

LOCAL PLANNING STRATEGY



**Shire of Derby /
West Kimberley**

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PREPARED FOR SHIRE OF DERBY / WEST KIMBERLEY

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PART 1





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1 INTRODUCTION

1.1 The Shire

Located in the Kimberley region of Western Australia, the Shire of Derby/West Kimberley spans an area of 118,560 km², equivalent to the size of Italy. It is bordered by the Shires of Wyndham-East Kimberley to the north, Halls Creek to the east, Broome to the west, and East Pilbara to the south.

The Shire is characterised by isolated terrain that crosses various vegetation and landform regimes, providing a diverse, rugged, and rich landscape. The expansive coastline extends from King Sound north to Doubtful Bay, encompassing large areas of islands, mudflats, and floodplains.

The main population centre is Derby and is located more than 2,300 km north of Perth and approximately 1,800 km southwest of Darwin. There are two other gazetted townsites within the Shire (Fitzroy Crossing and Camballin), plus 54 Aboriginal communities and 40 pastoral stations.

Of the 7,075 people residing in the Shire of Derby/West Kimberley, 57% are Aboriginal, representing approximately 17 distinct language groups. With one-quarter of the population aged 0-14 years, there are 14 schools accommodating 1,369 students and 330 staff.

The two major roads in the Shire are Great Northern Highway and Gibb River Road, both managed by Main Roads WA. The former is a sealed road that forms part of National Route 1. Gibb River Road is unsealed and provides a vital link with pastoral stations and remote communities, as well as attracting visitors. The Shire manages 100 km of sealed and 1,500 km of unsealed roads, along with three airports and one wharf.

1.2 The Strategy

The Shire of Derby / West Kimberley Local Planning Strategy comprises:

- Part 1 – Strategy and
- Part 2 – Background Information and Analysis

The local planning strategy applies to the entire Shire of Derby / West Kimberley as shown below.

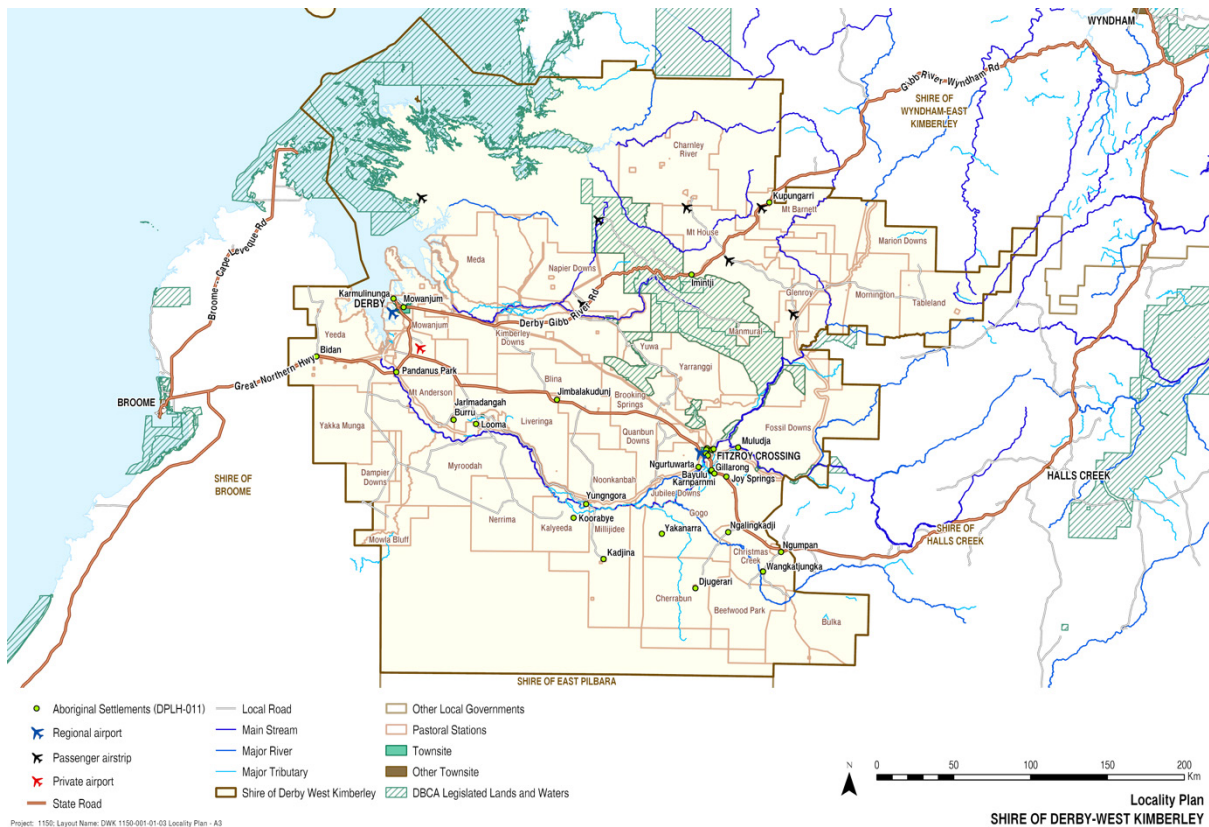


Figure 1-1: Locality Plan

This local planning strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission (WAPC) and revokes the Shire's preceding local planning strategy, endorsed by the WAPC in April 2013.

As required by Regulation 11(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, the local planning strategy is to:

- a) be prepared in a manner and form approved by the Commission
- b) set out the long-term planning directions for the local government;
- c) apply any State or regional planning policy that is relevant to the local planning strategy; and
- d) provide the rationale for any zoning or classification of land under the local planning scheme.

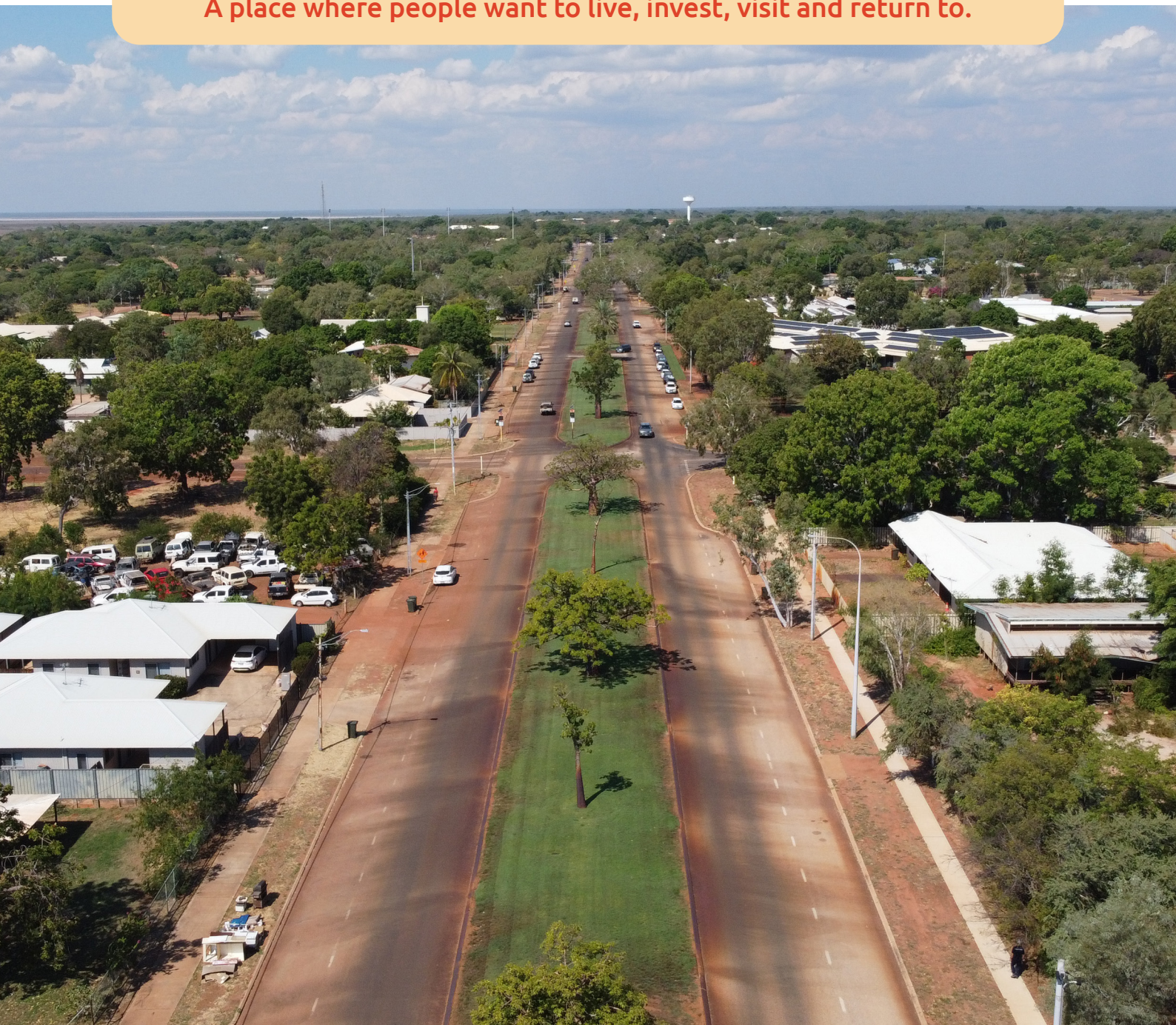
The local planning strategy provides the strategic basis for Shire of Derby / West-Kimberley Local Planning Scheme No.9 (LPS 9) gazetted on 5 December 2024. The Strategy identifies possible amendments to LPS 9 that can be considered as part of the normal omnibus amendment process applied to new Schemes.

2 VISION

The local planning strategy details the 15-year vision for land use change and development within the Shire of Derby / West Kimberley. The vision has regard to the Shire's strategic community plan <https://www.sdwk.wa.gov.au/community/strategic-community-plan-2021-2031.aspx>, but recognises that any community aspirations for future land use change and development is balanced with the requirements of planning legislation and policy. The local planning strategy will provide for the expression of how broader State planning requirements can be applied and ultimately implemented at a local level.

The vision of the local planning strategy is:

A place where people want to live, invest, visit and return to.



3 ISSUES/OPPORTUNITIES

3.1 Overview

Consistent with the State Planning Framework, planning issues of relevance to the Shire are presented under the following themes:

- Community, urban growth and settlement
- Economy and employment
- Environment
- Infrastructure

For each planning issue identified, planning directions and actions have been outlined.

Planning directions are short statements that specify what is to be achieved or desired for the issue/opportunity. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale, timeframe and responsible party.

Whilst the exact time needed to address an issue/opportunity will be variable, the Strategy identifies short-, medium- and long-term timelines. To provide an indication of time, the following has been used in the context of the 15-year horizon of the Strategy:

- Short-term (1-5 years);
- Medium-term (5-10 years);
- Long term (10-15 years); and
- Ongoing.



3.1.1 Partner Agencies

Where appropriate, Partner Agencies, current as of the writing of this Strategy, have been identified to assist in delivery of the Strategy as follows:

DBCA

Department of Biodiversity, Conservation and Attractions

DHW

Department of Housing and Works

DLGIRS

Department of Local Government, Industry Regulation and Safety

DFES

Department of Fire and Emergency Services

DEED

Department of Energy and Economic Diversification

DCITS

Department of Creative Industries, Tourism and Sport

DPLH

Department of Planning, Lands and Heritage

DWER

Department of Water and Environmental Regulation

DevWA

DevelopmentWA

KDC

Kimberley Development Commission

KPA

Kimberley Ports Authority

MRWA

Main Roads WA

Partner Agencies are expected to have a key role in implementing a number of actions and strategies given their remit and presence in the Shire.

3.1.2 Funding Sources

The costs associated with addressing the challenges faced by the Shire of Derby / West Kimberley exceed its resources. In order to ensure the Strategy is implementable and reflecting the need for state and federal assistance, certain actions will identify a potential funding source in broad terms of 'local', 'state' or 'federal'. The Strategy acknowledges that funding is made available on a case-by-case basis and that this Strategy does not construe support or approval for funding by any level of government.

3.2 Community, urban growth and settlement

The following table outlines the issues/opportunities and resultant actions for community, urban growth and settlement matters within the Shire. As the Strategy is focussed on the land use planning aspects of community planning, this list should not be construed as a comprehensive list of all challenges in the community, urban growth and settlement space for the Shire of Derby / West Kimberley.

Table 3.1: Community, Urban Growth and Settlement – Planning Directions and Actions

ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Housing	Ensure there is sufficient developable land available in Derby, Fitzroy and settlements to quickly respond to growth and to provide healthy, safe and comfortable accommodation.	1. Prioritise residential development and renewal projects that improves housing quality in areas that are zoned and able to be serviced efficiently, in collaboration with the DHW and other housing providers. 2. Ensure coordination between townsite planning by the Shire and settlement planning by the DPLH, particularly in Fitzroy Crossing.	Sections 4.1.4 and 4.2.1 (Part 2) The Strategy identifies the following dwelling requirements up to 2036 based on the projected population growth: - Derby 171-199 - Fitzroy Crossing 63-73 - Rest of Shire 138-160 Sufficient land has been zoned or shown for urban development in Derby to accommodate the likely growth. However, there is a current market failure to provide new housing, with the Shire largely dependent upon investment by State and Federal governments. Further planning lead by DPLH is required in Fitzroy Crossing given recent flooding, the need for coordination with surrounding community layout plans and the need to review the Fitzroy Futures Town Plan 2009. Community layout plans for individual settlements will require review over time to ensure demand for housing in the settlements is accommodated. There is a recognised correlation between health and housing standards. A priority for the Shire is the provision of new and improved housing that responds to the needs of the community	Ongoing Partner agencies: DHW, DPLH Prospective funding sources: State, Federal



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Aboriginal Settlements	Ensure all settlements are identified appropriately in the Shire's planning instruments. Provide local input and support to DPLH to ensure community layout plans are up-to-date and able to cater for any projected population growth.	1. Identify all settlements subject to community layout planning on the Strategy and Scheme Maps. 2. Support the DPLH review process for community layout plans.	Section 4.2.2 (Part 2). The various settlements throughout the Shire accommodate a significant proportion of Derby-West Kimberley's population. Growth in many of these settlements is expected, but will require consideration at the local level. Community layout plans form the primary land use planning instrument for each settlement. These plans vary in size and complexity dependent on the size of the settlement and the issues and constraints each has. Regular review will be critical in settlements experiencing growth. Potential Native Title settlements may see additional land provided for a range of uses that will require planning at both community layout planning (DPLH) and local planning scheme levels (Shire/DPLH).	Short Term (1-5 years) Partner agencies: DHW, DPLH Prospective funding sources: State, Federal
Aboriginal Heritage and Culture	Improve the wider community understanding and integration of Aboriginal cultural heritage values and connection to country.	1. Investigate areas within the Shire for appropriate classification that reflect cultural, on-country use of the land and the economic and social aspirations of First Nations Australians in the region.	Often across the north of Western Australia, First Nations Australians' aspirations are not being appropriately addressed through the local planning framework. There is a need for ongoing investigations across the Shire to ensure that land use appropriately reflects cultural, community and economic aspirations.	Ongoing



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Built Form and Character	Encourage renewal of aging and dilapidated housing stock. Promote high quality built form that responds to the climate and needs of the community	1. Establish localised design principles for new housing in collaboration with housing providers and builders.	Section 4.2 (Part 1) and Section 4.2.3 (Part 2). Providing 'fit for purpose' housing that is economically, environmentally and socially sustainable is considered critical to attracting growth in the Shire. This will require investigation of any alternative ways to deliver housing in the Shire. Planning Areas D3 and D5 (Map 2a) are focussed on renewal of existing precincts and housing stock, led by DHW. This will require a multi-agency approach and the possibility of a suitable planning mechanism.	Short-term (1-5 years) Partner agencies: DHW Prospective funding sources: State, Federal
Cultural Heritage	Acknowledge the high degree of importance in the Shire for the identification and protection of Aboriginal Heritage. Acknowledge the need to protect state-registered heritage places.	1. Development to avoid registered sites as a default position. 2. Development of a cultural heritage plan that integrates culturally significant sites into the local planning framework.	Section 4.2.4 (Part 2). There are a significant number of Aboriginal heritage registered places in the Shire. Development is to respect these listings by adopting a default position of not impacting a heritage place. However, there will be circumstances where impact is necessary. This will need to be considered at the time of the development and taking into account the context and purpose of the place registration. There is a need to ensure the cultural significance of the Shire is well understood and integrated into the local planning framework.	Short Term (1-5 years) Partner agencies: DPLH, DHW



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Rural Land Use	Maintain flexibility in the uses permitted in the Rural and Rural Smallholdings Zones.	1. Support diversification within the Rural zone. 2. Encourage well-located, low-impact tourism proposals on Rural land located along the main tourism routes in the Shire.	Section 4.2.5 (Part 2). The primary use of land outside of built-up areas is pastoral leases. Allowing for diversification of agricultural and related activities can lead to economic benefit to the Shire. It is proposed to review LPS9 to ensure it provides sufficient flexibility so as not to become an impediment to appropriate incidental uses.	Short Term (1-5 years)
Public Open Space and Community Facilities	Integrate quality public open space into new development, either new or improved existing space.	1. Prepare a recreation and community needs assessment as a precursor to any detailed planning of new development areas.	Section 4.2.6 (Part 2). Quality public open space that performs a range of passive and active functions is integral to providing community amenity. Appropriate planning will be needed for new areas and to replace older planning instruments over time. Having a recreational and community needs assessment will inform the structure planning process and ensure community needs are appropriately considered.	Medium Term (5-10 years) Partner agency: DCITS Prospective funding sources: State



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Hazards (Flooding)	Avoid new development in flood zones or ensure floor heights are above projected flood levels. All existing development areas within flood zones to require development approval for new works. Ensure land is available for temporary housing options for emergencies.	1. Include any riverine or coastal flooding areas in the townsites on the Scheme maps as a Special Control Area with measures (either in the Scheme or in a local planning policy) to ensure development is built at an appropriate height to withstand flooding or otherwise located outside of the flood zone. 2. Prepare a study into temporary housing sites for emergency scenarios.	Section 4.2.7.2 (Part 2). Flooding is a particular concern in Fitzroy Crossing, which experienced severe flooding in late 2022. Decisions on individual developments and on larger precinct planning will need to consider flooding impacts. Whilst avoidance of flood zones is preferable, this may not be practicable in every case. Therefore, it is recommended that a Scheme mechanism is included that allows the impact of flooding to be considered on any new development. A Special Control Area is a standard mechanism that triggers any additional requirements or processes that apply to affected land. In this case, this could be a need for a development approval that takes into account certain criteria, such as floor height. A significant issue for the Shire and the region more generally is the provision of suitable temporary housing to cater for seasonal migration and emergency events. The Strategy does not identify specific sites for the purpose, with the exception of noting the current construction of an emergency evacuation centre in Fitzroy Crossing. However, there will be a need for more temporary and emergency housing given that roads may be closed for extended periods.	Short Term (1-5 years) Partner agency: DFES, DHW Prospective funding source: State



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Hazards (Bushfire)	Plan for bushfire hazards and identify, assess, and treat assets exposed to bushfire risk	1. Strategic planning will consider bushfire risk, and further land use intensification in bushfire prone areas will be avoided unless risks have been adequately assessed and can be mitigated in accordance with SPP 3.7 Bushfire 2. Ensure future planning including structure planning, subdivision, and development applications address the requirements of State Planning Policy 3.7 – Bushfire	Section 4.2.7.3 (Part 2). In line with the Policy Intent of State Planning Policy 3.7 - Bushfire, Policy Objective 5.1, Policy Outcome 6.1, bushfire risk is a key element to be considered prior to future land use intensification. Large areas of the Shire are designated as bushfire prone and therefore the policy requirements of SPP 3.7 need to be addressed where a proposal is located within a bushfire prone area	Short Term (1-5 years), Partners: DFES, DPLH

3.3 Economy and employment

The following table outlines the issues/opportunities and resultant actions for economic matters within the Shire. As the Strategy is focussed on the land use planning aspects of economic planning, this list should not be construed as a comprehensive list of all challenges in the economic space for the Shire of Derby / West Kimberley.

Table 3.2: Economy and Employment – Planning Directions and Actions

ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Activity Centres	Reinforce Derby as a Sub-regional Centre in the Kimberley Region and as the main centre for goods and services for the Shire. Support Fitzroy Crossing to continue to act as a Sub-regional Centre and as a vital provider of goods and services to the eastern part of the Shire.	1. Ensure appropriate zoned and serviced land is available for a range of retail, commercial and industrial purposes. 2. In addition, a review of special use zones throughout the Shire is to be undertaken and where possible model zones are to be used	Section 4.2 (Part 1) and Section 4.3.1 (Part 2). It is recommended that the Strategy seeks to reinforce the importance of Derby as the Sub-regional Centre and primary centre for goods and services in the Shire. Given the isolation of Fitzroy Crossing, it will continue to act as the Sub-regional Centre for the eastern part of the Shire. Whilst there is generally sufficient commercial land available, the provision of suitable light industrial and/or general industrial land for Derby will need to be considered by the Strategy. Commercial and industrial land supply in Fitzroy Crossing can be considered as part of the eventual review of the Fitzroy Futures Town Plan.	Ongoing Partner agencies: DevWA, DPLH, KDC.
Resource Management	Retain flexibility in the planning framework to allow for the Shire to seize resource and basic raw material opportunities as they may present themselves.	1. Undertake a review of LPS9 settings (as part of any future omnibus amendment) to ensure flexibility in uses able to be considered and approved in various zones.	Section 4.3.3 (Part 2). Maintaining a flexible planning framework will be key to avoiding lost time caused by amending the local planning scheme to allow a proposal to be considered. This approach will be most important in allowing the Shire to accommodate supporting land uses associated with resource development projects, such as workforce accommodation, support industries and the like. It is also critical to ensure basic raw material (extractive industry) projects are able to be developed to support the Shire's needs.	Short Term (1-5 years) Partner agency: DPLH, DLGIRS, JTSI



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Industry	Identify appropriate light industrial and general industrial land.	1. Investigate opportunities and constraints to industrial expansion in Derby. 2. Undertake appropriate planning as required for Planning Area D7 (Derby – Map 2a) and consider industrial land needs for Planning Area F3 (Fitzroy Crossing – Map 2b).	Section 4.3 (Part 1) and Section 4.3.3 (Part 2). There is a shortage of new industrial land in both Derby and Fitzroy Crossing. Parts of the existing light industrial area of Fitzroy Crossing are also flood prone. The Shire is crossed by major freight routes and the logistics and transport industry requires well located, functional and affordable sites in Derby and Fitzroy Crossing. Recent flooding highlights that the existing industrial estate may not be able to withstand a major flood and mitigation or alternative sites need to be investigated. Planning Area D7 (Map 2a) has been identified to allow for industrial land needs in Derby to be explored and a structure planning process to subsequently take place. There is also opportunity to consider air and transport related industrial land in the Derby Airport surrounds (Planning Area D9). The industrial area of Fitzroy Crossing appears to be at near capacity. This area is unlikely to expand due to flooding constraints. There is an opportunity to incorporate light industrial land into higher parts of Planning Area F3. Consideration of industrial land needs should form part of any planning undertaken for Planning Area F3 (Map 2b).	Derby: Short-Medium Term (1-10 years) Partner agency: DevWA Prospective funding source: State Fitzroy Crossing: Long Term (10-15 years) Partner agency: DPLH Prospective funding source: State



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Tourism	Recognise the distinctly different appeal of the Shire and its setting for cultural and eco tourism activities and support existing and new investment in tourism businesses.	1. Undertake a review of LPS9 settings (as part of any future omnibus amendment) to ensure flexibility in tourist-related uses able to be considered and approved in various zones.	Section 4.3.4 (Part 2). Tourism is an important sector in the Shire's economy. Whilst the challenge is broader than this Local Planning Strategy, it is recommended that the local planning scheme settings are as flexible as possible to allow existing and new tourist-related uses to operate.	Short Term (1-5 years)

3.4 Environment

The following table outlines the issues/opportunities and resultant actions for environmental matters within the Shire. As the Strategy is focussed on the land use planning aspects of environmental planning, this list should not be construed as a comprehensive list of all challenges in the environment space for the Shire of Derby / West Kimberley.

Table 3.3: Environment – Planning Directions and Actions

ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Natural areas	Support protection of biodiversity and natural habitat within environmentally sensitive areas Maintain existing development footprints where possible.	1. Identify significant environmental assets and methods of protection. 2. Keep development to areas either currently zoned or identified for urban development.	Section 4.4.1 (Part 2). With the exception of industrial land expansion within Derby, all expansion areas are either zoned for the intended use or zoned Urban Development by LPS9. The environment of the Shire is subject to seasonal events and climate related changes have amplified this frequency, severity and impact on natural and cultural systems. Therefore, it is necessary for the management of environmental resources to be revisited to better accommodate the elevated level of exposure to impact and risk. The Shire is one of a number of agencies responsible for managing natural areas.	Ongoing Partner agencies: DBCA, DWER, DPLH Prospective funding source: State



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Water Resources	Ensure development in Fitzroy Crossing is located away from flood prone areas.	1. Consider flooding impacts at all stages of the planning process for Fitzroy Crossing. 2. Maintain reserves and expanded special control areas for water protection surrounding Fitzroy Crossing and Camballin.	Section 4.3 (Part 1) and Section 4.4.2 (Part 2). A significant conflict point exists between flooding and urban development. This is particularly seen in Fitzroy Crossing where the form of the town reflects the cross land drainage features. Notwithstanding this, the town flooded in 2022 with considerable property and infrastructure damage. The rebuilding efforts have integrated flood management as required. The Strategy has recommended any development in Fitzroy Crossing is well-planned and considers flooding impacts at all stages in the planning process. In Derby, the Strategy does not identify any further protection measures as necessary, over and above those included in LPS9 (reservation and special control areas). For the various settlements, the Strategy acknowledges that the water resource protection measures necessary are incorporated into the individual community layout plan.	Short - Medium Term (1-10 years) Partner agencies: DFES, DWER, DPLH



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Coastal Management	Ensure coastal hazard is considered for new developments.	1. Prepare a Local Planning Policy to provide guidance on the assessment process and considerations for development applications within the Coastal Hazard SCA.	Section 4.4.3 (Part 2). A Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) has been prepared for Derby. A Special Control Area has been incorporated into LPS9. The purpose of this area is to trigger the need for a development approval for any new development within the coastal risk area. However, the Scheme does not currently incorporate guidance or measures on how development should be assessed against coastal risk. A local planning policy that augments the Scheme provisions would provide the Shire and applicants/ owners more guidance on the assessment of development applications in the SCA.	Short Term (1-5 years) Partner agency: DPLH
Native vegetation management	Ensure that the removal of remnant vegetation is considered in planning decisions where appropriate. Identify and protect native vegetation and its habitat from impacts due to urban development, infrastructure placement and works as well as resultant impacts on drainage, soil stability and weed invasion.	1. Prepare a Local Planning Policy outlining the Shire's expectations on tree preservation when preparing and lodging Development Applications.	Section 4.4.1 (Part 2) Development within the townsites of Derby and Fitzroy Crossing can result in the loss of remnant vegetation. Derby, in particular has unique vegetation types with many trees being of significant age. The Shire currently has limited guidance to proponents on the importance of remnant vegetation and how development can be cognisant of vegetation retention. Given limited resources in the Shire to manage a significant- tree register, it is suggested that a Local Planning Policy is prepared to address this matter.	Short Term (1-5 years) Partner agency: DWER, DBCA

3.5 Infrastructure

The following table outlines the issues/opportunities and resultant actions for infrastructure within the Shire. As the Strategy is focussed on the land use planning aspects of infrastructure planning, this list should not be construed as a comprehensive list of all challenges in the infrastructure space for the Shire of Derby / West Kimberley.

