

CITY OF ARMADALE

A G E N D A

OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 8TH DECEMBER 2003, AT 7:00PM.

A meal will be served at 6:30 pm

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read by the Chairman.

DECLARATION OF MEMBER'S INTERESTS

QUESTION TIME

Minimum time to be provided – 15 minutes (unless not required)

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Development Services Committee Meeting held on 10th November 2003, be confirmed.

Moved Cr _____

Carried/Lost ()

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE No.23/2003

The following items were included for information in the “Development Services Strategy section” –

- Report on Outstanding Matters – Development Services Committee
- Health Services Manager’s Report for October 2003
- Watch On Health Council
- Planning Services Manager’s Report for October 2003
- The 5th International Cities, Town Centres & Communities Society Conference
- Minutes - Community Heritage Advisory Committee Meeting
- Minutes - Local Govt Working Group (LGWG) Meeting
- Proposed New National Parks within the City of Armadale
- Town Planning Scheme No.2 - Amendment Action Table
- PAW Closure Report - significant actions during October 2003
- Subdivision Applications - Recommendation Table (Oct/Nov 2003)
- Compliance Officer’s Report for October 2003
- Planning Dept Monthly Admin Reports for October 2003
- Building Services Manager’s Report for October 2003
- Financial Statements for the period ending 31 October 2003

If any of the items listed above requires clarification or a report for a decision of Council, this item is to be raised for discussion at this juncture.

DEVELOPMENT SERVICES COMMITTEE

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**DEVELOPMENT
SERVICES
COMMITTEE**

HEALTH

MAINTENANCE OF PREMISES – LOT 32, HN20, PAGE RD, KELMSCOTT

WARD : KELMSCOTT
FILE REF : A159522
DATE : 26 November 2003
REF : PM
RESPONSIBLE : HSM
MANAGER
OCCUPIER : Mr N Boulton
LAND OWNER : Mr K Boulton

In Brief: -

- There has been a long history of complaint from neighbours and demonstrated disrepair and poor maintenance of this property.
- Both the owner and occupier have failed to exercise their responsibilities despite repeated warnings.
- Recommend that legal action be instituted against both the owner and occupier if the premises have not been brought to the required standard by the end of December.

Tabled Items

Nil

Officer Interest Declaration

Nil

Strategic Implications

Strategic Plan – Aim :

To maintain the City of Armadale as a place where the average family can enjoy a good lifestyle.

Indicator of success : Levels of safety and well being measured by :

- ♦ community perceptions of safety and well being;
- ♦ property values and stability of population.

Legislation Implications

Section 135 of the *Health Act 1911* provides a local government with the power to declare a house unfit for habitation, while Section 139 allows, in addition to that power, the service of notice requiring cleaning and/or repair.

Council Policy / Local Law Implications

Clause 11 of the *City of Armadale Health Local Laws 2002* specifies maintenance requirements for dwellings.

Budget / Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

An inspection of this property on 24th May 2002, following a complaint from a neighbour, identified a number of deficiencies, including broken windows and doors, an accumulation of rodent droppings, particularly in the kitchen, rubbish strewn about inside and outside the house and the electricity meter torn from its mounting, with no power supply to the house.

Letters indicating that the house was in such condition as to warrant its being declared unfit for habitation were forwarded to the owner, Mr K Boulton, and the occupier, his son Mr N Boulton, on 29th May 2002, and advice of their intentions was requested. The owner telephoned the office on 6th June 2002 and stated that it was his intention to demolish the house.

In the meantime, the occupier proceeded with cleaning up the property and on 4th July 2002 submitted a proposed schedule of completion of all required works. The schedule indicated all works would be completed by mid September, and on 5th July a letter to the occupier confirmed its acceptance.

Since that time there have been a number of inspections of the property and although the house was eventually cleaned up to a degree and it was brought to a condition sufficient to prevent its being determined as unfit for habitation, there has been a recurring cycle of broken windows, accumulation of rubbish and allowing it to fall into disrepair. Complaints from neighbours have continued.

On 29th April 2003 the owner was provided with a copy of the most recent letter forwarded to his son and a covering letter advising that failure to complete specified work by the end of May, or the house again falling into a state of disrepair, may result in legal action. There was no response to that letter.

On 29th October 2003, an attempt was made to enter the property and the occupier refused access. A letter was again forwarded to the owner advising of the visit and pointing out that there was an opportunity for him to minimise the likelihood of action against himself should he so wish. A copy of a letter to his son stating that, if necessary, Police assistance to enter the property would be called upon was enclosed. Again, there was no response.

An inspection of the property (in company of the Police) on 6th November found rubbish strewn around, broken doors and windows, damaged walls, a badly leaking toilet flush pipe and malfunctional cistern and other faults. A letter to the owner advising of the outcome and inviting advise within seven days of his intentions did not meet with a reply.

Letters to the owner and occupier on 17th November 2003 advised that the matter was now to be referred to Council with the recommendation that legal proceedings be instituted.

On 25th November a letter was received from the owner's solicitor stating that the owner now intended to remove his son from the house, bring it up to an acceptable standard and sell it. The letter further requested that no further action be taken while the owner "--expeditiously undertakes (these) efforts ---".

A reply forwarded on 26th November pointed out that, in these circumstances, it was not considered appropriate to defer action against the owner, given that he had been made aware of the problem over 18 months ago, and, as far as could be established, had taken no steps until that time to rectify the situation. He had allowed breaches of both the *Health Act 1911* and Council's local laws to persist throughout that time affecting not only the occupants but also neighbours.

It was indicated, however, that legal action would be unlikely to proceed if all requisite works are completed (and the house is maintained in compliant condition) prior to the file being forwarded to Council's solicitor. Alternatively, were works to be completed after such referral, consideration could be given to ceasing action subject to an offer of payment of legal costs incurred to that time.

COMMENT

Analysis

The City of Armadale Health Local Laws 2002 place the responsibility of maintenance of a house to the standard required by those local laws jointly and severally upon the owner and occupier.

Both have had adequate and repeated notice of exactly what is required. While the occupier has made a token effort from time to time, he appears to be at least partially responsible for some of the damage and has failed to maintain the premises at a satisfactory level. The owner, on the other hand, has not exercised his responsibilities in this respect at all.

OPTIONS

Because the house, although unkempt and in a state of disrepair, is not currently in a condition which would warrant its being determined to be unfit for habitation, Council's options are limited to:

1. Initiate legal proceedings against Mr K Boulton (the owner) for failure to maintain the house to the standard required by Clause 11 of the *City of Armadale Health Local Laws 2002*.
2. Initiate legal proceedings against Mr N Boulton (the occupier) for failure to maintain the house to the standard required.
3. Initiate legal proceedings against both Mr K Boulton and Mr N Boulton.
4. Take no further action.

CONCLUSION

Both parties have been repeatedly advised of their responsibilities and warned of potential enforcement action. While the owner has taken no apparent interest, the occupier seems to have been responsible, directly or indirectly, for much of the damage that has occurred, and although spasmodic attempts at repair and cleaning have been made, these efforts have not been maintained.

Finally, while both the Health Act and its local laws are focussed upon public health rather than aesthetics, the condition of the premises, besides being considered prejudicial to the good health of the occupants, is an ongoing problem for neighbours.

Prosecution of both the owner and occupier is therefore considered the appropriate course of action.

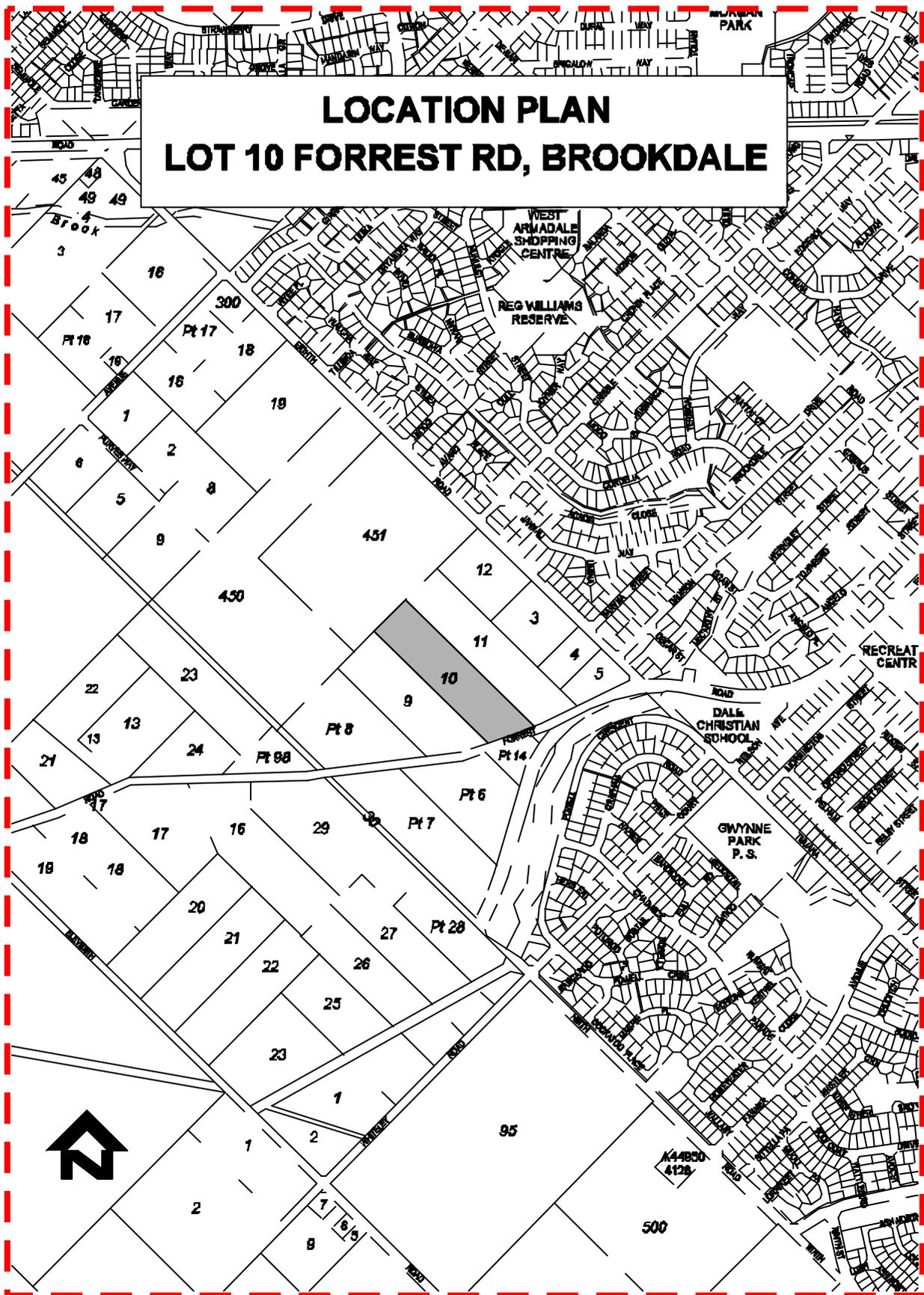
RECOMMEND

- 1. That the owner, Mr K Boulton, and the occupier, Mr N Boulton, of Lot 32, HN 20, Page Rd, Kelmscott be advised that if the premises are not brought to the standard required by Council's Health Local Laws by 31st December 2003 legal proceedings will be instituted against them.**
- 2. That Mr K Boulton and Mr N Boulton be further advised that, in the event that they continue as owner and occupier respectively, if the requisite repairs and cleaning are undertaken and the property subsequently reverts to a substandard condition, legal proceedings will be instituted against each or either of them, as is determined to be appropriate by circumstances at that time, without further notice.**

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Carried/Lost ()

**DEVELOPMENT
SERVICES
COMMITTEE**

PLANNING



***PROPOSED HORTICULTURE & SALE OF RURAL PRODUCE –
LOT 10 FORREST ROAD, BROOKDALE***

WARD : FORREST
FILE REF : A28046
DATE : 1 December 2003
REF : EP
RESPONSIBLE : PSM
MANAGER
APPLICANT : Dykstra & Associates
LAND OWNER : Gold Reef Corporation
Pty Ltd
SUBJECT LAND : Property size 4.0 ha
Map 21-02
ZONING : Urban deferred/
MRS/TPS No.2 General Rural

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development – “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

Town Planning and Development Act 1928
Metropolitan Region Scheme
Metropolitan Region Scheme Act 1959
Town Planning Scheme No.2

Council Policy / Local Law Implications

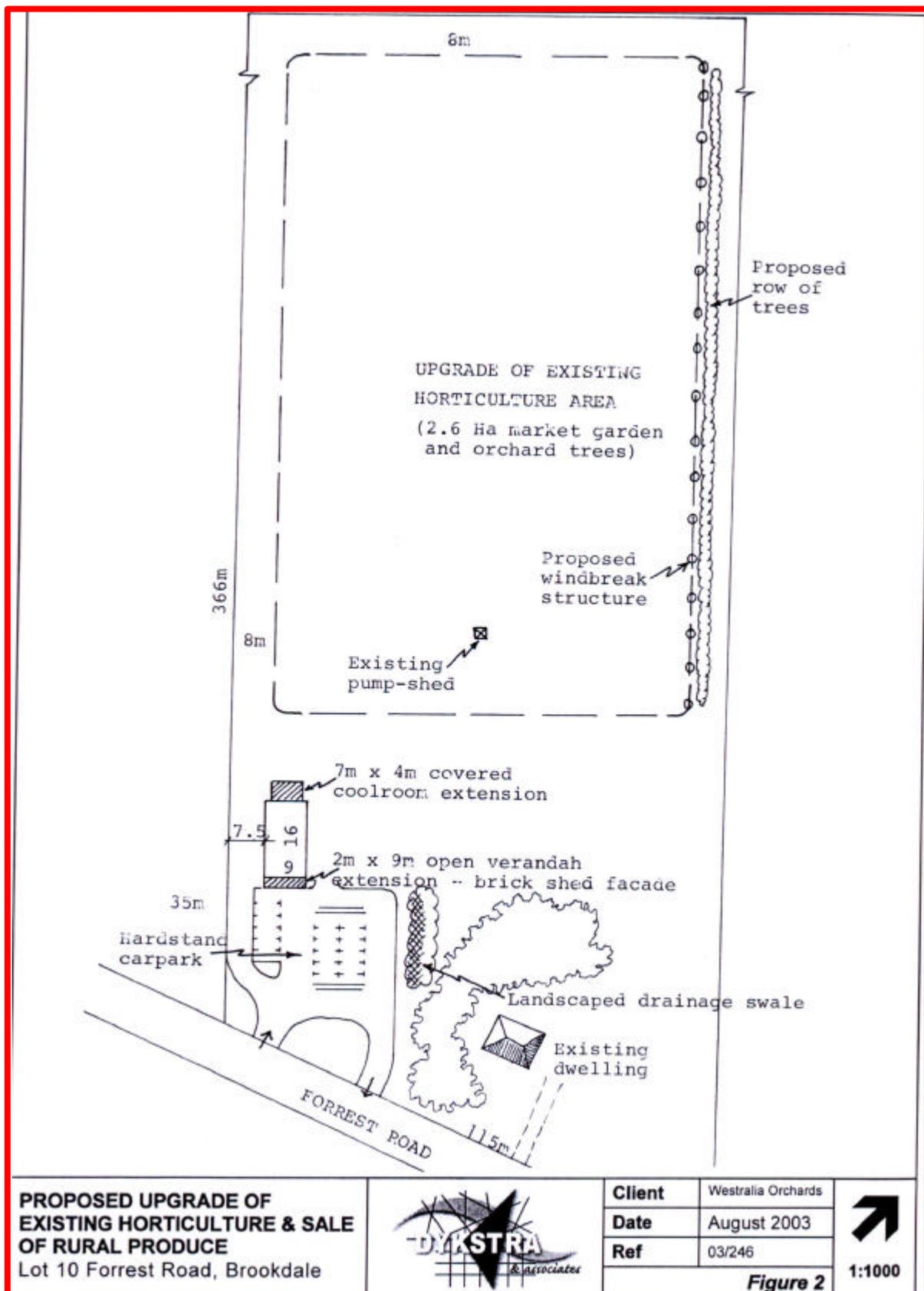
Southern River / Forrestdale / Brookdale / Wungong District Structure Plan

Budget / Financial Implications

Nil.

In Brief: -

- This application was considered by Council at its meeting on 17 November 2003. It was resolved to recommit the item to the next Development Services Committee for further consideration.
- The application proposes a horticulture/orchard activity with the sale of produce grown on property and imported from other rural lands.
- Advertising of the proposal resulted in four submissions including two submissions of concern and two submissions of objections.
- The request for horticulture /orchard activity and the retailing of produce grown on land is consistent with the “Rural Use” definition of the TPS No.2, while retailing of produce imported to the site does not comply with the “Rural Use” definition of the TPS No.2.
- Recommend that Council approve the horticulture/orchard activity and the retailing of produce grown on land subject to appropriate conditions and refuse the application to retail produce not originating from the subject property.



SITE PLAN
LOT 10 FORREST ROAD, BROOKDALE

Consultation

- ◆ Development Control Unit
- ◆ Surrounding landowners
- ◆ Armadale Redevelopment Authority
- ◆ Environmental Protection Authority
- ◆ Council's Environmental Planner

PREAMBLE

When considering this application at the 10th November meeting of the Development Services Committee the inequity between roadside sellers (who for a relatively small fee are able to retail) and rural landowners (who are subject to planning controls and yet pay rates) was identified as a concern. The Committee requested a further report on this matter.

