

Kalumburu Community Corporation

## **Community Layout Plan**

Background Report



**PLANWEST**  
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**CONSULTANTS IN PLANNING,  
DESIGN AND MANAGEMENT**

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# 1. Introduction

## 1.1 General

Kalumburu - meaning "Path By The River" or "River Crossing", is the most northerly Aboriginal Community in Western Australia. Situated in the Kimberley Goldfield District on a lease no 21675 for the "Use and Benefits of Aboriginal People" under the A.A.P.A Act gazetted on June 15th. 1973. The nearest townships to Kalumburu are Kununurra ( 565 kms S.E.), Wyndham (560 kms S.E.) and Derby ( 650 kms. W). Access to the region is available by sea, air from Kununurra, Wyndham and Derby/Broome and by unsealed road depending on seasonal conditions. Primarily a pastoral area from the times of first non indigenous contact, development during the last twenty years has seen an increase in mining activity, tourism and offshore development. Prior to this era, the Kalumburu coast and environs was a focus for annual movement between the islands of Southern Indonesia and Timor primarily for the harvest of Beche de Mer, Trochus Shell and for fishing.

Kalumburu is situated at latitude 14 degrees South, the climate is Monsoon Tropical with a protracted DRY season and cyclonic WET season. Rainfall during the WET is extreme and cyclonic presence inhibits movement around the lease area by all modes of transport. Average annual rainfall is 1220mm. Temperatures range up to 40+ degrees Centigrade and humidity is often in the high 80 - 90% level. DRY season temperatures range from 18 degrees through 28 degrees. The Kalumburu Road is closed from November 1st through to April 1st each year, washaways and general road erosion effect access to the region generally until early to mid May of the following year. The community is serviced by an all weather airstrip with night landing facilities.

Kalumburu is situated on the banks of the King Edward River beside a long, deep billabong at the upriver end of Malindjar Gorge. The country is generally rocky, crisscrossed with geological faultlines and deep gorges. The prominent sedimentary rock is King Leopold Sandstone with Basalt outcrops. Permanent freshwater is abundant with local knowledge, several prominent rivers namely the Carson, Drysdale and Berkley form natural boundaries. Sandstone ranges separated by rich black soil country ideal for pastures gave birth to the pastoral industry during the early 1900s.

## 1.2 History of Indigenous Population

Kalumburu and the general area of North West Australia was possibly the site of migration from Asia and Africa via connected land masses and a chain of islands extending down from the present day archipelagos off Thailand, Malaya, Indonesia. Evidence of the possibility for island hopping from Asia can be seen in the chain of small islands coming in from the seas to the North and the flat topped mesas disappearing into the distance inland from the coast. Continuous habitation of the area appears certain for more than 5,000 years however of late comparison of art styles, carbon and florescent dating of sites and artefacts suggest that inhabitation could have occurred as long ago as 70,000 years. The prominent tribal groupings of the region

encompass the Gwini (Kwini) Wunambal, Gambera and Worrora peoples. Family relationships spread from Broome through to Kununurra and relate to the existence of the various Missions of several religious orders set up during the early 1900's at a number of sites.

### **1.3 History of European Contact**

First recorded European contact with Aboriginal people in the area was by the series of expeditions led by Phillip Parker King in 1819, however in 1788 the East India Company vessel, the Vansittart, surveyed the Kimberly coast including Napier Broome Bay, the foreshore of which is 20 kms from the present day community of Kalumburu. It is likely that some contact with Spanish, Portuguese and Dutch explorers occurred prior to this time. Expeditions by Forrest to the now named Forrest River region and by Brockman in 1901 to the near plain country south of Kalumburu to identify development prospects caught the attention of southern pastoralists and an embryonic cattle industry began around this time.

Formerly the "Drysdale River Mission" Kalumburu Mission was founded in 1908 by Spanish Bishop Anthony Fulgentius Torres, Abbot of the Benedictine Monastery of New Norcia near Perth. The original settlement was at Pago some 30 kilometres to the North East of present day Kalumburu. Shortage of water to serve the growing numbers of mission staff and aboriginal residents prompted a move to the present site in the period 1932 to 1938. The Kalumburu Mission still plays an active role in the day to day activities of the residents of Kalumburu. In the 1970's and 80's under the Return to Homelands Movement residents of Kalumburu began identifying the lands from which their families had come. Some of these families are attempting to establish living facilities within the lands at the present time.

Kalumburu Aboriginal Corporation Council was registered with the Registrar of Aboriginal Corporations on July 1st. 1981. The Council consists of a representative from each of the eleven families currently making up the population of Kalumburu. Generally each family has it's own registered Corporation to consolidate family development.

The Community of Kalumburu currently numbers around 450 people it is serviced by a primary and junior high school, community clinic, community store including takeaway, administration office providing postal, banking and Centrelink services. A community CDEP has 73 participants. The Flying Doctor, remote area dentist and environmental health teams visit the community regularly. The Kalumburu Mission offers a store including takeaway and fuel outlet.

Current development plans include the construction of a Rural Transaction Centre, a Multifunction Police facility, 11 community houses in two lots for the 2003/04 financial year, several government employee houses and a covered basketball court for recreation and diversionary activities.

Staff employment plans include a dedicated Sport and Recreation Officer, qualified Work Place Trainer and funding for the position of Liaison Officer for the Justices Department is currently under submission.

The Rural Transaction Centre will include a tourism office, rangers/permit facility, a retail art outlet, serviced offices including internet facilities, a public internet access point, the services currently offered by the Council administration centre will transfer to this point.

#### **1.4 Review requirements**

The Department of Planning and Infrastructure required a Community Layout Plan to be developed to provide for:

- ▶ A Rural Transaction Centre
- ▶ A multifunction Police Facility
- ▶ Up to 15 new houses – 11 community, 2 police, 1 education, 1 community development officer and 1 health.
- ▶ A new power facility.

## 2. Overview of Process

The process of preparing layout plans for Aboriginal communities has been established over a period of a few years. It has found to be successful in assisting the community people develop a Community Layout Plan that best suits their requirements and that they are prepared to adopt as a guide for future development within the community area. The methodology adopted provides each community with:

- ▶ a background as to why the plans are necessary;
- ▶ some basic planning principles to be considered;
- ▶ the contribution and relationship of other agencies to the plan;
- ▶ the management and implementation priorities of the plan;
- ▶ the community Council's obligations and commitments to the plan;
- ▶ updating the plan.

Four site visits were carried out to the community to firstly inform them about the process, then consult on community needs and aspirations, and planning issues arising there from. A more detailed description of the process is included in Section 2.1 of this report.

### 2.1 Statement of the Brief and how it was carried out

A Community Layout Plan was developed in consultation with the community by Halpern Glick Maunsel (HGM) in 2000 but this plan was never adopted by the Community.