Table 3.4: Infrastructure – Planning Directions and Actions

ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Road Network	Provide and maintain an effective road network that supports the land uses proposed.	1. Ensure sealed roads are provided for all properties within built-up areas of the main towns, with roads for new development “fit for purpose” to support the uses proposed. 2. Ensure all-weather road access between hospitals and airports in Derby and Fitzroy Crossing.	Section 4.5.1 (Part 2). The planning of the local road network is a responsibility of the Shire. State road planning and maintenance is the responsibility of Main Roads WA. A safe and efficient road network is vital in supporting growth and development of the Shire.	Ongoing Partner agencies: MRWA
Airports	Protect the viability of Derby and Fitzroy Crossing Airports so that all forms of civilian air traffic can be accommodated.	1. Ensure incompatible development does not impose on the Derby and Fitzroy Crossing Airports through application of zoning and special control areas. 2. Advocate for continued Regular Public Transport (RPT) and Royal Flying Doctor Service flights into both Derby and Fitzroy Crossing.	Section 4.5.2.1 (Part 2). Both Derby and Fitzroy Airports are owned and managed by the Shire. They both provide an essential service to their respective towns, including passenger flights and access by the RFDS. Derby Airport is being gradually upgraded to accommodate jet passenger flights. Fitzroy Crossing is envisaged to remain available to propeller aircraft only. This will allow future townsite development to be closer to the boundary of the airport than possible in Derby.	Short Term (1-5 years) Ongoing
Ports	Protect the viability of Derby Port as a working port, whilst promoting improvements to the amenity provided to local community and visitors to this prominent recreational node.	1. Implement the Derby Port Precinct Masterplan 2022.	Sections 4.2 (Part 1) and 4.5.2.2 (Part 2) The Masterplan provide a contemporary planning direction for the Planning Area. No further planning investigation is required.	Ongoing Partner agency: KPA



ISSUE/ OPPORTUNITY	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME / PARTNERS / FUNDING
Electricity	Encourage renewable energy projects to supplement the Shire's reliance on fossil fuel electricity generation.	1. Ensure renewable energy projects and initiatives can be considered throughout the Shire without time-consuming Scheme amendments. 2. Ensure renewable energy generation and storage is accessible for all domestic and business premises in all zones.	Section 4.5.4.3 (Part 2). Renewable energy projects are subject to a number of approval processes, including local planning scheme Development Approval. For the Shire to embrace the potential of renewable energy, it is recommended that LPS9 is sufficiently flexible to allow projects to be considered throughout the Shire. These projects would still require appropriate assessment, as well as other approvals, such as environmental and tenure. One area requiring investigation is the ability to install battery storage devices in domestic and/or business premises in all zones.	Short Term (1-5 years)
Waste Management	Secure a new landfill site to service Derby, acknowledging the existing site will remain in place for a transfer station and be managed for the foreseeable future.	1. Resolve site selection and secure tenure and environmental approvals.	Section 4.5.4.4 (Part 2). The Derby Landfill site is near capacity. A future site is likely to be located a significant distance from the town, requiring a waste transfer station to be established that is more accessible to the community. This will be located at the current facility.	Short Term (1-5 years) Partner agency: DWER

4 PLANNING AREAS

4.1 Overview

This section outlines in greater detail planning directions and actions for specific planning areas. For the extent of planning areas, see Section 6.

Whilst the exact time needed to address a Planning Area will be variable, the Strategy identifies short-, medium- and long-term timelines.

To provide an indication of time, the following has been used in the context of the 15-year horizon of the Strategy:

- Short-term (1-5 years);
- Medium-term (5-10 years); and
- Long term (10-15 years).

4.2 Derby Planning Areas

Table 4.1: Derby Planning Areas – Planning Directions and Actions

PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
D1 – Derby Port	Tourist and community node incidental to working port	1. Implement the Derby Port Precinct Masterplan 2022.	A Masterplan has been developed by the Shire of Derby/West Kimberley and was adopted in 2023. The purpose of this Planning Area is to bring this masterplan into the local planning framework. This will allow for its findings regarding use and development of the port precinct are integrated into the Strategy.	Ongoing Partner agency: KPA



PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
D2 – Panton Street Precinct	Residential renewal	1. Liaise with housing providers / owners regarding the replacement or renewal of delapidated housing stock as vacancies arise. 2. Undertake with partner agencies appropriate planning to support renewal. In a manner that accommodate ongoing residential occupancy.	This area is located north of Loch Street and is zoned Urban Development, Residential and Civic and Community by LPS9. There are currently a number of dilapidated houses and vacant areas that are suitable for redevelopment. The Planning Area is well serviced and includes sewerage. This area has become run down and housing does not appear to meet essential standards for healthy, safe and comfortable living conditions. The location is good because it is well connected to important natural and cultural areas, a better layout might improve connection. This provides the opportunity to consider redevelopment at higher density. The site is also on the outer edge of town with outlook to the surrounding tidal flats. Any work will need to be driven by DHW and/or DevWA with Shire involvement. Of critical consideration will be the gradual delivery of any new housing / renewal of housing that takes advantage of housing being vacated in the normal course of events rather than require relocation of families and occupants, where possible.	Short - Medium Term (1-10 years) Partner agencies: DHW, DevWA Prospective funding source: State, Federal



PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
D3 – Ashley Street	Residential and community uses	1. Extend the approval period for the Structure Plan	A Structure Plan with a maximum dwelling yield of 100 and sites for day care and womens' shelter uses was approved in 2012. The plan was subsequently extended until 2030. The site is zoned Urban Development by LPS9. This requires a structure plan (or equivalent) to be in place to guide subdivision and development. The Structure Plan performs this function currently. It is recommended that the Structure Plan in its current form be extended as necessary. The site is currently crown land (reserve) with any development likely to be coordinated by DevelopmentWA.	Medium Term (5-10 years) Partner agency: DPLH



PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
D4 – McGovern Way Precinct	Residential redevelopment	1. Liaise with housing providers / owners regarding the replacement or renewal of delapidated housing stock as vacancies arise. 2. Undertake with partner agencies appropriate planning to support renewal. In a manner that accommodate ongoing residential occupancy.	This Planning Area is residential in nature with a high proportion of government-supplied housing. The street layout is based on 1970s principles including culs-de-sac and drainage reserve running through the precinct. This area has become rundown and some housing does not appear to meet essential standards for healthy, safe and comfortable living conditions. The location is good because it is well connected to important natural and cultural areas. A better layout might improve connection. There are opportunities to improve the public realm and remove some of the built-in constraints to this area functioning well. Any work will need to be driven by DHW and/or DevWA with Shire involvement. Of critical consideration will be the gradual delivery of any new housing / renewal of housing that takes advantage of housing being vacated in the normal course of events rather than require relocation of families and occupants, where possible.	Short - Medium Term (1-10 years) Partner agencies: DHW, DevWA Prospective funding sources: State, Federal



PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
D5 – Fitzroy / Guildford Streets	Residential	1. Extend the approval period for the Structure Plan.	This Planning Area is zoned Urban Development by LPS9 and is subject to a Structure Plan approved in 2012. This plan proposes a maximum dwelling yield of 340, with linkages into existing development. The Planning Area comprises 5 privately-owned lots that are readily subdividable given proximity to services. The plan was subsequently extended until 2030. The site is zoned Urban Development by LPS9. This requires a structure plan (or equivalent) to be in place to guide subdivision and development. The Structure Plan performs this function currently. It is recommended that the Structure Plan in its current form be extended as necessary.	Medium Term (5-10 years)

PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
D6 – Industrial Investigation Areas	Light Industry or General Industry	1. Investigate opportunities and constraints to industrial expansion. 2. Undertake with partner agencies appropriate planning to support renewal.	There are three separate areas for investigation of possible industrial expansion: 1. Four current rural residential lots on Guildford and Fitzroy Streets; 2. Public open space reserve on Steel Street immediately to the west of the current general industry zone; and 3. Current light industry zone located between Fitzroy Street and Russ Street, west of Derby Highway. Some planning work has been undertaken in the Russ Street light industrial area previously. Parts of this area are marketed as the “Derby Gateway Light Industrial Estate”. Given the need to identify additional industrial land, it is recommended that these three areas are considered together in an opportunities and constraints planning process to identify the highest and best industrial use of each area. The unavailability of reticulated sewer to the industrial areas of Derby will require new lots to utilise on-site effluent disposal. This will limit the types of uses that can be accommodated. Provision of sewer by the State in the long term is considered advantageous to attracting a wider range of industries.	Investigation: Short Term (1-5 years) Partner agency: DPLH Land development Medium Term (5-10 years) Partner agency: DevWA Prospective funding source: State, Federal

PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
D7 – Boab Estate	Residential	1. Review densities to ensure resultant lot sizes address community demand.	The entire Estate has been zoned and densities applied in accordance with the Structure Plan approved in 2009. A total of 46 lots have been created, capable of accommodating 73 dwellings. In all, the Estate can accommodate 320 dwellings, based on the current densities applicable. It is recommended that the densities applied to the site, particularly on grouped dwelling sites, be reviewed in the event that the current densities are not taken up.	Short Term (1-5 years)
D8 – Derby Airport	Airport and transport logistics-related industries	1. Prepare a Master Plan (or similar) for the Derby Airport and surrounding land.	With consolidation of civilian flights to the Derby Airport, there is an opportunity to consider its role in air and transport logistics for the Shire. The airport is located on the outskirts of the town and directly off Derby Highway. This creates a strategic location for air and transport-related activities. As a Shire-owned and operated facility, the opportunity is available for a master planning exercise to identify future needs and possible free land for the development of complementary industrial uses. The Master Plan will need to consider the constraints of the site, including but not limited to tenure, flooding, vegetation and air traffic requirements.	Medium Term (5-10 years)

4.3 Fitzroy Crossing Planning Areas

Table 4.2: Fitzroy Crossing Planning Areas – Planning Directions and Actions

PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
F1 – Forrest Road	Town centre, drainage	1. Consider the planning and development of a town centre area. Consider uses including commercial, civic, cultural/public open space and tourism. 2. Consider drainage needs within and through the precinct.	Fitzroy Crossing currently lacks a defined town centre. The IGA supermarket, post office and Centrelink create a suitable centre point for the town. Other supporting uses should also be considered to bolster the site as the natural town centre, supporting local and visitor needs. Public realm enhancements, including footpaths, seating, and shaded areas, will support activity within the town centre and contribute to a more legible and functional urban structure, responding to the needs of both residents and visitors. The area is zoned Urban Development by LPS9. As with most of the town, drainage and flooding need to be considered. It is noted that any town centre work will not be a priority whilst other projects such as the recreation centre and evacuation/civic centre are delivered.	Long Term or as opportunities arise for support and funding. Partner agencies: DHW, DPLH, DevWA Prospective funding sources: State, Federal



PLANNING AREA	PLANNING DIRECTION	ACTION	RATIONALE	TIMEFRAME
F2 – Fallon Road / Great Northern Highway	Residential, tourism, drainage	1. Consider the planning and development of the Planning Area together with the drainage and land use needs of the town.	This area forms a western extension of the existing residential area focussed on Flynn Drive. The area was identified in the Fitzroy Futures Town Plan 2009 as future residential and tourism. It is zoned Urban Development by LPS9. The proximity to the western entry into town from Great Northern Highway could potentially be a tourism opportunity that needs to be investigated. Drainage and flooding need to be considered..	As opportunities arise for support and funding. Partner agencies: DHW, DPLH, DevWA, DEED Prospective funding sources: State, Federal
F3 – Forrest / Scrivener Roads	Townsite expansion (residential, cultural, light industrial, POS).	1. Consider the planning and development of the Planning Area together with the drainage and land use needs of the town. 2. Consider cultural opportunities and constraints within and surrounding the site as part of the structure planning process.	This area forms a northern extension of the town and links to the southern edge of Junjuwa Settlement. The area is zoned Urban Development by LPS9. The Fitzroy Futures Town Plan 2009 identified a number of uses for this precinct, including residential, light industrial and cultural (significant and protected Indigenous site). The precinct abuts the town airport. This will require consideration of noise. However, it also allows for opportunities to develop airport-related industries and activities. Given the presence of Planning Areas F1 and F2, the development of F3 is considered more long term.	As opportunities arise for support and funding. Partner agencies: DHW, DPLH, DevWA Prospective funding sources: State, Federal

5 STRATEGY AND PLANNING AREA MAPS

Strategy and planning area maps have been prepared to illustrate the planning directions and Planning Areas identified in this Strategy.

The following maps are included:

- Overall Shire Map 1a;
- Derby Map 1b; and
- Fitzroy Crossing Map 1c.

The maps identify existing and future land use and provide spatial guidance for future amendments to Local Planning Scheme No. 9. Planning Area boundaries are based on the information available at the time of preparation of the Strategy. In some cases, it may be appropriate to review these boundaries prior to detailed planning or implementation.

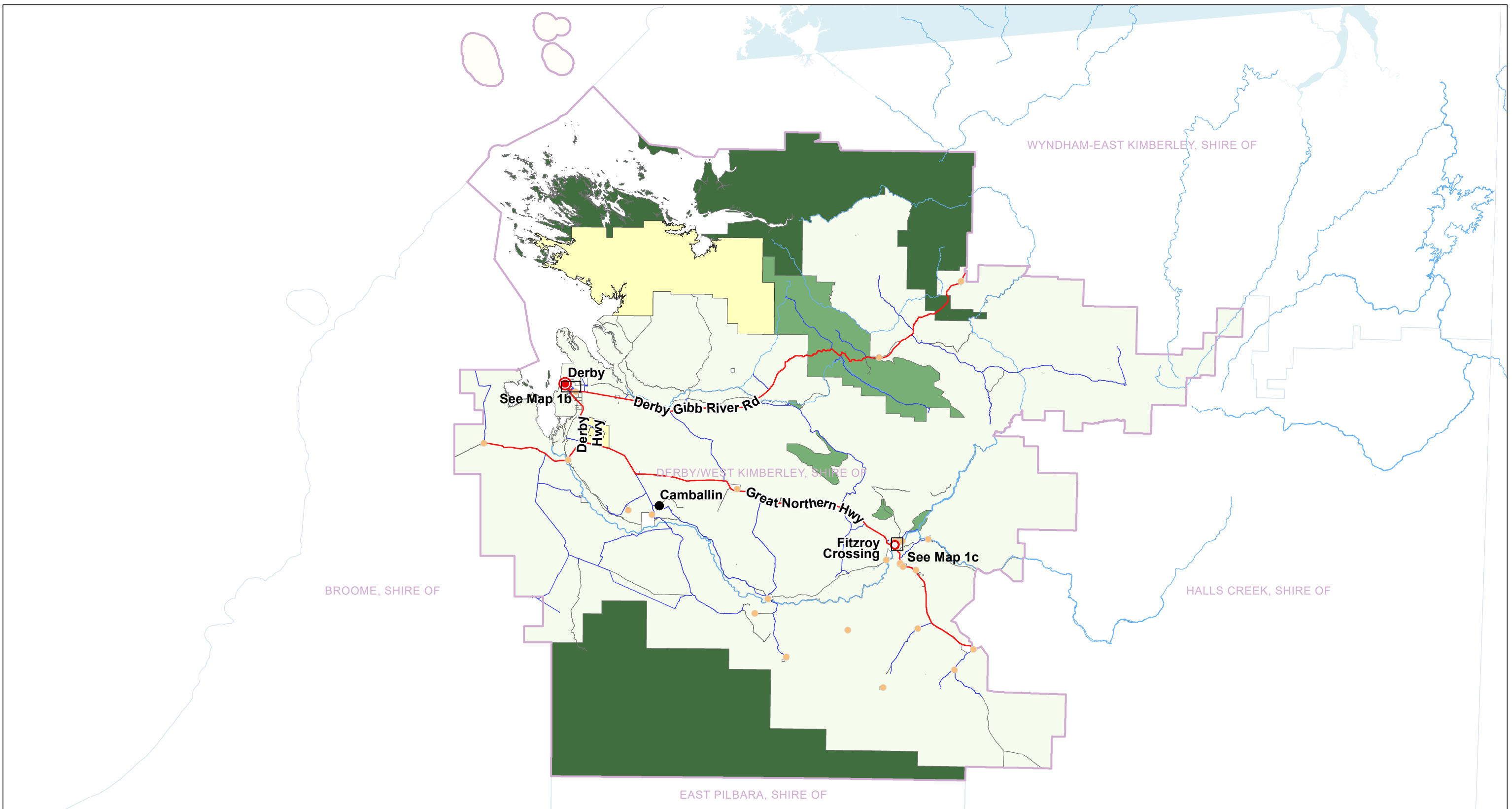
6 IMPLEMENTATION AND REVIEW

Implementation of the actions within this Strategy are intended to occur over a 15-year timeframe. It is envisaged that the Strategy and local planning scheme will be subject to review every 5 years. This will take the form of a “report of review”, as provided by the Planning and Development (Local Planning Schemes) Regulations 2015. The Report of Review will update the status of all actions contained in this Strategy and identify those that are complete, in progress or not commenced. The Report of Review may also recommend amendments to the Strategy to ensure that it remains up to date with the land use planning environment in which the Shire finds itself.

**LOCAL PLANNING STRATEGY
AND PLANNING AREA
MAPS 1A-1C**

APPENDIX 1





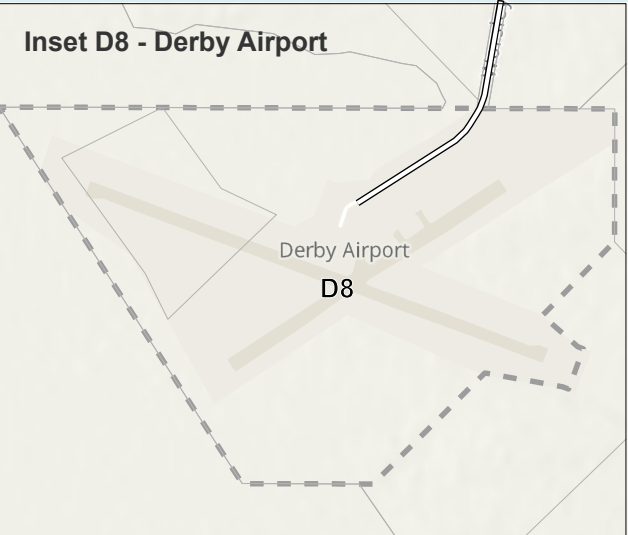
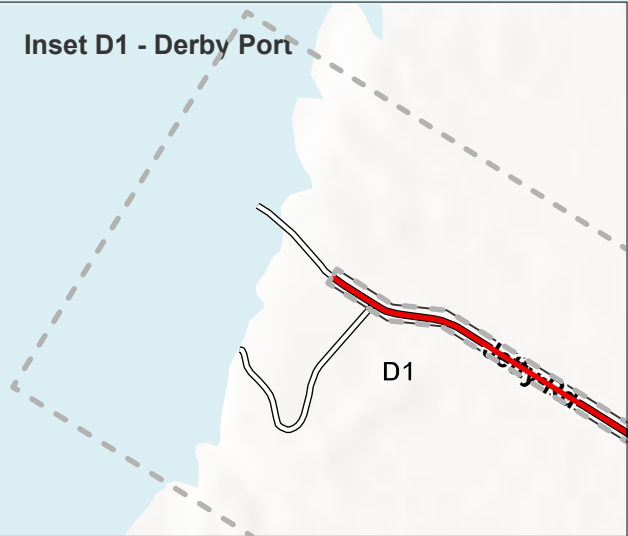
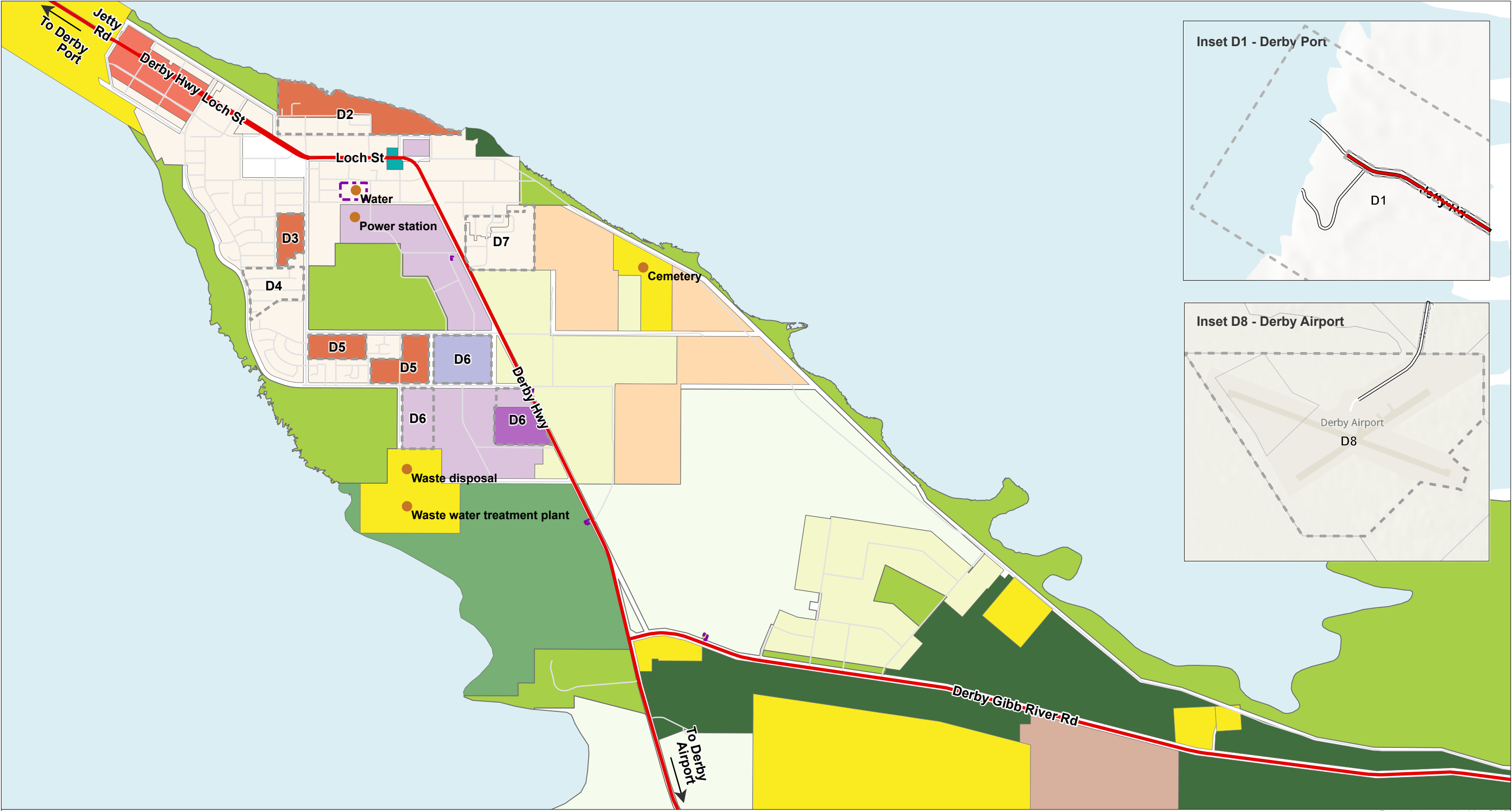
- ⦿ Sub-regional Centre
- Major local Centre
- Local Centre
- Aboriginal Settlement
- Planning Area Boundary

- Local Government Boundary
- Government Services
- Primary Regional Road
- Other Regional Road
- Waterways

- Cultural and natural resource
- Rural
- Environmental Conservation

Base data provided by SLIP





Legend

- Key Town Infrastructure
- Primary Regional Road
- Local Road
- Public Drinking Water Source Area

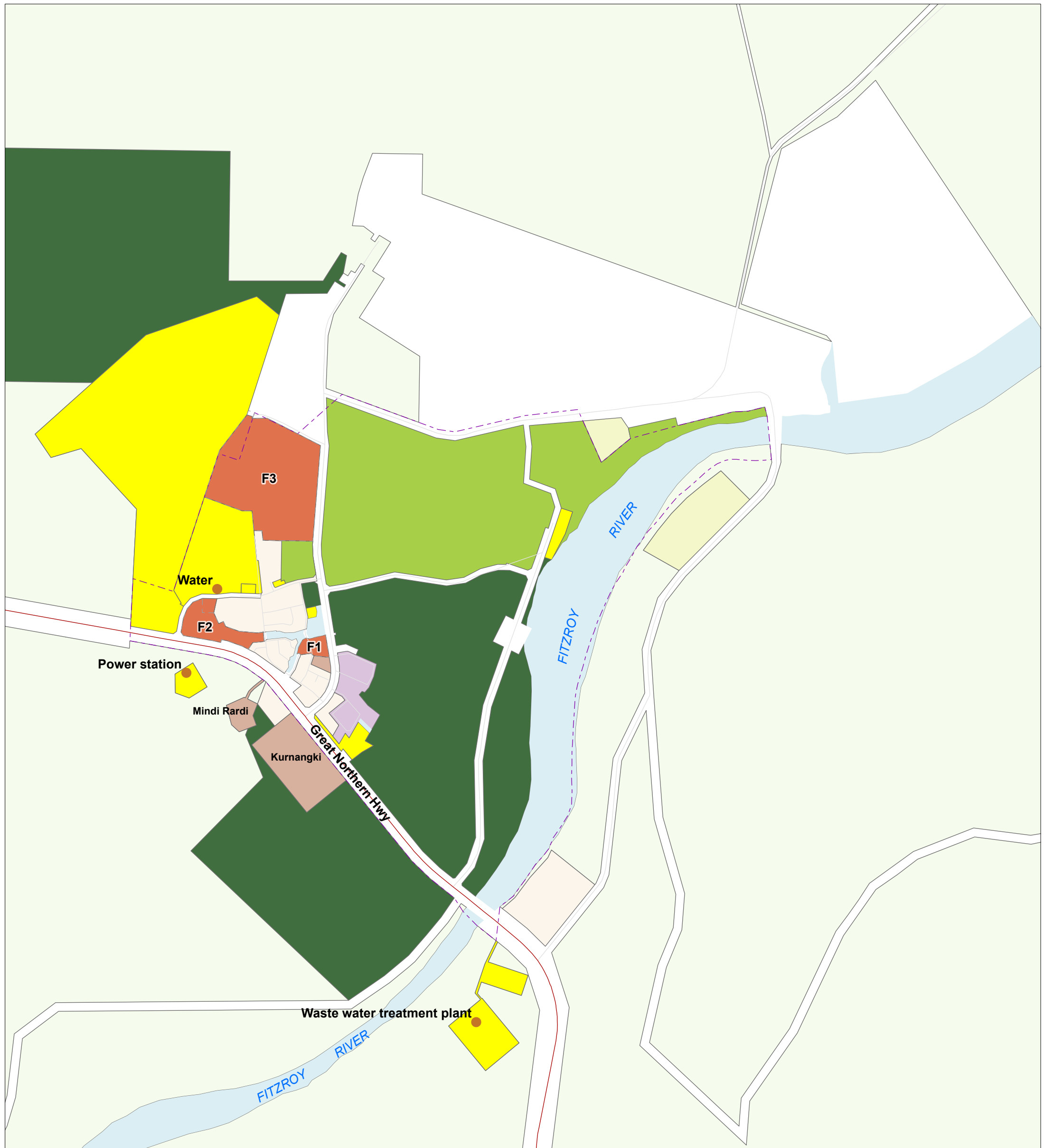
Existing and Future Land Use

- Existing Urban Footprint
- Existing Rural Living Footprint
- Existing Industrial
- Activity Centre - District
- Activity Centre - Neighbourhood
- Future Urban
- Future Rural Residential
- Future Light Industry / Service Commercial
- Future Industrial
- Aboriginal Settlement
- Rural
- Public Open Space
- Environmental Conservation
- Cultural and Natural Resource
- Regional Infrastructure and Public Purposes

Planning Area

- D1 Derby Port
- D2 Panton Street precinct
- D3 Ashley Street
- D4 McGovern Way precinct
- D5 Fitzroy / Guildford Streets precinct
- D6 Industrial investigation areas
- D7 Boab Estate
- D8 Derby Airport

Base data provided by SLIP



Base data provided by SLIP

Legend

- Key Town Infrastructure
- Primary Regional Road
- Local Road
- Public Drinking Water Source Area
- Waterways

Existing and Future Land Use

- Activity Centre - Neighbourhood
- Aboriginal Settlement
- Existing Industrial
- Existing Rural Living Footprint
- Existing Urban Footprint
- Future Urban
- Public Open Space

Planning Area

- F1 Forrest Road
- F2 Fallon Road / Great Northern Highway
- F3 Forrest / Scrivener Roads

- Rural
- Cultural and Natural Resource
- Regional Infrastructure and Public Purposes

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PREPARED FOR SHIRE OF DERBY / WEST KIMBERLEY

MAY 2026

PART 2





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1 INTRODUCTION

1.1 Purpose of Part 2

The purpose of Part 2 is to provide the rationale and evidence base for Part 1. Part 2 provides the relevant background information and analysis which will support the planning directions and actions outlined under Part 1 of the Shire of Derby West Kimberley Local Planning Strategy (the Strategy).

