



Chinatown-Old Broome Precinct Structure Plan

AUGUST 2026

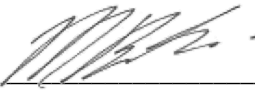
Endorsement Page

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

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

01 OCTOBER 2026

Signed for and on behalf of the Western Australian Planning Commission



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

Anne Woodin

Witness

08 OCTOBER 2026

Date

08 OCTOBER 2036

Date of Expiry

Revision Letter	Date	Reason for Issue	INITIAL
A	29-08-2023	Work in Progress Draft for Client Review	NS
B	12-09-2023	Draft - Part 1 and Part 2	NS
C	31-10-2023	Final Draft - Council Consent to Advertise	NS
D	19-09-2024	Final Draft for Advertising – incorporating changes adopted by Council August 2024	NS
E	12-02-2026	WAPC Approved Modifications	RS
F	01-08-2026	WAPC Approved Modifications	RS

Project No: 44607

Project Name: Chinatown/Old Broome – Precinct Structure Plan

Prepared for:



Project Team:

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

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EXECUTIVE SUMMARY

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

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

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

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

The vision is that:

The Chinatown-Old Broome Precinct is a place with many layers, connected visually and physically to its rich cultural heritage and natural environment. Diverse land uses, open spaces, and building types provide shade, greenery, and activity which celebrates its role as regional centre of the Kimberley.

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

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

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

It incorporates the following:

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

STRUCTURE PLAN SUMMARY TABLE

ITEM	DATA	STRUCTURE PLAN REF
Total area covered by the structure plan	133 hectares	Part One - Section 1.1
Area of each land use proposed <ul style="list-style-type: none">+ Regional Centre+ Mixed Use+ Tourism+ Residential R50+ Residential R30+ Residential R10+ Public Purposes	<ul style="list-style-type: none">+ 14.5 hectares+ 17.9 hectares+ 1 hectare+ 10.2 hectares+ 8.3 hectares+ 11.6 hectares+ 14.3 hectares	Part Two - Section 4.5.3 Land Use Mix
Estimated Number of Dwellings	Current: 850 dwellings Target: 2,107 dwellings	Part Two - Section 4.5.5 Residential Densities
Estimated Residential Site Density	Current: 10.9 dwellings / hectare Target: 27 dwellings / hectare <i>Note: based on 77.8 hectares of urban zoned land</i>	Part Two - Section 4.5.5 Residential Densities
Estimated Population	Interim (10 Years) Estimate: 2,867 people Ultimate Estimate: 5,688 people <i>Note: based on average household size of 2.7 people</i>	Part Two - Section 4.5.5 Residential Densities
Number of High Schools	0	
Number of Primary Schools	1	
Estimated Area and Percentage of Public Open Space given over to: <ul style="list-style-type: none">+ Pocket Park+ Local Park+ Neighbourhood Park	<ul style="list-style-type: none">+ 0.37 hectares (0.27%)+ 0.72 hectares (0.54%)+ 7.78 hectares (5.85%)	Part Two - Section 4.3.1 POS Network
Estimated Percentage of Natural Area	8.58 hectares (6.45%)	Part Two - Section 4.3.1 POS Network

PART ONE:

IMPLEMENTATION

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ABBREVIATIONS

ABS	Australian Bureau of Statistics
ASS	Acid Sulfate Soils
CHRMAP	Coastal Hazard Risk Management and Adaptation Plan
COBP	Chinatown-Old Broome Precinct
COBPSP	Chinatown-Old Broome Precinct Structure Plan
EDS	Shire of Broome Economic Development Strategy 2021-26
EPA	Environmental Protection Authority
CPTED	Crime Prevention Through Environmental Design
DBCA	Department of Biodiversity, Conservation and Attractions
DPLH	Department of Planning Lands and Heritage
DWER	Department of Water and Environmental Regulation
LPP	Local Planning Policy
LCS	Local Commercial Strategy
LPS	Local Planning Strategy
LPS7	Shire of Broome Local Planning Scheme No.7
MRWA	Main Roads Western Australia
NBY	Nyama Buru Yawuru
PAW	Public Access Way
PMD	Personal Mobility Device
POS	Public Open Space
PTA	Public Transport Authority
REIWA	Real Estate Institute of Western Australia
SCP	Strategic Community Plan
SEIFA	Socio-Economic Indexes for Areas
SPP	State Planning Policy
TEC	Threatened Ecological Community
UHI	Urban Heat Island
WAPC	Western Australian Planning Commission
WMS	Water Management Strategy
WSUD	Water Sensitive Urban Design



01

STRUCTURE PLAN OPERATION



1.1 PRECINCT STRUCTURE PLAN AREA

The Chinatown-Old Broome Precinct Structure Plan (COBPSP) shall apply to the land contained within the inner edge of the line denoting the precinct boundary as shown on **P1 - Figure 2**.

The Chinatown-Old Broome Precinct (COBP) totals an area of 133 ha.

1.2 OPERATION

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

1.2.1. SCHEME RELATIONSHIP

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

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

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

Due regard must also be given to any adopted Local Development Plans, which shall operate in accordance with the requirements of **Section 2.3**.

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

- + Local Planning Policy 5.13 - Design Guidelines Town Centre Zone
- + Local Planning Policy 5.16 - Old Broome Development Strategy
- + Chinatown Development Strategy (2013)
- + Old Broome Development Strategy (2014)
- + Chinatown Design Guidelines

1.2.2. INTERPRETATIONS

The COBPSP applies the same definitions as set out in the *Planning and Development Act 2005* or *State Planning Policy 7.3 Residential Design Codes Volume 1 and Volume 2*. Unique definitions or interpretations for the COBPSP are set out as follows:

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

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

“Frontage Type” refers to various frontage types set out in the COBPSP. These frontage types are used to ensure desired streetscape approaches can be met.

“Linear Park” refers to the proposed upgrade of the Hamersley Street Road Reserve (a concept plan to illustrate the intent is provided in Part 2).

“Consolidated Site” refers to any property or properties that form part of a single development application. This can include more than one site where it can be demonstrated that the properties are in sole ownership and/or that an agreement has been reached between all individual landowners who form part of the development application.

1.2.3. VARIATION TO THE R-CODES

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

R-CODES VOLUME 1

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

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

R-CODES VOLUME 2

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

P1 - Table 1: R-Codes Volume 1 Variations

COBPSP SECTION	R-CODES VOLUME 1 - PART B		R-CODES VOLUME 1 - PART C	
	ELEMENT	VARIATION	ELEMENT	VARIATION
2.2.2 Building Height	5.1.6 Building Height	2.2.2(1-3) replaces C6	3.2 Building Height	2.2.2(1-3) replaces C3.2.1
2.2.3 Site Cover	5.1.4 Open Space	2.2.3(1) replaces C4	3.1 Site Cover	2.2.3(1) replaces C3.1.1
2.2.4 Setbacks	5.1.2 Street Setback	2.2.4(1) replaces C2.1(i) and C2.2	3.3 Street Setbacks	2.2.4(1) replaces C3.3.1
	5.1.3 Lot Boundary Setback	2.2.4(1) replaces C3.1(i)	3.4 Lot Boundary Setbacks	2.2.4(1) replaces C3.4.1
2.2.5 Streetscape	5.2.3 Street Surveillance	Additional requirements	3.6 Streetscape	Additional requirements 2.2.5(1) replaces C3.6.7
	5.2.4 Street walls and Fences	2.2.5(1) replaces C4.1		
	5.4.4 External Fixtures, Utilities and Facilities	2.2.5(1) amends C4.3 and C4.4		
2.2.7 Landscape, Deep Soil and Tree Canopy	5.3.2 Landscaping	2.2.7(3) replaces C2.2 2.2.7 (1-2) Additional requirements	1.2 Trees and Landscaping	2.2.7(3) replaces C1.2.1 and C1.2.4 2.2.7 (1-2) Additional requirements
2.2.8 Open Space and Outdoor Living Areas	5.3.1 Outdoor Living Areas	2.2.8(1-3) amends C1.1	1.1 Private Open Space	2.2.8(1-3) amends C1.1.2 and C1.1.2.
2.2.9 Car Parking and Vehicle Access	5.3.3 Parking	2.2.9(1) replaces C3.1	2.3 Parking	Additional requirements
	5.3.5 Vehicular Access	2.2.9(2-3) amends C5.1 2.2.9(4) amends C5.3 (dot point 1)	3.7 Access	Additional requirements
2.2.12 Solar Access and Natural Ventilation	NA		2.2 Solar Access and Natural Ventilation	2.2.11(4) amends C2.2.4 and C2.2.5. 2.2.11(1.5-9) Additional Requirements
2.3.3 Urban Water Management	5.3.9 Stormwater Management	2.3.3(1-5) amends C9	1.4 Water Management and Conservation	2.3.3(1-4) amends C1.4.1
3.1 Information to be Submitted	NA		2.4 Waste Management	Additional requirements

1.3 PURPOSE

The following objectives apply to all areas within the COBPSP area. Planning and development in the COBP shall have due regard for the following objectives.

1.3.1. URBAN ECOLOGY

- + Adopt an environmentally sustainable approach to development within the COBP which appropriately manages interfaces with environmentally sensitive areas including impacts of water management on Roebuck Bay.
- + Create a green urban centre supported by open spaces, streets, and development sites which promote enhanced tree canopy to lessen impacts of climate change and urban heat island effect.
- + Recognise and celebrate local Aboriginal culture, historical cultural and built heritage in the design of buildings and public spaces.
- + Ensure that the significance of Chinatown's remaining built heritage is conserved and interpreted.
- + Promote environmentally sustainable practices, including resource efficiency (energy, water, waste, air quality, material selection, urban green infrastructure) at all stages of development.

1.3.2. URBAN STRUCTURE

- + Establish a highly interconnected urban environment that links key precincts together through enhanced pedestrian and cyclist connections.
- + Ensure that new development provides lot and block configurations that are flexible and adaptable, to change with the precinct's needs over time.
- + To achieve better physical and visual connections between Chinatown-Old Broome and its natural environment; specifically the mangroves, Roebuck Bay and inter-tidal marshland.

1.3.3. PUBLIC REALM

- + Create high quality connected public spaces that permit a range of recreation and social activities, retain mature trees where possible, and foster high quality development along their edges.
- + Encourage an attractive urban environment through the use of high-quality design, materials, street furniture, and public art.
- + Enhance the quality and consistency of streetscapes through targeted enhancements which includes new planting and retention of existing vegetation where appropriate.
- + Ensure water sensitive urban design (WSUD) principles are better integrated into the design of the public realm.

1.3.4. MOVEMENT

- + Create a permeable, well connected movement network that provides legible and high amenity linkages.
- + Movement network upgrades are prioritised towards enhancing the quality and safety of pedestrian and cyclist movement.
- + To enhance the public transport available to Broome residents and visitors such that it becomes a real option for travel to and from the COBP.
- + To ensure provision of end-of-trip facilities within the COBP, to support cycling as a viable mode of transport.
- + Minimise the negative impacts of car parking on the visual and functional amenity of the precinct.

1.3.5. LAND USE

- + Foster the provision of a balanced and diverse mix of uses which contribute to an active and interesting public and private realm, including both day and night time activities.
- + Encourage increased development intensity, through mixed use development in key precincts.
- + Promote sensitive infill development through a transition of residential densities that respond to existing character.
- + Ensure that Chinatown remains as the Central Business District and historic centre of Broome, encouraging and facilitating a broad range of employment opportunities.

1.3.6. BUILT FORM

- + Provide high-quality streetscapes through well considered approaches to building frontages, which ensure active street front buildings in key areas.
- + Ensure new development is responsive to place and does not detract from the existing character, particularly in Chinatown as the historic centre of Broome.
- + Building design is site and climate responsive, with buildings oriented and designed to maximise natural cross ventilation and capture cooling breezes.
- + Ensure that the design and location of outdoor living areas is responsive to climate by providing adequate shade, and is appropriate to the intended use of the occupants.
- + Ensure that the design of new buildings in Chinatown minimises the risk to life and property as a result of floods or cyclones, without adversely affecting the amenity and character of Chinatown.
- + Building design incorporates Crime Prevention Through Environmental Design (CPTED) principles and promotes safe and active spaces during both day and night.

1.4 STAGING

The COBPSP identifies critical staging/implementation actions, which give consideration to short term (0-5 years), medium term (5-10 years) and long term (10+ years) aspirations. Such actions are set out in **P1 - Table 2 to P1 - Table 6**, noting that those actions listed as long-term, extend beyond the (initial) life of this structure plan (once operational).

P1 - Table 2: Urban Ecology Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Shire to liaise with Yawuru and provide necessary support to assist with statutory implementation of the proposed Kimberley Cultural Centre. Investigations should also consider potential opportunities for parking on Carnarvon Street.	Shire of Broome	NBY
Medium	Liaise with Yawuru and other landowners to investigate options for completion of the Roebuck Bay Coastal Walk (including an interpretive path and lookouts through the mangroves) as part of the Broome Jetty to Jetty Walk.	Shire of Broome	NBY, Impacted Landowners
	Develop a strategy for the land north of Gray Street, with a view to support temporary development for residential and/or short term residential purposes, and address how the Broome Townsite Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) any public works will be designed to complement the Yawuru Conservation Estate and its natural and cultural values.	Shire of Broome	Nyamba Buru Yawuru (NBY), DPLH

P1 - Table 3: Urban Structure Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Long	Collaborate with relevant stakeholders to support long-term redevelopment of the Broome Regional Prison catalyst site. Redevelopment to consider new east-west link between Hamersley and Carnarvon Streets connecting to the proposed Kimberley Cultural Centre.	Shire of Broome	NBY and Department of Justice, DPLH

P1 - Table 4: Public Realm Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Prepare a detailed concept plan for Male Oval, which considers the proposed design included in Part 2 of the COBPSP.	Shire of Broome	Impacted Landowners
	Prepare a detailed concept plan for the Hamersley Street Linear Park, which considers the proposed design included in Part 2 of the COBPSP. This should be delivered in stages and requires careful coordination of drainage and other infrastructure.	Shire of Broome	Impacted Landowners
	Prepare a Foreshore Management Plan for the Conti Foreshore, this should also include opportunities to enhance access to Bedford Park with connectivity across Hamersley Street.	Shire of Broome	Impacted Landowners
	Undertake investigations to explore opportunities to revegetate existing drainage reserves.	Shire of Broome	Impacted Landowners
Medium	Develop a street tree master plan and/or planting palette to guide delivery of street greening in the COBP, this should be undertaken in collaboration with NBY to determine appropriate species. Implementation plan should consider timing and prioritisation of streets for additional greening.	Shire of Broome	NBY

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Ongoing	Shire to collaborate with NBY to set up framework which allows early engagement with the Yawuru Cultural Reference Group for major public realm / public art projects in the precinct.	Shire of Broome	NBY

P1 - Table 5: Movement Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Short	Continue to advocate for the expansion of the existing public transport network to enable better connectivity throughout the COBP and broader Broome Townsite.	Shire of Broome	State Government, Impacted Landowners
	Undertake parking investigations and develop a Parking Management Strategy to resolve current parking issues on Hamersley Street associated with Broome Regional Prison.	Department of Justice	Shire of Broome
	Undertake parking investigations and develop a Parking Management Strategy to resolve current parking issues on Walcott Street associated with Broome Hospital.	Western Australian Country Health Service	Shire of Broome
	Street upgrades to be explored along priority pedestrian routes. Upgrades to consider enhanced pedestrian and cyclist amenity including greening, path upgrades, and lighting where necessary. Priority routes include: <ul style="list-style-type: none">+ Hamersley Street+ Carnarvon Street+ Frederick Street+ Guy Street	Shire of Broome	Impacted Landowners
Long	Undertake investigations to confirm suitability and necessity of Anne Street extension (connecting to Hamersley Street).	Shire of Broome	Impacted Landowners
	Undertake further investigations to determine suitability of the proposed Gray Street Extension. The ultimate alignment and configuration to be confirmed and changes to be made to the structure plan where necessary.	Shire of Broome	Impacted Landowners

P1 - Table 6: Land Use and Built Form Actions

PRIORITY	ACTION	RESPONSIBILITY	STAKEHOLDERS
Long	Collaborate with relevant stakeholder to support long-term redevelopment of the Broome Regional Prison catalyst site, this will likely require both a structure plan and scheme amendment to change the zoning designation of the site to Mixed Use. Intended outcomes to be achieved as follows: <ul style="list-style-type: none">+ Development must front the proposed linear park, providing a high degree of activation and passive surveillance over the park.+ Active ground floor uses are preferred.+ Crossovers onto Hamersley Street are to be limited, internal parking and access to be located at the rear of the site where possible.	Shire of Broome	NBY and Department of Justice, DPLH



02

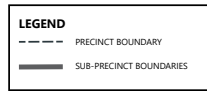
SUBDIVISION AND DEVELOPMENT REQUIREMENTS



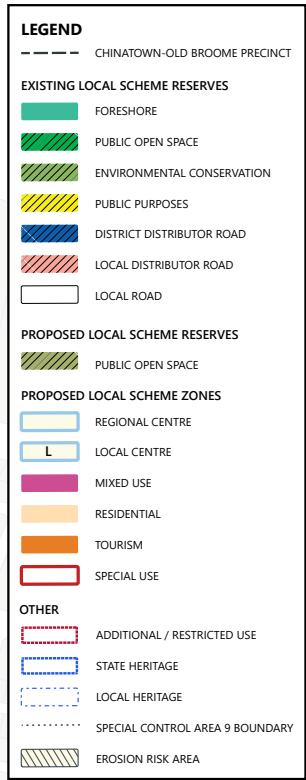
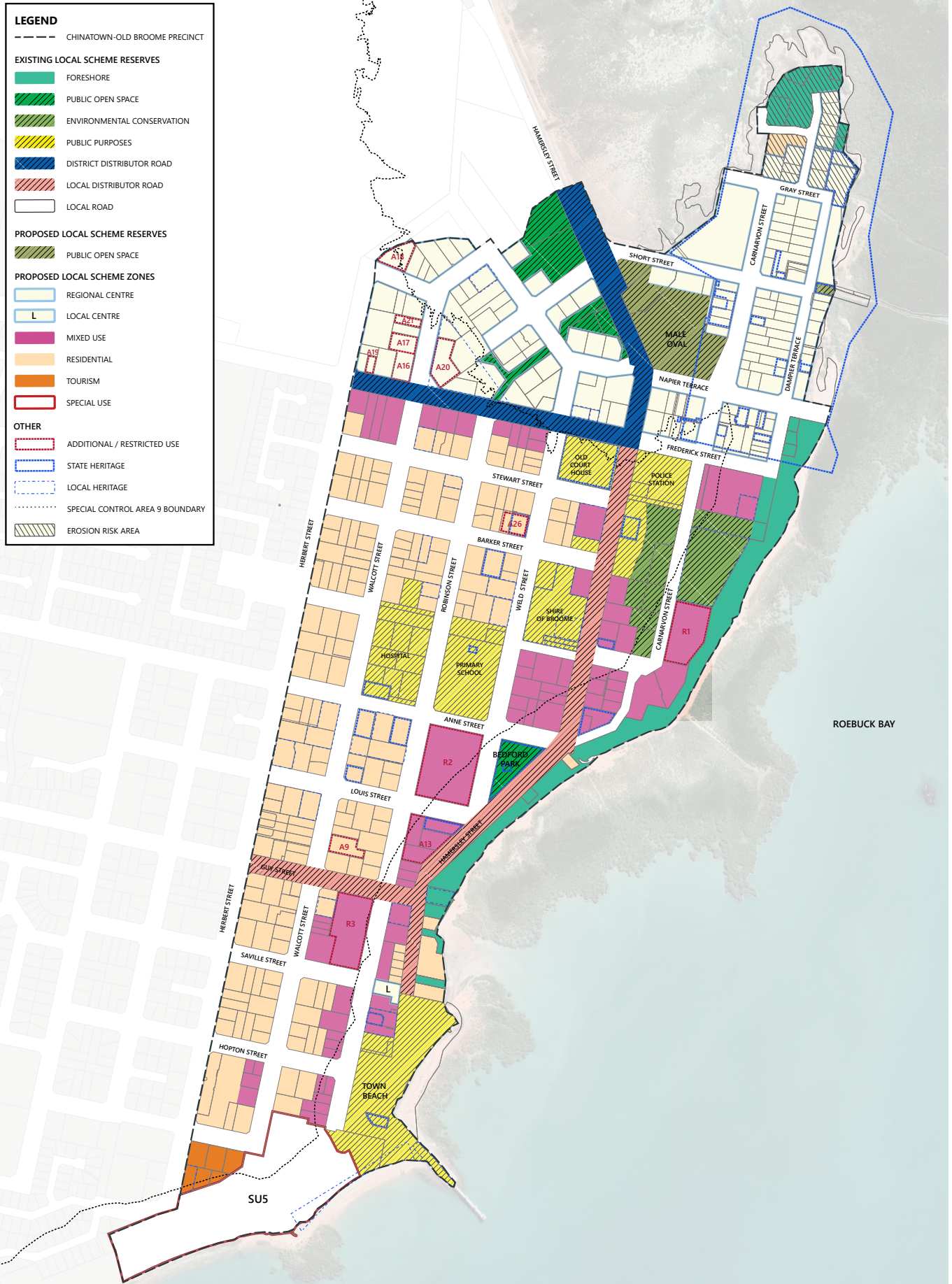
2.1 LAND USE ZONES AND RESERVES

2.1.1. LAND USE PERMISSIBILITY

- 1. Land use permissibility within the COBPSP shall be determined in accordance with the Zoning Table set out in the Scheme.
- 2. Preferred land uses shall be considered when assessing Development Applications within relevant sub-precincts as set out in **Section 3**.



P1 - Figure 1: COBPSP - Sub-Precincts



P1 - Figure 2: COBPSP - Structure Plan Map

2.2 GENERAL REQUIREMENTS

This section provides an overview of the development standards which apply to all subdivision and development in the COBPSP area. These standards shall be read in conjunction with the Sub-Precinct Development Requirements (Section 3).

2.2.1. DENSITY AND R-CODES

1. Residential density shall be in accordance with **P1 - Figure 3** and the Scheme.

2.2.2. BUILDING HEIGHTS

GENERAL

1. Building heights shall comply with the minimum and maximum building heights set out in **Section 3**.
2. The Obstacle Limitation Surface for Broome International Airport must not be penetrated by any building or structure as set out in the Scheme.

BONUS HEIGHT CRITERIA

3. A maximum height of five (5) storeys may be considered on lots zoned 'Mixed Use' at the discretion of the Shire of Broome, where it can be demonstrated that the following criteria can be met:
 - (a) The property is located on a single consolidated site, with a minimum site area of **3,500m²**; AND
 - (b) Is consistent with the objectives of both the COBPSP (**Section 1.2**) and relevant Sub-Precinct (**Section 3.1**); AND
 - (c) Can demonstrate how the design responds to Broome's climate and landscape character; AND
 - (d) Can demonstrate how the design minimises the amount of hardstand at-grade parking (parking is to be delivered in undercroft and/or semi-basement solutions); AND
 - (e) Demonstrate how dwelling diversity is maximised to provide smaller dwellings for key workers; AND
 - (f) Demonstrate how existing mature vegetation can be retained and co-located within soft landscaping areas; AND
 - (g) Demonstrate how the design provides separation between buildings within the site; AND
 - (h) Demonstrate that the design permits winter sun (mid-day, June 21) penetration to any adjoining or adjacent residential zoned land.
 - (i) Development contributes to an enhanced streetscape by upgrading adjoining verge spaces through newly planted trees and integration of WSUD landscape features.

FLOOR HEIGHTS

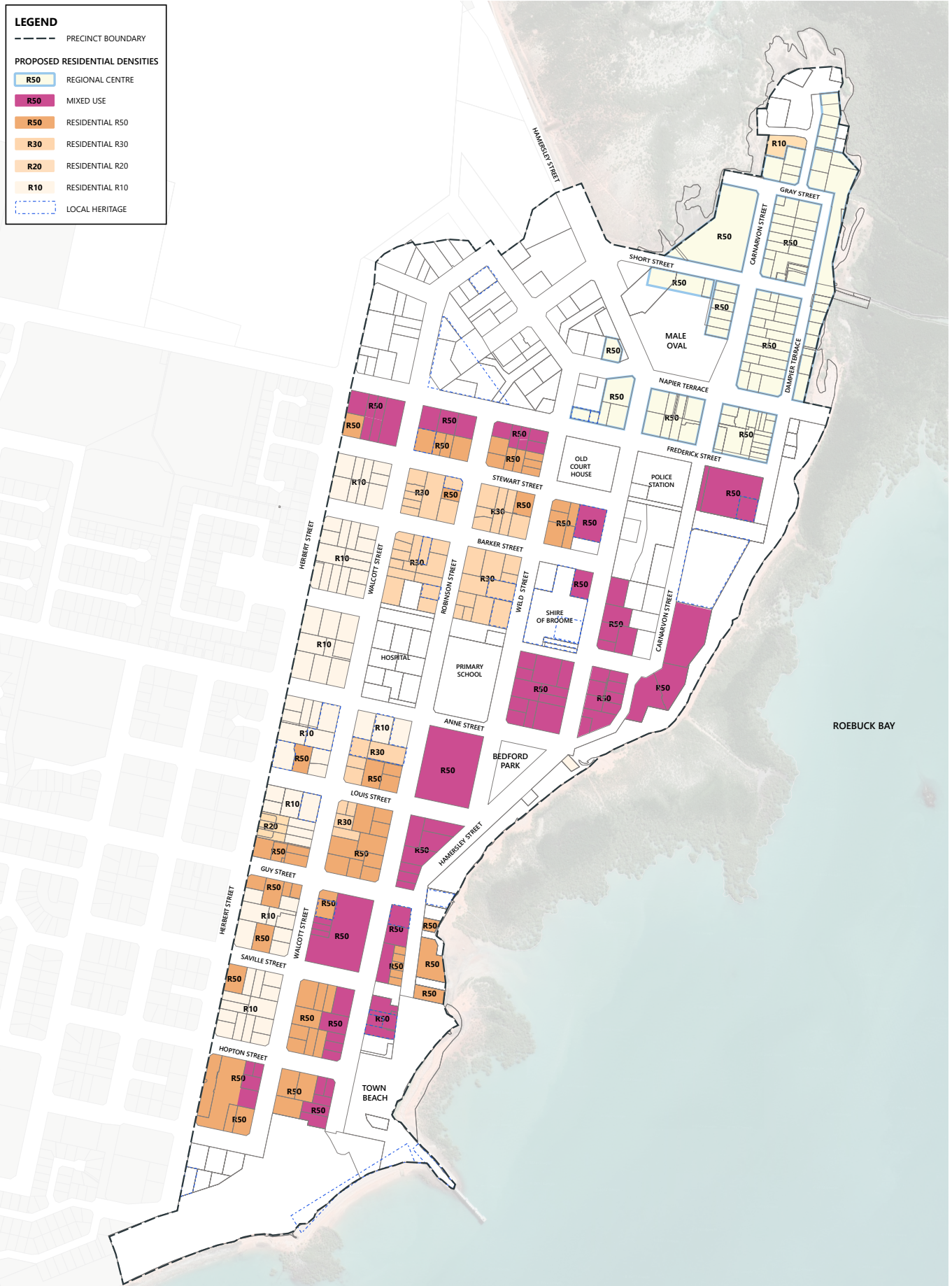
4. To promote adaptability for future uses, any ground floor residential development in the Regional Centre or Mixed Use zone is encouraged to provide more generous than typical ground floor heights to support potential future conversion to non-residential uses.

2.2.3. SITE COVER

1. Development on each site does not exceed the maximum site cover percentages set out in **Section 3**.

2.2.4. SETBACKS

1. Setbacks shall comply with the minimum and maximum setbacks set out in **Section 3**.



P1 - Figure 3: COBPSP - Residential Density Plan

1. Building frontages are delivered in accordance with the requirements set out in **P1 - Table 7**. Refer to the Sub-Precinct Plans in **Section 3 (P1 - Figure 6 - P1 - Figure 12)** for building frontage locations.

FRONTAGE TYPE	REQUIREMENTS
All Frontage Types	<ul style="list-style-type: none"> + Development on corner lots must address both street frontages. + All verandahs, awnings and other overhangs must provide a minimum vertical clearance of 2.8m above the finished footpath level, and designed to ensure they do not inhibit trees achieving full mature canopies. + Utilities and service areas must not negatively impact the amenity of the public realm or adjoining properties: <ul style="list-style-type: none"> - Services, including air conditioning units, satellite dishes and other plant and equipment, must be located to minimise visual and acoustic impact on neighbouring properties and the street and public realm. - All service meters must be contained within development lots, and screened and integrated into the overall development. - Air conditioning must not be visible from the street and must not be visible above the roof line of buildings on street facing elevations.
Main Street	<ul style="list-style-type: none"> + Development to provide active uses at the ground floor, ensuring strong relationship between the building and the street. <ul style="list-style-type: none"> - Alfresco dining and uses that open out onto the street are strongly encouraged. - Alfresco structures within verge areas must provide integrated public access ways through alfresco areas, at a minimum width of 2m. + Development fronting the street to provide continuous weather protection and shading along footpaths through the use of awnings, colonnades and verandahs of a minimum width of 3m for the full length of the building frontage. + Development must avoid blank walls/façades and large extents of non-operable glazing, and avoid the use of reflective or dark glazing, permanent window coverings, opaque film, signage or any device that prevents a visual connection with the street. + Upper level balconies and/or windows must overlook the street and other public areas. + Any onsite parking is not permitted to be located in the street setback area, and must not be visible from the public realm. + Building entrances must optimise visibility and safety through being positioned in a prominent location within clear view of the street frontage, oriented towards the street with lighting. + Edges of large-format retail stores or complexes must ensure that there are active frontages to all public streets with the active frontage flanked by smaller-scale premises, active uses and other features that promote street activation and passive surveillance of the street.

FRONTAGE TYPE	REQUIREMENTS
Urban	<ul style="list-style-type: none"> + Development to front and provide an urban edge to the street. <ul style="list-style-type: none"> - Alfresco dining and active uses that open out onto the street are encouraged. - Alfresco structures within verge areas must provide integrated public access ways through alfresco areas, at a minimum width of 2m. + For residential development, the Acceptable Outcomes set out in the following sections of the <i>R-Codes Volume 2</i> apply: <ul style="list-style-type: none"> - Section 3.6 Public Domain Interface. - Section 3.7 Pedestrian Access and Entries. + For non-residential development, the following applies: <ul style="list-style-type: none"> - Where street setbacks are provided high-quality landscaping is required to provide an attractive streetscape. - Onsite parking is permitted in the street setback area, however, this must be setback 3m from the street boundary and be located behind high-quality landscaping. - Development must avoid blank walls/façades, and large extents of non-operable glazing.
Commercial	<ul style="list-style-type: none"> + Development is encouraged to front the street with parking at the rear. <ul style="list-style-type: none"> - Where onsite parking is provided in the street setback area, it must be setback 3m from the street boundary and be located behind high-quality landscaping. + Awnings and verandahs are encouraged.
Residential	<ul style="list-style-type: none"> + For single dwellings, the R-Codes Volume 1 apply. + For grouped and multiple dwellings, the Acceptable Outcomes set out in the following sections of the <i>R-Codes Volume 2</i> apply: <ul style="list-style-type: none"> - Section 3.6 Public Domain Interface. - Section 3.7 Pedestrian Access and Entries. + Solid fencing is not permitted within the primary street setback. All fences within the primary street setback area shall be no higher than 1.8m and minimum 80% permeable to allow airflow to pass through unobstructed. + For corner lots, the following applies: <ul style="list-style-type: none"> - Corner lots must include 50% of fencing to secondary street as per the primary street fencing requirements. - Corner dwellings must be equally articulated to both street frontages. - Corner dwellings must have openings to habitable rooms on each street-facing façade within the street setback area. + Where street setbacks are provided high-quality landscaping is required, this may be colocated with private open spaces (e.g. balconies and courtyards) to ensure good passive surveillance of streets.
Laneway Edge	<ul style="list-style-type: none"> + Building design to ensure windows, balconies, and private open spaces are oriented towards the laneway to provide passive surveillance and activation (in commercial areas). + Pedestrian laneways and publicly accessible courtyards must have a minimum dimension of 3m, and provide a minimum vertical clearance of 2.8m above the finished footpath level. + Fencing, landscaping and other elements on the frontage must be designed in accordance with CPTED principles to eliminate opportunities for concealment. + Landowners may control public access in dedicated laneways or mid block connections where they pass wholly through privately owned property. Managed public access during agreed hours is permitted to ensure safety and security after hours.

FRONTAGE TYPE	REQUIREMENTS
POS Edge	<div><div></div><div>+ Building design to ensure habitable rooms and private open spaces are oriented towards POS to provide passive surveillance.</div><div>+ Where sites back onto POS, direct access from private open space is permitted.</div><div>+ Fencing, landscaping and other elements on the frontage must be designed in accordance with CPTED principles to eliminate opportunities for concealment.</div></div>

2.2.6. ROOF DESIGN

1.

Roof material used should be light in colour to reduce thermal heat load and have a roof pitch between 17.5 and 30 degrees.

2.2.7. LANDSCAPE AND DEEP SOIL

1.

Significant existing tree/s that are located within the street or lot boundary setbacks are to be retained.
2.

The removal of significant existing tree/s in the street or lot boundary setback area shall only be permitted when:

(a)

The tree/s can be relocated to another portion of the site; OR

(b)

The removal is supported by an arboriculture report; OR

(c)

It can be reasonably demonstrated to the satisfaction of the Shire that the retention of the tree/s will adversely compromise the development potential of the site, and the ability of a development to meet the COBPSP objectives.
3.

Soft landscaping and deep soil areas must be provided in accordance with the below standards and **P1 - Table 8**:

(a)

Where possible, deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively, provided in a location that is suitable for tree growth and communal open space.

(b)

Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

(c)

Soft landscaping is to include a variety of ground cover, shrubs and small trees, and to be integrated with the site's water management response.

(d)

Residential development to be in accordance with the R-Codes. Landscape requirements for non-residential development requirements are set out in Clauses 2.2.7 (1) – (3).

(e)

In addition to the tree requirements of **P1 - Table 8**, uncovered at-grade car parking must include shade trees planted at a minimum ratio of one small tree for every four car spaces, with the total required number of trees to be rounded up to the nearest whole number.

P1 - Table 8: COBPSP Landscaping, Deep Soil and Tree Requirements

LAND USE		SOFT LANDSCAPING	MINIMUM DEEP SOIL	MINIMUM REQUIREMENT FOR TREES*
Non-Residential Development	Regional Centre (Chinatown Sub-Precinct)	10%	10%	NA
	Regional Centre (Commercial Sub-Precinct)	20%		2 medium trees and 2 small trees per 1,000m ²
	Tourism	25%		OR 1 large tree and 2 small trees per 1,000m ²
	All other zones	20%		(or part thereof)

*Tree sizes to be in accordance with those set out in Table 3.3b of SPP 7.3 Residential Design Codes (Volume 2).

2.2.8. VERGES

For all land zoned Regional Centre, Mixed Use, Residential R50 and Residential R30 in P2 – Hamersley Street, P3 – Town Beach-Guwarri, P4 – Commercial, and P5 – Old Broome the following applies:

1.

Landscaping of the adjacent road reserve is a requirement for new development.
2.

The Landscaping must include the provision of street trees within the adjoining verge at a minimum rate of:

(a)

One tree per 10 linear metres of street frontage for non-residential developments.

(b)

One tree per 15 metres for residential developments.
3.

Tree species and planting must be to a satisfactory standard which aligns with the Shire's Verge Maintenance Policy.
4.

Developments must incorporate landscaping with consideration for water-sensitive urban design (WSUD) elements such as bioswales.
5.

Prior to occupation of the development, a deed of agreement between the landowner and the Shire must be prepared at the landowner's cost, under which the owner agrees to maintain the road reserve landscaping. The landowner must also lodge a caveat on the Certification of Title to notify prospective landowners of this requirement.

2.2.9. OPEN SPACE AND OUTDOOR LIVING AREAS

RESIDENTIAL DEVELOPMENT

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

1.

Outdoor living areas are to be provided in accordance with the R-Codes, but must provide roof cover for a minimum 16m² area with a 3m minimum dimension.
2.

Outdoor living areas are to be directly accessible from an internal living space and located:

- (a) To the east or south of the dwelling to address climatic impacts; or
- (b) Fronting the street, to provide passive surveillance and interaction with the public realm.

Outdoor living areas to the west or north of the building are limited and must be provided with adequate shading. Any covered outdoor living areas must be setback in accordance with the setback requirements of Section 3.0.

3. Outdoor living areas are encouraged to be located fronting the street, to provide passive surveillance and interaction with the public realm. Any covered areas must be setback in accordance with the setback requirements of **Section 3**.

2.2.10. CAR PARKING AND VEHICLE ACCESS

1. Parking within the COBP shall be provided in accordance with the ratios specified in the Scheme.
2. Vehicle access must be minimised and consolidated where possible. Access must not adversely impact upon street trees, amenity of the street or pedestrian connectivity.
3. For all residential development within the mixed use zone the following applies:
 - (a) Consolidated access is required with one crossover per frontage.
 - (b) Visitor parking must be accommodated on-site.
 - (c) Off-site parking may be considered provided it demonstrates alignment with the Shire's Local Planning Policy - Parking.
4. Any driveway must be setback a minimum of 1 metre from a side boundary to allow for sufficient area for landscaping.

2.2.11. BICYCLE PARKING AND END OF TRIP FACILITIES

1. For residential development, bicycle parking and end of trip facilities shall be provided in accordance with SPP 7.3 Residential Design Codes (Volume 1 or Volume 2).
2. For non-residential development, bicycle parking and end of trip facilities shall be provided in accordance with the Scheme.

2.2.12. SOLAR ACCESS AND NATURAL VENTILATION

ALL DEVELOPMENT

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

NON-RESIDENTIAL DEVELOPMENT

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

RESIDENTIAL / TOURIST DEVELOPMENT

4. Buildings are oriented to:
 - (a) Minimise major openings to dwellings/units facing west; and

- (b) Maximise natural cross ventilation to habitable rooms.

5. Minimum eave overhang of 900mm to all walls.

- (a) For double storey houses, all ground floor windows should be shaded by an awning of at least 900mm wide. All windows not shaded by a 900mm eave overhang, such as along gable walls, or windows with a sill height less than 500mm above floor level are to be shaded by a vertical or horizontal device such as an awning, pergola, louvre or an approved alternative that is suitable to cyclonic conditions (refer **P1 - Figure 4**).

6. Multiple dwellings or multi-storey tourism development / accommodation has a maximum building depth of 20m.

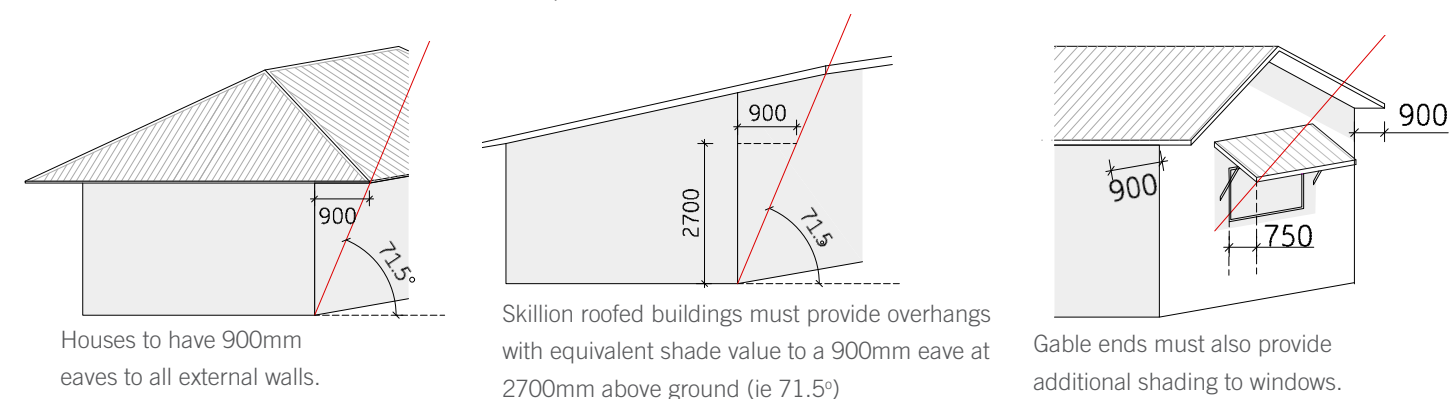
7. Ceiling heights must be a minimum of 2.7m to all habitable areas.

8. Natural ventilation to the dwelling/unit is provided through demonstrating (refer **P1 - Figure 5**):

- (a) All habitable rooms should have a minimum 1m² openable window;
- (b) All windows must have a minimum openable area of 50% ;
- (c) Breeze paths must have a maximum length of 15m through a maximum of 3 windows, doors or other openings; and
- (d) Breeze paths must not crank more than 35 degrees in their passage through the house/unit plan.

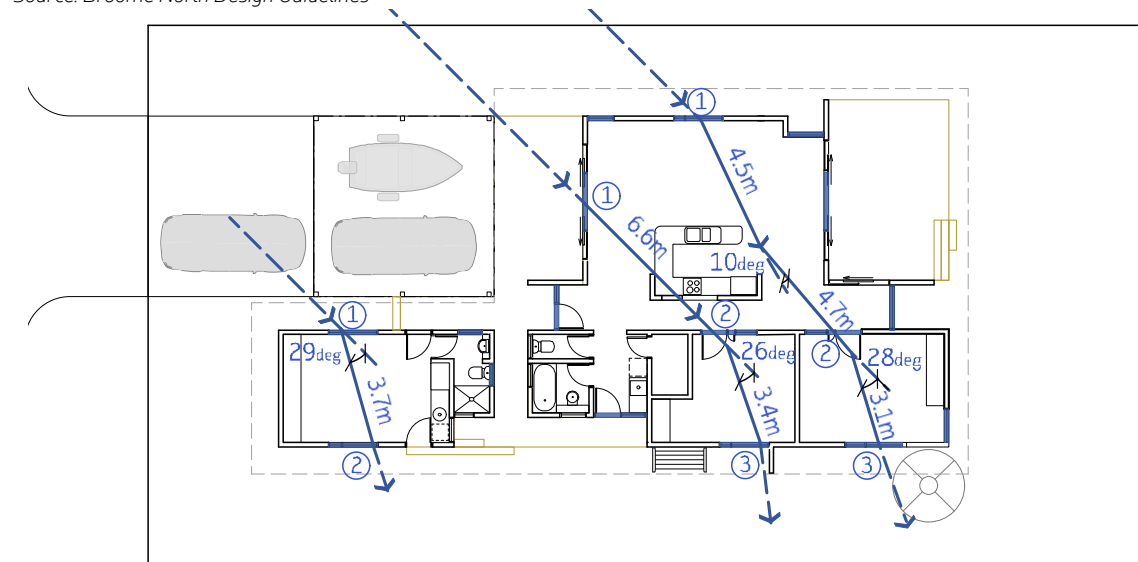
All dimensions should be clearly shown on Development Application plans.

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



P1 - Figure 4: COBPSP Shading Requirements

Source: Broome North Design Guidelines



P1 - Figure 5: COBPSP Natural Ventilation Requirements

2.2.13. HERITAGE MANAGEMENT

1. Existing heritage buildings (as shown on **P1 - Figure 2**) are to be retained and incorporated into any new development proposal. All development to be delivered in accordance with the requirements set out in Local Planning Policy 5.4 - Heritage List Development of Listed Places.
2. For development within identified Aboriginal and cultural heritage areas shown on the Aboriginal Cultural Heritage Inquiry System:
 - (a) Manage as per appropriate Regulation and Yawuru Cultural Management Plan; and
 - (b) Engage with relevant Stakeholders including determined Native Title Holders and Knowledge Holders.
3. Where property shares a boundary with a heritage building shown on P1 - Figure 2, applications for development approval must be demonstrate via a Heritage Impact Assessment:
 - (a) How the development complements or harmonises with existing heritage structures, how it maintains visual continuity and prevents jarring contrasts in the streetscape. This may be achieved through setbacks, landscape edges and architectural features.
 - (b) How building scale is managed to complement the character of existing heritage buildings.