The WA Planning Commission requested a review of the Community Layout Plan (CLP) and appointed GHD and Planwest in September 2003. The plan was reviewed in accordance with the following process:

#### 2.1.1 First Stage - Preparation

- ▶ The planning team contacted Department of Indigenous Affairs (DIA), the Community CEO and DPI to discuss and agree on the program and process.
- ▶ The team availed themselves of all information that was available about the community and its infrastructure. This was sourced from Halpern Glick Maunsel who have managed extensive engineering works at the Community in recent years, site survey from SKM via DPI, the various Government agencies, local authorities, service providers, the community and other consultants where relevant.
- ▶ Research material included such data as:
  - history, population statistics, surrounding settlements;
  - geotechnical geography, vegetation, water courses, flooding, rainfall, prevailing winds etc;
  - existing essential services, capacity, conditions and location;

- housing and building information, where possible;
  - identification of land tenure issues, established Aboriginal heritage sites (DIA – Sites Register), leases and land claims;
  - assessment of relevance of statutory controls (eg. Town Planning Scheme), regional plans and other community plans and surveys (eg development plans, business plans, housing and health surveys).
- ▶ A preliminary format was prepared for community discussion/meetings. This included a flow chart showing the links and dependencies of various planning controls.
  - ▶ The first site visit was arranged for 29 October 2003 and a regional representatives from DIA (Jim Lewis) and from the Shire (Emma Hitchins) were invited to attend.
  - ▶ Attempts were also made to make contact with the Bishop of Broome to discuss any possibility of Mission land being allocated for future development. Confirmation that such a meeting could be held was not confirmed until during the site visit, necessitating the Planner to stay an extra day in Broome.

#### **2.1.2 Second Stage - First Visit**

- ▶ Before visiting the community, the planning team met briefly with ATSSIS representative, Mike Britza to confirm the process and their involvement. This meeting helped inform ATSSIS of our involvement in the community and invited input from ATSSIS regarding any aspect of the planning process.
- ▶ The Planner (Mr Paul Bashall) and a GHD engineer (Mr Adrian Hordyk) attended the first meeting on site on 29 October 2003.
- ▶ Jim Lewis (DIA) and Emma Hitchins (Shire) attended the meeting at the Community. Unfortunately the Community Council Members did not make themselves available, so discussions were held with Ian Bergman, the Community CEO.
- ▶ Upon arrival at the community, the planning team contacted community representatives and encouraged them to involve all community members who were available for involvement with the discussions/ presentations. The CEO Mr Ian Bergman, explained that most Councillors were made aware of our desire to meet with them regarding the CLP but none were available for various reasons.
- ▶ The planning team explained the process and purpose of the community layout plan to the CEO, Judy Rennan and Rosa Manga. Judy and Rosa are administrative staff employed in the office but both have extensive involvement in the affairs of the community people, especially the women. We discussed planning basics and philosophies and demonstrated how concepts/ideas can be developed. The importance of infrastructure to community development was also explained.
- ▶ After the meeting, the team toured the community with the community CEO, Ian Bergman, and, identified significant features for protection/retention and established the possible direction(s) of future development. The following were considered:

- services, cultural sites, housing, recreation, shop extensions, industrial, commercial, education, office, mission and the cemetery.
- ▶ Site infrastructure was briefly reviewed and confirmed the recent site survey.
- ▶ The site check of engineering services included:
  - The newly constructed roads and pathways - layout, condition;
  - Drainage, diversion - flooding, collection, disposal;
  - Water supply - sources, collection, treatment, storage, distribution, irrigation;
  - Wastewater system;
  - Power supply - generation, distribution, location and fuel supply;
- ▶ A photographic record of various site issues was taken.
- ▶ A graphical explanation/record of the planning process was left with the community CEO and a laminated copy of the survey plan to assist him in developing ideas with the community Council
- ▶ An appropriate timeframe for the next site visit was not agreed, because it depended on the Council input and outcomes of discussions with the Bishop in Broome.
- ▶ A series of questions will be forwarded to Ian for discussion with the Community Council after the meeting with the Bishop to help prepare options.
- ▶ Infrastructure issues were followed up with discussions with HGM.
- ▶ The following day (30 October 2003) a meeting was held with the Bishop of Broome. Paul Bashall was scheduled to make the visit, but because of airline delays, Adrian Hordyk also attended the meeting. This was held at the Bishop's residence with Mary Cowley (DIA) and Fred Zagami (District Superintendent of Police). Police multi-function complexes were discussed first as they applied to Kalumburu and Balgo. The Bishop expressed his disagreement with the nature of the proposed police presence in the community and suggested that 'back to back' patrols would be preferred. The Bishop was receptive to the further consideration of an economic proposal to use some of the Mission land for Community activities, such as school. He would like to see a concrete proposal for consideration by the Church.
- ▶ Following this request a plan was prepared for presentation to the Bishop initially to gauge his acceptance of the proposal prior to submitting any proposal to the Community. Prior to the submission of a plan to the Bishop the Education Department was consulted regarding any likely insurmountable issues arising from the proposal, its needs, feasibility of relocation etc. Mary Cowley (DIA) assisted by trying to set up a meeting with the Regional Manager of the Kimberley Education office (Carol Garlett) in Broome, however this did not eventuate. Further contact with Carol, through Mary, was tentatively set up for a Perth meeting between Paul Bashall and Carol on 12 November.
- ▶ Subsequent to the visit, proposals were sent to the Bishop for discussion with the Mission Board. This unfortunately has not led to any agreement and after

discussion with Cath Meaghan of DPI, it was agreed to no longer pursue the possibility of including Mission land in the Layout Plan and to proceed with the land status as it is at present.

### **2.1.3 Third Stage - Second Visit**

- ▶ The Planner (Mr Paul Bashall) attended the second site consultation meeting with the community on 3 June 2004. Other attendees from Kununurra included Keith Williams (Shire Planner) and Sharon McLochlan (Shire Building Inspector/EHO). Three Community members and two office staff attended.
- ▶ This was the first opportunity to listen to the ideas and thoughts of the community after recapping on the planning principles.
- ▶ PB identified components of the CLP that needed closer attention. These included the School location, multi-function centre, (including a proposed museum, art gallery, sales shop, permits centre and perhaps a fuel bowser). The possibility of setting up a shop/café, fuel supplies, caravan park etc.
- ▶ Clinic proposals (different shaped land area) were discussed and drawn on the map. It was mentioned that Kalumburu has the highest birthrate in the region with implications on additional education facilities and amenities to cope.
- ▶ A site with minimal flooding (seasonal camp site) was identified by the Chairman just north of the creek (north of Bishop's land). With water and power it had the potential for a caravan park without interfering with the community living area.
- ▶ It was established that the previous opposition to the new school site was based on the fact that the staff housing would be left amidst a community housing area. Previous experience has shown that this is not a workable situation.
- ▶ Truscott (located north-west of Kalumburu) confirmed as a Community outstation with its administration based in Kalumburu. Others included Narra Garra, McGowan Island, Honeymoon Beach, Carson River and Pago.
- ▶ The meeting concluded with an agreement that a draft CLP be prepared incorporating all of the issues discussed and presented back to the Council.