This part provides a summary of the relevant State, regional and local planning contexts and their implications for the LPS. A profile is also included to provide a presentation and analysis of information relating to the demographic profile of the Shire of Derby / West Kimberley and the key planning issues and opportunities influencing future development and land use throughout the Shire.



2 STATE AND REGIONAL PLANNING CONTEXT

2.1 State Planning Strategy 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity. It establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

The Strategy has been prepared to reflect, at a local level, the vision, principles and strategic goals of the State Planning Strategy. Ensuring orderly and proper planning of the Shire of Derby / West Kimberley will allow for sustained growth and prosperity of the Shire and wider region. This is underpinned by the social, environmental and economic infrastructure that is in place and can act as an impetus for future growth.

2.2 State Planning Policies (SPP)

State Planning Policies (SPPs) are prepared under Part 3 of the Planning and Development Act 2005 with SPPs providing the highest level of planning policy control and guidance in Western Australia.

Whilst producing planning documents such as in the preparation of this Local Planning Strategy and during the decision-making process on planning matters Local Governments must have due regard to the SPPs. The following table contains all SPPs that are relevant to the Shire of Derby / West Kimberley.



Table 2.1: State Planning Policy

STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
SPP 1.0 State Planning Framework Policy	SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development.	The Strategy incorporates the aim of the planning framework policy to plan for sustainable land use and development within the Shire. Given the social, economic and environmental context of the Shire of Derby / West Kimberley, identifying sustainable measures for the long-term planning and development of the Shire is a critical element of this Strategy.
SPP 2.0 Environment and Natural Resource Policy	SPP 2.0 sets out the principles and consideration of responsible planning in relation to the environment and natural resource issues. The policy aims to integrate the management of the environment and natural resources into broader land use planning that will protect, conserve and enhance the natural environment, and to promote and assist in the sustainable use and management of natural resources.	The Strategy incorporates the protection of key environmental areas within the Shire of Derby / West Kimberley. This includes but is not limited to coastal and estuarine areas, the hinterlands surrounding the various towns and settlements and areas of high conservation significance.
SPP 2.4 Planning for Basic Raw Materials	SPP 2.4 sets out provisions to ensure that basic raw materials (BRM) and extractive industries matters are considered during planning and development decision making, to facilitate the responsible extraction and use of the State's BRM resources.	The Strategy ensures that the identification and protection of strategic BRM resources is considered when looking at the planning and development of the Shire. The need to protect strategic BRM resources from inappropriate development is reduced in the Shire by the concentration of urban and peri-urban development to a number of contained areas. This leaves the vast remainder of the Shire free from development pressures.
SPP 2.5 Rural Planning	SPP 2.5 provides policy guidance in the protection and preservation of Western Australia's rural land assets. The intent is to protect rural land whilst also encouraging a diversity of rural land uses.	SPP 2.5 provides clear guidelines in relation to the requirements of Local Planning Strategies for the planning of rural land. It is noted that the primary agricultural use of land in the Shire is pastoral leases. There is limited extensive and intensive agriculture due to a range of climatic, locational and tenure factors. However, the Strategy reflects the pastoral use of the majority of the Shire and identifies areas suitable or currently used for rural living and conservation zones.



STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
SPP 2.6 State Coastal Planning	SPP 2.6 provides for the long-term sustainability of Western Australia's coast and is relevant to local governments that contain coastal areas. The policy provides guidance for decision making within the coastal zone including managing development and land use change; establishment of foreshore reserves; and to protect, conserve and enhance coastal values.	SPP 2.6 outlines criteria for development and settlement within the coastal zone. It notes the importance of coastal risk hazard management and adaption planning and its inclusion within the planning framework. The Strategy incorporates the relevant recommendations and findings of the Derby Coastal Hazard Risk Management and Adaptation Plan (CHRMAP), with this also considered as part of the Shire's LPS9. It is noted that no other settlements in the Shire are located in coastal locations.
SPP 2.9 Water	SPP 2.9 integrates water resource considerations into land use planning, requiring water-related matters to be addressed early. The policy supports the protection and management of water resources, including water quality and drinking water supply, and addresses wastewater and stormwater servicing, flood risk, and public health. It also promotes climate-resilient development in response to population growth and land use change.	The Strategy identifies areas subject to water-related constraints, including flooding and proximity to water resources, to inform appropriate land use and development outcomes. It also recognises the need for adequate water supply, wastewater (including sewerage) and stormwater servicing to support future development. Areas affected by these constraints may require specific planning controls or further assessment at the scheme or structure planning stage to ensure development is appropriately serviced and resilient to water-related risks.
SPP 3.0 Urban Growth and Settlements	SPP 3.0 provides principles and considerations to plan for sustainable patterns of urban growth and settlement with suitable land to provide for a variety of housing, employment, recreation and open space. SPP 3.0 aims to manage the growth and development of sustainable and liveable neighbourhoods that responds to the economic needs of the community and suitably coordinates the provision of services and infrastructure whilst also managing rural residential growth in a suitable and sustainable manner.	The Strategy is a key mechanism in the implementation of SPP 3.0 where the key issues and opportunities in relation to the urban areas within the Shire are addressed. In particular, the Strategy identifies issues and opportunities within Derby, Fitzroy Crossing, Camballin and Aboriginal communities located within the Shire.
SPP 3.2 Aboriginal Settlements	SPP 3.2 provides for the recognition of Aboriginal settlements through local planning schemes and strategies and for a collaborative plan for the orderly and coordinated development of Aboriginal settlements. Community Layout Plans are developed under SPP3.2 in consultation with large permanent communities.	Within the Shire, Layout Plans have been endorsed for all communities, with the exception of Loanbun. These plans provide detailed and localised planning for their respective communities. This allows for the Strategy and LPS9 to take a high-level approach to communities. This includes promoting coordination between the main towns and nearby communities where this is beneficial.



STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
SPP 3.4 Natural Hazards and Disasters	SPP 3.4 provides for the planning for natural disasters and to use planning instruments such as the Strategy to minimise their adverse effect on communities, the environment and the economy. SPP 3.4 guides the natural elements that may create hazards such as storms, cyclones, storm surge, coastal erosion, bushfires, landslides and earthquakes.	Within the Shire the key hazards which may be applicable are cyclones, storms and storm surge, flooding, coastal erosion and bushfires. The settlement pattern of the Shire has been established over time to deal with these hazards. However, the Strategy acknowledges the presence of these hazards and identifies strategies necessary to address them.
SPP 3.5 Historic Heritage Conservation	SPP 3.5 provides the principles for the conservation and protection of Western Australia's historic heritage. It seeks to conserve places and areas of historic heritage significance. SPP 3.5 contains development control principles and puts forward considerations for decision makers when assessing application within a heritage place or area.	The Strategy is required to have regard to heritage places and areas. It must attempt to minimise the extent to which land use zoning and any other associated planning controls conflict with the objectives of heritage conservation within the Shire. There are currently 15 places of state heritage significance included on the State Register of Heritage Places, overseen by the Heritage Council of WA. The Shire does not currently have a Local Heritage Survey or Local Heritage List. In addition to post-European settlement heritage, there are 690 registered Aboriginal heritage sites within the Shire. The Shire is preparing a Local Heritage Survey. This will identify places of high local heritage significance and consider any protections necessary to maintain the significance into the future. LPS9 contains provisions for the protection of heritage places through the creation of a Heritage List under the Scheme.
SPP 3.6 Infrastructure Contributions	SPP 3.6 sets out the importance of careful planning and coordination of infrastructure as it is fundamental to the economic and social wellbeing of the community. The policy sets out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas.	Developer contributions are typically found and are most suited in large-scale green fields developments. Development within the Shire is likely to be smaller-scale and take place over a protracted period of time. Developer Contribution Schemes may not be appropriate. However, agreements between the Shire and developers for the provision of infrastructure can still occur as the opportunities arise.
SPP 3.7 Bushfire	SPP 3.7 applies to all land that has been identified as bushfire prone and seeks to implement effective, risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.	The vast majority of the Shire is bushfire prone. However, the main areas of concern to the Strategy are the towns and settlements and their immediate surrounds. The Strategy considers the appropriateness of development in and adjacent to bushfire land at the strategic level. Further consideration will then occur at the structure planning, subdivision and development stages.



STATE PLANNING POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
SPP 4.1 Industrial interface	SPP 4.1 ensures that the impact of industrial land uses is considered at all stages of the planning process. It aims to ensure that adequate buffers are in place between industrial land uses and other sensitive land uses to avoid unacceptable impacts.	Identification of new industrial and light industrial land is a key consideration of the Strategy. The location of this will need to ensure appropriate separation to other land uses, consistent with the objectives of the policy.
SPP 5.4 Road and Rail Noise	SPP 5.4 aims to minimise the adverse impacts of road and rail noise on sensitive land uses and/or development. Land uses fall within a specified trigger distance of strategic and significant road and rail routes.	The Strategy aims to avoid any possible future land-use conflict with noise. This can be done by identifying the location of relevant transport corridors.
SPP 7.0 Design of the Built Environment	SPP 7.0 aims to elevate the importance of high-quality design and outlines 10 principles that are to be adhered to during the design review process for new development.	The Strategy recognises at the strategic level that there are 10 principles that will need to be considered when assessing new development within the Shire. The Strategy acknowledges that good development outcomes can be implemented at the development stage through the local planning scheme and policies.
Planning Codes: Residential Design Codes (R-Codes) Volume 1	Volume 1 of the R-Codes provide comprehensive design provisions for all low (Part B) and medium density (Part C) residential development across Western Australia. Part D also provides provisions for the subdivision of residential land.	The R-Codes apply to all land provided with a density code or otherwise zoned 'residential'. In the case of the Strategy, the Codes apply to residential areas in the main towns. The R-Codes do not apply to the development of housing within settlements or on rural residential land. It is unlikely that the apartment development provisions of Volume 2 of the R-Codes will apply in the Shire. This is due to the relatively low densities likely to be considered.

2.3 Regional Planning Context

Various regional planning instruments are prepared by the WAPC to guide land use and development at the regional and sub-regional level. Regional planning instruments that are relevant to the Shire are outlined in the table below.

Table 2.2: Regional Planning Context

REGIONAL PLANNING INSTRUMENT	REGIONAL PLANNING INSTRUMENT OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
Kimberley Regional Planning and Infrastructure Framework (December 2015)	The Framework provides guidance and on land use, land supply, land development, environmental protection, infrastructure and priorities for the delivery of physical and social infrastructure for the Kimberley Region. The purpose of the Framework is to “...identify regional infrastructure projects for a stronger, more robust economy and community betterment. The Framework identifies a range of strategic initiatives to help achieve comprehensive regional planning whilst having due regard to the region’s natural environment, history and culture.”	The Framework identifies Derby and Fitzroy Crossing as sub-regional centres and consequently, the most prominent settlements in the Shire. The Strategy adds detail to the planning and development of these two major towns, with a greater level of detail than provided by the Framework. The Strategy reflects the general contextual themes of the Framework. Rather than compete with the recommendations of the Framework, the Strategy seeks to localise the regional-level directions indicated.
Dampier Peninsula Planning Strategy (2015)	The DPPS provides a sustainable planning framework and a strategic vision and contextual analysis for the planning of future resource development, including economic development, population growth and cultural heritage. The vision of the DPPS “to develop a future that protects and promotes our culture, our lifestyle and the environment and offers economic opportunities that would improve the quality of life for stakeholders with a direct interest on the Dampier Peninsula.”	The Dampier Peninsula Planning Strategy (DPPS) area includes the western part of the Shire of Derby / West Kimberley. Derby townsite is not included within the DPPS area. The objectives of the DPPS relating to ensuring a coordinated planning framework is in place will be reflected in the Shire’s Local Planning Strategy. However, given the main focus of the DPPS is the greater Dampier Peninsula, the Kimberley Regional Planning and Infrastructure Framework will play a more prominent role than the DPPS in the formation of this Strategy.

2.4 Operational Policies

Operational and development control policies guide the decision-making process in relation to both development and subdivision applications within the Shire. The operational policies considered relevant to the LPS are listed in the Table below.

Table 2.3: WAPC Operational Policies

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
GENERAL POLICIES		
OP 1.1 Subdivision of Land – General Principles	This policy establishes the general principles used by the WAPC in the determination of applications for the subdivision of land within Western Australia. The policy also outlines the basic requirements for the creation of all new lots.	The Strategy indicates areas for potential growth within the Shire and any areas where the Shire may be able to expand to accommodate this potential growth. It recognises that any subdivision of land will need to be in line with OP 1.1.
DCP 1.7 General Road Planning	This policy establishes requirements for land contributions and the construction of various categories of roads and outlines the principles that apply to aspects of the planning and provision of all types of roads. The policy further clarifies the role of roads as service corridors for public utilities.	The Strategy defines areas where there are opportunities for growth within the Shire which will in turn identify deficiencies within the current road network. When considering applications for development and expansion within the Shire, DCP 1.7 will need to be taken into consideration.
OP 1.11 Community Schemes	This policy sets out the general principles and basic requirements for the creation of community titles under the Community Titles Act 2018.	The advent of community titles may provide future flexibility in the land tenure of development in the Shire. The Strategy does not need to make any special measures to control community titles, as this will be managed by LPS9 and the Community Titles Act and Regulations.
RESIDENTIAL POLICIES		
OP 2.2 Residential Subdivision	This policy sets of the WAPC requirements for landowners intending to subdivide residential land. The policy assists in the creation of a diversity of lot and housing types throughout the State.	The Strategy shows areas for the growth of the Shire including the recognition of specific areas of potential expansion. The Strategy recognises that any subdivision of residential land will need to address DCP 2.2.
DCP 2.6 Residential Road Planning	This policy sets out the requirements for the planning and design of roads in residential areas and provides guidelines in relation to the design and layout of residential roads.	Any further subdivision of land shown by the Strategy will need to follow the guidelines outlined under DCP 2.6.

POLICY	POLICY OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
RURAL POLICIES		
DCP 3.4 Subdivision of Rural Land	This policy guides the subdivision of rural land to achieve the key objectives outlined under SPP 2.5 Rural Planning. The policy clarifies that rural living development is to be considered as a residential land use and not a rural use and therefore this policy does not apply to rural living proposals or subdivision.	The Strategy recognises the importance of agricultural (in particular pastoral) land within the Shire and its importance to the Shire's economy. The Strategy reflects that the vast bulk of rural-zoned land in the Shire is subject to pastoral lease rather than freehold parcels and therefore has very limited subdivision ability. Land for rural living will be identified in the Strategy and will address the various requirements for this type of development.
INDUSTRIAL AND COMMERCIAL POLICIES		
DCP 4.1 Industrial Subdivision	This policy provides guidance on matters in relation to industrial subdivision throughout the State. The matters to be considered outlined under the policy include the design and shape of lots, road layout, servicing and open space requirements.	The Strategy considers possible new areas for industrial land within the Shire to support future growth in employment and the economy. Any future proposed subdivision of these identified areas must comply with the requirements outlined under DCP 4.1.

2.5 Position Statements and Guidelines

Position Statements are prepared by the WAPC to set out the policy position or advice of the WAPC with respect to a particular manner or planning practice. Guidelines are prepared by the WAPC alongside policy that provides detailed guidance on the application of policies. The position statement or guidelines of the WAPC that are considered relevant are included in the table below.

Table 2.4: Position Statements and Guidelines

POSITION STATEMENT/ GUIDELINES	OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
Residential Accommodation for Ageing Persons	The position statement outlines the WAPC requirements to support the provision of residential aged care within the local planning framework in Western Australia. The statement recognises that within WA the population is ageing, and that land use needs to respond to supply residential accommodation to this ageing population and associated community services that need to be planned for.	The median age within the Shire is 31.6 years which is significantly below the state median of 38.3 years. The proportion of the Shire population aged 60 and over is 13.1%, which is significantly lower than the proportion of the total state population of 21.7%. These statistics point to the need for aged accommodation not being of the same importance when compared to other parts of the State. The Strategy ensures that sufficient land is available on zoned land to allow for accommodation projects to be considered, if required.



POSITION STATEMENT/ GUIDELINES	OVERVIEW	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
Renewable energy facilities	This position statement outlines assessment measures for achieving sound development of renewable energy facilities. It ensures facilities are only approved in areas that minimise potential impact on the environment, natural landscape and urban areas while maximising energy production returns and operational efficiency.	The Strategy recognises the growing importance of renewable energy generation into the future. The Shire's large land area and proximity to the south Asian energy market may see large scale renewable energy investment in the future. The introduction of renewable energy within the Shire, including within Aboriginal communities can serve as a catalyst for greater energy security and reliability within the Shire and is recognised within the Strategy.
Workforce accommodation	The position statement relates to workforce accommodation and outlines the development requirements and provides guidance to local governments on the role of the local planning frameworks in the planning and development of workforce accommodation.	The Strategy identifies the need for flexibility in the planning framework to allow the Shire to take advantage of the opportunities workforce accommodation may from time to time provide. The Strategy encourages workforce accommodation to be located close to existing towns and services to provide maximum amenity and benefit to both occupants and the community.
Planning for Tourism and Short-term Rental Accommodation (Planning Statement and Guidelines)	This position statement and guidelines is to guide the appropriate location and management of tourism land uses through the planning framework. The statement notes that Western Australia's many natural and manufactured features and attractions provide substantial opportunities for tourism, which is a significant contributor to State and local economies, particularly in regional areas.	The Strategy recognises the role of tourism to providing a diverse economic base for the Shire. Ensuring the planning framework is flexible enough to cater for tourism-related development will be a focus of the Strategy.
Public Open Space	The position statement provides guidance regarding the provision and contribution of public open space. The statement recognises the importance of ensuring public open space is appropriately located, distributed, and designed to meet the needs of the community.	The strategy recognises the importance of providing public open space in a manner that responds to projected population growth of The Shire. The strategy encourages public open space that is accessible and safe for the community. In addition, provision of new POS and opportunities to upgrade existing open space will be identified.

3 LOCAL PLANNING CONTEXT

3.1 Strategic Community Plan

The Shire of Derby / West Kimberley Strategic Community Plan was adopted in 2020. The key themes and outcomes which are relevant to land use planning are outlined in the table below.

Table 3.1: Strategic Community Plan

THEME	OUTCOMES	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
Community	– Create a more positive outlook for our towns and communities. – Create a community that promotes and provides access to a healthy and active lifestyle leading to physical, social, emotional and cultural wellbeing. – Create a community where we feel safe. – Create a sense of belonging and a community that celebrates our diverse history and cultures. – Provide opportunities for our young people to grow and develop, and to become leaders within the community. – Offer our people and families access to the services and activities that will keep them in our community and attract others to come. – Provide services and activities that people and families would expect and be entitled to regardless of where they live.	The Strategy supports the community strategic plan by facilitating quality and diverse planning outcomes within the Shire and the main settlements as well as the numerous Aboriginal communities and more than 40 pastoral stations spread throughout the Shire's boundaries. It considers new areas of growth within the Shire with increased diversity to increase investment.
Our Economy	– Promote a district that is 'open for business', and renowned for being practical and having. – A local experienced workforce. – Reliable communications and information technology. – Ease of access via road, air and water. – Availability of locally based services and goods. – Be recognised as a strong supporter of local business and industry, and lead the way in local business and industry, and lead the way in local procurement practices and outcomes. – Be recognised as a district that promotes and supports entrepreneurialism, business development and growth.	The Strategy supports the growth of the economy within the Shire by investigating areas for further development not just in terms of residential use but also in tourism opportunities and to refresh and increase diversity within the town centre. It recognises the capacity for new development and increases in diversification and sustainability within the Shire including in areas such as: – Mining and industry – Agriculture, pastoralism and horticulture – The Fitzroy River Catchment – Tourism opportunities.

Our Environment	- Have an environmentally sustainable community where renewable energies are encouraged and used, and waste is minimised. - Give our community and visitors easy access to our natural environment, and treat it with the greatest respect. - Retain the unique character of our communities in our built environment without compromising safety and comfort. - Give our community affordable and accessible access to places and spaces across our district.	The Strategy provides for the protection of the environment within the Shire which encompasses seven national parks, two nature reserves and 690 registered aboriginal sites and other natural landforms within the Shire. Other areas of the natural environment located within the Shire include: - The Buccaneer Archipelago, which includes the horizontal falls and the significant tidal movements that occur in the Shire; - Gibb River Road, the Fitzroy River and many gorges; - Mimbi Caves; - Tunnel Creek; and - The marshlands of Derby.
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3.2 Previous Local Planning Strategy

The previous Local Planning Strategy for the Shire was endorsed by the WAPC in April 2013. This new Strategy is intended to replace the 2013 version as the primary strategic land use planning instrument for the Shire. The new Strategy is based on the current planning framework, which has substantially changed since endorsement of the 2013 Strategy.

A full review of the actions included in the 2013 Strategy has been undertaken as part of the preparation of this replacement Strategy. Many of the actions reflected the issues, challenges and opportunities the Shire faced at the time of preparation. These have either continued into the current day or are replaced by new issues, challenges and opportunities. Core issues such as industrial land supply, quality/suitability of housing and access to economic opportunities remain relevant today and have been carried over.

3.3 Local Planning Scheme

At the time of preparation of this Strategy, the operational local planning scheme in the Shire of Derby / West Kimberley was Local Planning Scheme No.9 gazetted on 5 December 2024. The Scheme implements relevant actions from the 2013 Strategy, as well as contemporises the land use controls in the Shire.

3.4 Local Planning Policies

Local planning policies provide an instrument for guiding decision-makers in the consideration of matters relating to the planning and development of a local planning area. Local planning policies can be prepared by the Shire in accordance with Division 2 of Schedule 2 of the Regulations. The intention of local planning policies is to where relevant, supplement the provisions of the local planning scheme and any applicable precinct structure plans.

An overview of the Shire's local planning policies that relate to LPS9 are provided in the Table below:

Table 3.2: Local Planning Policies

NAME OF PLANNING POLICY	DATE OF ADOPTION/ LAST AMENDMENT	PURPOSE OF LOCAL PLANNING POLICY	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
TP1 Light Industrial Area Caretakers Residence	August 1997	To provide security to landholders and avail the owner the option of living on the property whilst establishing their business.	A review of the policy is recommended in the light of the Strategy and taking into account the level of take up of caretaker's dwellings in the Shire.
TP2 Radio Masts	June 2023	To minimise the visual impact of radio masts.	The policy was recently reviewed and it is unlikely that it will need to be updated as a result of the updated Strategy.
TP4 Town Centre Development Policy	March 2023	The objective of the policy is to facilitate the development of mixed uses within the town centre zone whilst also recognising the economic viability and protection of amenity for the various land uses.	The policy was recently reviewed and it is unlikely that it will need to be updated as a result of the updated Strategy.
TP5 Transportable / Relocated Dwellings	June 2023	This policy applies to applications for planning consent for residential development. The policy provides for the opportunity for transportable and relocated dwellings to be utilised as a reduced housing cost option on appropriate locations.	The policy was recently reviewed and it is unlikely that it will need to be updated as a result of the updated Strategy.

3.5 Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land.

