LAND USE BUFFER (100m).
- PHYSICAL BARRIER OF INDIAN OCEAN DRIVE AND ASSOCIATED BUFFER.

LEEMAN OPPORTUNITIES & CONSTRAINTS

LEEMAN & GREENHEAD OPPORTUNITIES & CONSTRAINTS

DATE 11.02.2011

DWG NO 001

REV A

SCALE NTS

Level 1, 55 St Georges Tce, Perth, WA 6000 Australia

Tel +618 9346 0500
Fax +618 9221 1779

info@urbis.com.au
www.urbis.com.au

Urbis Pty Ltd ABN 50 105 256 288
Australia . Asia . Middle East





OPPORTUNITIES

- ➔ RESIDENTIAL EXPANSION AREA
- RESIDENTIAL INFILL OPPORTUNITIES.
- ENHANCEMENT AND FORMALISATION OF EXISTING RECREATIONAL FACILITIES AND FORESHORE AREAS.
- TOURIST DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES WITH COASTAL LOCATION.
- EXISTING INDUSTRIAL ESTATE - ABILITY FOR EXPANSION.
- UTILISATION OF GREENHEAD ROAD AS RETAIL BASED MAINSTREET
- ENHANCEMENT OF ENTRY ROADS, SIGNAGE, STREET TREES. CREATES STRONGER CONNECTIONS
- ABILITY TO RATIONALISE PUBLIC FACILITIES
- TOWN GATEWAY OPPORTUNITY.

CONSTRAINTS

- WASTE TREATMENT FACILITY AND ASSOCIATED LAND USE BUFFER (500m).
- TOWN DIVIDE CREATED BY GOLF COURSE
- NO FRONTAGE / GATEWAY TO INDIAN OCEAN DRIVE

GREENHEAD OPPORTUNITIES & CONSTRAINTS

DATE 11.02.2011

DWG NO 002

REV A

SCALE NTS

LEEMAN & GREENHEAD OPPORTUNITIES & CONSTRAINTS

Level 1, 55 St Georges Tce,
Perth, WA 6000 Australia

Tel +618 9346 0500
Fax +618 9221 1779

info@urbis.com.au
www.urbis.com.au

Urbis Pty Ltd ABN 50 105 256 288
Australia . Asia . Middle East



Appendix D

Workshop Outcomes Plan – Leeman

LEGEND:

-  Foreshore Reserve
-  Industrial and Light Industrial
-  Residential Development
-  Commercial, retail or tourism
-  Community Facility
-  Salt Lake
-  Primary Access Road