### **2.1.4 Fourth Stage - Third Visit**

- ▶ The Planner (Mr Paul Bashall) attended the third on site consultation on 19 October 2004 with Sandra Krupa (ALT), Beth Hughes (DIA), Jeremy Mills (DIA) and Estelle Donovan (DIA). Seven Community members were present at the meeting including the Chairman (Darryl Williams) and the previous Chairman (Les French). The following issues were discussed:
- ▶ A site for a new power station on the north side of the runway at least 500m from the nearest house and acceptable in terms of heights for obstacles affecting the airstrip operations. No objections were raised.
- ▶ It was agreed that the assistance of Sandra Krupa and Beth Hughes be sought in an endeavour to fast-track the relocation of the existing power station as it was clearly contrary to all basic planning principles in terms of environmental affect and

risk. The relocation of the power would create at least 16 more residential building blocks.

- ▶ It was agreed that the relocation of the school site should remain on the CLP and the alternative lot breakup be added to the CLP Plan.
- ▶ PB suggested street names for each street. There was some discussion as the names were recognised as being appropriate to the area. At the conclusion of this discussion there were no objections to any of the names.
- ▶ The location of the proposed community-run camping area was discussed in relation to the planning principles and the proposed location of the cultural centre/permits office. There were no comments or objections to the proposal.
- ▶ PB discussed some of the issues that will arise when there is no more space in the community for additional development. The concept of settlements (for housing only) was discussed. These 'satellite' settlements would need to be (preferably) within walking distance for school children, close enough to be serviced by the Kalumburu facilities and amenities, and close enough to have essential services – like pipes and wires - from the community centre (Kalumburu). The difficulty of servicing outstations was raised as a sustainability issue.
- ▶ A draft CLP Plan and Provisions were left with the community for consideration with an understanding that a final draft will be forwarded prior to PB's final site visit.
- ▶ In conclusion Wayne Howard suggested that a program of events be listed to demonstrate the steps needed to be taken to implement the CLP and the issues discussed. PB agreed to list these as a summary component of the report.

#### **2.1.5 Fifth Stage – Fourth and Final Visit**

- ▶ The final visit to the community was made on Wednesday 8 December 2004 by Paul Bashall (Planner). Five Councillors including the Chairman and the A/CEO (John Vos) were present.
- ▶ The final plan and provisions were presented and the process and procedures reiterated. The Community representative was pleased and agreed with the plan. The Community was expected to adopt the plan the following week.
- ▶ The community was presented with a mounted and framed photograph of layout plan with models of the community buildings mounted on the photograph.
- ▶ Other issues discussed included the apparent inequality of fencing standards between community and other housing, and the need to reassess the land requirements for new houses in the event that the Bishop was uncooperative with the school relocation.

## **2.2 Liaison**

Liaison was carried out with the following agencies:

- ▶ **Kalumburu Community** – John Vos (CEO) and Ian Bergman and Wayne Howard (Previous CEOs Kalumburu Aboriginal Corporation).

- ▶ **Committee members** Clarrie Djanghara, Clement Maraltadj, Liduvina Undulghumen, Daryl Williams, Agnes Charles, Roslyn Karadada, Leslie French, Mercy Fredrick's, Wayne Bundamurra, Trevor Waina and Annie Unhango
- ▶ **Shire of Wyndham – East Kimberly**– Emma Hitchens (Previous Shire Planner), Keith Williams (existing Shire Planner)
- ▶ **Department of Indigenous Affairs** – Mary Cowley (Regional Director) and Jim Lewis (Kununurra representative);
- ▶ **ATSIS** – Mike Britza (Kununurra Office).

Notes on discussions with various parties outside the community are included in Appendix D

### 2.3 Servicing Authorities

Kimberley Regional Service Providers provide the maintenance service for the water and power operations at the community. Day to day operation of water and power is managed by community members. The Community has an MSO and 3 indigenous workers, 1 of who is undergoing training.

### 2.4 Issues affecting the development of the Kalumburu Community Layout Plan

The Community is located on the banks of the King Edward River. The existing housing and infrastructure is located on an area of high ground which is bounded by:

- ▶ the billabong waterhole on the south west;
- ▶ Lower Creek on the south east; low lying ground to the north and north west.

When the river system floods, the community is surrounded by floodwaters when Lower Creek overflows and the water finds its way to the King Edward River via the low lying land to the north west of the community. This review aimed at providing for the requirements of the brief within the overall “serviced” area of the present Community area. The Mission land to the south east of the community offers opportunity for future development and this option is pursued in this review.

Relocating the school to Mission land to provide more housing land within the high ground area was considered as an option, and preliminary discussions with the Bishop of Broome indicated that this is a possibility. However, the matter was not pursued as part of this CLP review because land acquisition discussions are beyond the scope of this review. The CLP does however show an alternative that could be developed if negotiations for the use of the land are successful.

The existing power house is located within close proximity of the existing houses and because there are suggestions to relocate the power house, the CLP is based on the assumption that this will proceed. This made it possible to design lots in the immediate vicinity of the existing power house. The actual construction of houses within this area would have to be restricted until such time as the power house has been relocated.

Higher land outside the immediate community area is also available towards the airport and further afield. There is also the possibility of obtaining further residential land from the area currently being used as a workshop area. These options have not been pursued in detail at this stage as the present land requirements can be met within the confines of the present site.

Details on how these issues impacted on the development of the CLP are described in Section 8 - Community Demographics and Section 9 - Opportunities and Constraints on Development.

The review provides for:

- ▶ an additional 22 housing lots over the existing unofficial CLP which is considered adequate for the next 5 years. (See section 8)
- ▶ a Rural Transaction Centre
- ▶ Visitor and Arts Centre
- ▶ a Multifunction Centre (Police Facility)
- ▶ a site for a new power facility.

### 3. Background Information

The following list provides some essential data about the community.