There are a number of “development guide plans” prepared prior to the current Regulations. These are considered structure plans for the purposes of the Regulations. These structure plans relate to the Derby townsite and are outlined in the table below:

Table 3.3: Structure Plans

NAME	WAPC ADOPTION	PURPOSE	LOCAL PLANNING STRATEGY IMPLICATIONS AND RESPONSES
Lots 22 & 23 Fitzroy Street and Lots 3, 4 & 6 Guildford Street, Derby	23 March 2012 (Expires 19 October 2030)	To guide subdivision of the site, including the provision of residential lots at R12.5, R20 and R40 density with a maximum yield of 340 dwellings. To identify public open space and roadway requirements, including connections to adjoining existing and proposed residential developments.	No subdivision and development have taken place. This area is zoned Urban Development by LPS9. The structure plan remains current over the site and can inform future subdivision. The Strategy identifies the area and notes its status and lot yield.
Lot 1415 Alfonsas Street, Derby	26 April 2012 (Expires 19 October 2030)	To guide subdivision of the site, including the provision of residential lots at R20, R30 and R40 density with a maximum yield of 100 dwellings. To identify public open space and roadway requirements, as well as sites for day care and womens’ shelter uses.	No subdivision and development have taken place. This area is zoned Urban Development by LPS9. The structure plan remains current over the site and can inform future subdivision. The Strategy identifies the area and notes its status and lot yield.
Lot 2 Derby Highway and Lots 2 and 3 Maxted Street, Derby	29 October 2008 (Expires 19 October 2030)	To guide rural residential subdivision of the site with lots ranging in size from 1.07ha to 2.45ha and a total yield of 12 lots.	Three lots have been created fronting Fitzroy Street. The area is zoned Rural Residential by LPS9. The structure plan remains current over the site and can inform future subdivision. The Strategy identifies the area and notes its status and lot yield.

4 LOCAL GOVERNMENT PROFILE

4.1 Demographic Profile and Population Forecast

4.1.1 Demographic Overview

The demographic profile of the Shire is used as the basis to inform future planning decisions in areas such as housing and housing types, infrastructure, transport, community and community services, open space and the local economy. The tables and charts below outline the demographic profile and population distribution across the settlement areas that are located within the Shire.

Table 4.1: Population Distribution – Shire of Derby West Kimberley

SHIRE	POPULATION (2016 CENSUS)	POPULATION (2021 CENSUS)
Derby – West Kimberley	7730	7075

Table 4.2: Population Distribution - Settlements

SETTLEMENT	POPULATION (2016 CENSUS)	POPULATION (2021 CENSUS)
Derby	3325	3222
Fitzroy Crossing	1141	1181

The following table below represents the key demographic statistics and characteristics for the towns of Derby, Fitzroy Crossing and the total Shire. The statistics for the state have been provided as a benchmark comparison.

Table 4.3: 2021 Demographic Snapshot

	DERBY	FITZROY CROSSING	TOTAL SHIRE	WESTERN AUSTRALIA
AGE				
Children 0-14 yrs	18.6%	15.1%	19.0%	19.0%
Teens/Young Adults 15-24	10.0%	10.9%	12.3%	11.7%
Adults 25-34 yrs	15.0%	17.0%	16.7%	14.0%
Adults 35-44 yrs	11.3%	13.2%	13.0%	14.3%
Adults 45-64 yrs	27.9%	30.1%	26.2%	24.9%
Older Adults 65+ yrs	17.2%	13.8%	12.6%	16.2%
Average Age	35	33	32	38



	DERBY	FITZROY CROSSING	TOTAL SHIRE	WESTERN AUSTRALIA
FAMILY COMPOSITION				
Couples without children	41.1%	31.1%	31.6%	38.8%
Families with children	34.3%	35.6%	37.0%	44.6%
One parent family	21.9%	28.8%	26.2%	15.1%
Other Family	3.2%	6.8%	4.8%	1.6%
Average number of people per household	2.5	2.6	2.9	2.5
Single person households	35.0%	34.2%	30.0%	25.4%
Households with 6 or more residents	7.8%	7.1%	11.3%	2.9%

DWELLINGS				
Occupied	72.5%	84.9%	78.8%	89.1%
Unoccupied	27.5%	15.1%	21.2%	10.9%
Separate House	85.9%	81.3%	88.0%	79.7%
Semi-detached, row or terrace house, townhouse etc	9.4%	14.4%	7.4%	13.1%
Flat/Apartment	0%	0%	0.2%	6.5%
Other dwelling	3.0%	2.5%	4.3%	0.6%
Owned outright	16.7%	2.8%	9.5%	29.2%
Owned with a mortgage	14.4%	0%	7.3%	40.0%
Rented	60.8%	81.3%	72.3%	27.3%
Other Tenure Type (Rent-free, life tenure, etc)	4.4%	15.3%	7.6%	2.1%
Median monthly mortgage repayment	\$1,638	-	\$1,629	\$1,842
Median weekly rent	\$180	\$100	\$100	\$340
Same address as 5 years ago	35.9%	50.0%	49.0%	54.3%

EMPLOYMENT				
Unemployment rate	5.0%	6.4%	6.1%	5.1%
Employed Full-Time	33.9%	36.5%	27.0%	39.2%
Employed Part-Time	8.6%	10.7%	8.4%	22.0%
Not in the labour force	30.0%	42.8%	47.2%	32.0%
Labour status not stated	27.5%	10.0%	17.5%	6.8%



	DERBY	FITZROY CROSSING	TOTAL SHIRE	WESTERN AUSTRALIA
INDUSTRY OF EMPLOYMENT				
Community and Personal Service Workers	23.2%	22.7%	21.7%	11.8%
Professional	22.7%	26.8%	10.1%	22.0%
Clerical and Administrative Workers	12.8%	10.8%	10.7%	12.1%
Managers	11.0%	13.4%	11.8%	12.3%
Technicians and Trade Workers	10.0%	10.3%	10.1%	15.3%
Labourers	8.8%	2.8%	10.3%	9.4%
Machinery Operators and Drivers	4.7%	2.6%	4.7%	7.8%
Sales Workers	4.7%	4.8%	4.1%	7.8%

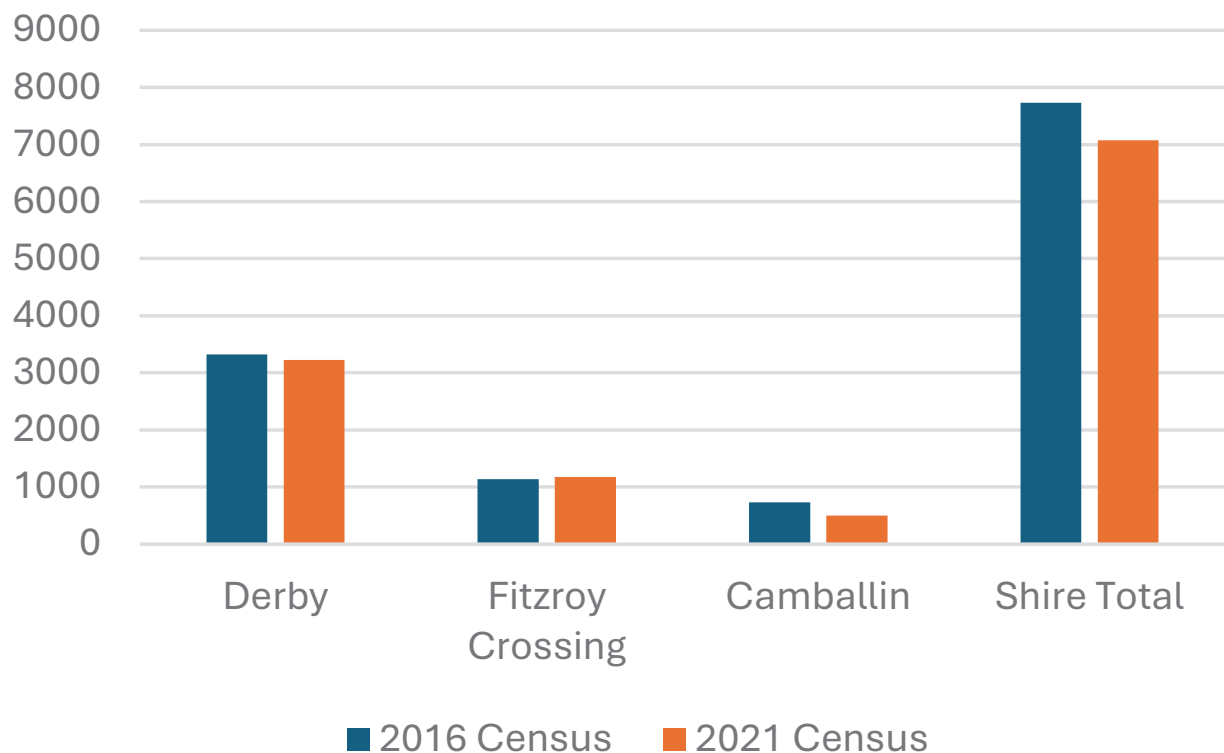
INCOME				
Median weekly personal income	\$843	\$600	\$459	\$848
Median weekly family income	\$1,942	\$1,183	\$1,032	\$2,214
Median weekly household income	\$1,712	\$1,528	\$1,325	\$1,815

CULTURAL DIVERSITY				
Australian Aboriginal	34.3%	59.7%	56.6%	3.0%
Non-Indigenous Australian	18.8%	13.7%	12.9%	29.7%
English	16.9%	12.7%	11.6%	37.6%
Irish	5.9%	3.1%	3.9%	8.8%
Scottish	5.1%	2.7%	3.5%	8.7%

4.1.2 Population

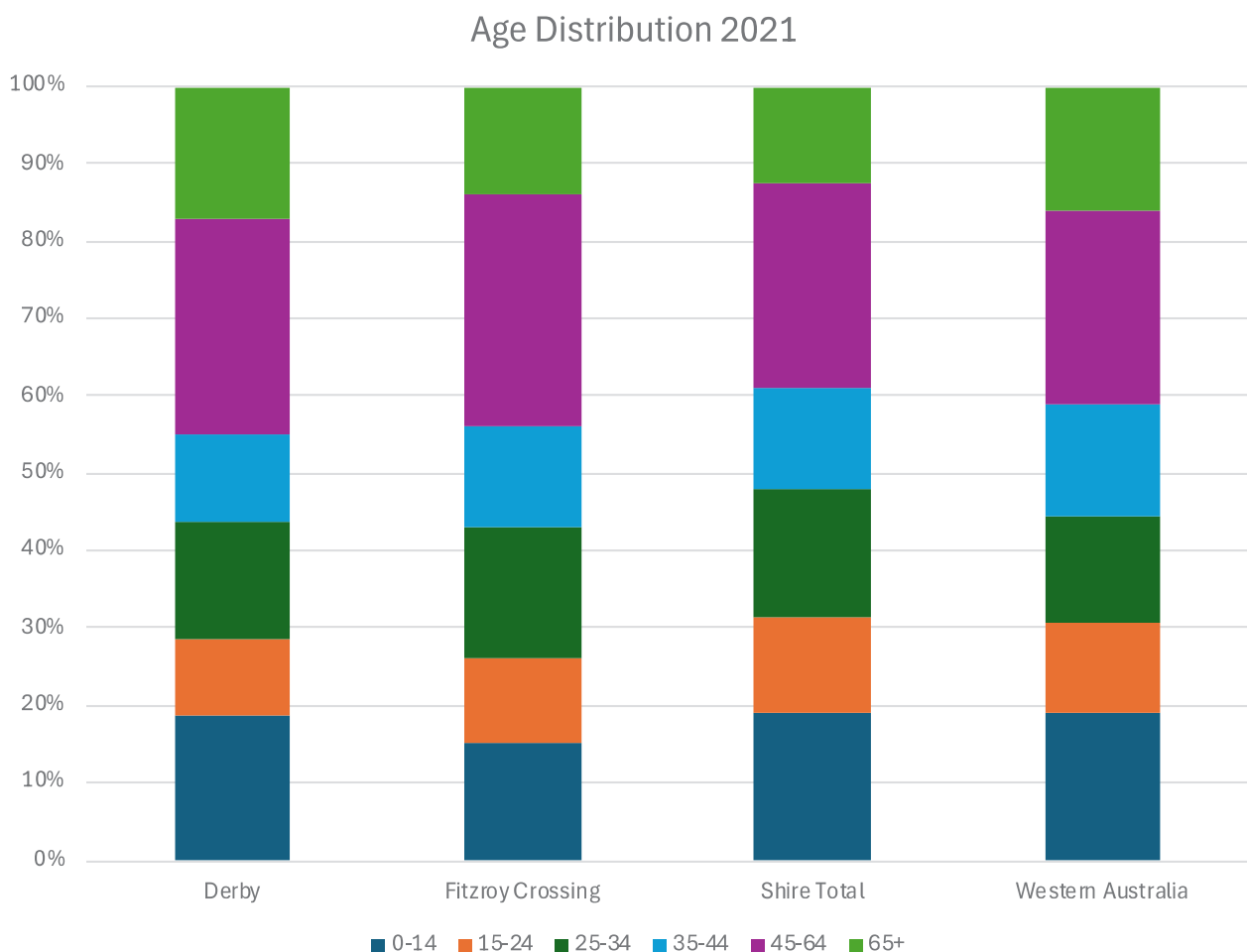
The population demographics of the whole of the Shire of Derby / West Kimberley indicate that the population is declining. However, the three townsites of Derby and Fitzroy Crossing have remained fairly steady from 2016 to 2021, with Camballin declining by around 30%. Due to the remoteness of the Shire and the level of mobility between various settlements, collection of accurate data can be challenging. Given this, decisions relating to planning and infrastructure must not to rely solely on census and other statistics to obtain an accurate snapshot of the population of the Shire.

Figure 4-1: Population Distribution 2016 & 2021



The age distribution profile of Derby and Fitzroy Crossing differs from that for the entire State. Whilst the proportion of children 0-14 is similar, there are comparatively fewer people aged 15-19. There are also comparatively more people aged 20-39. The figure below illustrates the age profiles for the two main towns and for the state.

Figure 4-2: Age Distribution 2021, Derby and Fitzroy Crossing



4.1.3 Population Forecast

The population forecasts that are relevant to the timeframe of the local planning strategy are required as they support the identification of the number of new dwellings that will be required for supporting the projected future population. This will in turn help identify the extent that land use changes will need to occur to support population growth.

Population projections prepared by the Department of Planning, Lands and Heritage for the Shire of Derby–West Kimberley have been updated through WA Tomorrow Population Report No.12 (April 2025), which provides medium-term forecasts to 2036. These projections replace earlier forecasts contained in Population Report No.11.

The following table outlines the Lower, Central and Upper projection scenarios for the Shire. For the purposes of this Strategy, the Central projection has been adopted as the most likely growth scenario, based on current trends and demographic conditions.

Table 4.4: Population projections for the Shire of Derby / West Kimberley (WA Tomorrow Population Report No.12 (April 2025)).

PROJECTION	2021	2026	2031	2036
Lower	8,415	8,015	7,715	7,335
Central	8,415	8,535	8,625	8,675
Upper	8,415	9,055	9,535	10,015

The Strategy adopts central population projections, whilst noting that sufficient land is identified for development to accommodate a higher rate of growth, should this occur.

4.1.4 Dwelling Yield Analysis

4.1.4.1 Dwelling Yield Analysis

The following table identifies the estimated number of additional dwellings required to accommodate projected population growth under the WA Tomorrow Population Report No.12 Central projection to 2036. The projection assumes Derby and Fitzroy Crossing will continue to accommodate the same proportion of the Shire's 2021 population.

Table 4.5: Dwelling Yield Calculations 2021-2036

NUMBER OF ADDITIONAL DWELLINGS (CUMULATIVE COUNT FROM 2021)			
HOUSEHOLD SIZE	2026	2031	2036
2.3 persons	52	91	113
2.5 persons	48	84	104
2.7 persons	44	78	96
2.9 persons	41	72	90
3.1 persons	39	68	84

The current Shire average household size is 2.9 persons per dwelling. On this basis, approximately 90 additional dwellings are projected to be required by 2036, increasing to approximately 104 dwellings where household size reduces to 2.5 persons per dwelling. These figures represent additional dwellings required for population growth and do not include any allowance for replacement of existing housing stock.

The 2021 Census indicated that the Shire contains approximately 2,336 dwelling, of which 78.8% are occupied and 21.0% are unoccupied. While this suggests some capacity within the existing housing stock, not all unoccupied dwellings are assumed to be available to accommodate future demand due to factors such as seasonal occupancy, housing condition or tenure constraints.

Having regard to both projected growth and existing vacancy levels, an indicative projection of future dwelling occupancy has been prepared.

Table 4.6: Indicative Dwelling Occupancy

DWELLING OCCUPANCY PROJECTION				
YEAR	TOTAL DWELLINGS	OCCUPIED DWELLINGS	UNOCCUPIED DWELLINGS	VACANCY RATE
2021	2,336	1,844	492	21%
2026	2,426	2,062	364	15%

The projection indicates that the number of occupied dwellings is expected to increase in line with population growth, while a reduced proportion of dwellings are likely to remain unoccupied. The vacancy rate has been assumed to decrease overtime from the 2021 Census, noting that actual levels may vary over time.

Applying the existing settlement pattern observed in the 2021 Census, the additional dwellings required to 2036 are anticipated to be distributed across the Shire as follows.

Table 4.7: Distribution of new dwellings in 2036

	NEW DWELLINGS @ 2036	
	2.9 PERSONS/ DWELLING	2.5 PERSONS/ DWELLING
Derby	42	48
Fitzroy Crossing	16	18
Rest of Shire	32	38

4.1.4.2 Land Capacity Analysis

The Department of Planning, Lands and Heritage (DPLH) has produced a land capacity analysis of the Shire as part of its Kimberley Region Land Capacity Analysis, released in November 2020. The analysis has informed the preparation of the Strategy. The analysis is based on current zonings and land identified in strategies and other documents informing subdivision.

The Strategy adopts household sizes of 2.5 and 2.9 persons, with a total of 90-104 additional dwellings required throughout the Shire to accommodate the projected population growth. These figures are over and above any replacement of existing housing stock.

Development Status of Land – Derby

The table below provides an overview of the development status of land in Derby in 2020. It is noted that the analysis is based on land zoned under Local Planning Scheme No. 9 (LPS9), which was gazetted in December 2024.

Table 4.8: Development Status of Land – Derby (DPLH 2020)

DESIGNATION	TOTAL	DEVELOPED	CAPABLE OF SUBSTANTIAL FURTHER DEVELOPMENT	DWELLINGS POSSIBLE	
Residential (zoned)	130ha	102ha	28ha	184 @R10	367 @R20
<i>Future Residential (requires zoning)</i>	<i>47ha</i>	<i>0ha</i>	<i>47ha</i>	<i>306 @R10</i>	<i>611 @R20</i>
Rural Residential (zoned)	739ha	475ha	264ha	198 @1ha	99 @2ha
<i>Future Rural Residential (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	<i>0</i>	<i>0</i>
Rural Smallholdings (zoned)	0ha	0ha	0ha	0	0
<i>Future Rural Smallholdings (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	<i>0</i>	<i>0</i>
Commercial (zoned)	38ha	35ha	3ha	-	-
<i>Future Commercial (requires zoning)</i>	<i>3ha</i>	<i>0ha</i>	<i>3ha</i>	-	-
Tourism (zoned)	55ha	20ha	34ha	-	-
<i>Future Tourism (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	-	-
Industrial (zoned)	93ha	56ha	36ha	-	-
<i>Future Industrial (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	-	-

Derby currently has suitably zoned land for short-medium term development for residential, rural residential, commercial, tourism, industrial. However, this capacity is affected in some cases by tenure and other constraints preventing immediate release of the land. This is particularly the case for industrial land, where crown land and native title processes are required.

Assuming an average lot area of 1,000m² per dwelling (R10), there is sufficient zoned residential land to accommodate 184 new dwellings. This increases to 367 should the average density increase to R20 (450m² per dwelling). There is also sufficient zoned Rural Residential land to accommodate 198 1ha lots and dwellings or 99 2ha lots and dwellings.

The availability of suitably zoned, serviced and tenured land for commercial and industrial uses is restricted notwithstanding there being land zoned for these uses. De-constraining land will be required in order to allow the potential to be unlocked.

Development Status of Land – Fitzroy Crossing

The table below provides an overview of the development status of land in Fitzroy Crossing. It is noted that the analysis is based on land zoned under Local Planning Scheme No. 9 (LPS9).

Table 4.9: Development Status of Land – Fitzroy Crossing (DPLH 2020)

DESIGNATION	TOTAL	DEVELOPED	CAPABLE OF SUBSTANTIAL FURTHER DEVELOPMENT	DWELLINGS POSSIBLE	
Residential (zoned)	12ha	12ha	0ha	0	0
<i>Future Residential (requires zoning)</i>	<i>59ha</i>	<i>0ha</i>	<i>59ha</i>	<i>384 @R10</i>	<i>767 @R20</i>
Rural Residential (zoned)	6ha	6ha	0ha	0	0
<i>Future Rural Residential (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	<i>0</i>	<i>0</i>
Rural Smallholdings (zoned)	22ha	22ha	0ha	0	0
<i>Future Rural Smallholdings (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	<i>0</i>	<i>0</i>
Commercial (zoned)	2ha	2ha	0ha	-	-
<i>Future Commercial (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	<i>-</i>	<i>-</i>
Tourism (zoned)	21ha	21ha	0ha	-	-
<i>Future Tourism (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	<i>-</i>	<i>-</i>
Industrial (zoned)	9ha	9ha	0ha	-	-
<i>Future Industrial (requires zoning)</i>	<i>0ha</i>	<i>0ha</i>	<i>0ha</i>	<i>-</i>	<i>-</i>

Fitzroy Crossing is currently informed by the Fitzroy Futures Town Plan of 2009 and the Rural Townsite and Urban Development zones in LPS9. This plan identifies land to the west of Forrest Road for future residential, whilst individual community layout plans for the surrounding settlements also provide for residential growth. No provision at this time has been made for other land use types. A major consideration when identifying land for development will be the impact of flooding and need for non-residential land uses.

There is adequate land identified for development in Derby, Fitzroy Crossing and some community layout plans to accommodate the projected number of additional dwellings.

The key action for the Strategy in relation to land capacity is to direct development to areas already zoned or otherwise incorporated into structure plans, or similar (Urban Development Zone). Identification of “new” land for future development will be avoided.

The Strategy recommends as an action the review of the Fitzroy Futures Town Plan by DPLH so that a contemporary guiding document is in place to direct development of Fitzroy Crossing.

4.2 Community, Urban Growth and Settlement

4.2.1 Housing

4.2.1.1 Infill and Housing Investigations

During preparation of this Strategy, a separate body of work was being undertaken investigating housing supply and demand in Derby and Fitzroy Crossing. The Infill and Housing Investigations for Derby and Fitzroy Crossing Townsites were not completed by the time the Strategy was prepared. However, draft findings for Derby were made available and have been considered. This work is being prepared for the Shire of Derby / West Kimberley by consultants RFF and should be referred to for more information and detail on dwelling demand.

For Derby, housing demand was identified as follows (RFF 2024):

- Replacement of 143 sub-standard “fibro” dwellings with more appropriate and sustainable housing;
- Construction of 176 new public housing dwellings to accommodate the current public housing waiting list (assuming 2.5 persons per dwelling); and
- Construction of 15 dwellings to attract and retain staff for the Shire of Derby / West Kimberley.

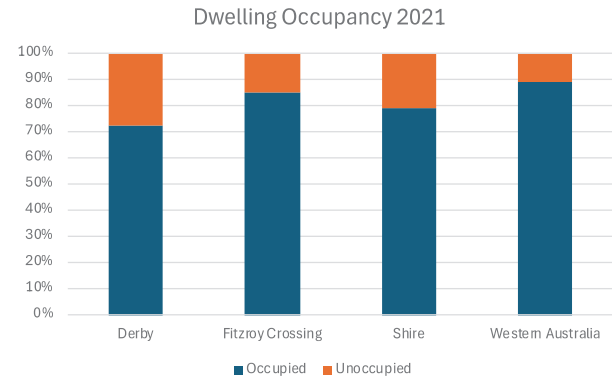
The demand for housing associated with other service providers and the government was not quantified at the time of preparation of the Strategy.

There is currently a private market failure in the production of new housing in the Shire of Derby / West Kimberley. The isolation and market challenges of the Shire leads to a lack of private investment. This is partially made up for by State and Federal government investment through a number of programs, particularly through the Department of Communities.

4.2.1.2 Housing Occupancy

There is a comparatively higher rate of unoccupied homes in the Shire compared to the state average. This is particularly prevalent in Derby where the vacancy rate is 27.4%, compared to 10.9% for the state. The higher rate may be attributed to the amount of housing in poor or delapidated condition in parts of Derby that is currently not fit for purpose. The figure below shows the proportions of housing that is occupied or unoccupied for Derby, Fitzroy Crossing and the state.

Figure 4-3: Dwelling Occupancy 2021, Derby and Fitzroy Crossing

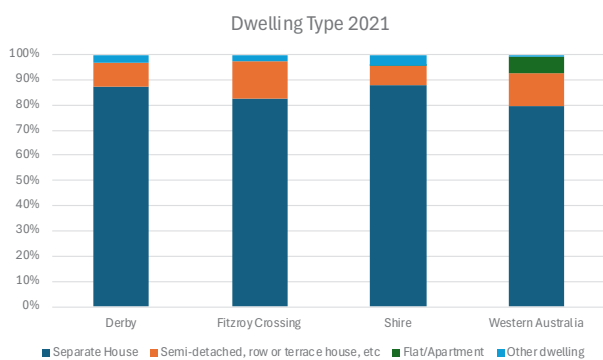


The Strategy notes the relatively high levels of vacancy in the Shire as both a challenge and an opportunity. The presence of dilapidated housing stock provides in the longer-term opportunities to replace this with more-contemporary housing that reflects current demands for housing type, form and size.

4.2.1.3 Housing Type

The overwhelming housing stock type in the Shire is the detached single house. Over 85% of all dwellings in Derby and Fitzroy Crossing are separate houses, as shown in the figure below.

Figure 4-4: Dwelling Type 2021, Derby, Fitzroy Crossing & Total Shire



More recently, there has been a preference for the construction of grouped dwellings, which are included in the “semi-detached row or terrace house” category. This form of housing now makes up 9.4% and 15.1% of the total stock in Derby and Fitzroy Crossing respectively.

The Strategy accommodates a mix of housing types, particularly in the two main towns. Gradual densification in Derby in particular will continue to be an opportunity to provide housing that better reflects the community’s needs.

4.2.1.4 Housing Tenure

The single-largest owner of housing stock in the Shire is the State Department of Communities (Housing). Large numbers of dwellings are owned and managed by the Department in Derby, Fitzroy Crossing and Camballin, as well as the various settlements. These houses are supplied through a number of programs to cater for the local community and government workforce.

The Strategy notes that the Department of Communities will be a key delivery partner in many of the actions recommended.