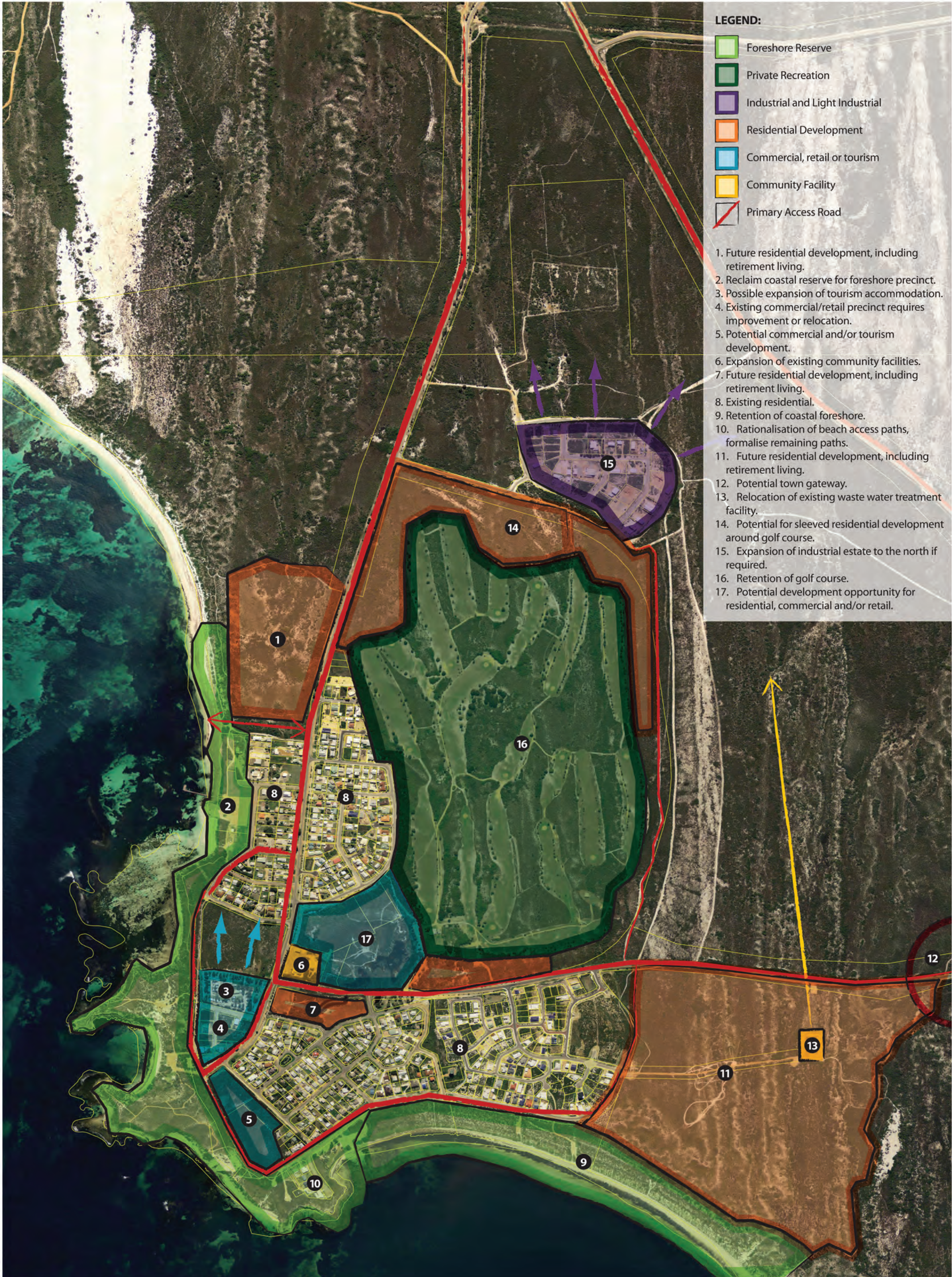
1. Future residential development, including retirement living.
2. Potential for marina development.
3. Foreshore precinct containing tourism, retail and community facilities. Possible site of ocean pool. Retain existing fishing facilities.
4. School and/or recreation facilities.
5. Relocation of existing waste water treatment facility.
6. Commercial/retail main street precinct, primarily along Rudduck St and possibly on sections of Nairn St.
7. Expansion of light industrial area to the north and east.
8. Retail existing light industrial are.
9. Provision of recreational facilities for salt lake, such as ablution block and shelter.
10. Aged care facilities.
11. Retention of existing commercial area.
12. Expansion of tourist accommodation.
13. Future residential development, including retirement living (higher priority).
14. Future residential development, including retirement living (lower priority).
15. Potential town gateway.
16. Potential infill behind school.



0 75 150 300 750

Appendix E

Workshop Outcomes Plan - Green Head





Appendix B

Literature Review

1 Literature Review

In order for the Leeman and Green Head Planning Strategy to be relevant and undertaken with due regard to other documents, a literature review of relevant documentation has been undertaken.

This section of the report involves an analysis of the following documentation:

- Shire of Coorow Town Planning Scheme No. 2
- Shire of Coorow Local Planning Policies
- Shire of Coorow Local Planning Strategy 2001
- Carnamah – Coorow Coastal Management Strategy 2008
- Shire of Coorow Coastal Limestone Risk Study
- Mid West Infrastructure Analysis
- Mid West Economic Perspective
- Mid West Regional Priority Plan
- National Sea Change Taskforce – A 10-Point Plan for Coastal Australia
- Tourism WA – Australia’s Coral Coast Tourism Development Priorities
- The Indian Ocean Drive Economic and Social Impact Study 2003

The findings from the analysis within this section will be utilised to ensure that the Planning Strategy is developed with an appropriating grounding of the localities surrounding statutory and strategic framework.