Community's Common Name.	Kalumburu
Formal Name	Kalumburu Community Corporation
Traditional Name	Kalumburu
Community Representative Organisation (CRO)	Kalumburu Community Council
Location of Community	14° 17' 44" S      126° 38' 24" E
Local Government Area	Shire of Wyndham -East Kimberley
Access	By road, 500km from Kununurra or 650km from Derby, or by air or sea.  Kalumburu is located 267km north of the Gibb River Road. The turn-off on the Gibb River Road is 290km west of Wyndham. The access is unsealed.
Visiting Protocols and Arrangements	By arrangement
Contact Details:	John Vos – CEO
postal address	PMB Wyndham WA 6740
telephone	(08) 9161 4300
facsimile	(08) 9161 4331
email	kac10@bigpond.com
Land Status	Lease from ALT
Land Details/Identification	Crown Reserve 21675 vested with ALT  Doongan Loc 44 on Crown Diagram 95034 owned by the Catholic Diocese of Broome.
Language	Kuini/kwini-Pela  Wunambal/Gambera
Native Title Issues	Traditional Owners of the Area

## 4. Description of CLP Area

Kalumburu is situated on the banks of the King Edward River beside a long deep billabong at the upriver end of the Malindjar Gorge.

### 4.1 Existing Site information

The existing site plan for Kalumburu provides detailed information of services and buildings and is very up to date. The plan requires updating to show the recently constructed houses and also the rubbish tip (which is probably not shown as it is well away from the community).

### 4.2 The Geography of the Area

- ▶ The country is generally rocky, crisscrossed with geological fault lines and deep gorges. The prominent sedimentary rock is King Leopold Sandstone with basalt outcrops. Sandstone ranges separated by rich black soil country ideal for pastures gave birth to the pastoral industry during the early 1900s.
- ▶ The site is located on a slight rise on the bank of the King Edward River where the Lower Creek joins the River at the Kalumburu Waterhole.

### 4.3 Geotechnical

- ▶ The site where the community is located is a silty clay sand. The imported fill used on the new housing sites is a clayey sand. The areas west towards the airport contain areas of basalt rock outcrops.

### 4.4 Vegetation

- ▶ Vegetation in the area is scattered trees, scrubs and sparse grass.

### 4.5 Access Roads

- ▶ Kalumburu is located 267km north of the Gibb River Road.
- ▶ The turn-off on the Gibb River Road is 290km west of Wyndham.
- ▶ The Kalumburu Road is closed from November 1st through to April 1st each year, washaways and general road erosion effect access to the region generally until early to mid May of the following year.

### 4.6 Water courses and flooding

- ▶ The community is subject to flooding from the King Edward River and associated creeks. During the wet season the community can become an island within floodwaters and during extreme events some houses will become inundated. A flood study (Kalumburu Flood Study) was carried out by Halpern Glick Maunsel in 1999 which gives estimated flood levels for the community. The data from that

report can be used to determine building site levels in the proposed Community Layout Plan. As the report has no official status at this stage the data should be treated with a degree of caution, however, it is the best data available.

#### **4.7 Weather**

Kalumburu is situated at latitude 14 degrees South, the climate is Monsoon Tropical with a protracted DRY season and cyclonic WET season. Rainfall during the WET is extreme and cyclonic presence inhibits movement around the lease area by all modes of transport. Temperatures range up to 40+ degrees Centigrade and humidity is often in the high 80 - 90% level. DRY season temperatures range from 18 degrees through 28 degrees. The Kalumburu Road is closed from November 1 st through to April 1 st each year, washaways and general road erosion effect access to the region generally until early to mid May of the following year.

Climatic conditions:

- ▶ Annual rainfall 1200mm
- ▶ Mean number of rain days 83
- ▶ Average maximum temperature 33 °C
- ▶ Average minimum temperature 21 °C
- ▶ Mean Annual 9am humidity 58%
- ▶ Mean Annual 3pm humidity 47%

Climatic averages for Kalumburu are shown in Appendix E.

#### **4.8 Prevailing winds**

- ▶ Winds are generally from the east.
- ▶ Copies of wind roses for Australia are included in Appendix E.

#### **4.9 Roads and pathways**

- ▶ The road net work in the community is generally in a ring road pattern with a series of internal roads and cul-de-sacs coming off these roads. The main access road into the community comes in from the northeast and goes directly to the mission entry and community office.
- ▶ The roads are nearly all bitumen sealed and kerbed.
- ▶ The roads are generally in a good condition, however, gravel and sand has washed onto the roads.

#### **4.10 Stormwater drainage**

- ▶ There is no piped stormwater drainage collection system in the community.
- ▶ Roads are graded to acts as drains to direct water off the site to the north, west and south.

- ▶ A number of open drainage channels have been constructed to take the stormwater away from the community.

#### **4.11 Water supply**

- ▶ Water is sourced from the billabong to the south east of the community. The water is pumped using a submersible pump suspended from floats in the billabong. The water is transferred via a DN100 uPVC main to the water treatment site.
- ▶ The water is filtered and disinfected with chlorine at the tank site.
- ▶ Water is stored in 2 ground level 225kl steel storage tanks and one elevated 225kl storage tank on a 12m stand. (Tank sizes to be confirmed). The elevated tank is relatively new and the ground tanks are showing signs of leaking and should be programmed for replacement. There is also an old 50kl elevated tank, the use of which is uncertain. Storage capacity is suitable for 675 people based on 1 kilolitre of storage per person.
- ▶ Transfer pumps fill the elevated tanks from the ground level tank. Water is gravity feed to the community reticulation from the elevated storage tank.
- ▶ Distribution mains are DN150 PVC and DN100 AC, FC and uPVC pipes. There are no known problems with the distribution system.
- ▶ Telemetry controls the automatic filling of the ground level and elevated tanks.
- ▶ In March 2004 there was a there was a contamination of the water supply and the Community was advised to boil water before consumption until the matter had been corrected..

#### **4.12 Wastewater**

- ▶ Wastewater is collected by 150mm uPVC gravity mains which discharges to a pumping station adjacent to the water tanks. The sewage is pumped to treatment ponds adjacent to the runway.
- ▶ The wastewater treatment pump station and ponds are designed for a population of 600 EP (equivalent persons).
- ▶ Wastewater treatment is by aeration. These ponds were constructed in 2002.
- ▶ There are no known problems with the sewerage system.

#### **4.13 Power supply**

- ▶ Kalumburu is serviced by its own power station. The power station consists of 3 generators. No 1 - 248kW, No 2 – 300kW and No 3 – 400kW gensets.
- ▶ Distribution poles are steel with aluminium conductors and some ABC mains. The system is in good condition and was recently upgraded with development of additional lots.
- ▶ The current generating capacity based on the 248kW and the 300kW sets is in the order of 133 dwellings. Based on the existing population and number of houses,

this represents a population in the order of some 8-900 persons. If the power station is relocated by Western Power, it should be sized to suit future community requirements.

#### **4.14 Gas**

- ▶ There is no reticulated gas, however, bottled gas is used.