Council at its Ordinary meeting on 17 November 2003 considered this application and resolved to recommit the matter to the next Development Services Committee for further consideration.

The previous report is reproduced hereunder with appropriate updates.

BACKGROUND

On 25th August 2003 Council received an application to conduct a Horticulture and Sale of Produce activity operation from this property. The applicant has advised that Lot 10 Forrest Road has for many years accommodated orchard activities, but has recently have been allowed to "run down". The new landowner (Westralia Orchards Pty Ltd) wishes to utilise much of the existing infrastructure (i.e. pump, reticulation and shed) and upgrade the property to continue the existing use of the land.

A horticulture activity is construed as a "Rural Use" in the General Rural zone and is a permissible ("P") use under Town Planning Scheme No.2 (TPS No.2). Nevertheless, any development other than a single house on land zoned "Residential or "General Rural" requires an application to Council for planning consent under Clause 7.1 of TPS No.2. Given the environmentally sensitive nature of the proposed rural use, the property's location being within an area earmarked for future urban development and the concerns / objections received from the surrounding landowners within the advertising period of this proposal, the application is referred to Council for determination. The sale of produce grown on the property is a discretionary use and requires Council approval.

The subject lot is relatively flat and supports a residence and two outbuildings with evidence of remnants of a previous orchard.



AERIAL PHOTO / PLAN
LOT 10 FORREST ROAD, BROOKDALE

DETAILS OF PROPOSAL

The proposed development entails the following:

- ◆ Utilising an area of approximately 2.6ha for market gardening and incidental orchards.
- ◆ The existing bore pump and reticulation system will be used to service the market garden and the incidental orchard area.
- ◆ Upgrading the existing rural shed on the property with a front verandah and a 28m² coolroom to the rear.
- ◆ A maximum of 4 staff members will be employed.
- ◆ Utilising part of the shed as the sales office.
- ◆ Northeastern edge of the growing area will be protected by a shade cloth windbreak structure.
- ◆ Supplementary planting of a row of trees will visually screen the windbreak structure.
- ◆ Landscaping designed to visually screen the growing areas.
- ◆ 18 on site car-parking bays to service the development.
- ◆ Over 60% of the produce offered for sale from the property will be grown on site and the rest will be imported from other rural properties.

COMMENT

Development Control Unit (DCU)

At its meeting held on 30 October 2003, DCU recommended that the application be referred to Council for approval of the proposed rural use and sale of produce grown on the property components. Sale of produce imported to the property is not considered an acceptable use as it would create an undesirable precedent and therefore is recommended for refusal.

It is anticipated that the subject Horticulture business and the approved St. Francis Xavier School development on the opposite side of Lot 10 Forrest Road would create an increase in traffic volume along Forrest Road. The Technical Services Directorate therefore, requires the widening of Forrest Road for a length of approximately 30m tapering from 0m to 1m wide at the southern crossover and extending to the northern crossover to ensure an uninterrupted traffic flow along this section of Forrest Road.

Armadale Redevelopment Authority (ARA)

The Brookdale area has been noted as a potential management area for the Armadale Redevelopment Authority (ARA) and the proposal was therefore referred to the ARA for comment. Advice received from the ARA is as follows:

“ARA does not object to the proposed improvements to the property and “farm gate” sale of produce grown on site. It does not support the sale of produce grown on other properties in the area without a proper analysis of its strategic planning implications. Accordingly the ARA recommends the sale of “imported” produce not be permitted without further justification in terms of retail planning strategy. It is also suggested that the applicant be advised that the land is zoned “Urban Deferred” under the MRS, and as such the ARA supports hastened urbanisation of the area. The ARA therefore, generally considers the continued use of land in the area for rural purposes to be an interim measure”.

Environmental Protection Authority (EPA)

EPA has advised that the overall environmental impact of the proposal is not so severe as to require formal assessment by the Authority.

Results of Advertising

The application was advertised for public comment for a period of three weeks.

No. of properties notified - 7
 No. of submissions received - 4
 No. concerned - 2
 No. opposing - 2

Refer to Confidential Attachment “BI” for location plan of respondents.

RESUMÉ OF SUBMISSIONS

No	Statement	Number of submittees holding this view
1	<p>We are very concerned about the effects (spray drift) of insecticides and herbicides in the market garden industry (and the impact they could have on our school children and parish community).</p> <p><i>The applicant has advised that given the low scale nature of the operation, machine spraying will not be utilised on this property. Notwithstanding above, the applicant will be required to operate the market gardening activity in accordance with the “Code of Practice for the Use of Agricultural and Veterinary Chemicals in WA” published by the Department of Agriculture which would ensure utilising safe practice methods.</i></p>	3
2	<p>Concerned about obnoxious smells emanating from the site (manure).</p> <p><i>The applicant advises that the application of raw poultry manure to market gardens is no longer permitted and is now regulated by the State Government’s Health Department regulations to mitigate potential impact such as fly breeding and odour. All vegetable waste is either managed off site or is turned into the soil and appropriately covered, and in any event is not left exposed on site for any longer than two days.</i></p>	3
3	<p>Even if chemicals used did not affect our students and parishioners, many would perceive such effects and find another school and church.</p> <p><i>The property concerned is currently zoned “General Rural” and has been used as an orchard for a considerable period of time. The current proposal is to restore the presently neglected activity and to make it a viable enterprise by including market gardening. Imposition of a reasonable buffer at the street perimeter of the site could assist in mitigating any prospective adverse impact from the activity.</i></p>	1
4	<p>If the application is approved it could have far reaching effects on future development.</p> <p><i>It is acknowledged that this locality is zoned “Urban Deferred” under the MRS. Continuation of a rural use from this presently rural zoned land is considered as an acceptable interim use. ARA has confirmed the same.</i></p>	1

No	Statement	Number of submittees holding this view
5	<p>Fear of contamination of our pasture and farm animals.</p> <p><i>Horticulture is considered a rural use that has traditionally coexisted with rural uses such as keeping of farm animals.</i></p>	1
6	<p>Pesticide, herbicide and fertiliser may contaminate groundwater, which is used by rural landowners in the absence of reticulated water supply.</p> <p><i>The property has been used as an orchard for a considerable period of time without any complaints. Given the small-scale nature of the operation it is unlikely that it would cause a major impact. The EPA has not raised any concern in this regard.</i></p>	2
7	<p>Previous horticulture on this land resulted in the lowering of the water table.</p> <p><i>As previously advised by the Water & Rivers Commission this is an argument that cannot be sustained without substantiated evidence being provided by the complainants. The existing bore on site is proposed to be used for irrigating the cultivation.</i></p>	2
8	<p>Noise generated from the coolroom that will be located close to our bedroom.</p> <p><i>The existing shed on the subject lot is located approximately 75m from the nearest residence to the west and over 130m to the nearest residence to the east. Council's Health Department has confirmed that noise emitted from a cool room is unlikely to cause any noise nuisance to residents living in houses at such distances. Further any cool room proposals will need to comply with EPA noise Regulations.</i></p>	1
9	<p>Encouraging crime to our rural area.</p> <p><i>No evidence has been provided to substantiate that this type of activity would generate a higher crime level compared to any other land uses in the city of Armadale.</i></p>	1
10	<p>Interruption to sleep from security alarm and guard dogs.</p> <p><i>A residence already exists on the property. This security situation will not be different to any other Rural/residential use.</i></p>	1
11	<p>Proposed landscaping is not adequate to sufficiently screen the proposed structures on site.</p> <p><i>The application only involves minor extensions to an existing shed to facilitate the proposed activity. The applicant could be requested to install additional landscaping along the perimeters of the site to obscure the structures.</i></p>	1
12	<p>Concerns are raised that the proposed sale of produce from the site appears to be a major commercial activity.</p> <p><i>It is recommended that sale of produce from the property be restricted to a low scale ("Farm Gate" sales).</i></p>	1
13	<p>A similar application made by me was rejected 7 years ago. I object on the grounds that the same rule should apply to this application.</p> <p><i>The application concerned was for a 'Retail Garden Centre', which involves different planning implications. Therefore, these two applications are not comparable. All applications are assessed on merit.</i></p>	1

Analysis

Town Planning Scheme No.2 (TPS No.2)

The subject lot is currently zoned “General Rural” under the City of Armadale Town Planning Scheme No.2, and “Urban Deferred” under the Metropolitan Region Scheme. “Horticulture /Orchard” activity is considered a “Rural Use” which is a permitted (“P”) use within the “General Rural” zone, and is defined as follows in TPS No2:

“Means agriculture, horticulture, Viticulture, orchards, grazing, forestry and stabling, agistment or training of horses, free range poultry or game bird production but does not include piggeries, battery poultry production or unless the Council, at its discretion, permits the sale by retail or offering for sale by retail on the land fruit, vegetables, eggs or produced grown on land”

As stated above, the retail sale of produce grown on the property is a discretionary use and requires Council’s approval. The retail sale of produce imported from other rural land is not considered to be an appropriate use as the items are not incidental or associated with the horticulture/orchard activity of the land.

The proposed use cannot be considered as a “Rural Industry” as such use is defined as “*an industry handling, treating, processing or packing primary products grown, reared or produced in the locality and a workshop, servicing plant or equipment used for rural purposes in the locality and includes piggeries and battery poultry production*”. The definition does not provide for any retail activities from the premises.

The element of retailing produce imported from other rural properties would more closely relate to the definition of a “Shop” use, which is a use that is not listed within the “General Rural” zone.

Under Town Planning Scheme No.2 Clause 3.4 a “Use Not Listed” is described as “If a particular use or purpose is not mentioned in the list of use classes or is not included in the general terms of any of the use classes in the Development Table, that use or purpose is prohibited unless it is permitted by the subsequent provisions of the Scheme.

Upon application for planning consent to it the Council may:

- a) determine that the use is not consistent with the objectives and purposes of the particular zone and is therefore not permitted, or
- b) determine that the proposed use may be consistent with the objectives and purpose of the zone and therefore follow the advertising procedure of Clause 7.2.”.

The TPS No.2 Policy Statement for the “General Rural” zone states “*Zone intended for the conservation of natural resources, the maintenance of an open broad acre rural character, the fostering of rural uses and rural industries in circumstances where they do not constitute a nuisance. Where compatible such uses promoting tourism, recreation and entertainment where it does not impact on the amenity of surrounding properties may be permitted.”*

A “Shop” is a listed use in the TPS No.2 and has a clear definition. The proliferation of “Shops” is not considered to be consistent with the General Rural zone objectives and its policy intent and should not be encouraged within rural living areas. It is an activity that should generally be confined to the designated shopping zone consistent with the City’s Strategic Planning of localities. The expectations of the residents chosen lifestyle living in the Rural zone and the implications for fruit and vegetable shop operators in the Shopping zone should also be considered.

The application of the “Use Not Listed” provisions in the Scheme Clause 3.4 is therefore not considered appropriate in this instance.

Southern River/ Forrestdale/ Brookdale Wungong District Structure Plan (Forrestdale Structure Plan)

The subject land area is proposed to be future Urban in accordance with this Structure Plan. The Structure Plan is a conceptual guide that indicates how the area can be developed in the future. No detailed Outline Development Plans have been prepared to guide the rezoning, subdivision and development for this land at this stage. The proposed horticulture use of this property can be considered as an interim use that would benefit the community without compromising the future proposed urban uses of the locality under the Structure Plan. Such uses can generally be converted to urban development when the urban front moves towards it while optimising this under-utilised land with this rural activity at the present time.

Land Use Suitability

The subject application to restore and intensify an already existing rural activity on this land is considered acceptable given the “General Rural” zoning of the property, which partly intends to “*maintain an open broad acre rural character and fostering of rural uses and rural industries in circumstances where they do not constitute a nuisance*”. “Farm Gate” sale of produce grown on rural properties is considered to be a compatible use that is incidental to the predominant use of market gardening /orchard activity. This has been an acceptable activity within the rural areas of the City of Armadale provided such activity does not adversely impact on the amenity of the surrounding locality.

The sale of items not grown or produced on land is contrary to the TPS No.2 definition of a “Rural Use” as the items are not incidental or associated with the horticulture/orchard activity of the land. This activity is considered a “Shop” use that is more suited to retail shopping outlets and other retail tourist sites.

Approval of non-related retail activities is likely to establish an undesirable precedent within the rural zone, as it will encourage rural landowners to make similar applications for shop operation. Once encouraged, there is a possibility of retail “Shop” activities proliferating within the “General Rural” zone contrary to the broad acre farming intent of the zone, thereby compromising the objective of the zone and creating other issues such as disturbance to rural living, rural amenity, increase in noise and traffic. This is also likely to create concern from “Fruit and Vegetable” shop operators in the retail shopping areas on the basis of “Unfair Competition” given the overhead expenses that have to be incurred by such operators as opposed to farmers operating their own shops from their own properties.

Council's "Retail Hierarchy Review" report identifies the proposed distribution and size of appropriate retail centres within the City of Armadale in the context of future development. Haphazard location of retail outlets would compromise such future planning which is based on sound planning principles while establishing an undesirable precedent.

Traffic Generation and Car Parking

Although the anticipated number of customers visiting the site per day is not stated in the application the proposed activity is unlikely to generate traffic concerns in this location. There is adequate parking provided on site to service a low scale rural business of this nature. The increased number of traffic generated by the approved new school site opposite the subject property is not considered a significant issue as schools normally only generate high traffic volumes twice daily for a maximum of 15- 20 minutes at a time during school opening and closing times.

Notwithstanding the above, given the narrow width of Forrest Road and the proposed school site opposite this property, Council's Technical Services Directorate requires the applicant to provide a left turn lane along Forrest Road into the parking area of the subject site.

Environmental Issues

Council's Environmental Planner has advised that "*market gardens typically have significant off-site impacts, can result in soil contamination at levels that require clean-up and use very high fertiliser use rates that could adversely affect efforts to reduce nutrient loss from the Southern River/Forrestdale/Wungong District Structure Plan area*".

"Some of the management practices proposed should significantly ameliorate the level of off-site impacts. It is recommended that a Land Management Plan be prepared to address nutrient and irrigation management and activities that result in off-site impacts. The applicant should be advised that prior to redevelopment of the land for residential use the market garden site would need to be sampled for soil contaminants in accordance with Department of Environment guidelines. The applicant will be provided with relevant information from Department of Environment publications".

It should be noted that the Environmental Protection Authority has not raised any environmental concerns regarding the application. The applicant has advised that the new landowner Westralia Orchards Pty Ltd is a professional rural enterprise, and hence will utilise up to date practices in orcharding and market gardening. Further, it is advised that the new landowner is presently contemplating on moving into organic market gardening.

To minimise any prospective issues of concern it is suggested that the applicant be requested to maintain a 15m buffer zone along the Forrest road perimeter of the site and carry out a fast growing native trees planting programme along all property boundaries.

OPTIONS

1. Approve the application for horticulture and orchard use of the property with incidental sales of produce grown on land subject to appropriate conditions and refuse the request of sale of produce imported to the site from other rural properties.
2. Refuse the application on the basis that, given the current “Urban Deferred” zoning of the area under the MRS and imminent rezoning to “Urban” under Council’s TPS No.2 the site is considered to be inappropriate for an establishment of this nature as it would compromise the Council’s/ARA’s future urban planning of this locality and be likely to cause unnecessary detriment to the surrounding locality.

CONCLUSION

The subject land has been utilised for orcharding purposes for a considerable period of time.

The proposed horticulture/orchard land use is a permissible (P) use within the “General Rural” zone under the current TPS No.2, while retailing of produce grown on the land is a discretionary use that needs to be permitted by Council.

Retailing of produce grown on the land can be considered incidental to the predominant horticulture/orchard activity on site and is a use that is compatible and consistent with the intent of the Policy statement of the “General Rural” zone.

A rural use with restricted sale of produce grown and produced on the land is not considered to compromise the future urban planning of this locality, as it can be a profitable and optimal interim use of this presently under- utilised rural land. This has been confirmed by the Armadale Redevelopment Authority, which could be the future management Authority of this area.

Any potential for adverse environmental impact from the proposal could be minimised by utilising best practice methods and imposition of appropriate conditions on the approval.

The definition of “Rural Use” in TPS No.2 does not allow for the sale of items not originating from the land. The development of a fruit and vegetable shop on the property is also seen as undesirable given the precedent that it will create in the absence of a detailed strategic plan, based on sound planning principles.

Given the above, option 1 is recommended.