1.1 Shire of Coorow Town Planning Scheme No 2

The Shire of Coorow’s Town Planning Scheme No 2 was originally gazetted in July 2001. This replaced Town Planning Scheme No 1 which was prepared in 1985 and gazetted in 1988.

1.1.1 Aims

The Shire’s Town Planning Scheme No .2 forms the primary statutory document controlling and influencing the nature of development within Leeman and Green Head.

The primary aims overarching the scheme include the following:

- 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
- To safeguard and enhance the character and amenity of the built and natural environment of the Scheme area.

The aims of the scheme appear to welcome the expansion of Leeman and Green Head while seeking to preserve natural amenity as well as seeking to maintain a unique identity for each town.

1.1.2 Zones

There are 9 zones within the Shire's scheme, all of which are outlined below:

Table 1 – Shire of Coorow TPS Zones 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 and 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
--

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 Tourism Accommodation. It is evident that the town is set for expansion to the east, where a significant amount of Rural zoned land stretching along the coast is located.

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 for 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 landbank to the east of Indian Ocean Drive. This is partially affected however, by the presence of an Industrial zoned area.

Town Planning Scheme Observations

- Residential development within the Scheme area is generally dealt with by the Residential Design Codes
- Residential areas zoned for less than R20 are able to be approved at Councils discretion for grouped development of R20 subject to the connection of the lot to deep sewer
- Similarly, grouped housing at up to R30 may be approved by Council subject to the provision of deep sewer, a public advertising period and a minimum lot area of 1200m². Council also has to consider any affects on residential amenity, traffic, over-shadowing and local character.
- No building in Scheme area is permitted to exceed a height of 8 metres or two storey's. Buildings and structures required for agricultural use in Rural zones are excepted. Greater height may be permitted where Council resolved by absolute majority that a range of amenity and streetscape concerns are satisfied.
- Generally where areas have a split density (i.e. R12.5/15), the lower density applies unless Council is satisfied that satisfactory on-site effluent disposal can be achieved.
- Except where the Residential Design Codes apply, Council has discretion to approve a development that does comply with the requirements of the Scheme.
- Plot ratio on Commercial zoned areas is limited to 1.0, with a 50% bonus available where Council is satisfied on matters relating to access, car parking and other matters as raised by Council.
- Upper floors in Commercial may be used for shops, offices or residential accommodation providing that residential use is restricted to the upper floor and that residence is used only by the owner/occupier of the shop or office in the same building.
- Development on Indian Ocean Drive, Brand Highway and Midland Road is subject to a 200m setback, with landscaping required for 'harsh' structures.
- The Scheme has provisions for the use of Detailed Area Plans.

- There are particular site and development requirements for particular uses under the Scheme which are outlined in Table 2 from the Scheme below.

Control	Minimum Boundary Setback (metres)			Maximum Plot Ratio	Minimum Landscape Area %	Minimum Number of Car Parking Bays
	Front	Rear Average	Sides			
Use	Front	Rear Average	Sides			
Child Care Premises	7.5	7.5				1 for every 4 children plus 1 per employee
Consulting Room				0.4 in Res Zone 0.5 elsewhere	30 in Res Zone	3 for every consulting room
Educational Establishment	9.0	7.5	5.0		30	1 per full time employee, plus bays for students as determined by the Council
Fast Food Outlet				1.0		1 for every 10sqm retail floor area
Funeral Parlour				1.0	10	As determined by the Council (minimum 6)
Hospital	9.0	7.5	5.0	0.5	20	1 per 4 beds and 1 per employee
Hotel					10	1 for every bedroom plus 3 per 25sqm bar and lounge area plus 1 space per 2 employees
Industry General	7.5	10	5		15	1 per 2 employees
Industry Light	7.5	10	5		10	1 per 2 employees
Industry Service	7.5	10	5		10	1 per 2 employees
Library						1 for every 35sqm floor area
Motel	9.0	7.5	3 per storey	1.0	30	1 per unit, plus 3 spaces per 25sqm of service area plus 1 space per 2 employees
Office				1.0		1 for every 40sqm GLA
Private Clubs and Institutions				0.5		1 for every 4 persons accommodated
Reception Centre				0.5	30	1 for every 4 persons accommodated whom the building is designed to accommodate
Restaurant				1.0		1 for every 10sqm of GLA of 1 for every 4 seats provided, whichever is the greater
Service Station	7.5	7.5			5	1 for every working bay, plus 1 for each person employed on site
Shop				1.0		1 for every 20sqm GLA
Showroom				1.0	10	1 for every 100sqm GLA
Veterinary Centre					30	1 for every 10sqm GLA plus 1 for each person employed

1.2 Shire of Coorow Local Planning Strategy

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

The LPS represents a comprehensive 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 Leeman and Greenhead.