#### **4.15 Telecommunications**

- ▶ Telecommunications are managed by Telstra using radio communication. Satellite telephones are sometimes used.
- ▶ There are two pay phones in the community.
- ▶ Telstra have records of line routes and have provided the community with a plan showing cable routes.

#### **4.16 Rubbish tip**

- ▶ The tip is located 36km northeast of the community, well away from the community housing area. Two sites are used, one has Shire approval but is not well managed. Proper rubbish disposal methods are not being practiced at present. Rubbish is being dumped on the ground and burnt. The procedure should be to cut a trench and cover rubbish as the trench is filled. However, the site is very rocky and hard to dig and consequently trenching is not done.
- ▶ Water table level at tip is not known
- ▶ The management of rubbish disposal at the Community requires urgent attention.

#### **4.17 Aerodrome**

- ▶ The community is serviced by a 1100m all weather airstrip, complete with lighting for night operations, just west of the community. The eastern end strip is located only some 400m west of the edge of the community. The lights were being replaced during the last site visit having been struck by lightning.

#### **4.18 Cemetery**

- ▶ The cemetery is located in the south west corner of the community adjacent to the staff housing and water treatment/storage area.

#### **4.19 Recreation areas**

- ▶ The community has a basketball court which is currently being planned for removal to make way for a Rural Transaction Centre. There are also two small playground areas with playground equipment for children within the community. One is located within the School grounds the other in the midst of the housing area.

- ▶ The community is also developing a sports oval north of the community and reticulation has been installed.

#### **4.20 Gravel and Sand pits/source**

- ▶ Sand and gravel for filling and road construction has been sourced from an area north east of the community, however, quantities are now becoming limited. If extensive filling is required for additional lots, a new source of fill may need to be found.

#### **4.21 Gardens and nurseries**

- ▶ There is no community garden, however, the Mission has a garden in which some of the CDEP workers work.

#### **4.22 Outstations**

- ▶ Kalumburu has several outstations that are administered through the Kalumburu management. These include Truscott, Marra Garra, Longengie Landing, Wingarjie, McGowan Island, Honeymoon Beach and Pago (old Mission Site). The latter three communities provide camping facilities for visitors and tourists.
- ▶ The Catholic Mission adjacent to the community offers camping and facilities to tourists.

#### **4.23 School details**

- ▶ The school at Kalumburu caters for years K to 10. Recently 18 students from Oombulgurri were temporarily enrolled at the school.
- ▶ The 6 teachers of the school live in Kalumburu.
- ▶ Student numbers:

Student Statistics (2003 Semester 2) No. of Students (FTE)

<b>Pre-Compulsory</b>	KIN	PPR						
Full Time	14	14						
Part Time	10(4)	10(4)						
<b>Primary</b>	Total	Y01	Y02	Y03	Y04	Y05	Y06	Y07
	101	8	19	15	18	10	19	12
<b>Secondary</b>	Total	Y08	Y09	Y10	Y11	Y12	USE	
	33	13	9	6	5	-		
<b>School Totals</b>								
Full Time	148							
Part Time	10(4)							

## 5. Local and Regional Context

Due to the remoteness of Kalumburu, the community must provide its own facilities, amenities and services.

- ▶ Services obtained locally include; clinic, shop, hall, mission, school, satellite dish and office.
- ▶ All of the administration staff work and live within the community, except for the Accountant (Steve Baldwin) who is based in Darwin but visits the community regularly.
- ▶ The community provides CDEP employment for 76 persons. Workers are restricted to no more than 25 to 30 people working on any given day, so budgets operate in surplus of wages. Relationship with local government is good, but the Shire has no statutory power to control development outside the Wyndham and Kununurra Townsite (Town Planning) Scheme areas. The Shire's Environmental Health Officer visits the community three times per year. The community area is still within the area where the Building Code of Australia (BCA) applies. This necessitates the approval of building prior to construction.
- ▶ The community has a workshop and several community vehicles including: CAT Grader; CASE Skidsteer; CAT Backhoe; 4x4 ISUZU Tip truck; Rubbish compactor; Tractor & slashers; Hino Water truck –disassembled; TOYOTA Troop carrier – US; TOYOTA Station Wagon; TOYOTA Tray top; Two Mitsubishi 4x4 tray tops, 1 US; Numerous trailers in disrepair; Street sweeper attachment - on order; CAT 910 front end loader; Chamberlain Tractor and rubbish trailer

## 6. Relationship to Community and Regional Plans

### 6.1 State Planning Strategy

The State Planning Strategy applies to the broad issues and objectives for the state and region, but there is no Region Plan for this area. The Department for Planning and Infrastructure is progressively preparing such plans for each region. The Strategy's Vision for the Kimberley Region sees a growth of a significant tourism industry associated with its strong indigenous cultural heritage and the wilderness experience unique to the Region.

The Strategy also seeks to preserve Aboriginal cultural heritage and significant heritage sites and provide appropriate infrastructure and social services to remote Aboriginal communities. The strategy to address the provision of social and community facilities will be actioned by facilitating the preparation and endorsement of community plans for remote Aboriginal communities to enable the communities to determine the future for their settlements.

### 6.2 Statement of Planning Policy

The Western Australian Planning Commission's Statement of Planning Policy (SPP 3.2) provides a framework for the planning of large permanent Aboriginal communities and also providing a basis for negotiation between Aboriginal communities. This policy also provides a basis for negotiation between Aboriginal communities and local government for planning control. This policy fosters the development of cooperative strategies that aim to minimise the need to use strict regulatory powers. The Statement of Planning Policy 3.2 was subsequently endorsed by the Minister for Planning and approved by His Excellency the Governor. The WA Planning Commission in determining planning matters throughout the State will now apply the policy. Local governments and the Town Planning Appeal Tribunal are also required to have due regard to the Statement in preparing Schemes and determining appeals. The Statement will require a set of standards to be adhered to in the preparation of community layout plans for Aboriginal communities throughout the State. The Statement also requires compliance with the adopted Guidelines to ensure that all Local Authorities within the State are involved in the process of preparation and adoption. Compliance with the Act will also compel other agencies to adhere to the proposals set out in adopted plans. Non-compliance will be an offence under the provisions of the Act and may be subject to the appropriate penalties.

### 6.3 Derby-West Kimberley Town Planning Scheme

The community is located in the Shire of Wyndham-East Kimberley. The Shire Council does not have a Town Planning Scheme that covers the whole district and therefore has no jurisdiction over development in the area. The Shire, however, is keen to be involved in the process put forward in this project.

The Shire Council currently is considering an Interim Development order to control development over the whole District whilst it prepares a Local Planning Strategy. The Shire currently has Town Planning Schemes over the Townsites of Wyndham and Kununurra.