CHINATOWN CONSERVATION AREA

4. Alterations and additions to places of heritage value must enhance the established heritage value and be compatible with the design, siting, scale, built form, materials and external finishes.
5. New and original developments must be able to be clearly identified as of a different development period but compatible in form, colour, materials, height, bulk, scale and relationship to adjacent heritage buildings.
6. Development must conserve, maintain, enhance and reinforce the existing streetscape and the historic character of individual buildings, exhibiting architectural and roof forms, designs, street frontage widths, materials, finishes, fences and landscape settings which complement without attempting to reproduce historic buildings or their detailing.
7. The colours of external surfaces visible from the street or a public space must be no more than three (excluding colours of approved signage), with a colour palette that includes at least one of the colours which has traditionally been used to paint buildings in Broome: off white, green, red or black.
8. Unless varied to conform with flight path restrictions or a roof which is not visible from a public place, the roof pitch over the internal floor area must be between a minimum of 26 degrees and maximum of 40 degrees for hipped and gable roof forms. The roof pitch over the internal floor area must be a minimum of 17.5 degrees for skillion roof forms.

2.3 OTHER REQUIREMENTS

2.3.1. PUBLIC ART

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

2.3.2. COASTAL PLANNING

1. Land located within Special Control Area 9 as shown on **P1 - Figure 2**, shall be required to meet the design criteria set out in the Shire's Local Planning Policy 5.23 - Coastal Planning.
2. Properties in the Chinatown Core Sub-Precinct must all satisfy the additional criteria provided in **Section 3.1.3**.

2.3.3. URBAN WATER MANAGEMENT

1. All major development sites (3,500m² or greater) shall require the preparation of an Urban Water Management Plan (UWMP) prior to subdivision or development.
2. The UWMP is to be prepared by the proponent in accordance with this Precinct Structure Plan. It should demonstrate to the satisfaction of the Shire (and if required the DWER):
 - (a) How the key principles and criteria of the COBP Water Management Strategy have been met;
 - (b) How the urban structure will address water use and management; and
 - (c) Existing and required water management infrastructure.
3. The UWMP must demonstrate proof of concept including how it addresses relevant requirements of the COBPSP Water Management Strategy including consideration for the proposed:
 - (a) Water Conservation Strategy.
 - (b) Groundwater Management Strategy.
 - (c) Stormwater Management Strategy.

SPECIFIC REQUIREMENTS

4. No additional development is recommended within the 1% AEP flood extents, as indicated in the flood inundation mapping included in Figure 8 of **Appendix 2**. Where new development is proposed, development to have a minimum 400mm freeboard to the 1% AEP flood levels.
5. Where new development proposes to discharge stormwater into the Shire's drainage system, a headworks charge will be imposed as a condition of Development Approval.

2.3.4. CONTAMINATED SITES

1. Lot 54 (2) Coghlan St is classified as 'Contaminated - Remediation Required' by the Department of Water and Environmental Regulation. The following restrictions on use apply:
 - (a) Other than for analytical testing or remediation, groundwater abstraction is not permitted at this site because of the nature and extent of groundwater contamination.
 - (b) The land use of the site is restricted to commercial/industrial use, which excludes sensitive uses with accessible soil such as childcare centres, kindergartens, pre-schools and primary schools. The site should not be developed for a more sensitive use such as recreational open space, residential use or childcare centres without further contamination assessment and/or remediation.
2. Lot 200 (2) Hamersley St is classified as 'Remediated for restricted use' by DWER. The following restrictions on use apply:
 - (a) The land use of the site is restricted to commercial/industrial land use, which excludes sensitive uses with accessible soil such as childcare centres, kindergartens, pre-schools and primary schools. The site should not be developed for a more sensitive use such as recreational open space, residential use or childcare centres without further contamination assessment and/or remediation.
 - (b) Other than for analytical testing or remediation, groundwater abstraction is not permitted at this site because of the nature and extent of groundwater contamination.
 - (c) Due to the presence of hydrocarbons in groundwater, a site-specific health and safety plan should be developed and implemented to address the risks to the health of any workers undertaking intrusive works below 3.0 metres depth (i.e. below the water table).
3. Lot 22 (19) Napier Terrace is classified as 'Remediated for restricted use' by DWER. The following restrictions on use apply:
 - (a) The land use of the site is restricted to commercial/industrial use with the configuration of buildings existing at the site at the time of classification. Commercial/industrial use excludes sensitive uses with accessible soil such as childcare centres, kindergartens, pre-schools and primary schools. The site should not be developed for a more sensitive use, or the existing configuration of site buildings changed, without further contamination assessment and/or remediation.
 - (b) Other than for analytical testing or remediation, groundwater abstraction is not permitted at this site because of the nature and extent of groundwater contamination.
 - (c) Due to the presence of soil and groundwater contamination beneath the site, an appropriate health safety and environmental management plan should be developed to protect site workers in the event that any subsurface excavations are carried out at the site.

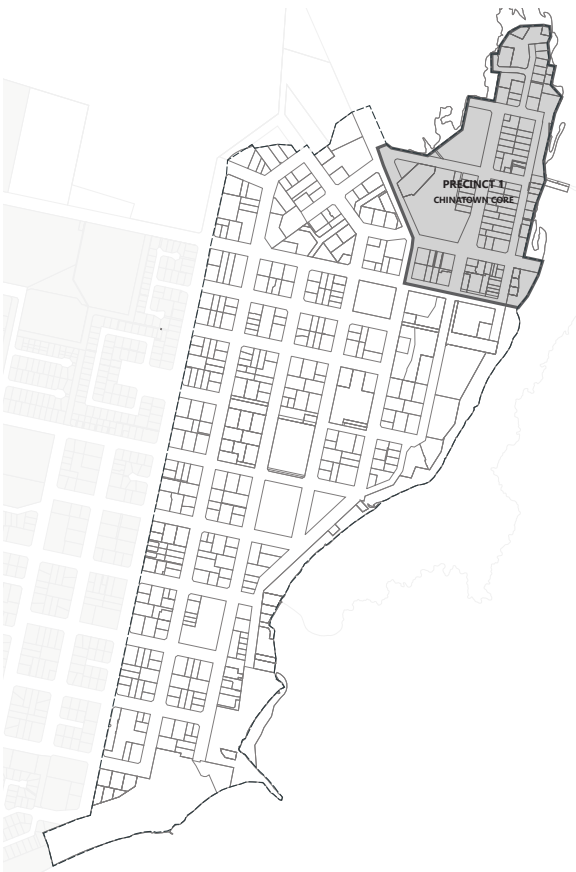


03



SUB-PRECINCT DEVELOPMENT REQUIREMENTS

3.1 P1 - CHINATOWN CORE



SUB-PRECINCT INTENT

As Broome’s Regional Centre, the Chinatown Core offers a unique range of goods, services and experiences and continues to be the destination of choice for residents and tourists seeking employment, shopping and entertainment activities.

SUB-PRECINCT OBJECTIVES

- + New development ensures that the significance of Chinatown’s cultural, natural, and built heritage is conserved and interpreted.
- + A diversity of land uses promote both day and night time activities contributing to a safe and active precinct.
- + Buildings interact with the public realm to form high-quality streetscapes / public open space interfaces, which ensure generally contiguous and active street frontages.
- + Chinatown’s laneway network is enhanced and expanded to prioritise east-west pedestrian movements between Carnarvon Street and Dampier Terrace.
- + The built form scale of Chinatown maintains a human scale of development, providing interesting, well proportioned facades.

3.1.1. DEVELOPMENT REQUIREMENTS

1. In addition to the General Development Standards provided in Section 02, the provisions set out in **P1 - Table 9** shall apply to the area within the Chinatown Sub-Precinct Plan (**P1 - Figure 6**).

P1 - Table 9: P1 Chinatown Core Built Form Controls

ELEMENT	PROVISION	LAND USE ZONE / FRONTAGE TYPE		
		REGIONAL CENTRE MAIN STREET	REGIONAL CENTRE URBAN EDGE	RESIDENTIAL
Building Height	Maximum building height	For development within the Obstacle Limitation Surface area, refer to Schedule 7 of the Scheme For development outside of the Obstacle Limitation Surface area 3 Storeys.		
Street Setback	Minimum primary and secondary street	Nil	2m up to and including 3 storeys	7.5m
	Maximum primary and secondary street	2m	NA	NA
Lot Boundary Setbacks	Minimum lot boundary setbacks	Nil	3m up to and including 3 storeys	3m
Site Cover	Maximum site cover	75%	75%	40%
Preferred Land Use	Ground Floor	Small shops, restaurants, cafes and other uses which generate high levels of pedestrian activity	Retail, restaurants, cafes, offices, tourism development	Residential
	Upper Floors	As per ground floor and residential	As per ground floor and residential	

P1 - Figure 6: Chinatown Sub-Precinct Requirements

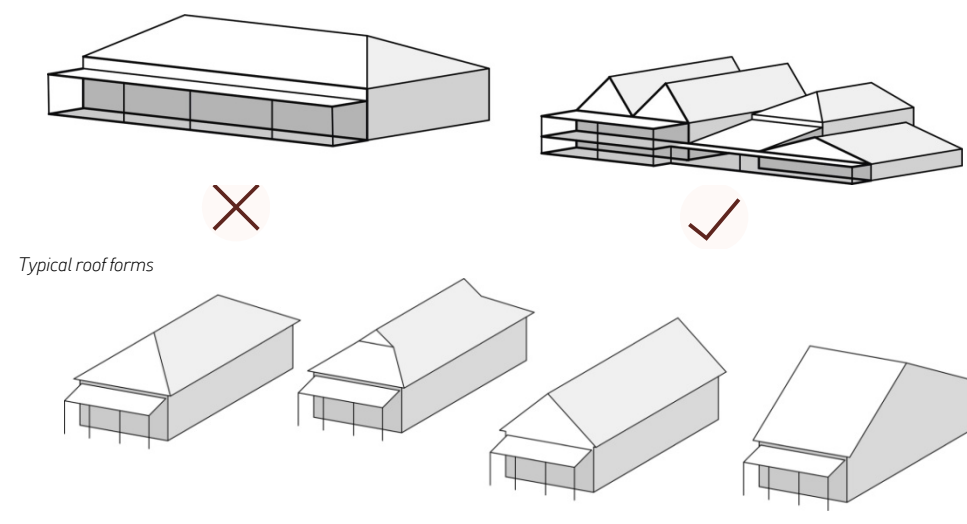


3.1.2. ROOF DESIGN

1. Large floor areas must be roofed by means of a series of smaller-scale individually roofed units that are linked to each other in order to reduce the perceived bulk of the roof form (refer **P1 - Figure 7**).
2. Typical roof forms as found on original buildings such as simple skillion, hipped and gable forms with gable facing either front or side elevations must be used for single and two storey developments (refer **P1 - Figure 7**).
3. Roof material used should be light in colour to reduce thermal heat load and have a roof pitch between 17.5 and 30 degrees.

P1 - Figure 7: COBPSP Roof Forms

Large roof forms should be broken down by smaller scale roof units

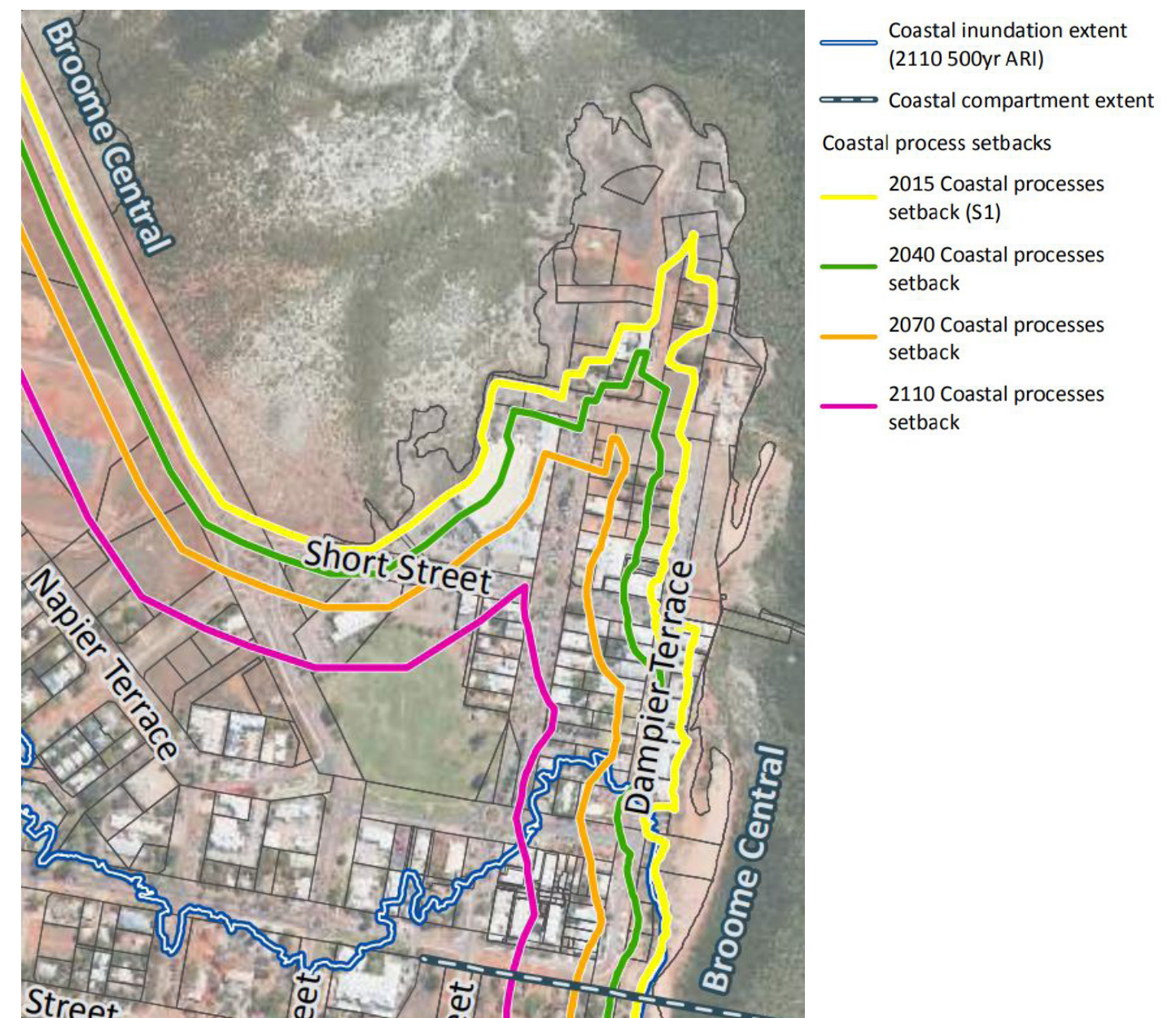


3.1.3. COASTAL PLANNING (CHINATOWN CORE ONLY)

1. Properties located within the Erosion Risk Area identified on **P1 - Figure 6** must satisfy the below criteria:
 - (a) No permanent structures are permitted within the coastal erosion processes setback area for the 2110 planning period (as shown on **P1 - Figure 8**).
 - (b) Structures, including residential development, that have a lifespan less than the 100-year coastal erosion planning timeframe may be permitted providing they are consistent with the CHRMAP adaptation strategies in Appendix 3 of LPP 5.23. They must be removed once the current risk of erosion poses an unacceptable risk to a development or structure.
 - (c) Any approval is to be conditioned requiring all structures be removed at the cost of the land owner once the current risk of erosion poses a risk to a development or structure, as defined by the following triggers:
 - (i) When the distance from the most landward part of the Horizontal Shoreline Datum (HSD) to the most seaward point of a development or structure is less than the S1 allowance in the respective section of coast.
 - (ii) Where a public road is no longer available or able to provide legal access to the property.
 - (iii) When water, sewage or electricity to the lot is no longer available as they have been removed/decommissioned by the relevant authority due to coastal hazards.

- (d) In its determination of development applications for land within SCA9, a notification is to be placed on the Certificate of Title, pursuant to section 70A of the Transfer of Land Act 1893:

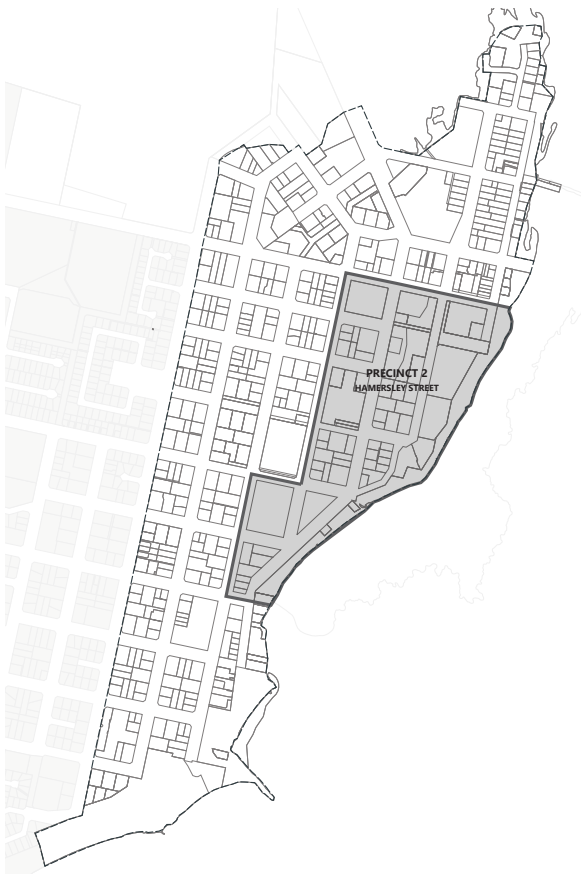
VULNERABLE COASTAL AREA - This lot is located in an area likely to be subject to coastal erosion and/or inundation over the 100 planning timeframe (2110).



P1 - Figure 8: Coastal Hazard Mapping Chinatown Core

Source: LPP 5.23 - Coastal Planning

3.2 P2 - HAMERSLEY STREET



SUB-PRECINCT INTENT

Hamersley Street is established as the primary mixed use spine connecting Chinatown and Town Beach. New development and an enhanced public realm frame this important north-south link.

SUB-PRECINCT OBJECTIVES

- + Encourage the provision of urban building frontages and land uses which promote an active interface with the public realm.
- + Protect areas of cultural and environmental significance through sensitive development.
- + Setbacks between buildings allows for adequate natural ventilation and cooling breezes to permeate through the precinct.
- + New development ensures that Old Broome’s tree canopy is enhanced through a combination of tree retention and new planting.
- + The existing verge on the eastern side of the Hamersley Street road reserve is established as a linear park, prioritising safe pedestrian and cyclist movements.
- + Facilitate coordinated redevelopment of the Broome Regional Prison site.

3.2.1. DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards provided in Section 02, the provisions set out in **P1 - Table 10** shall apply to the area included within the Hamersley Street Sub-Precinct Plan (**P1 - Figure 9**).

P1 - Table 10: P2 Hamersley Street Built Form Controls

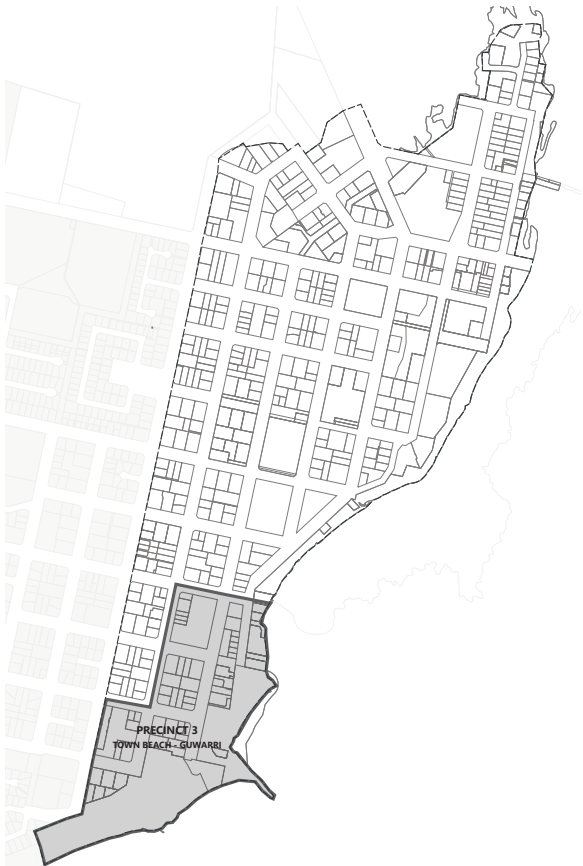
ELEMENT	PROVISION	LAND USE ZONE	
		MIXED-USE	RESIDENTIAL R50*
Building Height	Maximum building height	3 Storeys 5 storeys may be considered subject to Clause 2.2.2 (2)	2 Storeys
Street Setback	Minimum primary and secondary street	2m up to and including 3 storeys 6m above 3 storeys	3m
Lot Boundary Setbacks	Minimum lot boundary setbacks	3m up to and including 3 storeys 6m above 3 storeys	Lot Boundary Setbacks to be adjusted to be in accordance with the R-Codes Volume 1
Site Cover	Maximum site cover	60%	Lots less than 2,000m² = 50% Lots 2,000m² or more = 60%
Parking and Access	Crossovers	Properties on the eastern side of Hamersley Street are limited to one crossover per lot to allow establishment of a linear park on Hamersley Street. Additional crossovers may be considered on a case by case basis by the Shire of Broome, provided they do not have a detrimental impact on pedestrian amenity and existing public realm infrastructure (e.g. street trees).	

*For R10 Built Form Controls refer to P1 - Table 13.

P1 - Figure 9: Hamersley Street Sub-Precinct Requirements



3.3 P3 - TOWN BEACH-GUWARRI



SUB-PRECINCT INTENT

Town Beach-Guwarri is the southern bookend of the COBP. It is a place with significant cultural, entertainment, and recreation value. New development leverages off the major investment made into the area.

SUB-PRECINCT OBJECTIVES

- + New mixed use development provides a diversity of uses and active ground floors which engage with the public realm.
- + Buildings incorporate urban edges which frame key streets and provide passive surveillance of the public realm.
- + Setbacks between buildings allows for adequate natural ventilation and cooling breezes to permeate through the precinct.
- + A mix of housing types is provided enabling a greater density of people living in close proximity to this important node.
- + New development ensures that Old Broome’s tree canopy is enhanced through a combination of tree retention and new planting.

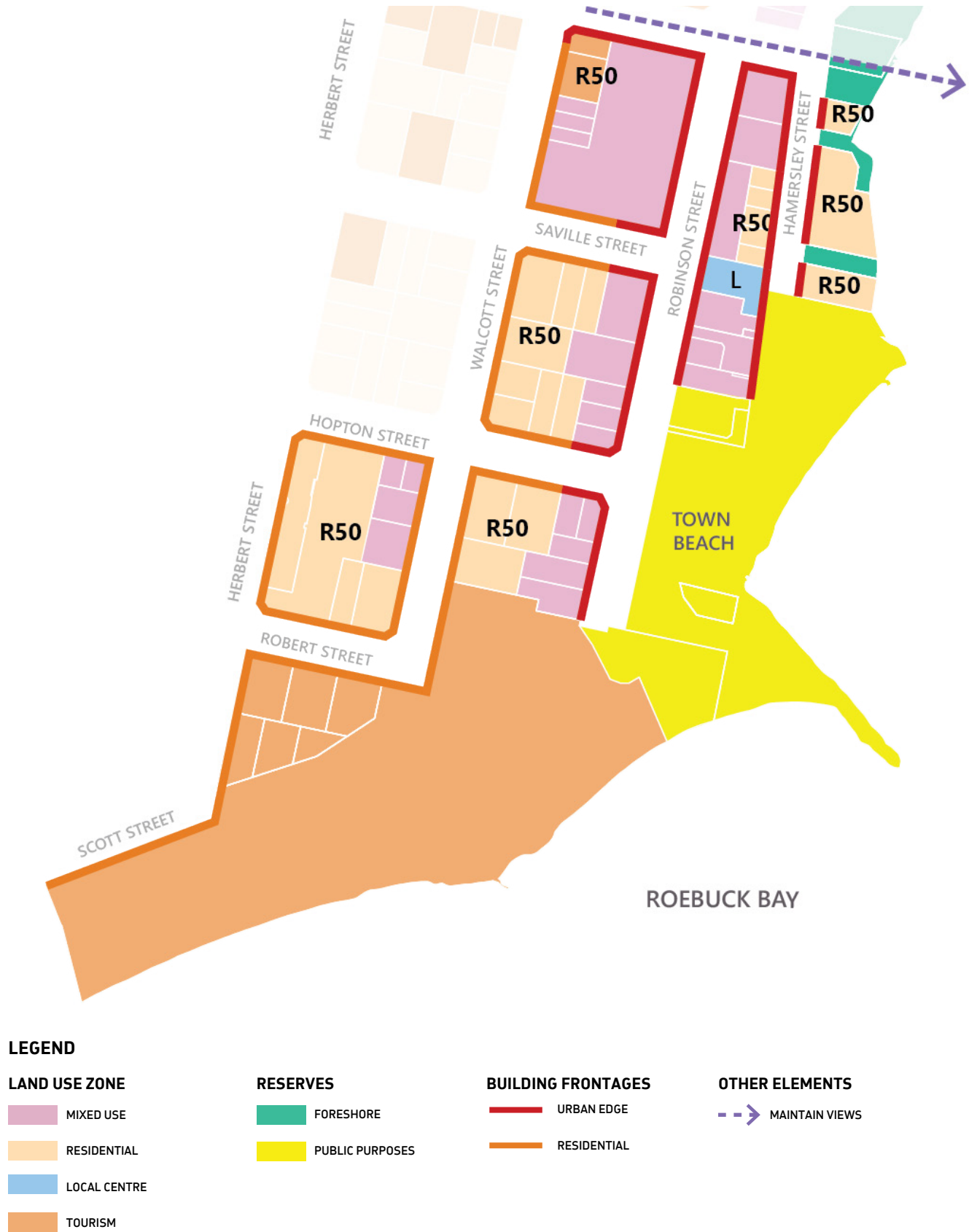
3.3.1. DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards provided in Section 02, the provisions set out in **P1 - Table 11** shall apply to the area included within the Town Beach/Guwarri Sub-Precinct Plan (**P1 - Figure 10**).

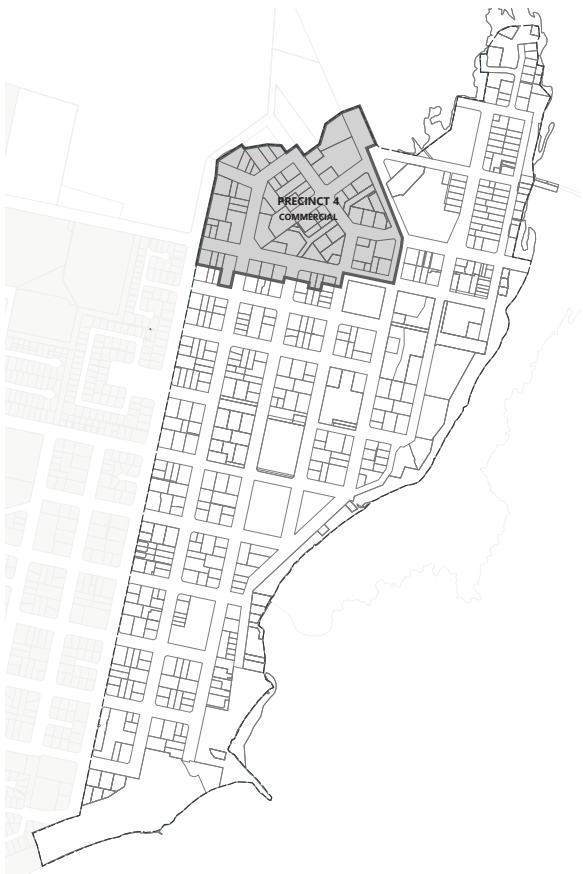
P1 - Table 11: P3 Town Beach-Guwarri Built Form Controls

ELEMENT	PROVISION	LAND USE ZONE		
		MIXED-USE	RESIDENTIAL R50	TOURISM
Building Height	Maximum building height	3 Storeys 5 storeys may be considered on sites which are located on Robinson Street subject to Clause 2.2.2 (2)	2 Storeys	2 Storeys
Street Setback	Minimum primary and secondary street	2m up to and including 3 storeys. 6m above 3 storeys	3m	2m
Lot Boundary Setbacks	Minimum lot boundary setbacks	3m up to and including 3 storeys. 6m above 3 storeys A fully open carport or roofed outdoor living area may encroach up to 2m into the side lot boundary setback, provided the structure does not cause any obstructions to breeze paths i.e. no solid screens, walls, or roller doors.	Lot Boundary Setbacks to be adjusted to be in accordance with the R-Codes Volume 1.	3m up to and including 3 storeys
	Boundary Walls	Boundary walls are permitted in accordance with the following: <ul style="list-style-type: none">+ In areas coded R50 and above, walls not higher than 3.5m for two-thirds the length of the balance of the site boundary behind the front setback, to up to two site boundaries; or+ Where both the subject site and the affected adjoining site are created in a plan of subdivision submitted concurrently for the proposed development, and the boundary walls are interfacing and of equal dimension		
Site Cover	Maximum site cover	60%	Lots less than 2,000m² = 50% Lots 2,000m² or more = 60%	60%

P1 - Figure 10: Town Beach Sub-Precinct Requirements



3.4 P4 - COMMERCIAL



SUB-PRECINCT INTENT

The commercial sub-precinct performs an important employment function which complements the Chinatown Core. Development includes businesses which are more car oriented, leveraging off good access from Frederick / Hamersley Streets.

SUB-PRECINCT OBJECTIVES

- + Development on Frederick Street provides an urban edge, helping to frame the western gateway into the Chinatown Core.
- + Non-residential uses are prioritised over residential uses, ensuring an employment-focussed precinct which complements the Chinatown Core.
- + Commercial frontages ensure high-quality landscaped edges which contribute to attractive streetscapes.

3.4.1. DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards provided in **Section 02**, the provisions set out in **P1 - Table 12** shall apply to the area included within the Commercial Sub-Precinct Plan (**P1 - Figure 11**).

P1 - Table 12: P4 Commercial Built Form Controls

ELEMENT	PROVISION	LAND USE ZONE	
		REGIONAL CENTRE	MIXED USE
Building Height	Maximum building height	2 Storeys	3 Storeys 5 storeys may be considered subject to Clause 2.2.2 (2)
Street Setback	Minimum primary and secondary street	2m Nil setback permitted where development fronts Frederick Street.	2m up to and including 3 storeys Nil setback permitted where development fronts Frederick Street.
Lot Boundary Setbacks	Minimum lot boundary setbacks	2m	3m up to and including 3 storeys
Site Cover	Maximum site cover	70%	70%

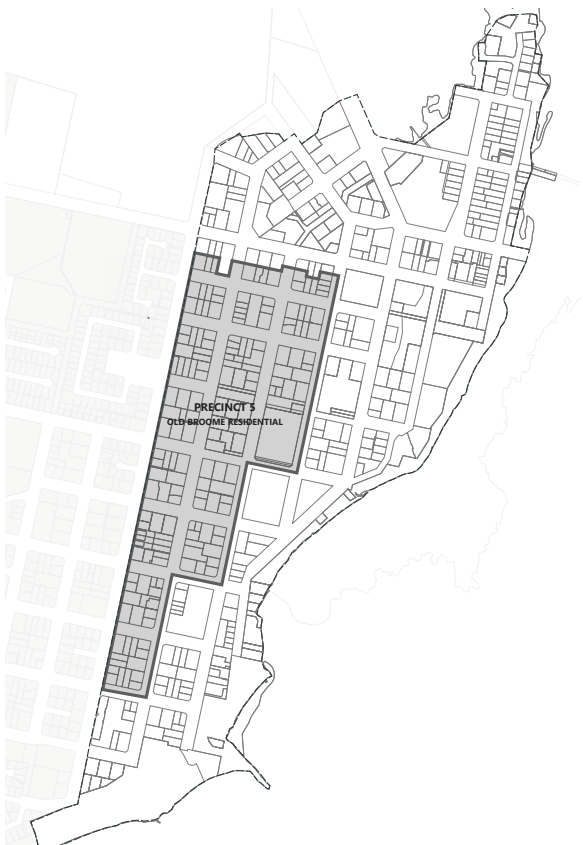
P1 - Figure 11: Commercial Sub-Precinct Requirements



LEGEND

- LAND USE ZONE**
REGIONAL CENTRE
MIXED USE
- RESERVES**
PUBLIC OPEN SPACE
- BUILDING FRONTAGES**
URBAN EDGE
COMMERCIAL
- OTHER ELEMENTS**
PROMINENT CORNERS

3.5 P5 - OLD BROOME RESIDENTIAL



SUB-PRECINCT INTENT

Infill is approached in a sensitive way, with new residential development which respects the built and landscape character that makes Old Broome special.

SUB-PRECINCT OBJECTIVES

- + New housing is developed across a range of residential densities to provide housing choice which meets the diverse needs of the local community.
- + Sensitive infill development is implemented to ensure the existing landscape character of Old Broome is protected.
- + Setbacks between buildings allows for adequate natural ventilation and cooling breezes to permeate through the precinct.
- + Guy Street is established as an integral east-west link, framed by urban edges which connect to Town Beach beyond.
- + New development ensures that Old Broome’s tree canopy is enhanced through a combination of tree retention and new planting.

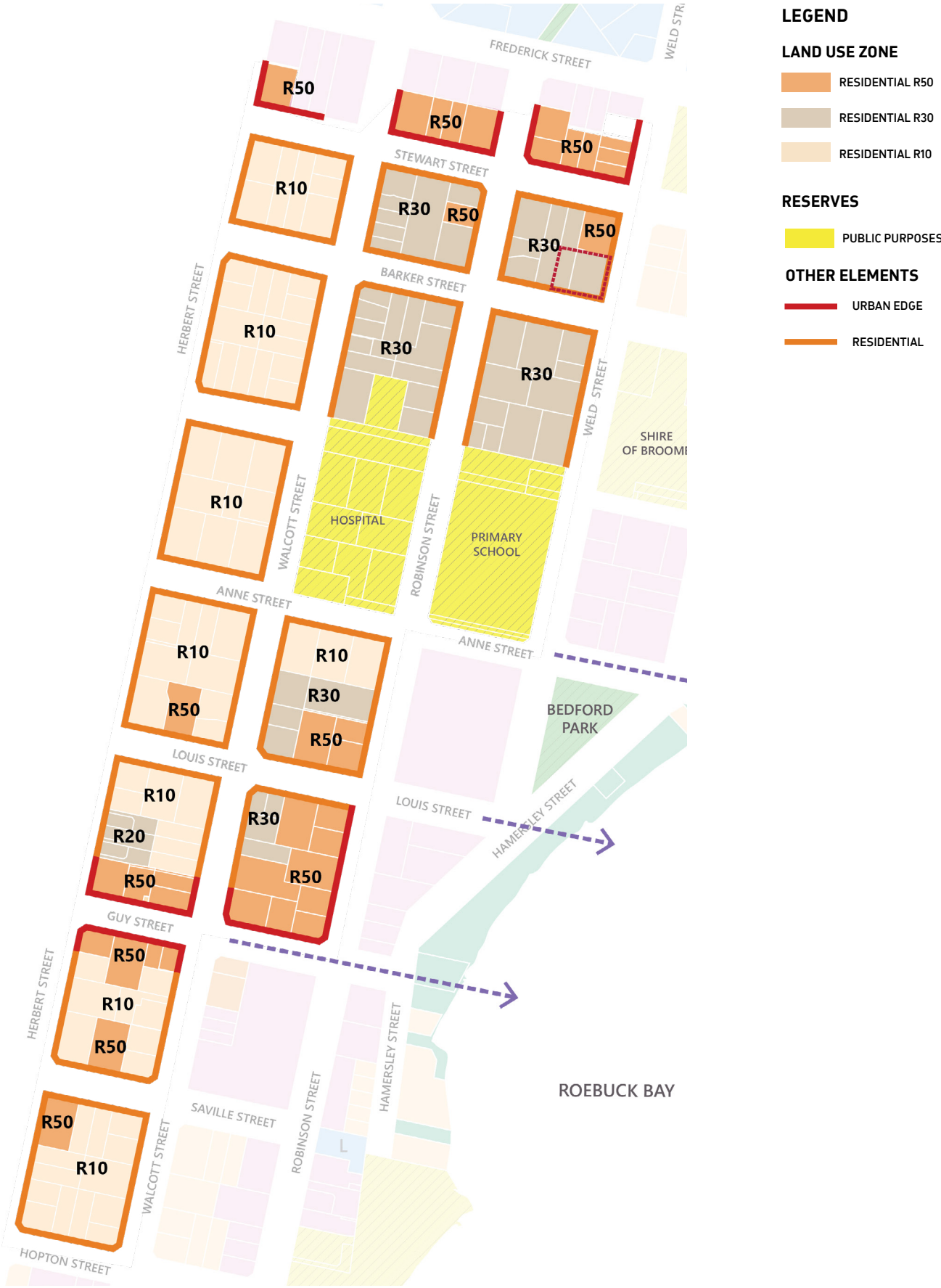
3.5.1. DEVELOPMENT REQUIREMENTS

In addition to the General Development Standards provided in **Section 02**, the provisions set out in **P1 - Table 13** shall apply to the area included within the Old Broome Residential Sub-Precinct (**P1 - Figure 12**).

P1 - Table 13: P5 Old Broome Residential Built Form Controls

ELEMENT		LAND USE ZONE		
		RESIDENTIAL R50	RESIDENTIAL R20 AND R30	RESIDENTIAL R10
Building Height	Maximum building height	2 Storeys	2 Storeys	2 Storeys
Street Setback	Minimum primary and secondary street	3m	6m	7.5m
Lot Boundary Setbacks	Minimum lot boundary setbacks	Lot Boundary Setbacks to be adjusted to be in accordance with the R-Codes Volume 1. A fully open carport or roofed outdoor living area may encroach up to 2m into the side lot boundary setback, provided the structure does not cause any obstructions to breeze paths, i.e. no solid screens, walls, or roller doors.		3m
	Boundary Walls	Boundary walls are permitted in accordance with the following: <ul style="list-style-type: none">+ In areas coded R40 and below, walls not higher than 3.5m, up to a maximum length of the greater of 9m or one-third the length of the balance of the site boundary behind the front setback, to up to two site boundaries; or+ In areas coded R50 and above, walls not higher than 3.5m for two-thirds the length of the balance of the site boundary behind the front setback, to up to two site boundaries; or+ Where both the subject site and the affected adjoining site are created in a plan of subdivision submitted concurrently for the proposed development, and the boundary walls are interfacing and of equal dimension.		
Site Cover	Maximum site cover	Lots less than 2,000m² = 50% Lots 2,000m² or more = 60%	50%	40%

P1 - Figure 12: Old Broome Residential Sub-Precinct Requirements





04

ADDITIONAL DETAILS

4.1 INFORMATION TO BE SUBMITTED

P1 - Table 14 sets out the additional information required which must be provided as part of any subdivision or development application prepared under the CBPSP, it identifies the type of study/plan, what matters the plan/study should address, and who should be consulted at the time of preparation.

The information contained in **P1 - Table 14** should be read in conjunction with other relevant checklists (e.g. Shire's Development Application Checklist).

P1 - Table 14: Additional Information Requirements

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
Any Mixed Use Development	Development Application Requirements Prior to development occurring, a development application must provide the following information: <ul style="list-style-type: none">+ A design statement - which demonstrates how the development responds to the character of the COBP.+ Overshadowing diagrams - which show the extent of any overshadowing on adjoining properties, expressed in percentages and square metres.+ Streetscape Perspective - showing proposed building/development and the two adjoining buildings either side of the development site to all street frontages. If the development site is a corner lot then the perspective should include the lot on the opposite street corner (same side of the road).+ A servicing infrastructure strategy - which demonstrates how all essential utilities / infrastructure will be implemented.	Development Application	Shire of Broome
All Development	CPTED Statement Development should demonstrate how CPTED design principles have been addressed through the design and provide a CPTED Statement in accordance with the WAPC's Safer Places By Design	Development Application	Shire of Broome
All Development (excluding single and grouped dwellings)	Waste Management Plan A Waste Management Plan must be submitted with each Development Application in the 'Tourist' zone setting out how waste disposal will be managed and collected from the site, unless development is considered to be of a minor nature. Designs must have consideration for the requirements set out in the R-Codes Volume 2.	Development Application	Shire of Broome

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
Any Development where clearing is proposed	Environmental Management Plan A flora and fauna survey should be considered to ground-truth TEC occurrence within the area if clearing is proposed within the bounds of the site where remnant vegetation is found. If the clearing of remnant vegetation within the site is planned, development of an Environmental Management Plan (EMP) at development stage will be required detailing mitigation strategies, triggers and contingency actions. Early engagement with the Shire of Broome is required to determine if an Environmental Management Plan is required. Where native vegetation clearing exemptions apply under the <i>Environmental Protection Act 1986</i> , the following principles should be applied to clearing activities: <ul style="list-style-type: none">+ Avoid the clearing of native vegetation;+ Minimise the amount of native vegetation to be cleared; and+ Reduce the impact of clearing on any environmental value.<ul style="list-style-type: none">- Clearing exemption that was used to undertake the clearing activities- The location where the clearing occurred- The date that the area was cleared;- The size of the area cleared (in hectares); and- Photograph evidence of the area cleared before and after.	Development Application	Shire of Broome and Department of Water and Environmental Regulation
Development on or Abutting Heritage Sites shown on P1 - Figure 2.	Heritage Impact Statement (HIS) Prepare a HIS in accordance with the Heritage Council HIS Guide. The HIS should be a clear and concise account of the proposed work addresses: <ul style="list-style-type: none">+ How will the proposed works affect the significance of the place or area?+ What measures (if any) are proposed to ameliorate any adverse impacts?+ Will the proposal result in any heritage conservation benefits that might offset any adverse impacts?	Development Application	Shire of Broome and Department of Water and Environmental Regulation

DEVELOPMENT TYPE	ADDITIONAL INFORMATION / PURPOSE	APPROVAL STAGE	RESPONSIBLE AGENCY
Any Development impacted by Acid Sulfate Soils	<p>Acid Sulfate Investigations / Management Plan</p> <p>An ASS investigation should be completed prior to any ground disturbance or dewatering in following circumstances:</p> <ul style="list-style-type: none"> + The site is subject to conditional approval requiring the investigation and management of ASS. + For the small areas of land indicated to have a high probability of ASS occurrence at the site: <ul style="list-style-type: none"> - Soil or sediment disturbance of 100m³ or more in an area depicted on an ASS risk map as Class I 'high to moderate risk of ASS occurring within 3m of natural soil surface'. - Lowering of the water table, whether temporary or permanent. + Dewatering within 500m of the shoreline of Roebuck Bay to inform of appropriate effluent management measures. <p>If Actual ASS (AASS) or Potential ASS (PASS) is identified, an ASS Management Plan and/or Dewatering Management Plan will be required.</p>	Development Application	Shire of Broome and Department of Water and Environmental Regulation
All Development (excluding single and grouped dwellings)	<p>Noise Management Plan</p> <p>A Noise Management Plan will be required for both:</p> <ul style="list-style-type: none"> + Developments that have the potential to generate noise to a level that could impact amenity; and/or + Developments that could be impacted upon by such development generating noise <p>The Noise Management Plan should demonstrate:</p> <ul style="list-style-type: none"> + How development with potential to emit significant noise (e.g. entertainment venues) must incorporate appropriate noise attenuation measures in their design to prevent noise from causing unreasonable interference with existing amenity, having regard to any adjoining residential areas. + How noise sensitive developments must be located and/or incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity having regard to noise sources such as entertainment premises, service areas for retail premises, and other noise generating activities. + How noise generating services such as air conditioning units are remotely located or utilise noise control measures to minimise impacts on adjacent properties. 	Development Application and Building Permit	Shire of Broome

PART TWO: EXPLANATORY SECTION

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01



7

SITE AND CONTEXT ANALYSIS

1.1 GOVERNANCE CONTEXT

1.1.1 STATE PLANNING FRAMEWORK

Planning in the Chinatown/Old Broome Precinct (COBP) is guided by a range of State planning frameworks including State Planning Policies (SPP), and other key documents. Those relevant to the precinct are summarised in **P2 - Table 1**.