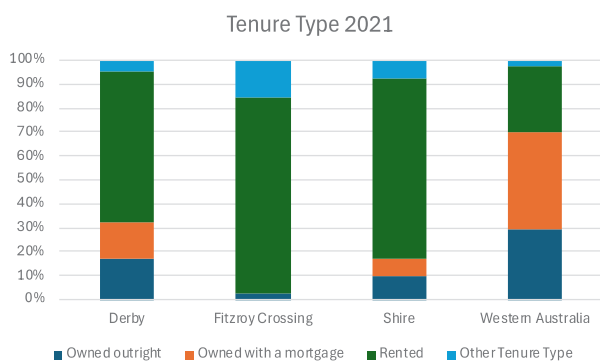
The Shire is characterised with comparatively high rates of rental tenure. In Derby and Fitzroy Crossing, the proportion of rented dwellings is 61% and 81% respectively. For the total Shire, the proportion of rented dwellings is 72%, compared to 27% for the entire state.

Home ownership, either owned outright or by mortgage, is limited in the main to Derby, with 31% of all dwellings owner occupied. This proportion drops for Fitzroy Crossing, where only 2.5% of dwellings are owner occupied. Overall, nearly 17% of all dwellings in the Shire are owned outright of mortgaged (owner occupied), compared to 69% for the state as a whole.

One relatively unique characteristic of the Shire is the comparatively high proportion of “other tenure” dwellings. These dwellings include life tenure and rent-free arrangements. This is particularly prevalent in Fitzroy Crossing where 15% of all dwellings are categorised as “other tenure type”.

The proportions of each tenure type in the two main towns and the Shire overall are shown in the figure below with the state figures provided for comparison.

Figure 4-5: Tenure Type 2021, Derby, Fitzroy Crossing and the total Shire

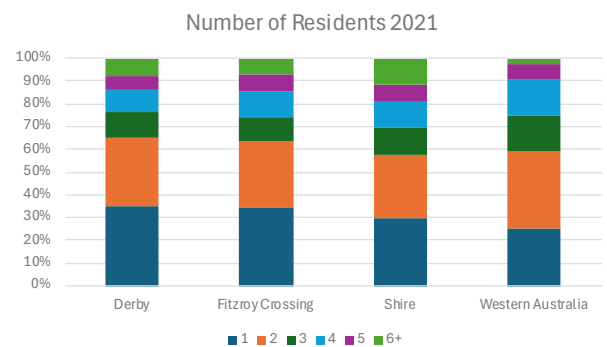


The Shire is likely to remain reliant on rental housing during the life of this Strategy. The Strategy acknowledges that development will continue to be dependent on government investment. This will require the local land delivery process to be ready to take advantage of available construction funding as this becomes available. Private owner-occupier investment is likely to be contained to Derby, where a wider variety of land and housing options will be needed.

4.2.1.5 Household Occupancy

The Shire is characterised by higher-than-average proportions of single persons and large (6+) households. This reflects the nature of dwelling occupation by relatively high numbers of single workers, as well as points to a level of high household sizes, particularly in remote areas of the Shire. The figure below shows the household size by number of persons usually resident.

Figure 4-6: Number of Persons Usually Resident 2021, Derby, Fitzroy Crossing and the total Shire



In Derby and Fitzroy Crossing, 35% and 34% of all households respectively comprise a single resident. This drops to 30% for the entire Shire and indicates the importance of the two main towns in residing the professional and support workforce of the Shire. Whilst not identified separately, it is acknowledged that Camballin also performs this role. The proportion of single persons households is comparatively higher than for the state and will need to be acknowledged by the Strategy when considering future dwelling requirements.

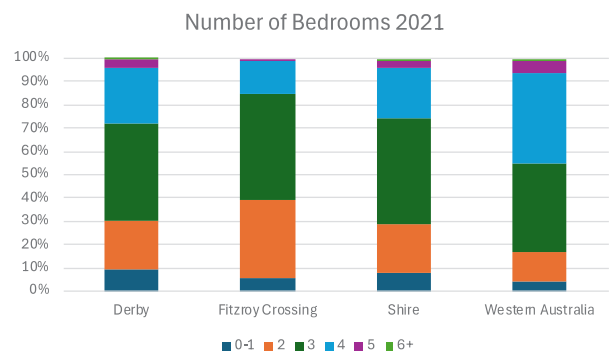
The number of large households with 6 or more people normally resident is comparatively higher in both main towns and the Shire as a whole when compared to the state total. Whereas in Western Australia, 2.9% of households fall into this category, over 11% of households in the Shire are occupied by more than 6 persons. This reflects a number of challenges in the Shire related to overcrowding. Large households are most prevalent outside of the two main towns.

The Strategy considers the above occupancy profile when determining likely future dwelling yield and make up. Whereas the Shire average household size of 2.9 persons is slightly higher than the average 2.5 for the state, the prevalence of single persons and large households will affect overall total housing numbers, as well as dwelling size.

4.2.1.6 Dwelling Size

The higher-than-average household size and higher proportion of large households in the Shire is not reflected in the size of housing provided. For Western Australia, 55% of all dwellings have 0-3 bedrooms. In the Shire of Derby / West Kimberley, this increases to 74% of the total housing stock.

Figure 4-7: Number of Bedrooms 2021, Derby, Fitzroy Crossing and Total Shire



The key action for the Strategy in relation to housing is that the additional dwellings required to accommodate projected population increases are well located, serviced and sensitive to climate and community needs. These dwellings can be located in Derby on land already zoned or otherwise subdivision ready. In Fitzroy Crossing, additional planning will be needed prior to subdivision. Dwellings in settlements will be accommodated by each settlement's community layout plan.

The Strategy acknowledges that any new housing provided will be dependent upon State and Federal government investment given the current private market failure in the land development efforts for the Shire.

4.2.2 Aboriginal Settlements

There are a large number of Aboriginal settlements located in the Shire of Derby / West Kimberley. There is a diverse group of communities of varying size and complexity. They fall under control of the Department of Communities who manage these communities, including supplying the housing and infrastructure and maintaining services. Some communities have their own schools, sporting facilities, medical services and other social infrastructure. However, all rely on Derby as their major regional centre for services, with Fitzroy Crossing supporting the communities located in the eastern half of the Shire. Each of these communities have their own distinct cultural, historical and lifestyle aspects that are acknowledged by the Strategy.

4.2.2.1 Challenges

The Shire has a range of challenges, such as:

- The lack of health services in some communities impacts on overall community health outcomes.
- Insufficient housing for the demand in some communities.
- Maintenance issues in existing community and town housing.
- Current housing often fails to meet practical and cultural needs and standards.
- Remote Aboriginal communities can experience limited or no access to health, education, entertainment, food, and other essential services due to weather disruptions (particularly during the wet season).
- Infrastructure issues such as road flood damage and airstrip closures can create severe resource shortages for both towns and for Aboriginal communities.
- During the wet season, some families will relocate to town to maintain access to services, leading to a temporary population increase in Derby and Fitzroy Crossing.
- There can be complete service closures in remote communities during the wet season, such as stores and medical centres.

Whilst these issues are not limited to the Shire of Derby / West Kimberley, the Shire works with other agencies and the communities on providing support and responding to weather events.

4.2.2.2 Community layout plans

The following table lists those settlements / communities that have completed or have undertaken the development of a Community Layout Plan (CLP), administered by the Department of Planning, Lands and Heritage:

Table 4.10 – Communities and Settlements with CLPs located within the Shire of Derby / West Kimberley

Burawa	Joy Springs (Eight Mile)	Mindi Rardi
Bayulu	Junjuwa	Mowanjum
Bidan (Bedunburra, Nillibubbica)	Kadjina (Millijiddee)	Muludja (Colin Yard)
Bungardi	Karmulinunga (Derby Town Reserve)	Ngalingkadji (Chestnut Bore)
DarIngunaya (Old Fitzroy)	Karnparnmi	Ngumpun (Pinnacle Creek)
Djugerari (Cherrabun)	Koorabye (Kalyeeda, Ngalapita)	Ngurtuwarda (Jubilee Downs)
Gillarong	Kupungarri (Mount Barnett)	Pandanus Park (Tjarramba)
Imintji (Mount House)	Kurnangki	Wangkatjungka (Christmas Creek)
JarImadangah Burru (Mt Anderson)	Loanbun (Parukupan)	Yakanarra
Jimbalakudunj	Looma	Yungngora (Nookanbah)

The above settlements, except Loanbun near Fitzroy Crossing, have a CLP endorsed and administered by the Department of Planning, Lands and Heritage. Most settlements are zoned 'Settlement' by LPS 9 to reflect the presence of the layout plan. The objective of the Settlement zone is outlined at clause 3.1.2 of LPS9 as follows:

To identify existing and proposed Aboriginal settlements and to collaboratively plan for the orderly and proper development of those places by —

- requiring preparation and endorsement of a layout plan in accordance with State Planning Policy 3.2; and
- ensuring that development accords with a layout plan.

Community Layout Planning is administered by DPLH in collaboration with the particular community.

4.2.2.3 Location

Whilst many settlements are isolated from the main townships and have varying degrees of self-sufficiency, both Derby and Fitzroy Crossing have settlements located either within or in close proximity to the townsites. A total of seven settlements are located either within or adjacent to the Fitzroy Crossing townsite. A further six are located within 35km drive of the town. These settlements depend to greater or lesser degrees on the services provided by the town, depending on distance and settlement size. Those located in close proximity utilise town electricity, water and sewer infrastructure, as well as shopping services. The planning and development of Fitzroy Crossing relies in part on the community layout plans for the settlements located close to the town. This will require close coordination between the Shire and the Department of Planning, Lands and Heritage as both share responsibility for land use planning in and around the town.

Two communities are located within the Derby Townsite, one forming part of the town area and the other a separate settlement with connection to town infrastructure. Due to its location outside of the built-up area of Derby, Mowanjum Community can continue to develop as an independent community, whilst being able to access infrastructure and goods and services from the town.

4.2.2.4 Native Title implications

With a number of Native Title applications and Indigenous Land Use Agreements under consideration and negotiation, there is potential for freehold land and other land parcels being provided for commercial and cultural enterprises. This will require updating of affected Community Layout Plans. Amendment of LPS9 may be required to modify affected Settlement zones. In addition to settlement planning, LPS9 may require amendment over time to reflect intended usage of land in and around townsites.

The key action for the Strategy in relation to Aboriginal settlements is to identify the various settlements on the Strategy Map and continue to show these as Settlement Zone in LPS9 and future Schemes.

A secondary action is for the Strategy to advocate the regular review by the DPLH of the community layout plans within the Shire, in collaboration with the individual communities/settlements and taking into account any Native Title and Indigenous Land Use Agreement outcomes that take place over time.

4.2.3 Built Form and Character

4.2.3.1 Derby

Derby has developed gradually over the past 140 years. Generally-speaking the town developed eastwards from the town centre, which was located close to the port. There are pockets of older and newer housing that illustrates the growth of the town over time. Architecture reflects both the hot climate and the need to import all building materials. Houses tend to utilise lightweight materials, such as cement sheeting (fibro) and corrugated iron, more recently 'Colorbond'. There are relatively few brick houses and commercial or civic buildings in the town when compared to other centres, given the need to import this bulky and heavy material.

There is considerable differentiation in the housing stock, even within the same street. Whilst some houses are elevated, most are built at ground level. There are some two storey dwellings, although single storey dwellings remain the norm, even for grouped housing development. Most housing remains detached single houses on defined lots, with front setback providing landscaping and separation to the street. However, more recently grouped dwellings have been constructed in a range of configurations. This housing type appears to suit transient workers, as there is no yard to maintain.

There are pockets where housing has become dilapidated or damaged due to lack of occupation. These areas present both a constraint and opportunity for the Strategy.

4.2.3.2 Fitzroy Crossing

The housing stock in the townsite area of Fitzroy Crossing is predominantly single detached housing, although some grouped dwellings have been constructed more recently. The housing is in the main single storey, with a mix of one and two storeys. As with Derby, materials tend to be lightweight given they are imported. Development is located on land away from flood ways. This creates a dispersed urban form with no natural centre. However, the supermarket and the visitor centre act as natural nodes of interest. Due to the lack of a defined town centre, commerce and industry has located in the light industrial area using fit for purpose steel buildings.

The key action for the Strategy in relation to built form and character is to identify planning areas where renewal over time may improve aging housing stock. There is also spare capacity in these areas where housing has become unoccupied. This provide an opportunity to renovate or replace this housing over time as part of a wider urban improvement scheme.

A second consideration is to ensure development in the Shire responds to the climatic, economic and social environment in which it is placed.

4.2.4 Cultural Heritage

4.2.4.1 Aboriginal Heritage Act 1972

Aboriginal heritage holds significant value for its social, spiritual, historical, scientific or aesthetic importance within Aboriginal traditions. Aboriginal culture dates back approximately 60,000 years and is the oldest living culture in the world. Examples of Aboriginal heritage includes rock art, caves or burial sites, waterways or water sources, or ceremonial sites. There are a large number of registered Aboriginal heritage sites located within the Shire of Derby / West Kimberley. Within the Derby and Fitzroy Crossing townsites, there are 11 and 9 registered sites respectively. The Strategy considers the location and nature of heritage listing when recommending land use changes.

All registered sites and items of Aboriginal heritage, whether registered or not, are protected by the Aboriginal Heritage Act 1972. Proposals that may affect heritage sites are required to be referred to the Department of Planning Lands and Heritage for review and comment.

The key action for the Strategy in relation to Aboriginal heritage is to acknowledge the high degree of importance on the identification and protection of Places of Aboriginal Heritage within the Shire.

Development needs to avoid registered sites as a default position. The Strategy also includes an action for the development of a cultural heritage plan that integrates culturally significant sites into the local planning framework.

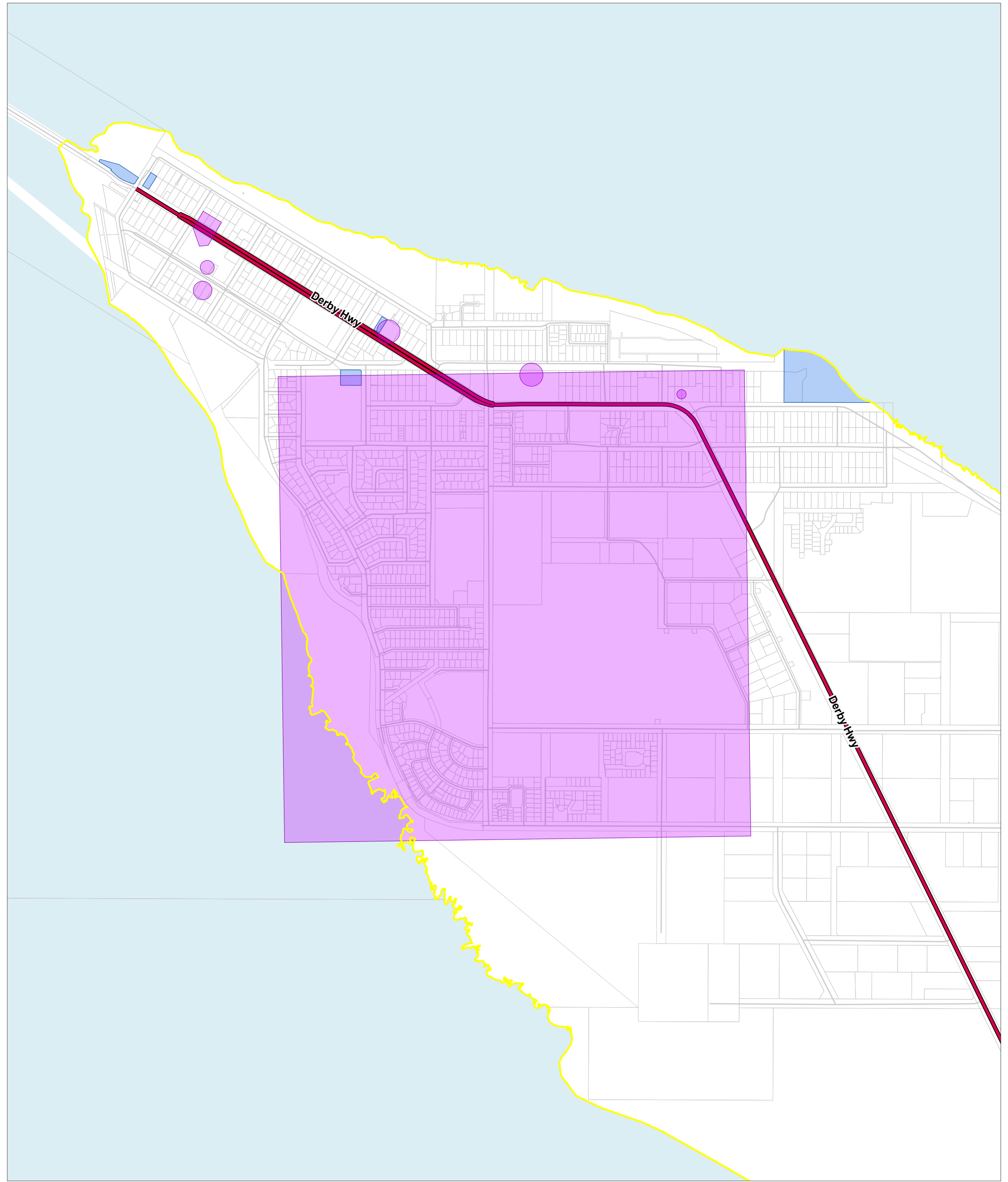
4.2.4.2 Heritage Act 2018

Post-European settlement heritage is controlled by the Heritage Act 2018. This includes provisions for the protection of cultural heritage at both the state and local levels.

At the state level, there are 15 places located within the Shire that are included in the Register of Heritage Places and are afforded the highest heritage protections. These places are

1. Air Beef Abattoir and Aerodrome (ruins) and Glenroy Homestead Group, Glenroy Station, via Derby-Gibb River Road;
2. Bungarun (Leprosarium), Bungarun Road, Derby
3. Derby Police Gaol, Loch Street, Derby;
4. Derby Town Commonage, Derby Highway, Derby;
5. Derby Tramway Woolshed, Loch Street, Derby;
6. Fitzroy Crossing Police Group, Russ Road, Fitzroy Crossing;
7. Fitzroy Crossing Post Office (Former), Russ Road, Fitzroy Crossing;
8. Fossil Downs Homestead Group, Fossil Downs Station;
9. Gogo Homestead and Cave School, Gogo Station;
10. Lillimilura Ruins and Grotte, 140km east of Derby;
11. Liveringa Homestead Group, Liveringa Station, approximately 120km SE of Derby;
12. Low Level Crossing, Fitzroy Crossing;
13. Numbala Nunga, Sutherland Street, Derby;
14. Royal Flying Doctor Service, House and Office, Clarendon Street, Derby;
15. Wharfingers House, Loch Street, Derby.

At the local level, the Shire has a Municipal Heritage Inventory, prepared in 1995. The requirement for a local government to maintain a MHI has been replaced by a Heritage Survey. The aim of both documents remains the same – to identify and recommend a level of significance on places of local heritage. These documents do not provide statutory protection. However, they can be used to inform a local heritage list made under the local planning scheme.



Base data provided by SLIP

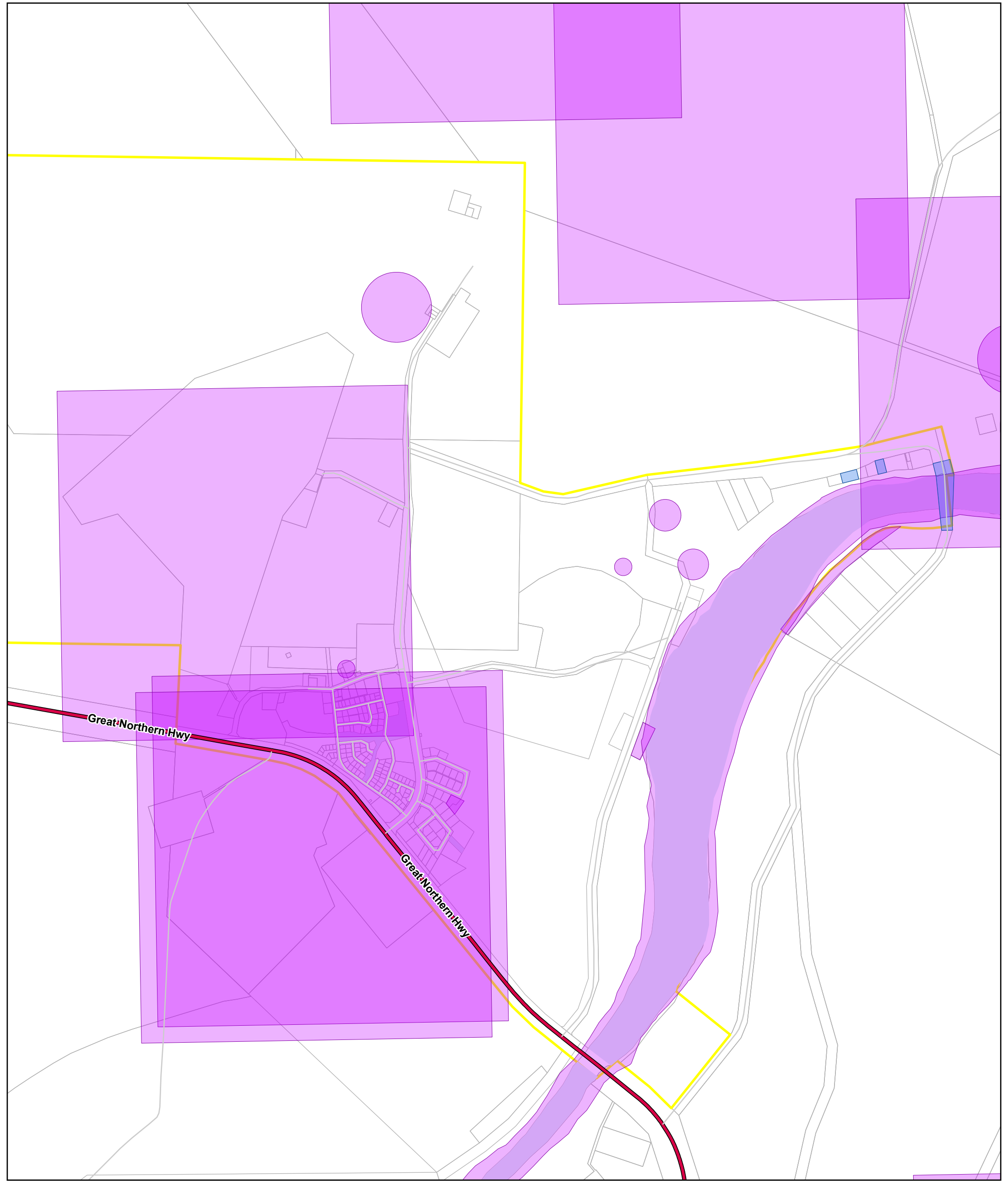
- Townsite
- Cadastral
- Registered Aboriginal Heritage Sites
- State Register of Heritage Places
- Primary Regional Road
- Local Road



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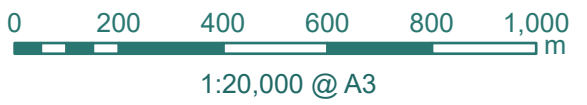
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Map 2a: Heritage Sites - Derby
SHIRE OF DERBY-WEST KIMBERLEY



Base data provided by SLIP

- Townsite
- Cadastre
- Registered Aboriginal Heritage Sites
- State Register of Heritage Places
- Primary Regional Road
- Local Road



Map 2b: Heritage Sites - Fitzroy Crossing
SHIRE OF DERBY-WEST KIMBERLEY

4.2.5 Rural Land Use

Large parts of the Shire are subject to pastoral leases, with live animal trade the key agricultural output. The pastoral industry commenced in the mid-1800's, with Derby and Fitzroy Crossing established to service the industry. There are currently 34 pastoral leases in the Shire, of which approximately 10 are owned and managed by Aboriginal corporations to support local communities. Small-scale diversification into tourism and agriculture have taken place on some pastoral stations over time utilising a diversification permit.

The Strategy accommodates the continuation of the pastoral industry in its current guise. Due to the natural constraints of the region acting against more intensive forms of agriculture, it is unlikely that there will be a need for more rural land to support diversification during the life of the Strategy.

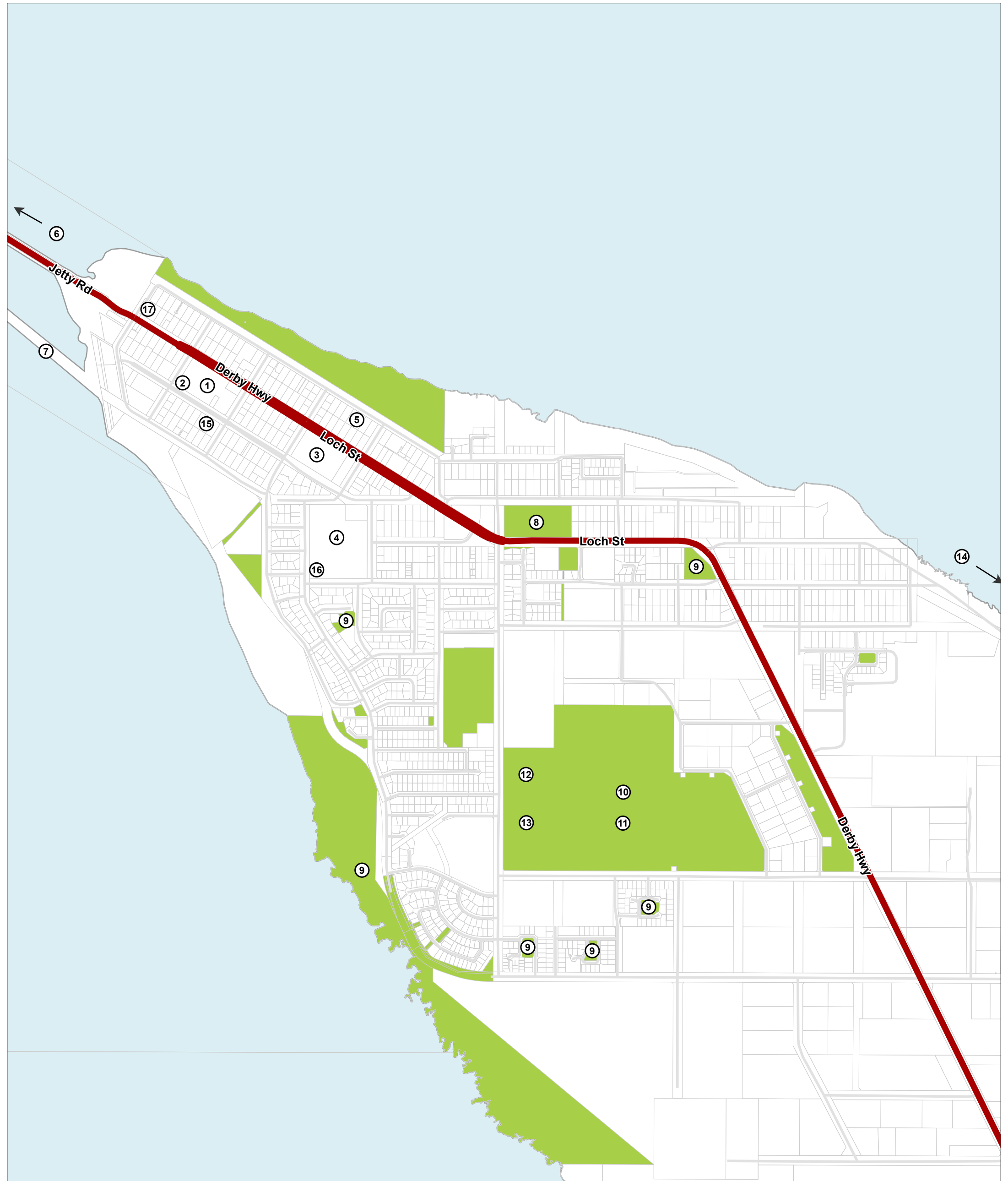
The key action for the Strategy in relation to rural land use is to maintain flexibility in the uses permissible in the Rural and Rural Smallholdings Zones, so that pastoral stations and others can respond to trends in rural land use. Allowing for diversification of pastoral leases into intensive agriculture, aquaculture and tourist-related uses should be supported by the Strategy.