## 7. Land Tenure

The community is located on part of Crown Reserve 46596 that is separated into two portions (Doongan Locations 39 and 40) by Doongan Location 44 (32.2672 hectares) that has been retained by the Bishop of Broome. . Reserve 46596 measures 372.4361 hectares and is held by the Aboriginal Lands Trust.

The east-west runway of the airstrip falls totally within Doongan Location 39. Doongan Location 40 (102.6603) has been leased back to the Bishop of Broome.

All the community development falls within these land holdings except part of the airstrip (a currently unused runway), the rubbish tip and the northern portion of the sewerage ponds.

The surrounding land is Doongan Location 21 (Reserve 21675) held under Part III of the AAPA Act.

## 8. Community Demographics

### 8.1 Demographics

As is the case with many remote Aboriginal communities the demographics are sometimes difficult to quantify at any one point in time. Advice from the CEO indicates that the population is around the 450 level with a permanent core of around 350. The Australian Bureau of Statistics Census conducted in 2001 counted 339 people.

37.5% of these were between 0 and 14 years old with only 4.7% above 65 years old. This compares with a State proportion of 21.3% below 14 years old and 11.1% over 65.

Including the dwellings recently completed in the last construction program (2004/05), the total number of community houses is 62. This does not include houses for staff and other agency workers. With a population of say 450, this equates to just over 7 people per dwelling. Although this may appear reasonable, at any one time several of the houses may not be in a condition considered acceptable for occupation.

There are 19 vacant lots in the community – excluding those that may become available when the power station is relocated. Although there has been an extensive building program over the last twelve months (11 new houses, sports centre etc) there have been no new dwellings constructed in the previous 5 years (at least). It could therefore be surmised that there may be a dozen or so more dwellings constructed over the next five years.

The vacant land supply is therefore considered adequate, but it is preferable that a better choice of locations be available as family connections often determine the location of new community houses.

Relocating the power station will provide an additional 16 sites for housing.

### 8.2 Population Growth Expectations

Advice is that Kalumburu has the highest birthrate of any community in the East Kimberley Region. This can be translated as being either a one-off event or the beginning of a trend of a substantial increase of population. Time will tell.

Notwithstanding this recent phenomenon it is anticipated that the community will achieve a steady increase in population as services and facilities are consolidated in the community.

This increase can be managed over the short-term (say 5 years), but ultimately the community will not have sufficient land within the current community area for additional housing or other facilities without a major re-think of the future structure of the community development options.

In the event that all the vacant lots are developed with housing and these homes are occupied with say 7 persons per home, this will provide for a design population of 679 people.

The current water and sewerage systems are designed for a population of some 600 - 700 people. Therefore, some expansion of these services will be required if all the existing land available within the confines of the community is developed for housing. The power supply is estimated to be capable to service some 800 people. The new power station should therefore be designed to cater for a similar capacity with a capability for future expansion.

## 9. Opportunities and Constraints on Development

The main planning opportunity was to ensure that existing centre of the community remained as the geographic centre for the majority of residents. The majority of trips within the community are on foot. It is therefore essential to ensure that desire lines for movement are closely reflected in the layout of the community. Opportunities and constraints on development are often defined by sewerage catchment areas, however, in Kalumburu, the main constraining factor to any future development is the fact that the land around the community is subject to flooding during the wet season. The only suitable available land is to the east where the mission is located. Some of this land is some 2m higher in elevation than other land west of the community and could be utilised by the community.

Opportunities considered using mission land:

1. Relocate the school to the high land on the mission land;
2. Relocate the power station;
3. Use the land from the school and the power station for community housing and a small recreation/playground area;
4. Alternatively develop mission land for community housing;

Other opportunities considered:

1. Relocate the gravel road in the northwest corner of the community to allow more lots to be constructed in that area, that is use the area currently designated as open space (in the HGM CLP) and move the open space to the other side of the road (lower area);
2. Review some of the proposed lots sizes bearing in mind current commitments for houses and existing services.
3. Ultimately relocate the workshops area (north of cemetery) to the airstrip area to make land available for future housing.

### 9.1 Location of community

The Kalumburu Community is located 267km north of the Gibb River Road. The turn-off on the Gibb River is 290km west of Wyndham. The access road is unsealed and impassable during the wet season.

The land around the community is subject to flooding by inundation when the river water level rises during the wet season. This limits any development to high ground, which as stated previously, is very limited adjacent to the existing developed housing area.

## **9.2 Geography of the area**

The country is generally rocky, crisscrossed with geological fault lines and deep gorges. The prominent sedimentary rock is King Leopold Sandstone with basalt outcrops. Sandstone ranges separated by rich black soil country ideal for pastures gave birth to the pastoral industry during the early 1900's. The community itself is located mainly on clayey sandy soils.

The area to the north west of the existing houses is very rocky and makes land development and construction costs high. It is also below flood levels and will require in excess of 2 metres of fill to develop. Land in the adjacent mission (to south east) is also high and could be developed, however, this requires an agreement to be struck with the Catholic Diocese of Broome.

## **9.3 Available useable land**

The community has very limited land area but can develop to the west, however, as stated above, development up to the boundary as proposed in the CLP would require substantial fill and may be at risk due to flooding. To the east there is a large tract of good land, however, the extent of expansion in is limited due to land ownership and plans for the Mission.

Paul Bashall met with the Bishop in 1996 whilst preparing the original CLP. At that meeting the Bishop was very cooperative and agreed to further discuss the prospect of the community using some of the mission land for community purposes. It was agreed that further discussions take place with the CEO of the (as it was) Aboriginal Affairs Department. These meetings never eventuated in spite of several attempts - through no fault of the Bishop.

At the beginning of this CLP review Paul Bashall and Adrian Hordyk met again with the Bishop to further discuss the use of mission land for community purposes. Again the Bishop appeared cooperative and agreed to consider a 'commercial' proposition.

In order to initiate discussions, planning land use boundaries were considered essential to allow negotiations to proceed. A land use plan was prepared and forwarded to the Bishop for comment, or approval. Unfortunately, despite many telephone calls, faxes and emails, no response was received.

The proposal to relocate the school site to the mission area is dependant on the approval from the Bishop to consider the proposal. The community Council fully backed the proposal and was disappointed at the lack of response.

The Education Department has reviewed the site and has agreed that the selected area is adequate for a school site to serve the community. (A rough masterplan design was prepared the Department's consultants).

Options for other proposed uses on the mission land were considered, however a school was judged to be the most palatable use that the mission could see would clearly best benefit and improve the well-being of the community people – consistent with the objective of the Mission.

Even though there has been no response from the Bishop, the Community Council agreed to leave the proposed school site on the CLP.

There is high ground north and east of the airport that could be developed but it would run the risk of splitting the community which is undesirable from a community perspective and very costly to service the lots with power, water and sewerage system.