P2 - Table 1: State Planning Framework Summary

DOCUMENT	OVERVIEW	RELEVANCE TO COBPSP
SPP 2.0 – Environment and Natural Resources Policy	<p>SPP 2.0 is a broad sector policy and guides the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.</p> <p>SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific state planning policies which supplement SPP 2.0.</p>	<p>Integrating the natural environment into the PSP design where possible should be a key focus, as large parts of the COBP are located within an environmentally sensitive area.</p>
SPP 2.6 – State Coastal Planning	<p>SPP 2.6 provides for the long-term sustainability of Western Australia’s coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to guide decision-making within the coastal zone including managing the development and land use change, the establishment of foreshore reserves and protecting, conserving and enhancing coastal values.</p> <p>SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning framework and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.</p> <p>SPP 2.6 is supplemented by the State Coastal Planning Policy Guidelines and Coastal Hazard Risk Management and Adaptation Planning (CHRMAP) Guidelines.</p>	<p>The eastern edge of the COBP abuts Roebuck Bay, as such considerations must be had for coastal hazards such as erosion and inundation. In 2017, the Shire pre prepared the Broome Townsite CHRMAP in accordance with the requirements of SPP 2.6.</p> <p>Outcomes of the study are summarised in Section 2.4 - Environment.</p>
Draft SPP 2.9 – Planning for Water	<p>SPP 2.9 and the associated SPP 2.9 Planning for Water Guidelines outline how water resource management should be integrated into planning processes, such as the preparation of structure plans.</p> <p>It recognises that planning should contribute to the protection and management of water resources through the implementation of policy measures that identify significant water resources, prevent the</p>	<p>Guidance is provided on the preparation of Local Water Management Reports which is generally a requirement of all precinct structure plans.</p> <p>A Water Management Report is summarised in Section 4.1.2 and provided in Appendix 2.</p>

DOCUMENT	OVERVIEW	RELEVANCE TO COBPSP
	<p>degradation of water quality and wetland vegetation, promote restoration and environmental repair and avoid incompatible land uses.</p> <p>It also provides guidance on how future development can be better suited to addressing climate change, and protect public health by ensuring appropriate delivery of wastewater infrastructure. As such, when finalised, the policy will replace existing guidelines such as the Government Sewerage Policy, and Better Urban Water Management.</p>	
SPP 3.7 – Bushfire	<p>SPP 3.7 establishes a risk-based framework in which to implement effective land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy requires bushfire risk to be identified, assessed and appropriately managed throughout all stages of the planning and development process, while balancing bushfire risk mitigation with bushfire risk management measures, biodiversity conservation and environmental protection.</p> <p>SPP 3.7 applies to land designated as bushfire prone by the Fire and Emergency Services Commissioner, as well as land not yet designated but proposed for development that may introduce or increase bushfire risk.</p> <p>The policy is to be applied as part of the broader State Planning Policy Framework and must be read in conjunction with the deemed provisions, the Planning for Bushfire Guidelines, and Australian Standard AS 3959: Construction of buildings in bushfire-prone areas.</p>	<p>Bushfires are of relevance in Broome. The Shire aims to mitigate the impacts of fires through local planning framework. The PSP should include provisions for the requirement for structures to be able to withstand bushfire, as set out within the Building Code of Australia. It should also include provisions to mitigate the impacts of bushfire through built form design, and bushfires in accordance with SPP 3.7.</p>
SPP 3.4 – Natural Hazards and Disasters	<p>SPP 3.4 encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment. SPP 3.4 sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges. Consideration of these hazards should be undertaken in conjunction with issue-specific state planning policies which supplement SPP 3.4.</p>	<p>Flooding, cyclonic activity and bushfires are of particular relevance in Broome. The Shire aims to mitigate the impacts of natural disasters through local planning framework. The PSP should include provisions for the requirement for structures to be able to withstand cyclonic winds and rain, as set out within the Building Code of Australia. It should also include provisions to mitigate the impacts of flooding through built form design, and bushfires in accordance with SPP 3.7.</p>

DOCUMENT	OVERVIEW	RELEVANCE TO COBPSP
SPP 3.5 – Historic Heritage Conservation	<p>SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.</p> <p>SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.</p>	Broome has a rich history, with many State and local heritage listed places, in particularly Chinatown which has led to the creation of the Chinatown Conservation Area (CCA).The PSP should acknowledge, conserve and integrate the heritage into the PSP design.
SPP 3.6 – Infrastructure Contributions	The policy sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed. It applies where new development results in a demand for additional infrastructure, services and facilities. This may include new communities in greenfield locations; existing urban areas; industrial areas; and regional towns.	The application of this policy may be required where large subdivision and/or increased density is proposed that requires upgrades to surrounding infrastructure.
SPP 7.0 – Design of the Built Environment Policy	SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works. The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review. These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.	The ten principles of good design should be integrated into PSP development and design.

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

1.1.2 LOCAL PLANNING FRAMEWORK

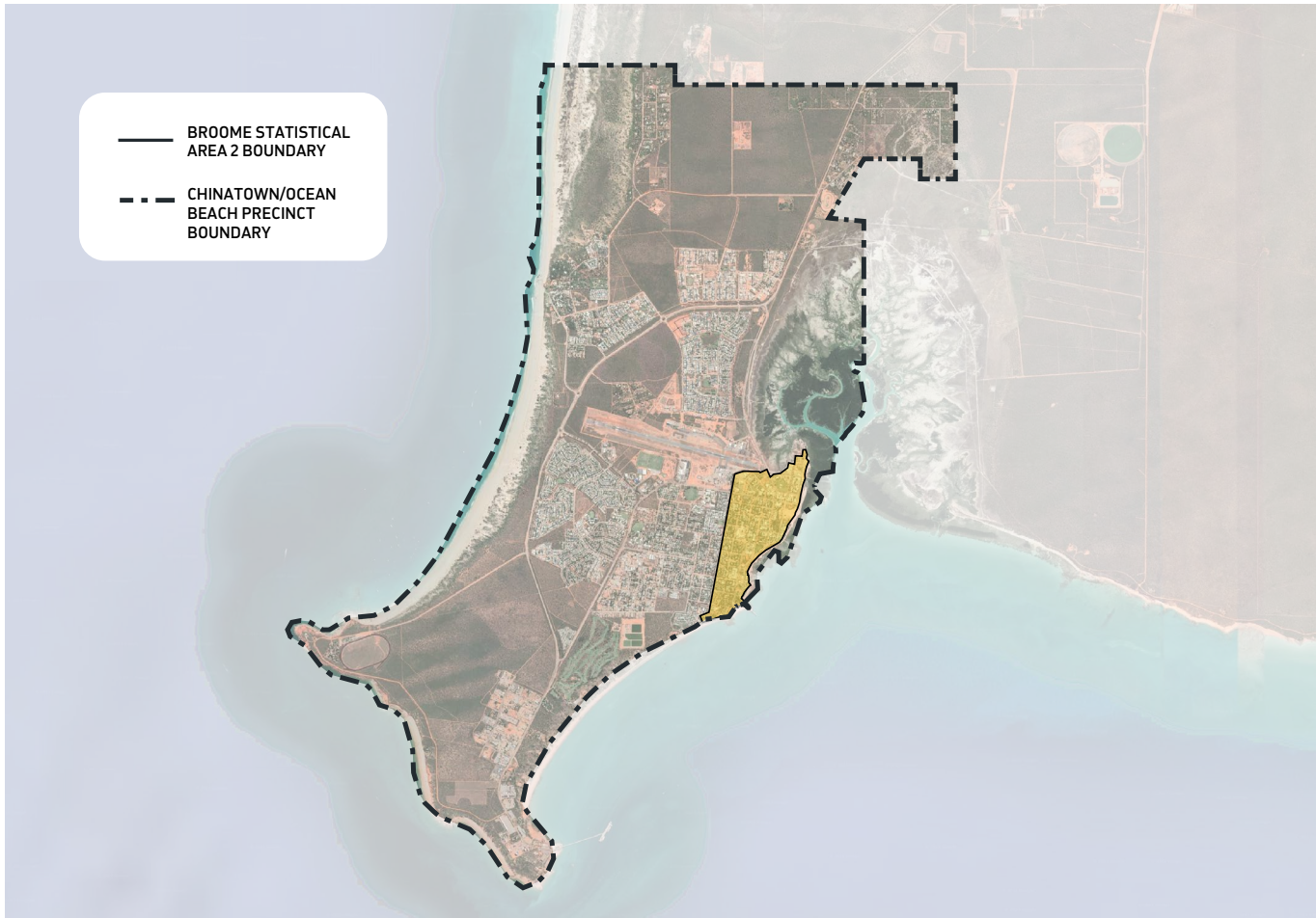
The Shire’s local planning framework and its relationship to the Chinatown/Old Broome Precinct Structure Plan (COBPSP) is summarised in **P2 - Table 2**.

P2 - Table 2: Local Planning Framework Summary

DOCUMENT	OVERVIEW	RELEVANCE TO CBPSP
Shire Of Broome’s Strategic Community Plan and Corporate Business Plan	<p>The Shire of Broome’s Strategic Community Plan 2021-2031 is the overarching document that details the long-term vision for our town. The Corporate Business Plan 2022-2026 is a four year action plan to achieve desired outcomes in the Strategic Community Plan.</p> <p>The documents outline the aspirations, objectives of the community based on the four core pillars of people, place, prosperity, and performance, and provide a number of actions to achieve them.</p>	<p>The aspirations, outcomes, objectives and actions of the Strategic Community Plan and the Corporate Business Plan to be considered and addressed through the PSP process.</p>
Shire of Broome Local Planning Strategy	<p>The Shire of Broome’s Local Planning Strategy (the Strategy) sets out the long-term planning directions for the Shire of Broome, provides the rationale for any zoning or classification of land under the LPS, and forms the strategic basis for the preparation and implementation of LPS 7. The Strategy outlines a 15-year vision for how land use change and development will occur within the Shire of Broome, consistent with the Shire of Broome Strategic Community Plan 2021-2031.</p>	<p>The Strategy identifies the need to produce a Precinct Structure Plan for the Chinatown/Old Broome Planning Area.</p> <p>The planning directions and actions of the Local Planning Strategy will inform community engagement, vision and early concept design for the PSPs.</p> <p>A Precinct Planning Guidance Map was prepared to inform the preparation of the COBPSP, including a draft precinct boundary and key design considerations for each of the SPP7.2 Design Elements.</p>
Shire of Broome Local Planning Scheme No. 7	<p>The Shire of Broome LPS7 has recently been prepared alongside the Local Planning Strategy and is therefore up to date and aligned with recent changes to the LPS Regulations.</p> <p>LPS7 sets out the way land is to be used and developed within the Scheme area and classifies areas for land use and include provisions to coordinate infrastructure and development.</p> <p>LPS7 also contains additional development and site requirements that apply within the Cable Beach precincts, including parking, building height, urban design, and specific site and development standards.</p>	<p>The updated and contemporary Scheme has set the framework to allow implementation of the COBPSP.</p> <p>A supporting standard scheme amendment will allow integration of relevant site and development standards into LPS7.</p>
Chinatown Development Strategy Old Broome Development Strategy	<p>The Development Strategies were prepared as informing strategies to the Strategic Community Plan and Corporate Business Plan. They provides clear planning and urban design guidance at a precinct level and there is a high degree of consistency between a Development Strategy and a Precinct Structure Plan both in how provisions are set out and matters covered. The Chinatown Development Strategy was previously referenced in LPS 6, however LPS 7 has removed this reference as it is identified through</p>	<p>The Chinatown and Old Broome Development Strategies to inform and be integrated (where appropriate) into the PSP. Upon approval, the COBPSP will supersede these documents.</p>

DOCUMENT	OVERVIEW	RELEVANCE TO CBPSP
	the Strategy that a PSP should be prepared for the area to replace the Development Strategy.	
Chinatown Master Plan	<p>The Chinatown Master Plan provides a design response to achieving the objectives and key projects of the Chinatown Development Strategy.</p> <p>Establishes an overall vision for the Chinatown precinct to provide a framework for the implementation of the first phase of funded work as well as future projects and when additional funding becomes available.</p>	<p>The Master Plan provide a concept for delivering the vision of sections of the Chinatown precinct.</p>
Chinatown Guidelines	<p>Design Guidelines have been prepared for the Chinatown precinct which provide further context analysis of the area as well as objectives for urban design, built form design and environmental design. These supplement the Chinatown Development Strategy.</p>	<p>Design Guidelines to inform and be integrated (where appropriate) into the PSP.</p>
Local Planning Policy 5.15 Old Broome Development Strategy	<p>The LPP clarifies the sections of the Chinatown Development Strategy and Design Guidelines which apply in the development assessment process.</p>	<p>LPP 5.13 to inform and be integrated (where appropriate) into the PSP.</p>
Broome Townsite Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)	<p>The Broome Townsite CHRMAP was prepared in 2017 to provide strategic guidance on coordinated, integrated, and sustainable management of coastal areas identified as being at risk of coastal erosion and inundation in current and future planning periods. The CHRMAP identifies nine coastal compartments, including Cable Beach.</p> <p>The CHRMAP provides detailed assessment of the coastal hazard risk for Cable Beach and a list of actions and strategies for mitigating or managing the risks.</p>	<p>COBPSP to address recommendations of the CHRMAP and integrate appropriate strategies to mitigate or manage the coastal risk.</p>
Shire of Broome Council Policy 3.4.6 – Community Engagement	<p>The Shire of Broome Council Policy 3.4.6 – Community Engagement (the Engagement Policy) provides guidance and sets out the expectations around community engagement. The Engagement Policy also provides a community engagement framework, establishing best proactive processes for undertaking engagement.</p>	<p>Community Engagement Plan for the precinct planning process to align with the requirements of the Engagement Policy.</p>
Broome Growth Plan	<p>The Broome Growth Plan presents a vision for the economic and social development of Broome as a regional centre and is a key component of the WA State Government’s Regional Development Program. Section 6.1.2 identifies that activating the Chinatown and Old Broome precincts is critical in achieving growth outcomes.</p>	<p>The Growth Plan will be considered in the context of identifying a future vision and scenario testing during the precinct planning process.</p>

1.2 COMMUNITY CONTEXT



P2 - Figure 1: Demographic Catchment Map

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

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

1.2.1 POPULATION

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

P2 - Table 3: Broome Population

	2006	2011	2016	2021	2026 estimate	2031 estimate
BROOME POPULATION	11,546	12,766	13,984	14,660	15,610	16,340
POPULATION INCREASE		1,220	1,218	676	950	730
GROWTH RATE		11%	10%	5%	6%	5v%

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

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

1.2.2 PEOPLE

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

CULTURAL DIVERSITY

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

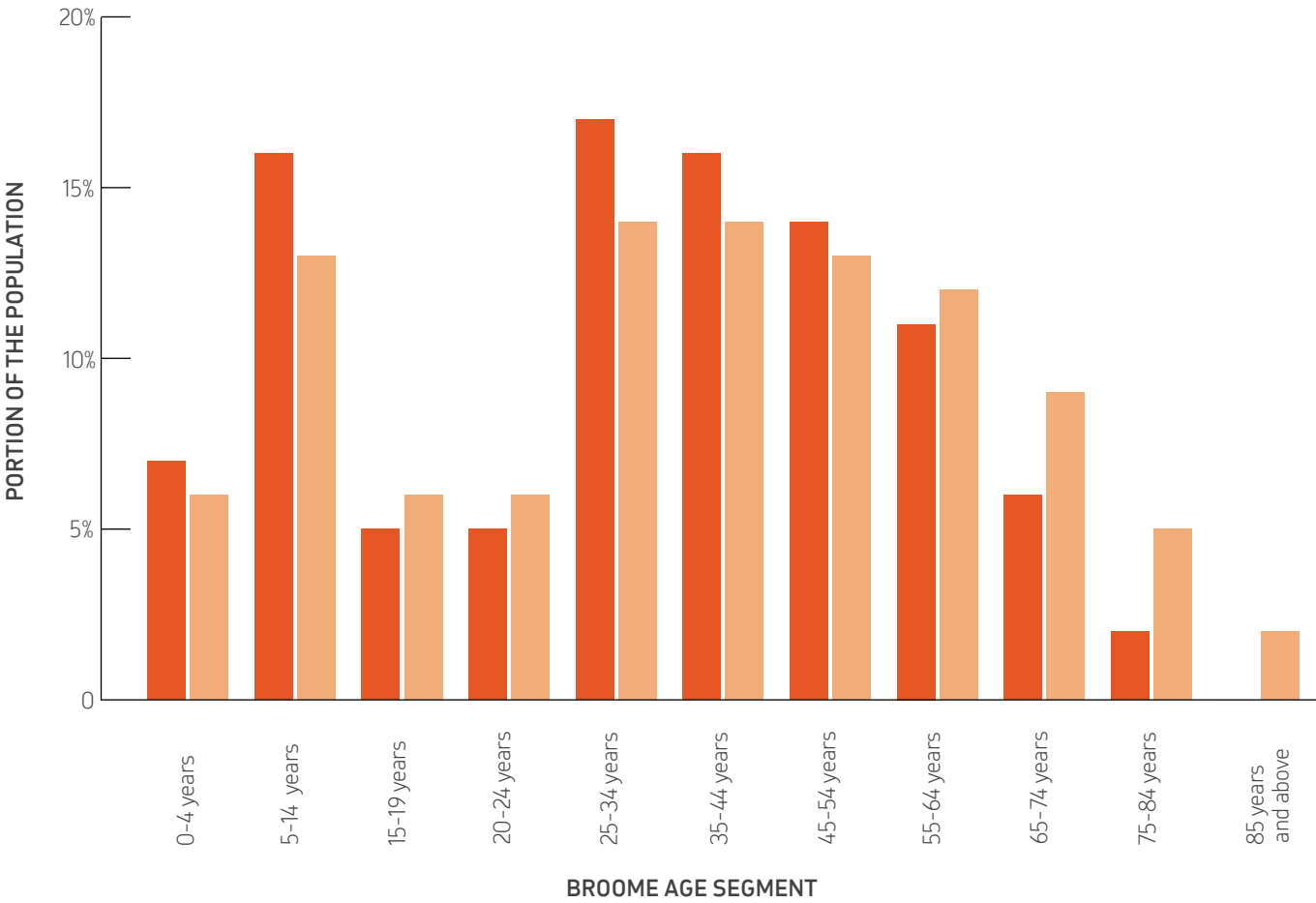
Aboriginal people contribute to the high proportion of Australian born residents in Broome (71% compared to 62% for WA), with the corresponding percentage of overseas born residents less than half the WA average (15% compared to 32%). Overseas born residents are predominantly from the UK (3%), New Zealand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

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

AGE AND LIFE CYCLE

Broome broadly has a relatively young population with a median age of 34 years (below the WA average of 38 years). This is in part driven by strong growth in the Aboriginal population of the Shire which trends younger than non-Aboriginal residents. In terms of key age groups, there is a predominance of working aged adults aged 25-34 years. Together with people aged 35-49 years in the parents/homebuilders life phase who have young children in the babies/pre-school and primary school age groups (P2 - Figure 2).

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



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

HOUSEHOLD AND FAMILY COMPOSITION

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

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

P2 - Table 4: 2021 Census Data (People)

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

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

1.2.3 HOUSING

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

RESIDENTIAL PROPERTY DATA

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

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

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

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

P2 - Table 5: Broome Residential Property Data - Sales

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

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

P2 - Table 6: Broome Residential Property Data - Rental

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

Source: Real Estate Investor as at 2 November 2022.

HOUSING AFFORDABILITY

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

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

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

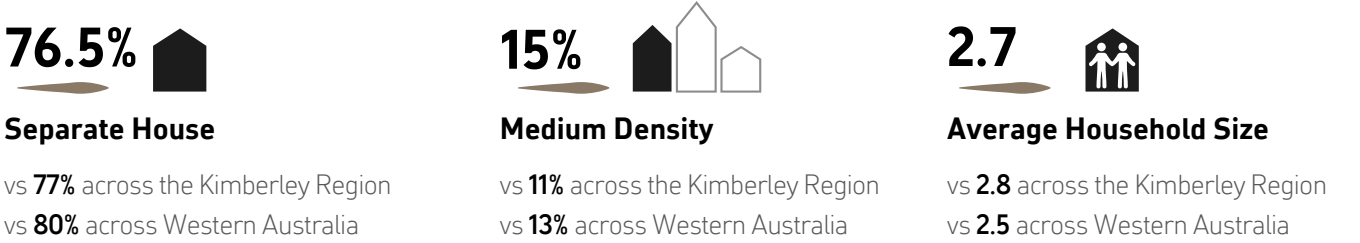
The draft Local Planning Strategy notes that higher housing costs in Broome still remains a problem. These are attributed to high building and construction costs, labour costs, the need to meet climatic conditions including cyclone-proofing and fewer consumer choices. These affect several sectors of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

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

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

DWELLING MIX

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



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

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

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

P2 - Table 7: 2021 Census Data (Housing)

2021 CENSUS - HOUSING		BROOME (SAL2)		KIMBERLEY (SAL 3)		WESTERN AUSTRALIA	
		Number	%	Number	%	Number	%
DWELLING STRUCTURE							
Occupied Private Dwellings	Separate House	3,469	76.5%	7,777	77%	769,038	80%
	Semi-detached, row or terrace	695	15%	1,147	11%	125,450	13%
	Flat or apartment	124	2.7%	253	2.5%	62,360	6%
	Other dwelling	182	4%	627	6%	5,858	1%
Total Occupied Private Dwellings		4,532	86%	10,043	83%	964,734	89%
Unoccupied Private Dwellings		722	14%	2,050	17%	118,109	11%
Total Private Dwellings		5,250	-	12,093	-	1,082,844	-
NUMBER OF BEDROOMS							
Number of bedrooms	None (includes studio apartments or bedsinners)	85	2%	191	2%	2,557	0%
	1 bedroom	370	8%	843	8%	35,236	4%
	2 bedroom	710	16%	1,784	18%	121,450	13%
	3 bedroom	1,736	38%	4,081	41%	361,327	37%
	4 bedroom	1,318	29%	2,388	24%	370,284	38%
	5 bedroom or more	93	2%	361	4%	60,958	6%
Average number of people per household		2.7	-	2.8	-	2.5	-
TENURE TYPE							
Owned outright		676	15%	1,325	13%	281,327	29%
Owned with a mortgage		1,296	29%	1,794	18%	385,629	40%
Rented		2,299	51%	5,958	59%	263,826	27%
Other tenure type		107	2%	36	0.4%	20,648	2%
Renting landlord type	Real estate agent	801	35%	1,089	18%	145,715	55%
	State or territory housing authority	708	31%	2,294	39%	28,209	11%
	Community housing provider	79	3%	955	16%	7,366	3%
	Person not in same household	347	15%	649	11%	64,961	25%
	Other landlord type	352	15%	922	15%	16,017	6%
COST OF HOUSING							
Weekly rent repayments	Median rent	\$330	-	\$200.00	-	\$340.00	-
	Renter households where rent payments are less than or equal to 30% of household income	1,425	62%	4,019	68%	157,934	60%
	Renter households with rent payments greater than 30% of household income	445	19%	816	14%	74,615	28%
Mortgage monthly repayments	Median mortgage repayments	\$2,167	-	\$2,167	-	\$1,842	-
	Owner with mortgage households where mortgage repayments are less than or equal to 30% of household income	883	68%	\$1,200	67%	277,901	13%
	Owner with mortgage households with mortgage repayments greater than 30% of household income	156	12%	223	12%	50,192	15%

1.2.4 ECONOMY

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

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

ECONOMIC PERFORMANCE

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

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

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

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

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

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

EMPLOYMENT AND BUSINESS

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

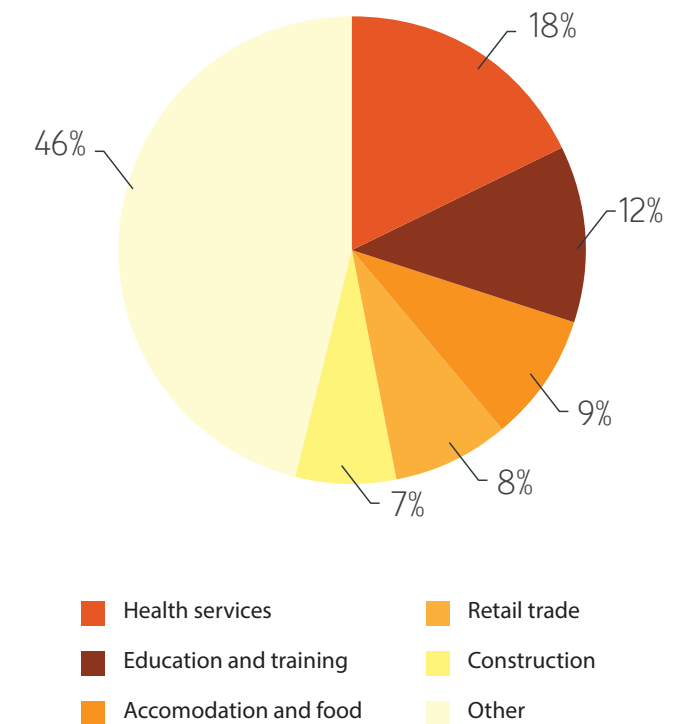
- + **Construction**
- + **Tourism** - accommodation and food services, transport, postal and warehousing and retail
- + **Population related sectors** - health care and social assistance, education and training, public administration and safety.

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

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

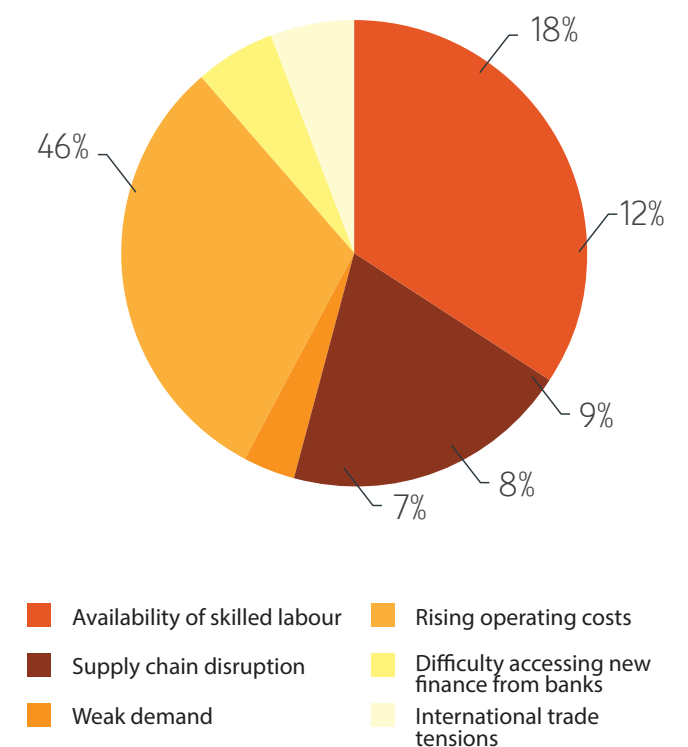
Compared to WA, Broome does have a high percentage of employing businesses, with only 54% of businesses classified as "non-employing". However, Broome does have a deficit in medium size businesses which presents a significant constraint when tackling unemployment as it is medium and large businesses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

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



P2 - Figure 3: Industry of employment

Source: ABS, 2021 Census



P2 - Figure 4: Barriers to Business

Source: Chamber of Commerce and Industry Regional Pulse, October 2022

ECONOMIC ASSETS AND DRIVERS

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

In the COBP, the primary economic asset identified is Chinatown which acts as the historic centre and Central Business District of Broome making it a significant feature. In order to maintain Chinatown’s status as a primary commercial and retail precinct in Broome, the Shire of Broome announced the Chinatown Revitalisation Project to reinvigorate economic and development opportunity. The \$14.2 million Stage One was completed in September 2019 and a further \$15 million was invested in Stage Two. The investment will increase the amenities of the commercial and retail streetscape. Stage Two also includes a Transit Hub, refurbishment of Streeter’s Jetty, new visitor amenities, Smart Cities technology and a continued focus on public art, interpretation and place activation.

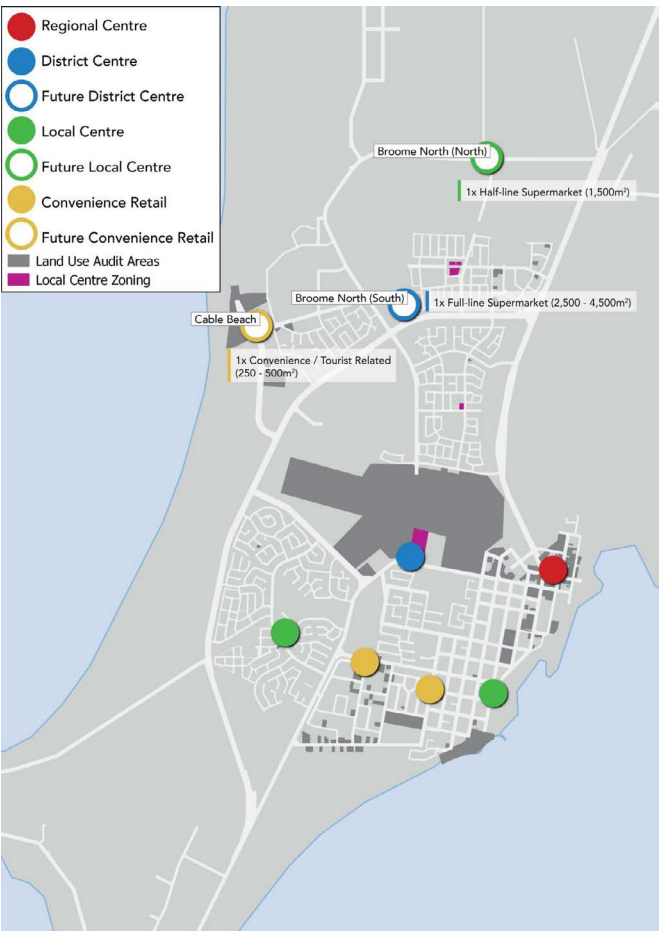
ACTIVITY CENTRES

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

P2 - Figure 5 illustrates the proposed distribution of centres in the Broome Townsite until 2031. The LCS advocates for a need to consolidate commercial activity, as such it seeks to define two distinct nodes in the COBP, being Chinatown as the Regional Centre, and the Seaview Local Centre located in the south of the precinct (**P2 - Table 8**).

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

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



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

P2 - Table 8: LCS Desired Outcomes

	STATUS AND ROLE	RECOMMENDATION	OUTCOMES
Chinatown	<ul style="list-style-type: none">+ Serves residents and visitors.+ Functions as the main commercial centre.+ Provides day-to-day household needs and a main tourist shopping destination.	<ul style="list-style-type: none">+ Retain point of difference and ‘distinctly Broome experience’.+ Encourage future development within existing town centre boundary.+ Identify core of Chinatown and provide for infill development to fill gaps and facilitate greater integration between components.	<ul style="list-style-type: none">+ Chinatown continues to function as the main retail and commercial centre for both residents and visitors.+ Point of difference and unique character maintained.+ Some gaps and opportunities remain to strengthen the centre and facilitate greater integration.
Seaview (Old Broome)	<ul style="list-style-type: none">+ Existing local (village) centre+ Small supermarket based centre with liquor outlet, newsagent, general store and restaurant.+ Recently reconfigured to better reflect the extent and needs of the market.	<ul style="list-style-type: none">+ Further investigation required to determine opportunity for the centre to be strengthened with additional tourist related services.	<ul style="list-style-type: none">+ Seaview currently comprises:<ul style="list-style-type: none">– Liquorland– Broome Laundromat– The Food Lab– The Broome Pantry– Newsagent– Wild Flower Restaurant– IGA Express– Pearly Whites Dentist– 18 Degrees restaurant+ Vacant tenancy provides an opportunity for tourist related services.

TOURISM

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

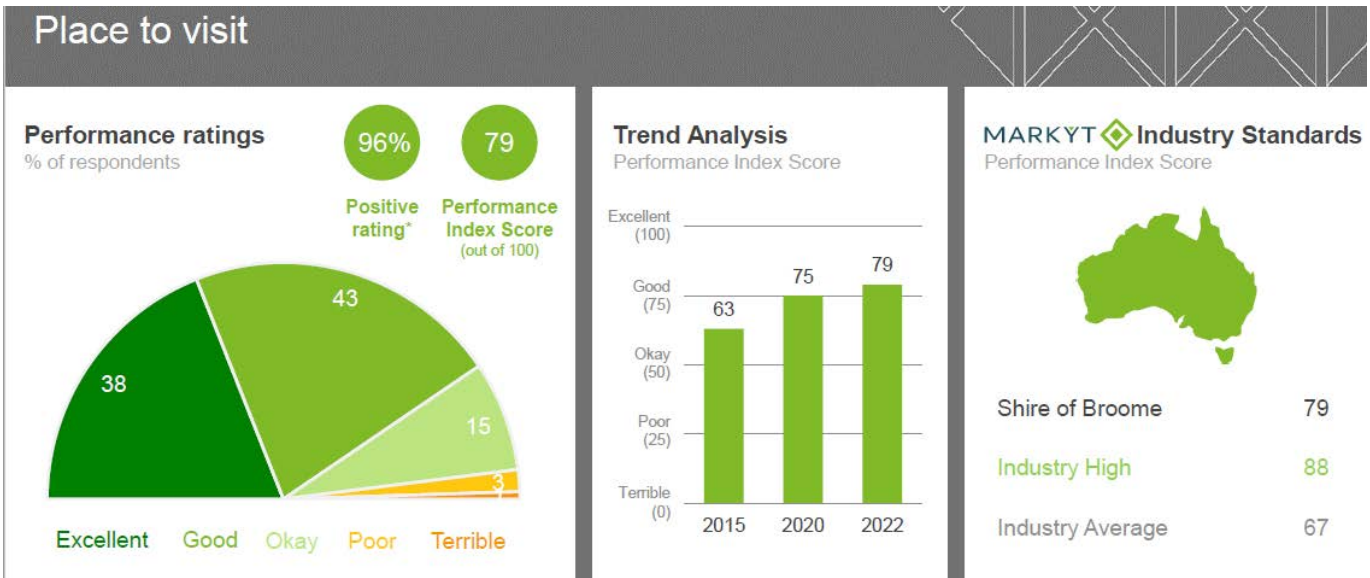
As the gateway town/stepping off point to the Kimberley region, the pristine local beaches, reefs, unique landform and natural environment of the region are key reasons for attracting visitors. Increasingly the opportunity to experience the eco-tourist style or adventure related activities and learn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

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

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

Accommodation in the COBP area has traditionally had a more business traveller focus compared to Cable Beach which typically attracts holiday/leisure travellers.

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



P2 - Figure 6: Place to Visit - Community Perception
Source: Shire of Broome Community Scorecard 2022



P2 - Figure 7: Chinatown/Old Broome Tourism

1.2.5 CULTURE, VALUES AND IDENTITY

ABORIGINAL HERITAGE

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

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

Since the ILUAs were signed in 2010, the Shire has worked closely with Yawuru and the Department of Biodiversity, Conservation and Attractions (DBCA) to jointly manage the Yawuru Conservation Estate through the Yawuru Park Council. The COBP is not within the Yawuru Minyirr Buru Conservation Park, however, there are areas directly to the north and south of the precinct.

CULTURAL SIGNIFICANCE

Within and adjacent to the COBP there are several sites that are under some form of tenure by Yawuru - variously direct (freehold) ownership, being within the Yawuru Conservation Estate, or other forms of reserve. The entire foreshore is significant to the Yawuru, with Roebuck Bay being a traditional source of food. Kennedy Hill is very significant and contains archaeological material such as shell middens.



Mangroves in Roebuck Bay, Old Broome



NYAMBA BURU YAWURU

Nyamba Buru Yawuru Limited (NBY) is Yawuru's development and investment company. It is a not-for-profit company with a range of interests including property development, pastoral and agricultural, construction and technologies, tasked with generating long term income for the Yawuru community. They work towards a vision an inclusive and sustainable future which empowers Yawuru and other Aboriginal people to become active and prosperous participants in Broome's regional economy. Embedded in NBY's mission Yawuru traditional cultural values and practices are which promote a quadruple bottom lined approach that is centred on the Yawuru philosophy of 'mabu liyan'.

NBY provides a range of programs and investments for the benefit of Yawuru and other Aboriginal people. Examples include: setting up of the language centre, social and affordable housing, creating a Yawuru Conservation Estate, employment and training, elders and youth support initiatives and a broad community development strategy.

KIMBERLEY CENTRE FOR ARTS CULTURE AND STORY

In terms of promoting cultural celebration, there is a proposal currently in the business case and planning phases to seek funding for the Kimberley Centre for Arts, Culture, and Story (the Centre). The Centre will be of global significance because it will reconcile the history of Broome and the Kimberley in an honest, challenging but ultimately empowering way.

It is intended that the Centre would provide visitors with a journey that is innovative and inspiring in its representation of the culture of the world's oldest living civilisation. The Centre could contribute significantly to the Kimberley economy by supporting tourism, as well as linking to and supporting the sustainability of Indigenous culture throughout the region. Broome can become the gateway to and raise awareness of other indigenous tourism experiences within the Shire and region. Objectives of the Kimberley Centre for Arts and Story include:

- + Creating an engaging and accessible means of sharing Aboriginal culture that will significantly enhance the understanding and respect by non-Aboriginal people.
- + Additionally it can assist in closing the Aboriginal employment gap in a way that promotes cultural strength, good liyan (well-being) and strong economic outcomes, ultimately to reduce Aboriginal people's dependence on government support.
- + Lastly, tourism analysis for the region has identified there is a strong demand for an Aboriginal cultural experience among visitors and the Centre provides an innovative way of addressing this desire.

A preliminary location for the Centre has been identified in the COBP, final details will be incorporated into the PSP in collaboration with NBY.

NATURAL HERITAGE

The COBP is bordered by Roebuck Bay which provides some of the iconic natural heritage and landscape that Broome is known for. Roebuck Bay is remarkable for the diversity of its marine and plant life as well as its extremely large tidal range. This area of coast combines the blue waters with the red pindan and the green mangroves, making it a unique part of the broome identity.

The Shire has recently completed a Jetty to Jetty walk trail which extends from Streeter's Jetty in Chinatown to Town Beach and includes interpretative signage and other material which helps share the stories, history and unique environmental attributes. During the cooler months you can witness the Staircase to the Moon. This spectacular natural phenomenon is created by the rising of a full moon reflecting off the tidal flats of Roebuck Bay.

In tandem with initiatives such as Jetty to Jetty, new development in Old Broome can help promote the conservation and interpretation of the natural and cultural values of Roebuck Bay.

OTHER CULTURAL HERITAGE

Broome has some of the oldest patterns of immigration in the nation. Over many years, successive waves of economic migrants have been attracted to the marine and land-based resources in the region for their livelihoods. Livestock, pearls, seafood, agriculture and minerals, along with oil and gas, have been the source of most activity in the region. Many families of Broome have diverse, interconnected roots founded in many cultural groups, including Yawuru and other Aboriginal Australians, as well as settler Australians from numerous European countries as well as Chinese, Japanese, Sri Lankans, Filipinos, Malay, Roumah, Koepangers and Ambonese.

The ongoing interpretation and conservation of Broome's heritage ensures new development continues to foster authenticity. There are several places listed on the Shire's Municipal Heritage Inventory in the COBP, with 17 of these places also registered on the State Register of Heritage Places. A listing on the State Register of Heritage Places affords a place the highest level of protection under the *Heritage of Western Australia Act 1990*. **P2 - Figure 8** depicts all existing heritage places and areas on the Shire's Municipal Heritage Inventory, State Register, and Aboriginal Heritage Sites Register.

CHINATOWN

Much of Broome’s rich cultural heritage is expressed in Chinatown, it is the original home of Broome’s distinctive architectural vernacular which was developed in response to local climatic conditions, its remote location, limited access to building materials, and the influence of several Asian cultures.

The eastern portion of the precinct is included within the Chinatown Conservation Area which is listed on the State Heritage Register. This precinct also includes a number of State Heritage listed places. The COBP’s importance is underpinned by its aesthetic value for the distinctive features that originally defined the mixed, and sometimes contiguous, architectural style of Chinatown, and continue to characterise the area today. The contiguous component of this style is typified by small single and two-storey structures, the remaining fabric of the place is historically significant for its association with Roebuck Bay’s pearling operations. The cultural and heritage significance of Chinatown will be a key focus of the PSP.

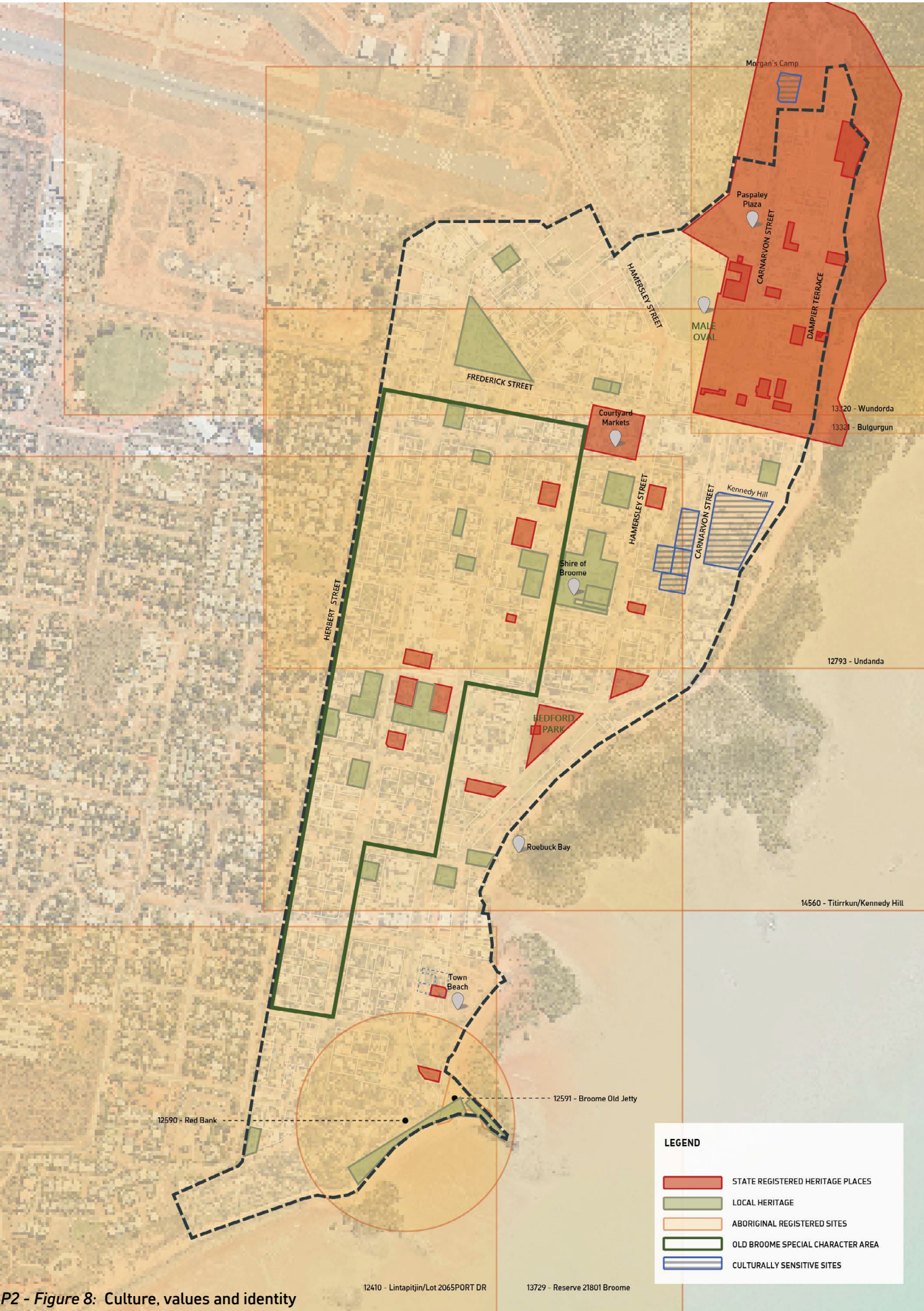
OLD BROOME

During the rise of the pearling industry many people settled in close proximity to Chinatown establishing permanent residences in what is now known as Old Broome. The heritage significance of the precinct is reinforced throughout many Shire documents and strategies, in total the precinct contains numerous heritage listed places including 17 on the State Register of Heritage Places.

DEVELOPMENT STRATEGY ACTIONS

As part of the Chinatown and Old Broome Development Strategies (Development Strategies), a number of cultural heritage actions were recommended. As part of the PSP process, these will be reviewed and updated as required:

- + Design a heritage trail with discrete signage reflecting significant buildings, features and places which reflect the history of Broome.
- + Establish an interpretative nature walk through the mangroves;
- + Potential location for indigenous cultural centre linked to new foreshore path;
- + Retain and interpret old pearling sheds – possible sensitive additional development with a link to foreshore walk.
- + Re-create and interpret former ‘Broome Tram’ connecting Chinatown with Town Beach.
- + Retain and interpret the State Heritage listed Bourne and Ingliss Store as part of the redevelopment of the larger site.
- + Install a restored Catalina aeroplane within the Town Beach Foreshore and investigate possibility of a museum and associated facilities to form part of an overall ‘Heritage Precinct’ incorporating the existing museum and tram line.