Some of the relevant observations of the LPS include:

- Leeman is the larger coastal settlement within the Shire, and is based around the fishing industry
- Green Head leverages off its scenic location, and is becoming a popular location for retirement
- Both settlements have been growing relatively steadily at 4% per annum, in contrast to a declining population in Coorow.
- Issues being faced at the time include squatter settlements along the coast and increased demand for rural residential accommodation.
- Leeman is partly seweraged while planning was underway at the time for wastewater facilities in Green Head.
- While having a historical tourist/holiday role, Green Head is establishing itself as a place for permanent residential accommodation
- Commercial activity remains very limited in all townsites.
- A Coorow Coastal Plan undertaken in 1995 found that Green Head required better pedestrian access to the coast and better parking facilities. Similarly for Leeman it was found that the town needs to balance the development of holiday accommodation along its coast and carefully manage its southern residential expansion.
- Commercial activity in Leeman is generally concentrated to the north of the townsite, while the town is expanding south.
- Rural land to the east of Indian Ocean Drive could possibly be used for rural residential subdivision however the land is prone to flooding.
- The Golf Course in Green Head is dividing the town into 'north and south' areas. Green Head also requires aged persons accommodation and car needs to be taken along development on the coast of the bay, where the shoreline is receding.

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

Leeman residents valued the coastal small town nature of the locality, including low crime and good recreational fishing opportunities. Residents also valued the towns' proximity to Geraldton. They were concerned in regards to low employment opportunities, potential overdevelopment and a lack of foreshore parking. Visions for the future included a shopping centre, coastal paths, 2000m² lots and more tourist facilities.

Similarly for Green Head residents, they valued the quiet lifestyle, low crime, golf course and coast. Concerns included a lack of public open space, limited children playing areas, a lack of community facilities for the aged and need for better landscaping in the town. Visions included a motel, retirement village, coastal paths, a boat launching facility and more rural lots. Residents also did not want to see the town continue to split into two.

In terms of strategies the LPS contains the following guidance to Leeman and Green Head.

1.2.1 Green Head

- Residential Areas
 - Council should enable the provision of a diversity of housing types, consistent with the Council's objective of positioning the town as a tourism destination. This is accompanied by a range of recommendations for split zonings reliant on deep sewer that now form part of the current Scheme.
- Commercial/Industrial Areas
 - These areas were said to need to rationalise access and car parking and to plan for incidental residential premises to commercial uses. Development of commercial facilities associated with the tourist industry were also encouraged.

1.2.2 Leeman

- Residential Areas
 - The town should generally retain the low density residential character of the town, except in some areas where medium density development may be appropriate. As with Green Head, split zonings were encouraged – dependent on the provision of deep sewer and taking into consideration of local amenity.
- Commercial/Industrial Areas
 - Development is encouraged in the Commercial area which is largely undeveloped.

1.3 Carnamah-Coorow Coastal Management Strategy

The Shire of Coorow in a joint exercise with the Shire of Carnamah engaged Planwest and Bayley Environmental Services to prepare the Carnamah-Coorow Coastal Management Strategy in 2008. The strategy analysis the natural ecosystem of the 42km coast and discusses the impact of settlement and human activity on the coast.

Some of the relevant recommendation to Green Head and Leeman include:

- The vehicle access point to South Bay in Green Head should be relocated 230m south to minimise conflict between bathers and vehicles.
- A coastal path between Leeman and Green Head should be constructed. This would be for hikers, joggers and walkers and consist of a rudimentary limestone pathway.
- Expansion of Leeman should progress northwards, possible requiring the excision of some land from the Beekeeper's Nature Reserve
- The Leeman Wastewater Treatment Plant may need to be relocated to facilitate the northward expansion of the town.
- The competition for services between Leeman and Green Head was noted, and the document says that a clear hierarchy needs to be established to avoid the duplication of commercial facilities. It is generally agreed that Leeman will continue as the more major local centre and that major facilities should be located within this town to service surrounding areas.