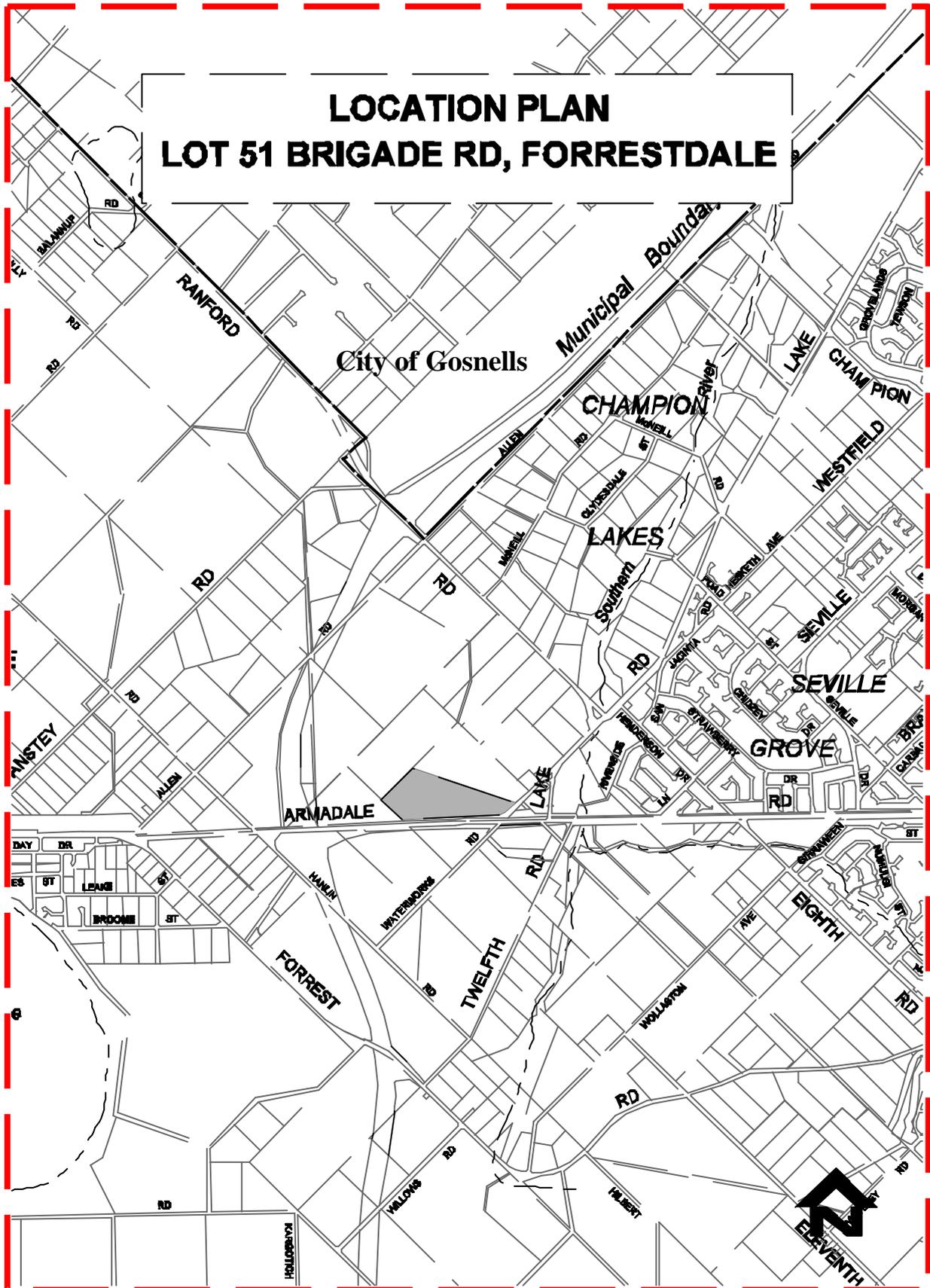
RECOMMEND

- 1. That the application to establish a horticulture/orchard activity with an associated cool room facility and retailing of produce grown on the land from Lot 10 Forrest Road, Brookdale be approved subject to the following conditions:**
 - a) Details of elevation, colour scheme and building materials relative to the external appearance of the proposed shed extensions to be submitted to and approved by the Executive Director Development Services. The development is to be completed and maintained thereafter in accordance with the approved schedule to the satisfaction of the Executive Director Development Services.**
 - b) Submission of a landscape plan to demonstrate planting along all property perimeters with local native species for the purpose of visually screening and softening the impact of the development. Landscaping to be installed and continuously maintained thereafter, in accordance with the approved landscape plan to the satisfaction of the Executive Director Development Services.**
 - c) A 15m setback (buffer) along the Forrest Road perimeter to be maintained to the satisfaction of the Executive Director Development Services.**
 - d) Tapered widening of the northern side of Forest Road commencing at 30m south of the entry crossover and extending to the exit crossover. The taper to be 1m wide at the entry crossover and continue to the exit crossover to the satisfaction of the Executive Director Technical Services.**
 - e) Driveway, crossover, parking and vehicle parking areas shall be constructed and continuously maintained to the satisfaction of the Executive Director Technical Services.**
 - f) Storm water design is to be in accordance with water sensitive design principles to the satisfaction of the Executive Director Technical Services.**
 - g) Submission and implementation of a Land Management Plan that addresses nutrient and irrigation management, spray management, odour and noise management to the satisfaction of the Executive Director Development Services. All development to be in accordance with the approved Land Management Plan.**

2. That the application to retail produce not originating from the subject property be refused for the following reasons:
 - a) The sale of produce not originating on the subject land does not comply with the “Rural Use” definition of the TPS No.2;
 - b) The sale of produce not originating from the subject land would establish an undesirable precedent within the “General Rural” zone thereby encouraging other landowners to make similar applications to the detriment of the intent and objectives of the General Rural zone.

3. That the applicant be advised that:
 - a) Compliance with the provisions of the Health (Food Hygiene) Regulations 1993 is required.
 - b) Compliance with Environmental Protection (Noise) Regulations 1997 is required.
 - c) Compliance with Building Code of Australia (toilet facilities) is required.
 - d) Submission of a separate application complying with Council’s local law and policy requirements for a sign licence is required for signage on the property.
 - e) Prior to considering land-use change to residential, the orchard and market garden site will need to be assessed for soil contamination and cleaned up if necessary in accordance with advice from the Department of Environment.
 - f) The subject land is zoned “Urban Deferred” under the MRS, and is earmarked for Urban development in terms of the Southern River / Forrestdale / Brookdale / Wungong District Structure Plan.
 - g) In relation to conditions 1(h) the Land Management Plan to be accordance with the Code of Practice for the Use of Agricultural and Veterinary Chemicals in WA published by the Department of Agriculture.

4. That officers be requested to provide a report on the means of providing equity between rural land users and sellers of produce from roadside stalls.



***PROPOSED MANUFACTURING OF FINE CHINA & ASSOCIATED RETAIL
OUTLET/ SHOWROOM - PORTION OF LOT 51 BRIGADE ROAD, FORRESDALE***

WARD : FORREST
FILE REF : A276
DATE : 28 November 2003
REF : GIW
RESPONSIBLE : PSM
MANAGER
APPLICANT : Andrew Donaldson
LAND OWNER : Bellgrade Pty Ltd
SUBJECT LAND : Lot 51 Brigade Road,
Forrestdale
Property size 13.5ha
Map 20.03
ZONING : Industrial / Industrial
MRS/TPS No.2 Business Development Zone

In Brief:-

- Application is made to conduct “Manufacturing of Fine China and associated Retail Outlet / Showroom” facility.
- Proposal is being advertised to surrounding landowners, closing 8 December 2003. One (1) submission has been received to date.
- Recommend that Council approve the application subject to appropriate conditions.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

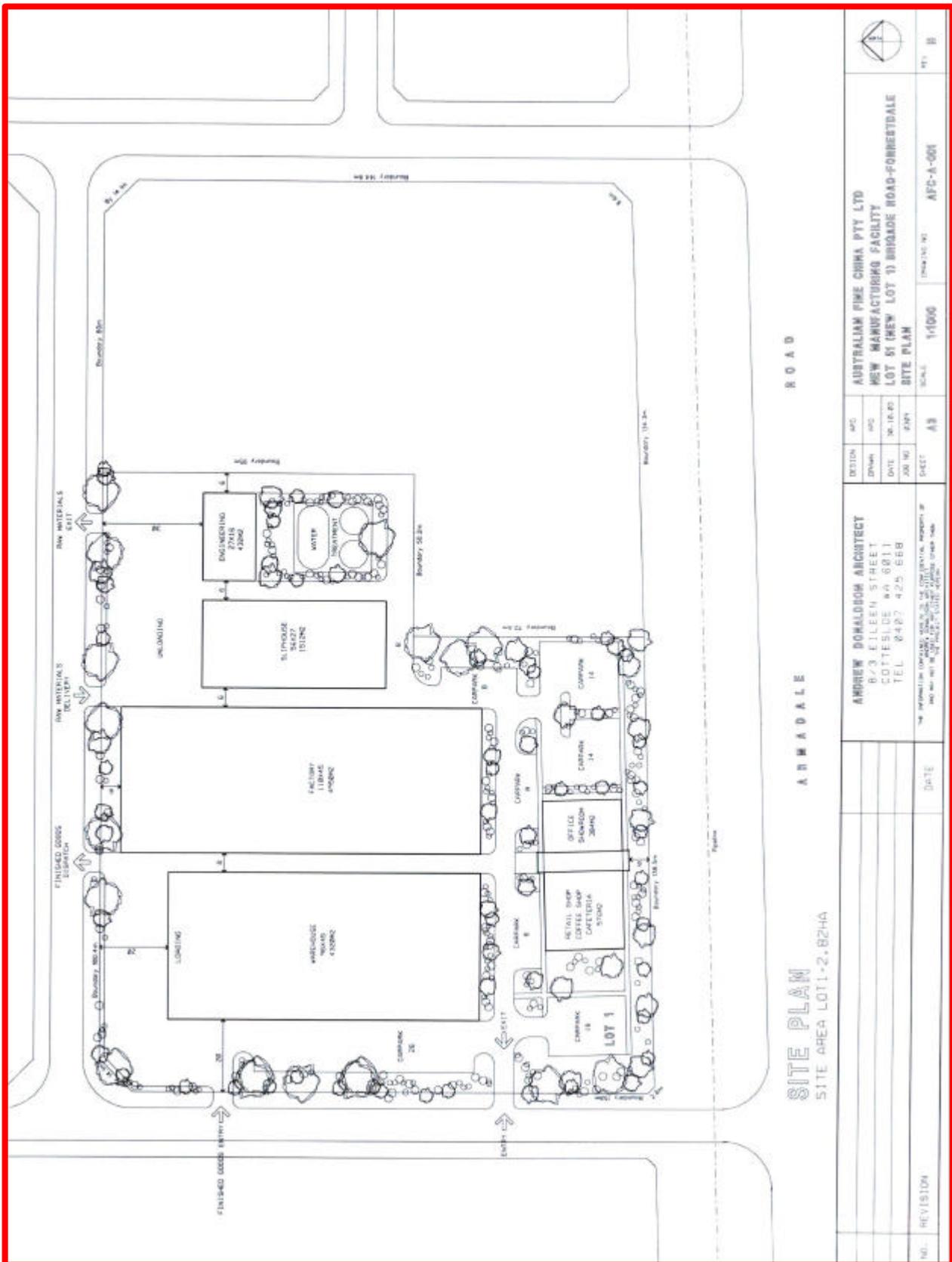
Development- “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

Town Planning & Development Act 1928
Metropolitan Region Scheme Act 1959
Town Planning Scheme No.2
The Forrestdale Industrial Business Park is to be included in the Armadale Redevelopment Authority Scheme Area in 2004.

Council Policy / Local Law Implications

Policy 4.3.16- Development Guidelines (Forrestdale Industrial Park)



SITE PLAN
LOT 51 BRIGADE ROAD, FORRESTDALE

Budget / Financial Implications

The site is subject to a Development Contribution Plan under impending Amendment No.168.

Consultation

- ◆ Development Control Unit (DCU)
- ◆ Main Roads Western Australia (MRWA)
- ◆ Armadale Redevelopment Authority (ARA)
- ◆ Surrounding landowners

BACKGROUND

Council received an application to conduct “Manufacturing of Fine China and associated Retail Outlet / Showroom” facility on 11 November 2003.

The Western Australian Planning Commission (WAPC) has received an application to excise the subject area proposed as part of the development application. Council officers recommended that the WAPC approve the application on 28 November 2003.

The subject site is situated within the Forrestdale Industrial Business Park, which was created following the gazettal of Amendment No.148 to Town Planning Scheme No.2. The area is to be incorporated into the Armadale Redevelopment Scheme area in 2004. Whilst the zoning has been finalised, the associated Forrestdale Industrial Business Park Structure Plan (SP) has not been endorsed by the Western Australian Planning Commission to date. The site remains undeveloped at this stage.

The proposal includes elements that can be classified as “Service Industry”, “Showroom”, “Shop”, “Warehouse” and “Office” within the subject zone, which are all discretionary uses under TPS No.2 requiring determination by Council.

DETAILS OF PROPOSAL

Details pertaining to the proposal include the following:

- ◆ Sliphouse building to facilitate preparation of clay (56m x 37m);
- ◆ Factory building to facilitate forming and casting of clay (110m x 45m);
- ◆ Warehouse building for the storage of products (96m x 45m);
- ◆ Engineering workshop building (27 x 16m);
- ◆ Water Treatment Plant to process on site waste water;
- ◆ Administration Office and Showroom building (384m²);
- ◆ Retail Shop / Coffee Shop and Staff Canteen building (576m²);
- ◆ A total number of 70 employees;
- ◆ Vehicle access via the eastern most entrance in accordance with the Structure Plan.

COMMENT

Development Control Unit (DCU)

DCU at its meeting held on 25 November 2003 raised no objection to the proposal and recommended that the application be approved.

Technical Services Directorate (TSD)

Council's Technical Service Department has assessed the proposal and advise that the following conditions should be imposed on the development approval:

1. Roads (including truncations) are to be designed and constructed in accordance with the Structure Plan;
2. Stormwater drainage to be designed in accordance with Water Sensitive Design Principles. It should be noted that the applicant's proposal to drain water into the proposed drainage basin identified on the Structure Plan may not be feasible at this stage as the area is currently within private ownership. In this regard, temporary storage of drainage on site may be required;
3. Footpath / Cycleway to be constructed along road frontages;
4. Armadale Road to be upgraded to the satisfaction of Main Roads Western Australia.

Health Department

Council's Health Department advised that the applicant's proposal to connect to a temporary effluent disposal system until 2005 will require the prior approval of the Health Department of Western Australia.

Main Roads Western Australia

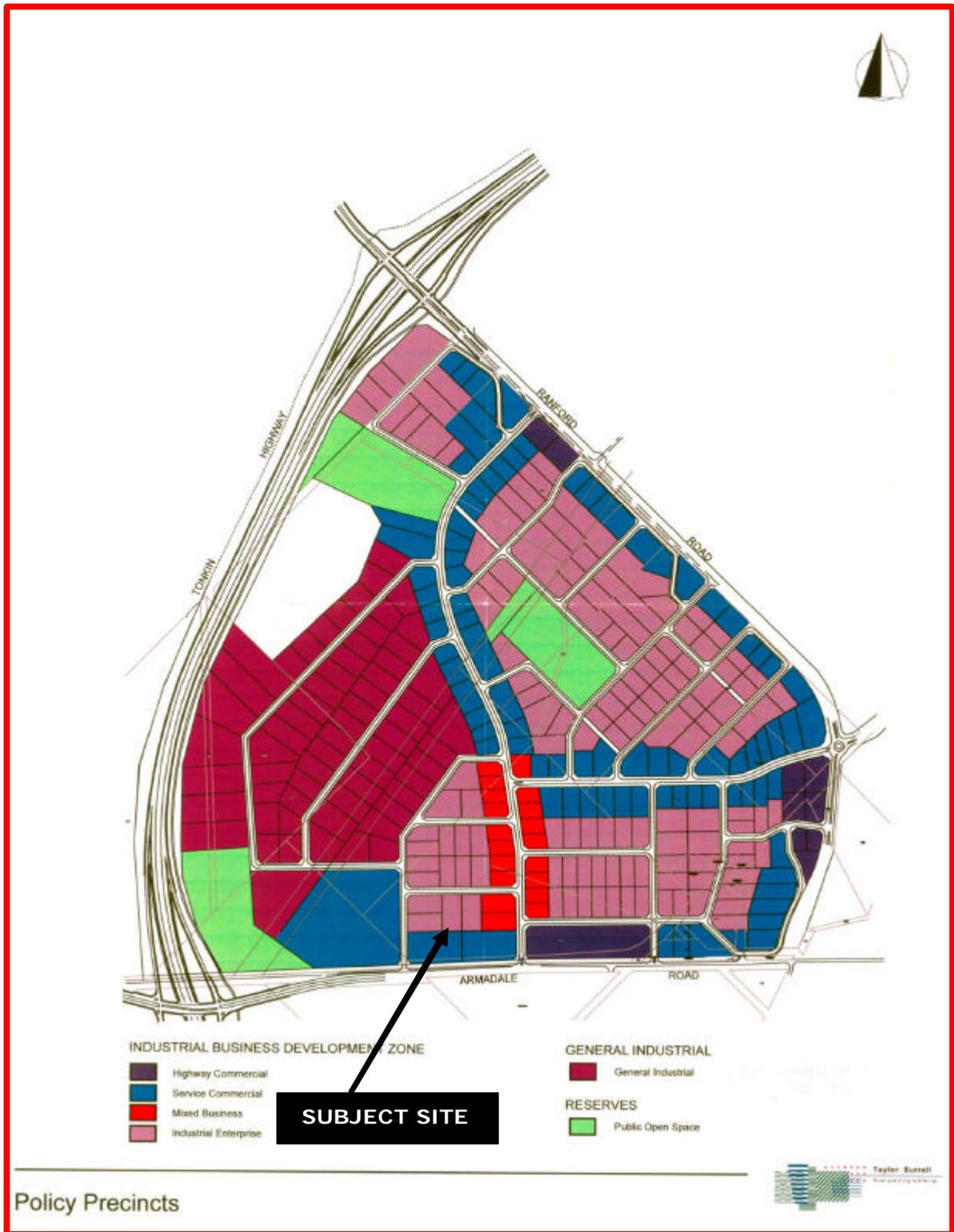
The application was referred to Main Roads Western Australia for comment as vehicular access to the subject site is proposed via Armadale Road. To date no response has been received. It is recommended that approval be granted subject favourable advice being received from MRWA.