P2 - Figure 8: Culture, values and identity

1.2.6 SOCIAL INFRASTRUCTURE AND SERVICES

PUBLIC OPEN SPACE

Given the value of POS within the community, the Shire has a responsibility to ensure there is appropriate provision for multi-purpose public open spaces which offer a range of functions and are accessible to the local community. A preliminary assessment of POS in the precinct has been undertaken and is set out in **P2 - Table 9**. The POS hierarchy includes four categories, the typical size, catchment and function is provided, with a quantification of the spaces currently provided in the COBP.

- + **Pocket Parks:** Are typically small public open spaces, they can be green or urban with a combination of soft and hardscape elements common. They usually provide a localised passive recreation function. Reconciliation Park is the only POS in the COBP that fits within this category, it is located on Short Street.
- + **Local POS:** Like pocket parks, local POS typically includes parks which provide a primary passive recreation function. They provide opportunities to bring greenery into urban areas, providing quality amenity, visual outlook, and tree canopy. Bedford Park is the primary example in the COBP including expansive lawns overlooking Roebuck Bay, with picnic areas, seating and various historical plaques, memorials and monuments. Pelican Park also serves local residents, however, it is situated just outside the precinct boundary on Herbert Street.
- + **Neighbourhood POS:** Vary in form and function, they are highly flexible spaces which can provide a balance of passive recreation, active recreation, and formal sport. In regional centres such as Broome, these spaces also provide functions beyond the immediate catchment and can serve as highly flexible and important event spaces. The two primary spaces in the COBP include:
 - Male Oval, which includes spacious grounds in close proximity to Chinatown. It is one of Broome’s best locations for large public gatherings, sporting events, fairs, concerts and other festival activities. It has been identified through preliminary engagement that there are opportunities to upgrade and better activate parts of Male Oval.
 - Town Beach Reserve/Guwarri is the other primary space. Significant upgrades have been undertaken creating high quality community parkland overlooking Roebuck Bay, it is a popular place for events such as the Staircase Markets. The park has a sheltered swimming beach, playground, water play park, public toilets, electric BBQ’s, shelters, public picnic facilities and boat launch ramp. It is also the site of the Pioneer Historical Cemetery.



Town Beach/Guwarri Redevelopment, Old Broome

P2 - Table 9: POS Hierarchy

TYPE	SIZE	FUNCTION	EXISTING POS
Pocket 200m / 3min walk	<0.4Ha	Passive Recreation	Reconciliation Park (0.244 ha) TOTAL: 0.244 ha
Local 400m / 5min walk	0.4 Ha - 1 Ha	Passive Recreation	Bedford Park (0.724 ha) *Pelican Park TOTAL: 0.724 ha
Neighbourhood 800m / 10 min walk	1 Ha - 5 Ha	Passive Recreation Active Recreation Active Sport	Male Oval (3.709 ha) Town Beach/Guwarri (4.073 ha) TOTAL: 7.782 ha
District 2k from home	5 Ha - 15 ha	Active Recreation Active Sport	*Broome Recreation and Aquatic Centre
Other	NA	Natural POS and drainage	47 Hamersley Street, Broome (0.114 ha) Lot 1220 Dampier Terrace, Broome (5.521 ha) Lot 2661 Hamersley Street, Djugun (1.081 ha) Lot 1212 Hamersley Street, Djugun (0.701 ha) 22 Napier Terrace, Djugun (1.099 ha) TOTAL: 8.526 ha
TOTAL POS / USEABLE POS			17.266 ha / 8.75 HS
*POS not within Chinatown/Old Broome precinct boundary, however provides a high quality district POS within 2km of the precinct. Excluded from total POS calculations.			

The overall public open space network provides for a variety of uses by locals and visitors. The assessment has determined that there is currently an approximate 8.75 ha of useable POS, with an additional 8.526 ha of ‘other’ spaces which provide drainage or ecological functions. The PSP will need to consider which areas require upgrades or improvements.

P2 - Table 10: Community infrastructure

Male Oval, Chinatown

1.3 PHYSICAL CONTEXT

1.3.1 LOCATION

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

As Broome has matured, a number of key precincts have emerged. These include Chinatown, Old Broome and Cable Beach, the Broome Townsite's primary activity nodes. The location of the three precincts within the Broome Townsite is identified on **P2 - Figure 10**. The COBP is located on the eastern side of the Broome peninsula, overlooking Roebuck Bay.

CHINATOWN

Chinatown is the historic centre of Broome, it is zoned 'Town Centre' (and proposed to be Regional Centre under draft LPS 7) and is the primary retail and commercial activity node, evidenced by the significant upgrades that have been delivered as part of the Chinatown Revitalisation Project. The future vision is for the precinct to provide a diversity of land uses which include offices, retail, community services and hotels. This is to be provided in a way that maintains and celebrates the cultural heritage, recreational and tourism values of the precinct.

The Chinatown sub-precinct is defined by Roebuck bay and mangroves to the east and north, the Broome International Airport to west, and Frederick Street to the south.

OLD BROOME

Old Broome is rich in cultural heritage, relating to both pre and post-colonial settlement. Its heritage (cultural, built and natural) helps define what is unique about Old Broome and its place in Broome's history. The vision for Old Broome is to become a vibrant, accessible and equitable mixed-use precinct. One that meets the needs of residents and visitors through development that is respectful of the rich cultural heritage and natural environment.

In the context of this PSP, the Old Broome sub-precinct is defined by Frederick Street to the north, Roebuck Bay to the east, Robert Street to the south and Herbert Street to the west. Though it is acknowledged that the residential areas directly west of Herbert Street are also considered to be part of Old Broome.

It is intended that Chinatown retain its integrity as the primary retail and commercial centre for Broome. However, this PSP highlights the importance of linking Chinatown and Old Broome in recognition of the Regional Centre role of Broome and the broader than retail and food/beverage services and facilities that this entails. Civic, entertainment, financial services and other government office-based facilities all provide a rich and varied regional centre experience.



P2 - Figure 10: Broome Townsite Context

1.3.2 DEVELOPMENT HISTORY

CHINATOWN

Chinatown is the historic centre of Broome. It contains some of the town’s most significant built heritage relating to the town’s genesis as a centre for pearling during the 19th and early 20th Centuries. Chinatown is the original home of the distinctive Broome vernacular architecture that developed in response to the town’s climatic conditions, its remote location and limited access to building materials, and the influence of several Asian cultures.

Chinatown is also situated on the traditional lands of the indigenous Yawuru people. As a result, Chinatown and its surrounds, including the inter-tidal zone areas, are imbued with deep significance for this community.

As a result of its rich built and cultural history, Chinatown has long been a focus for tourism. For even longer it has also been the traditional centre for shopping, health care and business for residents of Broome Townsite, and also for residents of the region who may travel great distances to access the goods and services available there.

Today, Chinatown continues to perform these important functions and there is a desire in the community for Chinatown to remain the primary focus for retail, business and entertainment activity in Broome and the region. However, Chinatown faces significant challenges if its role as Broome’s ‘central business district’ is to be maintained into the future.

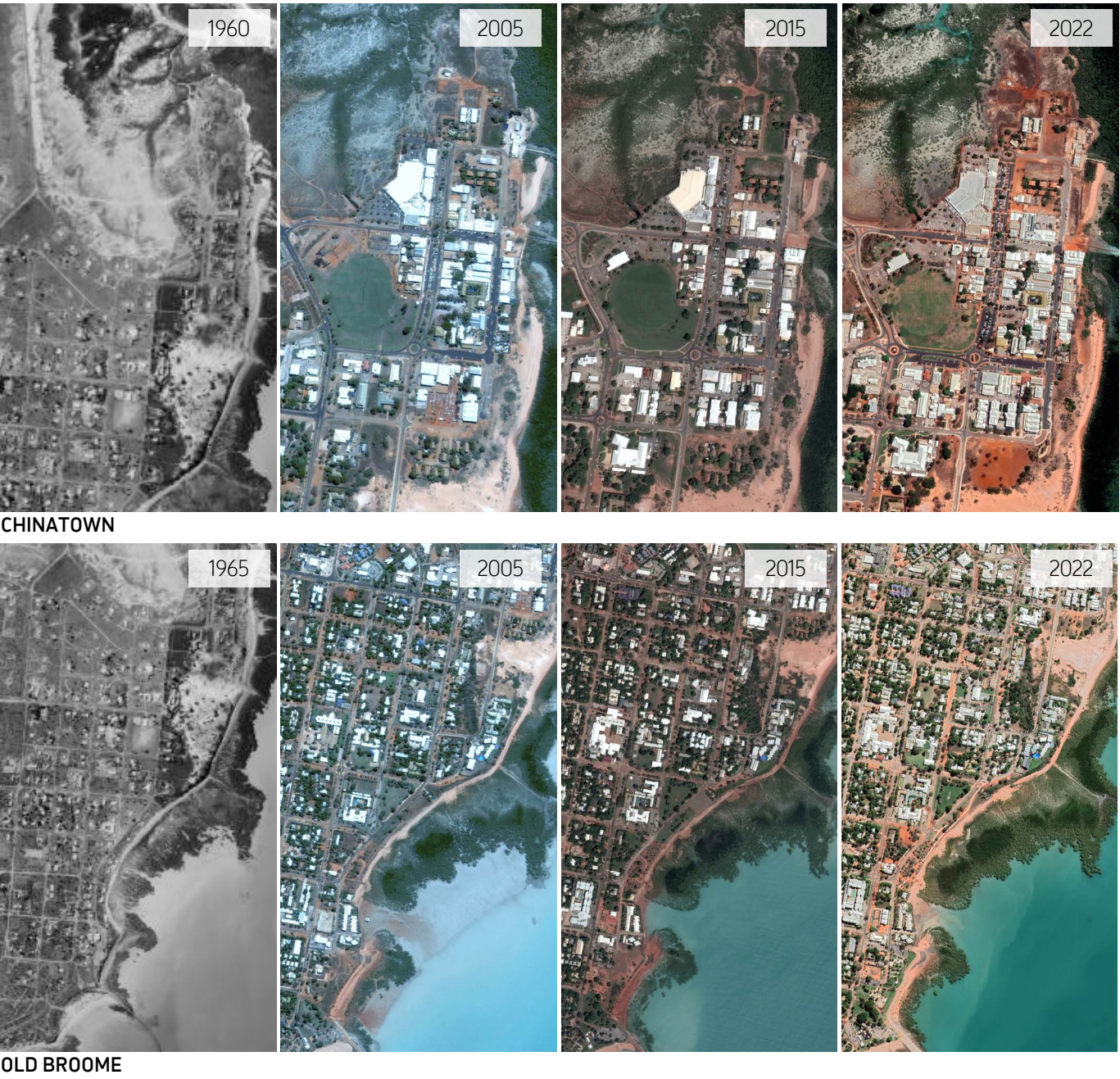
OLD BROOME

The Old Broome precinct holds a special place in the history of Broome, being the location of sites of cultural significance for the Yawuru people and also being an area where the pearl shell industry once thrived along the shores of Roebuck Bay. The Old Broome Jetty was located at Town Beach and was a focus of commercial and social activity. People and cargo arrived in Broome at the Old Jetty, and pearl shells were loaded for export to overseas markets. The shore between the Old Broome Jetty and Streeters Jetty in Chinatown was lined with luggers, camps, pearling sheds, goods sheds, and Customs House (now the museum). A tram ran between the two jetties, providing a means of transport for people and goods. As the town grew, Old Broome became the location for the pearling masters homes, a few of which still remain today.

Old Broome is one of the few locations in Broome where development directly overlooks the water, and individual sites as well as public spaces are privileged with uninterrupted views of Roebuck Bay. There is the opportunity for new development in the precinct to retain clear vistas to Roebuck Bay and to provide and enhance visual and pedestrian linkages to the foreshore.

Today the precinct is a focal point for tourist activity. It is the location of several hotel/resorts and other short-term accommodation and numerous heritage-listed buildings. Town Beach itself is a popular swimming and fishing spot for locals and tourists and is the favourite venue for viewing the Staircase to the Moon phenomenon, which is accompanied by the popular Staircase to the Moon night markets.

The **P2 - Figure 11** below depict the growth of the Chinatown and Old Broome precincts over time.



P2 - Figure 11: Chinatown and Old Broome Historical Imagery

1.3.3 CLIMATE

Under the National Construction Code, Broome is classified as Climate Zone 1 'high humidity summer, warm winter'. **P2 - Figure 12** provides an illustration of the Broome Townsite's climatic conditions. For the majority of the year, Broome has two distinct seasons which include: 'wet' usually from December to March; and 'dry' for the remainder of the year:

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

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

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

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

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

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



P2 - Figure 12: Climatic Conditions
Source: Kimberley Vernacular Part 2

1.3.4 ENVIRONMENT

LANDFORM AND TOPOGRAPHY

Chinatown is relatively flat (at a height ranging from 5m AHD to 7m AHD), whilst the eastern boundary of the precinct is largely consistent sitting at a height of 6-10m AHD, this drops off eastward to sea level forming a cliff environment which results in natural viewing opportunities.

Carnarvon Street (south of Frederick Street) is the high point, the height rises to approximately 21m AHD adjacent to the Kennedy Hill site. The precinct enjoys good views to east over the mangroves and Roebuck Bay.

The north-eastern portion of the precinct is susceptible to flooding, all buildings are therefore required to have a minimum floor height of 5.7m AHD.

VEGETATION AND BIODIVERSITY

The Gundurung Mangroves occupy the shoreline of Roebuck Bay located on the eastern portion of the COBP. These mangroves are situated on the saltmarshes, or bundu, of the Yawuru Conservation Estate. The marshes are formed through high evaporation rates during the dry season which leaves the sediment to be highly saline and uninhabitable by most vegetation, with the exception of mangroves and salt-tolerant algae.

The dominant mangrove is the Gurundung White Mangrove (*Avicennia marina*) which is known to grow in a wide range of salinities and intertidal topographical locations. At seaward and creek margins, it is commonly found alongside the biyal-biyal Kapok Mangrove (*Camptostemon schultzei*). The discharge of groundwater into these intertidal areas are an important aspect to creating microhabitats that support the mangroves communities due to the mixing of fresh groundwater and saline water that results in brackish conditions.

Pressures on these mangrove communities include anthropogenic causes such as clearing and development, as well as changes to water and sediment quality, and altered drainage and hydrology.

Although restricted in their distribution, the habitats the mangroves provide to a rich assortment of bird species that are of conservation importance. Other notable wildlife that may be seen in the mangroves and tidal creeks of the Yawuru Conservation Estate include estuarine crocodiles although their numbers are small.



Roebuck Bay Mangroves

DRAINAGE

The drainage network is primarily serviced by a system of drainage pipes, culverts and open channels which carry stormwater:

- + Eastwards discharging to Roebuck Bay; and
- + Northwards discharging to Dampier Creek.

The site, which includes the surrounding roads, dwellings and shopfronts experience relatively high flood levels resulting from storm events and high tidal events. The local topography and existing drainage infrastructure does little to provide adequate drainage of the site. These high flood levels are a cause for concern for the Shire because they can be hazardous to vehicles and pedestrians and cause damage to property and infrastructure.

Recent stormwater system upgrades such as along Short Street and Hamersley Street have helped to alleviate some issues, however, problem areas still remain which will need to be considered as part of the planning process..

The stormwater system is predominantly open channel which lends it the opportunity to utilize vegetated bio-retention systems such as swales and/or further basins as in-transit and end-of line treatment. In-transit measures that would retain storm flow, attenuate nutrients have the potential to greatly reduce nutrient loading into the Bay, especially during first flush.

There is potential to look at a landscape strategy for open swales to connect the catchment zone into the surrounding area and provide a visual character of through appropriate replanting. Additionally, the open space to the north of the precinct, Male Oval may be considered for drainage solutions.

Due to the seasonal rainfall pattern, POS areas often have to service a dual drainage function, ensuring stormwater runoff into appropriate areas.



Open drainage into Roebuck Bay



Inundation areas to the north of Chinatown



P2 - Figure 13: Environment

NATURAL HAZARDS

COASTAL - CHINATOWN

Chinatown has been identified as an area at significant risk of future coastal hazards associated with erosion and inundation. Due to the significance of the area the Broome Townsite CHRMAP seeks to protect and preserve as much of this area as possible. The area north of Gray Street, however, is unlikely to be saved, which the COBPSP must have consideration for.

A significant part of Chinatown is subject to flooding, due to its location on a peninsula surrounded on three sides by the tidal flats of Roebuck Bay and Dampier Creek. Broome experiences some of the world’s largest tides, with the variation between low and high tide being as much as 10.5 metres.

Flooding affects buildings and streets, restricting access and thereby affecting business. In extreme events it is damaging to property and infrastructure.

Flooding in Chinatown is tidally influenced with significant risk associated particularly with storm surges or major stormwater events coinciding with high tides. Tidal inundation was a regular occurrence in central Chinatown until barriers were constructed.

As a result of its vulnerability to flooding, a large part of Chinatown is designated under the town planning scheme as a Special Control Area and is subject to special controls relating to finished floor levels, land fill and other development requirements.

Flooding risk is associated with natural rainfall and tidal variability and projected climate change impacts including sea level rise. A 2009 report by the Commonwealth of Australia estimated that a sea level rise of 1.1 metres could inundate the majority of Chinatown and west into the grounds of the airport, with the exception of higher land near the southern end, sloping up to Kennedy Hill.

COASTAL - OLD BROOME

Portions of Old Broome are currently risk of coastal processes. The risk is set to increase from 2040 onwards where the precinct is likely to be exposed to extreme risk of erosion (in some areas) and medium risk of inundation. Due to the significant residential, commercial and public use of the foreshore areas protection of foreshore is essential as it is both an important community and tourist asset.

A number of mitigation measures are proposed in the Broome Townsite CHRMAP to reduce risk of erosion and inundation.

The Broome Townsite CHRMAP also proposed some recommendations for types of development in effected areas, including:

- + Infill development be permitted on zoned land which is currently vacant; and
- + Further fragmentation and subdivision of land is generally not supported.

CYCLONES

Since 1910 there have been 24 cyclones that have caused gale force winds at Broome. On average this equates to about one every four years although the frequency has been less in recent times, there being only four cyclones from 1990 to 2020. Broome is located within Wind Region C, meaning that buildings in should be designed to resist a Category 4 cyclone with expected wind speeds of around 250 km/h.

BUSHFIRE

The hot, dry conditions within the Shire during the dry seasons in particular make the risk of bushfire a real possibility, and there have been serious bushfires within the Kimberley in recent years.

Large areas of the Shire are designated bushfire prone as per the map of bushfire prone areas. In line with State Planning Policy 3.7 - Bushfire, planning and development proposals are to be supported by appropriate bushfire planning.

PROXIMITY TO BROOME INTERNATIONAL AIRPORT

Airport noise impacts are mapped based on ANEF (Australian Noise Exposure Forecast) contours. Those affecting Chinatown are shown (indicatively only) on **P2 - Figure 13**. The whole of Chinatown between Gray Street and Napier Terrace is located within the 20 ANEF and above contour.

‘Sensitive’ land uses such as residential are considered to be unacceptable above 25 ANEF and conditional (subject to requirements for noise attenuation) between 20 and 25 ANEF. Short term accommodation (hotels, hostels, etc) is unacceptable above 30 ANEF and conditional between 25 and 30 ANEF. Commercial uses are compatible with the most recent ANEF as they affect Chinatown.

The precinct’s location next to the Broome International Airport also has an impact on building heights due to the Obstacle Limitation Surface (OLS) which limits the height of obstacles which may impact flight operations. The result is a maximum height that ranges from 6.8m to 14m dependent on proximity to the runway.

As the Broome International Airport is highly unlikely to be relocated during the lifetime of the COBPSP, maximum building heights in impacted areas are unlikely to change.

1.3.5 LAND USE AND URBAN STRUCTURE

LAND USE

The Shire recently undertook a review of its Local Planning Strategy and Scheme, leading to the preparation of LPS 7, which identifies the following key land use zones:

- + **Chinatown** – Regional Centre
- + **Old Broome** – Mixed use, residential and public purpose.

These zones provide flexibility for a range of urban uses and activities to occur and are illustrated on **P2 - Figure 14**.

COMMERCIAL / RETAIL

Commercial activity is generally concentrated north of Frederick Street in Chinatown, reflective of its status as the historic centre of Broome. South of Frederick Street in the eastern areas of Old Broome there is a mixed use function, particularly along Carnarvon, Hamersley, and Robinson Streets. Mixed Use Key characteristics of these areas include:

- + **Carnarvon Street** – Carnarvon Street is a main street development typology, which is the heart of the Chinatown sub precinct. It provides a range of centre uses such as retail, restaurants and cafes and entertainment. The Broome Chinatown Revitalisation Project has upgraded the public realm and brought to life the long-held aspirations of the Broome, reinvigorating economic and development opportunities. However, there are still notable 'dead spots' due to the concentration of vacant lots.
- + **Paspaley Plaza** – The Paspaley Plaza is the main shopping centre in Chinatown and contains a number of key tenements such as Coles, Best and less and Australia Post. It is located directly behind Carnarvon St and can be accessed either through a rear carpark or off Carnarvon Street laneways.
- + **Old Broome** – Commercial development in Old Broome largely consists of a scattering of restaurants and cafes, clustered around the tourism development nodes, and businesses supporting civic uses such as offices and consulting rooms. A number of older dwellings have been re-purposed for small business, such as art galleries and cafes. There is limited retail-focused development in Old Broome, with the exception of the Seaview Local Centre across from the Museum.

RESIDENTIAL

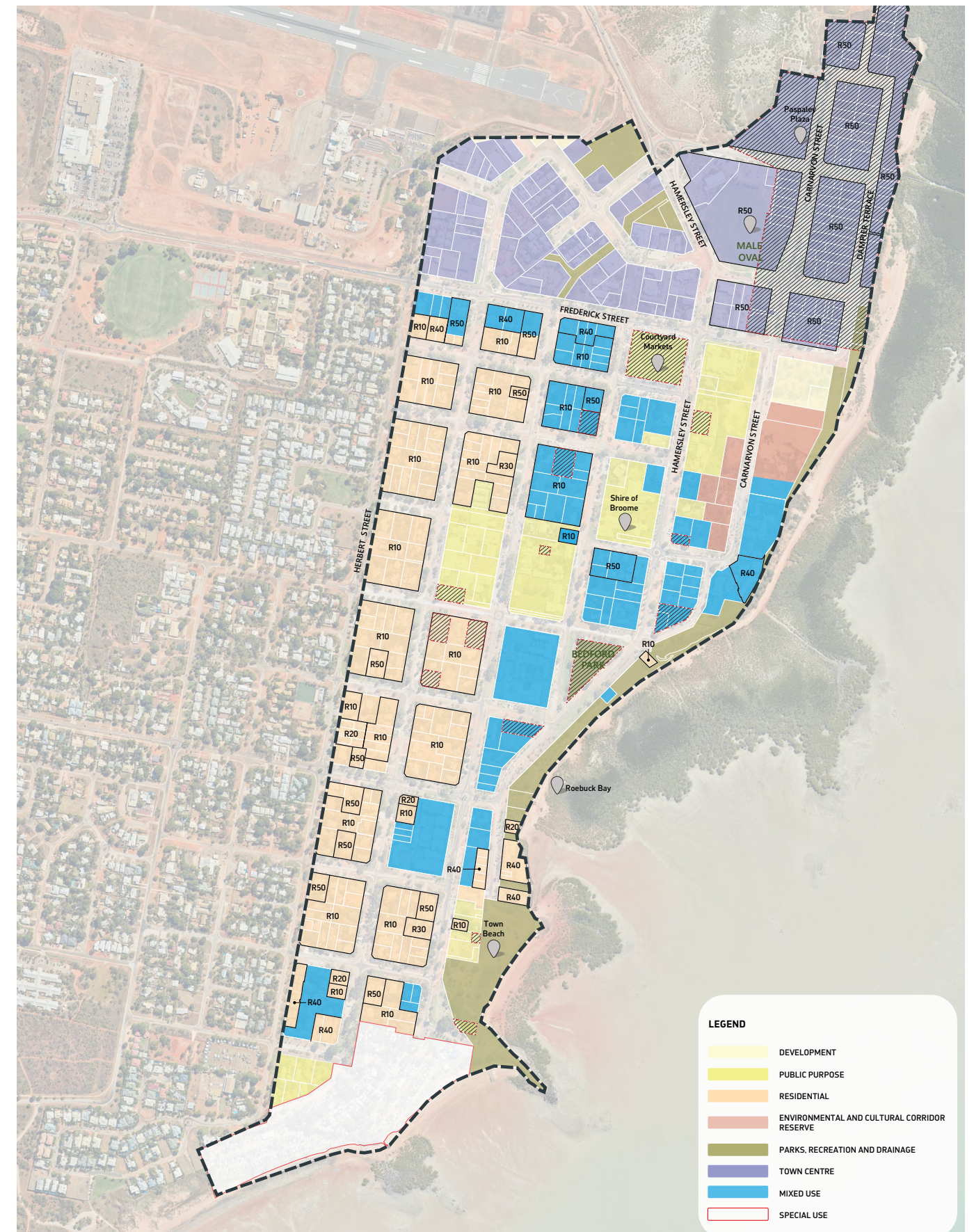
Residential land is largely concentrated through Old Broome between Herbert and Robinson Streets, with residential density coding varying from R10 to R50, however, upcodings have typically occurred in an ad-hoc manner. Most of the residential area is characterised by low density single dwellings, with a few examples of grouped dwellings. More information on the residential character can be found in section **1.3.7 Built Form Character**.

TOURISM

There are a number of resort-style tourism developments in the COBP, mainly along the eastern edge of the precinct, taking advantage of views across Roebuck bay and within walking distance of Chinatown.

CIVIC

The COBP contains a number of essential civic uses which are unlikely to change as described in **Section 1.2.6**. The primary opportunity from a development perspective is the confirmed relocation of the Broome Regional Prison, unlocking 1.7 ha of prime land. This provides an opportunity to enhance integration with Chinatown, supporting a more integrated and unified precinct.



P2 - Figure 14: Land Use Plan

URBAN STRUCTURE

SUBDIVISION PATTERNS

Broome’s urban form had its beginning in a grid. The grid road layout facilitated cross-ventilation through the town and provided a straightforward and familiar legibility. Some larger lots have been subdivided resulting in a diverse mix of lot sizes within Old Broome and Chinatown. The character of the Broome grid offers a clearly legible, permeable and easily defined quality that many locals and tourists regards as the defining urban form characteristic of the town.

LAND OWNERSHIP

The majority of land within the Chinatown/Old Broome precinct in is varied private ownership, with dispersed areas of Department of Communities, religious organisations and Aboriginal Corporation/Land Trust ownership. There are a number of areas in single private or government ownership, which present significant development opportunities, as shown in **P2 - Figure 15**.

LOT SIZES

Lot sizes in Chinatown vary as seen in **P2 - Figure 15**. Those east of Carnarvon and Hamersley Streets are typically <2,000m² they comprise mainly retail, entertainment and small scale commercial businesses forming a main street environment. Lots west of Hamersley Street are larger with more lots in the 3,000 - 4,000m² range. This is due largely to the types of land uses found in the area which include service commercial and larger retail tenancies. This area also includes a number of residential strata developments. The original grid pattern of development in Old Broome is largely still in tact. Not much subdivision has occurred, as a result lots are mainly within the 1,000 - 4,000m² range. The lot sizes in Old Broome provide a number of opportunities for redevelopment. Larger lots in Old Broome (>4,000m²) are typically comprised of civic, medical, education or tourist land uses.

AGE OF DEVELOPMENT

Limited development that has occurred in the Chinatown/Old Broome precinct from 2017 to 2022. The majority of new development is residential, or public realm upgrades as part of the Chinatown Revitalisation project and Town Beach/Guwarri foreshore upgrades. This assessment has not included an audit of existing buildings therefore the age and quality of some non-heritage listed sites could also support redevelopment.

LAND AVAILABILITY

A high-level assessment of land availability has determined that only a few vacant lots remain in Chinatown which could support development. Some of these are located north of Gray Street and are not suitable for development due to future coastal risk. Land availability in Old Broome is limited, most sites have some form of development on them. **P2 - Figure 22** shows that there are pockets of vacant lots dispersed throughout the precinct.

The northern end of Carnarvon Street contains a number of vacant properties, due to the views available it represents potential opportunities for development. However, these lots are located adjacent to an important Aboriginal Heritage Site (Lot 1219 on P214357) and some are also within the steep ridge area meaning significant earthworks would be required prior to development.

In addition to the above, two key development sites have been identified: the former Mallngbar Community (1 Frederick Street); and Broome Regional Prison (13 Hamersley Street).



P2 - Figure 15: Urban Structure

DEVELOPMENT STRATEGY ACTIONS

As part of the Chinatown and Old Broome Development Strategies (Development Strategies), a number of key land use actions were recommended. As part of the PSP process, these will be reviewed and updated as required.

CHINATOWN

- + Promote redevelopment of commercial sites on Napier Terrace south of Male Oval. These sites could be redeveloped for a mix of uses like offices, accommodation (permanent or short-stay), shops and tourist-oriented cultural uses. A redevelopment carefully designed to maintain human scale along the street could also take advantage of views of the oval and public realm from upper-level balconies and windows.
- + Retain key ‘attractor’ uses (eg. post office) in Chinatown to encourage continued visitation by locals.
- + Promote new retail and commercial development at the northern end of Carnarvon Street and Dampier Terrace, with mid-block pedestrian links and courtyards.
- + Development of the vacant land north of Streeter’s Jetty would extend activity north along Dampier Terrace and increase the supply of commercial floorspace in Chinatown. The development would be scaled to continue the pattern of existing development, allowing glimpses through to Roebuck Bay and the mangroves. It would be oriented to overlook the entry to Streeter’s Jetty and the proposed foreshore walk, including the possibility of connecting to the walk at selected locations.

OLD BROOME

- + It is intended a new municipal library will be constructed in Chinatown near the Visitors’ Centre. When this takes place, there will be an opportunity for the current library to be incorporated into the main Shire Administration building to allow all office staff to be accommodated in the same building. This will free up the site currently occupied by the Shire’s Technical Services staff (corner Weld and Barker Streets) for potential infill development for an appropriate use.
- + Strategic mixed use development sites around Bedford Park. These properties should be developed for a commercial or tourist use – a restaurant or café are considered ideal. Any upper floor could accommodate short-term accommodation or similar function but ground floor uses should allow for a high level of general public access
- + Vacant land south of the existing museum could accommodate mixed use infill development to service the northern end of Town Beach Foreshore. This could be provided in stages. Firstly by providing hardstand surfaces with power/lighting/waste connections to accommodate ‘Pop Up’ traders who operate on a temporary and/or seasonal basis. Over time the site may be redeveloped for more permanent structures.
- + It is proposed to liaise with the Department of Parks and Wildlife / Department of Environment Regulation (formerly Department of Environment and Conservation, or DEC) to investigate the feasibility and possibility of relocating the current offices and yard to create additional vacant land to cater for the expansion of the caravan park. Opportunities to enhance the caravan park facilities through strategic redevelopment will also be investigated.
- + Investigations into the long term operation of Broome PCYC will be undertaken to determine the viability of relocation as opposed to retaining and enhancing the site and its existing facilities for community purposes and overflow parking.

1.3.6 LANDSCAPE AND PUBLIC REALM

GEOLOGY, VEGETATION AND CLIMATE

Old Broome and Chinatown were established on the ancient pindan landscape formed by millions of years of weathering and reworking of sedimentary rocks. This predominantly flat deep orange ground plane is occupied by distinctive vegetation dominated by eucalyptus and acacia open woodlands with some hummock and tussock grasslands, and tidal inundation of the fringes into mangroves into the salt marshes and clay pans. The hot semi-arid climate with some tropical characteristics, and somewhat erratic monsoonal rainfall has also helped shape this unique landscape.

Refer to **Section 1.3.4 Environment** for more detail.

OPEN SPACES

There are several open space areas which vary in the degree of development. There are significant, predominantly intact wilderness areas associated with the Roebuck Bay intertidal zones, which the township abuts and looks over. These intertidal zones strongly define the character of Old Broome and Chinatown by framing the eastern edge of the town.

A narrow ribbon of coastal open space extends along the edge of the eastern foreshore. The spaces generally comprise either of sandy beaches and dunes, rock revetment walls, or a combination. These areas generally vary in depth at high tide from a couple of metres to 50m, except for the area extending up over 200m up to Kennedy Hill. The level of development of the foreshore varies considerably within the precinct.

Roads generally define the spaces along the foreshore. However, there are locations where private development occurs on the eastern side of the roads close to and up to the edge of the foreshore. These developments disrupt the coastal linear open space along the foreshore and create perceived and actual preclusion of public access.

Refer to **Section 1.3.4 Environment** and **1.2.5 Social Infrastructure and Services** for more detail.

BUILT-UP AREAS

Built-up areas have certain attributes that distinguish the character of different parts of Old Broome and Chinatown. The character may be influenced by aspects such as topography, the type of land use, built form and appearance, development of road reserve and presence or lack of vegetation and type of vegetation. The following built up character zones have been identified in the Chinatown and Old Broome Precinct on the following map, and an overview of each is provided below:

- + Chinatown core;
- + Mixed development;
- + Institutional and campus development; and
- + Low density residential.

The **Chinatown core area** is made up land use and built form with a similar purpose and fairly consistent Broome vernacular. The predominantly single storey tourism, hospitality and retail development has a casual, friendly human scale with lots of activated frontage. Laneways, courtyards and open-air malls, with various planting nooks add to the permeability and granularity of the place.

The **mixed development areas** comprise of retail, commercial and tourism development. These areas lack consistency due to varying scale, development forms, setbacks and site layouts. Thes zones are dominated by unshaded car parking. Apart from the higher end resorts, planting and trees are generally restricted to left over spaces creating a somewhat poor landscape setting with low amenity.

The **institutional and campus development areas** comprise of various civic and institutional facilities such

as the prison, school and hospital. Built form in these zones tends to be larger in scale and campus-like in their arrangement. This creates a diverse series of spaces between buildings, some more vegetated than others. This zone is also dominated by predominantly poorly shaded car parking areas and service zones.

The **low-density residential development areas** are quite contiguous in character. The generally modest housing is set back on large blocks, with substantial tree, shrub and lawn planting dominating the character of these zones. Some infill and newer medium density development is starting to impact this character by reducing the amount of vegetation on properties.

The following remaining predominant character zones exist adjacent the study area:

- + Airport lands to the north – runway and associated airside hardstand areas set in very open grassland with some buildings and structures.
- + Extension of the low-density residential development to the west – similar form to residential zones within the precinct.
- + Caravan Park to the south – low scale cabins, caravans and camping areas in treed setting.

STREETSCAPES

Apart from the open space parkland and natural areas described previously in this section, the main contributors to the public realm experience are the streetscapes. The following streetscape conditions have been identified in the Chinatown and Old Broome Precinct on the following map, and an overview of each is provided below:

- + Open natural conditions;
- + Suburban streetscapes;
- + Upgraded Chinatown streetscapes;
- + Higher quality streetscapes; and
- + Inconsistent streetscapes.

Streets with open natural conditions exist alongside open space areas. These streets often do not have verge trees, which creates open views to the surrounding areas. While this does allow good visual connectivity to the surrounding landscape, it can create a sense of unwanted exposure to those using the street and results in a lack of shade for pedestrians.

Many of the suburban streetscapes lack established verge trees resulting in a lack of shade and increase in heat. This is exacerbated by a lack of vegetation in verges – many verges are exposed dirt or gravel. Some streets have footpaths, but these are often adjacent the road carriageway, and would make pedestrian feel quite exposed. Many streets also lack kerbs and generally have an unkempt appearance.

The Shire has undertaken upgrades to several streets in Chinatown with plans for further improvements. These streets present as very high-quality public realm environments. A coordinated approach to the use of materials, colours, furniture, and detailing sensitive to the climate and complementary to the character of the Chinatown buildings, creates a cohesive public realm environment. New garden beds and tree planting are starting to contribute to greening, softening and cooling of the area.

In addition to the redeveloped streetscapes in Chinatown, there are other higher quality streetscapes. These are predominantly associated with resorts and businesses that have shown more pride in their developments and undertaken landscaping in the verges. This can result in an ad-hoc presentation of the streetscape dependent on the personal tastes and requirements of the owners of each development.

There are several streetscapes with inconsistent treatments. This is due in most part to the domination of provision

for uncontrolled vehicle access to properties and parking on verges. This combined with a lack of coordinated street trees results in poor public realm outcomes and low amenity for street users.

URBAN FOREST

While calculations of canopy have not been undertaken, a review of the latest aerial image of the precinct, indicates that highest density of canopy is achieved on private property in the low-density residential areas. Generally, most other areas, including streets have low tree canopy cover. This has a detrimental effect on the character and amenity of Old Broome and Chinatown. Further development threatens the retention of existing tree canopy and will limit additional tree planning.

VIEWS

Due to the generally flat nature of the study area, most views are contained within the precinct by vegetation and built form. Some vistas are afforded over the open parkland areas such as Male Oval and Bedford Park, and the mud flats and grasslands extending to the north of the precinct. Vistas are afforded along Carnarvon Street looking up to and from Kennedy Hill. More extensive views to Roebuck Bay can be seen from elevated areas along the foreshore parks, open spaces and roads, in particular from Town Park, where the famous stairway to Heaven phenomenon can be seen when the moon is observed reflected on the intertidal zone. Mangroves tend to create filtered views depending on the location and elevation. A lookout has been provided at the bend of Frederick Street and Dampier Terrace to provide more expansive views from Chinatown over the mangroves to Roebuck Bay. These are important views to be maintained.

DEVELOPMENT STRATEGY ACTIONS

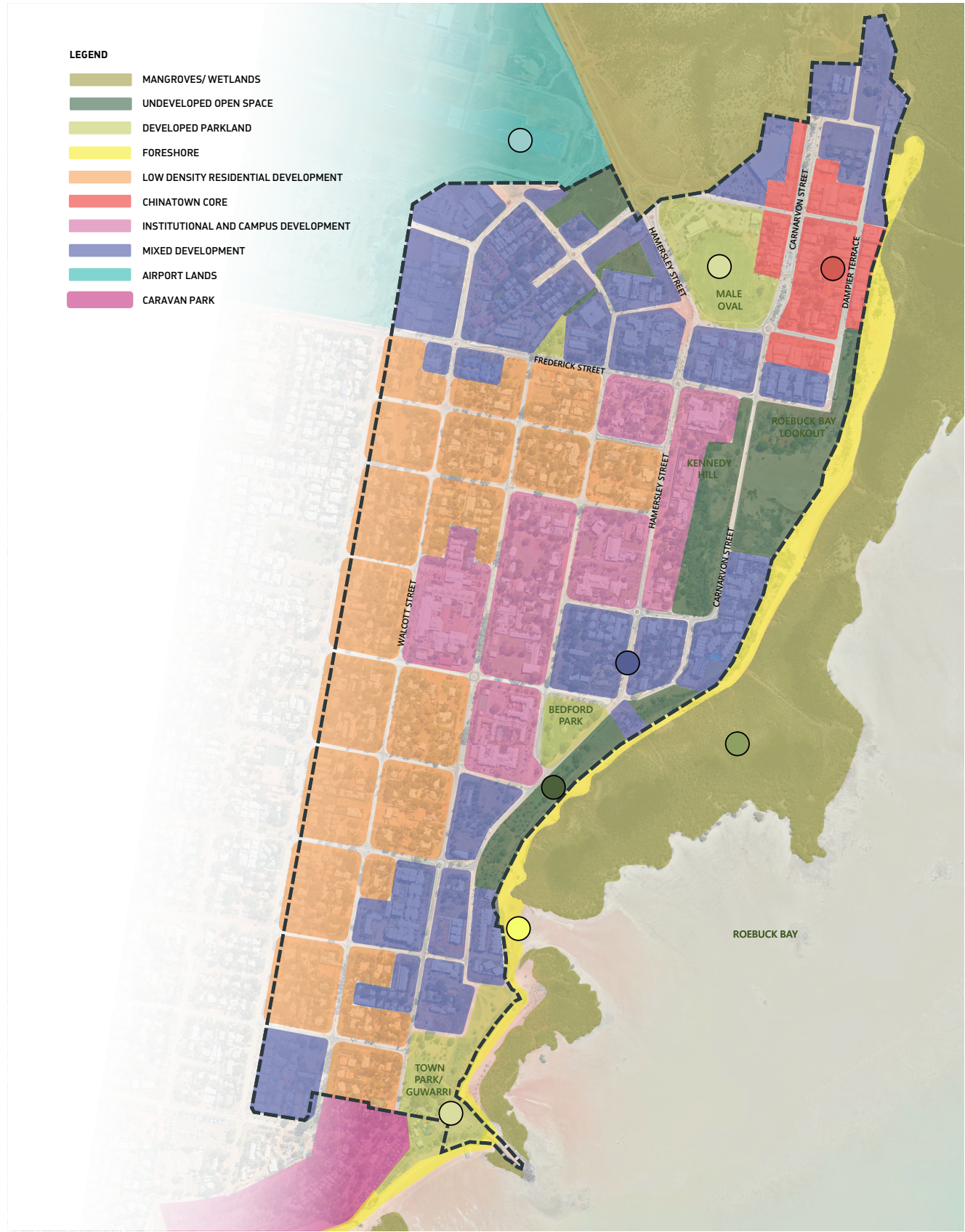
As part of the Chinatown and Old Broome Development Strategies (Development Strategies), a number of key public realm and streetscape enhancements were recommended. As part of the PSP process, these will be reviewed and updated as required.

CHINATOWN

- + Reinforce Short Street and Napier Terrace as major entrances into Chinatown with tree planting and possibly landmark public art.
- + Improve visibility of Reconciliation Park.
- + Retain Male Oval as a sporting and social recreation space and major ‘green’ entry statement. Increase shade tree planting and provide pedestrian/jogging path around perimeter.
- + Replace car park at termination of Napier Terrace with a well landscaped plaza with views across the mangroves and Roebuck Bay to improve the vista along the street and draw people towards Dampier Terrace and the new foreshore path. Relocate existing car park to south.
- + Build to street frontage to visually reinforce Short Street’s prominence as an entry road and draw visitors into Chinatown from the Visitor’s Centre/Broome Road, and moderate the visual impact of open car parking.
- + Create a landscaped interpretative forecourt to Streeter’s Jetty to enhance visibility, access and visitor comfort.

OLD BROOME

- + Enhancement of the foreshore area between the Conti Foreshore and Town Beach will be undertaken to establish a linear foreshore park, incorporating paths, furniture, shade structures, shade tree and other planting, public art and interpretation of the many and varied stories and historic sites associated with this historic area
- + Revitalising Bedford Park and adjoining Conti Foreshore



P2 - Figure 16: Chinatown/Old Broome Landscape Character

CHINATOWN-OLD BROOME CHARACTER ZONES

Mangroves/Wetlands
Trees and large shrubs densely grouped together.

Undeveloped Open Space
Parkland with little maintenance views to the sea.

Town Beach Reserve
Local landmark, well maintained public facilities and irrigated landscape.