- To enable residential development of the Rural zoned land east of Indian Ocean Drive in Leeman, consideration should be given to rezoning the Industrial area east of the road to Light Industry to minimise impacts on any future residents.
- Consideration should be given to developing the Coolimba townsite 10km north of Leeman in the long term to complement growth in Leeman.
- The Green Head Wastewater Treatment Plant should be located as it is constraining the eastward expansion of the town due to the 500m buffer requirement. The expansion of the town along the bay is supported. The WWTP may be able to accommodate within the golf course site.
- The Green Head townsite should remain as a minor settlement. The large number of holiday homes makes it difficult to justify commercial investment in the town. Service within the town should remain for daily consumables only with greater needs being serviced by Leeman or Geraldton.

Carnamah-Coorow Coastal Management Strategy – Leeman Townsite Strategy



Carnamah Coorow Coastal Management Strategy – Green Head Townsite Strategy



1.4 Local Planning Policies

1.4.1 Policy 6.6.1 Time Limit on Planning Consent

This short policy sets out a valid Planning Consent period of 2 years, at the time which the approved project must be substantially commenced or completed.

1.4.2 Policy 6.6.4 Conditions for Subdivisions

Policy 6.6.4 sets out the conditions for subdivision to be applied in the Shire and undertaken by the relevant development of relevant government agency. Commercial and Residential land requires bitumen road, concrete kerbing, street drainage, underground power, a 1.8m wide concrete footpath and an unspecified contribution to public open space for passive recreation.

The policy states that for industrial land only bitumen roads, concrete kerbing, street drainage and underground power.

1.4.3 Policy 6.6.5 Home Occupation Approval – Renewal

Council powers to grant home occupation approval renewal are delegated to the CEO where the business has been operating within the conditions of approval and no complaints have been received by Council.

1.4.4 Policy 6.6.6 South Bay Development Guidelines

This policy outlines a range of development guidelines across the South Bay area in Green Head. 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 100m² 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.

1.4.5 Policy 6.6.8 Outbuildings

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 120m² whereas areas zoned R5 and below are permitted to have an outbuilding of up to 180m². Buildings are generally restricted to wall heights of 4m and total heights of 5m.

1.4.6 Policy 6.6.9 Temporary Accommodation Camps

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.

1.4.7 Policy 6.6.11 Extractive Industry

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.

1.4.8 Policy 6.6.12 Residential Design Codes – Setback Variations

The policy provides for a range of setback variations to those in the Residential Design Codes. 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.

1.4.9 Policy 6.6.13 Agro-Forestry, Plantations and Tree Crops

This policy covers the assessment of applications for agro-forestry, plantations and tree crops within the Shire. It is considered that this policy is not relevant to the Leeman and Green Town Site Strategy.

1.4.10 Policy 6.6.15 Intensive Agriculture

This policy covers the allowance of intensive agricultural activity on Rural zoned land. 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.

1.4.11 Policy 6.6.15 Sea Containers

Policy 6.6.15 outlines the Shire's approach to the use of sea containers. 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.

1.4.12 Policy 6.6.16 Short Stay Accommodation

This policy only applied to applications for Short Stay Accommodation on Residential zoned land. 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.

1.5 Shire of Coorow Coastal Limestone Risk Study

Landform Research prepared the Shire of Coorow Coastal Limestone Risk Study on behalf of the Shire in 2002. The purpose of the report is to analyse the risks of collapse of limestone structures along the coast of the Shire, and this was informed by comprehensive geotechnical investigations. There are locations along the coast that have low to extreme risk to the public.

Generally in proximity to Leeman, limestone cliffs are often less than 3m with low risk, and zero risk in sandy beach locations. There are some, more isolated, sections of cliffs with high risks.