4.2.6 Public Open Space and Community Facilities

To cater for population growth over time, it is critical to maintain a high standard of community amenity. Both Derby and Fitzroy Crossing currently enjoy a range of community and recreation facilities, including civic centre / community hub, recreation precinct, swimming pool, parks / playgrounds, district high school, police station, hospital and public library. As the larger centre, Derby enjoys a range of additional facilities, including golf course, racecourse, museum, speedway and non-government school. In addition to the active recreation areas and given the size and landscape of the Shire, there are a range of passive recreation opportunities.

Catering for population growth in the Shire at the rates projected will require these services to be assessed for ongoing suitability at the appropriate time. Some facilities and services will be suitable to cater for growth, whilst others may require an increase in capacity or replacement. However, this Strategy assumes that there is no significant constraint in the Shire's recreational and community infrastructure to accommodate growth.

The Strategy promotes the ongoing improvement of the Shire's recreation infrastructure, with this integrated into new development and redevelopment areas. The Strategy promotes the identification and gradual development of a central community focal point as part of any expansion of Fitzroy Crossing.



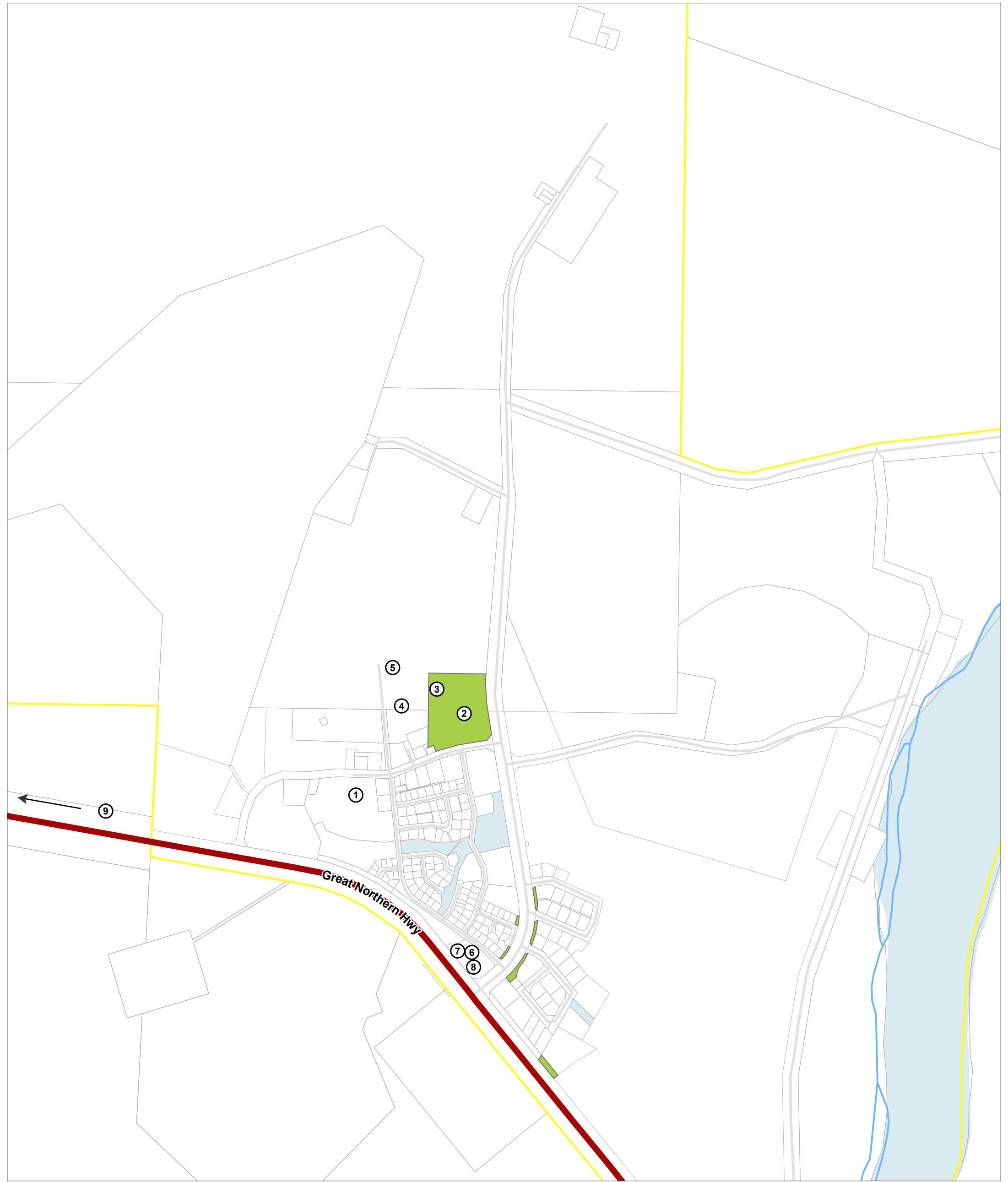
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- | | | |
|-----------------------|-------------------------------|-------------------|
| Primary Regional Road | Private School | Rodeo Facility |
| Local Road | Derby Port | Sports Court |
| Reserves | Walk trail to Port | Cemetery |
| Shire Civic Centre | Nicholson Square Sports Field | TAFE |
| Swimming pool | Park | School of the Air |
| Hospital Precinct | Racecourse | Museum |
| District High School | Golf Course | |



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Map 3a: Recreation and Community Facilities Derby
SHIRE OF DERBY-WEST KIMBERLEY



Townsite	Fitzroy River	TAFE
Cadastre	Hospital and Medical Facility	Karrayili Adult Education and Community Resource Centre
Reserves	Sporting Field	Community School
Primary Regional Road	Recreation Centre and Swimming Pool	Visitor Centre
Local Road	District High School	Cemetery

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Map 3b: Recreation and Community Facilities Fitzroy Crossing
SHIRE OF DERBY-WEST KIMBERLEY

4.2.7 Hazards

4.2.7.1 Cyclone

The arguably most-prevalent hazard in the Shire is impact from tropical cyclones. Whilst not as susceptible to cyclones as some other parts of northern Western Australia, cyclones have affected the Shire from time-to-time. Impacts from cyclones and low-pressure systems can be direct (wind damage) or indirect (storm surge or flooding).

The Strategy reflects that cyclone management is required for all planning and development in the Shire. However, it will not consider the risk of cyclones as contrary to the ongoing development of the Shire.

4.2.7.2 Flooding

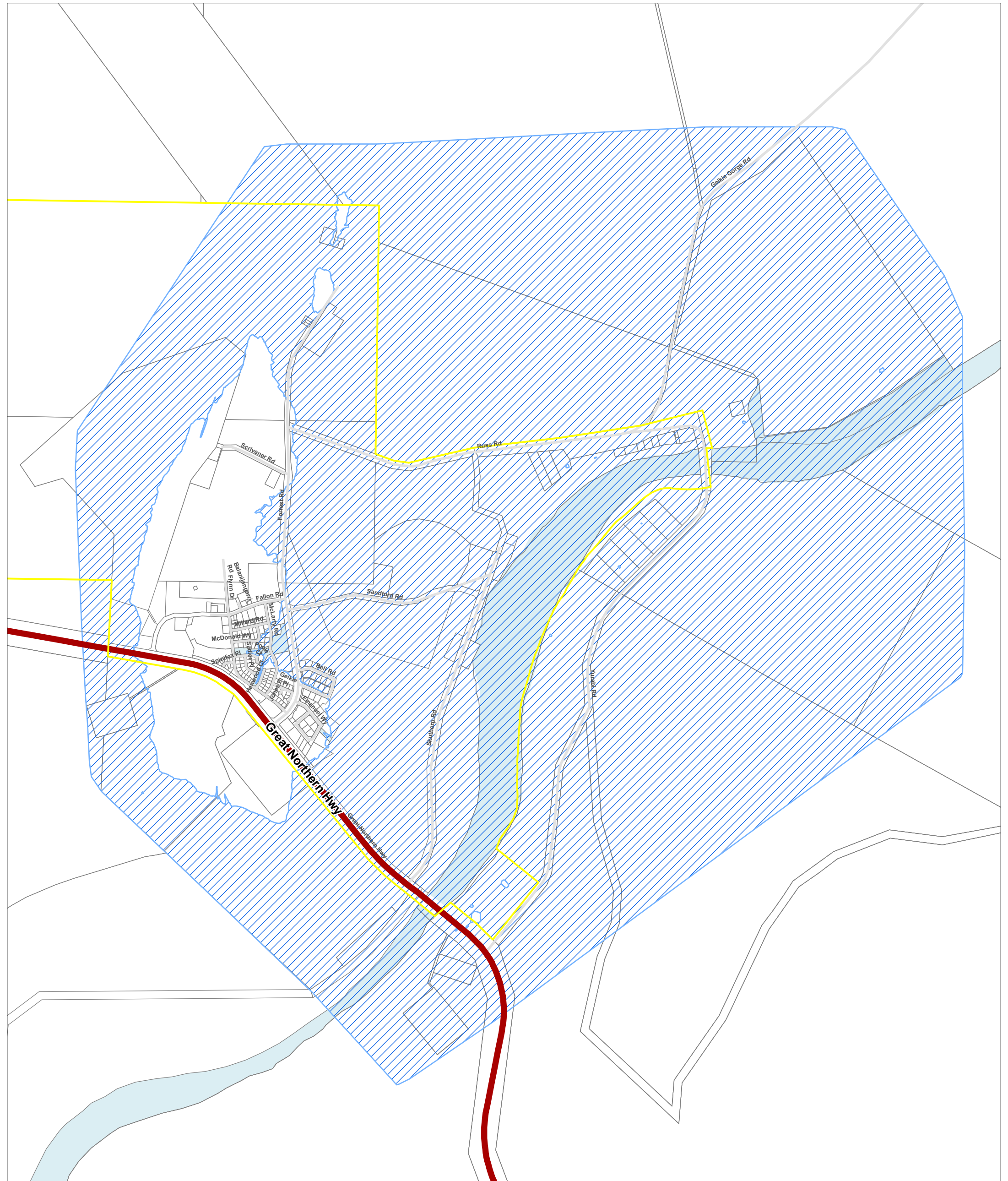
Flooding due to high rainfall events (including cyclones and former cyclones) is an ongoing risk in the Shire. Many communities and homesteads face regular isolation for long period of time due to flooded roads. Fitzroy Crossing was flooded in December 2022, which caused significant damage and required replacement of the destroyed Fitzroy River Bridge.

The Strategy considers the appropriate location of future development outside of flood zones, where this is possible.

4.2.7.3 Bushfire

The Shire is categorised as predominantly bush fire prone. The outer edges of the main towns are inside the bushfire prone area, as are many remote communities. Future planning will need to consider bushfire risk, and further land use intensification in bushfire prone areas will be avoided unless risks have been adequately assessed and can be mitigated in accordance with SPP 3.7 Bushfire

The Strategy considers bushfire management at a high or strategic level, as required by SPP 3.7 Bushfire. Public safety and egress particularly in the areas of Derby, Fitzroy Crossing, Camballin and the many Aboriginal communities need consideration when planning further growth. The Strategy recognises the need to carefully plan for bush fire hazards and have an efficient approach to the identification, assessment and treatment of assets exposed to bushfire risk.



Base data provided by SLIP

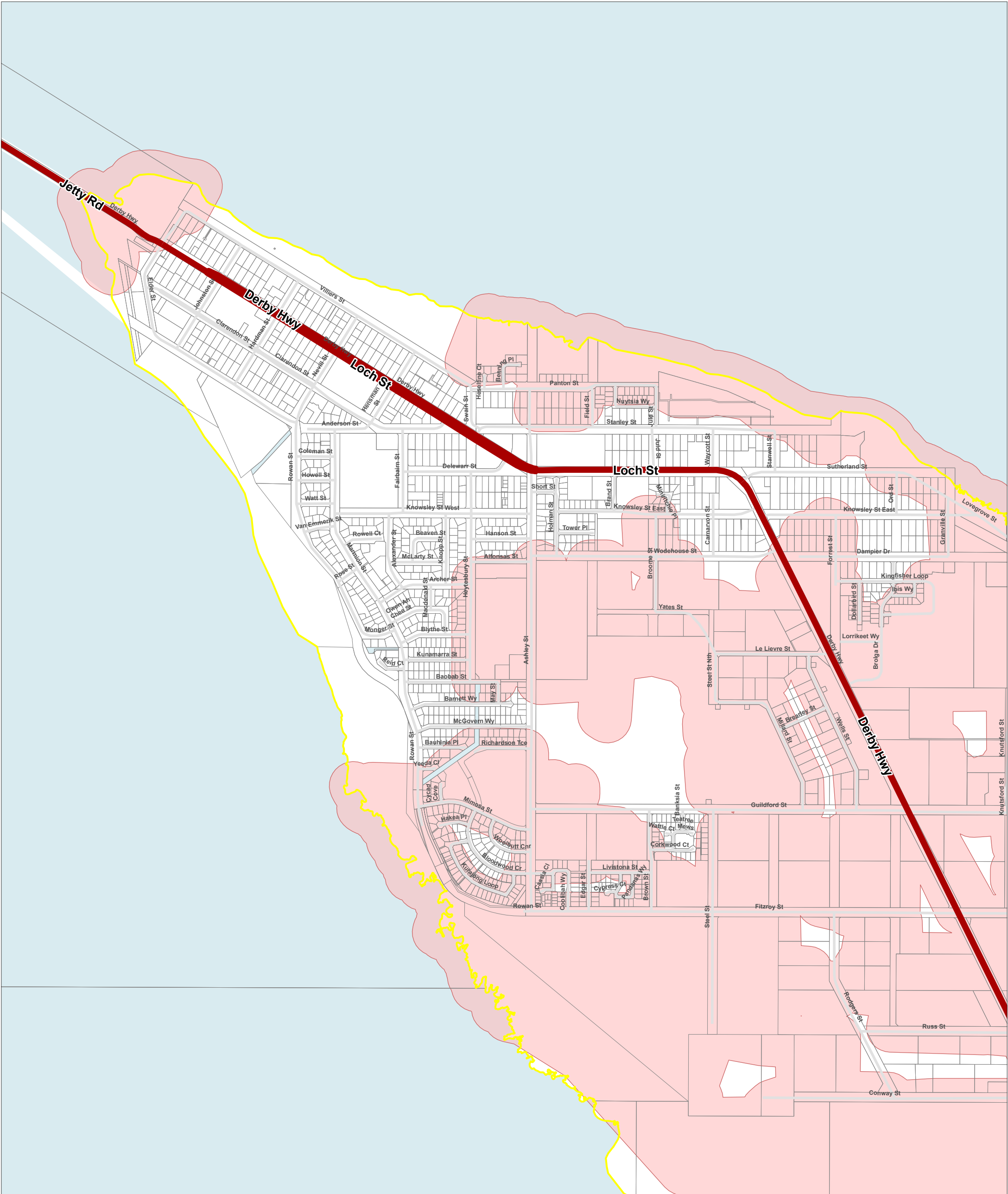
- Primary Regional Road
- Local Road
- Cadastre
- Fitzroy River
- 1 in 100 (1%) AEP floodplain (modelled extent)



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Map 4: Flood Prone Areas - Fitzroy Crossing
SHIRE OF DERBY-WEST KIMBERLEY



Base data provided by SLIP

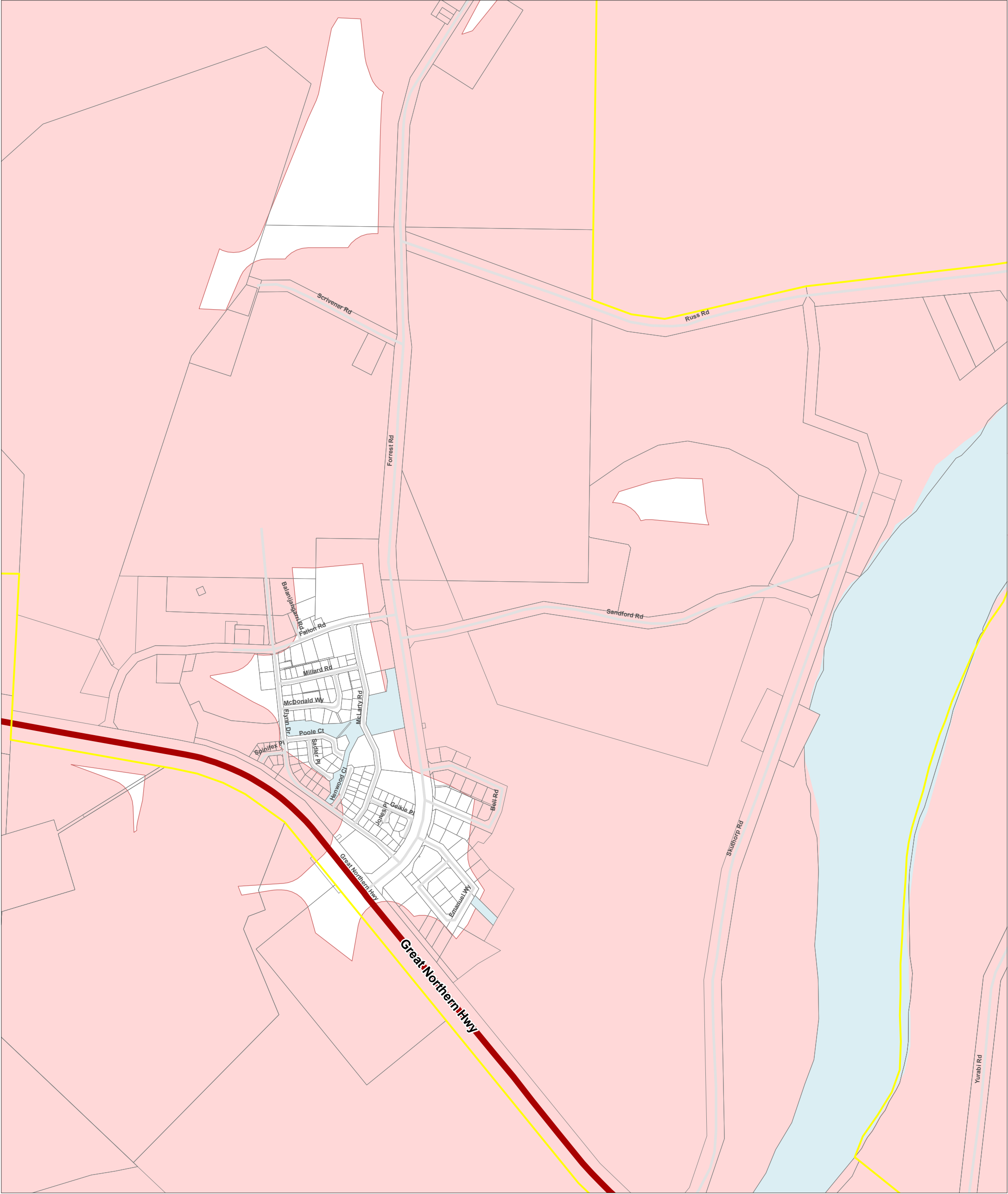
- Townsite
- Cadastre
- Bushfire Prone Area
- Primary Regional Road
- Local Road



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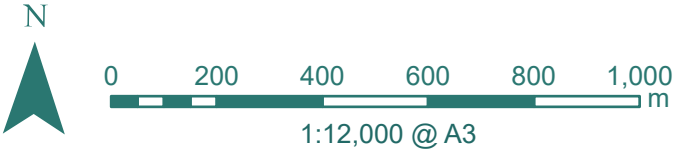
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Map 5a: Bushfire Prone Areas - Derby
SHIRE OF DERBY-WEST KIMBERLEY



Base data provided by SLIP

- Townsite
- Cadastre
- Bushfire Prone Area
- Primary Regional Road
- Local Road



Map 5b: Bushfire Prone Areas - Fitzroy Crossing
SHIRE OF DERBY-WEST KIMBERLEY

4.2.7.4 Wet Season Impacts

Communities can experience limited or no access to health, education, entertainment, food, and other essential services due to weather disruptions (particularly during the wet season).

Infrastructure issues such as road washouts, road flood damage and airport closures can create severe resource shortages for both towns and for Aboriginal communities.

The following are some impacts due to the wet season:

- Families relocating to towns to maintain access to services, leading to a temporary population increase during the wet season.
- Reduced service availability in towns during the wet season due to decreased operating hours for stores and select services as tourism numbers decline. Entertainment and tourist activities dwindle, leaving limited options for residents.
- Complete service closures in remote communities during the wet season, including stores and health centres like those in Looma.

The following are considerations relating to climate change:

- Anticipated changes in wet season dynamics, including more intense cyclones and heavy rainfall events.
- Strategies for resilience are critical as both towns and Aboriginal communities may be cut off for extended periods.

The Strategy notes that seasonal weather events have a significant effect on the distribution of the population and the level of accessibility to goods and services, whilst accepting that measures to deal with these events fall outside of the scope of the local planning strategy.

4.2.7.5 Environmental and Infrastructure Resilience

The following are some issues facing the Shire and wider community relating to resilience:

Roads:

- Build for resilience to floods, prioritizing functionality during extreme conditions. For example, lowering of floodways south of Willaire Bridge has placed Derby at increased risk of being isolated during high rainfall events. Many local roads are not trafficable for periods of time during the wet season. Culverts do not work in the Kimberley as they are susceptible to washouts.

Airports:

- Raise the Fitzroy airport to prevent inundation.
- Lengthen and strengthen Derby airport for broader use.

Ports:

- Expand capacity and ensure reduced tide dependence, including considerations for deep-sea barge operations.

Power and Resource Security:

- Measures needed to address fuel shortages when the towns are cut off, and to pursue renewable energy options like tidal power.

Bushfire Management:

- Develop robust biosecurity and fire management strategies.

The Strategy notes that measures to deal with these events mainly fall outside of the scope of the local planning strategy. However, where appropriate, these measures are noted in relevant sections of the Strategy.

4.2.7.6 Temporary and emergency housing

A significant issue for the Shire and the region more generally is the provision of suitable temporary housing to cater for seasonal migration and emergency events. The Strategy does not identify specific sites for the purpose, with the exception of noting the current construction of an emergency evacuation centre in Fitzroy Crossing. However, there will be a need for more temporary and emergency housing given that roads may be closed for extended periods.

The Strategy includes as an action the preparation of a study into temporary housing sites for emergency scenarios.

4.3 Economy and Employment

4.3.1 Activity Centres / Regional Settlement Hierarchy

Derby and Fitzroy Crossing act as the major 'activity centres' for the Shire. They provide a range of goods and services to the surrounding communities and pastoral stations. Derby as the larger centre, provides higher level goods and services when compared to Fitzroy Crossing. Derby is identified as a Sub-regional centre by the Kimberley Planning and Infrastructure Framework given its importance as an administrative centre and the services and functions offered. Fitzroy Crossing is similarly identified as a Sub-regional Centre given its isolation from Derby and Hall Creek and importance in providing goods and services to the surrounding settlements and stations.

The main retail commercial uses in Derby are relatively dispersed. There is in effect two shopping areas. The first is the original town centre based on Clarendon Street. The second, smaller centre is based on the Loch Street / Waycott Street intersection and includes the town's Woolworths supermarket.

Retail activity in Fitzroy Crossing is centred on the IGA supermarket located on Forrest Road, which acts as an informal town centre. A number of other retailers are located within the light industrial area given the lack of suitable commercial land. Due to the way the town has developed to avoid flooding, there is no natural commercial focal point for the town.

The Strategy reinforces the importance of Derby as the primary Sub-regional Centre and primary centre for goods and services in the Shire. Given the isolation of Fitzroy Crossing and its importance to surrounding communities and stations, it will continue to act as a Sub-regional Centre for the eastern part of the Shire. Whilst there is generally sufficient commercial land available, the provision of suitable light industrial and/or general industrial land is considered by the Strategy.

The Strategy maps show the Derby town centre as District Centre and the second "Woolworths" centre as Neighbourhood Centre. For Fitzroy Crossing, the current IGA shopping centre will be shown as Neighbourhood Centre. In determining these classifications, the much wider catchment (and importance) these centres all enjoy given the isolation of the towns has been taken into account.

4.3.2 Resource Management

The Shire has been host to a number of mining activities in the past and continues to be explored for new opportunities. At the time of preparing the Strategy, active large-scale mining is limited to iron ore at Koolan Island, off the coast of Derby. Previous mining included iron ore at Cockatoo Island, diamonds at Ellendale and lead and zinc at Lennard Shelf. Oil extraction occurred at the Blina Oilfield in the Canning Basin 80km east of Derby. These operations have all now ceased.

Large areas of the Shire are subject to active or proposed exploration leases. Any future extraction and export of resources will need to address a range of environmental and logistics constraints, with the towns of Derby and Fitzroy Crossing acting as the closest support points. Any direct impact the Shire economy and level of development will depend on the location and nature of the mining activity.

The key action for the Strategy in relation to resource management is to retain flexibility in the planning framework to allow for the Shire to seize opportunities as they may present themselves. Creating a planning framework that ensures the Shire can react quickly will be beneficial to the local economy and community at large.

4.3.3 Industry

Industry in the Shire is focussed primarily on supporting the local communities and providing services to the Shire. There are current light and general industrial areas established in Derby and a small light industrial area in Fitzroy Crossing. In Derby, there are two separate areas of light industry-zoned land. The northern area, based on Wells and Millard Street is effectively fully developed with the exception of three lots north of Le Lievre Street. In the southern light industrial area, there is 10.7ha of vacant land fronting Russ Street and Derby Highway. This is managed by Development WA, with marketing of the land underway as the "Derby Gateway Light Industrial Estate". The general industrial zone on Rogers Street is fully developed.

Land used for light industrial uses in Fitzroy Crossing is located east of Forrest Road. Parts of this area are susceptible to flooding.