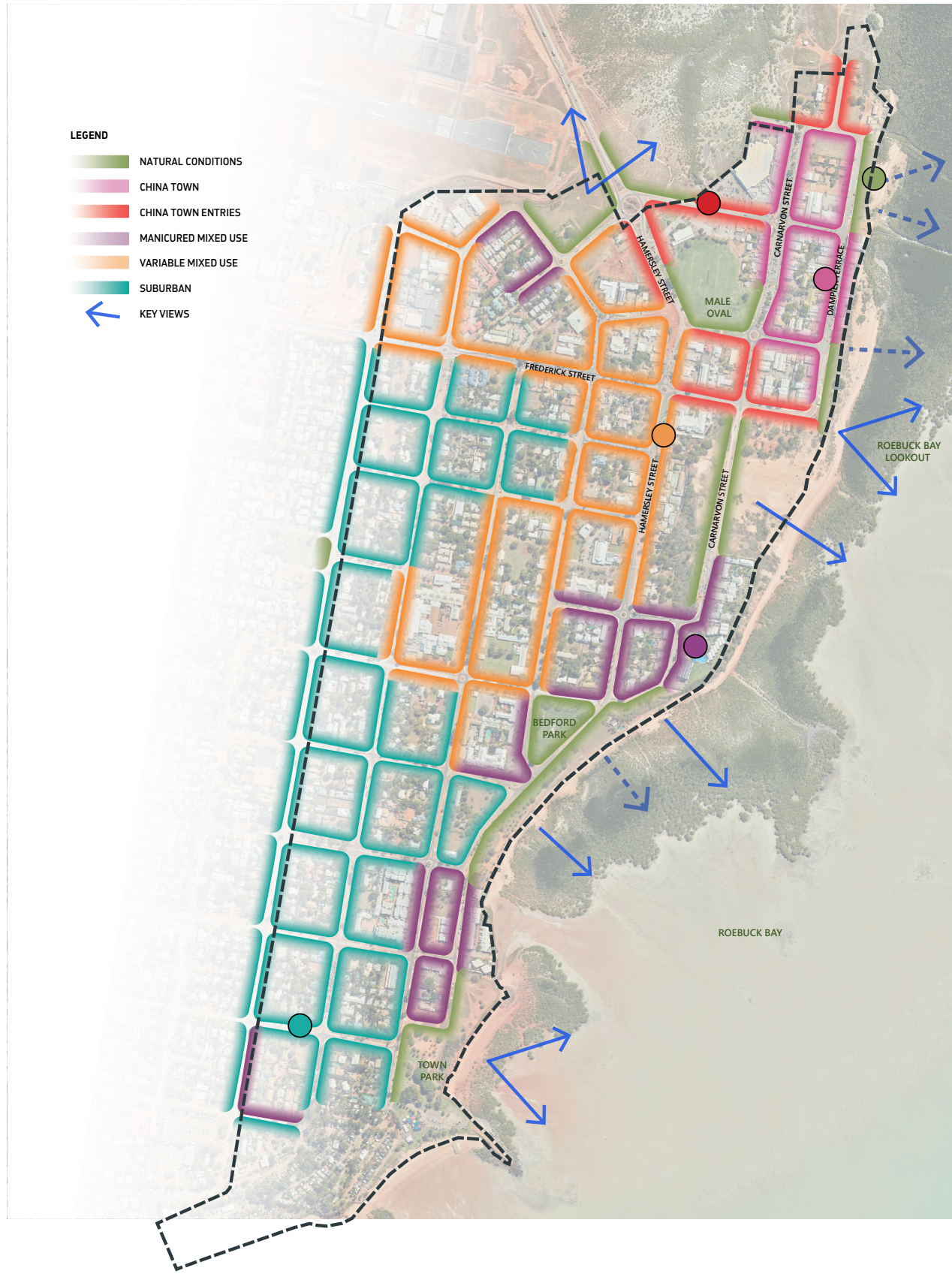
Male Oval
Irrigated and well maintained public open space.

Foreshire
Linear stretch of foreshore from Town Beach Reserve to core of China Town.

Mixed Development
A diverse range of land use types ranging from residential to commercial with some opportunities for development.

Chinatown Core
Heart of the town, pedestrian friendly, redeveloped spaces and well maintained.

Airport Lands
Broome International Airport. Sprawling airside facilities and associated infrastructure.



P2 - Figure 17: Chinatown/Old Broome Street Edges and Views

CHINATOWN-OLD BROOME VIEWS AND STREETSCAPES



Open Natural Conditions
Natural areas (mangroves, wetlands, bushland) and parkland areas.



Upgraded Chinatown Streetscapes
Distinct single/double story buildings, pedestrian friendly streets, on street parking.



Inconsistent Streetscapes (Short Street)
Structured, influenced by commerial activites and larger buildings,a mixture of informal and formal vegetation, on and off-street street parking. (Example 1)



Higher Quality Streetscapes
Structured and formal landscaping, well maintained buildings, evident of urban renewal occuring with more contemporary housing.



Inconsistent Streetscapes (Hamersley Street)
Structured, influenced by commerial activites and larger buildings,a mixture of informal and formal vegetation, on and off-street street parking. (Example 2)



Suburban Streetscapes
Larger setbacks, more organic/informal landscapes, single housing, more isolated and quiet vibe.



View from Town Park
Developed parkland with views over foreshore to Roebuck Bay



Roebuck Lookout
Expansive views of Roebuck Bay and township.

1.3.7 BUILT FORM CHARACTER

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

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

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

CHINATOWN

The eastern portion of the precinct is included within the Chinatown Conservation Area which is listed on the State Heritage Register. This precinct also includes a number of State Heritage listed places. The precinct’s importance is underpinned by its aesthetic value for the distinctive features that originally defined the mixed, and sometimes contiguous, architectural style of Chinatown, and continue to characterise the area today. The contiguous component of this style is typified by small single and two-storey structures, the remaining fabric of the place is historically significant for its association with Roebuck Bay’s pearling operations.

Design Guidelines were introduced, aimed at protecting the architectural integrity of Chinatown’s built heritage by requiring new development to conform to design parameters similar to those exhibited by original buildings. However it is noted that the application of the guidelines has only been partial and inconsistent leading to a varied built form character within the precinct as evidenced from the images below.

Existing building heights in Chinatown are primarily influenced by three key factors:

- + Heritage significance of the Chinatown Conservation Area.
- + The precinct’s location next to Broome Airport has a major impact on building heights due to the Obstacle Limitation Surface (OLS) which limits the height of obstacles which may impact flight operations. The result is a maximum height that ranges from 6.8m to 14m dependent on proximity to the runway.
- + Minimum floor height (of 5.7m) prescribed in certain areas to mitigate potential impacts of flooding.

Due to these limiting factors building heights are predominantly 1-2 storeys. There are some 3 storey buildings in the southeast corner of the precinct on Frederick Street.

DEVELOPMENT STRATEGY ACTIONS

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

- + Allow sensitive redevelopment of the Roebuck Bay Hotel to increase yield and improve presentation and amenity while retaining the historic hotel.
- + Allow infill buildings to screen the ‘Roey’ car park and extend and connect activity along Carnarvon Street.
- + Sensitive low scale infill development fronting Sam Su Lane.
- + Consider opportunities to sleeve development along Male Oval to assist with activation.



Cafe and retail on Carnarvon St



Dampier Terrace commercial



Johnny Chi Lane



Carnarvon St



Retail and commercial on the corner of Carnarvon St and Short St



Shibalane Apartments



Sun Pictures on Carnarvon Street

P2 - Figure 18: Existing Chinatown Character

OLD BROOME

During the rise of the pearling industry many people settled in close proximity to Chinatown establishing permanent residences in what is now known as Old Broome. The following built form characteristics are observed, with some photo examples provided on **P2 - Figure 19**:

- + Similar to Chinatown building heights in Old Broome are limited to primarily 1 and 2 storey buildings. Though there are currently two 3 storey buildings in the precinct they include the Oaks and Mercure Hotels, both buildings use a combination of setbacks and landscaping to limit their visual impact on the streetscape.
- + Old Broome was created in a grid road pattern, with wide road reserves (up to 40 metres) including generous verges which over time have dotted with mature vegetation. Older buildings are set back a considerable distance from the street as well as from side and rear boundaries, giving an impression of spaciousness. Front fencing is seldom provided, and when it is provided it is typically of a low height and does not appear visually dominant, enhancing a sense of openness. The oldest homes are low height with large open verandahs which ensures that the landscape is dominated by vegetation and not buildings.
- + Over the years there have been several spot rezonings to a higher density coding, leading to isolated sites of grouped and multiple dwellings. As these developments are able to have lesser setbacks, larger building footprints can erode the appearance of spaciousness. Grouped and multiple dwellings also generate a greater need for vehicle access and car parking, often leading to paved areas and vehicles, rather than trees, dominating the streetscape.
- + The eastern areas of Old Broome have a mixed use function, with buildings characterised by resort-style tourism developments, a scattering of restaurants and cafes, residential development and civic uses. There is limited retail in the precinct, with the exception of the Seaview Local Centre across from the Museum.
- + The relationships between the street, the verge and vegetation are key identifiers of Old Broome's streets. The interplay of these relationships with shade, protection and privacy to occupants are important. The wide streets of Old Broome feature prominently in accounts of Broome's character. The way each house 'addresses' the street has an effect upon the whole community. When people refer to Broome's character, the wide streets of Old Broome featured prominently.
- + One of the most noticeable factors in newer parts of Broome are the houses proximity to the street, but also their elevation from street level. Elevation, if not carefully considered through landscaping, can disconnect the house from the street. Narrower verge areas and smaller lots result in limited garden area with smaller trees and shrubs. The Old Broome street conceals most of the house structure behind a thick canopy of vegetation. This provides shade to the house and privacy to the occupants inside but also disconnects the house from the street and passers by.
- + The distinct character of Old Broome has been recognised through several Shire strategies and documents and is illustrated as the Old Broome Special Character Area within **P2 - Figure 8**. The area has been recognised by the Shire of Broome for its historic, cultural, architectural and landscape significance with a strong residential character and wide, landscaped verges.

DEVELOPMENT STRATEGY ACTIONS

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

- + Any additional development on the Courthouse street block should be focussed on Weld Street and be kept low in scale (up to 2 storeys height) to conserve the heritage values of this important building and grounds.
- + New development shall incorporate Crime Prevention through Environmental Design (CPTED) principles and pedestrian friendly streets in accordance with the relevant Design Guidelines.



P2 - Figure 19: Existing Old Broome Character

1.3.8 MOVEMENT

PUBLIC TRANSPORT

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

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

The Public Transport Authority (PTA) operates the TransBroome school bus service for school students in the Broome urban area. Five bus routes run during the morning and afternoon, circulating through residential areas with the townsite. As at January 2026 there is one public bus service for visitors and residents. This bus service (Route 890) connects Chinatown-Old Broome to Town Beach and Cable Beach. This service operates hourly on weekdays between 8:30am and 1:30pm, and returns again hourly between 4:30pm and 6:30pm. On weekends and public holidays this service operates hourly between 8:30am and 6:30pm.

ACTIVE TRANSPORT

A tourist precinct requires a high level of permeability and legibility for pedestrians and cyclists, as many ‘fly-in’ tourists may not have access to a car and are unfamiliar with the layout of the area. The path network in Chinatown is considered to be good particularly along Carnarvon Street where wide footpaths are provided along with quality pedestrian crossing points and shade structures for pedestrians. Many of these path improvements can be attributed to the Broome Chinatown Revitalisation Project where the main goal is to make Chinatown an inviting, busy and vibrant precinct. One of the key principles of this project is providing a comfortable environment for pedestrians that is climate responsive, active and safe.

Old Broome does not offer the same level of pedestrian amenity as Chinatown, with a lack of consistency and amenity for pedestrians and cyclists.

The Shire has invested in recent upgrades to better link key nodes via active transport, the primary initiative being a new shared path connection from Town Beach to the Conti Foreshore. Further opportunities for enhancement will explored through the COBPSP, particularly where it can improve local connectivity between Chinatown and Old Broome.

VEHICLE MOVEMENT

ROADS

The COBP is bounded by Herbert Street to the west and the coastline to the east, with access to available via the



Seaview bus stop, Old Broome



Central town centre bus stop, Chinatown



Bicycle facilities on Carnarvon Street, Chinatown

various side roads/streets which intersect Herbert Street. From a broader movement perspective, Hamersley and Frederick Streets provide good connectivity to other areas of the townsite. The grid pattern of the road layout generally provides good permeability and connectivity throughout the precinct.

An assessment of the Main Roads Western Australia (MRWA) functional roads hierarchy has determined that the following classifications are present in the COBP:

- + Local distributors: Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the local distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. The following roads are classified as local distributors: Macpherson Street, Coghlan Street, Frederick Street, Hamersley Street/Old Broome Road, and Guy Street.
- + Access roads: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by the Shire.
- All other roads within the COBP

The functional road hierarchy is illustrated on **P2 - Figure 20**.

RESTRICTED ACCESS AND LIMITED INTERNAL CIRCULATION

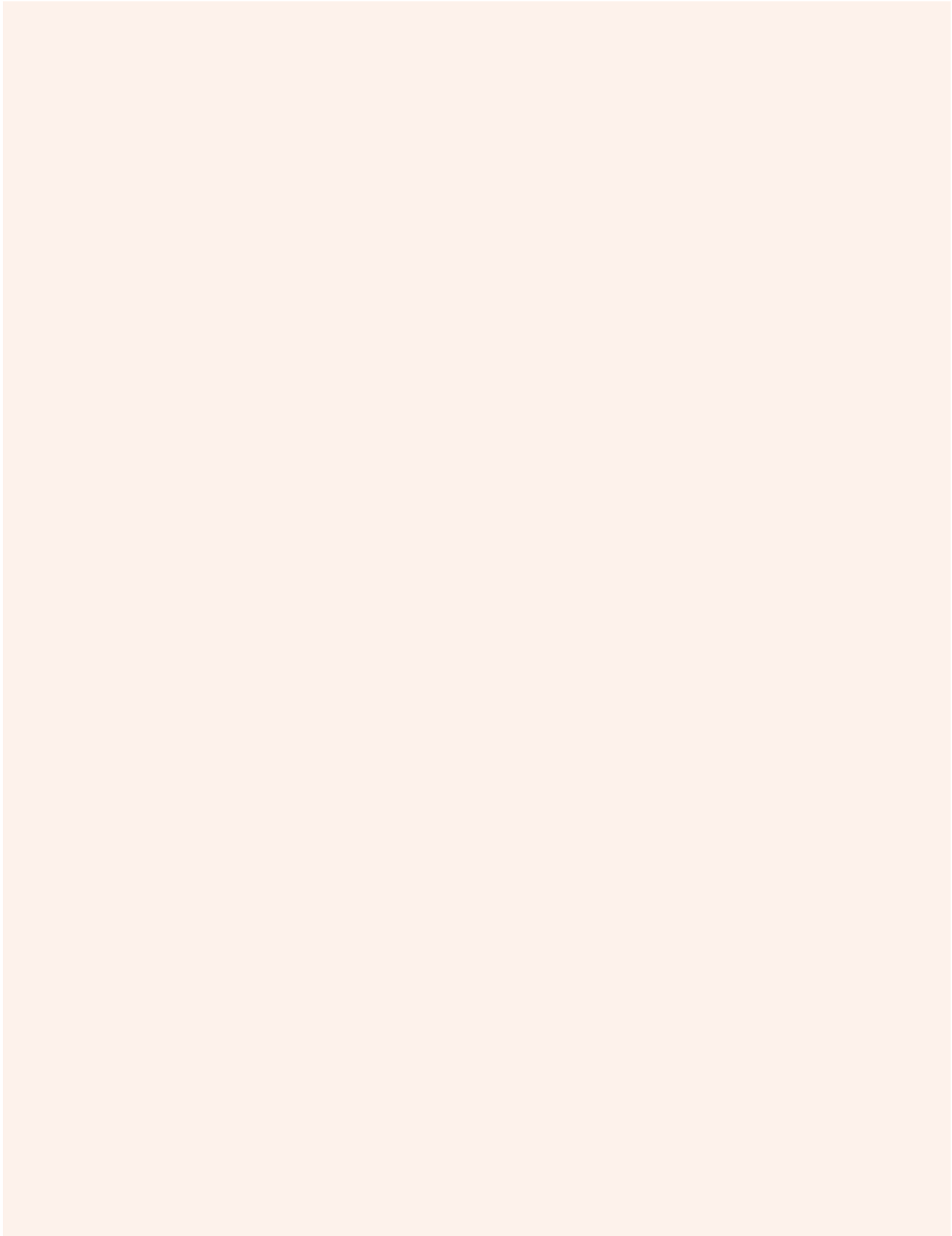
Access to Chinatown for vehicles and pedestrians is restricted due to the presence of mangroves and samphire flats on two sides. Increasing vehicle access into northern Chinatown will not be straightforward due to intervening inter-tidal areas and Conservation Estate.

Further exacerbating the challenge of restricted vehicle access into Chinatown is the limited circulation within it. Although Chinatown is planned on a modified grid – albeit only two full street blocks wide – not all roads are constructed and due to environmental and/or Native Title constraints, it is possible that some of the designated roads will never be built. Therefore, the choice of routes normally inherent in a grid layout cannot be fully realised. Such limited circulation is far from ideal for a town centre, where business viability – particularly for retail – is assisted by exposure to passing vehicular and foot traffic.

PARKING

Chinatown Precinct is a key destination for tourists and locals, it therefore contains the highest concentration of parking with approximately 1,327 parking bays. On-street parking is provided along Carnarvon Street, Short Street, Dampier Terrace, Napier Terrace, Frederick Street and Hamersley Street. Time restrictions are implemented for on-street parking within this precinct and varies depending on its location relative to the surrounding land uses. The majority of off-street parking is private car parks mainly for visitor/customer use.

Within Old Broome, parking is provided at the majority of key destinations and contains a mix of on-street and off-street parking to accommodate visitors and workers travelling to these locations. Key destinations with parking is shown on **P2 - Figure 20**:



P2 - Figure 20: Movement

DEVELOPMENT STRATEGY ACTIONS

As part of the Chinatown and Old Broome Development Strategies (Development Strategies), a number of key movement network enhancements were recommended. As part of the PSP process, these will be reviewed and updated as required.

CHINATOWN

- + New foreshore boardwalk/path (exact alignment to be determined) linking Chinatown to town jetty, capturing views of mangroves and Roebuck Bay, connecting natural and cultural heritage, connecting new public viewing plazas, and providing an opportunity for key buildings to link into path with dining platforms, etc.
- + Create an additional road (or vehicle access) connecting Gray Street and Short Street or perhaps Gray Street to Broome Road to improve vehicle circulation.

OLD BROOME

- + Intersection improvements for Hamersley, Anne and Carnarvon Streets, and Weld, Louis and Hamersley Streets.
- + Reinstatement of the former Broome Tram down Hamersley Street, connecting Chinatown with Town Beach.
- + Construct sealed pathways along both sides of each 'priority active frontage' within Old Broome
- + Undertake a traffic and transport study including an audit of road safety and stormwater management
- + Develop a Local Planning Policy outlining the circumstances in which cash in lieu of car parking will be permitted in Old Broome.
- + Survey the current use of car parking in Old Broome to establish the nature of parking use, including duration of stay (turnover) and demand for parking, to inform preparation of a parking management strategy which will consider parking within road reserves and during events.
- + Investigate the conditions that would be required to increase public transport options and frequency within Broome, including services to and from Town Beach (i.e. bus and taxi).
- + Encourage the provision of end-of-trip facilities for pedestrians and cyclists in all new non-residential developments.
- + Prepare a comprehensive Bicycle Strategy which will provide recommendations for a Broome-wide cycleway network.
- + Identify and promote primary on-street cycling routes to serve key destinations, including the schools and Chinatown, and ensure that the design of the carriageways, car parking and street lighting support the safe use of these routes by cyclists.

1.3.9 UTILITIES AND SERVICES

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

WATER

The Water Corporation manages water supply to the Broome urban area. Residential areas in the suburb of Broome have access to a reticulated water supply. Water supply for the Broome urban area is drawn from the Broome Sandstone aquifer, located north-east of the Broome urban area. The Broome Water Reserve is located in the Waterbank and Roebuck suburbs.

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

WASTE

The Water Corporation manages the two waste water treatment plants within the Broome urban area. These facilities collect wastewater via a traditional gravity sewer system from residential areas in the suburbs of Broome, Cable Beach and Djugun. The Water Corporation intends to upgrade the Broome North Waste Water Treatment Plant to treat all wastewater in the Shire, catering for long-term population growth and increased tourism in the town. This extension is to be located directly north of the current facility.

GAS

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

ELECTRICITY

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

Low voltage distribution lines are primarily in older, established areas of Broome, whereas newer urban areas have both high and low voltage underground distribution lines. The Shire advocates for the improvement of capacity and diversification of energy resources. Horizon Power has ongoing projects to improve the integration and management of renewables and releasing more distributed energy resources to the Broome system, including the Smart Sun Pilot program and microgrids.

Horizon Power has identified the need for capital works required in order to mitigate generation capacity shortfalls in the Shire. Work on this project began in 2013 and is anticipated to be completed in 2027.

TELECOMMUNICATIONS

All the major telecommunication providers have 3G and 4G coverage (no 5G) throughout the Broome townsite. NBN cables have been installed in most of the Broome Townsite and as of early 2019 coverage is available, with some locations still being built (replacing ADSL). This significant improvement to broadband access in recent times is beneficial to home and business users.

1.3.10 DEVELOPMENT POTENTIAL

RECENT DEVELOPMENT

An analysis of historical aerial imagery assisted with mapping development patterns throughout the COBP. One of the primary observations is that limited development has occurred in the last few years. When assessing factors that impact development, the following themes are considered as the primary factors:

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

When considering future development in the COBP, it is important to consider how the above characteristics relate to each other. The COBPSP will primarily influence the regulatory aspects. However, it is though, still important to consider how local market characteristics may respond. In the long-term, this market response would likely guide future reviews of the PSP.

DEVELOPMENT POTENTIAL ASSESSMENT

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

The key components to facilitating development in the COBP:

- + Ensuring building heights and development controls allow for feasible development, whilst ensuring the character, identity and quality of design is maintained throughout the precinct.
- + Promoting development opportunities that provide year-round use and activation of the precinct.

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

ASSESSMENT METHODOLOGY

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

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

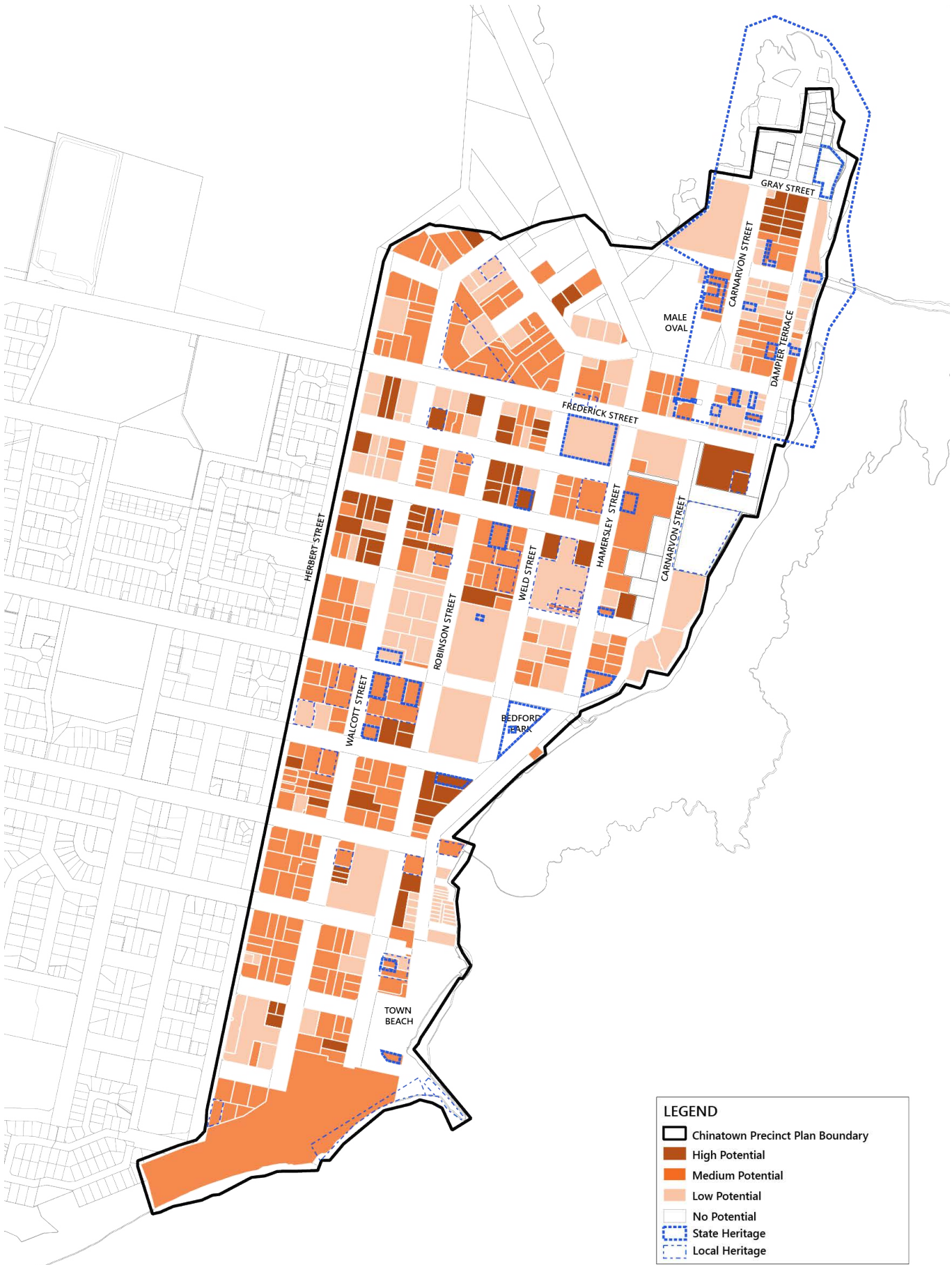
The above indicators were supported by weighted criteria which allowed each development parcel in the COBP to be assigned a 'development potential rating'. These ratings were assessed further, having consideration for a range of qualitative factors (e.g. proximity to open space, or land use amenity),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

The development potential ratings are illustrated on **P2 - Figure 22**, they include:

- + **No potential** – being land that is unsuitable for future development due to limiting factors such as coastal hazards, or culturally sensitive sites.
- + **Low potential** – being land that is highly unlikely to be developed in the next 10-20 years. This typically includes new development, or properties with complex strata ownership structures.
- + **Medium potential** – being land that is likely to be developed in the next 10-20 years. This typically includes single residential lots that have ageing stock and have capacity to support infill development.
- + **High potential** – being land that is highly likely to be developed in the next 10 years. This typically includes large, vacant lots which are in sole ownership. Or large single residential lots that have ageing stock ready for redevelopment.

The analysis identified the following:

- + The northern end of Carnarvon Street / Dampier Terrace represents the best opportunity for coordinated redevelopment in Chinatown. The land is primarily vacant and in sole ownership. This area has the opportunity to transform the northern part of Chinatown. This has the potential to be 'bookended' with future development of the former Malingbarr Community site at the southern end of Dampier Terrace.
- + The southern side of Napier Terrace (opposite Male Oval) has medium potential to support redevelopment of existing service station and fast food outlets into uses which provide a more interactive and active street edge adjacent to this important POS.
- + Large portions of Old Broome are identified as having medium potential (some isolated areas have high potential) for redevelopment, primarily in areas where there are concentrations of low density R10. Lot sizes throughout this part of the precinct are large enough to support sensitive redevelopment that does not detract away from the character of Old Broome (this will need to be tested through stakeholder engagement).
- + Despite there not being a fixed timeframe, the Broome Prison site is identified as having medium potential for redevelopment due to its size and strategic importance.
- + The area on Carnarvon Street to the east of the existing Broome Regional Prison site has been identified as having no redevelopment potential due to the cultural significant of this area to Yawuru people.
- + The area north of Gray Street has been identified as having no redevelopment potential due to the findings of the Broome Townsite CHRMAP.



P2 - Figure 22: Development Potential Assessment

DEVELOPMENT VIABILITY

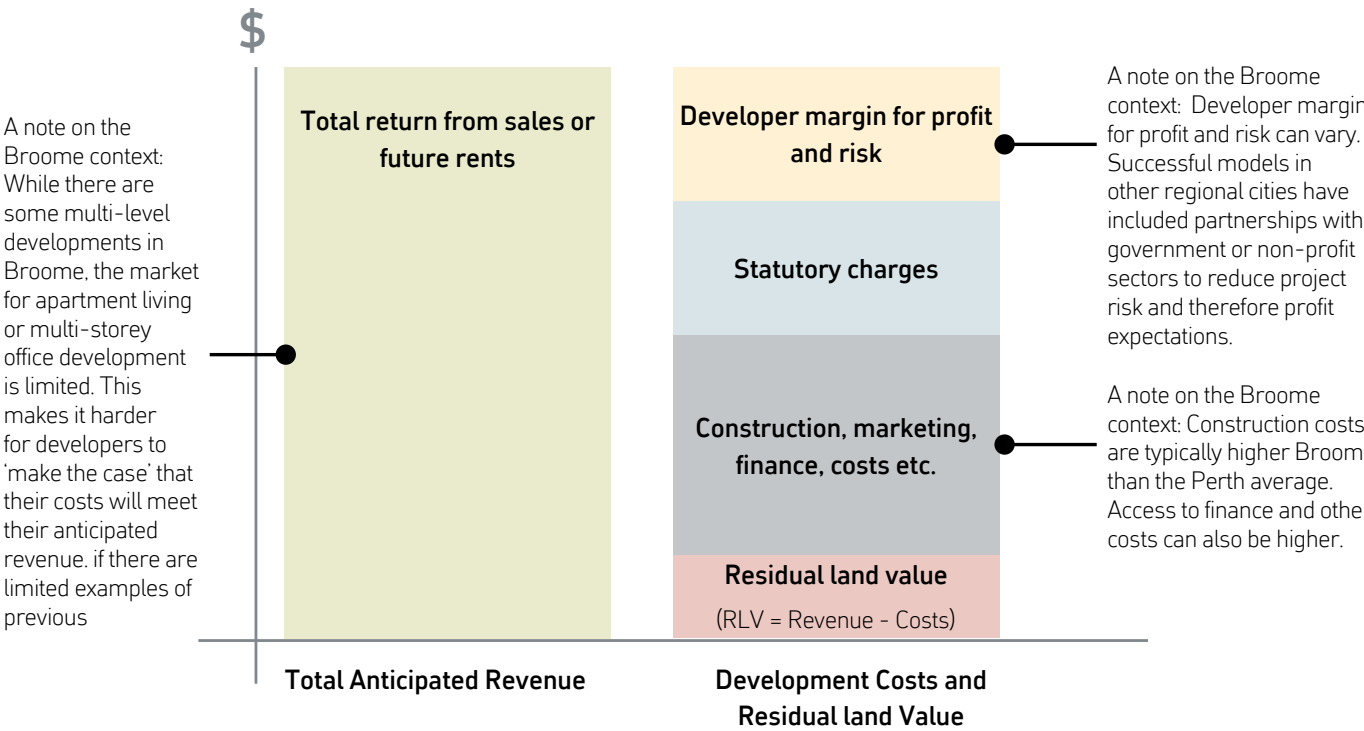
There are many models used to develop property – across private, government and non-profit sectors. Each has expectations (and thresholds) on what constitutes a viable development. At its most basic, if a development costs more to design and construct than the market is prepared to pay then it won't be financially viable. Most private developers expect to make a profit (return on investment) to make it worth their while. Very simply: Costs + ROI (profit) = Market Price.

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

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

Some of the elements which could potentially impact viability in Broome have shown in P2 - Figure 23.

CONSTRUCTION COSTS



P2 - Figure 23: Residual Land Value Calculations

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

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

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

These additional costs may reduce the potential capacity of development sites to maximise the gross realisation achievable. Higher construction costs effectively increase the expenses that need to be deducted from anticipated revenue (as illustrated in **P2 - Figure 23**). This can limits the feasibility of development in Broome.

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

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

CAR PARKING

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

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

TIMEFRAMES

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

1.4 RESPONSE TO CONTEXT

P2 - Table 11: PSP - Key Design Considerations

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
UE-1	The precinct is rich in Aboriginal heritage and cultural significance to the Yawuru people. This includes significant heritage sites and cultural connections through the area, such as the Roebuck Bay mangroves and Kennedy Hill.	Greater consideration of Aboriginal heritage and culture into the design of the precinct. Opportunity to engage with Yawuru Cultural Reference Group recommended, including exploration for cultural or ecological based stories, identification of culturally significant sites, and dual naming of the precinct should also be considered. PSP to also help identify a suitable location for the Kimberley Centre for Arts, Culture and Stories (in collaboration with Yawuru).
UE-2	Significant heritage buildings throughout the precinct, particularly within the Chinatown Conservation Area, but also scattered throughout the Old Broome area.	Opportunity to incorporate the built heritage of Broome throughout the public realm and through built form controls that maintain the Broome heritage and character. Opportunity for a heritage trail reflecting significant buildings, features and places which reflect the history of Broome. Retain and interpret key heritage buildings and sites.
UE-3	Unique natural environment that plays a significant role in the culture, values and identity of the town, in particular Roebuck Bay, an unique natural asset and one of the internationally recognised attractions of Broome	The natural environment to play a key role in the design considerations of the precinct, such as view corridors, location of public amenity and characteristics and intensity of development. There is the opportunity for new development in the precinct to retain clear vistas to Roebuck Bay and to provide and enhance visual and pedestrian linkages to the foreshore. Opportunity to provide an interpretive nature walk through the mangroves.
UE-4	The Broome Townsite CHRMAP has identified that both Chinatown and Old Broome have large portions of land currently at risk of future coastal hazards associated with erosion and inundation. Currently, parts of Chinatown experience flooding several times a year as a result of both tidal inundation and significant rainfall during the wet season.	Coastal hazard implications to be considered in line with Broome Townsite CHRMAP. Relevant land use and built form considerations set out in CHRMAP to be implemented through the COBPSP.
UE-5	Significant drainage issues throughout the COBP, with runoff currently being deposited into Roebuck Bay, leading to environmental issues.	Holistic approach to water management and drainage throughout the precinct desired. Water Management Report to be prepared in collaboration with the Shire and key stakeholders.
US-1	Relocation of the Broome Regional Prison will unlock a significant development site with high potential for revitalisation.	Investigate development options for the prison site and explore opportunities to better connect Chinatown and Old Broome. Opportunity for more detailed planning on this site as a key development opportunity.
US-2	As captured in the development potential assessment, there are a number of large undeveloped lots in the COBP, or lots with low intensity and/or ageing buildings. These areas that provide high potential for redevelopment should be prioritised to assist with precinct activation.	High development potential with the opportunity for quality design outcomes such as increased landscaping, flexibility of building heights and orientation, due to the size of lots. Identify key redevelopment lots and opportunity areas for increased density.
US-3	Chinatown has a series of laneways and through-block connections, in a range of conditions, with some having recently been redeveloped, and others in poor condition.	Promote an increased network of shaded internal laneways and courtyards through sensitive redevelopment in Chinatown.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
PR-1	COBP contains many wide road reserves which provide opportunities to support enhanced pedestrian and cyclist amenity. Upgrades should be prioritised along key connections such as Hamersley Street.	Movement and Place assessment to determine streets of highest priority for upgrades. Street interface cross sections to explore how landscaping and street design can help to enhance attractiveness and safety of key pedestrian routes.
PR-2	Significant public realm upgrades have been undertaken in Chinatown and Town Beach/ Guwarri.	Opportunity to attract new development and provide connections from nearby residential and tourism areas. Focus now can be on smaller nodes and projects throughout the precinct that provide amenity to both local residents and tourists. Themes established as part of these upgrades should be used to inform future public realm design to ensure consistent and identifiable landscape character.
PR-3	Male Oval is well regarded by the community and provides an important function as a flexible and multi-purpose space. However, there are opportunities to better activate key edges (such as Short Street) to further diversify its use and enhance safety.	Retain Male Oval as a sporting and social recreation space and major 'green' entry statement. Undertake investigations for upgrades, including potential for new development to sleeve key edges. Wellington Square in Perth has been cited as a good precedent by the Shire. The opportunity for buildings on Short Street to be explored to enhance prominence as an entry and draw visitors into Chinatown from the Visitor's Centre/Broome Road.
PR-4	Reconciliation Park celebrates an important event in Broome's recent history but its lack visual prominence.	Improve visibility of Reconciliation Park and its integration with the broader Chinatown area.
PR-5	Large area of POS around Bedford Park and the Foreshore area that are not well utilised by the community.	Explore opportunity to enhance activation of Bedford Park and adjoining Conti Foreshore, this should include adjacent built form interfaces.
PR-8	Swimming at Roebuck Bay at particular times of the year exposes swimmers to risks of crocodile attacks and irukandji stings. Swimming near the shore is not possible when the tide is out.	Development of safe swimming area at Town Beach to increase foreshore use throughout the year.
PR-9	Car parking dominates key areas of visual amenity and connection to Roebuck Bay.	Replace car park at termination of Napier Terrace with a well landscaped plaza with views across the mangroves and Roebuck Bay to improve the vista along the street and draw people towards Dampier Terrace and the new foreshore path. Relocate existing car park to south. Opportunity to create a landscaped interpretative forecourt to Streeter's Jetty to enhance visibility, access and visitor comfort.
PR-10	Jetty to Jetty walking trail has been partially complete and intends to provide n interpretative walking trail between Town Beach and Streeter's Jetty in Chinatown, capturing views of mangroves and Roebuck Bay, connecting natural and cultural heritage, connecting new public viewing plazas	Opportunities to provide public realm upgrades along the Jetty to Jetty trail, and provides an opportunity for key buildings to link into path with dining platforms, etc.
MO-1	Chinatown and Old Broome are located within close walking distance, however this connection could be further strengthened to improve accessibility and connectivity through the precinct.	Movement and Place assessment to determine streets of highest priority. Opportunities for improved pedestrian access, and cycle paths to be determined for key corridors.
MO-2	Access to Chinatown for vehicles and pedestrians is restricted due to the presence of mangroves and samphire flats on two sides. Further exacerbating the challenge of restricted vehicle access into Chinatown is the limited circulation within it.	Investigate opportunity for better internal circulation and connectivity within Chinatown. Investigate an additional road (or vehicle access) connecting Gray Street and Short Street or perhaps Gray Street to Broome Road to improve vehicle circulation.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
MO-3	There is no provision of public transport between China Town and Old Broome and residential areas of Broome, making it difficult for local residents to rely on buses.	Opportunities to improve public transport to residential areas of Broome. Investigate the conditions that would be required to increase public transport options and frequency within Broome, including services to and from Town Beach. Provide infrastructure at public transport transit points (e.g. seating, shelter and lighting). Re-create and interpret former 'Broome Tram' connecting Chinatown with Town Beach.
MO-4	Limited active transport (walking and cycling) due to the lack of legible and appealing pedestrian network. Footpaths are often absent or in poor condition with a lack of shade and amenity. This is exacerbated during peak seasons where availability and cost of car hire limits the movement of 'fly-in' tourists provides an opportunity and demand for alternative transport options.	Propose upgrades to footpaths and cycle paths through the precinct, ensuring key routes have adequate infrastructure that provide comfort and amenity to encourage use and ensure safety. Construct sealed pathways along both sides of each priority active frontage as identified through the PSP process and along at least one side of each secondary street. Opportunity to leverage of the growing popularity of eScooters in by providing adequate infrastructure to allow for safe and efficient movement.
MO-5	While the parking is generally considered adequate in both the Chinatown and Old Broome sub-precincts, during special events such as the Town Beach Markets and Staircase to the Moon, parking is a big issue with cars parked along streets and verges well into the established residential areas.	Investigate opportunities for temporary event parking within the precinct.
LU-1	As described in US-2, COBP includes large areas of undeveloped land, despite existing controls allowing for increased development. This includes substantial parcels such as the land at the north end of Carnarvon Street and Dampier Terrace.	Facilitation of development and flexible planning controls, investigating options for changes to density, building height and tourist/residential mix. Ensure built form controls work in unison with land use and density expectations to ensure land with high development potential can be realised.
LU-2	COBP is experiencing two competing priorities – the need to ensure that new mixed use development optimises development potential and the need to preserve the history and character of the precinct.	Through collaboration with key stakeholders, develop concepts and built form controls which support development without eroding character. A review of the Old Broome Special Character Area should also be undertaken.
LU-3	Residential up-coding in the precinct has typically occurred in an ad-hoc and reactive, rather than proactive manner.	Provide a cohesive and strategic approach to increased residential density, that provides community certainty and an improved built form outcome.
LU-4	Land opposite Male Oval on the south side of Napier Terrace is currently occupied by land uses such as the service station and fast food outlets which do little to enhance a main entry into the historic town centre.	Promote redevelopment of commercial sites on Napier Terrace south of Male Oval to assist with activation of this major POS asset.
LU-5	Development of the vacant land north of Streeter's Jetty would extend activity north along Dampier Terrace and increase the supply of commercial floorspace in Chinatown.	New retail and office development relating to Dampier Terrace and foreshore walk, however, careful consideration for CHRMAP implications required.
LU-6	Development Strategies identified a key action to relocate the Municipal Library in Chinatown, near the Visitor's Centre, freeing up space in the Shire Administration building and potentially creating an opportunity for infill development within a portion of the site.	PSP to explore need and determine appropriate site for future potential relocation of the Shire of Broome Library.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATIONS / ACTIONS
LU-7	Number of large sites with significant development potential within both the Chinatown and Old broome areas, along with dispersed State and local government offices with the potential for relocation and consolidation .	Identify key development sites and opportunities to relocate government services to encourage development and investment around key nodes including Bedford park and Town Beach.
BF-1	Stakeholder engagement has indicated that strict application of unique 'Broome-Style' architecture planning provisions may be preventing certain types of development from occurring.	Ensure built form controls reinforce the desired architectural style and character of each of the areas, while allowing flexibility for development to occur.
BF-2	There are significant development constraints in Chinatown such as the Broome Airport OLS, inundation and heritage considerations, which impact major redevelopment from occurring.	COBPSP to ensure adequate measures are in place to ensure built form provisions are feasible and reflective of the unique constraints present throughout the precinct.
BF-3	Old Broome is characterised by predominantly one to two storey development, with limited three storey development. Noting though, that existing views towards Roebuck Bay are highly valued by the community.	Explore increased height in the Old Broome area, subject to further design and feasibility testing, and community engagement. Limiting building heights in close proximity to water would ensure preservation of public views of Roebuck Bay, whilst creating opportunities for additional views corridors further back.
BF-4	Significant landscape quality in Old Broome which contributes to the character of the area	Design outcome that recognises that landscapes and buildings operate as an integrated and sustainable system, within a broader ecological context resulting in well-integrated, engaging places that contribute to local identity and streetscape character.
BF-5	Significantly high building costs in Broome associated with regional labour and building supply issues, and the requirement for additional cyclone rating considerations. Building in Broome requires a different development and construction approaches to other parts of Western Australia, as a result of climate, character, supply of materials and cost of construction. The state-wide SPP7.3 R-Codes require modification to provide for the climate responsive housing design required in the Kimberley.	<p>Built form and development controls need to be grounded in realistic expectations and market conditions. Typologies to have consideration of construction methods aimed at reducing construction costs.</p> <p>Ensure that development, an particular residential development, responds to the specific nature of Broome's climate and environmental conditions in order to reduce heat radiation build up during the day and maximise ventilation cooling during the day and night.</p> <p>Design response that optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.</p>
BF-6	The Roebuck Bay Hotel occupies a prominent site in Chinatown. The site's presentation to streets, other than the frontage of the original hotel, is mostly poor, and the car park is a deterrent to pedestrian traffic between the 'busy' northern part of Chinatown towards Short Street, and the businesses towards the southern end and Napier Terrace.	<p>Allow sensitive redevelopment of the hotel complex to increase yield and improve presentation and amenity while retaining the historic hotel.</p> <p>Allow infill buildings to screen the Roebuck bay Hotel car park, extending and connecting activity along Carnarvon Street.</p>
BF-7	At present, the rear fences of the properties backing onto Male Oval prevent casual surveillance of the lane and Male Oval, and are a visually poor first impression of Chinatown when viewed across Male Oval.	Consider opportunities to sleeve development along Male Oval to assist with activation. Sensitive low scale infill development fronting Sam Su Lane.
BF-8	Community have reported issues of safety when walking through key areas of Chinatown and Old Broome, particularly at night.	New development shall incorporate Crime Prevention through Environmental Design (CPTED) principles and pedestrian friendly streets in accordance with the relevant Design Guidelines.



02



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STAKEHOLDER AND COMMUNITY PARTICIPATION

2.1 PRE-LODGEEMENT ENGAGEMENT

The project team and Shire undertook a pre-lodgement engagement to provide the community with an opportunity to learn more about good design and collaborate on design outcomes that suit the local environment and community context. The engagement built on the information gained from community input into the Development Strategies, and the principles and vision established throughout the Shire’s Local Planning Strategy & Local Planning Scheme No.7 process.

The engagement objectives more specifically are to:

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

2.1.1 PRELIMINARY CONSULTATION

The first phase of engagement provided the project team with the opportunity to understand local values, ideas for the future and how they may like to see the precincts develop. Engagement was undertaken primarily in September 2022 with additional engagement offered during November.