In between Leeman and Green Head there are some cliffs of up to 7metres with extreme risk. North of Green Head, road and pedestrian access to cliffs of up to 4m with very high risk. Around Green Head itself there are headlands adjacent to picnic areas that carry extreme risk. These cliffs are overhanging and readily access from many locations within the town, and the risk is exacerbated during peak season. The report recommended the 'pulling down' of these cliffs or placement of boulders below them. It is not known if these recommendations have been actioned. Along South Bay in Green Head there is little risk.

A range of signs along the coast indicating to the public the danger of limestone risks were recommended. Again it is not known if this was actioned.

1.6 Other Documents

1.6.1 Mid West Infrastructure Analysis 2008

This document was prepared by the then Department of Infrastructure and Planning to develop infrastructure related recommendations for the Mid West Region.

The main implications for Leeman and Green Head include:

- Inland towns are generally experiencing a decline while coastal settlements are experiencing growth
- Significant growth is expected in Geraldton as a result of the Oakajee proposal, and this increased demand for housing and other amenities is expected to flow through the region particularly 'attractive coastal settlements' such as Leeman and Green Head.

- Most of the infrastructure recommendation centre on power and water upgrades not of direct relevance to the townsite strategy, there are however some of relevance:
 - A major refurbishment of the Leeman Police Station is scheduled to occur in 2013-2018.
 - The development of the Coolimba Power Project 20km south of Eneabba may require a 600 person construction camp to be located in Leeman. 100 permanent employees will be required that will be spread across towns in the area.
- Leeman and Green Head are identified in the top 6 towns that are anticipated to experiencing the greatest residential growth as a result of the development of the resource industry.
- A number of sites in Leeman are said to be available for infill development, which require some scheme amendments and land assembly. No specific sites were identified.
- There was at the time the document was published, 34.4ha of undeveloped residential zoned land in Leeman, 33.5ha of which is Unallocated Crown Land.
- There was at the time the document was published, 16.5ha of undeveloped residential land, 11.5 of which is Unallocated Crown Land.
- There is said to be plenty of spare capacity in terms of water, wastewater and power facilities to accommodate growth in Leeman and Green Head, with only 40% usage of power supplies. We understand, however, according to the Shire of Coorow that this is in fact incorrect, with both towns experiencing a lack of water. Leeman in particularly experience low water pressure during peak usage periods.

1.6.2 Mid West Economic Perspective 2006

This document was prepared in 2006 by the Department of Local Government and Regional Development to outline an economic perspective for the Mid-West Region.

The main implications from this perspective included:

- The outlook for the region is generally good, based on resource activity and associated infrastructure investment. This is complementing existing agricultural and fishing industries and the tourism industry is said to be expanding.
- The completion of Indian Ocean Drive will significantly increase the access of coastal communities such as Leeman and Green Head and Perth and as such represents a key opportunity to stimulate tourism activity in the area. Strategies to take advantage of this are encouraged to be developed.

1.6.3 Mid West Regional Priority Plan

This plan was developed in 2005 by the Western Australian Planning Commission to list a range of strategies to ensure the sustainable development of the Mid-West.

The recommendations are largely generic, however relevant strategies include:

- Encourage the establishment in indigenous tourism facilities and performance centres
- Support the establishment of eco and cultural tourism facilities
- A need for increased housing for independent seniors
- Substantial improvement to services and support for young people living in regional communities.

There were no place specific recommendations for Leeman and Green Head.

1.6.4 National Sea Change Taskforce Publications

The National Sea Change Taskforce was established in 2004 and now has 68 member councils. The organisation was established to represent the interests of coastal councils and communities and to help in the management of the sea change phenomenon.

The Taskforce has published a variety of publications that are intended to guide governments when planning for coastal communities.