Armadale Redevelopment Authority

ARA raised no objection to the proposal. It should be noted that the ARA's comments represent preliminary advice provided by ARA officers and will be subject to further consideration / resolution of the ARA Board.

Surrounding Landowners

The application is being advertised to surrounding landowners, closing 8 December 2003. To date, one (1) submission outlining concern has been received. Any further submission received will be tabled at this meeting.



POLICY PRECINCTS
FORRESTDAL INDUSTRIAL BUSINESS PARK

Analysis

Response to Submission

1. *I object to the proposed Retail Outlet or Coffee Shop component of the proposal as these uses have been approved by Council on land located on the opposite side of the road as part of the golf course and commercial village centre at the corner of Waterworks Road and Armadale Road.*

The proposed retail outlet is considered to be relatively small scale and incidental to the operation of the development. A “shop” is a discretionary land use that can be considered by Council within the subject zone. It should be noted that economic viability is not considered a valid planning argument to refuse the proposal.

Forrestdale Industrial Business Park Structure Plan

The development encompasses four (4) proposed lots bound by subdivisional roads in accordance the latest Structure Plan. In this regard, the location of the proposed development appears to be consistent with the present road alignment and lot configuration of the latest Structure Plan. (See attached site and locality plan).

It should be not that whilst Council has endorsed the Draft Structure Plan it is yet to be finally adopted by the Western Australian Planning Commission and therefore no guarantee can be provided that future changes to the current Structure may not be required by the WAPC.

Vehicular Access

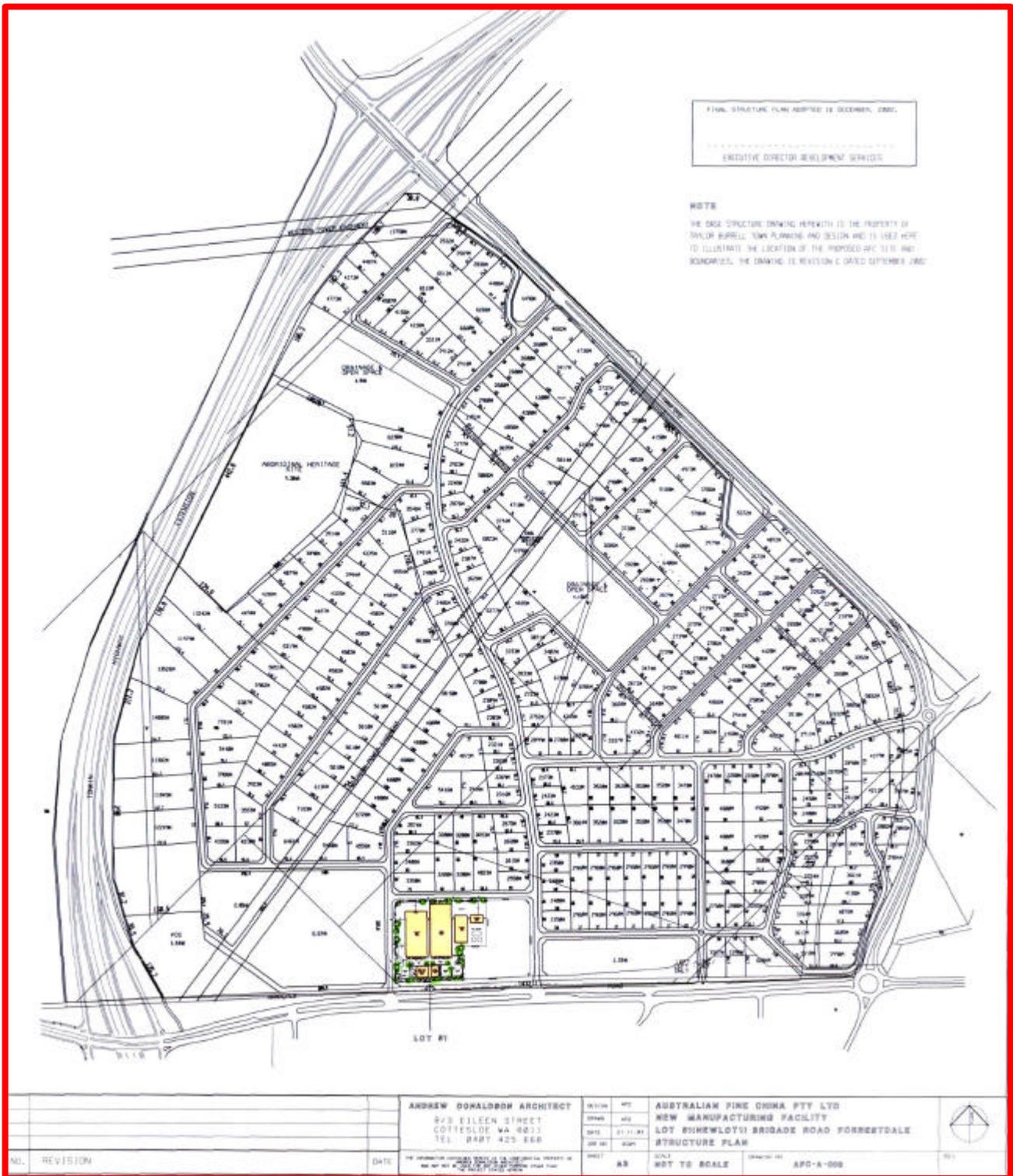
Vehicular access to the subject site is proposed via the proposed eastern most entrance in accordance with the Structure Plan. Access via the proposed western most access would be subject to negotiation with the adjoining landowner. Council’s Technical Service Directorate has raised no objection to the proposed access arrangements subject to access being constructed to a suitable standard.

Brigade Road road reserve and Drainage reserve

It should be noted that a portion of the Brigade Road road reserve abuts the subject site. A drainage reserve (Water Corporation’s above ground pipeline) also runs parallel in between the Brigade Road reserve and Armadale Road.

The road reserve is proposed to be amalgamated with the adjoining landholdings in accordance with the Structure Plan. The Armadale Redevelopment Authority has indicated that it could pursue amalgamation of the road reserve in the near future. The submitted site plan demonstrates that the proposed development will not affect the road reserve as all development is contained within the subject lot.

It should be noted however that vehicle access will need to be obtained over a portion of the road reserve and drainage reserve to access Armadale Road in accordance with the Structure Plan. The applicant will be required to negotiate with the Department of Land Administration and Water Corporation with regard to securing access over the affected reserves.



**STRUCTURE PLAN
 LOT 51 BRIGADE ROAD, FORRESTDALE**

Amendment No.168 – Cost Sharing Arrangements

Amendment No.168, which relates to the imposition of Developer Contribution Costs for the Forrestdale Business Park has not been finalised by the Western Australian Planning Commission. Council may enter into a legal agreement with the developer (imposed as a condition of approval), requiring a contribution for the proposed development at a later stage.

Town Planning Scheme No.2 (TPS No.2)

The proposed development can be classified into the definitions of “Service Industry”, “Showroom”, “Shop”, “Warehouse” and “Office” within the subject zone under TPS No.2. All uses are discretionary uses requiring consideration by Council.

Clause 5.8.4.1 of TPS No.2 states that the City “*is not to consider recommending subdivision; or approve development of land within a Development Area unless there is a structure plan for the Development area*”.

In accordance with Clause 5.8.4.2 “*the City may recommend subdivision or approve development of land within a Development Area prior to a structure plan coming into effect in relation to that land, if the City is satisfied that this will not prejudice the specific purpose and requirements of the Development Area*”.

The proposal generally complies with the above provision or the minimum development standards prescribed in the Development Table of TPS No.2 for the ‘Industrial Business Development Zone’, with the exception of car parking standards.

Car Parking

The minimum car parking standards for the proposed development are summarised in the table below:

Proposed Land Use	Approx. Floor Area	Applicable Parking Requirements (Parking bays per m²)	Parking Bays Required under TPS No.2
Sliphouse	2072m ²	1/100m ²	21
Factory	4950m ²	1/100m ²	50
Warehouse	4320m ²	1/100m ²	44
Showroom / Office	384m ²	1/30m ²	13
Retail Outlet / Coffee Shop / Staff Canteen	576m ²	8/100m ²	47
		TOTAL	175

A total of 96 parking bays have been provided. This represents a shortfall of 79 bays under TPS No.2. Council has the discretion to relax parking standards under Clause 7.6 of TPS No.2 if considered appropriate.

The applicant has provided the following arguments in support of the proposed relaxation:

- ◆ The total number of staff parking bays requirement of the company (AFC) equates to 49 as 30% of workers currently use public transport or car pool (30% of 70 workers = 49 bays);
- ◆ The maximum number of visitors at any one time historically is approximately 9 persons, including 4 maintenance crew;
- ◆ Taking into account points 1 and 2 above, the total parking requirements to satisfy the needs of the development equates to 63 bays, an oversupply of 33bays;
- ◆ The Retail Outlet is a small-scale service provided to uphold the company's (AFC) tradition of maintaining direct involvement with the public. Sales are generated through suburban stores, hotel chains and corporate business whose buyers visit the Showroom to select their inventory;
- ◆ The car parking requirements are based on total floor area, however the business predominantly operates on automated equipment and therefore applying TPS No.2 parking requirements are considered to be inappropriate.
- ◆ The proposed site layout is a far more attractive proposition based on actual parking demand with generous provision of landscaping in lieu of redundant parking spaces.

It is acknowledged that the TPS No.2 car parking requirements relating to the proposed "Factory", "Warehouse", "Sliphouse" and "Office" could be considered to be onerous taking into account the predominantly automated nature of the operations and maximum number of 70 staff. In this regard, provision for a total of 70 staff parking bays would be considered reasonable.

Other land uses being the Retail Outlet, Coffee Shop and Showroom are likely to generate a need for visitor parking on site. According to the applicant, a maximum of 9 visitors would be expected at any one time, however this is difficult to anticipate. Notwithstanding this, if TPS No.2 requirements were applied to apportioned floor areas then a total of 21 bays would be required for visitors as the Retail Outlet and Coffee shop (assuming 100% reciprocal parking between both uses) requires 15 bays and the Showroom requires 6 bays.

If the above rationale was applied, then a total of 70 staff bays and 21 visitor bays equating to a minimum of 91 bays would be required, indicating a surplus of 5 bays.

It could also be argued however that a relaxation of car parking has the potential to establish a precedent and could result in shortages of parking in the event future land uses with a greater parking demand occupy the site or if ownership changes. Notwithstanding this, the proposed buildings are purpose built for a specific use and accommodate automated machinery as opposed to a conventional industrial building / business reliant on manual labour and therefore it is unlikely that the land use would significantly change in the future.

In this regard, the proposed number of parking bays allocated on site (96 bays) is considered appropriate and therefore a relaxation of the TPS No.2 parking requirements is considered warranted.

Draft Forrestdale Industrial Business Park Planning Policy and Development Guidelines 4.3.16

In accordance with the policy statement for the 'Industrial Development Zone' under TPS No.2, Council's consideration of any application for planning consent within this zone shall have regard to Planning Policy 4.3.16. Under this policy, the subject site is located within the 'Industrial Enterprise' and 'Service Commercial' precinct. The objectives of these policy precincts are as follows:

Industrial Enterprise

- ◆ Accommodate those industries which will not adversely affect the prevailing or intended amenity of the locality by way of appearance, generation of traffic and generation of noise;
- ◆ Provide for the amenity of the workforce by ensuring high standards of factory design and appearance, landscaping and provision of facilities.

Service Commercial

- ◆ Accommodate Showrooms and complementary warehouse uses involving the storage, display and sale of bulky goods or goods in bulk which by reason of their scale, character, operation or land requirements are not generally appropriate to, or are not conventionally or economically accommodated within, either the Regional Centre, District Centre, Local Centre or Industry zones;
- ◆ Within the estate promote development which recognises the prominence of the precinct in highway visible locations or fronting onto major distributor roads within the Estate;
- ◆ Promote internal access arrangements on the major distributor roads that minimise interference with passing traffic;
- ◆ Encourage a diverse range of service, business and commercial activity not necessarily industrial by nature, to complement the adjacent industrial uses.

The development proposal generally complies with the intent, objectives and development guidelines of the policy however the following aspects are noteworthy of further discussion:

Streetscape and Landscaping

A comprehensive landscaping plan will be required as condition of approval.

Built Form

Whilst the proposed scale and bulk of buildings on site is significant, the development in context of its surroundings is considered appropriate given the following:

- ◆ The generous setbacks from proposed road reduce the overall appearance of building scale and bulk;
- ◆ The smaller scaled Retail Outlet / Showroom building fronting Armadale Road breaks up the larger scaled “Warehouse”, “Factory” and “Sliphouse” buildings to the rear;
- ◆ The proposed buildings on site are sufficiently separated to reduce the appearance of bulk.

The proposed Warehouse, Sliphouse and Engineering building are to be constructed of white tilt-up concrete walls and green ‘colorbond’ roofing. The proposed Retail Outlet / Showroom building is constructed of ‘white quartz block’ walls including expanses of glazed windows and has a green ‘colorbond’ roof. The proposed building materials are considered to be of a relatively high quality and reflect the intended use of the buildings on site. As advised by the applicant, the proposed colour scheme of white and green reflect the company’s (AFC) corporate colours. The proposed ‘white’ colour scheme for the walls is considered to be acceptable, as it will be applied to (non-reflective) concrete material.

Fencing

Details of fencing have not been provided, however a relevant condition should be imposed on the development approval.

Signage

Details of signage have not been provided, however a separate application will be required in this regard.

Provision of Services

Effluent Disposal

The applicant proposes to connect to the reticulated sewerage system or temporary system if connection to the reticulate system is not finalised until commencement of operations. As advised by Council’s Health Department, a temporary system will require the prior approval of the Health Department of Western Australia. This will be imposed as a condition of approval.

Water Supply

The applicant proposes to connect to the reticulated water system. This will be imposed as a condition of approval. The applicant also proposes to recycle / treat wastewater on site via a Wastewater Treatment Plant.

Drainage

The applicant's proposal to drain water into the proposed drainage basin identified on the Structure Plan may not be feasible at this stage as the area is currently within private ownership. In this regard, temporary storage of drainage on site may be required to the satisfaction of Council's Technical Services Directorate.

Earthworks and Fill

The majority of the site will require fill, however further details and geotechnical surveys would need to be undertaken by the application to determine the final levels on site. Any fill or earthworks must be to the satisfaction of Council's Technical Services Directorate.

OPTIONS

1. Council may approve the application on the grounds that the proposal is consistent with Structure Plan, Town Planning Scheme No.2 and Policy 4.3.16.
2. Council may refuse the application if it is of the view that the proposal has the potential to compromise the Structure Plan and establish a precedent for other landowners within the Forrestdale Industrial Business Park to apply for development approval prior to subdivision and gazettal of the Developer Contributions Plan. The development also does not comply with TPS No.2 car parking requirements.

CONCLUSION

The proposal is consistent with the Forrestdale Industrial Business Park Structure Plan and generally complies with Town Planning Scheme No.2 and Policy 4.3.16 provisions.

Given the anticipated car parking demand, automated and purpose built nature of the proposed business, a relaxation of TPS No.2 car parking standards is considered warranted.

It is therefore recommended that Council adopt Option 1 above and approve the application.