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

- + Four community workshops attended by 38 people
- + 169 comments made on the online mapping tool
- + 14 stakeholder meetings
- + Yawuru community presentation and separate workshop with Nyamba Buru Yawuru Limited
- + Three market stalls
- + Seven written submissions

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

Some key areas of opportunity for the future included:

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

2.1.2 DESIGN CONSULTATION

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

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

- + Two community workshops attended by 45 people
- + 1,399 reactions made on the design ideas via the online mapping tool
- + 81 survey responses
- + One workshop with Nyamba Buru Yawuru Limited
- + One workshop with Shire staff
- + Six written comments

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

- + Building heights of three and five storeys requires careful consideration to ensure that there is no loss of character.
- + Strong desire to see more native trees and shade trees.
- + Greater desire for prioritisation of pedestrians and cyclists.
- + Prioritisation of housing over tourist accommodation.
- + Consideration of drainage.



03



VISION

3.1 VISION

The Chinatown-Old Broome Precinct is a place with many layers, connected visually and physically to its rich cultural heritage and natural environment. Diverse land uses, open spaces, and building types provide shade, greenery, and activity which celebrates its role as regional centre of the Kimberley.



3.2 KEY PRINCIPLES

Protect and respect built and cultural heritage



- + Protection of Kennedy Hill and other culturally sensitive areas
- + New development respects heritage, such as in Chinatown Conservation Area
- + Protection of natural and environmental amenity of Roebuck Bay, Mangroves and tree canopy.

Celebrate the Bay



- + Protect public views whilst optimising private views
- + Explore opportunities for further activation in key areas between Chinatown and Town Beach.

An integrated and connected Chinatown / Town Beach

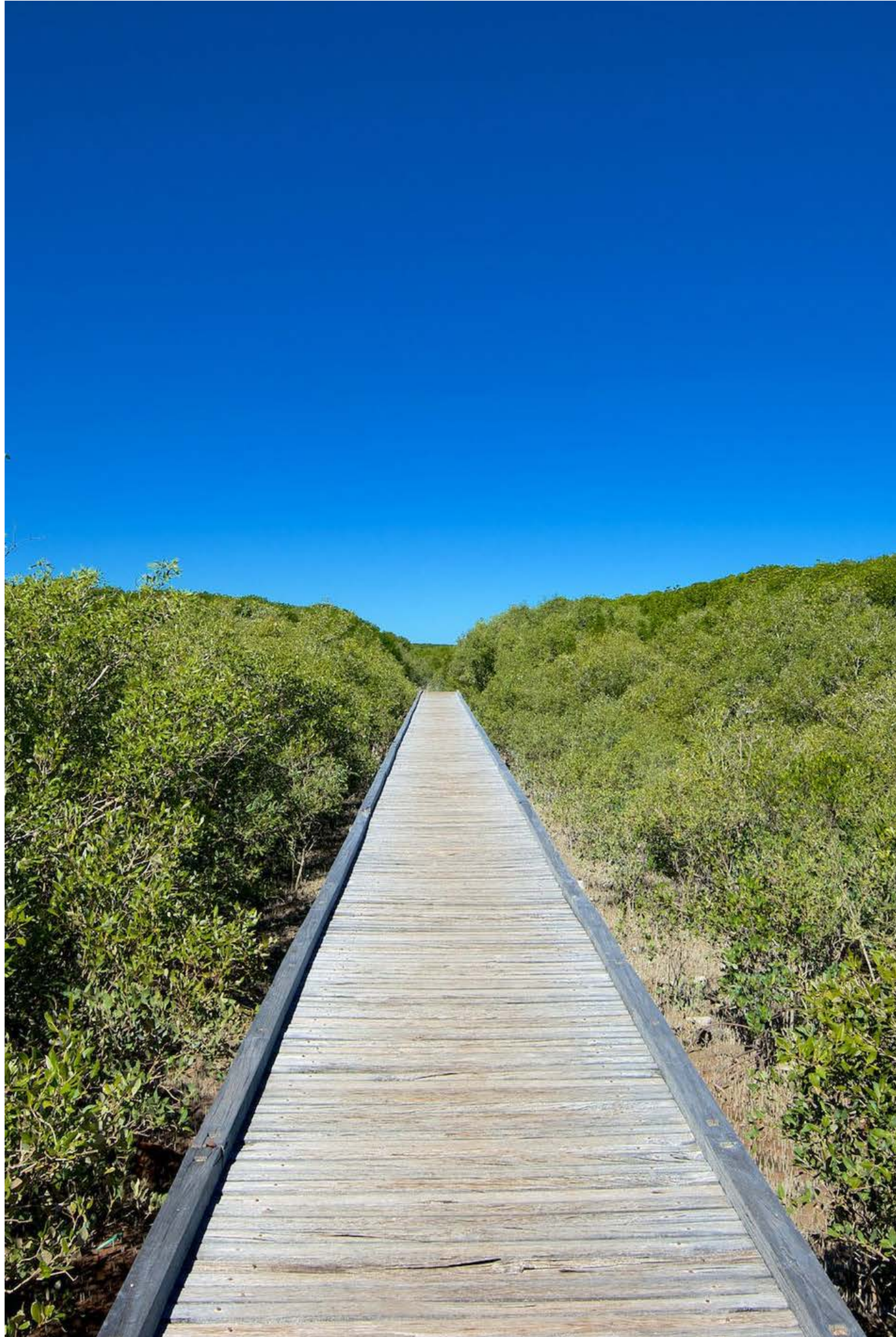


- + Upgrade key connections to enhance amenity and safety for pedestrians cyclists, particularly north-south between key destinations.
- + Facilitate quality east-west links to integrate with surrounding residential areas.

Revitalisation through sensitive infill



- + Coordinated approach that allows new development to occur in a way which respects existing character.



04



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DESIGN ELEMENTS

4.1 URBAN ECOLOGY

RESPONSE TO CONTEXT

UE-1	<div>+ Greater consideration of Aboriginal heritage and culture into the design of the precinct. Opportunity to engage with Yawuru Cultural Reference Group recommended, including exploration for cultural or ecological based stories, identification of culturally significant sites, and dual naming of the precinct should also be considered.</div> <div>+ PSP to also help identify a suitable location for the Kimberley Centre for Arts, Culture and Stories (in collaboration with Yawuru).</div>
UE-2	<div>+ Opportunity to incorporate the built heritage of Broome throughout the public realm and through built form controls that maintain the Broome heritage and character.</div> <div>+ Opportunity for a heritage trail reflecting significant buildings, features and places which reflect the history of Broome.</div> <div>+ Retain and interpret key heritage buildings and sites.</div>
UE-3	<div>+ The natural environment to play a key role in the design considerations of the precinct, such as view corridors, location of public amenity and characteristics and intensity of development.</div> <div>+ There is the opportunity for new development in the precinct to retain clear vistas to Roebuck Bay and to provide and enhance visual and pedestrian linkages to the foreshore.</div> <div>+ Opportunity to provide an interpretive nature walk through the mangroves.</div>
UE-4	<div>+ Coastal hazard implications to be considered in line with Broome Townsite CHRMAP. Relevant land use and built form considerations set out in CHRMAP to be implemented through the COBPSP.</div>
UE-5	<div>+ Holistic approach to water management and drainage throughout the precinct desired. Water Management Report to be prepared in collaboration with the Shire and key stakeholders.</div>

DESIRED OUTCOMES

- + Adopt an environmentally sustainable approach to development within the COBP which appropriately manages interfaces with environmentally sensitive areas including impacts of water management on Roebuck Bay.
- + Create a green urban centre supported by open spaces, streets, and development sites which promote enhanced tree canopy to lessen impacts of climate change and urban heat island effect.
- + Celebrate local Aboriginal, cultural, and built heritage in the design of buildings and public spaces.
- + To ensure that the significance of Chinatown’s remaining built heritage is conserved and interpreted.
- + Design of development is site and climate responsive, providing adequate shading and restricting solar access into habitable rooms or areas of public activity.
- + Promote environmentally sustainable practices, including resource efficiency (energy, water, waste, air quality, material selection, urban green infrastructure) at all stages of development.



P2 - Figure 25: Urban Ecology Plan

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

4.1.1 NATURAL ENVIRONMENT

TOPOGRAPHY AND LANDSCAPE FEATURES (C1.1.1)

The COBP is relatively flat, there are limited topographical features with the exception of Kennedy Hill a place with cultural significance. As described in the Land Use Section, this area is reserved for 'Environmental Conservation' under the Shire's Local Planning Scheme which is proposed to be retained in the COBPSP.

Much of the precinct's natural landscape character occurs on the edge of the eastern boundary, with substantial opportunities for views over Roebuck Bay and the mangroves. Preservation of these public views is an essential component of the precinct design. The health of the mangroves is also key to maintaining the natural coastal defence of the coastal foreshore area. The value of the mangroves as natural defence for the COBP coast cannot be overstated as the mangroves play a vital role in attenuating storm surge and reducing the wave heights at the shoreline in extreme cyclonic events. Monitoring mangrove extent and understanding changes to the system as a result of sea level rise and other climate change variables (e.g. warmer ocean temperatures) will be essential in ensuring the coastal resilience of these areas. Along these shorelines significant tourist infrastructure and accommodation rely on the mangrove systems to protect their shoreline during extreme cyclonic events.

COASTAL PLANNING

As described in the context analysis, the COBP is at significant risk of future coastal hazards associated with erosion and inundation. Due to the significance of the area the Broome Townsite CHRMAP seeks to protect and preserve as much of this area as possible. The area north of Gray Street, however, is unlikely to be protected, which the COBPSP must have consideration for through future staging and implementation.

From a statutory planning perspective, the Broome Townsite CHRMAP and LPP 5.23 - Coastal Planning provide specific measures to help mitigate inundation risks for future development approvals. The following mitigation measures are proposed:

- + In Coastal Compartment 6 (Town Beach), Part 1 of the COBPSP will ensure implementation of the proposed planning approach set out in the Broome Townsite CHRMAP and Local Planning Policy 5.23 - Coastal Planning.
- + In Coastal Compartment 7 (Broome Town Centre), new development will be required to meet the design controls specified in the Broome Townsite CHRMAP. This will include designating two tiers of land for properties located within the existing Flood Prone Special Control Area 4 Flood Prone Land. These properties are identified on P2 - Figure 25.

GREEN NETWORK (C1.1.2 AND C1.1.4)

The green network is an important component of the COBP's urban structure, a number of existing green nodes exist each varying in scale and function. These are illustrated on P2 - Figure 25 and include:

- + Male Oval / Reconciliation Park;
- + Napier Terrace Drainage;
- + Bedford Park;
- + Conti Foreshore;
- + Town Beach; and
- + Roebuck Bay Foreshore Reserve.

Through the precinct design process, opportunities to expand the extent and improve the quality and connectivity of the natural environment has been considered. This includes:

- + **Roebuck Bay Coastal Walk** - The existing link currently terminates near Matso's Brewery off Carnarvon Street. To complete this link, a proposed extension of the trail is proposed through the Foreshore Reserve (refer to Section 4.3.4 for further details) extending in front of Roebuck Bay to Streeter's Jetty (in the north) and to the Demco Estate (in the south), allowing further opportunities for people to be connected to nature in the Yawuru Conservation Estate.
- + **Hamersley Street Green Link** - A new green link along Hamersley Street is proposed, providing a continuous pedestrian / cycle link between Male Oval and Town Beach (refer to Section 4.3.2 for further details). The link will allow tree planting, revegetation and retention of existing substantial trees.



Existing Sign Post on Broome Jetty to Jetty Trail



Existing trees to be protected through Hamersley Street Green Link.

ENVIRONMENTAL ASSESSMENT

The environmental setting and its values are important aspects that must be considered during the planning process, as well as during future works. To assist with this process, Stantec has prepared an Environmental Assessment Report (**Appendix 3**) to describe the environmental setting in which the COBP sits, the key risks to the environment that may be associated with future development and the strategies that can be implemented to mitigate those risks are provided in **P2 - Table 12**.

P2 - Table 12: Potential Environmental Impacts and Mitigation Strategies

ITEM	SUMMARY	POTENTIAL IMPACT	MITIGATION STRATEGY
Acid Sulfate Soils (refer to Section 2.2.4 of Appendix 3)	Small areas to the north and south are mapped as having a high to moderate risk of ASS being present within 3m of the natural soil surface. Roebuck Bay is a protected surface water body..	Acidification of soils and groundwater.	<ul style="list-style-type: none">+ An ASS investigation should be completed prior to any ground disturbance or dewatering is undertaken if any of the following are satisfied:<ul style="list-style-type: none">- The planning envelop is subject to conditional approval requiring the investigation and management of ASS.- For the small areas of land indicated to have a high probability of ASS occurrence at the site:<ul style="list-style-type: none">- Soil or sediment disturbance of 100m3 or more in an area depicted on an ASS risk map as Class I 'high to moderate risk of ASS occurring within 3m of natural soil surface'.- Lowering of the water table, whether temporary or permanent.+ Dewatering within 500m of the shoreline of Roebuck Bay to inform of appropriate effluent management measures.+ If Actual ASS (AASS) or Potential ASS (PASS) is identified, an ASS Management Plan (ASSMP) and/or Dewatering Management Plan (DMP) should be prepared.
Threatened Terrestrial Fauna/Flora (refer to Section 2.2.6 and 2.2.8 of Appendix 3)	Several species of birds, mammals, and plants are listed as being endangered, critically endangered, or vulnerable.	Disturbance of fauna/ flora.	<ul style="list-style-type: none">+ A flora and fauna survey should be considered to ground-truth TEC occurrence within the area if clearing is proposed within the bounds of the site where remnant vegetation is found, noting that the majority of areas are already developed.+ If the clearing of remnant vegetation within the site is planned, development of an Environmental Management Plan (EMP) at development stage detailing mitigation strategies, triggers and contingency actions.
	TEC – Monsoon Vine Thicket is mapped as potentially being in the area.	Disturbance of TEC.	
Contaminated Sites (refer to Section 2.5 of Appendix 3)	Two contaminated sites identified in Chinatown, 2 Coghlan Street and 2 Hamersley Street, . Both sites are not suitable for development into more sensitive land uses.	Disturbance/contact of impacted soils and groundwater, potential risks to human health.	<ul style="list-style-type: none">+ Conduct further environmental assessment prior to ground disturbance to determine remediation requirements and land use suitability.+ Development of an EMP at development stage detailing mitigation strategies, triggers and contingency actions.
		Site not suitable for proposed land use.	
	ACM may be present in existing buildings and infrastructure.	Disturbance of ACM and potential risks to human health.	<ul style="list-style-type: none">+ Review asbestos registers, conduct asbestos surveys, removal and appropriate disposal if identified in buildings planned for demolition.+ Develop and implement an Asbestos Management Plan (AMP) and Construction Environmental Management Plan (CEMP) as required.+ Development of an EMP at development stage detailing mitigation strategies, triggers and contingency actions.

4.1.2 WATER MANAGEMENT

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

GROUNDWATER MANAGEMENT (C1.1.3)

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

The objectives of groundwater management for the COBPSP are to:

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

GROUNDWATER LEVEL MANAGEMENT

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

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

GROUNDWATER QUALITY MANAGEMENT

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

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

STORMWATER MANAGEMENT (C1.1.3)

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

The objectives of stormwater management for the COBPSP are to:

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

WATER QUANTITY MANAGEMENT

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

A range of measures are proposed in the WMS such as:

- + Minor drainage infrastructure considerations which include a combination of on-site reuse / detention / soakage (as a condition of future planning approvals), and potential detention areas.
- + The COBP precinct is currently catered by a series of open drains, box culverts and underground pit and pipe networks. These drains are operated and maintained by SoB. The aim for managing major stormwater runoff throughout the precinct is to ensure no adverse impacts are experienced to downstream receiving waterbodies, namely Roebuck Bay. In order to satisfy conditions for the receiving waterbody, the following stormwater management outcomes are proposed within the COBPSP: Maintain peak flow rates and regimes within drains to current conditions. This is proposed to be achieved through the implementation in lot-scale, street scale and sub-catchment scale detention measures upstream of the existing drains to ensure that peak flow volumes and rates mimic present day conditions.
- + The COBP is likely to have an increase of impervious surfaces by approximately 10% compared to existing conditions. A reduction in pervious areas generally correlates to an increase in stormwater runoff volume, frequency and peak flow rates in the absence of stormwater detention measures. A coordinated approach to stormwater quantity management should be applied in future planning stages. Where substantial redevelopment occurs that includes reduction in pervious areas and general civil works there the opportunity to provide a coordinated basin which allows for increased runoff from private lots.

WATER QUALITY MANAGEMENT

Stormwater drainage into Roebuck Bay is a concern as some outlets do not have any compensation or nutrient stripping. Early indications from water quality monitoring suggest that these drains may contain higher than normal nutrient loads which can lead to adverse environmental impacts such as Lyngbya algal blooms. The location of existing drains must also be carefully considered in determining where to site new infrastructure, as piped drainage cannot be used due to the high rainfall events experienced in Broome. To help manage water quality, the following is proposed in the COBP:

Swales - Vegetated swales will be located within verges along selected roads. The purpose of these swales is to provide treatment of runoff as close to source as possible. Roadside swales are to be revegetated and designed with a maximum depth of 0.5 m, 1:6 side slopes and typically have longitudinal slopes of between 0.5% and 2% which reduces the stormwater runoff rate. Local endemic species are to be used in vegetated and drainage areas.

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

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

Upgrades are illustrated on **P2 - Figure 25** and summarised below:

- + A vegetated swale is proposed as part of the Hamersley Street Green Link (see **P2 - Figure 29**).
- + Upgrades are proposed to existing swales near Napier Terrace, which will form part of the broader Male Oval upgrades (see **P2 - Figure 28**).

WATER CONSERVATION (C1.3.4)

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

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

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

4.1.3 ABORIGINAL HERITAGE

(C1.2.1)

A significant event in the history of Broome was the signing on 25 February 2010 of an agreement recognising the connection of the Yawuru People with land in and around Broome. Indigenous Land Use Agreements (ILUAs) were registered by the National Native Title Tribunal on 6 August 2010.

The ILUAs, by resolving Native Title and associated issues, brought greater certainty to planning for urban growth as well as management of cultural and natural values. Various lands were transferred to Yawuru ownership, enabling the traditional owners to actively participate in the development of Broome. The ILUA also sets aside land, including land north of Paspaley Plaza in Chinatown, as Conservation Estate to be jointly managed by Nyamba Buru Yawuru (NBY), the Department of Environment and Conservation, and the Shire of Broome. (NBY 2011).

To better celebrate local Aboriginal cultural heritage, including history, stories and a shared understanding of the significance of the landscape engagement was undertaken with NBY during preparation of the COBPSP. A number of key initiatives are identified:

- + **Cultural Centre** - As shown on **P2 - Figure 25**, a potential site has been identified for establishment of the 'Kimberley Centre for Arts, Culture, and Story'. This facility is intended to provide visitors with a journey that is innovative and inspiring in its representation of the culture of the world's oldest living civilisation. The centre could contribute significantly to the Kimberley economy by supporting tourism, as well as linking to and celebrating local Aboriginal culture throughout the region. Broome can become the gateway to and raise awareness of other indigenous tourism experiences within the Shire and region.
- + **Kennedy Hill** - is identified as a cultural place of significance and home for many members of the Yawuru community and the trees that grow there are culturally significant, as well as providing a natural barrier for the town against ocean surges and inclement weather. The Yawuru Cultural Management Plan identifies an action to protect Kennedy Hill 'in culturally appropriate ways'. In a planning context, the COBPSP proposes to reserve this area as 'Environmental Conservation' in accordance with the Local Planning Scheme.
- + **Jetty to Jetty Trail** - Is Yawuru's award-winning, self-guided heritage walk along the foreshore of Roebuck Bay. Set against the voice and country of the Yawuru people, it brings to life the multicultural character of Broome's fading pearling heritage. Jetty to Jetty takes in thirteen historical and cultural sites that explore the rich culture of the Yawuru people and Broome's pearling era. There is an opportunity to build on the existing trail, to establish the Roebuck Bay Coastal Walk (**P2 - Figure 25**) which is proposed to provide a pedestrian connection as well as a user experience along the Roebuck Bay foreshore between Streeter's Jetty and Town Beach Jetty. The proposal received strong support during the engagement process and is recommended for completion.
- + **Burrugun, Morgan's Camp** - was another important living area. It is just like marsh country on the edge of the mangroves and creek. Yawuru families lived there. Bardi people also used to camp there when they worked for the pearlers. The Yawuru Cultural Management Plan identifies an opportunity to explore cultural heritage tourism opportunities in this area.
- + **Yawuru Cultural Reference Group** - There is a desire to establish a framework in which the Yawuru Prescribed Body Corporate is embedded into the planning and design process for major public realm improvements and public art, this will allow continued opportunities for Yawuru culture to be considered in the design process through activation of the Yawuru Cultural Reference Group.

4.1.4 HERITAGE

(C1.2.2 AND C1.2.3)

The culture, values, and identity relevant to the COBPSP is captured in **Section 1.2.5**, with numerous places already listed on the the State Register of Heritage Places and the Shire's Municipal Heritage Inventory (**P2 - Figure 25**) the primary opportunity of the COBPSP is to continue to explore new ways in which Broome's heritage can be celebrated through interpretation and conservation ensuring creation of places which continue to foster authenticity.

The COBPSP advocates for the following:

- + Sensitive development in the Chinatown Heritage Conservation Area to ensure existing character is preserved, further information regarding the built form approach is provided in **Section 4.6.1**.
- + Re-establishes of walkways and laneways as part of the Chinatown character.
- + Design a heritage trail with discrete signage reflecting significant buildings, features and places which reflect the history of Broome.
- + Retain and interpret old pearling sheds - possible sensitive additional development with a link to the Roebuck Bay Coastal Walk.
- + Re-create and interpret former 'Broome Tram' connecting Chinatown with Town Beach.
- + Retain and interpret the State Heritage listed Bourne and Ingliss Store as part of the redevelopment of the larger site.
- + Retain the large landscaped verges of Old Broome Special Character Area.

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

4.1.5 TREE CANOPY

(C.1.3.1)

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

An assessment of tree canopy in the COBP has determined that much of the existing canopy occurs on private lots, this is a defining feature of existing residential areas. Trees in the public realm are limited to some parks and along Carnarvon Street. With increased densities proposed across the COBP, it is important that both public and private tree canopy is enhanced into the future. As shown on **P2 - Figure 25** the following is proposed:

- + In the residential / mixed use areas south of Frederick Street, detailed design testing has been undertaken to ensure proposed density increases can be implemented with appropriate site cover and landscape to enable increases in tree canopy (see Part 1).
- + In the commercial area north of Frederick Street, built form controls seek to establish landscaped verges which promote tree planting (see Part 1).
- + Priority street greening is proposed in areas expected to have greater pedestrian / cyclist movement this includes Hamersley Street, Short Street, Frederick Street and Guy Street. Secondary street greening is proposed along a number of other streets.
- + Additional tree planting is proposed in existing public open spaces such as Male Oval (see **P2 - Figure 28**), Bedford Park and Conti Foreshore to enhance provision of shade.
- + Built form controls seek to:
 - Establish landscaped verges and setbacks;
 - Increase landscaping within development sites with the requirements to provide additional planting of trees; and
 - Promote the retention of existing trees and vegetation, particularly in street and lot boundary setback areas.

4.1.6 ENERGY AND CLIMATE CHANGE

(C1.3.2 AND C.1.3.5)

Broome enjoys a tropical climate. Broome's seasons include a hot, humid, rainy period usually from December to March and the 'dry' for the remainder of the year. Reliable afternoon sea-breezes arrive from the west during the 'wet' season. Designing at a precinct scale has the opportunity to establish built form guidelines which provides opportunities for climate responsive design, allowing a reduction in energy demand.

In an urbanising environment, it is fundamental to the lifestyle of COBP residents that building design responds to local climatic conditions. Careful attention to elements such as shading and orientation can substantially reduce running costs, which is especially important in an environment where housing costs are high.

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

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

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

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

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

4.1.7 WASTE MANAGEMENT

(C1.3.3)

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

4.2 URBAN STRUCTURE

RESPONSE TO CONTEXT

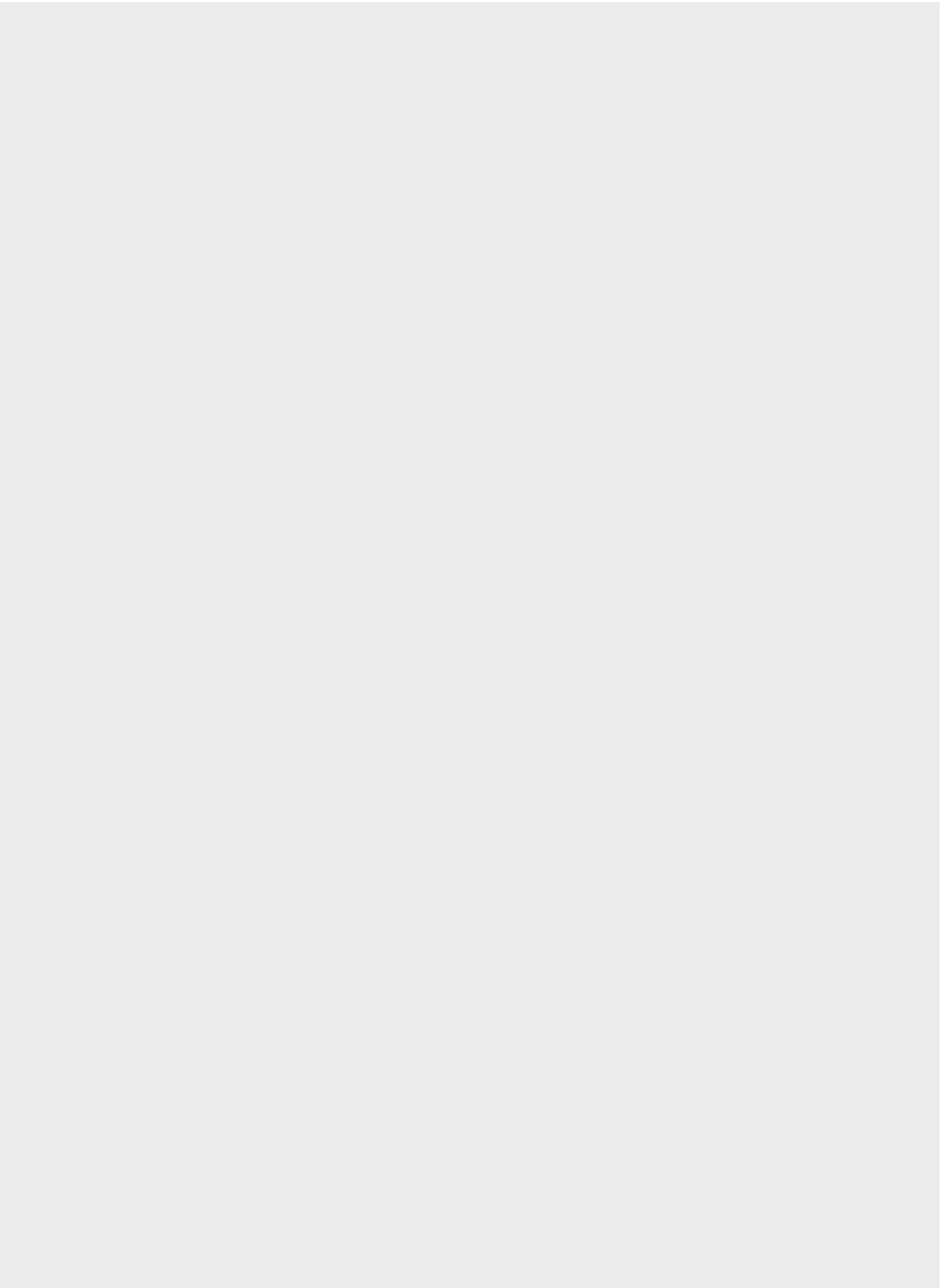
US-1	<div><div>+ Investigate development options for the prison site and explore opportunities to better connect Chinatown and Old Broome.</div><div>+ Opportunity for more detailed planning on this site as a key development opportunity.</div></div>
US-2	<div><div>+ High development potential with the opportunity for quality design outcomes such as increased landscaping, flexibility of building heights and orientation, due to the size of lots.</div><div>+ Identify key redevelopment lots and opportunity areas for increased density.</div></div>
US-3	<div><div>+ Promote an increased network of shaded internal laneways and courtyards through sensitive redevelopment in Chinatown.</div></div>

DESIRED OUTCOMES

- + Establish a highly interconnected urban environment that links key precincts together through enhanced pedestrian and cyclist connections.

+ Ensure that new development provides lot and block configurations that are flexible and adaptable, to change with the centre’s needs over time.

+ To achieve better physical and visual connection between Chinatown-Old Broome and its natural environment; specifically the mangroves, Roebuck Bay and inter-tidal marshland.



P2 - Figure 26: Urban Structure Plan

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

4.2.1 URBAN STRUCTURE APPROACH

INTENDED PRECINCT CHARACTER (C2.1.1)

The urban structure of the COBP has been considered at two scales: precinct and sub-precinct. At the precinct scale, there are a number of influencing factors driven primarily by existing land use, movement, and public open space patterns. Having been developed over many decades the context analysis determined that there were a number of identifiable sub-precincts in the COBP. To enable place responsive design outcomes the intent and desired character of the sub-precincts is summarised in **P2 - Table 13**.

P2 - Table 13: Sub-Precincts in COBP

SUB-PRECINCT	SUB-PRECINCT INTENT	DESIRED URBAN STRUCTURE / IMPROVEMENTS
Chinatown Retail Core	As Broome’s Regional Centre, the Chinatown Core offers a unique range of goods, services and experiences and continues to be the destination of choice for residents and tourists seeking higher order employment, shopping and entertainment activities.	<ul style="list-style-type: none">+ Existing built heritage / vernacular combined with substantial recent investment into the public realm (Chinatown Revitalisation) has created a defined sub-precinct character typified by a highly walkable urban structure with fine grain main street development prominent.+ Future private investment should prioritise the redevelopment of large vacant lots, particularly along Short and Carnarvon Streets, this should include an expansion of the laneway network.+ A reconfiguration of Male Oval provides new development opportunities which help to frame and activate Short Street as one of the primary entrances into Chinatown.
Hamersley Street	Hamersley Street is established as the primary mixed use spine connecting Chinatown and Town Beach. New development and an enhanced public realm frame this important north-south link.	<ul style="list-style-type: none">+ Reinforce the north-south connection between Chinatown Core and Town Beach nodes, prioritising upgrades to Hamersley and Carnarvon Streets.+ Establish a north-south green link on Hamersley Street in the form of a linear park which provides high-quality connections for pedestrians and cyclists.+ Land use and built form approach to facilitate mixed use development to create a more engaging streetscape which helps frame an upgraded Hamersley Street.
Town Beach/ Guwarri	Town Beach-Guwarri is the southern bookend of the COBP. It is a place with significant cultural, entertainment, and recreation value.	<ul style="list-style-type: none">+ Encourage mixed use developments around local centre to leverage off recent investment into public realm upgrades at Town Beach.+ Land use and built form approach to facilitate redevelopment which takes advantage of views and proximity to amenity of Town Beach and Roebuck Bay.
Commercial	The commercial sub-precinct performs an important employment function which complements the Chinatown Core. Development includes businesses which are more car oriented.	<ul style="list-style-type: none">+ Proximity to airport (limited residential amenity due to noise), curvilinear street block pattern, and good access to Frederick and Hamersley Streets means desired precinct intent is to be focussed on car-oriented commercial businesses.+ Enhancement of streetscapes through improved landscaping of private and public realm desired to improve attractiveness.
Old Broome Residential	Infill is approached in a sensitive way, with new residential development which respects the built and landscape character that makes Old Broome special.	<ul style="list-style-type: none">+ Precinct includes a well established grid pattern with a number of large lots that have good tree canopy. A transitional approach to density increases is proposed, to ensure elements of the existing residential character can be preserved.+ Strengthen east-west connection along Guy Street as key entry point into the sub-precinct.

BLOCK AND LOT SIZE (C2.1.2)

The COBP is largely developed with few remaining vacant lots, meaning many of the primary structural elements such as the road network and street block size / orientation is set. The perimeter of urban blocks throughout the precinct are typically between 550m – 650m suggesting that the existing structure reflects a well-balanced structure supporting both pedestrian and cyclist movements. Where enhancements are required, these are captured in **Section 4.2.2**.

The built form approach in **Section 4.6** demonstrates how the urban structure supports the intended land use and built form approach set out in the COBPSP.

DESTINATIONS AND FOCAL POINTS (C2.1.3)

P2 - Figure 26 illustrates that the COBP includes a number of key focal points or destinations, these are summarised below:

- + **Chinatown Core** - The historic heart of the COBP precinct, remains one of the primary retail, entertainment and employment districts.
- + **Male Oval / Visitor’s Centre** - Largest area of open space in the COBP, used for a range of events and both active / passive recreation. Also the current location for the Broome Visitor’s Centre which is a key reference point for visitors.
- + **Town Beach-Guwarri** - A substantial recreation node enjoyed by residents and visitors alike. Popular location for major events such as the Staircase Markets.
- + **Mangrove Hotel** - Popular hotel for both visitors to stay and locals to visit, prime location to watch the Staircase to the Moon.
- + **Shire of Broome / Civic Centre** - The administrative heart of the Shire, numerous community and civic buildings make up this precinct.
- + **Broome Hospital** - Major trip generator as place of employment and prime health facility for the entire Shire.
- + **Seaview Local Centre** - Small local centre providing convenience retail.
- + **Bedford Park / Conti Foreshore** - Secondary public open space node, provides important green relief along network of spaces between Male Oval and Town Beach.
- + **Roebuck Bay** - Important cultural, natural, and environmental asset. Plays a substantial role in daily life through the precinct.
- + **Proposed Cultural Centre** - The proposed Kimberley Cultural Centre and Kennedy Hill provide an opportunity to establish a major cultural node with a focus on Aboriginal heritage.

To enhance the distinct character of the COBP and make it an easier place to navigate, a number of interventions / alterations to the existing urban structure are proposed. These are captured in **Section 4.2.2**.

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

4.2.2 ACCESSIBILITY AND CONNECTIVITY

FUNCTIONAL URBAN STRUCTURE (C2.2.1)

As described above, the COBP benefits from a well established grid structure which allows a highly permeable and interconnected precinct supporting ease of movement for all transport modes. As illustrated on **P2 - Figure 26** key destinations in the COBP occur primarily in a north-south orientation between the Chinatown Core and Town Beach. Enhancing this north-south connectivity (especially for pedestrians / cyclists) is therefore a primary focus of the proposed COBP design, as the existing urban structure functions well from a private vehicle perspective.

ACTIVE TRANSPORT NETWORK (C2.2.2)

The context analysis considered the existing connections between major nodes of activity such as Chinatown Core and Town Beach-Guwarri and surrounding residential areas. This analysis found that pedestrian / cyclist connections could be enhanced with many large road reserves / verges currently underutilised from an active transport infrastructure perspective. This points to the need to strengthen, formalise and solidify existing links to encourage safer and more attractive connections for residents and tourists.

PROPOSED UPGRADES / ENHANCEMENTS (C2.2.3)

Hamersley Street Green Link - the precinct's two primary destinations of activity, being the Chinatown Core and Town Beach-Guwarri are currently isolated nodes which operate independent of each other. A key design move proposed in Response to Context was to explore how to better connect these two nodes via an improved north-south connection. An assessment was undertaken to identify the best location, through community / stakeholder engagement this concluded that Hamersley Street would be most suitable because:

- + Primary north-south link with direct connections between Chinatown Core and Town Beach-Guwarri. It will allow an extension of the pedestrian / cyclist paths currently provided along the Conti Foreshore. This initiative has further merit as recent and significant investment in both sub-precincts have greatly enhanced both destinations. will help move people between these precincts, capitalising on recent upgrades
- + Unique street with the road primarily offset to the west leaving a deep verge of 20-25m on the eastern side. This land is optimal for street upgrades including a linear park, street trees, parking and improved footpaths (allowing the existing road carriageway to be retained as is).
- + The Broome Prison relocation and future development on Hamersley Street would provide significant opportunity to integrate new development with an enhanced movement spine.

Green Streets - The community identified a strong desire for green streets. A number of streets are proposed for upgrades as part of the COBPSP such as: Guy Street, which is an important east-west local distributor road connecting the COBP to a substantial existing residential catchment in Old Broome and Cable Beach. It is proposed to be enhanced to support active transport movement between Town Beach-Guwarri and this broader catchment. Upgrades are also proposed along Frederick Street, Carnarvon Street, and Weld Street all of which have wide verges that provide space to support enhancements. Refer to **Section 4.4** for further information.

Chinatown Laneway Network - Chinatown's laneways are a defining feature of the retail core's urban structure. As development occurs, it is important that new laneways are provided contributing to this shady, green, and active network of links between Carnarvon Street and Dampier Terrace.

Broome Prison East-West Link - One of the largest urban blocks in the COBP is the current street block which includes the Broome Regional Prison. At 1.1km there is an opportunity to use the prison's relocation as the impetus for a new east-west link. This will be of particular importance to ensure connectivity with the proposed Cultural Centre. Managing the topography will be a key challenge of this link.

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

4.2.3 STREET BLOCK AND LOT CONFIGURATIONS

BLOCK CONFIGURATIONS (C2.3.1)

The COBP is planned primarily on a modified grid, as described above this urban structure has been in place for many decades. Street block widths are typically between 100-120m providing a high degree of flexibility to accommodate a range of development types. Therefore the land use and built form approaches proposed in the COBPSP do not require any alterations to the current street block pattern.

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

While there is consistency in block configurations, lot size and configuration in the COBP has a high degree of variation. The primary lot types observed include:

- + Small Lot (<1,000m²) - 146 total lots or 26.7%.
- + Medium Lot Narrow (1,000m²-1,500m² and frontage <21m) - 83 total lots or 14.8%.
- + Medium Lot Wide (1,000m²-1,500m² and frontage >21m) - 97 total lots or 17.3%.
- + Large Lot (>1,500m²) - 142 total lots or 25.4%

It is important that these configurations can support the desired built form intent for the various sub-precincts, which includes a range of retail, commercial, mixed use, and residential solutions (at various densities). Lot pattern analysis and design testing is provided in **Section 4.6**, this helps to demonstrate the suitability of the proposed design outcomes contemplated in the COBPSP including consideration for local climatic conditions.

LARGE FORMAT USES (C2.3.4)

The urban structure in the COBP already includes a number of large format uses, these include Paspaley Plaza, Broome Hospital, Shire of Broome Administration / Civic Centre, Broome Regional Prison, and Broome Primary School. Pedestrian access and permeability through most of these sites is already possible. New connections could be considered as follows:

- + An east-west pedestrian link north of Broome Regional Prison (once it has been relocated) between Hamersley and Carnarvon Streets. This would allow connectivity and access to the proposed Cultural Centre; and
- + An east-west pedestrian link north of Broome Primary School between Weld and Walcott Streets. This provides the opportunity for a dedicated pedestrian walkway between Pelcan Park and the Shire of Broome Administration / Civic Centre.

PUBLIC REALM RELATIONSHIP (C2.3.5)

Proposed interventions proposed as part of the COBPSP are summarised above and shown on **P2 - Figure 26**. These interventions will ensure a place-responsive urban structure which celebrates key destinations through enhanced pedestrian and cyclist linkages.

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

4.2.4 ADAPTABLE URBAN STRUCTURE

STREET BLOCK PATTERNS (C2.4.1)

The built form testing in **Section 4.6** demonstrates that existing block patterns are flexible and adaptable enough to support redevelopment. With proposed density increases across the COBP, it is important that these existing patterns are retained and protected from further green title subdivision to ensure long-term flexibility.

In comparison to other urban areas, the lot sizes are generally quite large. However, with a desire for more mixed use and apartment developments in key areas the potential for amalgamation in specific locations is still desired where it supports an enhanced built form outcome. These locations generally include:

- + Narrow midblock sites;
- + Smaller lots in the mixed use zone; and
- + In locations where amalgamation can result in areas greater than 3,500m² to trigger bonus provisions.

The consolidation of lots is recommended to enable more integrated and higher quality development. Amalgamation helps to achieve efficient parking and access arrangements and can enhance streetscape outcomes.

CATALYST SITES (C2.4.2)

The COBP includes a number of large underutilised and/or vacant land parcels. Many of these sites are identified as strategic or catalysts sites (**P2 - Figure 26**). Protecting these sites from ‘under development’ is essential in delivering on the COBPSP vision. As such, specific land use and built form outcomes are desired. Key redevelopment sites include:

- + The northern end of Carnarvon Street contains a number of vacant properties in sole ownership. Due to its location in the heart of the Chinatown Core this represents one of the most substantial opportunities for development. However, these lots do have some constraints such as height restrictions due to proximity to the airport, and required raised floor levels to account for flooding.
- + Numerous large sites on Hamersley Street which are in single ownership, many of these sites are zoned Mixed Use and represent primary opportunities for development along the north-south spine.
- + Post-relocation, the Broome Regional Prison site occupies over 170m of prime Hamersley Street frontage. NBY will take control of this site in the long-term and will be a primary stakeholder.
- + Proposed new development on Short Street would allow a built edge to help frame the primary entrance into the Chinatown Core from Broome North. The context analysis identified this journey as being dominated by parking and roads, the proposed approach proposed is to develop these car parks which could provide a more defined and active entry to the retail core. Additionally a green entry statement has been proposed within Male Oval.

STAGING (C2.4.3)

Due to size of the COBP and complex land assembly, a traditional approach to staging of development is not deemed possible, and staging and delivery of development will be largely based on the timing and willingness of individual landholders to develop their sites.

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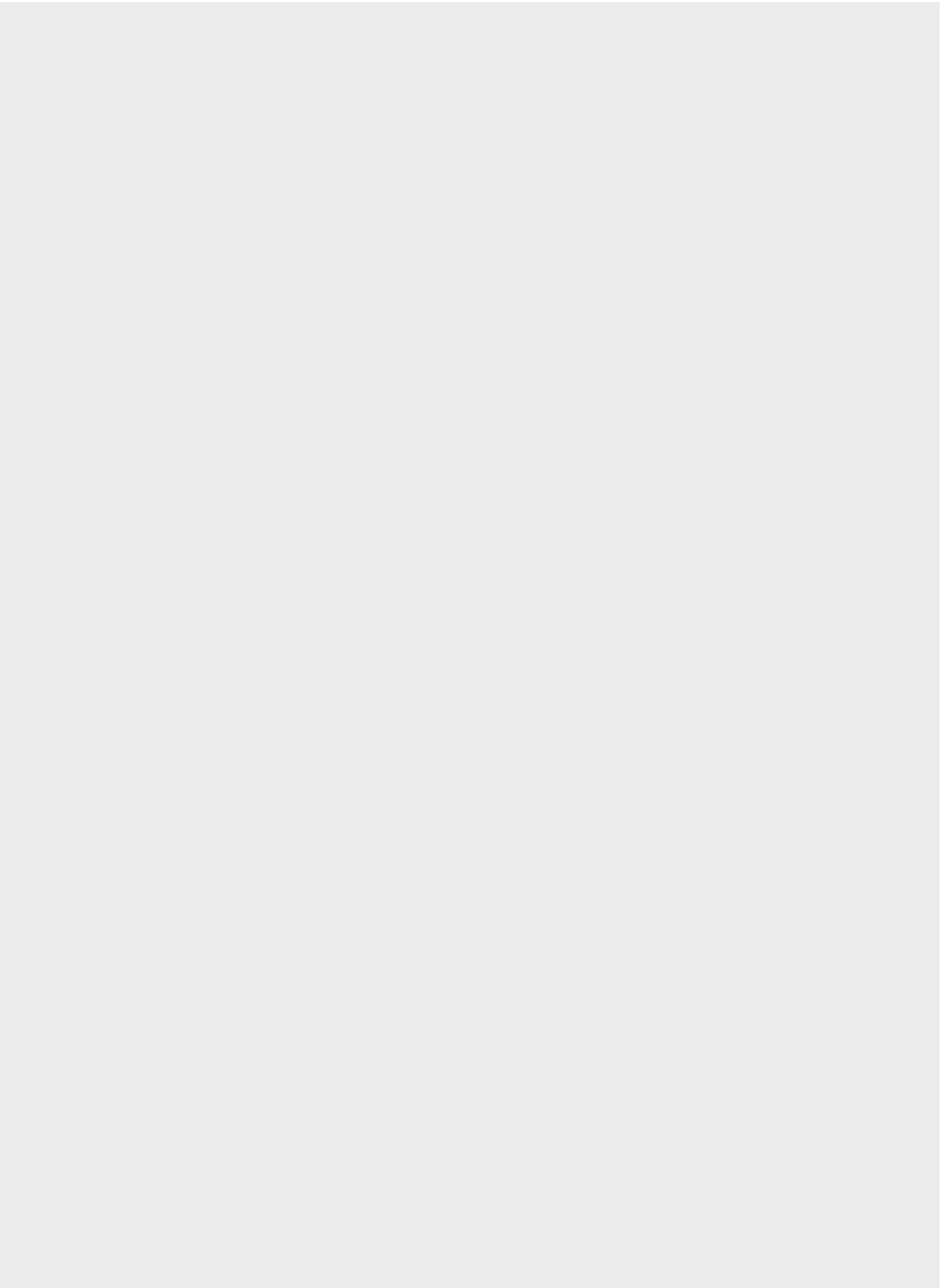
4.3 PUBLIC REALM

RESPONSE TO CONTEXT

PR-1	+ Movement and Place assessment to determine streets of highest priority for upgrades. Street interface cross sections to explore how landscaping and street design can help to enhance attractiveness and safety of key pedestrian routes.
PR-2	+ Opportunity to attract new development and provide connections from nearby residential and tourism areas. Focus now can be on smaller nodes and projects throughout the precinct that provide amenity to both local residents and tourists. + Themes established as part of these upgrades should be used to inform future public realm design to ensure consistent and identifiable landscape character.
PR-3	+ Retain Male Oval as a sporting and social recreation space and major 'green' entry statement. Undertake investigations for upgrades, including potential for new development to sleeve key edges. Wellington Square in Perth has been cited as a good precedent by the Shire. + The opportunity for buildings on Short Street to be explored to enhance prominence as an entry and draw visitors into Chinatown from the Visitor's Centre/Broome Road.
PR-4	+ Improve visibility of Reconciliation Park and its integration with the broader Chinatown area.
PR-5	+ Explore opportunity to enhance activation of Bedford Park and adjoining Conti Foreshore, this should include adjacent built form interfaces. Preparation of a Foreshore Management Plan along Conti Foreshore to be considered.
PR-8	+ Development of safe swimming area at Town Beach to increase foreshore use throughout the year.
PR-9	+ Replace car park at termination of Napier Terrace with a well landscaped plaza with views across the mangroves and Roebuck Bay to improve the vista along the street and draw people towards Dampier Terrace and the new foreshore path. Relocate existing car park to south. + Opportunity to create a landscaped interpretative forecourt to Streeter's Jetty to enhance visibility, access and visitor comfort.
PR-10	+ Opportunities to provide public realm upgrades along the Jetty to Jetty Trail (Roebuck Bay Coastal Walk), including for key buildings to link into path with dining platforms.