A ten point plan has been produced which is intended to guide the formation of policy for sea change areas. The points with the document of relevance include:

- Continued growth is placing the coastal environment at risk from the impacts of climate change. Legal dilemmas are arising as a result of planning decisions on land sensitive to sea level rises and land-use risks such as subsidence. Sea level rises of 30cm in the next 50 years should be incorporated into planning. These factors play into issues such as insurance and land valuation.
- Coastal communities are also at the forefront of the impact of the ageing population. Despite their attractiveness to aged populations, there is a shortage of age appropriate accommodation in coastal communities and associated health facilities. Nursing homes, respite care and support groups are all lacking in these locations. Initiatives and places to stimulate inclusiveness with this demographic are also needed.
- Non metropolitan coastal areas are growing at a significantly higher rate than the national average, and now comprise 30% of the population. This trend is expected to continue over the coming decades with these communities expected to grow by almost 110% to 2050 compared to 64% nationally overall.
- Coastal communities are currently struggling to provide social infrastructure – particularly social services and community and cultural facilities.
- Care needs to be given to preserve productive agricultural land from coastal development
- Pressure on coastal communities has drastically reduced the availability of affordable housing in these areas. Affordable housing provision component requirements and the protection of existing low cost stock is encouraged (for example through limiting the scope for land use changes). Mobile homes are particularly under threat from increased coastal development. This situation is exacerbated by the fact that coastal communities are characterised by greater levels of socio-economic disadvantage than metropolitan areas. This can in particular result in the polarisation between existing residents and new, wealthier investors and holiday home purchasers.

1.6.5 Australia's Coral Coast Tourism Development Priorities

In early 2010, Tourism WA produced a report for each of WA's five tourism 'regions' to devise a set of priorities to develop the industry within these regions. Leeman and Green Head are both within the 'Coral Coast' region which stretches along much of WA's coast, from Cervantes to Exmouth. Even further, Leeman and Green Head are located within the Cervantes and Jurien Bay sub-region of the Coral Coast.

Some of the main points the documents are:

- The Shire of Coorow received only 11,000 intrastate, 1,300 interstate and 600 international visitors in 2008. This was low for the region, compared to, for example, 25,000 international visitors to Geraldton.

- The Cervantes and Jurien Bay sub-region are said to be in the development phase of their growth with opportunities for expansion that generally as yet have not been utilised. Compared to other area within 300km of Perth (such as Busselton, Margaret River), the sub-region is substantially underdeveloped and offers much less accommodation options.
- The sub-regions assets include its proximity to Perth, and its ability to position itself as a weekend destination from Perth. Activities generally focus on the coast – including surfing, camping and fishing. A large amount of visitors to the area generally only visit the Pinnacles in Nambung National Park to the south near Cervantes. Greater effort is required to entice travellers further north to other areas such as Leeman and Green Head.
- Priorities for the area generally include the upgrade of sections of Indian Ocean Drive and utility services, the provision of more accommodation and ensuring tourism facilities are incorporated in to key development projects and enhancement plans. More interpretive signage is also recommended along Indian Ocean Drive.

1.6.6 The Indian Ocean Drive Economic and Social Impact Study 2003

The study was commissioned by the Western Australian Planning Commission in 2003 and undertaken by Pracsys to assess the possible impacts of the completion of the final component of Indian Ocean Drive between Lancelin and Cervantes.

The study found that the road will result in increased residential development and tourism opportunities; however a large proportion of this growth will occur in southern coastal areas such as Jurien Bay.

Nevertheless, Leeman and Green Head were forecast to experience growth

- Leeman would grow from 638 people in 2006 to 788 in 2016, and
- Green Head would grow 322 people in 2006 to 398 in 2016.

Green Head was said to hold potential for Bed and Breakfast facilities and holiday apartments, and able to offer fishing and diving tours and learn to surf experiences. Leeman was said to have potential to host a resort style product and offer similar activities to Green Head with the potential for cafes and restaurants.



Appendix C

Information Sheet and Feedback Form



WE WANT YOUR INPUT



INTO THE LEEMAN & GREEN HEAD TOWNSITE STRATEGY



The Leeman and Green Head Communities are invited to participate in a **Community and Stakeholder Vision Workshop**, to help the Shire of Coorow set the direction of future growth and development of your towns.

When: **Sunday 13 February 2011**

Where: **Leeman Workshop 10:00am @ the Recreation Centre**
Green Head Workshop 2:00pm @ the Community Centre

Refreshments will be provided. We hope to see you there!
Please register your interest to attend with the Shire on 99531388.

SO...WHAT IS IT?

The Shire of Coorow has commenced the preparation of the Leeman and Green Head Townsite Strategy. The Strategy is intended to be the blue print for future development and potential expansion of the two towns for the next 15 years.