RECOMMEND

1. **That Council determine the relaxation of car parking standards for the development to be in accordance with Clause 7.6 "Relaxation of Standards" of Town Planning Scheme No.2.**
2. **That subject to favourable advice being received from Main Roads Western Australia, Council approve the application to conduct Manufacturing of Fine China and associated Retail Outlet / Showroom at Lot 51 Brigade Road, Forrestdale subject to following conditions:**
 - a) **The siting of the development to be in accordance with the Forrestdale Industrial Business Park Structure Plan, to the satisfaction of the Executive Director Development Services.**

- b) Developer contributions to be provided in accordance with the provisions of Amendment No.168 (or subsequent amendment) to the satisfaction of City of Armadale (Executive Director Development Services) and the Armadale Redevelopment Authority.**
- c) A comprehensive landscaping plan (including type and number of species) is to be submitted to the satisfaction of the Executive Director Development Services. All landscaping shall be installed and maintained in accordance with the approved landscaping plan.**
- d) Submission of details (including materials and colour scheme) of property boundary fencing for the site to the satisfaction of Executive Director Development Services. All fencing is to be erected in accordance with the approved plan and maintained thereafter.**
- e) A schedule providing details of the colour scheme and building materials relative to the external appearance of the development to be submitted and approved by the Executive Director Development Services. The development to be completed and maintained thereafter in accordance with the approved schedule to the satisfaction of the Executive Director Development Services.**
- f) An earthworks/fill plan depicting existing and finished levels to be submitted and approved to the satisfaction of the Executive Director Technical Services.**
- g) All hard standing areas including car parking areas, crossovers and driveway vehicle manoeuvring spaces shall be constructed, drained, sealed, kerbed, marked and continuously maintained in accordance with the approved site plan to the satisfaction of the Executive Director Technical Services.**
- h) Vehicular access to the subject site to be to the satisfaction of Executive Director Technical Services, Main Roads Western Australian and the Water Corporation.**
- i) A Stormwater Drainage Plan that reflects water sensitive design principles is to be submitted and approved by the Executive Director Technical Services. All drainage work to be constructed as per approved plan.**
- j) The subject site is to be connected to an appropriate sewerage system to the satisfaction of the Executive Director Development Services and Health Department of Western Australia.**

- k) The subject site is to be connected to a reticulated water supply.**
- 2. That the applicant be advised of the following:**
 - a) With regard to Condition b) above, the applicant will enter into a legal agreement with the City of Armadale and the Armadale Redevelopment Authority in the event Amendment No.168 has not been gazetted prior to development.**
 - b) With regard to Condition c) above, the landscaping plan is to demonstrate compliance with Council's Forrestdale Industrial Business Park Planning Policy and Development Guidelines 4.3.16.**
 - c) The applicant is advised that a separate application will be required for any signage associated with the development.**
 - d) The applicant is advised that compliance with Clause 50 of the City of Armadale Environment, Animals and Nuisance Local Laws 2002 is required.**

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PROPOSED DAM – LOT 16 (NO.132) ALBANY HIGHWAY, BEDFORDALE

WARD : ARMADALE
FILE REF : A 3812
DATE : 26 November 2003
REF : EP
RESPONSIBLE MANAGER : PSM
APPLICANT : M J B Payne Consultants
LAND OWNER : M P Cheyne
SUBJECT LAND : Property size 1.6ha
Map 23-02
ZONING : Rural / Rural "C"
MRS/TPS No.2

In Brief:-

- Application proposes the construction of a dam for ornamental purposes and fire suppression.
- Proposal could be considered as a "Use Not Listed" under Clause 3.4 of Town Planning Scheme No.2.
- The application was advertised for public comment. No submissions were received.
- Recommend that Council approve the application subject to appropriate conditions.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development – "To balance the need of development with sustainable economic, social and environmental objectives".

Legislation Implications

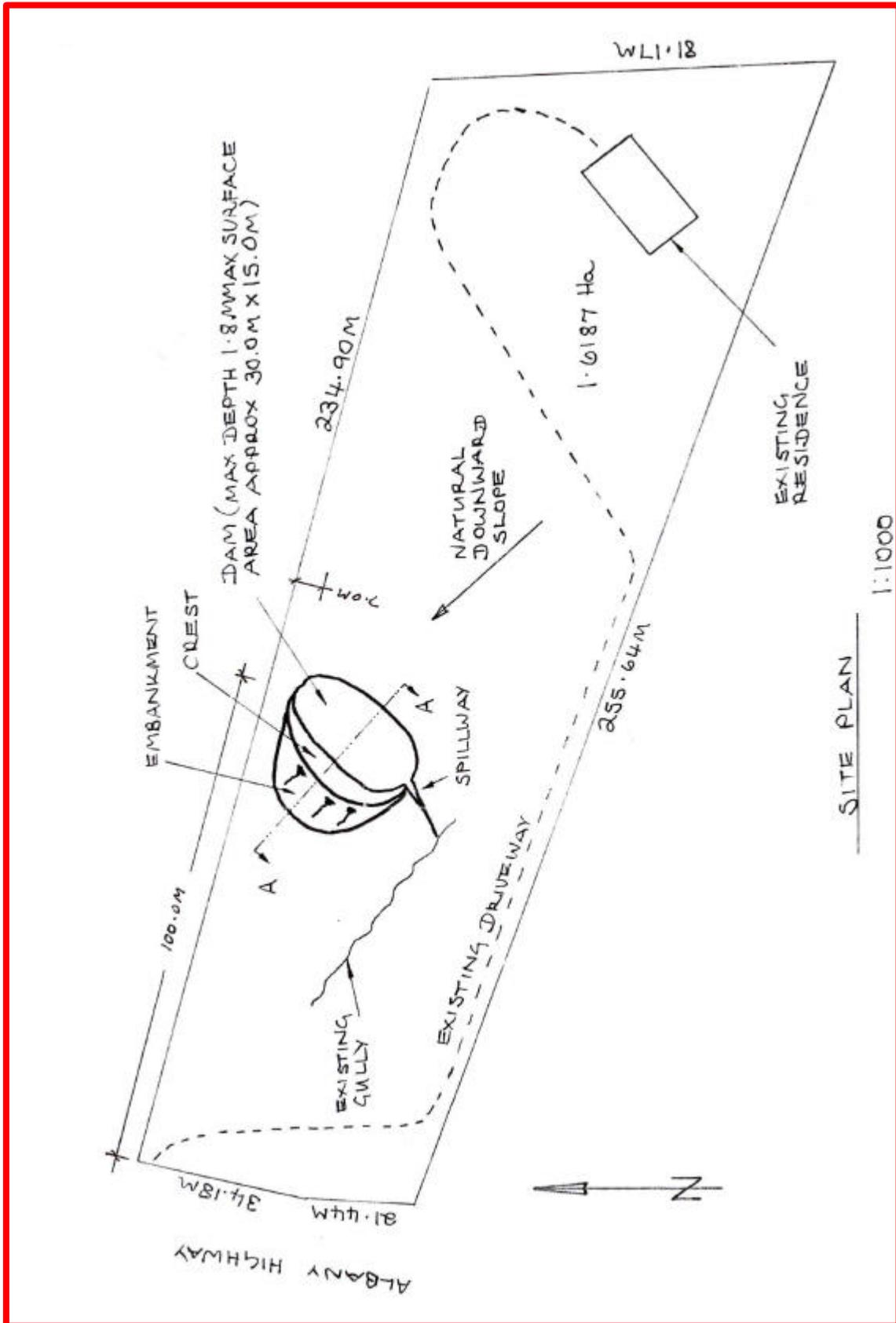
Town Planning and Development Act 1928
Metropolitan Region Scheme Act 1959
Metropolitan Region Scheme
Town Planning Scheme No.2

Council Policy / Local Law Implications

Rural Strategy

Budget / Financial Implications

Nil.



SITE PLAN
LOT 16 ALBANY HWY, BEDFORDALE

Consultation

- ◆ Surrounding Landowners
- ◆ Development Control Unit (DCU)
- ◆ Department of Planning and Infrastructure

BACKGROUND

The matter of an unauthorised construction of a dam on the above property was brought to the City's attention in June 2003. After a site inspection Council's Compliance Officer requested that the owner submit a formal planning application for consideration by Council. On 1 October 2003 Council received an application for the construction of a dam on the subject property. Following a preliminary assessment, the proposal was advertised to surrounding neighbours for comment.

The application has been referred to Council for determination since the proposed dam could be considered to be a "Use Not Listed" in the "Rural" zone under Town Planning Scheme No.2 in this instant as there is no legally approved rural use for the site.

DETAILS OF PROPOSAL

The proposal involves the following:

- ◆ Construction of a 30m x 15m dam/pond (including a surrounding earth bund up to a maximum height of 1.8m) for ornamental and fire suppression/fighting purposes;
- ◆ The dam is to be situated 100m from the front property boundary, 135m from the rear boundary, 30m from the southern boundary, and 7m from the northern boundary.
- ◆ The applicant advises that the water source that fills the dam will be natural runoff from the hillside and any overflow will continue down the hillside and ultimately enter the piped drainage system on Albany Highway.

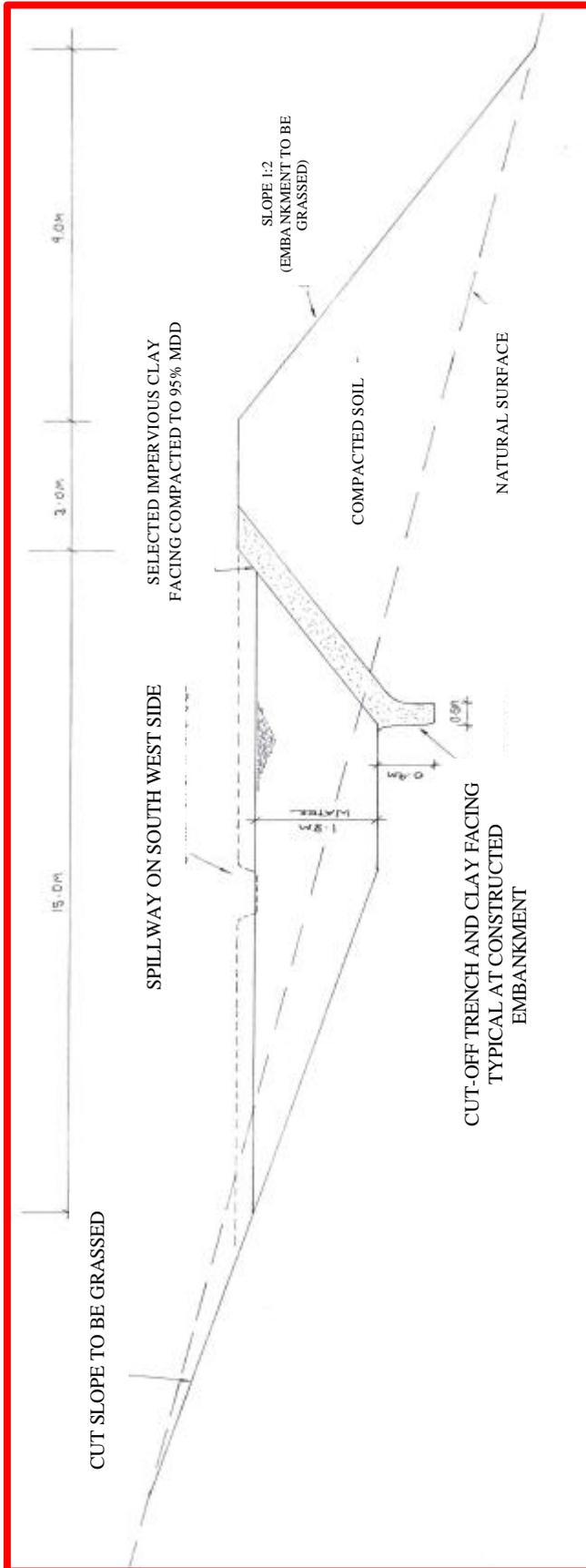
COMMENT

Department for Planning and Infrastructure (DPI)

As this section of Albany Highway is under review by the Department for Planning and Infrastructure the application was referred to the DPI for comment with regard to the dam overflow runoff entering the piped drainage system along Albany Highway. No response has been received to date.

Surrounding Landowners

The proposal was advertised to eleven (11) surrounding landowners for comment for a period of two weeks. No submissions were received.



CROSS SECTION
LOT 16
ALBANY HWY,
BEDFORDALE

Development Control Unit (DCU)

DCU at its meeting held on 25 November 2003 recommended that the application be approved subject to the provision of engineering certification to confirm that the dam construction is in accordance with engineer certified drawings submitted by the applicant and subject to DPI approval of details pertaining to the management of over-flow water from the dam.

Analysis

Town Planning Scheme No.2 (TPS No.2)

The construction of a dam is not a listed use in the use class table of the “Rural” zone under TPS No.2. However, the construction of a dam on a rural property could generally be considered as an incidental use if it is associated with an approved rural use of a property. A dam may also be considered as a “Use Not Listed” under Town Planning Scheme No.2. Council has in the past considered similar applications for dams that are not associated with an approved “Rural Use” under the “Use Not Listed” provisions.

Clause 3.4 of TPS No.2 allows for consideration of “Uses Not Listed” upon application for planning consent. In such circumstances Council may:

- a) determine that the use is not consistent with the objectives and purpose of the particular zone and is therefore not permitted, or
- b) determine that the proposed use may be consistent with the objectives and purpose of the zone and thereafter follow the advertising procedures of Clause 7.2.

Clause 7.2.1 of Town Planning Scheme No.2 requires that Council give notice of an application for a “Use Not Listed” prior to its determination. The application was advertised under delegated authority.

The Policy Statement for the Rural zone states that:

“Zone intended for fostering of semi intensive rural use of land compatible with landscape conservation in conjunction with residential hobby farm uses.... It is intended as common to all Rural zone categories that the rural landscape and amenity shall be retained, that natural bushland shall be conserved....”

As the dam is not visible from Albany Highway given the substantial setback from the road, the existing vegetation and the topography of the land, it is unlikely that it will have an adverse visual impact. Surrounding trees would generally screen associated earthworks visible from adjoining properties. The dam is not considered to detrimentally affect the landscape and amenity of the area, and is a feature that could be considered as an integral part of the rural character of the property. The dam would provide benefits in terms of general aesthetics, irrigation and use for fire suppression. Given the above, the proposal is considered to be consistent with the intent of the policy statement of the “Rural” zone.



AERIAL PHOTO / PLAN
LOT 16 ALBANY HWY, BEDFORDALE

Rural Strategy

The subject lot is located within the Bedforddale Rural Planning Area of Council's Rural Strategy. The principal policy objective of this area is to "preserve the scenic and environmental quality of the valley". Although the proposed lot is located completely within a "secondary" landscape quality area as identified in the Rural Strategy, a dam, which is considered a feature of the rural character, is unlikely to have any adverse impact on the scenic and environmental quality of the area.

Landscaping

The property is generally vegetated with native trees, which completely obscure the dam from the street, and reasonably screens the dam from surrounding properties. The applicant's submitted plans indicate that the cut-slopes and the embankments will be grassed to stabilise the slopes. However, it would be appropriate to request the applicant to submit a landscape plan to ensure the preservation of the scenic quality of this "secondary landscape" quality area as identified in the Rural Strategy.

Other Issues

In order to ensure that construction occurs in accordance with the submitted structural engineer certified plans it is recommended that as a condition of approval the applicant be required to provide engineering certification confirming the integrity of the completed dam.

The applicant has indicated that overflow water from the dam will continue down the hillside and ultimately enter the piped drainage system on Albany Highway. Although it is not considered a major issue it is prudent to recommend that the approval should be subject to the DPI accepting the applicant's proposition of disposing of the overflow from the dam. If this method of overflow disposal is not acceptable to the DPI the applicant will need to contain overflow water from the dam on site to the satisfaction of the Executive Director Technical services.

OPTIONS

1. Council may approve the application as a "Use Not Listed" in accordance with Clause 3.4 of Town Planning Scheme No.2, with appropriate conditions on the grounds that the proposal is consistent with the objectives and purpose of the "Rural" zone, and is not considered to adversely impact on the character and amenity of the surrounding area.
2. Council may refuse the application if it is of the view that the proposed dam is not consistent with the objectives and purpose of the "Rural" zone and is therefore not permitted.

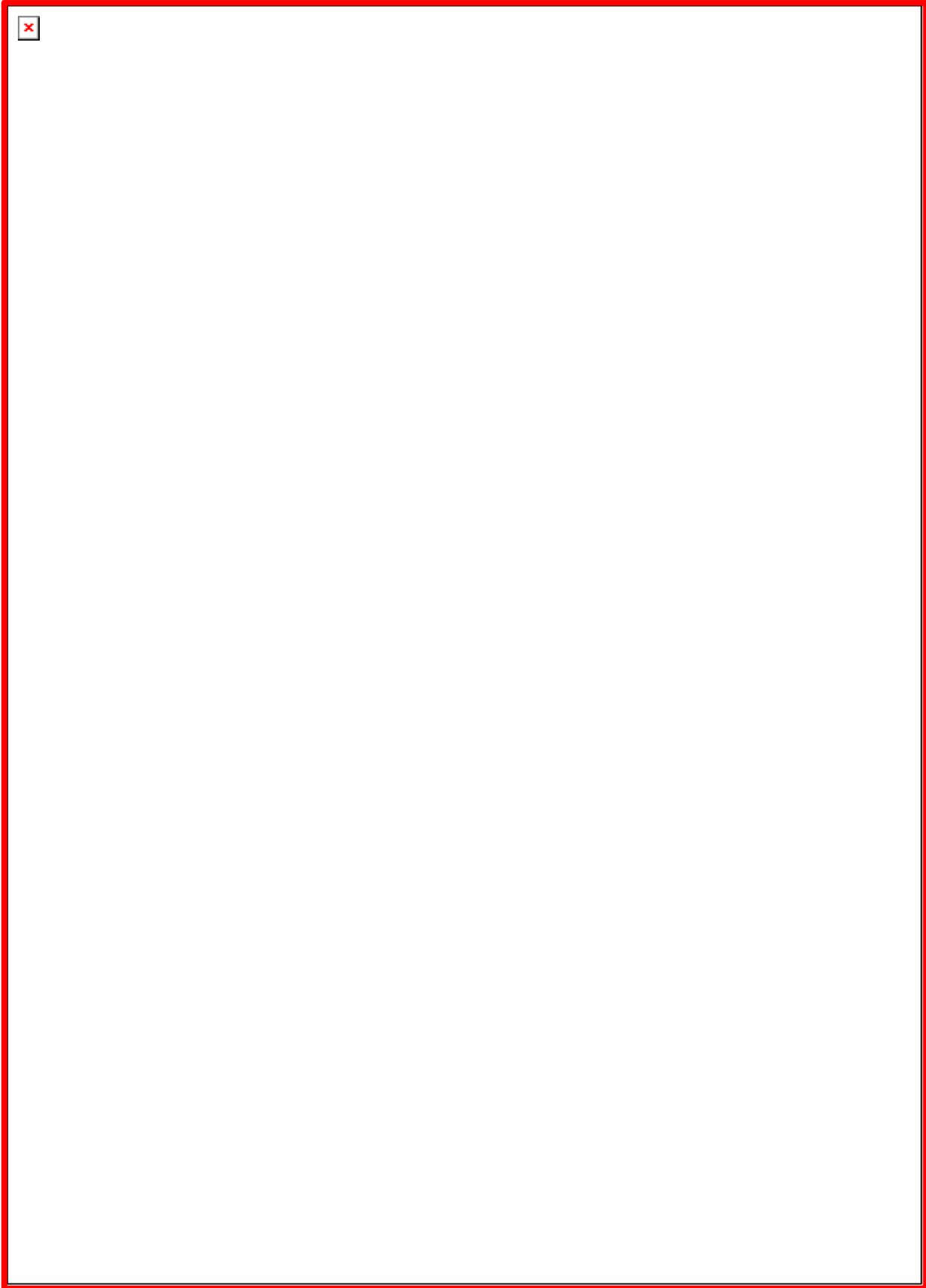
CONCLUSION

The proposed dam can be considered as a “Use Not Listed” in accordance with Clause 3.4 of Town Planning Scheme No.2. It is considered to be compatible with the rural land use and character of the locality and is unlikely to have any detrimental impact on the landscape and amenity of the surrounding area. The proposed use of the dam for ornamental and fire suppression purposes is considered acceptable given the zoning of the land. In this regard, it is recommended that Council adopt Option 1 above and approve the application subject to appropriate conditions.