DESIRED OUTCOMES

- + Create high quality connected public spaces that permit a range of recreation and social activities, retain mature trees where possible, and foster high quality development along their edges.
- + Encourage an attractive urban environment through the use of high-quality design, materials, street furniture, and public art.
- + Enhance the quality and consistency of streetscapes through targeted enhancements which includes new planting and retention of existing vegetation where appropriate.
- + Water sensitive urban design principles are better integrated into the design of the public realm.



P2 - Figure 27: Public Realm Plan

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

4.3.1 POS NETWORK

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

The COBP an established urban environment, as demonstrated on **P2 - Figure 27** is serviced by a number of existing open spaces. A review of the existing POS hierarchy reveals that the primary functions of POS in COBPSP is passive recreation, active sport, and nature. Residents and visitors enjoy good access to a variety of open spaces and natural amenity from a spatial perspective. However, some of these spaces offer limited diversity of activity and function. To provide a broader range of activities and functions the proposed upgrades to POS are summarised in **P2 - Table 14**.

P2 - Table 14: POS Types and Function

TYPE	SIZE	FUNCTION	EXISTING POS	PROPOSED CHANGES
POCKET 200m / 3min walk	<0.4Ha	Passive Recreation	Reconciliation Park (0.244 ha)	+ Reconfigure Visitor Centre parking to physically connect Reconciliation Park with Male Oval. + Improve visibility of park and connection with Chinatown.
			Pocket Park Total = 0.244	
LOCAL 400m / 5min walk	0.4Ha - 1Ha	Passive Recreation	Bedford Park (0.724 ha)	+ Upgrade park to better relate to foreshore and improve wayfinding to Jetty to Jetty path. + Encourage more active use of the park.
		Active Sport Nature	Local Park Total = 0.724 ha	
NEIGHBOURHOOD 800m / 10min walk	1Ha - 5Ha	Passive Recreation	Male Oval (3.709 ha)	+ Retain as sports and social recreation space. + Upgrades proposed to improve use diversify functionality (P2 - Figure 28).
		Active Sport Nature	Town Beach/Guwarri (4.073 ha)	+ Upgrades recently completed, no changes proposed.
		Neighbourhood Park Total = 7.782		
TOTAL FORMAL POS			8.878 ha	
OTHER Typically includes foreshore reserve and landscaping adjacent major roads.	Varies	Natural POS Drainage	Napier Terrace Drainage (0.398 ha) Hamersley Street Drainage (0.640 ha) Old Broome Road Drainage (1.812 ha)	+ New planting and vegetation to assist with nutrient stripping of drainage areas.
			Foreshore Reserve (5.733 ha)	+ Proposed completion of the Roebuck Bay Coastal Walk.
			Other Total = 8.583 ha	
TOTAL POS			17.333 ha	

The primary focus of the proposed POS upgrades is to establish multiple-use public spaces which provide a range of activities for the community such as recreation, sport and nature functions, as well as serving for purposes such as urban water management (through water sensitive urban design), and nature conservation.

USER COMFORT (C3.1.3)

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

- + Improved tree canopy in public and private spaces (see **Section 4.3.5**).
- + Built form responses that provide shade through structures such as awnings (see **Section 4.6.4**).
- + Expansion and design improvements to network of shaded laneways and courtyards within Chinatown.

Improving existing POS will also require considerations for how to better incorporate Crime Prevention Through Environmental Design (CPTED) principles, particularly where developments or houses face or back onto open spaces (e.g. Male Oval, Bedford Park). In these instances, the built form approach (**Section 4.6.4**) demonstrates how infill development can improve the interface between POS and private residences through enhanced passive surveillance.

4.3.2 PROPOSED UPGRADES

Two of the primary design interventions proposed as part of the COBPSP are upgrades to Male Oval and the establishment of a green link along Hamersley Street. To communicate the design vision and intent, high-level indicative concepts have been prepared. These are illustrative only. As part of the COBPSP's implementation, future detailed design would be required to ensure the feasibility of the design solutions proposed.

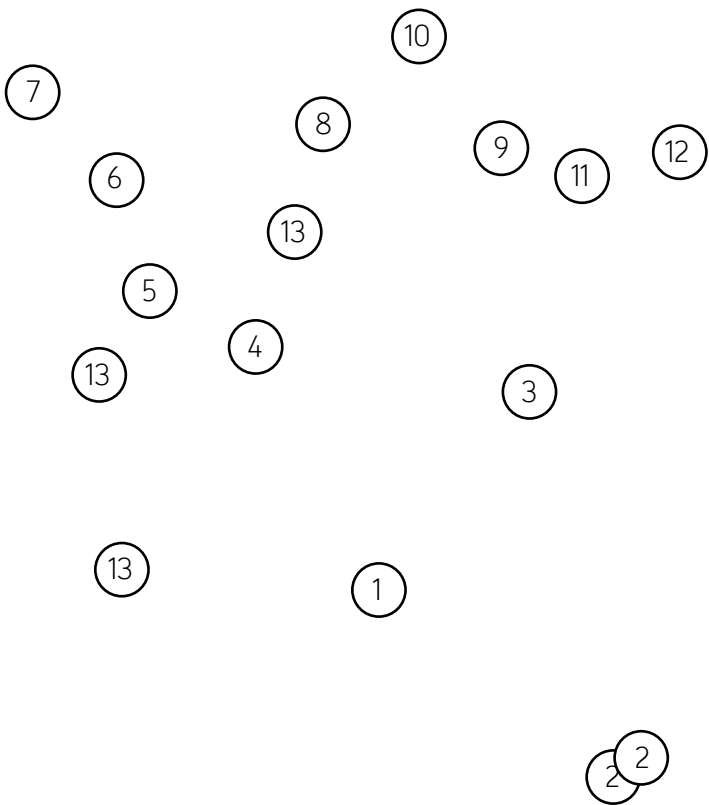
Other areas proposed for upgrades in **P2 - Table 14** are more general in nature, as such concepts have not been provided.

MALE OVAL UPGRADES

During the engagement process undertaken for the COBPSP, discussions around the future of Male Oval / Reconciliation Park were held. It was determined that upgrades were required to improve the quality and functionality of these spaces. In response to the feedback received an indicative concept plan has been developed (by Place Laboratory) (**P2 - Figure 28**).

The key design moves proposed are:

- + Proposed built form on Short Street (which could include a relocated library and/or Visitor's Centre) allows for a reconfiguration of the existing layout, including a more efficient parking and access strategy, and better connectivity / integration between Male Oval and Reconciliation Park.
- + An enhanced Reconciliation Park provides opportunities for wetland and nature based play / education experiences, this would be developed in collaboration with Yawuru.
- + Tree planting is increased significantly to provide more shade, and a number of different zones help to program multi-functional spaces for a range of users including a youth plaza, picnic node, junior play, water play, and nature play areas.
- + Parking bays have increased from a total of 166 to 167 bays with 27 of these long vehicle bays (up from 22) and 12 new on street bays on Short Street. The proposed planted median on Short Street is envisaged to improve both the streetscape and town entry experience. There is potential to extend the median the entire length of Short Street, though this would require more road widening.



DISCLAIMER:
This is an indicative high-level concept plan to show potential possibilities. Future master planning and more detailed design is required to confirm the future vision for Male Oval.

P2 - Figure 28: Male Oval - Indicative Concept Design

MALE OVAL KEY DESIGN MOVES

- | | |
|--|---|
| ① Oval shifted and reoriented slightly | ⑧ New Development - Potential location for Visitor's Centre / library and/or cafe to overlook Reconciliation Park |
| ② Youth Plaza | ⑨ New Development Opportunities |
| ③ Picnic (and potential exercise) node | ⑩ Planted medians |
| ④ Junior Play | ⑪ Traffic calming zones |
| ⑤ Water Play | ⑫ Lane access retained to support greater activation |
| ⑥ Nature Play | ⑬ Long vehicle parking |
| ⑦ Wetland Nature Experience | |

HAMERSLEY STREET GREEN LINK

A central element of the CTOBPSP is the proposed upgrades to establish Hamersley Street as the primary north-south pedestrian and cyclist corridor connecting Chinatown Core with Town Beach-Guwarri. These upgrades involve the creation of a new green link within the expansive verge reserve to support active transport. The green link offers spaces for visitors and locals to dwell and rest with new development opening out onto an attractive green spaces. The existing road carriageway is able to be retained, whilst opportunities for on-street parking, and WSUD to assist with drainage are also proposed.



Hamersley Street Green Link Concept - Existing Conditions

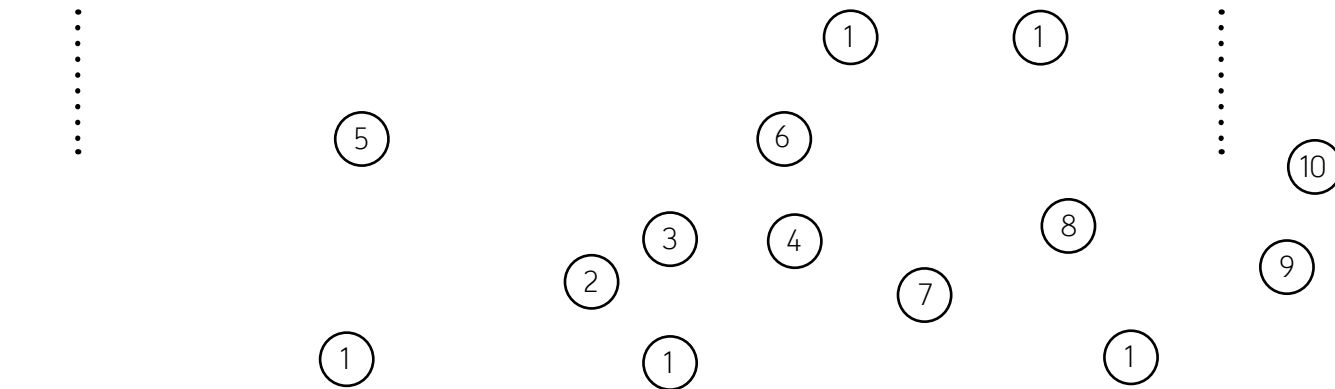


HAMERSLEY LINEAR PARK KEY DESIGN MOVES

- | | |
|---|--|
| ① New development | ⑥ Existing path and road carriageway retained |
| ② Shared path | ⑦ Flexible lawn spaces - potential alfresco expansion zones |
| ③ Parking pod | ⑧ Biofiltration swales connected by pipes under parking |
| ④ Driveway | ⑨ Open space activation nodes - nature play, seating, exercise |
| ⑤ Parallel parking with tree embayments | ⑩ Existing road carriageway retained |

HAAS STREET

BARKER STREET



Hamersley Street Green Link Concept - Plan View (Haas to Barker Streets)

DISCLAIMER:
This is an indicative high-level concept to show potential possibilities. Future more detailed design is required.

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

4.3.4 PUBLIC SPACES AND LOCAL CHARACTER

LOCAL NATURAL FEATURES (C3.2.1)

As established in the context analysis, Broome’s natural environment is an iconic draw-card for residents and visitors alike. The eastern boundary of COBP extends along Roebuck Bay and many streets and properties enjoy good views over the mangroves. Retaining and integrating natural features into the COBP’s public realm design will help to contribute to its local character and identity. It also strengthens opportunities to enhance the community’s connection to nature and overall wellbeing. The primary opportunities identified as part of the COBPSP are:

- + The Roebuck Bay Coastal Walk to enhance opportunities to connect with Roebuck Bay and the mangroves, integrating them into the precinct as a part of daily life. This would include a landscaped interpretive forecourt to Streeter’s Jetty.
- + Additional planting in existing drainage areas to both enhance environmental qualities and assist with water quality management.
- + Retention of existing significant trees and planting of new ones to support enhanced tree canopy. An example of this is to retain the existing Boab Trees which form part of the proposed Hamersley Street Green Link.
- + Carnarvon Street upgrades to create a green spine, enhance vistas of mangroves and foreshore. Additionally will provide better connection with Town Beach.
- + Replace car park at termination of Napier Terrace with a well landscaped plaza with views across the mangroves and Roebuck Bay to improve the vista along the street and draw people towards Dampier Terrace and the new foreshore path. Relocate existing car park to south.

ABORIGINAL HERITAGE (C3.2.2)

Under the Yawuru Cultural Management Plan, the majority of the COBP is identified as being part of Bundurrbundurr or Pindan Country. Through the COBPSP, there are real opportunities for the Shire of Broome and Yawuru representatives to work together to explore opportunities to recognise Aboriginal knowledge and connection to place. One of the primary opportunities could be to explore new planting opportunities which reintroduce key plants and tree species previously found in Bundurrbundurr.

As described in **Section 4.1.3 Aboriginal Heritage**, continued engagement with Yawuru representatives for future public realm design proposals within the COB is recommended.

CHARACTER AND IDENTITY (C3.2.3)

Recent investments throughout the COBP such as the Chinatown Revitalisation, Town Beach-Guwarri, and Broome Jetty to Jetty Walk all provide recent examples which incorporate many layers of rich cultural experiences that help form the character and identity of the precinct.

A number of future initiatives are identified above which could help create new opportunities to add to these rich cultural experiences.

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

4.3.5 PUBLIC SPACES AND THE ENVIRONMENT

INTEGRATING ENVIRONMENTAL FEATURES (C3.3.1)

The COBP includes significant ecological heritage and value that builds on local character, identity and sense of place. The protection and enhancement of key environmental sites has been a critical consideration in the COBP. Potential initiatives are captured in **Section 4.3.4**.

TREE CANOPY (C3.3.2)

As evidenced in **Section 4.1.5** existing tree canopy is primarily concentrated on private properties. The public realm has a significant role to play in supporting an enhanced urban tree canopy in the future. The primary strategies to enhance tree canopy in the public realm through the COBPSP (as described in previous sections) includes:

- + Enhancement of existing public open spaces such as Male Oval and Bedford Park;
- + Creation of a new ‘Green Link’ along Hamersley Street; and
- + Develop an appropriate planting palette for the COBP to support planting of street trees in areas identified for priority greening.

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

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

Strategies to enhance tree canopy in the private realm is provided in **Section 4.6.2**.

WSUD (C3.3.3 AND C3.3.4)

As described in **Section 4.1.2** water management and drainage is a critical issue in the COBP. WSUD principles are an essential component of the public realm design, and strategies for the COBP need to respond to local climate, ground conditions, and the intended function of each space. Better implementation of vegetated swales, including those with bio-retention systems are to be prioritised. Upgrades to existing drainage infrastructure through planting is also desired, with the intention being to treat runoff in WSUD structures before infiltration. This is especially important for the ‘first flush’ of stormwater, which is to be directed to these assets to assist with improving water quality before it flows into Roebuck Bay.

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

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

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

4.3.6 INCLUSIVE, SAFE AND ACCESSIBLE PUBLIC SPACES

LEGIBILITY (C3.4.1)

The grided urban structure of COB has been noted as highly legible. This is the case particularly for cars. There are significant opportunities to improve wayfinding and legibility in the public realm for pedestrians, cyclists and scooters. The existing streets can be indistinguishable in parts and lack shade, signage, and lighting. With few distinguishing features on streets it can be difficult to navigate towards popular destinations (e.g. Chinatown and Town Beach). The COBPSP proposes numerous upgrades to improve the existing situation, through the establishment of a defined green pedestrian corridors along Hamersley Street and enhance trails and paths which reflect existing movement patterns and align with the built form and land use plan. The provision of shade, lighting, signage, seating and landscaping is also intended to assist pedestrians, cyclists, scooters with wayfinding and legibility. Specifically the following proposed initiatives aim to improve legibility:

- + Hamersley Street corridor & other east-west, north-south connectors.
- + The opportunity for buildings on Short Street to be explored to enhance prominence as an entry and draw visitors into Chinatown from Old Broome Road.
- + The movement and place street classification can be used as a tool to align landscaping with road function and place value to contribute to a consistent and identifiable landscape character.

ACCESSIBILITY (C3.4.2)

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

CPTED (C3.4.3)

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

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

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

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

4.3.7 INTEGRATED PUBLIC REALM

PUBLIC REALM SCALE AND RELATIONSHIPS (C3.5.1 AND C5.3.2)

The outdoor lifestyle and natural landscapes of Broome are popular and a defining feature of the COBP character. To enable efficient and enjoyable experiences for people visiting and living in the COBP the built form, movement network, and landscape of the precinct should reflect and respond to these unique characteristics. The desire to better integrate the public realm within the built form and movement network has informed a number of design proposals. Public spaces should therefore be proportioned and scaled to fit with the urban context of the location and precinct type, and be appropriate for the function of the space. Generally, public spaces should be designed with people in mind first. As illustrated on **P2 - Figure 27**, the primary public nodes include:

- + **Chinatown Core** - Major recent investments as part of the Chinatown Revitalisation has ensured a highly successful main street environment, whereby the built form and public spaces are well integrated.
- + **Male Oval** - Is currently large and flexible, however, is partly underutilised. Proposed enhancements will create more activity zones to diversify use and make it a more accessible place. A reconfiguration will also allow greater opportunities for new development to integrate with Short Street framing it as a key entry into the Chinatown Core.
- + **Town Beach** - Major recent investments has delivered a highly successful, multi-functional public space which is much loved by the community and visitors alike. To enhance passive surveillance and use of Town Beach, new mixed use development is proposed on Hamersley and Robinson Streets.
- + **Hamersley Street Green Link** - One of the primary interventions of the COBPSP. As the major north-south link, Hamersley Street is currently car oriented with no amenity for pedestrians / cyclists. The proposed green link proportions ensure more space is allocated to pedestrians, creating a more diverse movement hierarchy.

POS CONNECTIVITY (C3.5.3)

The connectivity of public spaces is described in **Section 4.2.2**.

SERVICES AND UTILITIES (C3.5.3)

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

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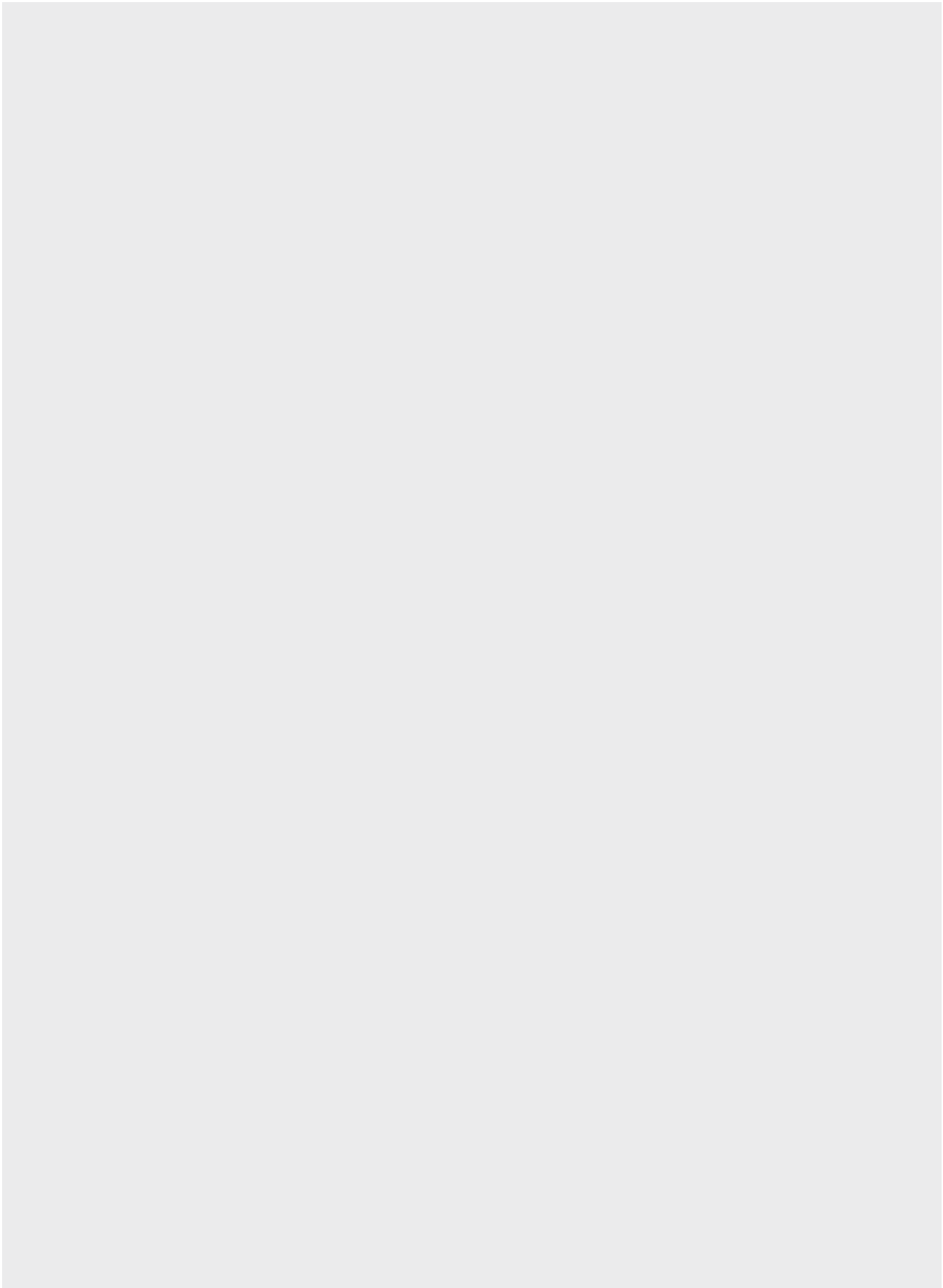
4.4 MOVEMENT

RESPONSE TO CONTEXT

M0-1	<div>+ Movement and Place assessment to determine streets of highest priority. Opportunities for improved pedestrian access, and cycle paths to be determined for key corridors.</div>
M0-2	<div>+ Investigate opportunity for better internal circulation and connectivity within Chinatown.</div> <div>+ Investigate an additional road (or vehicle access) connecting Gray Street and Short Street or perhaps Gray Street to Broome Road to improve vehicle circulation.</div>
M0-3	<div>+ Opportunities to improve public transport to residential areas of Broome. Investigate the conditions that would be required to increase public transport options and frequency within Broome, including services to and from Town Beach. Provide infrastructure at public transport transit points (e.g. seating, shelter and lighting).</div> <div>+ Re-create and interpret former 'Broome Tram' connecting Chinatown with Town Beach.</div>
M0-4	<div>+ Propose upgrades to footpaths and cycle paths through the precinct, ensuring key routes have adequate infrastructure that provide comfort and amenity to encourage use and ensure safety.</div> <div>+ Construct sealed pathways along both sides of each priority active frontage as identified through the PSP process and along at least one side of each secondary street.</div> <div>+ Opportunity to leverage of the growing popularity of eScooters in by providing adequate infrastructure to allow for safe and efficient movement.</div>
M0-5	<div>+ Investigate opportunities for temporary event parking within the precinct.</div>

DESIRED OUTCOMES

- + Create a permeable, well connected network of public streets and spaces that provide legible and high amenity linkages, prioritised towards pedestrians and cycle movement.
- + To enhance the public transport available to Broome residents and visitors such that it becomes a real option for travel to and from the COBP.
- + To ensure provision of end-of-trip facilities within the COBP, to support cycling as a viable mode for journeys to work.
- + To minimise the negative impacts of car parking on the visual and functional amenity of the precinct.



P2 - Figure 30: Movement Plan

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

4.4.1 PROPOSED MOVEMENT NETWORK

CURRENT AND FUTURE ACCESS NEEDS (C4.1.1)

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

- + The interim development scenario estimates an increase of 305-384 trips taken during the AM-PM.
- + The ultimate development scenario estimates an increase of 484-603 trips taken during the AM-PM.
- + Public transport within the Chinatown/Old Broome Precinct is considered to be poor. The only bus services which operate within Broome are the school bus services and Route 890 service.
- + The proposed improvements to walking and cycling infrastructure particularly along Hamersley and Guy Street seek to improve the current pedestrian and cycle environment.
- + Intersections and private vehicle movement within the precinct operate at an acceptable level of service for all scenarios. The queue lengths at Guy Street/Herbert Street intersection indicate that further modifications and/or mitigation measure should be considered.

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

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

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

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

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

HOW IT WORKS

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

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

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

DEFINING THE VALUES

P2 - Figure 31 provides a graphic representation of the these values. When combined, the movement and place values form distinct groups which becomes a way of organising and distilling the desired outcomes. These are explained further below.

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

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

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

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

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

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

How these classifications relate to different street frontage types is explained in Section 4.6.3.

4.4.2 STREET TYPES

The movement and place assessment have resulted in a number of street types that are applicable to the COBP. These have been mapped in **P2 - Figure 30** and described in more detail below.

MAIN STREET



Key Features:

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

URBAN STREET - MIXED USE



Key Features:

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

SUBURBAN STREET



Key Features:

- + Mid movement value and mid place value
- + Public realm features footpaths, landscaped edges, street trees (sometimes provided on one side of the street, sometimes on both sides).

STREET CROSS SECTIONS

Typical cross sections have been developed for Hamersley and Guy Streets (**P2 - Figure 32**). The cross sections are based on the current road reserve width, and investigate the street components that could be accommodated, and the proposed built form response that frame the street.

Together with the public realm concepts provided in **Section 4.3.2**, these cross sections should be used to inform future road and streetscape upgrades. Note they are indicative only for the purpose of demonstrating street character and scale. Detailed design subject to further investigations.

HAMERSLEY STREET (URBAN STREET - MIXED USE)

- + Wide linear park along the eastern side of the street, utilising the off centre road alignment within the existing reserve.
- + Street parking on both sides, providing a mix of parallel and angled parking
- + Wide shared path on both sides, prioritising pedestrians but allowing for a range of low speed active mobility (bicycles, eScooters).
- + Allowance for alfresco areas that cross between the public and private realm.
- + Focus on pedestrian amenity, with increased landscaping and shade, and opportunities for street furniture.

GUY STREET (SUBURBAN STREET)

- + Footpaths provided on both sides.
- + Dedicated bike lane provided on one side of the street of the street, provided within the existing verge.
- + Focus on pedestrian amenity, with increased landscaping and shade.

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

4.4.3 PROPOSED MOVEMENT HIERARCHY

NETWORK HIERARCHY (C4.2.1 AND C4.2.2)

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

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

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

4.4.4 PROPOSED MOVEMENT APPROACH

PEDESTRIAN MOVEMENT (C4.3.1)

Pedestrian and cycling amenity within the Chinatown precinct is considered to be good in part due to the improvements associated with the Broome Chinatown Revitalisation Project. Though the Old Broome Sub-Precinct does not provide the same level of pedestrian and cycling amenity, most roads within this precinct still contain at least one footpath on either side.

Improvements to the pedestrian environment are proposed primarily along Hamersley Street, with the opportunity to provide a new pedestrian link through the proposed green link. More information is provided **Section 4.3.2**.

- + Provide safe and convenient access;
- + Minimise walking distances between key locations and public transport nodes;
- + Provide appropriate pedestrian crossing facilities on busy roads; and
- + Provide shaded footpaths on most streets, preferably on both sides.

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

- + Wide paths without obstructions;
- + Conveniently located crossing points;
- + Short crossing distances at intersections which also slow down turning vehicles;
- + Traffic calming to reduce vehicle numbers and speeds; and
- + Shade and weather protection.

Upgrades have been identified for further investigation in key areas such as around the Primary School, where there are known issues relating to pedestrian and road safety.

Where there are high numbers of pedestrians and low vehicle movements and speeds, the Shire has already created 'Pedestrian Priority Zones' with the Chinatown Core and Town Beach being primary examples.

CYCLIST MOVEMENT (C.4.3.2)

Cycling and e-mobility devices are an enjoyable and efficient transport mode and recreational activity. In Broome, cycling and e-mobility devices such as e-scooters are gaining momentum, particularly among tourists. Recently, the company Beam has rolled out of 300 shared e-mobility devices across the town. To encourage safe and convenient movement for people cycling or using e-mobility devices shared paths have been considered throughout the COBPSP movement plans.

These paths are located along Carnarvon, Hamersey and Guy Street to ensure connectivity between the sub-precincts and areas of activity and amenity (See **P2 - Figure 30**).

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

PUBLIC TRANSPORT (C.4.3.2 AND C4.3.4)

The context analysis and Traffic Impact Assessment have documented the provision of public transport within the precinct and Broome as poor. There is a school bus service for local students and one PTA operated service (Route 890) for visitors and residents.

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

SERVICE VEHICLES (C.4.3.5)

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

PRIVATE VEHICLES (C.4.3.6)

Numerous factors such as limited public transport, local climatic conditions, and the sprawled nature of the Broome Townsite requires that private vehicle use in the COBP is and will continue to remain one of the primary transport modes. Further, as the Regional Centre for the Kimberley Region the COBP has many major trip generators for local residents, regional visitors, and tourists alike.

Increasing the use of other transport modes is a high priority of the COBPSP, particularly for local trips. **Section 4.4.1** and **Section 4.4.4** identify the proposed street types and their desired functions, relative to the diverse functions of the precinct. In recent times, the Shire has invested heavily in street infrastructure surrounding major nodes of pedestrian activity, including various measures to slow traffic and create safer environments in the Chinatown Core and near Town Beach. The COBPSP has not identified any other areas requiring such treatments, with most proposed infrastructure upgrades able to be delivered in the precinct’s many wide verges.

The COBP generally benefits from a well-functioning private vehicle movement network, the primary opportunities identified being:

- + **Anne Street Extension** - The eastern end of Anne Street is currently a cul-de-sac. There is an opportunity to investigate extension of Anne Street, connecting it with Hamersley Street. Any future upgrades would require further works to determine the best design solution.
- + **Gray Street Extension** - As part of the Broome Townsite CHRMAP it has been identified that Chinatown would need to have a coastal protection structure in place by 2070 to provide protection against flooding during the general tides. One of the solutions is to extend Gray Street westward allowing connectivity to Short Street or Old Broome Road. This would offer a dual benefit by acting as a seawall, but also improving access and permeability into/through the Chinatown Core.

PROVISION FOR CARAVANS, COACHES AND TRAILERS

The road network surrounding the COBP, both midblock and intersections, appears to be capable of accommodating caravans, coaches, trailers, and other similar sized vehicles. As for parking, there are dedicated parking bays for coaches along Carnavon Steet and Dampier Terrace. Caravan and trailer parking is available at the car park located on the corner of Hamersley Street and Short Street.

If issues surrounding larger vehicles become increasingly prevalent (e.g. large vehicles accessing areas where these types of vehicles cannot be accommodated or parking in bays that are not designated for these type of vehicles), access restrictions for these vehicles in certain areas may be considered.

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

4.4.5 PARKING AND PARKING MANAGEMENT

PARKING REQUIREMENTS (C4.4.1)

The current approach to parking is considered adequate for the COBP, with new development required to provide parking onsite. The current parking requirements provided in the Scheme have been reviewed, and no changes are proposed through the COBPSP. In the Chinatown Core Cash In Lieu of parking is available as a mechanism, however, it does not apply to developments proposing a residential or tourist accommodation use.

PARKING LOCATIONS (C.4.4.2)

The primary areas of consolidated public parking are located within Chinatown and Town Beach/Guwarri adjacent to existing key destinations. Additional parking is provided throughout the precinct within the road reserve (both formal and informal), as well as within development sites. Some areas identified for potential future public parking include:

- + Additional street parking is proposed as part of the Hamersley Street upgrades.
- + To support implementation of the proposed Kimberley Cultural Centre, there could be a need for additional public parking along Carnarvon Street. This is proposed to form part of future investigations and is captured as a staging action in Part One.
- + Private residential and accommodation parking will be dispersed throughout the precinct and located on private land. Providing on-street parking for residents and visitors is not supported through the COBPSP.

In addition, two other areas are identified for future parking investigations:

- + **Broome Hospital: Road Reserve Walcott Street Broome** -The demand for car parking associated with the Broome Hospital site has significantly increased in recent years. The number of constructed bays in and around the site designated for hospital use is no longer keeping up with the demand for vehicle parking. This has resulted in an unreasonable number of vehicles parking within the verges surrounding the hospital in all directions, every day of the week. The situation has escalated to the point where the visual amenity of the surrounding residential properties has been compromised, with traffic congestion, safety concerns and evidence of damage to infrastructure that is owned and managed by the Shire.
- + **Broome Regional Prison: Road Reserve Hamersley Street Broome** - Similar to the car parking situation at Broome Hospital, the number of bays designated for the use of the Prison site is no longer keeping up with demand. An unreasonable number of vehicles are now parking within the Hamersley Street Verge. The unmanaged verge parking is compromising the visual amenity of Hamersley Street.

The COBPSP advocates that both Broome Hospital and Broome Regional Prison prepare parking strategies to address these concerns and reduce the reliance on verge parking.

PARKING DESIGN (C.4.4.3 AND C4.4.4)

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

END OF TRIP FACILITIES (C.4.4.5)

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

4.5 LAND USE

RESPONSE TO CONTEXT

LU-1	+ Facilitation of development and flexible planning controls, investigating options for changes to density, building height and tourist/residential mix. Ensure built form controls work in unison with land use and density expectations to ensure land with high development potential can be realised.
LU-2	+ Through collaboration with key stakeholders, develop concepts and built form controls which support development without eroding character. A review of the Old Broome Special Character Area should also be undertaken.
LU-3	+ Provide a cohesive and strategic approach to increased residential density, that provides community certainty and an improved built form outcome.
LU-4	+ Promote redevelopment of commercial sites on Napier Terrace south of Male Oval to assist with activation of this major POS asset.
LU-5	+ New retail and office development relating to Dampier Terrace and foreshore walk, however, careful consideration for CHRMAP implications required.
LU-6	+ PSP to explore need and determine appropriate site for future potential relocation of the Shire of Broome Library.
LU-7	+ Identify key development sites and opportunities to relocate government services to encourage development and investment around key nodes including Bedford park and Town Beach.

DESIRED OUTCOMES

- + Encourage and facilitate a broad range of employment opportunities.
- + Foster the provision of a balanced and diverse mix of uses which contribute to the development of an active and interesting character in the public and private realm of the Regional Centre, including active day and night time retail and social environments.
- + Encourage increased development intensity, through mixed use in key precincts.
- + Promote sensitive infill through a transition of density that responds to existing character.
- + Ensure that Chinatown continues to be the Broome destination of choice for residents and tourists seeking shopping and entertainment activities.

SUB-PRECINCT	PROPOSED LAND USE ZONES / CHANGES	RATIONALE FOR CHANGES
Chinatown Core	<ul style="list-style-type: none"> + To support long-term transition of Male Oval to a Public Open Space Reserve the R50 density designation is removed. Existing Regional Centre zone to remain until detailed master planning occurs. + To assist with implementation of the Shire's CHRMAP, the following changes are proposed in the erosion risk area north of Gray Street: <ul style="list-style-type: none"> – Several lots at the northern end of Chapple Street are rezoned from Regional Centre (R50) to Foreshore reserve. – A lot on Chapple Street is rezoned from Regional Centre (R50) to Residential (R10). – Numerous lots on Dampier Terrace are rezoned from Regional Centre (R50) to Regional Centre. 	<p>To support Male Oval as one of the primary public open space nodes in the COBP, supports future designation as 'Public Open Space Reserve'.</p> <p>As per the Broome Townsite CHRMAP the areas north of Gray Street have not been identified for protection. As such, rezoning to a combination of Foreshore Reserve and low density Residential R10 is proposed (which reflects current land use).</p> <p>The drafting of the PSP occurred prior to the finalisation of the review of the CHRMAP. Therefore, Council decided in order to avoid pre-empting the outcomes of CHRMAP the zoning should be changed.</p>
Hamersley Street	<ul style="list-style-type: none"> + The proposed Kimberley Cultural Centre site is rezoned from Urban Development to Mixed Use (R50) to provide greater flexibility and support its implementation. + Numerous sites on Weld Street are rezoned from Mixed Use to Residential (R50) to consolidate mixed use development along the Hamersley / Robinson Street north-south spine. + The Broome Regional Prison site is not proposed for rezoning until its eventual relocation is imminent. This will require a future structure plan amendment. 	<p>To facilitate implementation of the proposed Cultural Centre.</p> <p>To consolidate mixed use development on the Hamersley Street north-south spine.</p>

SUB-PRECINCT	PROPOSED LAND USE ZONES / CHANGES	RATIONALE FOR CHANGES
Town Beach/ Guwarri	<ul style="list-style-type: none"> + Numerous sites on Robinson Street are rezoned from Residential (R10-R50) to Mixed Use (R50) to consolidate mixed use development along the Hamersley / Robinson Street north-south spine. + Numerous sites on Walcott Street are rezoned from Mixed Use to Residential (R50) to consolidate mixed use development along the Hamersley / Robinson Street north-south spine, and to promote infill development. + Numerous existing Public Purpose reserve sites on Robinson Street are rezoned Mixed Use (R50). + The existing DBCA offices are proposed to be rezoned Public Purpose reserve to Tourism zone to facilitate future redevelopment for tourism uses, complimentary to the Caravan Park. 	<p>To consolidate mixed use development on the Hamersley Street north-south spine / around Town Beach.</p> <p>To facilitate redevelopment of the DBCA offices.</p>
Commercial	<ul style="list-style-type: none"> + To help improve activation on Hamersley Street, numerous lots are rezoned from Regional Centre to Regional Centre (R50) to support more active uses, including opportunities for residential development to overlook Male Oval. + To support increased development on Frederick Street a number of lots are rezoned Mixed Use (R40) to Mixed Use (R50) to provide improved development potential. 	<p>To provide a framework which enables more residential development to overlook and interface with Male Oval.</p>
Old Broome Residential	<ul style="list-style-type: none"> + Numerous properties on Weld, Robinson, Barker and Stewart Streets are rezoned from Mixed Use to Residential (R30 and R50) to consolidate mixed use development along the Hamersley / Robinson Street north-south spine, and to promote infill development. + Numerous properties rezoned from Residential (R10) to Residential (R30 and R50) to support future infill development. 	<p>To consolidate mixed use development on the Hamersley Street north-south spine / around Town Beach.</p> <p>To support coordinated delivery of infill housing in place of previous ad-hoc approaches.</p>

+ Chinatown North - as shown on **P2 - Figure 26**, a significant catalyst site exists at the northern end of Chinatown. Given this site's significant location, there could be opportunities where interim or transitional uses are considered to assist with activation of the Chinatown Core on a temporary basis.

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

4.5.2 LAND USE DISTRIBUTION
(C5.2.1-C5.2.3)

Given its size, the land use approach for the COBP is considered on a sub-precinct basis. Whilst land use will primarily be controlled through the Shire’s Local Planning Scheme, the COBPSP will manage preferred land uses to ensure that the intent aligns with identified character areas. This approach has also ensured minimisation of any potential land use conflicts and prioritisation of more active uses in areas expected to generate more pedestrian activity.

P2 - Table 16: Land Use Intent

SUB-PRECINCT	SUB-PRECINCT INTENT	PREFERRED LAND USE INTENT
Chinatown Core	As Broome’s Regional Centre, the Chinatown Core offers a unique range of goods, services and experiences and continues to be the destination of choice for residents and tourists seeking higher order employment, shopping and entertainment activities.	<div><div></div> Promote a diverse mix of uses to support function of a Regional Centre.</div> <div><div></div> Prioritise active ground floor uses such as restaurants, cafes, shops.</div> <div><div></div> Promote employment generating uses such as office on upper floors.</div>
Hamersley Street	Hamersley Street is established as the primary mixed use spine connecting Chinatown and Town Beach. New development and an enhanced public realm frame this important north-south link.	<div><div></div> Mixed use development along Hamersley Street is strongly encouraged.</div> <div><div></div> Support a range of different densities to enable a diverse range of housing typologies to meet local community needs.</div>
Town Beach/ Guwarri	Town Beach-Guwarri is the southern bookend of the COBP. It is a place with significant cultural, entertainment, and recreation value.	<div><div></div> Encourage mixed use development around local centre and Town Beach to leverage off recent investment into public realm.</div> <div><div></div> Support a range of different densities to enable a diverse range of housing typologies to meet local community needs.</div>
Commercial	The commercial sub-precinct performs an important employment function which complements the Chinatown Core. Development includes businesses which are more car oriented.	<div><div></div> Primary focus on employment generating land uses which complement the Chinatown Core.</div> <div><div></div> Uses which rely more on vehicles such as Bulky Goods Showroom, Medical Centre, Fast Food Outlets preferred.</div>
Old Broome Residential	Infill is approached in a sensitive way, with new residential development which respects the built and landscape character that makes Old Broome special.	<div><div></div> Retain the existing residential character of the area.</div> <div><div></div> Support a range of different densities to enable a diverse range of housing typologies to meet local community needs.</div> <div><div></div> Single and grouped dwellings preferred.</div>

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

4.5.3 LAND USE MIX

4.5.4 (C5.3.1-C5.3.3)

Previous sections have provided commentary on the proposed zoning and sub-precinct intent. This section provides further information on the land use types proposed on **P2 - Figure 33**. The land use mix can be summarised as follows:

- + **Chinatown Core** - Areas designated as retail are located in the Chinatown Core. This includes a range of uses such as restaurants, cafes, shops, arranged with continuous fine grain patterns to promote activity in the public realm. Alfresco dining and uses which ‘spill out’ into the street are strongly encouraged, especially on Carnarvon Street.
- + **Mixed Use** - A mixed use corridor extends primarily in a north-south alignment along Hamersley and Robinson Streets, connecting Chinatown Core and Town Beach. The intent is that this corridor provides a variety of active / semi-active ground floor uses with residences or hotel accommodation above through apartment typologies. Importantly, there is not a desire to compete with the Chinatown Core, rather the two areas should complement each other providing more variety along this spine to encourage pedestrian and cyclist movements. Tourism is also encouraged within this zone in select locations that are in close proximity to Town Beach and Hamersley Road. Tourism and retail uses are not desired at the eastern end of Frederick Street.
- + **Commercial** - Commercial uses are concentrated to the east of Chinatown retail core and Male Oval. This area primarily includes offices, bulky goods retail and showrooms and as such, these uses have been retained on key vehicle thoroughfares.
- + **Residential** - A residential zoning is concentrated within Old Broome, with densities ranging between R10 and R50.
- + **Tourism** - COBP has two nodes of concentrated tourism zoned land, one located on the foreshore at the intersection of Haas and Carnarvon Street, and a second adjacent to Town Beach. The current tourism ratio of 60:40 is to be retained in these areas, meaning 60% of development yield and land area is to be tourism based. There have been no proposals to amend this ratio within COBP.
- + **Local Planning Scheme Reserves** - The COBP will include a number of local scheme reserves such as District Distributor Road, Local Distributor Road, Local Road, Foreshore, Environmental Conservation, Public Purposes and Public Open Space. The intent of these reserves will be maintained.