WHY IS IT NEEDED?

With the current 'sea-change' phenomenon being experienced by Australia's coastal towns and communities as well as increased visitation to the Midwest area generally, there is increasing interest and focus on Leeman and Green Head as a place to live, work and visit.

In light of a number significant infrastructure projects likely to take place in the region in coming years, including the completion of Indian Ocean Drive, both towns are forecasted to grow. Managing this growth and expansion is imperative to ensure the character and appeal of both settlements, is not compromised by future development. Ensuring there is adequate community and physical infrastructure (water, power sewer etc) in place to meet the needs of a growing population will also be important.



HOW WILL IT BE PREPARED?

The Shire has engaged town planning consultants, Urbis, to assist in the preparation of the strategy. In developing the expansion plans for the two towns, the following questions will be considered:

- What is the development vision for the towns of Leeman and Green Head looking forward 10 -15 years?
- Where and how should future urban growth occur, and what are some of the constraints that will need to be considered?
- Where are the most appropriate places for urban consolidation and redevelopment to occur to deliver a more integrated, sustainable and liveable urban environment for each town site;
- What form should new development take place, considering existing and potential future land value?
- What scale and density of development (residential, commercial, recreation, tourist and industrial) is more likely to deliver sustainable economic benefits and enhance, not erode, quality of life, lifestyle and access to services?
- What community and recreation facilities are required and where should they be located?

WHO IS INVOLVED?

Capturing the ideas and input of the community and other stakeholders, prior to and during the preparation of the Townsite Strategy is important to the Shire and will ensure the outcomes are soundly based and are working towards a shared vision.

A Project Steering Group comprised of Shire officers, government agencies and community representatives will oversee the project, and act as a review body through the various stages.

This will ensure the strategy is informed by a range of different perspectives ensuring a robust and sustainable outcome.

Broader community input will also be sought at key stages of the process, as shown in the diagram to the left.

Once a draft strategy has been prepared, you will also have the opportunity to comment on our ideas and proposals during the public advertising period, which will be held later this year.

CAN'T MAKE THE WORKSHOP?

Your input is important to us so if you are unable to attend, please fill out the feedback form attached to this information sheet, so your comments can still be considered.

CONTACT

If you have any queries, require any further information, or would like to register your interest in attending the Community Vision Workshop please contact the project team:

Dave Hadden - Manager Regulatory Services
Shire Of Coorow
99531388 or leemancso@coorow.wa.gov.au

Kris Nolan – Senior Planning Consultant
Urbis
9346 0500 or knolan@urbis.com.au





FEEDBACK FORM

What do you love about living in Leeman or Green Head? _____

What places are valued or special?

What places should be left 'as is'?

What places require improvement or have existing issues that are apparent?

What type of activities, places and development would you like to see in the future, in town and on the coast?

Where should we put new housing and industry?

How should the towns interact with each other? What are the synergies between the towns?

Thank you for your time and input.

Sydney

Level 21, 321 Kent Street
Sydney, NSW 2000
Tel: +61 2 8233 9900
Fax: +61 2 8233 9966

Brisbane

Level 7, 123 Albert Street
Brisbane, QLD 4000
Tel: +61 7 3007 3800
Fax: +61 7 3007 3811

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
Tel: +61 3 8663 4888
Fax: +61 3 8663 4999

Perth

Level 1, 55 St Georges Terrace
Perth, WA 6000
Tel: +61 8 9346 0500
Fax: +61 8 9221 1779

Australia • Asia • Middle East
www.urbis.com.au
info@urbis.com.au



LEEMAN AND GREEN HEAD TOWNSITE LOCAL PLANNING STRATEGY



DEPARTMENT OF PLANNING
14 DEC 2012
FILE DP/10/0250

ENDORSEMENT OF LEEMAN AND GREEN HEAD TOWNSITE LOCAL PLANNING STRATEGY

The Western Australian Planning Commission resolved on 11 September 2012 to endorse the Local Planning Strategy, as a guide for future subdivision within the locality.

Signed for and on behalf of the Western Australian Planning Commission

T. Shillington

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

M. Wieclaw Witness 3 January 2013 Date