Future directions were discussed at the final community meeting. The possibility of using land near the airstrip was discussed. However, it was pointed out that a settlement in this location would be subject to some noise from the airstrip. The area would have to be restricted to purely housing as it may lead to competition for funding. It was pointed out that when the next review of the CLP was carried out (in say, five years) a design for the area would need to consider and integrate an area for the relocated workshops, flood levels, noise levels from aircraft, sewerage ponds, power station, servicing and providing for a through road for tourist traffic, a road to the barge landing area, the coast and the outstations.

Other than the airstrip area, other opportunities would need to be more closely examined at the next review. This would include investigating the availability of other land in close proximity to the existing community that was easily accessible, not subject to flooding and not too rocky. These areas would also need to be purely for housing.

## **9.4 Existing services and access**

### **9.4.1 Water Supply**

The lots proposed in the north west corner and over the power station site can be serviced by extending the existing mains servicing Kalumburu. To provide water to the new lots will cost in the order of \$80,000 based on an all up cost of \$200 per lineal metre.

Additional storage should be provided when the population exceeds 600 people by providing an additional ground storage tank. As the existing ground storage tanks are showing signs of leaking, consideration should be given to increase the ground storage to a minimum of 500kl. A detailed review of the capacity of existing pumping and treatment systems should also be carried out when the population exceeds 600 people.

The water treatment system uses chlorine gas to disinfect the water supply. Under the Australian Standard AS/NZS 2927 a separation distance of 15m is required around the around storage and treatment facilities. This buffer zone has been shown on the CLP.

### **9.4.2 Wastewater**

The lots proposed in the north west corner and over the power station site can be serviced by extending the existing sewer gravity mains servicing Kalumburu with the proviso that some lots require additional filling in the lower areas to ensure that the

building can grade into the sewers. Estimated cost to service the area is \$70,000 based on an all up cost of \$200 per lineal metre.

The treatment ponds have been designed to process raw sewage from 600 people. When the population exceeds 600 people, consideration needs to be given to expand the treatment facility.

A 500m buffer zone is shown around the sewage treatment ponds on the CLP.

#### **9.4.3 Stormwater drainage**

The existing stormwater drainage is by overland flow and in some areas, diversion channels have been constructed. The philosophy of overland flow without pits and pipes is supported as it reduces maintenance costs and the possibility of blocked drains.

Drainage from the proposed new development area will be managed in a similar manner with gutter flow discharging onto open ground at the lowest section. In order to minimise lengths of gutter flows and water depths, outlets by means of kerb openings can be provided in areas where water can be allowed to run off the roads.

#### **9.4.4 Roads and Access Roads**

The proposed areas to be developed should have roads constructed to a similar standard to existing and this is expected to cost in the order of \$150,000 based on a cost of \$300 per lineal metre of sealed and kerbed road. The roads in the north east corner have to be graded towards the north and east to allow stormwater to exit the site into the open drain at the north east end of the site.

#### **9.4.5 Power Supply**

##### **Reticulation**

The new Town Plan has included the existing electrical reticulation in arriving at the recommended plan. The new areas can be serviced by extending the exiting mains, either aerial or underground. An area of concern is that in a number of locations power lines traverse over property fences, however, as part of the planning process, property boundaries will be relocated where possible and this can be taken into account. It is more practical to move the fences, then to move the power lines which are appropriately located in relation to the roads.

The estimated budget costs for the new underground reticulation will be in the order of \$900,000 based on a installation rate of \$150 per lineal metre.

##### **Power station**

It is proposed that the power station be relocated to adjacent to the airport as part of the new town plan. The proposed site has been discussed with Western Power and they have do not have any objections to the location. The new location provides a 500m buffer to houses for noise. It is also located above the estimated 100 year flood levels.

The new power station should be designed for a population of 700 people with provision to expand for future population increases.

No new houses should be constructed in the vicinity of the existing power station until the power station is relocated. Due to current land shortages and the high demand for houses, it is suggested that this relocation be considered as a priority. The land around the existing power station would need to be rehabilitated before any dwellings can be constructed. Rehabilitation includes ensuring that the soils are not contaminated.

The relocation will also require a review of the high voltage distribution into the Community.

A 500m buffer zone is shown around the proposed power station site on the CLP.

#### **9.4.6 Cultural issues**

The community raised no cultural issues that had a bearing on the development of the layout plan. As explained at the commencement of the project there would only be a need to identify culturally significant areas if they were at risk of being disturbed in the development of the plan. Cultural areas were pointed out during the site meetings but it was agreed that the sites would not be affected by the plan.

#### **9.4.7 Isolated residential land areas**

A land area (133) has been shown on the CLP off King Edward Street between Boulevard and Honeymoon Place. There is adequate room to develop a lot in this area, however, substantial relocation of services will be required and this development should be a last resort.

### **9.5 Transport availability**

The nearest centre of transport is Wyndham and Kununurra which are serviced by an airstrip and the public road network. Materials and foodstuffs are transported by road to the community during the dry season, but is restricted during the wet season. Barges are used for other bulk deliveries.

### **9.6 Population mobility**

There is not a noted increase of community population during the seasons.

## 10. Environmental Considerations

### 10.1 Geotechnical

Soil in the area is generally a silty clay and silty sand pindan which is hard when dry. The soil becomes soft when wet and appropriate footings (size and depth) are to be designed for structures. On the west side of the community the ground becomes rocky. Geotechnical issues are not considered critical to the proposed CLP.

### 10.2 Vegetation

Vegetation is scattered trees and scrub with low grass in areas. No concern was raised by any party on the existence of exotic species in the proposed development area.

### 10.3 Water courses and flooding

The flooding of the King Edward River is critical to any future development at the community. HGM, Consulting Engineers, prepared a flood study (Kalumburu Flood Study) in 1999 for Kalumburu which estimated flood levels for a 1 in 100 year Annual Recurrence Interval. Floor levels for new houses should be set at least 300mm above the estimated 1 in 100 year flood levels. Although the report has not been officially adopted it is the best information available. The estimated flood levels are shown on the CLP to assist in setting floor levels.

### 10.4 Weather

The community is located in the tropics so orientation of housing must be taken into consideration when proposing road layouts. The proposed CLP has been designed to allow houses to be constructed with a northerly aspect where possible.

Climatic averages for Kalumburu are shown in Appendix E.

### 10.5 Prevailing winds

Bureau of Meteorology records indicate that winds can be expected from all corners of the compass, but the predominant direction of strong winds is from the east.

Copies of wind roses for Australia are included in Appendix E.

The wastewater treatment ponds and the tip are located to the west of the community and therefore do not pose a potential smell problem.