RECOMMEND

1. **That Council determine that the proposed use is consistent with the objectives and purposes of the Rural zone and therefore resolve that the application can be considered as a “Use Not Listed” in accordance with Clause 3.4 of Town Planning Scheme No.2.**
2. **That subject to the Department for Planning and Infrastructure accepting the applicant’s proposed method of disposal of the overflow from the proposed dam, Council authorise the Executive Director Development Services to issue the Form 2 Planning Approve for the application to construct a Dam at Lot 60 (No.132) Albany Highway, Bedforddale subject to the following conditions:**
 - a) **Structural certification from a qualified engineer is to be submitted following completion of the dam, confirming the integrity and stability of the dam to the satisfaction of the Executive Director Technical Services.**
 - b) **Submission of a landscape plan to indicate appropriate landscaping around the dam area to enhance the rural character of the site, to the satisfaction of the Executive Director Development Services.**
 - c) **Any requirements/conditions recommended by the Department for Planning and Infrastructure with regards to disposal of water overflow from the dam.**
3. **That the applicant is advised that if the proposed method of overflow water disposal is not acceptable to the Department for Planning and Infrastructure, the applicant will need to demonstrate that all overflow water from the dam could be contained on site to the satisfaction of the Executive Director Technical Services.**

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***PROPOSED SERVICE INDUSTRY –
LOT 60 (NO.57) CHAMPION DRIVE, KELMSCOTT***

WARD : WESTFIELD
FILE REF : A166668
DATE : 29 November 2003
REF : EP
RESPONSIBLE : PSM
MANAGER
APPLICANT : G Adams
LAND OWNER : A Scaffibi
SUBJECT LAND : Property size 1874m²
Map 22-05
ZONING : Industrial/ Showroom
MRS/TPS No.2

In Brief:-

- The application proposes to redevelop the existing “Car Yard” business site by extending the existing building to incorporate “Service Bays” and a “Showroom” component.
- Proposal complies with the Town Planning Scheme No.2 requirements and is consistent with the provisions of the Industrial Design Guidelines.
- No objections were received to the proposal from the abutting landowners.
- Recommend that application be approved subject to conditions.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development – “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

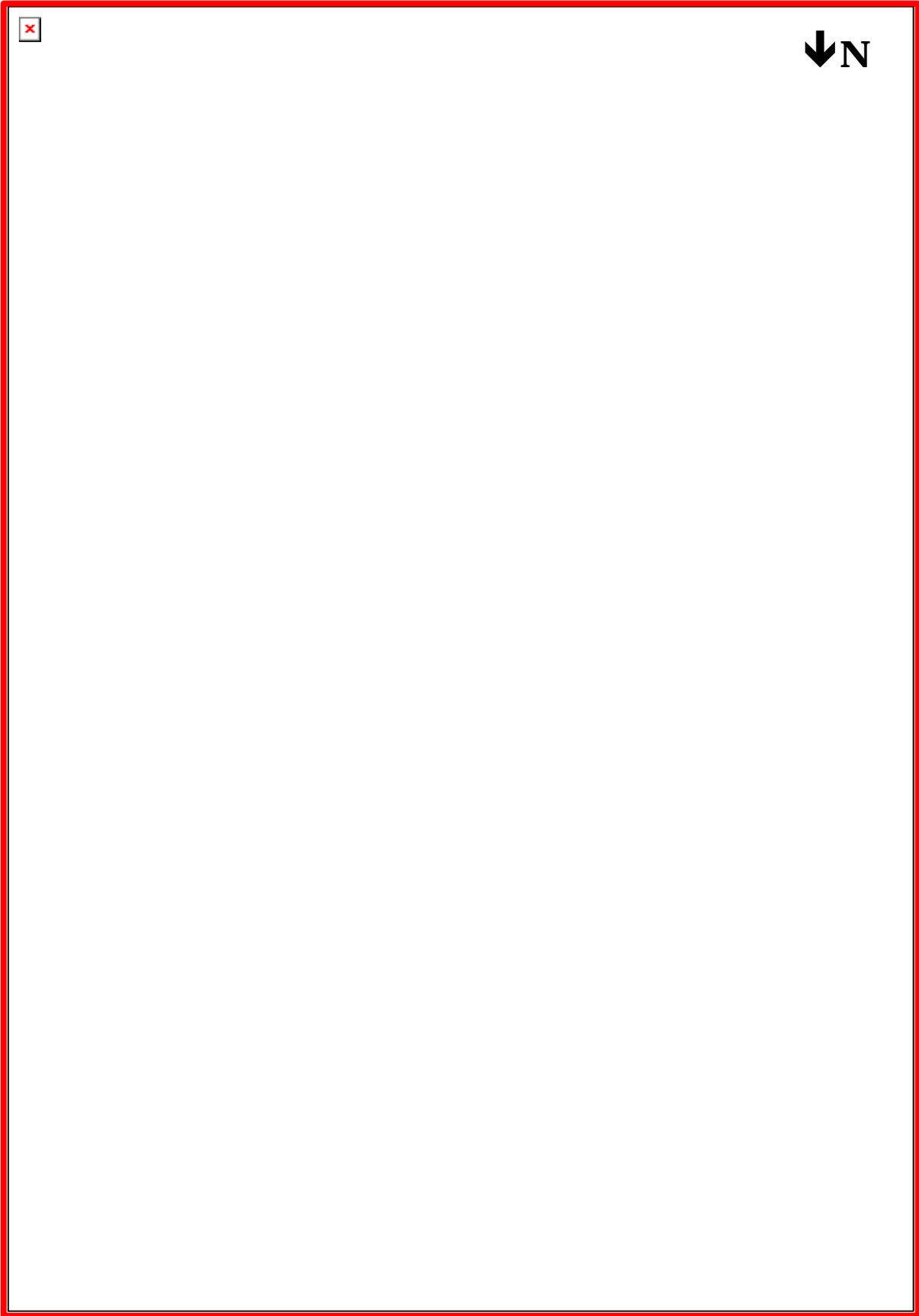
Town Planning and Development Act 1928
Metropolitan Region Scheme Act 1959
Metropolitan Region Scheme
Town Planning Scheme No.2

Council Policy / Local Law Implications

Industrial Design Guidelines (Local Planning Policy 4.3.12)

Budget / Financial Implications

Nil.



SITE & ELEVATION PLAN
LOT 60 CHAMPION DR, ARMADALE

Consultation

- ◆ Development Control Unit
- ◆ Abutting Landowners

BACKGROUND

Council at its meeting in August 1985 approved an application for a “Car Yard” on the property. At the time of this approval the site was zoned Light Industrial/Residential. The applicant has advised that the property was used for servicing of vehicles for a considerable period of time since the original approval as the car yard business proved to be economically un-viable.

In 1992 (Amendment No.80), Council rezoned a number of Light Industrial zoned properties including the subject site along this section of Champion Drive to “Showrooms”, as it was considered a better and desirable land use for this section of Champion Drive, which interfaces with the Champion Drive shopping centre. The site is presently used for Vehicle Servicing / Light Industrial purposes.

The current application proposes to redevelop the site for a “Service Industry” and incorporate a “Showroom” component at the front of the building facing Champion Drive. Under the current zoning of the site a “Service Industry” is a Discretionary “AA” use and therefore the application is referred to Council for determination. The applicant also requests Council to vary the TPS No.2 stipulation of 200m² minimum floor area requirement for “Showrooms” to incorporate a 95m² “Showroom” component to the development.

DETAILS OF PROPOSAL

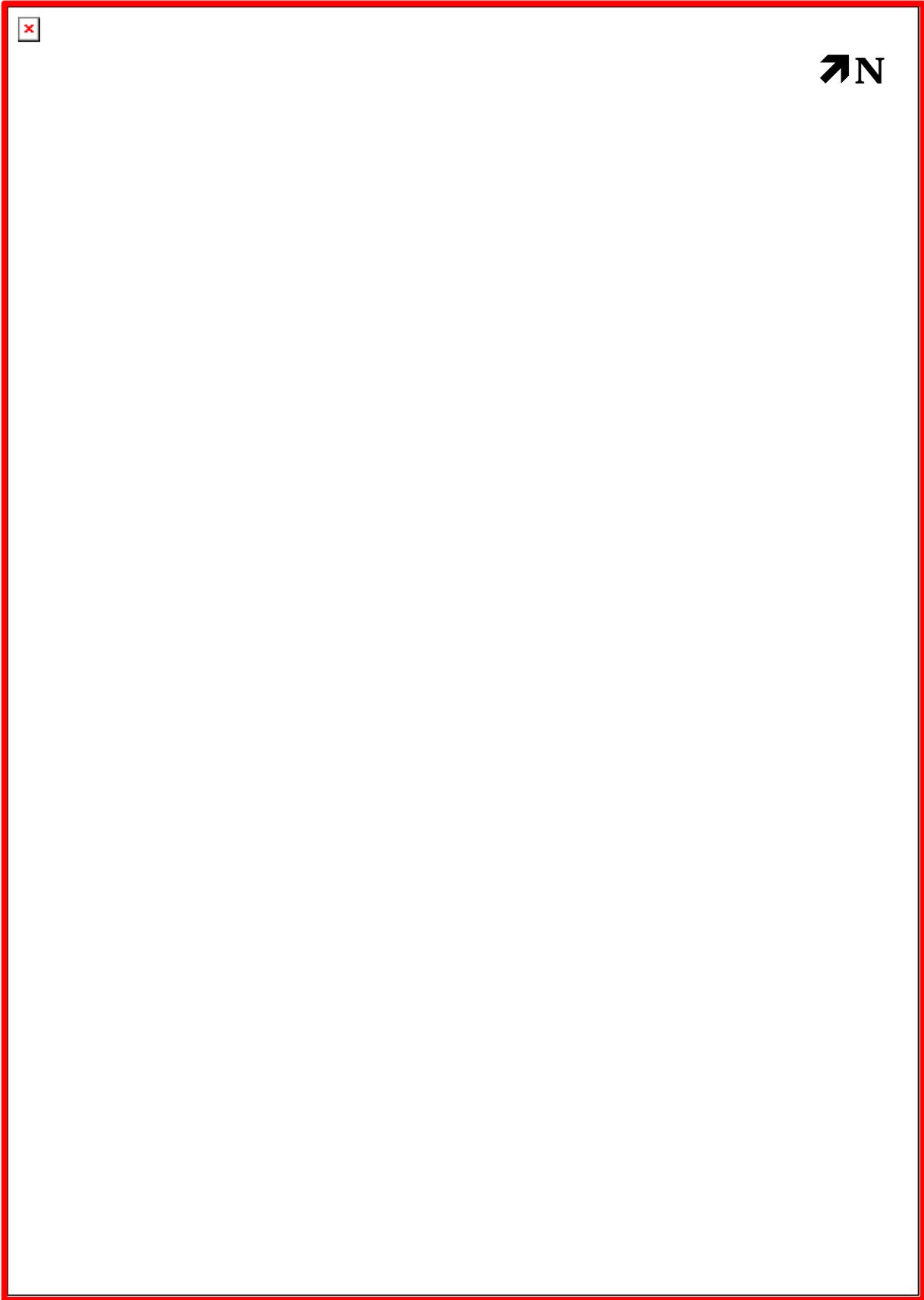
The proposal entails the following:

- ◆ Construction of the new building / extensions in tilt up concrete/glass and improvements to the existing building to match the proposed;
- ◆ Proposed extensions would include additional Service Bays and a 95m² Showroom area;
- ◆ Parapet walls to be erected along the southeast and northeast perimeters;
- ◆ Construction of twenty two (22) vehicle parking bays;
- ◆ Installation of landscaping along the perimeters abutting streets with improvement to the verge area.
- ◆ The services provided would include tune-ups, tyres, exhausts and auto electrics.

COMMENT

Development Control Unit (DCU)

The proposal was considered by the Development Control Unit at its meeting of 25 November 2003, and recommended approval subject to compliance with the Department of Environmental Protection Code of Practice for the Automotive Repair Industry. Compliance with the code would address the collection and disposal of fuel, filters and lubricants.



AERIAL PHOTOGRAPH
LOT 60 CHAMPION DR, ARMADALE

Neighbour Comment

As the design of the proposed building incorporates two parapet walls along the northeast and southeast perimeters of the site the application was advertised to the abutting landowners for comment. No response has been received.

Analysis

Town Planning Scheme No.2 (TPS No2)

The proposed “Vehicle Servicing” use falls within the ambit of a “Service Industry” within the “Showroom” zone, which is a Discretionary use under TPS No.2. As the site is presently used for similar industrial purposes the proposal to upgrade the building would contribute to the aesthetics of the entire street.

Whilst a “Showroom” is a permissible use on this site, TPS No.2 stipulates, “The minimum tenancy floor space for a Showroom shall be 200m²”. Given the already established “Service Industry” nature of the site the applicant requests Council to vary the TPS No.2 requirement to allow the proposed 95m² “Showroom” component as a reception point to the servicing aspect and to improve the appearance of the development.

Clause 7.6 of TPS No.2 however, provides for relaxation of standards if Council is of the opinion that the development is consistent with the proper and orderly planning of the locality and does not adversely impact on the amenity of the locality.

Given the existing “Industrial” nature of the site, the proposed “Showroom” component would enhance the aesthetics and streetscape and contribute to achieving the City’s intent of “requiring development to be of high quality appearance” for the “Showroom” zone. It is therefore, considered reasonable for Council to vary the TPS No.2 requirement to allow the reduced floor area for the “Showroom” component as proposed to assist developers improve the amenity and standards of the Showroom zone and the Kelmscott Industrial Area.

Compliance with Industrial Design Guidelines

Building Design

The City’s Industrial Design Guidelines Policy (The Policy) requires the facades of industrial buildings to be constructed of brick, masonry or concrete while the Policy Statement Objectives for the “Showroom” zone stipulates, “Council shall require development to be of high quality appearance”.

The proposed glass and tilt-up concrete building extensions are considered to have a high architectural standard to achieve the above objectives of the policy. The proposed colour scheme for the development is not available at this stage. If the application is approved such requirement could be imposed as a condition of approval.

Boundary Setbacks

Town Planning Scheme No.2 stipulates a 3-metre setback for the rear boundary. The proposal indicates a nil setback (parapet wall) to the rear. Under the Policy “parapet walls will be considered by Council if in its opinion the proposed development is of a high architectural standard, provides service access to the rear of the lot and complies with UBBL (BCA) requirements.”

As stated above, given the improved architectural design of the entire building demonstrates high quality streetscape within this “Showroom” zone, this design would assist Council to consider the relaxation of the rear setback to allow the incorporation of a parapet wall into the building design as stated in the Policy Guidelines.

Landscaping

Council’s Town Planning Scheme No.2 stipulates a 2m wide landscaping strip requirement along the perimeter of a site abutting a street unless utilised by access crossovers. The Policy requires 8% of the total area to be landscaped (unless otherwise determined by Council) to soften hard building surfaces.

The submitted plan indicates a 2m wide landscaping strip along the perimeters abutting Champion Drive and Williams Road with proposed verge treatment, which satisfies the policy requirement (being approximately 9%). A detailed landscaping plan will be required as a condition of approval.

Wash down Areas

The applicant has not provided details of collection and disposal of used oil, coolants, degreasers and wash down water at this stage. However, the DCU recommendation to comply with the Department of Environmental Protection Code of Practice for the Automotive Repair Industry would address issues related to the collection and disposal of fuel, filters and lubricants. Whilst the Code of Practice does not specifically require construction of a wash down bay for engine cleaning, compliance with the code is not possible without specially constructed facilities. Therefore, it is recommended that a condition of approval be imposed requiring the construction of a wash down bay to facilitate compliance with the Code of Practice.