The types of industrial uses in the Shire tend to provide local services or support to the town and surrounds. Transport and civil engineering contractors are key users of industrial land. Each of the main towns has a Shire works depot to support ongoing maintenance and management of community infrastructure.

Due to the lack of reticulated sewerage, all effluent disposal for industrial uses occurs on site. This limits the types and scale of some uses and may act as a disincentive to investment in a new industrial enterprise.

The Strategy takes into account the constrained availability of land for light industrial and general industrial development. It provides actions to ensure there is an appropriate amount of unconstrained land in both main towns in the medium-long term.

4.3.4 Tourism

Tourism forms a growing part of the Shire's economy. Surveys undertaken on behalf of Tourism WA show a rolling three-year average of 113,000 overnight visitors for 2017-2019, staying an average of 5.7 nights in the Shire. Of the domestic visitors, 62% were in the Shire for holiday purposes, with a further 40% on business. Over half of all domestic visitors were aged over 50. For international visitors, 96% were on holiday, with just under half aged over 50. The average annual spend in the Shire by visitors in 2019 was \$43 million (Tourism WA 2020).

Derby acts as the starting point for the Gibb River Road to Wyndham, which is growing in popularity as a 4WD drive and camping experience, particularly in the dry months. Non 4WD driving tours of the Kimberley rely on Great Northern Highway, with accommodation and supplies available in Derby and Fitzroy Crossing. The highway also provides access to a number of natural attractions, including Geikie Gorge, Windjana Gorge and Tunnel Creek.

There are caravan parks and camping grounds in both Derby and Fitzroy Crossing. Additionally, there are designated nature based parks at a number of natural attractions and pastoral stations. Tourism is supported by a relatively busy community event schedule during the dry (winter) months. These events attract locals and visitors to Derby, with a positive impact on the local economy.

The Strategy ensures the existing tourist accommodation operations can continue. The Strategy does not recommend any land use change that conflicts with ongoing tourism operations, whilst encouraging flexibility in LPS9 to encourage new facilities over time.



4.4 Environment

4.4.1 Natural Areas

There has been substantial vegetation change generally associated with changed fire regimes, feral animals, livestock and weeds. Mining and tourism have had localised impacts on vegetation, along with clearing within townsites for various private developments and to facilitate public infrastructure improvements. The proliferation of tracks has a notable but dispersed impact. Within townsites, there has been a gradual decline in remnant vegetation as development has occurred over time. The Shire has an opportunity to consider planning mechanisms to heighten the weight of retaining remnant vegetation for aesthetic, shading and ecosystem-services purposes. Options could include the development of a formal significant tree register, or the development of guidance on matters to be considered when proposals are discussed or lodged with the Shire for approval.

Patches of monsoon rainforest have been degraded and in places the Northern Cypress Pine has suffered population crashes. Localised weed and exotic plant problems exist. The Noogoora Burr has invaded the Fitzroy River and its tributaries and buffalo grass has spread. There are currently a number of campaigns underway to eradicate weeds along the Fitzroy River.

Four nationally-important wetlands located in the Shire are listed in the Directory of Important Wetlands in Australia. These are located at Tunnel Creek, Windjana Gorge, Gladstone Lake and Camballin Floodplain. These are all located away from the main towns and not subject to development pressure.

The Kimberley Region is highly biodiverse. It has a huge variety of habitats which support diverse animal and plant communities. The Region's geographic positioning and the barrier provided by desert conditions to the south has resulted in the Kimberley having flora and fauna distinct from elsewhere in the state. It is the only region that appears to have retained its complete fauna in the period since European settlement.

The Department of Biodiversity, Conservation and Attractions lists a number of priority ecological communities that occur within the Shire. These are located in isolated areas away from development.

The key action for the Strategy in relation to natural areas is to promote growth and development within the existing development footprint, where possible. This sees development focussed on Derby and Fitzroy Crossing townsites. Further vegetation clearing within the existing development footprints should be minimised where possible. The Strategy notes that partner agencies, including Department of Biodiversity, Conservation and Attractions and Department of Water and Environmental Regulation will work with the Shire over time to identify and protect significant environmental assets.

4.4.2 Water Resources

The entire Shire is located within the proclaimed Canning Kimberley Groundwater Area.

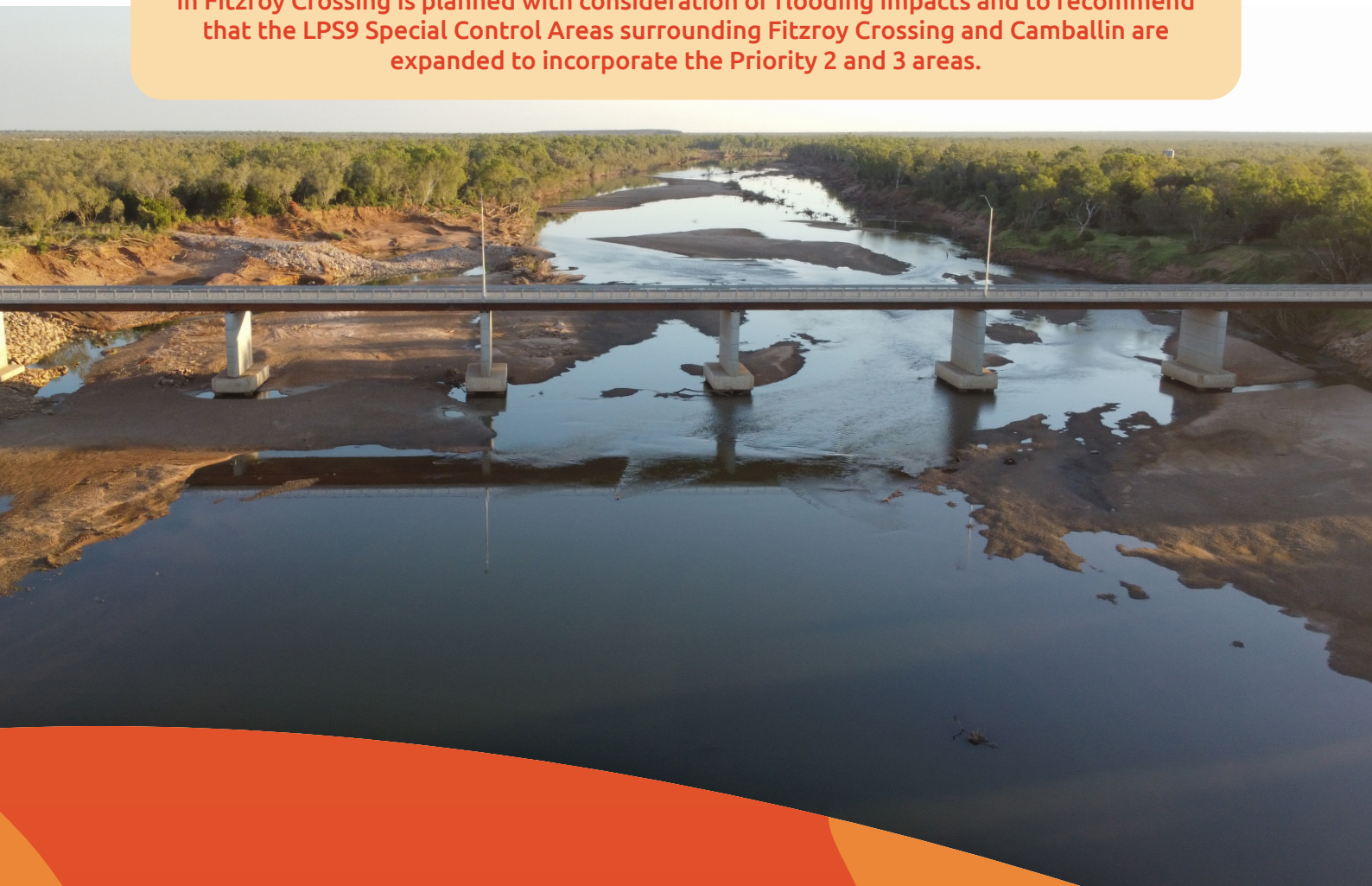
The north-west of the Shire is part of the Fitzroy River and Tributaries Catchment Area. The north-east is part of the Ord River and Tributaries Catchment Area. These areas are proclaimed under the *Rights in Water and Irrigation Act 1914*.

Derby, Fitzroy Crossing and Camballin all have Water Source Protection Plans. The purpose of these plans is to ensure the supply of safe drinking water by assessing the level of risk to water quality. The Plans recommend management strategies to avoid, minimise and management identified risks.

The nature of the Derby aquifer is such that there is no land use planning constraint in the town, subject to the production bores being proclaimed as water reserves. The water reserves for each town are to be shown in the Strategy. It is noted that LPS9 has included the water reserves and placed a special control area over the Priority 1 protection areas. The Strategy recommends the special control areas for Fitzroy Crossing and Camballin are modified to include the Priority 2 and 3 areas located in these towns. Derby does not have any Priority 2 and 3 areas identified in its Water Source Protection Plan.

Development in Fitzroy Crossing is constrained by flooding risk. Floods in December 2022 / January 2023 caused considerable damage to the town and surrounding settlements. New development will need to consider this risk.

The key actions for the Strategy in regard to water resources is to ensure development in Fitzroy Crossing is planned with consideration of flooding impacts and to recommend that the LPS9 Special Control Areas surrounding Fitzroy Crossing and Camballin are expanded to incorporate the Priority 2 and 3 areas.



4.4.3 Coastal Protection

4.4.3.1 Coastal Description

The Shire has an extensive area of coastline that extends from the bottom reaches of the King Sound and extends into the highly convoluted coastline of the Buccaneer Archipelago. The King Sound is a wide, open gulf that encompasses the seasonal Fitzroy Estuary and Stokes Bay. The coastline to the north of Stokes Bay is described as a sunken coastline with extensive coastal archipelagos. The region and coastal areas are also characterised by high tidal ranges that peak at 11.8m in the King Sound.

The coastline and adjacent waters provide a range of habitats for species, including reefs, rocky headlands, mudflats, sandflats and mangroves. Many marine species use this area as a nursery and feeding grounds. The rugged coastline, numerous islands and reefs support a high diversity of tropical species.

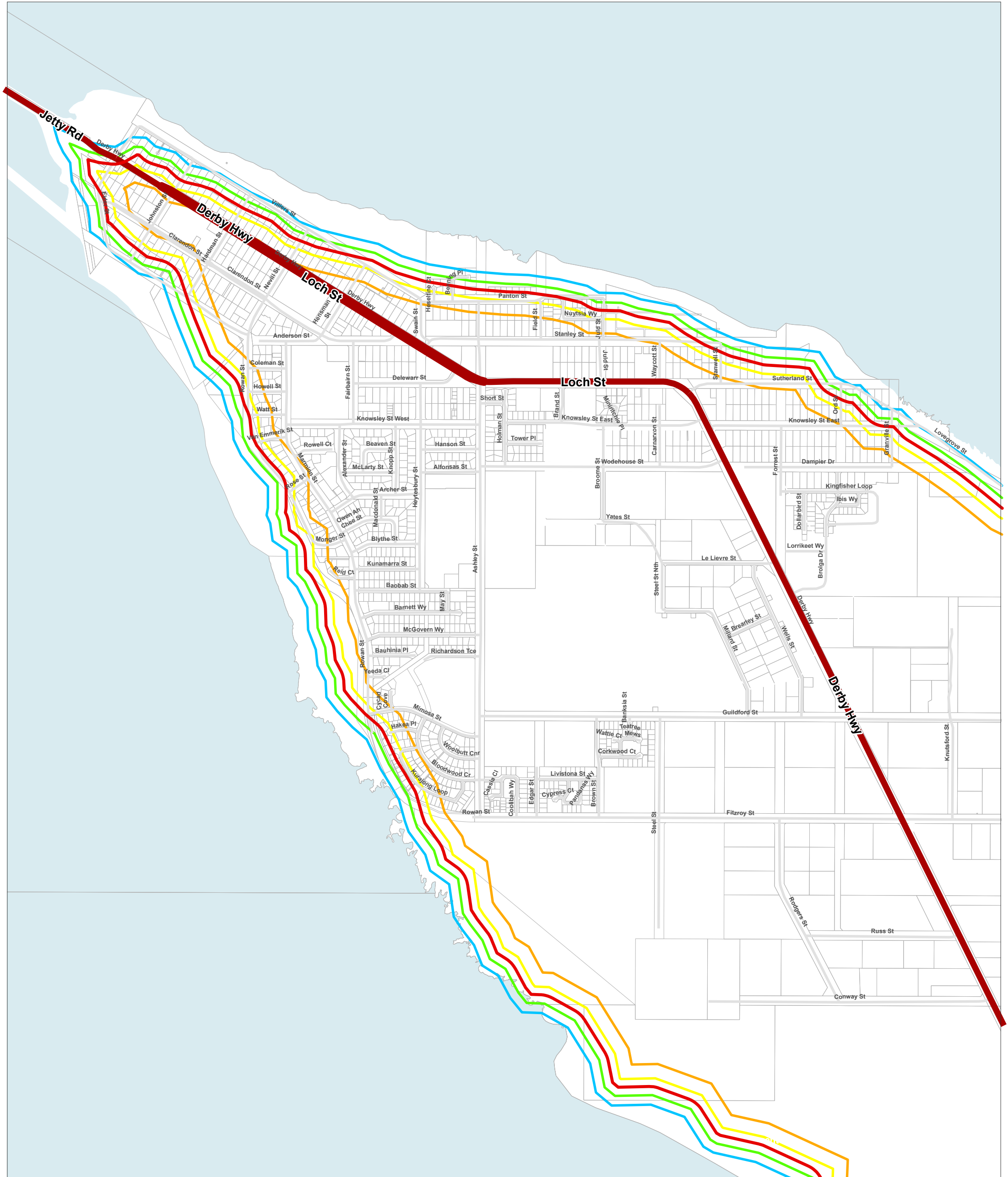
With the exception of Derby, Cockatoo Island and Koolan Island, there is minimal coastal development. Consequently, the coast in the Shire has remained free of development. The isolated location and lack of access to many parts of the coast ensures against future development of the coastline. One possible exception would be the advent of a deepwater port at Point Torment. This facility has been considered intermittently since the 1980s. However, its isolation and need for a large-scale export driver makes it unlikely to proceed during the life of this Strategy.

4.4.3.2 Derby Coastal Hazard Risk Management and Adaptation Plan

The Shire of Derby developed a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) throughout 2017, with adoption finalised in June of that year. The CHRMAP concentrated solely on the Derby townsite and evaluated both erosion and inundation risks due to coastal processes over a period of 100 years. It highlighted potential impacts to areas adjacent to the mudflats for all timeframes.

One significant recommendation from the CHRMAP was to include a Special Control Area (SCA) within the Local Planning Scheme to cover all areas vulnerable to coastal hazards over the 100-year planning horizon. The boundary of Coastal Hazard Risk Area (SCA 3) is aligned with the CHRMAP and specifically with the spatial data for the Derby Coastal Processes Setback 2110 boundary

As for the SCA provisions, LPS9 mandates that any developments within the SCA, including single houses typically exempt from such requirements, obtain Development Approval from the local government. Ideally, the SCA should be supplemented by a Local Planning Policy to clarify its function and assessment criteria. However, at this time the policy is yet to be created. The formation of this Local Planning Policy will be recommended by the Local Planning Strategy.



Base data provided by SLIP

- Cadastre
- Primary Regional Road
- Local Road
- LPS9 - Special Control Area 3 – Environment (Coastal Hazard Risk Area)
- 2015 - allowance for coastal erosion
- 2060 - allowance for coastal erosion
- 2110 - allowance for coastal erosion
- 2110 - allowance for coastal erosion (extreme)



Map 6: Coastal Hazards- Derby
SHIRE OF DERBY-WEST KIMBERLEY

4.5 Infrastructure

4.5.1 Road Network

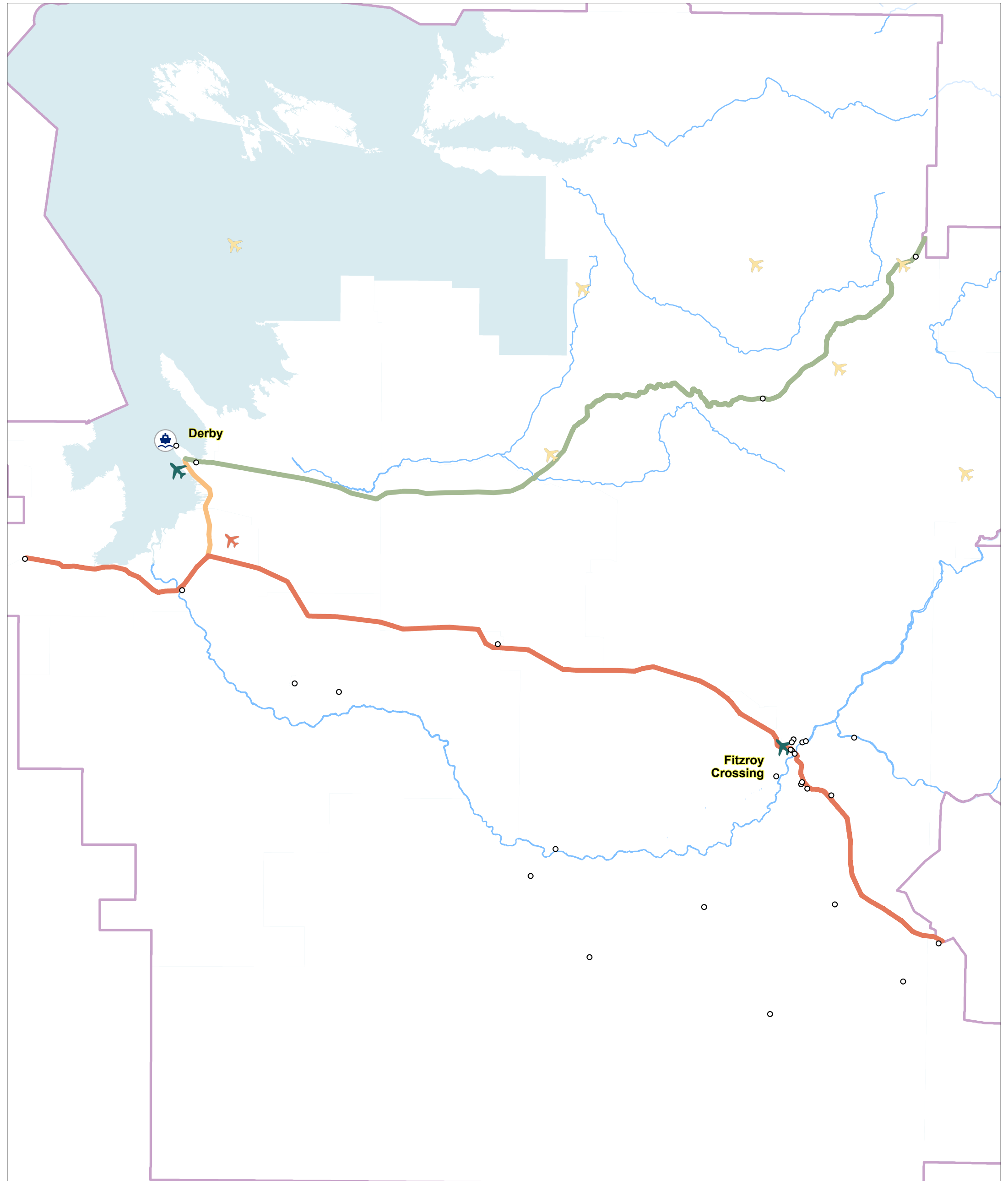
Critical links within the Shire are provided by a network of sealed and unsealed roads. There are no rail links within the Shire.

The state road network is controlled and maintained by Main Roads WA. Within the Shire, Great Northern Highway, Derby Highway and Gibb River Road are state roads. The two highways are sealed and provide all-season access, except in times of flood. The construction of high-level bridges at Fitzroy Crossing has improved Great Northern Highway's reliability during floods. Gibb River Road acts as an access to various communities and pastoral stations. In recent times, the road has become a significant tourist attractor, particularly during the dry months of the year.

In Derby, Fitzroy Crossing, Camballin and some larger settlements most roads are sealed, although unsealed roads still exist. A significant constraint in Fitzroy Crossing is the lack of an all-weather access between the hospital and the airstrip to support evacuations by the Royal Flying Doctor Service. The normal road link is susceptible to flooding with an alternative route not ideal for all injuries, such as spinal.

The Strategy reflects the need for any new areas of development to be provided with sealed roads suitable to accommodate the land uses proposed.





Base data provided by SLIP

- | | | |
|---|--|--|
|  Shire of Derby West Kimberley | Airport and Airstrip | Transport Infrastructure |
|  Main River |  Regional airport |  Derby Hwy (State) |
|  Aboriginal Settlements |  Passenger airstrip |  Gibb River Rd (State) |
|  Derby Port |  Commonwealth airport |  Great Northern Hwy (State) |
| | |  Local Road |



1:1,145,000 @ A3

Map 7: Transport Infrastructure
SHIRE OF DERBY-WEST KIMBERLEY

4.5.2 Airports and Ports

4.5.2.1 Airports

There are Shire-operated public airports located in Derby and Fitzroy Crossing. In addition, there are a large number of airstrips serving various communities and stations. These airstrips serve a vital function in supporting the areas of the Shire outside of the towns, including crucially for flying doctor flights. Formerly, RPT flights from Perth direct to Derby operated into the RAAF Curtin Aerodrome. Public use of RAAF Curtin has been removed over time as defence requirements take precedent.

The following regular public transport (RPT) air services are provided to the Shire:

- Broome – Derby Airport and return, 4 times per week.
- Broome – Fitzroy Crossing – Halls Creek and return, 3 times per week.

These services are subject to regular review and operate under service agreements with the state government.

The Shire has received grant funding for upgrade of Derby Airport to support a future jet service. The development includes terminal upgrades, apron strengthening and new runway lighting.

There is sufficient land surrounding both airports to allow for leasing or sale of land for air-related industries and activities. Derby Airport is appropriately located to allow for road-related transport logistics to collocate. However, de-constraining land along the airport access road will be required.

A major constraint for Fitzroy Crossing is the lack of an all-weather road link between the airport and hospital. This is critical to the provision of flying doctor services. The current rocky emergency access is not ideal for the transport of critically injured or unwell patients to the airport.

The Strategy ensures planning and development of the two main towns does not impact on the ability of the Derby and Fitzroy Crossing Airports to operate and expand as required.

4.5.2.2 Ports

There is one port in the Shire, located at Derby. The shallow water port is vested in the Kimberley Ports Authority and leased to the Shire of Derby / West Kimberley until 2040. The current facility was constructed in 1964, replacing the original 1885 jetty. The throughput of Derby Port for the 2022/2023 financial year was 50,647 tonnes. This tonnage was affected by flooding and freight route damage from ex-Tropical Cyclone Ellie in late 2022. The Port is the only location that ocean can be accessed for small boat launching (including Marine Search and Rescue). Consequently, the boat ramps and barge ramps are considered essential facilities by the Shire.

The facility is suitable for expansion, with sufficient on-shore land to accommodate port related industries and activities. There is also opportunity to improve the amenity of the facility for recreational uses and build on the site as a tourism and community node.

In April 2023, the Shire adopted the Derby Port Precinct Masterplan 2022. This document provides a detailed overview of the opportunities and constraints for the Port. It is proposed to integrate the Masterplan into this Strategy to form part of the Shire's local planning framework.

The 2013 Strategy referenced a proposal to construct a deep-water port at Point Torment, approximately 175km north of Derby. This port was associated with a planned coal mine in the Canning Basin. Both the port and mine are no longer active proposals.

The Derby Port Precinct Masterplan, adopted by the Shire in April 2023 is integrated into this Strategy and consequently the Shire's local planning framework.

4.5.2.3 Telecommunications

Given the remoteness and sparse settlement pattern of the Shire, obtaining reliable telecommunications remains a challenge. Telstra mobile coverage (4G) is centred on Derby, Fitzroy Crossing and some communities with intermittent coverage along the Great Northern Highway. There is currently limited 5G service into the Shire.

Since the 2013 Strategy, the main change in telecommunications has been the roll out of the National Broadband Network (NBN). This is available within the Shire, with fixed Fibre to the Node (FTTN) connections in Derby and satellite connection elsewhere. Satellite internet services are used in more remote areas of the Shire.

The Strategy concentrates any new urban development on the two main towns, where telecommunications services are readily available.

4.5.3 Servicing

4.5.3.1 Sewerage

The Derby wastewater treatment plant is located on Conway Street, on the southern edge of the town and is operated by the Water Corporation. The plant is currently working under capacity, allowing for additional connections over time without significant headworks costs. To the immediate north of the plant is the Shire solid waste landfill site. The nearest dwelling to the plant is approximately 800m, with Water Corporation requiring a minimum 500m buffer.

Reticulated sewer mains are currently connected or available to be connected to most residential areas, with the exception of older properties on the eastern side of Derby Highway. Sewerage has recently been extended to service the "Boab Estate" residential area. Sewer is not available to light industrial and industrial lots in Derby. This may be a constraint to some industries establishing in Derby.

Residential, commercial and civic areas of Fitzroy Crossing are sewered. The wastewater treatment plant for the town is located on the southern side of the Fitzroy River and is accessed from Great Northern Highway. Its location on the opposite side of the river means that it does not create a constraint to any future growth in the town or adjoining settlements. As with Derby, there is no sewer available to industrial lots.

Larger settlements are provided with community-scale reticulated sewer schemes.

The Strategy assumes that there is no inherent capacity constraint to allow the two main towns to accommodate the projected population growth. Sewerage provision to individual settlements is considered at the community level.

4.5.3.2 Water

Reticulated water services are available to all three towns and the various settlements using a range of water sources. The Strategy assumes there is no inherent capacity constraint to allow the two main towns to accommodate the projected population growth. Water supply to individual settlements is considered at the community level.

The Strategy assumes all new developments within major towns and settlements will be connected to an appropriate reticulated potable water supply.

4.5.3.3 Electricity

Horizon Power provides electricity to Derby, Fitzroy Crossing and Looma (Camballin). The power stations at these locations were constructed in 2007 with a 20-year life. Derby and Fitzroy Crossing are fuelled by liquified natural gas (LNG), with Looma diesel powered. Gas and diesel is trucked into each power station.

All other settlements and stations are serviced by on-site generation. The capacity of settlement power stations is a key consideration of the settlement layout planning undertaken for each.

Renewable energy facilities have been incorporated into LPS9. The definition of a renewal energy facility excludes generation equipment for domestic and/or business premises where on selling of electricity to the grid is secondary. What is unclear in this definition is whether a battery storage device is considered “generation equipment”. This complicates the ability for battery storage to be used in Residential, Rural Residential, Rural Smallholdings, Commercial, Mixed Use and Tourism zones, where a renewable energy facility is not permitted.