### 10.6 Water Source

The sewage effluent from the community is disposed of by evaporation and is located some 1200m from the billabong and is therefore not considered a pollution threat. The ponds are also located well above the estimated 1 in 100 year flood levels.

The water source is readily refilled every wet season, however, possible contamination of the source remains a reason for continuing vigilance.

# 11. Planning Philosophy

## 11.1 Planning Principles

As previously mentioned, the first meeting with each community is designed to introduce some planning principles on which to base some of the community's decisions regarding the layout plan design.

To assist in this introduction, a diagram was copied and distributed (see Appendix A). During the discussions, it was further explained that these principles are shown on the diagram without constraints, and as each community already has development (and therefore constraints) some of these ideal principles may not be possible to achieve.

It was clearly explained that not every community would have, or need, each of these activities, but if a community envisaged that it may need such facilities in the future, some thought should be given to the planned location should funding be provided in the future.

The diagram shows the following issues and principles suggested as a basis for discussion:

- ▶ The office/administration should be the first stop for visitors to enable them to register their visit, or receive consent, to enter the community area.. Where possible visitors should not have to go through the community area to reach the office. The warden's office (or police) should be adjacent, or incorporated in, the administration building.
- ▶ The central meeting area should be adjacent to the three main activity areas of the general community life. These include the office, store and clinic. In this way the people can meet in this location and still be able to keep in touch with activities in each of these areas. In close proximity there should also be a play area for children, ablutions, and perhaps a laundry (depending on the housing setup).
- ▶ Aged persons' accommodation should be located in close proximity to the clinic, and perhaps women's centre. If a kindy is to be provided it could be in conjunction with, or close to, the women's centre.
- ▶ If a community needs a safe house, it should be close to the women's centre.
- ▶ The women's facilities and amenities should be located in the relevant juxtaposition in relation to the women's area (business area) where appropriate.
- ▶ If a church building is to be provided it should be centrally located to its users, be in a location where upkeep and safety are easy to maintain.
- ▶ Where a community plans to build a recreation hall it should be located to take advantage of the store/shop, and perhaps should incorporate an indoor basketball court, or be close to the existing basketball court.
- ▶ The school should be located as close as possible to the users, and staff for security. The oval should be as near as possible to the school as the majority of users will be school children. If there is doubt about whether the oval will ever be

watered, it should be located down wind from all community activities to avoid the inevitable dust problems.

- ▶ Rubbish tips and sewerage lagoons should preferably be located down wind from the community at regulation distances.
- ▶ Workplaces, which usually mean workshops, should be accessible but separate from the other community activities. These areas, where possible, should be located down wind to minimise noise, dust and smells from these activities that usually involve large vehicles. Often it is ideal to have the servicing utilities nearby, (Telstra, water, power etc) for similar reasons as well as security and ease of maintenance.
- ▶ Visitor's camping areas need to be thought about carefully. Different communities have differing attitudes to visitors. Some say that no facilities should be provided - if visitors are welcome they will stay with their friends or relatives in the houses. Others say that a separate location should be provided on the edge of the community, so the houses are not overrun and overused. In these cases often the visitors may not be related -nor welcome - in the community. Others say that visitors should be close in the community, as they will be relatives, but a separate location should be provided to avoid overcrowding. Special arrangements need to be considered where a community hosts a law period gathering, for example special short term ablution facilities.
- ▶ Other facilities, like youth centres and single person's quarters, may need to be grouped, but located away from the mainstream activities to minimise the potential nuisance factor.
- ▶ Where relevant, housing areas should be grouped according to family groups or similar backgrounds.

The community is in agreement with the principles presented and this is reflected in the adopted plan.

It was pointed out to the community that not all of the land use types were used in the plan. Cultural Purposes, for example, is not allocated to any area on the CLP. The community decided to leave the land use type in the legend and the Provisions in case it was required sometime in the future.

## **11.2 Planning Review**

Consistent with mainstream planning, a layout plan (or Town Planning Scheme) should be reviewed every five years. This review period may need to be less if a community receives a funding boost that may stimulate the community to reconsider some its decisions in the preparation of these plans.

## 12. Administrative and Management Arrangements

To ensure that the layout plan is adhered to it is paramount that any agency that proposes to carry out works in a community area must conform to the adopted plan. This conformity must be emphasised at the source of the funding. Any contracts drafted to carry out works must have a condition regarding the compliance of any works with the plan. Where a major work may require a re-consideration of the plan, the community may need to have a fresh look at the plan in order to cater for the proposed work.

It was pointed out that the Western Australian Planning Commission had gazetted the Statement of Planning Policy relating to the planning of Aboriginal communities; however the administration of such plans was ideally to be a shared responsibility between the communities and the respective Local Authority. The Statement of Planning Policy states that the successful implementation of the policy is the responsibility of Commonwealth, State and local government.

## 13. Action required to Implement the CLP

The following issues are identified in order that agencies are made aware of the issue and are allocated the respective responsibility to pursue each item.

### **High priority**

1. Construct a properly designed waste disposal area. (DHW)
2. Relocation of the power station to near the airport. (DPI, DIA, DHW)

### **Medium priority**

3. Relocation of the School to the Mission land. This may need to be part a wider co-operation with the Bishop of Broome together with being included in the CLP (DPI, DIA, DET, Bishop, Community)
4. Planning and design of the visitor and arts centre perhaps incorporating a museum, permits (camping and entry), art gallery, small coffee shop (drinks etc), fuel pumps and possibly an area where artisans can ply their trade for tourists. (Community, DHW)
5. Resolve land boundaries to ensure community development is incorporated in the community area. For example the airstrip and sewerage ponds extend beyond the current land holding. (ALT, DIA)
6. Construct new water storages to replace leaking tanks. (DHW)
7. Pursue the development of CLPs (light) for all the outstations including the route past the airstrip to the coast, barge landing and outstations. (DPI)

### **Low priority**

8. Establishment of the Community-run camping area (water, power, level sites, landscaping etc). (Community, DPI, DHW)
9. Develop small playgrounds. (Community, DHW)
10. Update the feature survey of the community area to include all new buildings (at least 11 new houses) and surrounding tracks, contours and vegetation to help appraise new areas for possible future residential development. Feature surveys of each outstation should also be carried out to assist in the preparation of 'Light' CLPs. (DPI)

### **As required**

11. Extend roads, water mains, sewer mains, power lines to new lot developments. (DPI, DHW)
12. Rehabilitation of the power station site prior to development. (DHW, OoE)

## 14. References and Bibliography

1. ALT Land Tenure, AAD
2. Student enrolment and teacher information - Education Dept WA, 2000, Principal 2004.
3. Australian Commonwealth Bureau of Meteorology - Weather data
4. Landinfo - Site plans.

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