Other requirements

Other requirements of the TPS No.2 and the Policy, such as side setbacks, parking provisions, vehicle access and fencing are considered to be satisfactory.

OPTIONS

1. Council could determine that the application may be consistent with the objectives and purpose of the zone and approve the application subject to conditions.
2. Council could refuse the application if it is of the view that the proposal is inconsistent with the intention of the Showroom zone.

CONCLUSION

The proposal is consistent with the intent and purpose of the “Showroom” zone and complies with the TPS No.2 requirements and the Industrial Design Policy guidelines.

The proposal is expected to significantly improve the streetscape appearance of Champion Drive, and Williams Road, and provide an opportunity to improve environmental management of the existing automotive vehicle service business.

It is therefore recommended that the proposal be approved in accordance with Option 1, subject to appropriate conditions.

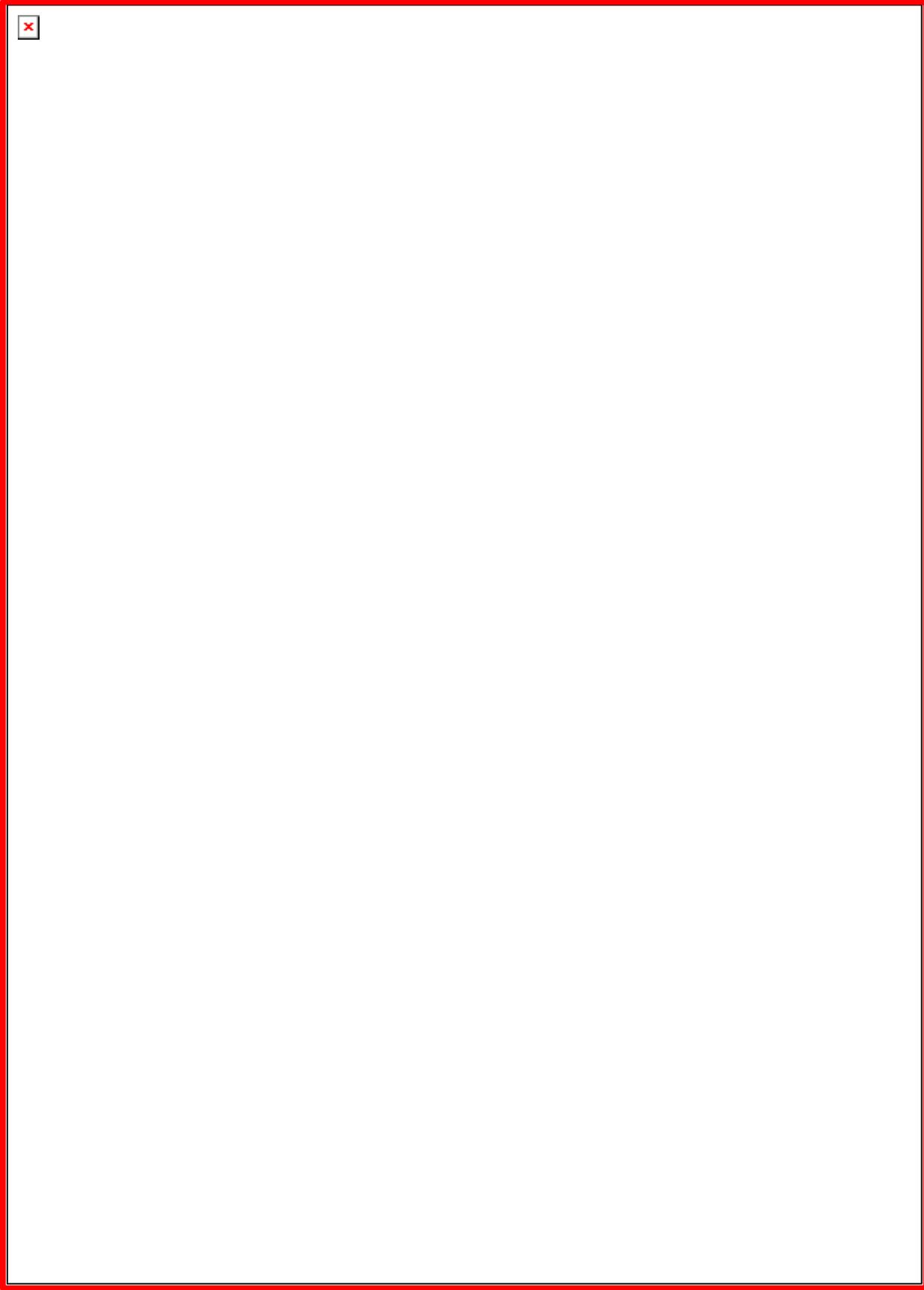
RECOMMEND

- 1. That Council determine the application to vary the 200m² minimum floor area requirement of the TPS No.2 for showrooms to establish a 95m² Showroom extension to the proposed Service Industry on Lot 60 (No.57) Champion Drive, Armadale is in accordance with Clause 7.6 of Town Planning Scheme No.2 and approve the relaxation of such standard.**
- 2. That the application to redevelop Lot 60 (No57) Champion Drive, Armadale to establish a Service Industry and Showroom on the lot be approved subject to the following conditions:**
 - a) Submission of a detailed schedule of materials, textures and colours for the proposed development including renovations of the existing development, to the satisfaction of the Executive Director Development Services. The development is to be completed and maintained thereafter in accordance with the approved schedule to the satisfaction of the Executive Director Development Services.**
 - b) The submission of a comprehensive landscape plan for the site. The landscape plan is to include plant species and method of irrigation of the landscaped areas (including verge area). The landscape plan is to be approved by the Executive Director Technical Services and all landscaping is to be completed and maintained thereafter to the satisfaction of the said officer.**
 - c) Construction of a vehicle washdown area with appropriate wastewater treatment to the satisfaction of the Executive Director Development Services.**

- d) **All hard standing areas including car-parking areas, crossovers, driveways and vehicle manoeuvring areas shall be constructed, drained, sealed, kerbed, marked and continuously maintained in accordance with the approved site plan to the satisfaction of the Executive Director Technical Services.**
3. **That the applicant be advised that under Clause 50 of the City of Armadale's Environment, Animals and Nuisance Local Laws 2003 the business is required to comply with the Environmental Code of Practice for the Automotive Repair Industry.**

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***PROPOSED WATER EXTRACTION –
LOT 60 (No.85) DMIETRIEFF ROAD, BEDFORDALE***

WARD : ARMADALE
FILE REF : A213249
DATE : 8 July 2003
REF : PRR
RESPONSIBLE : PSM
MANAGER
APPLICANT : Mrs McAllister
LAND OWNER : Mr & Mrs Mc Allister
SUBJECT LAND : Lot 60 (85) Dmietrieff Road,
Bedfordale
Property size 2.9226ha
Map 26.40
ZONING : Rural / Rural X
MRS/TPS No.2

In Brief:-

- Council received an application for water extraction for the purpose of storage and removal by tanker on Lot 60 Dmietrieff Road, Bedfordale on 26 May 2003.
- The application was advertised to surrounding landowners for two (2) weeks. Two (2) letters objecting to the proposal and one (1) letter of no objection were received.
- Recommend that Council approve the application subject to appropriate conditions.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

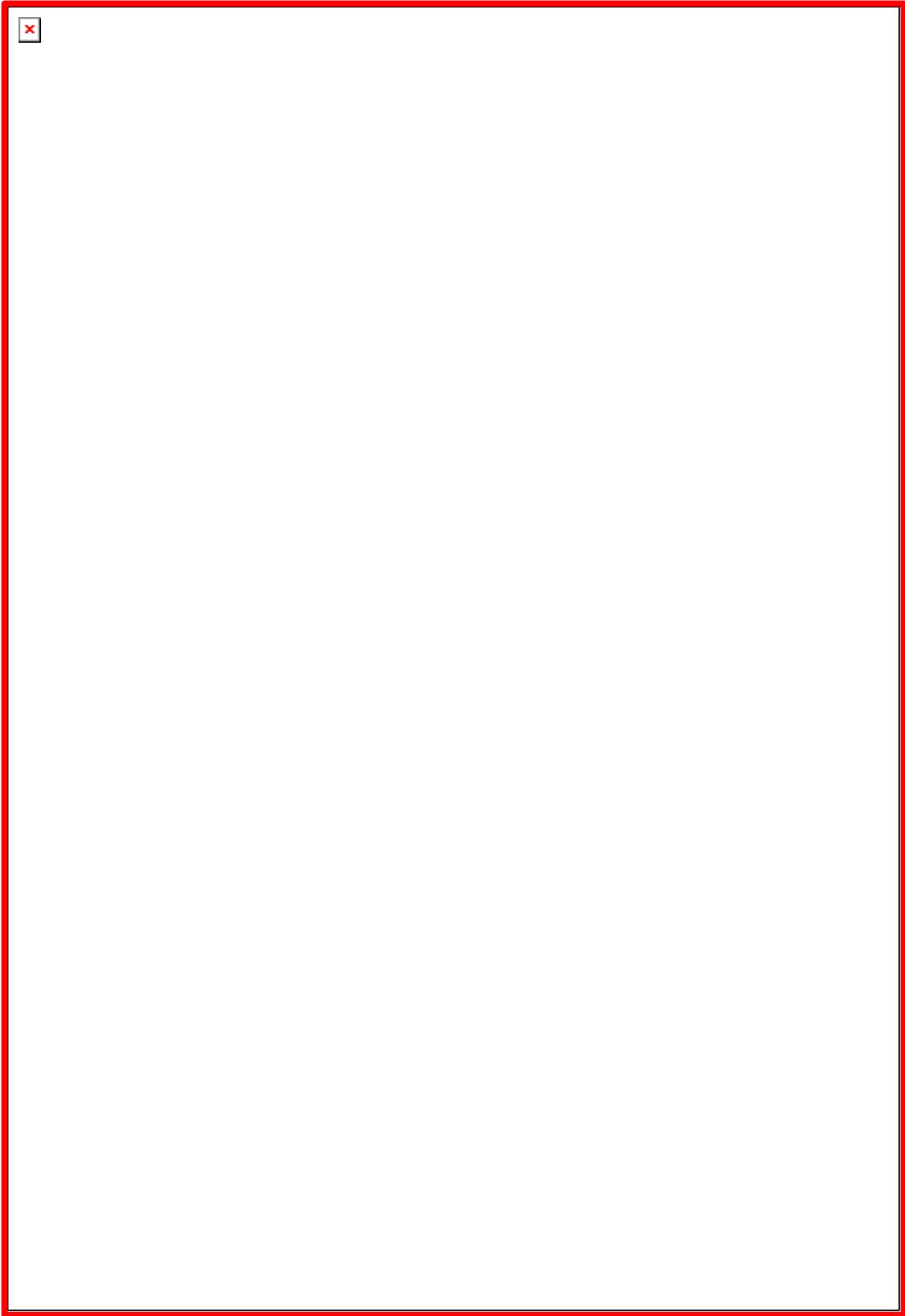
Development – “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

Town Planning and Development Act 1928
Metropolitan Region Scheme Act 1959
Health Act 1911
Rights in Water and Irrigation Act 1914
Town Planning Scheme No.2
Underground Water Supply Regulations

Council Policy / Local Law Implications

Rural Strategy 1999



SITE PLAN
LOT 60 DMIETRIEFF RD, BEDFORDALE

Budget / Financial Implications

Nil.

Consultation

- ◆ Development Control Unit
- ◆ Surrounding Landowners
- ◆ Water and Rivers Commission

BACKGROUND

The City received an application for the extraction of water on the subject site on 26 May 2003. The proposal, whilst similar to an 'Extractive Industry' under Town Planning Scheme No.2 (TPS No.2), DEPs not fall entirely within that definition. Therefore, the proposal is being considered as a 'Use Not Listed' and has been referred to Council for determination.

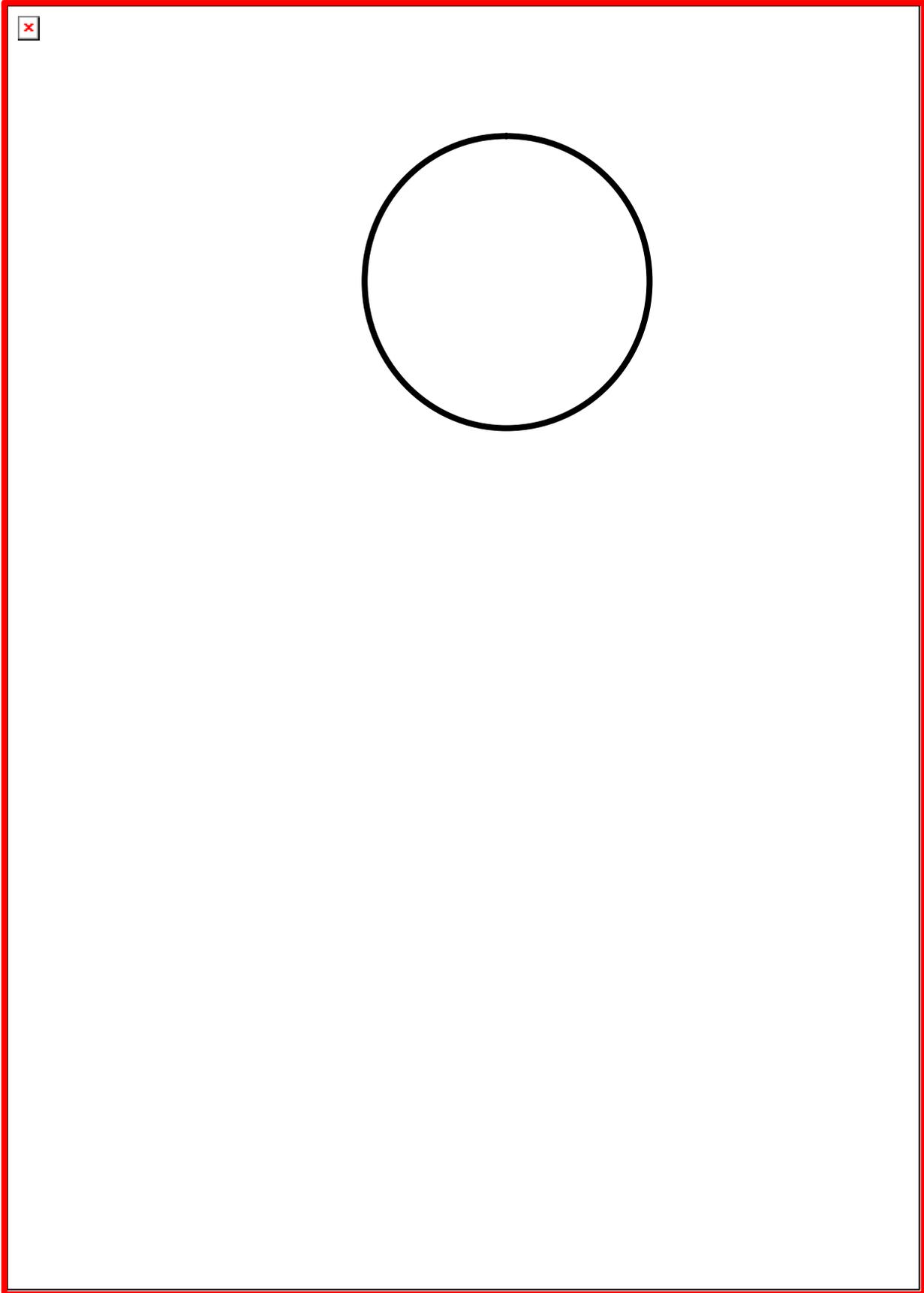
For information purposes only, it is noted that the applicant also owns Part Lot 32 to the east and Lot 50 to the south of the subject site.

DETAILS OF PROPOSAL

The applicant has indicated that five (5) bores and three (3) springs exist on site, with the primary bore being connected to a 183,000 litre water tank. The applicant states that the bores are currently used for irrigation and to prevent flooding of the property. The primary bore would be that which predominantly pumps the water and is capable of producing 100 litres a minute. The actual amount of water to be extracted will be up to a maximum of one (1) kilolitre per day, which would represent 1.8% of the owners existing yearly groundwater extraction, estimated at 20,160kL a year.

The applicant has indicated that the water is to be stored in the existing water tank on site to be removed via tanker to be bottled for drinking water off site, with no direct sales occurring from the subject property. The tanker would hold approximately three (3) kilolitres and would only be required to remove water from the site when warehouse stores run low. Current market research undertaken by the applicant indicates demand for 500 litres to one (1) kilolitre per week, so one (1) to two (2) tanker trips per month is feasible. No additional employees would be involved as the proposal is relatively minor and the operation of the bore only involves its activation and deactivation. Extraction for removal from the site would only take place two (2) or three (3) days per week within the hours of 9.00am to 4.00pm.

The applicant has submitted a hydrological report conducted by Thorpe Groundwater and Environmental Services that assesses the potential impact the proposal has on surrounding properties and the Neerigen Brook. The report states that the proposal is sustainable in the long term.



SITE PLAN - ENLARGEMENT
LOT 60 DMIETRIEFF RD, BEDFORDALE

COMMENT

Development Control Unit

At its meeting of 27 November 2003, DCU recommended that the application be referred to Council for approval, subject to appropriate conditions.