The spatial breakdown of these uses is summarised in **P2 - Table 17**.

P2 - Table 17: COBP Land Use Mix

LAND USE TYPE	AREA (HA)	% OF PSP AREA
Regional Centre	14.5	8.01%
Mixed Use	17.9	9.89%
Tourism	1	0.56%
Residential R50	10.2	5.63%
Residential R30	8.3	4.58%
Residential R10	11.6	6.40%
Public Purposes	14.3	7.87%

4.5.5 RESIDENTIAL DENSITIES

4.5.6 (C5.3.2)

The Shire is currently experiencing housing pressures, with limited supply of properties. One of the primary objectives of the COBPSP was to explore how an increase in the quantum of housing could be delivered, in a way which is sensitive to the existing character of the COBP. As illustrated on **P2 - Figure 33** residential densities are contemplated in four ways, with the intent being for a gradual transition between suburban and urban areas and. Additionally, this approach rationalises (where possible) previous spot upcodings. The densities proposed are as follows:

- + **R10 (Suburban Residential)**: low density is to be retained with only minor levels of redevelopment possible based on prevailing lot sizes. This applies to a significant portion of the area formerly referred to as the Old Broome Special Character Area. A focus will be the retention of tree canopy and character homes.
- + **R30 (Urban B)**: areas zoned R30 to support increased housing supply while still feeling suburban. Primarily located around public facilities and mixed use zones.
- + **R50 (Urban A)**: high development potential areas adjoining mixed use zones and/or lots with strategic significance such as potential consolidation on corner lots and sites with potential views to mangroves or beach.
- + **Mixed Use / Chinatown Core R50**: An R50 density is also proposed for areas zoned Mixed Use or within the Chinatown Core. The primary difference between these areas and the R50 zone is the diversity of non-residential uses sought.

For further information regarding the desired built form outcomes refer to **Section 4.6.2**.

DWELLING TARGETS

To understand future population / dwelling estimates based on the proposed density allocations a spatial assessment has been undertaken. The proposed residential yields have been informed by the land use and density plan (**P2 - Figure 33**), and the development potential assessment undertaken.

P2 - Table 18: Residential Yield

LAND USE TYPE	EXISTING	INTERIM (10 YEARS)	ULTIMATE
Residential R10	N/A	44	102
Residential R30	N/A	74	161
Residential R50	N/A	180	402
Mixed Use	N/A	656	958
Chinatown Retail Core	N/A	203	395
Total PSP	850	1,157	2,154

Notes and high-level assumptions:

- + Interim Target (Within 10 years of the approval of the COBPSP) - Assumes 100% of high potential land 30% medium potential land is developed / redeveloped.
- + Ultimate Target (Beyond 10 years of the approval of the COBPSP) - Assumes 100% of high potential land and 100% of medium potential land is developed / redeveloped.
- + No low potential land is developed/redeveloped.

4.5.7 EMPLOYMENT

4.5.8 (C5.3.4)

No major changes to the employment generating land use mix is proposed through the PSP, with the majority of employment opportunities within COBP expected to be maintained through the regional centre, mixed-use, civic and tourism land uses.

4.6 BUILT FORM

RESPONSE TO CONTEXT

BF-1	+ Ensure built form controls reinforce the desired architectural style and character of each of the areas, while allowing flexibility for development to occur.
BF-2	+ COBPSP to ensure adequate measures are in place to ensure built form provisions are feasible and reflective of the unique constraints present throughout the precinct.
BF-3	+ Explore increased height in the Old Broome area, subject to further design and feasibility testing, and community engagement. Limiting building heights in close proximity to water would ensure preservation of public views of Roebuck Bay, whilst creating opportunities for additional views corridors further back.
BF-4	+ Design outcome that recognises that landscapes and buildings operate as an integrated and sustainable system, within a broader ecological context resulting in well-integrated, engaging places that contribute to local identity and streetscape character.
BF-5	+ Built form and development controls need to be grounded in realistic expectations and market conditions. Typologies to have consideration of construction methods aimed at reducing construction costs. + Ensure that development, an particular residential development, responds to the specific nature of Broome's climate and environmental conditions in order to reduce heat radiation build up during the day and maximise ventilation cooling during the day and night. + Design response that optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.
BF-6	+ Allow sensitive redevelopment of the hotel complex to increase yield and improve presentation and amenity while retaining the historic hotel. Allow infill buildings to screen the Roebuck bay Hotel car park, extending and connecting activity along Carnarvon Street.
BF-7	+ Consider opportunities to sleeve development along Male Oval to assist with activation. Sensitive low scale infill development fronting Sam Su Lane.
BF-8	+ New development shall incorporate Crime Prevention through Environmental Design (CPTED) principles and pedestrian friendly streets in accordance with the relevant Design Guidelines.

DESIRED OUTCOMES

- + Built form controls to ensure housing design is climate responsive and provides a range of housing typologies appropriate to community needs
- + Identifying opportunities for development of key sites, focusing on nodes of activity in areas of amenity including Chinatown, Bedford park and Town Beach / Guwarri.
- + Sensitive approach to increased density and height in key locations, maximising opportunities for activation and access to views, while maintaining the character and natural and cultural heritage of the area.
- + Ensure areas of heritage and significant character are protected and reinterpreted through surrounding new development
- + Coordinated approach to infill development that responds to character and significance of place.

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

4.6.1 BUILT FORM APPROACH

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

Urban environments create places for people to live, work and interact. They can create or hinder community connections and cultural experiences, and design plays a big part in this. To improve liveability, the COBP could support more opportunities for mixed-use development, permanent residential and improving housing diversity within the precinct. Change should not be a 'development at all cost' scenario though. It should be a long term plan to promote design quality which supports the social and environmental values of the community, and enhances quality of life, while ensuring that the overall function of the precinct remains predominantly tourism. Successful places are distinctive and memorable, with a character that people can appreciate easily. Broome has many different cultural and environmental characteristics to build upon, to stimulate activity and promote future growth.

The proposed built form intent for each sub-precinct is summarised in **P2 - Table 19**.

P2 - Table 19: Built Form Intent

SUB-PRECINCT	SUB-PRECINCT INTENT	BUILT FORM INTENT
Chinatown Core	As Broome's Regional Centre, the Chinatown Core offers a unique range of goods, services and experiences and continues to be the destination of choice for residents and tourists seeking higher order employment, shopping and entertainment activities.	The existing scale and character of Chinatown will be largely preserved, reflecting the original pattern of development. It is still proposed to retain its function as the retail and commercial heart with fine grain contiguous street frontages. Where possible new development should be promoted to breathe new life into the area, this should be implemented in ways sensitive to the existing character and heritage.
Hamersley Street	Hamersley Street is established as the primary mixed use spine connecting Chinatown and Town Beach. New development and an enhanced public realm frame this important north-south link.	The north-south spine along Hamersley Street in Old Broome would enhance it's current offering as a civic, mixed-use and tourism precinct that can be enjoyed by locals and visitors alike. It is important that Old Broome does not 'suck the life' out of Chinatown, as such the level of non-residential development is expected to be complementary. Built form scale is limited to 3 storeys with a bonus height of 5 storeys in exceptional circumstances. Sensitive transitions in scale are proposed, evidenced by the range of densities proposed.
Town Beach/ Guwarri	Town Beach-Guwarri is the southern bookend of the COBP. It is a place with significant cultural, entertainment, and recreation value.	
Commercial	The commercial sub-precinct performs an important employment function which complements the Chinatown Core. Development includes businesses which are more car oriented.	The commercial precinct is characterised by larger lots with low scale character that maximises floor space area on the lot. Building facades typically have a small amount of glazing, and location of landscaping and parking in the front setback area ensures quality streetscapes, even with a lesser degree of activation at the street frontage.
Old Broome Residential	Infill is approached in a sensitive way, with new residential development which respects the built and landscape character that makes Old Broome special.	Characterised by a range of residential typologies, the intent for this sub-precinct is to maintain a residential character that promotes a diversity of house types. Large setbacks are a defining feature, ensuring the built form does not erode the existing landscape character.

BUILT FORM TYPOLOGIES (C6.1.3)

Providing a diversity of built form types across the COBP is highly desirable, as it has the potential to bring visual variety and interest with the opportunity to frame streets with more substantial buildings. It also ensures that different built form types are available to suit the precinct’s diverse land use requirements, functions and activities. The primary built form typologies encouraged through the COBPSP are summarised below.

MAIN STREET

The Main Street Retail typology is characterised by small narrow lots with multiple buildings typically built up to the front boundary, sharing common walls and serviced by a laneway behind. Generous awnings over the street footpath provide continuous weather-protected access. The building envelope has a low-moderate degree of glazing with the majority located at the ground level shop front on the primary street frontage. Typically the 1-2 storey buildings possess strong architectural character and address the street with a continuous facade giving an important presence to the primary street frontage. There is limited opportunity for deep soil areas and landscaping except in the public realm.



The ‘Main Street’ typology is proposed in the Chinatown Core Sub-Precinct.

COMMERCIAL TYPOLOGY

The Commercial typology is characterised by large, moderately wide and deep lots with predominantly single-storey building footprint that maximises floor space area. Building facades typically have a small amount of glazing, located on the roof or upper walls. The lots are mainly green title with the primary street setback zone used for landscaping and off street parking purposes. Unlike the Main Street typology, the Commercial typology is less people focussed, and design oriented around vehicle access. The buildings use, prevents a high degree of activation with the street frontage as a result.



The ‘Commercial’ typology is proposed in the Commercial Sub-Precinct.

MIXED USE

Mixed Use promotes a more intense development character than is currently experienced in COBP. The intended character is for more urban edges, with a mix of tourism, residential and commercial fronting the street edge. The built form scale should present as 2-3 storeys to the street, with the ability to go up to 5 storeys for select sites, provided the height does not have a detrimental impact on the streetscape or any adjoining properties. Landmark development sites can reduce homogeneity and assisting with legibility through the local area. It is critical that this type of development is still delivered in a ‘Broome style’ design, characterised by high quality landscaping and designs and materials that are consistent with the local character..



The ‘Mixed Use’ typology is proposed in the Mixed Use Zone, in both the Hamersley Street and Town Beach-Guwarri Sub-Precincts.

APARTMENT

The apartment typology is characterised by both narrow and wide lot types. Buildings are often built close to the front street setback to allow for greater side and rear setbacks, but this can vary depending on location. Their configuration and scale reflects apartment setback requirements and site cover allowances. Building envelopes have a moderate degree of glazing to maximise natural daylight, ventilation and views. Landscaped areas strongly encouraged and required, with the bulk of the landscaping provided in communal areas, generally to the rear or in courtyards. Vehicle access is generally off the main street, with parking sleeved from view, while awnings are used to help identify the building entrance.



The ‘Apartment’ typology is proposed in the Mixed Use Zone, in both the Hamersley Street and Town Beach-Guwarri Sub-Precincts.

MEDIUM DENSITY HOUSES (R30-R50)

They are sited on lots which vary in size and configuration. Houses in these zones have smaller footprints and tend to be up to 2 storeys with reduced street setbacks (when compared to low density houses). Site coverage and landscaping requirements ensure good quality landscape outcomes.



The 'Medium Density House' typology is proposed in the Residential Zone, in the Hamersley Street, Town Beach-Guwarri, and Old Broome Residential Sub-Precincts.

LOW DENSITY HOUSES (R10)

They are sited on large lots which, with varying widths and depths. Houses built in single lot residential areas have larger lot sizes that afford plenty of landscaping at the front and rear of the property. The built form character is based largely on existing development models, with dispersed units in a landscape setting. Buildings are generally set back behind a landscape street edge, providing privacy for occupants.



The 'Low Density House' typology is proposed in the Residential Zone, in the Old Broome Residential Sub-Precinct.

RETAINING HERITAGE AND ADAPTIVE REUSE (C6.1.4)

Chinatown is the historic centre of Broome. It contains some of the town's most significant built heritage relating to the town's genesis as a centre for pearling during the 19th and early 20th Centuries. Chinatown is the original home of the distinctive Broome vernacular architecture that developed in response to the town's climatic conditions, its remote location and limited access to building materials, and the influence of several Asian cultures.

Conservation and interpretation of built heritage is very important for providing Chinatown with a distinctive and authentic sense of place, differentiating it from every other place in the world, including other parts of Broome. It can also enhance community identity and pride - important for promoting community cohesion and equality.

Most of Chinatown is identified as a Conservation Area and is registered on the State Register of Heritage Places, and as a result there is blanket referral of applications to Heritage WA. There is a notable concentration of individual heritage buildings in the 'Chinatown Core' and it is this area that should be the focus of particular care relating to the conservation of buildings and the design of infill development.

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

4.6.2 PRIMARY CONTROLS

BUILDING HEIGHT STRATEGY (C6.2.1 AND 6.2.3)

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

- + Maintain a human scale of development where possible.
- + General support for a moderate increase in height (3 storeys) for core areas.
- + Mixed support for 5-6 storeys. Critical that height is setback into the lot and is not highly visible from the street.
- + Concerns that it could be difficult to maintain the Broome character for development over 3 storeys.

The proposed approach to building height in the COBP responds to this feedback and provides a transitioned approach, with 1-2 storey development permitted in the majority of the precinct, this includes limiting R50 coded sites to a maximum height of 2 storeys.

Heights increases up to 3 storeys in mixed use areas, primarily along the Hamersley Street north-south spine. The built form controls ensure an appropriate transition of height between new development and adjoining low scale residential. They also balance density with stricter landscape controls (when compared to the R-Codes).

BUILDING SETBACKS STRATEGY (C6.2.2 AND 6.2.3)

Due to the majority of sites within the COBP being quite large (1,000m² or more), larger lot boundary setbacks can easily be accommodated within the lot without restricting the development potential. Larger lot boundary setbacks assist in maintaining the character of the precinct by creating separation between buildings as viewed from the street, buildings are surrounded by landscaping and ensures adequate space for natural ventilation and water management. To create efficient, compact building footprints, it is recommended to a apply a single setback to development up to 3 storeys, which increases as the scale of development decreases. Significant setbacks apply to development above 3 storeys to mitigate the impact on adjoining properties (this is one of the primary performance criteria). The approach to street setbacks within the COBP is based on a review of existing setbacks and the desired streetscape character for each of the land use areas. It is recommended a flexibility approach to street setbacks is provided that allows adequate building articulation and the integration of high quality landscaping. The street setbacks are highly integrated with the streetscape character intent provided in **4.6.4 Public Realm Interface**.

SITE COVER STRATEGY (C6.2.4)

The green landscape character of the COBP was identified as one of the most important design elements during preliminary engagement. In response, site cover and soft landscaping were a primary focus of the built form strategy for the COBP. Minimising site cover and maximising soft landscaping is essential in maintaining high quality tree canopy in the private realm, assisting with water management, and contributing to character.

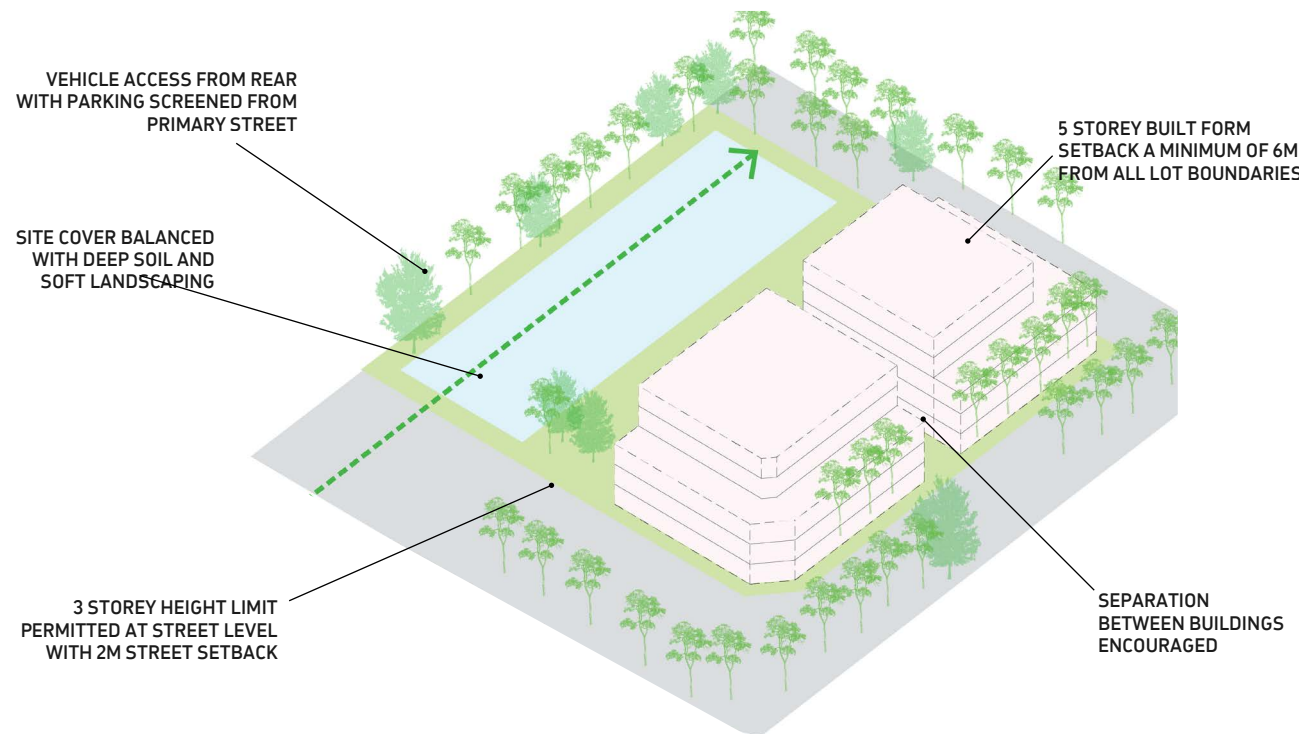
DESIGN TESTING

To help demonstrate the feasibility of the desired residential densities, and to help calibrate the primary controls across the varied lot types in the COBP, design testing was undertaken. The testing included common lot types and focussed primarily on infill development. Design testing in more established parts of the COBP was not undertaken, as existing development controls are retained.

MIXED USE DEVELOPMENT

In the COBPSP, Mixed Use is a primary zone / land use type desired throughout parts of the COBP. The intended built form in this zone is to be more urban, with street facing development typologies. The Mixed Use zone is also the primary area where multiple dwellings or tourist accommodation up to 3 storeys is desired. Design testing was undertaken to help calibrate the controls. The design testing demonstrated that a maximum height limit of 3 storeys, with appropriate site cover and setback controls could deliver more urban outcomes that still fit within the COBP landscape character. Existing examples in the COBP such as Shiba Lane Apartments, Oaks Resort, and the Mercure provide existing precedents. The location of these sites have been carefully selected, to ensure thoughtful transitions in height and limited impact on the amenity of existing low density housing.

The testing also explored the whether some sites in the COBP could be eligible for increased 5 storey bonus height as prominent sites. The testing determined that lot size was essential and a minimum site area of 3,500m² is required to manage perceived impacts of height. **P2 - Figure 35** provides a graphic illustration of where a building would ideally be sited when balanced against site cover, parking, and landscape requirements. There are multiple ways a 5 storey building could sit within a site, which would be subject to individual lot design. In a general sense, buildings are anticipated to present as 2-3 storeys at street level, with the opportunity to increase the height to 5 storeys deeper in the lot. Certain performance criteria must be met to allow this to happen (provided in Part 1).



P2 - Figure 35: Mixed Use Design Testing Examples

SMALL LOTS

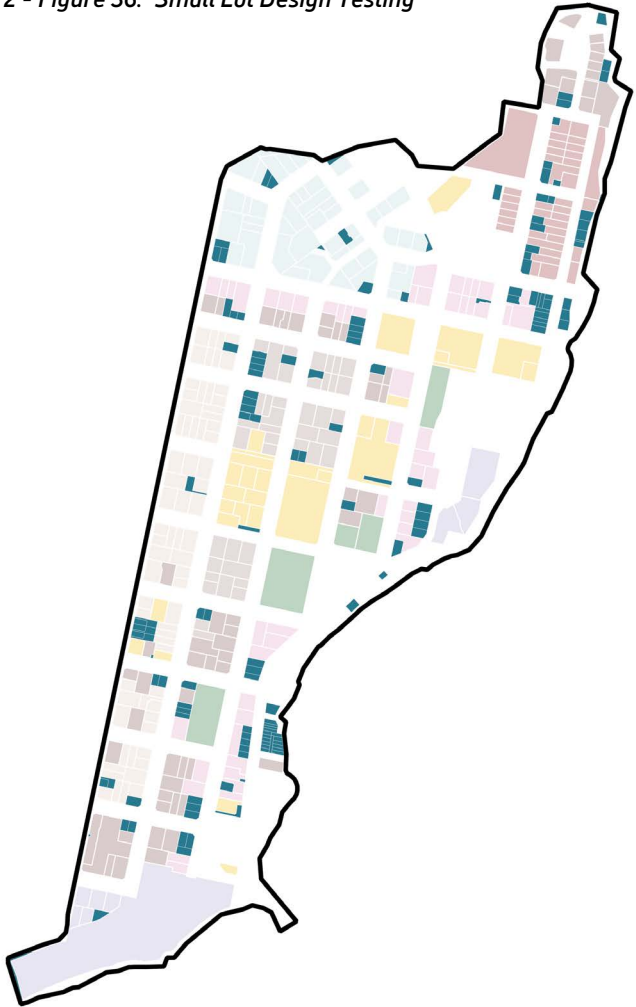
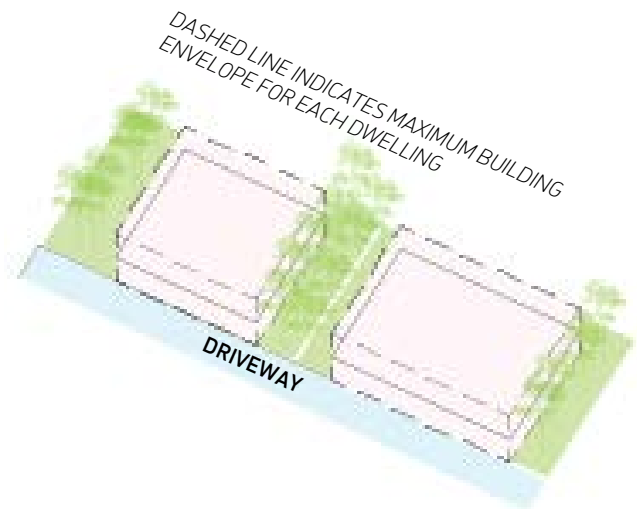
Small lots are defined as lots <1,000m². The distribution of this lot type is shown on **P2 - Figure 36**, there is a total of 146 lots or 26.7%.

These lots are evenly distributed and found in most sub-precincts, including areas zoned for R30, R50 and Mixed Use. To demonstrate how infill residential development could be delivered, design testing was undertaken in both an R30 and R50 scenario to calibrate site cover and setback controls.

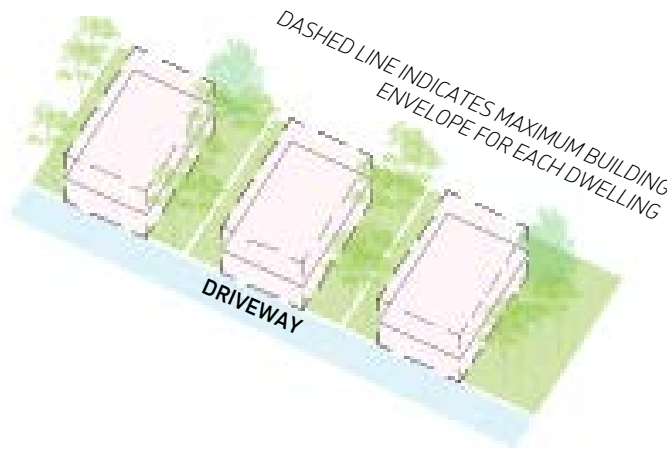
Notes / Disclaimers:

- + Design testing outputs represent high-level 3D envelope massing. They are not intended to accurately represent house designs in Broome.
- + Building envelopes show total site cover in one mass, this includes an allowance for structures such as outbuildings or ancillary dwellings.
- + Design testing focussed primarily on grouped dwellings as this is the outcome most likely to occur in areas coded R30 and R50.
- + No specific lot testing undertaken in areas coded R10 as minimum lot size for subdivision is 1,000m².

P2 - Figure 36: Small Lot Design Testing



SITE AREA	640m ² (16m x 40m)
FRONT SETBACK	6m
AVG. LOT SIZE	320m ²
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	2 Dwellings



SITE AREA	640m ² (16m x 40m)
R-CODE	R50
AVG. LOT SIZE	175m ²
FRONT SETBACK	3m
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	3 Dwellings

MEDIUM LOT NARROW

Medium lots narrow are defined as lots between 1,000m² - 1,500m² with a frontage <21m. The distribution of this lot type is shown on **P2 - Figure 37**, there is a total of 83 lots or 14.8%.

These lots are evenly distributed and found primarily in the Old Broome Residential and Chinatown Core sub-precincts, including areas zoned for R10, R30 and R50. To demonstrate how infill residential development could be delivered, design testing was undertaken in both an R30 and R50 scenario to calibrate site cover and setback controls. With similar site cover controls, this lot typology can achieve a higher maximum yield at R50, however, its dimensions would rely on a long access leg and building to two storeys.

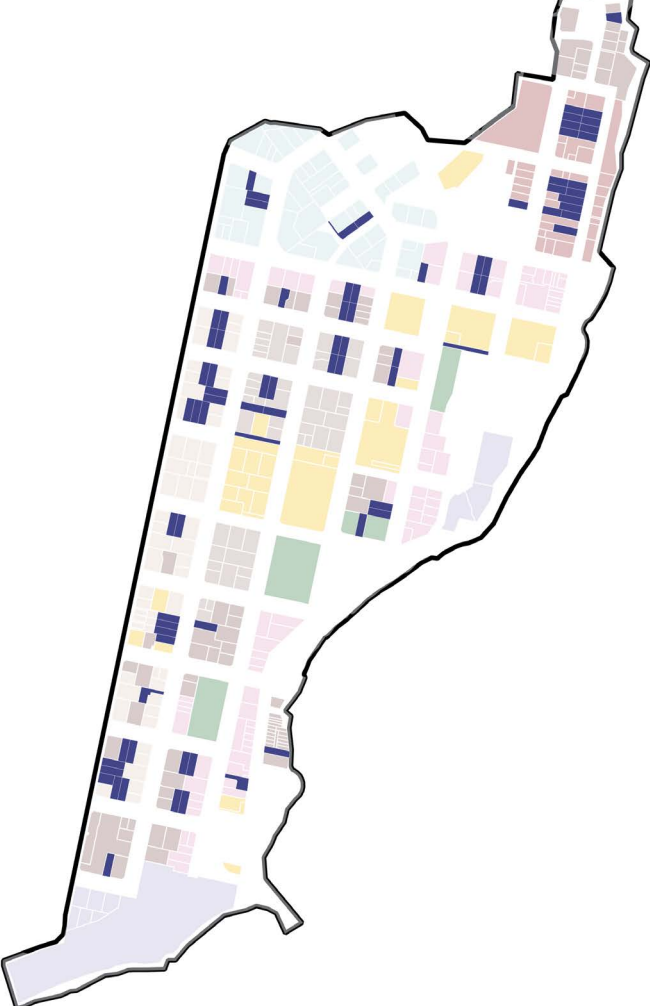
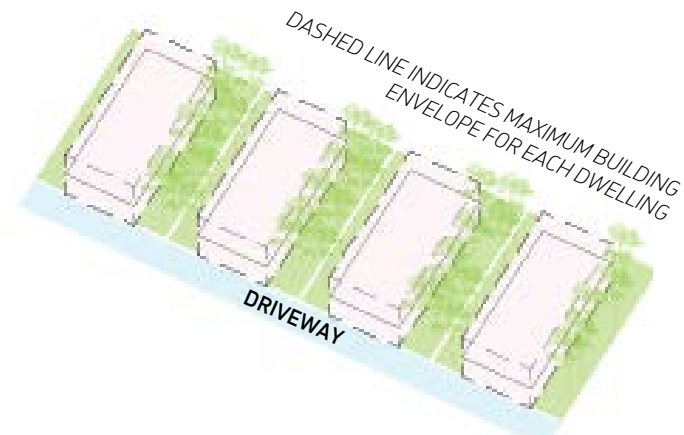
Notes / Disclaimers:

- + Design testing outputs represent high-level 3D envelope massing. They are not intended to accurately represent house designs in Broome.
- + Building envelopes show total site cover in one mass, this includes an allowance for structures such as outbuildings or ancillary dwellings.
- + Design testing focussed primarily on grouped dwellings as this is the outcome most likely to occur in areas coded R30 and R50.
- + No specific lot testing undertaken in areas coded R10 as minimum lot size for subdivision is 1,000m².



SITE AREA	1,000m ² (20m x 50m)
R-CODE	R30
AVG. LOT SIZE	270m ²
FRONT SETBACK	3m
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	3 Dwellings

P2 - Figure 37: Medium Lot Narrow Design Testing



SITE AREA	1,000m ² (20m x 50m)
R-CODE	R50
AVG. LOT SIZE	165m ²
FRONT SETBACK	3m
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	4 Dwellings

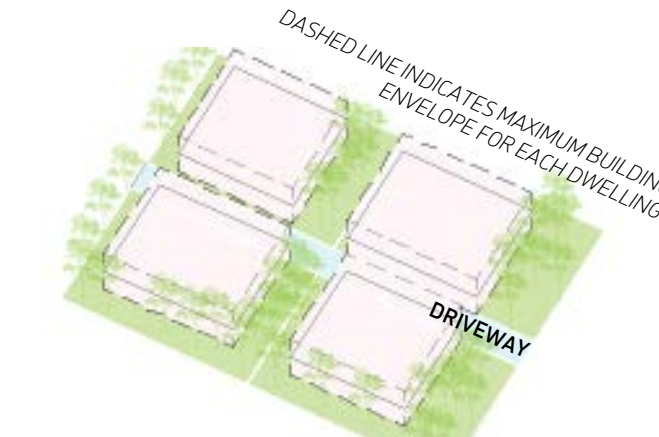
MEDIUM LOT WIDE

Medium lots wide are defined as lots between 1,000m² - 1,500m² with a frontage >21m. The distribution of this lot type is shown on **P2 - Figure 38**, there is a total of 97 lots or 17.3%.

These lots are found primarily in the Old Broome Residential sub-precincts, including areas zoned for R10, R30 and R50. To demonstrate how infill residential development could be delivered, design testing was undertaken in both an R30 and R50 scenario using a development models common in Broome (being a centralised access). With similar site cover controls, this lot typology can achieve a higher maximum yield at R50, however, is would rely on building up to two storeys.

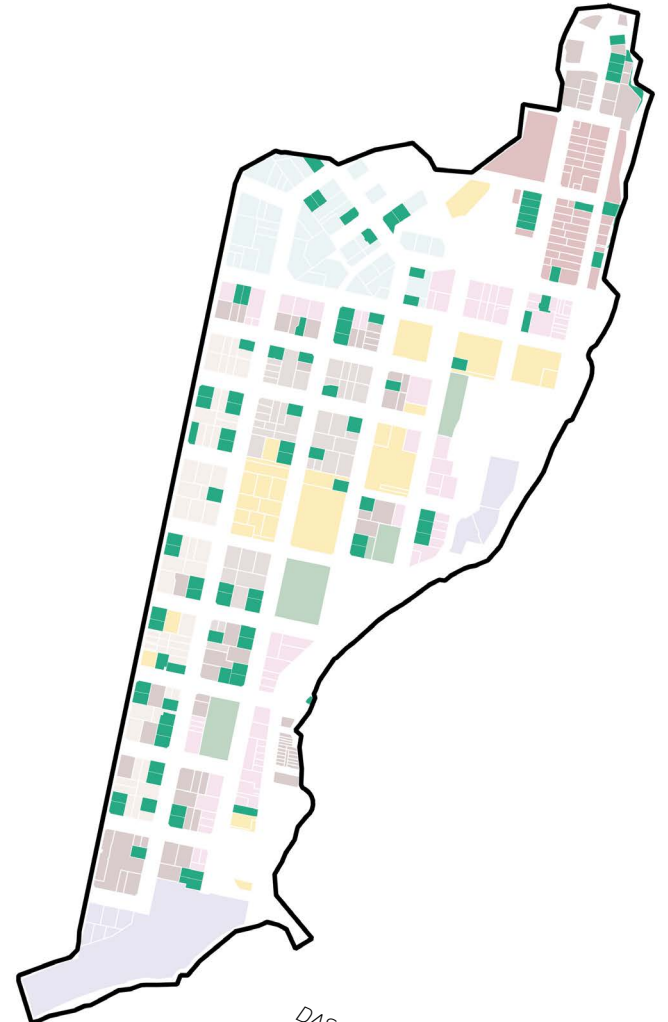
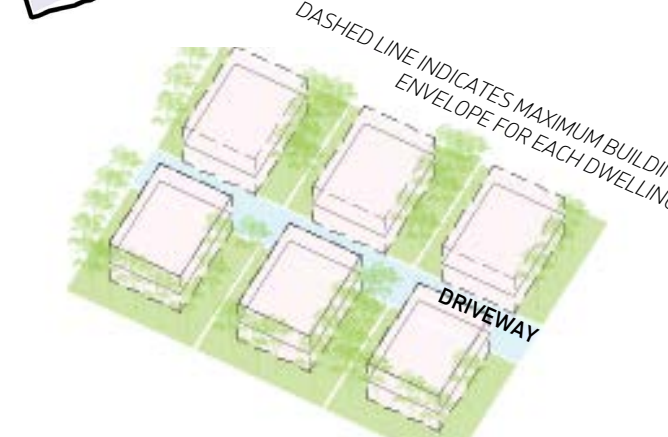
Notes / Disclaimers:

- + Design testing outputs represent high-level 3D envelope massing. They are not intended to accurately represent house designs in Broome.
- + Building envelopes show total site cover in one mass, this includes an allowance for structures such as outbuildings or ancillary dwellings.
- + Design testing focussed primarily on grouped dwellings as this is the outcome most likely to occur in areas coded R30 and R50.
- + No specific lot testing undertaken in areas coded R10 as minimum lot size for subdivision is 1,000m².



SITE AREA	1,200m ² (30m x 40m)
R-CODE	R30
AVG. LOT SIZE	280m ²
FRONT SETBACK	6m
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	4 Dwellings

P2 - Figure 38: Medium Lot Wide Design Testing



SITE AREA	1,200m ² (30m x 40m)
R-CODE	R50
AVG. LOT SIZE	170m ²
FRONT SETBACK	3m
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	6 Dwellings

LARGE LOTS

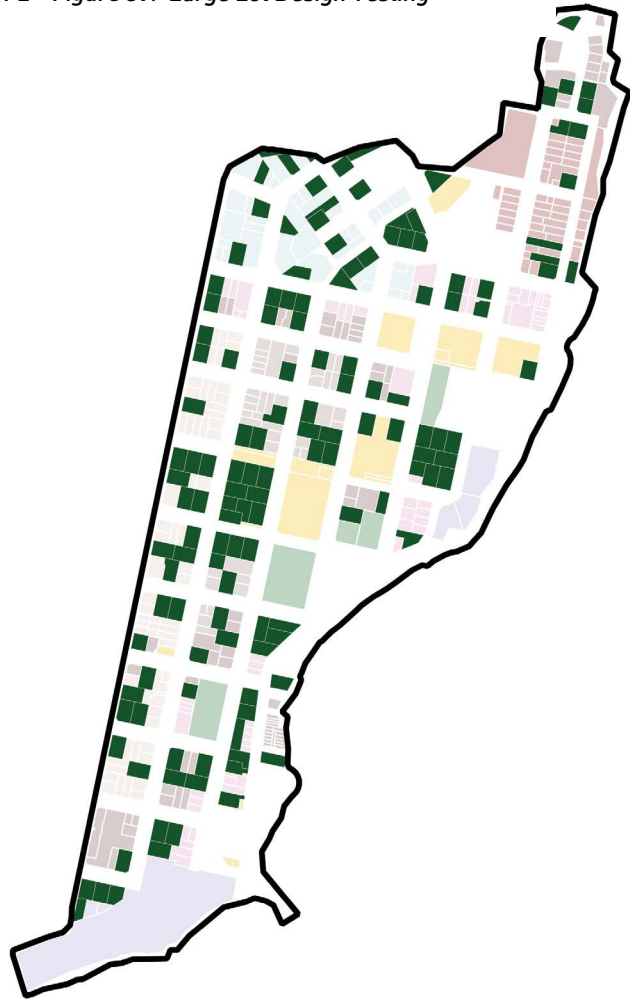
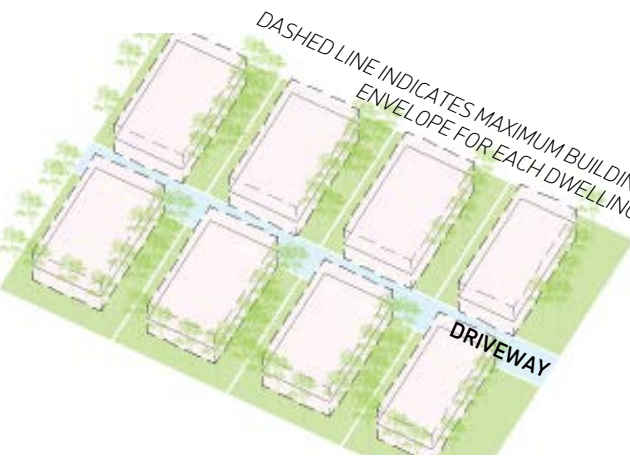
Large lots are defined as lots >1,500m². The distribution of this lot type is shown on **P2 - Figure 39**, there is a total of 142 lots or 25.4% making it one of the more common typologies. These lots are found primarily in the Old Broome Residential sub-precincts, including areas zoned for R10, R30 and R50.

To demonstrate how infill residential development could be delivered sensitively, design testing was undertaken in both an R30 and R50 scenario. With similar site cover controls, this lot typology can achieve a large yields between 8-12 dwellings. It was determined that at R50 in particular, the size and prevalence of this lot type has the impact to alter the existing character of Old Broome. Stricter site coverage for R50 sites is therefore proposed in Part 1.

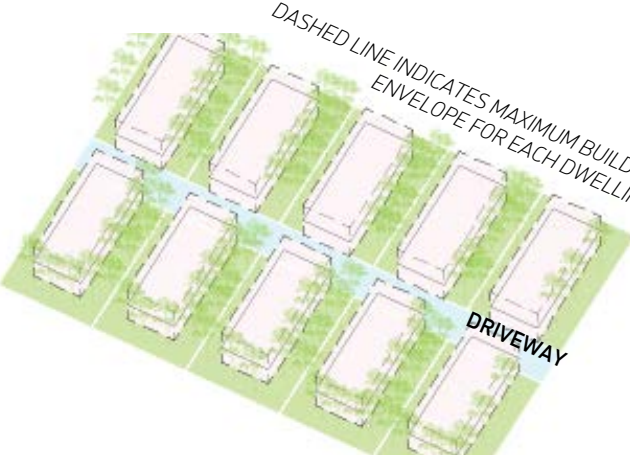
Notes / Disclaimers:

- + Design testing outputs represent high-level 3D envelope massing. They are not intended to accurately represent house designs in Broome.
- + Building envelopes show total site cover in one mass, this includes an allowance for structures such as outbuildings or ancillary dwellings.
- + Design testing focusses on grouped dwellings only as multiple dwellings are not proposed in areas coded R30 and R50 under the COBPSP.

P2 - Figure 39: Large Lot Design Testing



SITE AREA	2,400m² (40m x 60m)
R-CODE	R30
AVG. LOT SIZE	260m²
FRONT SETBACK	6m
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	8 Dwellings



SITE AREA	2,400m² (40m x 60m)
R-CODE	R50
AVG. LOT SIZE	180m²
FRONT SETBACK	3m
LOT BOUNDARY SETBACKS	3m
SITE COVER	50%
POTENTIAL YIELD	10 Dwellings

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

4.6.3 CLIMATE RESPONSIVE DESIGN

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

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

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

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

SOLAR ORIENTATION AND SHADING

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

NATURAL VENTILATION AND BREEZES

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

BUILDING FORM

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

MATERIALS

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

LANDSCAPING

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

DRAINAGE

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

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

4.6.4 PUBLIC REALM INTERFACE

STREET INTERFACE (C6.4.1)

A key component of the Chinatown and Old Broome character is the streetscape interface, using street setbacks, landscaping and land use to create a sense of place. Streetscape characteristics have been considered in the context of likely development, and proposed streetscape upgrades.

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

MAIN STREET

- + Building edges meet the lot boundary with a nil setback, with awnings (or equivalent) permitted to project into the public realm.
- + Development fronting the street to provide continuous weather protection and shading along footpaths through the use of awnings, colonnades and verandahs of a minimum width of 3m for the full length of the building frontage. Any posts and structures are required to be setback 0.5m from the road reserve.
- + Development to provide active uses at the ground floor, ensuring opportunities for casual surveillance from inside the building to the public realm.
- + Development must avoid blank walls/façades and large extents of non-operable glazing, and avoid the use of reflective or dark glazing, permanent window coverings, opaque film, signage or any device that prevents a visual connection with the street.
- + Alfresco dining and uses that open out onto the street are strongly encouraged, leveraging the relationship between the public and private realm.
- + Any onsite parking is not permitted to be located in the street setback area, and must not be visible from the public realm.

URBAN

- + Front setbacks are more modest, allowing for landscaping, however, the building becomes a more prominent feature on the street with balconies and courtyards ensuring good passive surveillance of streets.
- + Development to front and provide an urban edge to the street.
 - + Where mixed use is proposed alfresco dining and active uses that open out onto the street are encouraged, leveraging the relationship between the public and private realm. Awnings are encouraged.
 - + Where residential is provided on ground floor, dwellings should provide an urban edge and ensure a high level of interaction with the street.
- + Any onsite parking is not permitted to be located in the street setback area, and must not be visible from the public realm.
- + Development must avoid blank walls/façades, and large extents of non-operable glazing.



COMMERCIAL

- + Development is encouraged to front the street with parking at the rear. Where parking is provided in the street setback area, it must include high quality landscaping which does not dominate the streetscape.
- + Awnings and verandahs are encouraged.

RESIDENTIAL

- + Buildings are set back from the boundary to allow for landscaping, increased privacy and amenity for residents. The front setback is prominent, in response to the prevailing neighbourhood character.
- + A second layer of courtyards, gates and low permeable fences should be provided to encourage living on the street, particularly for infill development in suburban streets.
- + The visual impact of parking and garages are to minimised when viewed from the street.

LANEWAY EDGE

- + For sites with a laneway edge, orientation of openings and habitable rooms should provide passive surveillance and activity.

PUBLIC OPEN SPACE EDGE

- + For sites abutting public open space, side/rear setbacks should be provided with landscaping (for privacy and visual amenity for POS users) encouraged. The building design should increase overlooking opportunities through orientation of windows, balconies and other living space openings towards POS for passive surveillance.
- + Where sites back onto POS, consider providing direct access from private open space to POS.
- + Development is designed in accordance with CPTED principles, to ensure safety of public and private realm.



OTHER PUBLIC SPACES (C6.4.2)

A number of the key redevelopment sites (Section 4.2.5) front onto places of significant public amenity and use. This includes potential redevelopment surrounding Male Oval, mixed use developments along Hamersley Street, and the Broome Prison redevelopment site. It is critical for the built form of these redevelopments to consider interfaces with the street and open space. The intent of the built form design guidance is to enable the reconsideration of the frontage of future developments to improve amenity to the landowner/resident and community. Additionally culturally sensitive development proposed along the foreshore is to be cognisant of the CHRMAP line and is to enhance connection with Roebuck Bay and the jetty to jetty pathway.

However, it also acknowledges that supporting development in these centres will support the growth of priority sectors by promoting development that can create places and activity conducive to business and tourism development. The interface between public spaces and private development in each of these centres can create places with a high level of streetscape appeal, amenity and vibrancy.

4.7 APPENDICES

TECHNICAL APPENDICES

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

REFERENCES

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ABBREVIATIONS

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