The Strategy assumes that there is no significant electricity constraint to the development of Derby and Fitzroy Crossing. It is noted that the Shire is well suited for the production of renewable energy (solar, wind, tidal). The definition and/or permissibility of “renewable energy facility” in LPS9 should be reviewed to ensure battery storage is supported in domestic and business premises.

4.5.3.4 Waste Management

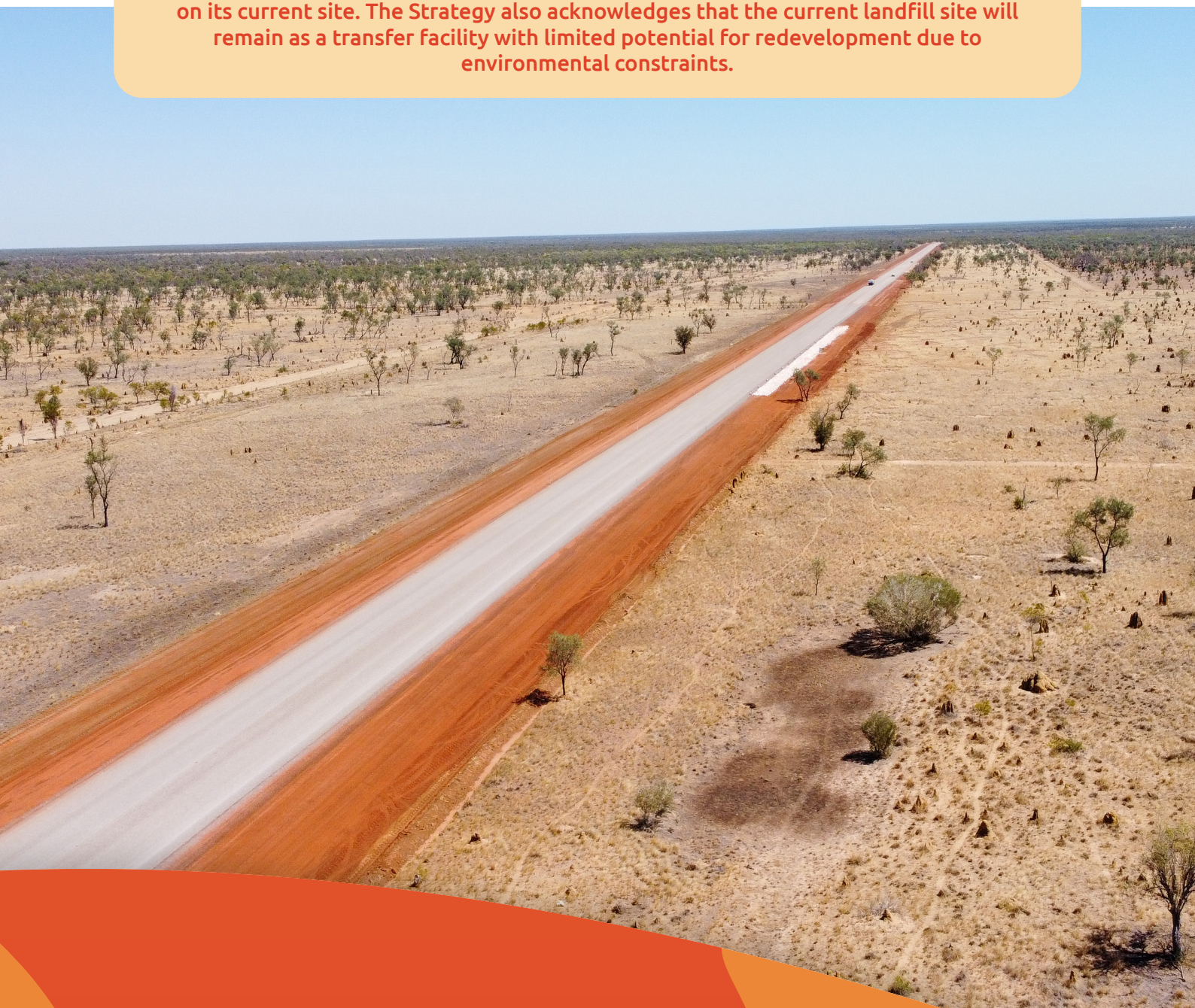
The Derby solid waste disposal site is located approximately 3km south of the town centre with access from Steel Street. The facility is owned and managed by the Shire of Derby / West Kimberley and is licensed by the Department of Water and Environmental Regulation.

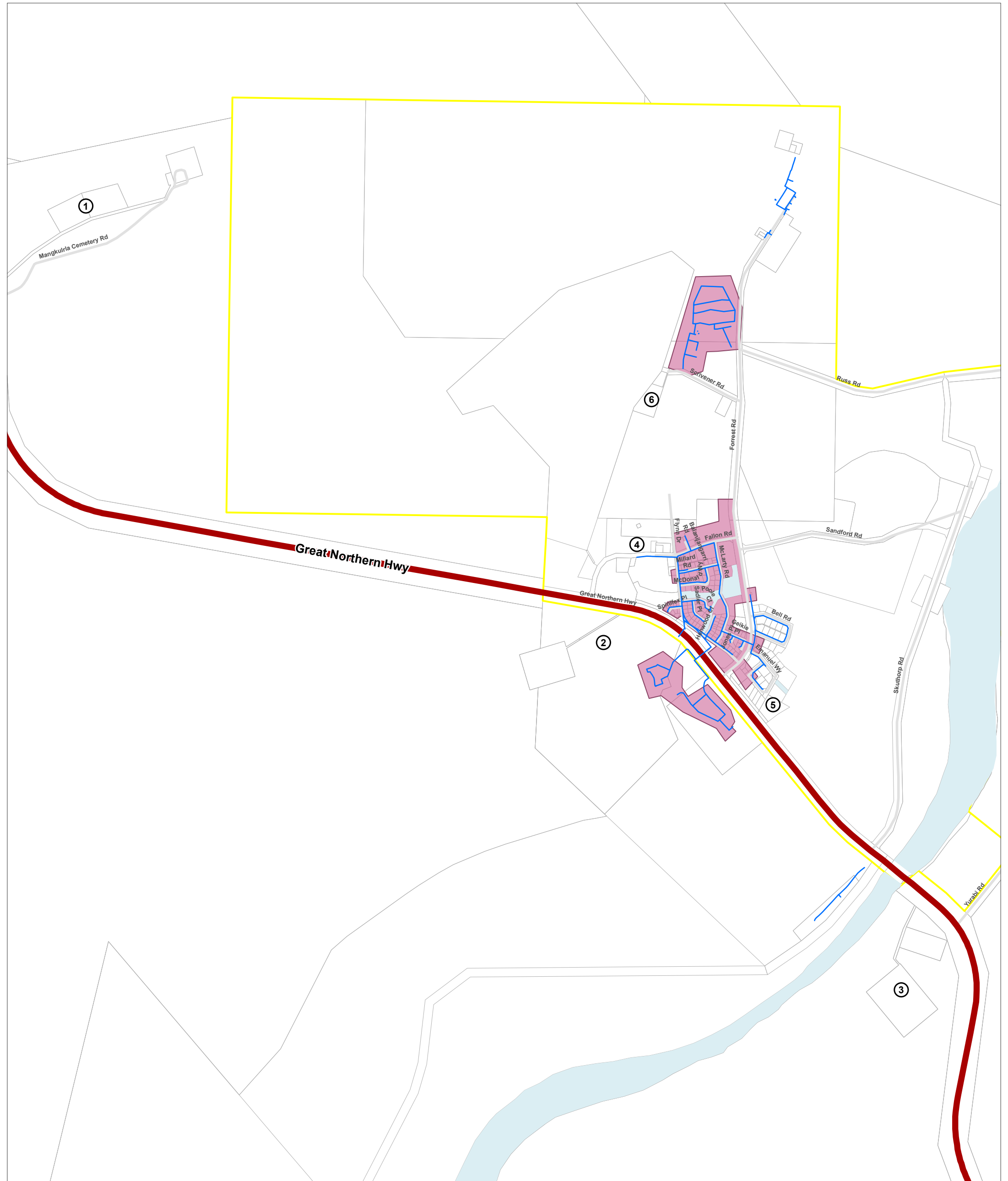
Fitzroy Crossing’s waste disposal site is located 6km to the west of the town and is accessed from Great Northern Highway. It is managed by the Shire and licensed with the Department of Water and Environmental Regulation.

Site selection for a new landfill facility to serve Derby is underway. Whilst a final location has not yet been selected, the new facility will be located a considerable distance from the town. This will require the establishment of a waste transfer facility within Derby, so that the community has easy access to waste disposal. This is proposed to use the site of the current landfill facility for ease of access by the community. The new landfill site will be located away from built up areas and will not pose a constraint to the development of the town. Further, using the existing footprint of the current landfill ensures the future waste transfer facility is well located away from surrounding land uses.

The site at Fitzroy Crossing is considered to be sufficient to service the town for the foreseeable future. It is located in an isolated location well removed from the town and surrounding settlements. It does not pose a constraint to the expansion of Fitzroy Crossing.

The key action for the Strategy in relation to waste management is to note the need for a replacement facility in Derby and to note the facility at Fitzroy Crossing will remain on its current site. The Strategy also acknowledges that the current landfill site will remain as a transfer facility with limited potential for redevelopment due to environmental constraints.





Base data provided by SLIP

- Primary Regional Road

Local Road

Water Supply

Cadastre

Sewered area

①

Landfill Facility (Shire of Derby West Kimberley)
- ②

Power Station (Horizon Power)

③

Wastewater Treatment Plant (Water Corporation)

④

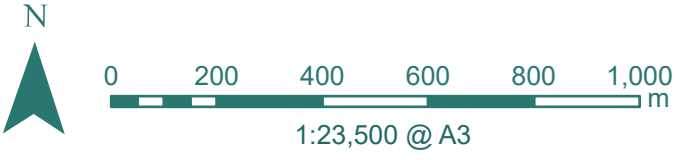
Water Supply Plant (Water Corporation)

⑤

Depot Facility

⑥

Airport



Map 8b: Key Infrastructure - Fitzroy Crossing
SHIRE OF DERBY-WEST KIMBERLEY

4.6 Local Considerations

The following local issues / considerations fall outside of the remit of a land use planning framework to be able to solely address. However, these issues remain critical to the growth of the Shire in addition to the issues outlined above.

4.6.1 Shire Analysis

The Shire contains three townsites, each with its discrete function:

- **Derby** is the administrative centre for the Shire and was once a main centre and port for the Kimberley region. It is now overshadowed by Broome which combined with Kununurra form the major focus for government and private sector activity and investment. Derby is nevertheless a significant town with its own culture and history. It has a significant Aboriginal population that fluctuates in size and distribution due to the mobility of people between town and lands.
- **Fitzroy Crossing** is the inland centre for the Shire and focus for Aboriginal communities and nearby pastoralist businesses. Community services are delivered from Fitzroy Crossing. However it is a town which was recently severely impacted by flooding. The Fitzroy River has a major environmental role to play in the biodiversity of the region.
- **Camballin** is a small hamlet where many support workers for nearby settlements live. Nearby Aboriginal settlements rely upon health and other professionals to maintain healthy and safe living conditions. It serves an important role by providing a neighbourhood for otherwise isolated residents. The land is substantially Crown land reserves and homesites are leasehold. The amenity of the town is important given the isolation of the town.

The cultural character of the Shire is one where there is a constant ebb and flow of people, residents both Aboriginal and non-Aboriginal rely upon moving between towns and country, other regions and back to metropolitan Perth. This transitory nature is also seen in the tourist visitation to the Shire. With this character in mind there is an importance of access and mobility, namely roads and tracks. These need to be navigable in all weather and safe. Informal camping or laybys are evident along major routes.

The towns themselves have short-term accommodation in the form of camping and caravan parks, also motels and hotels. Given the character of mobility and seasonal flows of people, the Shire is saddled with a Perth metropolitan regimen of freehold detached houses on large lots. In Derby especially these bestow the town with a verdant garden aesthetic. The Shire maintains public spaces to a high standard and residents make use of public spaces for access and repose.

Employment in the Shire is predominantly public sector. Government administration, justice law, education and health services are the backbone of local employment. Private business is limited in scope to tourism and hospitality, retail and provisioning and transport and logistics. The rural sector used to employ many local workers in the cattle management for pastoral stations, many built on the back of semi-skilled mustering and farm-work. Changes to this workforce has drastically reduced the role and opportunity for local people to find work.

Town businesses are now competing against a hyper-connected world where it is as easy to buy online and have it delivered as it is to settle for something that might be available locally but is either expensive or not quite right for the job intended.

4.6.2 Housing Supply, Suitability and Quality

The amount of suitable housing land in Derby is relatively unconstrained. Fitzroy Crossing is constrained by floodway and fringe lands which have resulted in a dispersed town layout – in several disconnected cells. There is a shopping centre which provides a retail and services focus and some light industrial premises to service the town and its industries. Camballin is a very small centre, with its shop having now closed.

The anticipated expansion of the Curtin air force base to the south of Derby may deliver a boost in workforce which may shore up customer retail thresholds. Strategically there needs to be a decision made as to where personnel and families will be located. There is also an opportunity for the Shire to influence the ADF to buy local wherever possible.

There has been a long and sustained disinvestment in housing stock within the towns of Derby and Fitzroy Crossing, possible due to a declining or stagnant population. Government housing providers have been faced with costly maintenance and renewal targets with a resultant drop in the overall quality and suitability of the housing stock. There are pockets of housing in both towns which appear to be unfit for social purpose and in need to a re-think concerning design, layout and tenancy patterns.

Aboriginal residents are tenants of government provided rental housing. In many cases the household sizes fluctuate according to a more mobile lifestyle which involves travel between ancestral lands and visits to town, the majority of by extended family and kin. This may lead to overcrowding, possible damage and associated social problems.

A new model of housing is required to better accommodate the influx of residents and the privacy and safety of vulnerable members of the community. More flexibility in the planning scheme can make provision for different styles of residential accommodation such as short-term lodgings and hostels. This may encourage new housing developers and operators to enter the supply chain.

4.6.3 Sustainable Indigenous Housing in Regional and Remote Australia Nov. 2021

This report was produced by the Australian Housing and Urban Research Institute (AHURI) seeking to clarify what sustainable indigenous housing requires into the future and currently. It referred to the APY lands in South Australia and the northwestern region of NSW and as such may have not considered specific circumstances that might occur in northern and northwestern Western Australia.

Context

The academic study conducted based on eastern Australian institutions identified several deficiencies in housing inhabited by Aboriginal people in regional areas. These deficiencies include poor design and fit for use, inadequate repair, safety and hygiene, as well as a lack of resident buy-in. Additionally, the housing does not provide climate resilience or adaptation to climate change, which is critical given the environmental challenges faced by these communities.

The administration and ownership of housing across Australia are disjointed, leading to unsustainable and unaffordable living conditions. This fragmented management exacerbates the already dire situation, further complicating efforts to improve housing standards and conditions for Aboriginal residents. Poor administration practices contribute to the inability to maintain and enhance the quality of housing, leaving many residents in subpar living conditions.

Addressing these issues requires urgent attention and a comprehensive policy approach to improve climate resilience and change adaptation in indigenous housing and health policies. It is essential to create sustainable, affordable, and well-managed housing solutions that meet the specific needs of Aboriginal communities. This will not only enhance the living conditions but also foster a sense of ownership and engagement among residents, leading to long-term improvements in health and well-being.

Relevance to Shire of Derby / West Kimberley:

The housing issues faced by Aboriginal residents in the Shire of Derby / West Kimberley are compounded by broader social problems that impact housing quality and sustainability. Climate and seasonal variability, including catastrophic episodes impact housing provision and can exacerbate overcrowding at times. Housing appears to be managed remotely, with local housing conditions perhaps not always understood. There is also a notable lack of cross-jurisdictional engagement within the indigenous housing sector.

The design and delivery of housing needs to be better tailored to the specific needs of the place and people. Recent disaster response efforts post-flood have shown some promise in uniting previously disparate groups, but this needs to be consolidated into a proactive rather than reactive entity.

Additionally, it appears that the overall trend among housing providers is to withdraw investment from regional 'legacy' housing stock in outer regional and remote communities. These issues are not exclusive to Aboriginal housing but are pervasive throughout the Shire of Derby / West Kimberley. Factors such as disinvestment, a narrow economic base, and the failure to attract service workers and their families further complicate the housing landscape. Addressing these challenges is crucial for the Shire to improve the quality of life for its residents and to foster community spirit and social investment.

4.6.4 Housing Issues not specific to Aboriginal residents

A local planning strategy and associated planning framework may affect the decisions made about development of private works on private land, and to a certain extent the location and enablement of public investment in an orderly and strategic manner. However, the reality is that for public sector housing operatives, each has its own strategic agenda and business plan that may or may not align with delivering a community benefit for one place in particular such as the Shire.

The Shire of Derby / West Kimberley has a problem in attracting and retaining a resident workforce to the towns and settlements. Even simple tasks such as maintenance and servicing other businesses are unable to be fulfilled by a dedicated resident local service workforce. The gap in skill is either filled by fly/drive in contractors, or by business proprietors themselves.

Part of the problem for Derby is self-propelled due to the following trends:

- Declining growth (disinvestment and narrow economic base);
- Failure to attract service workers and their families other than through immigration related incentives;
- Added cost for businesses to supply accommodation (for example tourism businesses need to source accommodation for the backpacker or similar sourced workers); and
- Diminishing population and community spirit – burn out and resignation leads to faltering social investment and commitment to civic spirit.

Contrasting Derby to Broome indicates a marked difference as a destination and appeal for prospective workers. Broome is a tourism destination, has attracted external investment and has generated its own culture blending leisure and hospitality to attract government and industry related workers to choose the town as a base for offices and service hub activity.

Derby as the historical centre for the southern Kimberley has waned over a long period of time, partly due to the shadow cast by Broome, and the limited lifestyle appeal of the town to people usually engaged in service workforce occupations.

4.6.5 Infrastructure

The main areas of infrastructure for growth are the Derby Airport and Derby Port. The Airport is owned and managed by the Shire, with the Port leased by Kimberley Ports Authority to the Shire. Each is subject to being surrounded by tides which impedes the potential for surrounding land to be used for airport- or port-related industry. Each facility is important due to the seasonal conditions of cyclones, tidal inundation and flooding that can disrupt overland logistics and result in isolation for the Shire community from the outside world, emergency contact services and supplies.

Improvements to create an all-weather access to each facility is going to be important. Derby Port is also available as a back-up port to Broome, which is more susceptible to cyclone. Storage of critical supplies within proximity to the airport would ensure that disaster relief is readily available.

Safety for drinking water supplies throughout the Shire is an important matter, one where the service operator needs to be able to maintain integrity of health and safety of supplies.

Power for the region is one area where there may be influenced to shift towards sustainable generation or electricity. In the past the Derby tides have been identified as a source for electricity generation and technology has now advanced in the realm of energy storage and more cost-efficient tidal generation turbines. The Derby waterfront might yet offer opportunity for such a facility to land, and store generated electricity for redistribution back into the local grid.

Roads are an identified backbone of the local character and economy. Federal and state government investment in better bridge crossings and wider highways will improve the resilience of the region to climate or other attacks. Floodway management and mapping is an important tool to reduce the risk of impacts. Fitzroy Crossing would benefit from further studies and management projects.

4.6.6 Environment

The Shire is in an expansive proportion of the State and covers several distinct landscape systems, each with biodiversity and rich habitat with large areas modified due to pastoral activities. Derby abuts a tidal salt marsh system which provides the natural setting for the edges of the town, and outlooks to the north and west across salt marshes. These areas abound in birdlife and complement the visually stark hinterland of boab forests and termite mounds. The townsite of Derby has been created to display mature trees and large reserves for parks and open space such as drainage purposes with creek corridors and damp gullies.

There are several prominent ranges within the Shire and these are important areas of ecological and cultural significance. Those features have limited access due to Aboriginal land management and so the importance of ecological and cultural rests in their responsibility.

Fitzroy Crossing is located on the Fitzroy River and this is a place of natural environmental importance due to the riparian nature of flooding and replenishment of fauna and flora habitat. The town of Fitzroy Crossing does not reflect as strong a sense of townscape as Derby. However there are pockets with dense tree and understorey cover close to the river valley.

4.6.7 Town Accessibility

The following are some issues facing the Shire and the wider community relating to accessibility:

Transport Limitations:

- Lack of reliable public transport connecting sub-communities to central areas. Many people do not own cars and rely on walking to get to services

Retail and Services:

- Few or no shops in remote communities.
- Need for planning for community-specific retail hubs in areas like Mowanjum and Looma.

Urban Layout Challenges:

- Derby: A triangular layout that complicates connectivity. Main shops are at one end of the town
- Fitzroy Crossing: A highway-centric design requiring tailored planning solutions.

Safety and Accessibility:

- Improve footpaths, lighting, and access to shops and recreational facilities like basketball courts and the recreation centre.

4.6.8 Business and social enterprise

4.6.8.1 Local economy

To address the challenges faced by Derby, it is suggested to establish a dedicated town-based progress association. This association would focus on highlighting areas for improvement and activating positive social and economic networks. The goal is to create a more welcoming environment for new residents and to ensure that existing residents feel valued and connected to the community.

Furthermore, there should be encouragement for entrepreneurs to start new businesses in Derby or to expand their existing operations within the Shire. Supporting local entrepreneurship can stimulate economic growth and create job opportunities, making the town more attractive to both residents and investors.

Lastly, articulating a local economy by linking procurement to local suppliers is crucial. Incentives should be provided to local businesses to engage in web-based supply chains, and businesses with a local inventory of goods should be rewarded. This approach could strengthen the local economy and build a more resilient, self-sustaining community.

4.6.8.2 Social enterprise and lifestyle

The following are some suggestions outside the scope of the Local Planning Strategy relating to social enterprise and lifestyle:

- Coordinate and connect housing and accommodation providers with resident groups – empower public housing clients to leverage better standards of accommodation;
- Encourage Youth and the Elders programs which nurture and promote healthy living attitudes and practices for both ends of life:
 - Elders carry the burden or responsibility for keeping family and culture standards, for stepping in to solve issues and as the town memory of past decisions and workarounds; and

- Youth are expected to provide the energy, the optimism and hope for better future opportunities within the towns and settlements. The youth shoulder the responsibility for adapting to new technology, for helping elders to be looked after and to be cohesive.
- Enterprise (business) as a term needs to include social enterprise – namely the community organisations which work to resolve problem or intractable community-wide issues.

The **local planning framework** can advance these as follows:

- Support innovative place and context appropriate design by reducing assessment delays and establish a fast-track for beneficial social and economic proposals;
- Ensure the Use Class Table provides flexibility and incorporates a set of provisions which allow the decision maker to exercise discretion in cases of strategic importance;
- Identify and zone sites adjacent to key investment hubs (such as the airport, the highway, the port and industrial areas) to accommodate further investment to attract new enabling industries; and
- Identify a new class of accommodation which can allow for temporary installation of buildings and infrastructure for a specific, time-nominated period (for example in times of emergency response, construction periods or equivalent housing pressure circumstances).

Integrating social enterprise and lifestyle considerations into its planning framework are essential for fostering community well-being and resilience as well as for driving sustainable development. By empowering community organizations and improving living standards, the Shire can address pervasive social issues while promoting economic growth. Moreover, by encouraging the participation of both youth and elders, the Shire can ensure the preservation of cultural heritage and the adaptation to technological advancements, thereby creating a cohesive and forward-looking community.

Suggested measures could include coordinating and connecting housing and accommodation providers with resident groups, empowering public housing clients to leverage better standards of accommodation. Encouraging youth and elder programs that nurture and promote healthy living attitudes and practices for both ends of life is important. Elders carry the responsibility for maintaining family and cultural standards and acting as the town's memory, while youth provide energy, optimism, and adaptation to new technology.

Enterprise should include social enterprises, especially community organisations that work to resolve pervasive community-wide issues. The local planning framework can support these initiatives by promoting innovative design, reducing assessment delays, and establishing fast-track processes for beneficial social and economic proposals. Ensuring flexibility in the Use Class Table to allow discretion in strategically important cases is also essential.

Identifying and zoning sites adjacent to key investment hubs, such as the airport, highway, port, and industrial areas, can attract new enabling industries. Additionally, creating a new class of accommodation for temporary installation of buildings and infrastructure can address needs during emergency responses, construction periods, or housing pressure situations.



4.6.9 Additional measures

The following table outlines some of the local considerations and possible measures. Where there is crossover with the Strategy, there are Actions identified in Part 1 to address these. However, many of the actions below lie outside of the remit of a local planning strategy and are reproduced here to provide a record and reference point.

Table 4.11: Additional measures outside of local planning strategy

PERFORMANCE AREA	STATUS	OPTIMAL	MEASURES
Employment	- Declining private sector opportunities - Local skills shortages - Aging workforce - Reliance on seasonal and visa workers - Large number of unemployed or under-employed residents - Aboriginal enterprises treading water. - Public sector spending fuels economy.	- Rebuilt private sector to target local niches. - Training and retraining based on vocational exposure. - Attract new industry, and support diversification of current operators. - Fast-track aboriginal enterprise ventures. - Investigation of new models of investment	- Hybrid public private training and funding platforms - Scheme to provide more discretion and flexibility to permit new enterprises. - Aboriginal enterprises to be funded to rain-in-situ workforce. - Shire as a sponsor of training in-situ. - Medical care training – use Health WA facilities. - Landcare Ranger training – and cultural awareness.
Housing	- Degraded housing stock. - Design follows a universal formula. - Unsafe and unsuitable living conditions for some citizens. - Neighbourhood design is lacking in some streets. - Sense of town community patchy across streets in town, and varies according to town. - Maintenance is costly and relentless. - Living support services lacking – cleaning, gardening, cooking, laundry.	- Fit for purpose accommodation, in a range of styles and locations. - Local resources housing and living support services. - Trained local people to work in living support industries. - Outreach of support services from Derby into settlements throughout the shire. - Urban design projects to improve streets, spaces and neighbourhoods. - Create resident involvement in running the neighbourhoods. - Safe housing and short term accommodation priority to triage problems and short-circuit problems. - Indigenous enterprises to provide services and support using locally trained people.	- Consider variations to Scheme to allow diversity of design and flexibility for housing and accommodation. - Flexibility in the Scheme to introduce more housing and accommodation types into the Residential and Town Centre areas. - Increase the number of accommodation providers (developers and operators) and seek local management.

PERFORMANCE AREA	STATUS	OPTIMAL	MEASURES
Sustainability	- Shire relies upon imported resources, capital and subsidy. - Community needs provided by external organisations and govt. - Retreat of church and NFP providers – need to found local providers. - Little local production of food and goods. - Economic growth focussed on external factors such as defence, community services and tourism. - Pressures on accommodation and living support conditions.	- Indigenous enterprises to provide services and support using locally trained people. - Closed or circular local economy.	- Buy local and grow local supply for goods and services.





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