Council's Health Department advised that compliance with the Health Act 1911 and the Underground Water Supply Regulations is necessary. As such approval from Council's Health Department is necessary.

Comments

The application was advertised to surrounding landowners for a period of two (2) weeks. A total of three (3) submissions were received, consisting of one (1) letter of no objection and two (2) letters objecting to the proposal. The proposal was also referred to the Department of Environmental Protection (DEP) for comment. The issues raised are addressed in the analysis section.

ANALYSIS

Submissions

Surrounding Landowners

1. *Any water drawn from the bores and not used in the same area will result in lowering the water table to dangerous levels (ie drawing more than can be replaced). Quality will also be affected. (Raised in both objections).*
2. *The area is used for rural purposes and if water is not recycled properties downhill from the subject site will be adversely affected.*
3. *If Council were to approve the application a precedent will be set for everyone else to do the same and the Neerigen Brook will no longer exist (Raised in both objections).*

The arguments presented against the proposal are very similar. The applicant has submitted a hydrological report however which demonstrates the proposal will not result in the concerns raised. Given the findings of the report and the fact that the DEP has not expressed concern with the proposal, the comments received do not constitute grounds for refusal of the application.

Refer to Confidential Attachment "B2" for location plan of respondents.

Department of Environmental Protection

The DEP assessed the proposal and has no objection, as the subject site is not located within a proclaimed groundwater area under the *Rights in Water and Irrigation Act 1914*. The DEP notes however that if any liquid waste is to be discharged onto land or waters and production capacity exceeds 200 kilolitres per year (which is possible with the potential to extract a maximum of 365 kilolitres a year) the operation will require a licence.

With the applicant noting that any overflow or discharge will be piped back into the reticulation system, the applicant should clarify with the DEP whether a licence will be necessary, should Council approve the proposal.

Town Planning Scheme No.2

The Policy Statement for the Rural zone DEPs not make any direct reference to environmental considerations, instead noting that “*it is intended as common to all Rural zone categories that the rural landscape and amenity shall be retained*”. As no additional structures are proposed and the hydrological report indicates the impact to be minor, the proposal is considered to comply with the Policy Statement.

Hydrological Report

The hydrological report by Thorpe Groundwater and Environmental Services indicates that impact can be assessed by putting the extraction in context of the groundwater throughflow that occurs beneath the subject site. The report estimates the throughflow for the property to be 360kL per day based on the following:

- ◆ Hydraulic gradient of 0.03,
- ◆ Hydraulic conductivity of one (1) metre per day,
- ◆ Aquifer thickness of 30m, and,
- ◆ Throughflow channel width of 400m.

Based on these figures, the report notes that one (1) kilolitre per day only represents 0.3% of throughflow. Further, it is indicated that the total yearly extraction for both pasture irrigation and removal of water by tanker is equivalent to 15.3% of groundwater throughflow, which is considered to be a low proportion of throughflow use by the development as a whole. The report notes that this figure is considered to be sustainable in the long term.

The report notes its limitations however, stating that subsurface conditions can change within a limited time. Further it suggests any changes to extraction figures would need reassessment. The report also acknowledges that the information is unlikely to represent the extremes of site conditions that may exist.

It is recommended that a condition be placed on any approval granted requiring compliance with a hydrological report that has been approved by the City. In this regard, the hydrological report submitted is sufficient, but the applicant is to be advised that any changes to operations on site will require the submission of a revised report.

Water Volume

The applicant has indicated that 20,160kL a year is extracted for irrigation of their rural property. The additional extraction of 365kL (maximum potential – actual extraction likely to be less than this figure) represents 1.8% of this amount. This is considered to be a small amount and as the hydrological report indicates it is sustainable, it is considered to be acceptable.

Traffic Generation

The applicant states that current market demand indicates the need for 500 litres to one (1) kilolitre per week. This level of demand would only generate one (1) to two (2) trips by the tanker (which can hold three (3) kilolitres) to remove the water from the site per month. At a maximum capability of one (1) kilolitre a day however, should market demand raise that high, traffic generation could feasibly reach one (1) trip every fourth working day, or six (6) or seven (7) trips per month.

Given current market trends it is unlikely that the maximum amount of trips will be necessary. Nevertheless, seven (7) trips to and from the site per month is still a relatively low figure and if the trips occurred during working hours, they would be unlikely to constitute a nuisance. It is recommended that should the development be approved, a condition noting a maximum of seven (7) trips per month should be imposed.

Rural Strategy 1999

The subject property lies just outside the boundary of the Bedforddale Rural Planning Area of Council's Rural Strategy, the boundary being Dmietrieff Road. The recommendations made for the Bedforddale Rural Planning Area do not include any specific issues relating to water extraction, but the overall Principal Policy Objective for the area is "*to preserve the scenic and environmental quality of the valley*". Given the findings of the hydrological report submitted by the applicant, the proposal is considered to be consistent with this Objective.

OPTIONS

1. Council could approve the application for water extraction at Lot 60 (No.85) Dmietrieff Road, Bedforddale subject to conditions with regard to the hydrological report and tanker trip generation.
2. Council could refuse the application for water extraction at Lot 60 (No.85) Dmietrieff Road, Bedforddale if it is not satisfied that the application will not have a negative impact on the environment and surrounding amenity of the Rural zone.

CONCLUSION

Given that the hydrological report indicates that the proposal is sustainable in the long term, it would be difficult to argue that the proposal would have a detrimental impact on the environment. There is a general concern that if this application is approved, then others could do the same and eventually, a critical point could be reached where extraction would no longer be sustainable. It is acknowledged that the hydrological report only touches on this issue. Nevertheless, Council must assess each application on individual merit and as this proposal has been deemed to be sustainable, it should be approved in accordance with Option One.

RECOMMEND

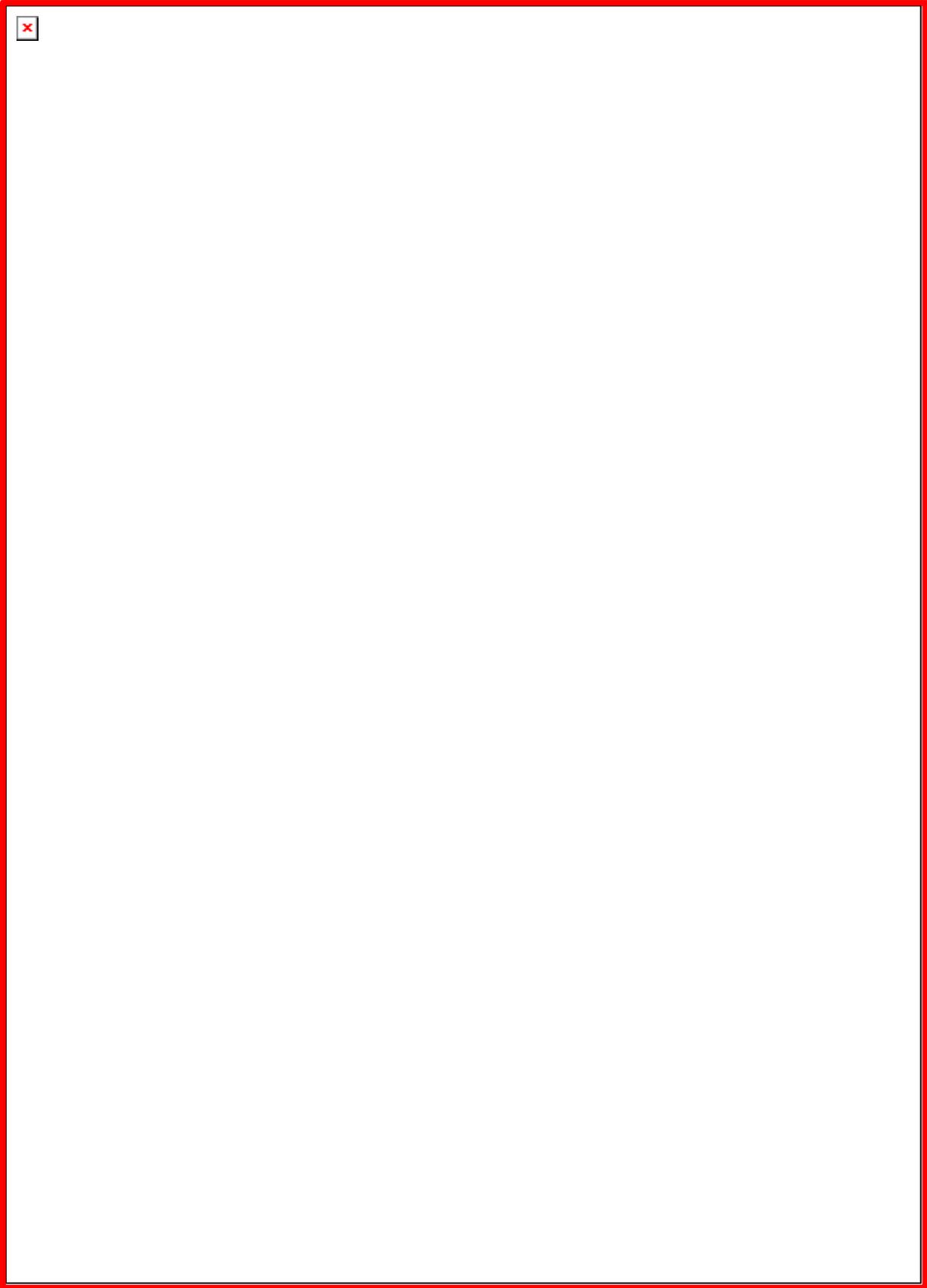
1. **That Council approve the application for water extraction at Lot 60 (No.85) Dmietrieff Road, Bedfordale, subject to the following conditions:**
 - a) **Water extraction is to occur in accordance with an approved hydrological report, to the satisfaction of the Executive Director Development Services.**
 - b) **No more than seven (7) tanker trips are allowed for the purpose of removing water from the site per month, to the satisfaction of the Executive Director Development Services.**

2. **That the applicant be advised:**
 - a) **That with regard to Condition 1(a), the hydrological report dated 6 November 2003 is acceptable. If conditions of operation are to change on site (eg. the amount of water to be extracted), a revised hydrological report will need to be submitted and approved by the Executive Director Development Services.**
 - b) **That compliance with the *Health Act 1911* and approval from Council's Health Department relative to the *Underground Water Supply Regulations* is necessary.**
 - c) **That the requirement for a licence from the Department of Environmental Protection be investigated by the applicant and a licence obtained if necessary.**

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KELMSCOTT ENQUIRY BY DESIGN WORKSHOP OUTCOMES REPORT

WARD : ALL
FILE REF : PSC/32
DATE : 17 November 2003
REF : PRR / JR
RESPONSIBLE : PSM
MANAGER
COORDINATOR : City of Armadale
LAND OWNER : Various – public & private
SUBJECT LAND : 800m radius around
Kelmscott train station
ZONING : Various
MRS/TPS No.2

In Brief:-

- The Kelmscott Enquiry by Design Workshop was conducted in October 2002 and the Workshop Outcomes Report was advertised for public comment throughout August and September 2003.
- A total of 386 submissions were received during the advertising period.
- Recommend that Council receive the submissions on the Kelmscott Enquiry by Design,
- Recommend that Council identify those;
 - items, which are to be “deleted” and not be further considered by Council;
 - items which are to be included in the corporate 5 year works programme as “Quick-Wins”; and
 - items, which are to be further investigated and a report recommitted to Council for further consideration of their merits.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development – “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

Town Planning and Development Act 1928
Metropolitan Region Scheme Act 1959

Council Policy / Local Law Implications

Town Planning Scheme No.2
Draft Town Planning Scheme No.4
Draft Local Planning Strategy
Draft Local Commercial Strategy - Retail Hierarchy Review Plan



KELMSCOTT ENQUIRY-BY-DESIGN REPORT
TOWN CENTRE PLAN

Budget / Financial Implications

Any prioritised implementation projects will require subsequent budget consideration under either existing or future budget allocations, inclusive of the corporate “5 year works programme”.

Consultation

- ◆ Surrounding landowners
- ◆ Technical Services Directorate
- ◆ Development Services Directorate
- ◆ Workshop participants

The workshop preliminaries and workshop itself also involved extensive internal consultation with all directorates, community consultation with pre-workshop “Focus Groups” and all relevant state agencies.

PREAMBLE

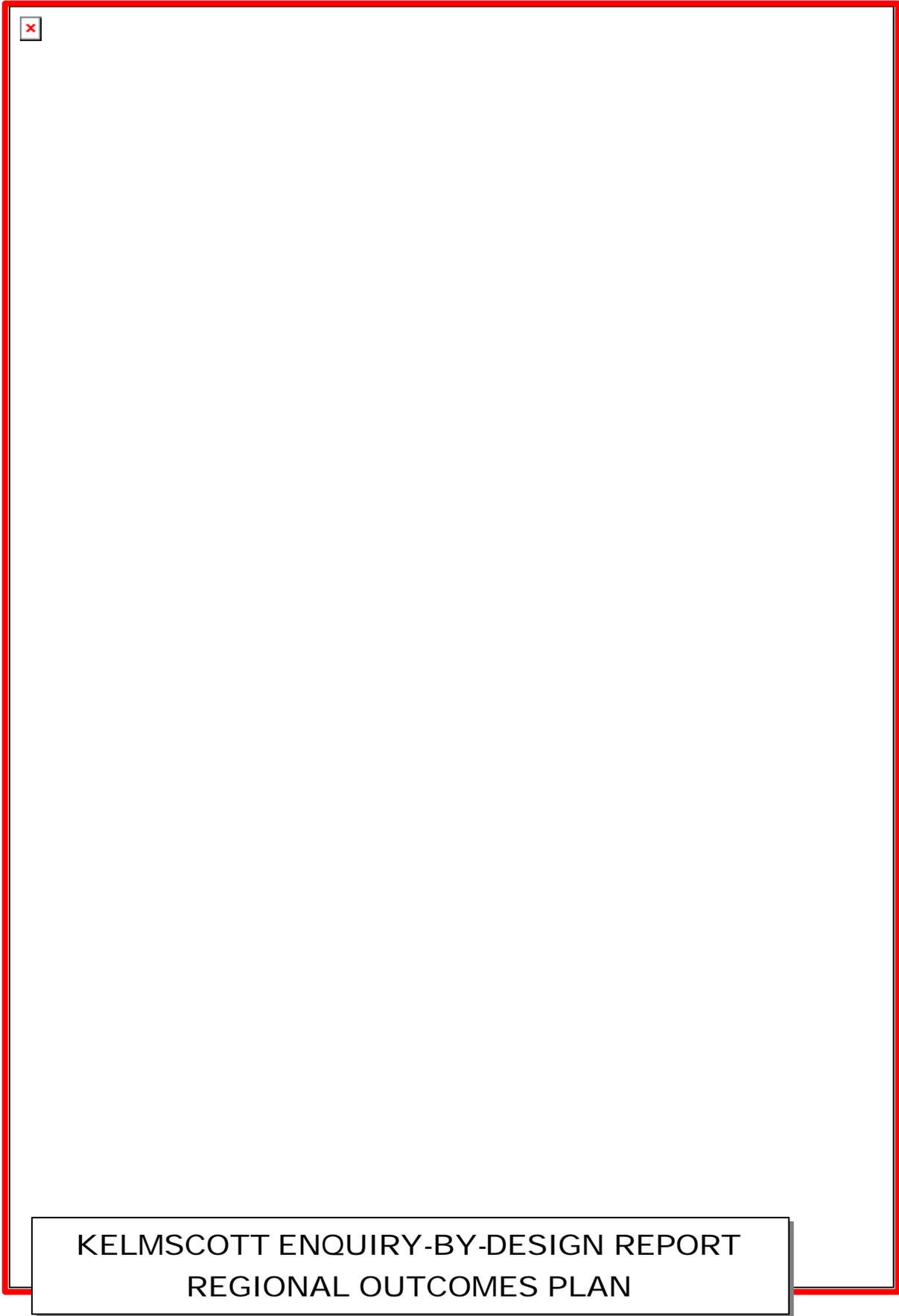
The Kelmscott town centre is a strategically located rail-based district commercial centre, which is in need of remedial works and new investment.

In the past major infrastructure works by governments have often been presented to local communities as a fait accompli, with varying levels of consultation with the local people who it affects most. Similarly proposals for major developments have often been focussed purely on the landowner’s site, with little or no regard for the important linkages to its wider urban context or consideration of impacts on adjacent facilities.

By contrast, the Enquiry by Design Workshop format adopted for the major strategic planning exercise held for Kelmscott in October 2002, provided a means for the local community to enter into a “dialogue” about what is the best way to improve and upgrade the Kelmscott District Centre in a coordinated way. The first stage of this dialogue consisted of a number of pre-workshop focus group sessions, which highlighted existing problems and identified desirable outcomes. The second stage involved an ongoing dialogue with invited representatives over the three day Workshop event as technical specialists took on board the articulated desires and worked up a range of concept ideas to create improvements. The third phase of the “dialogue” occurred when the concepts and outcomes of the Workshop were published in a report for the community to make written submissions.

The Kelmscott Enquiry by Design (KEBD) Workshop held in October 2002 was the first step in the process of developing a strategy to achieve the following outcomes;

- ◆ Capitalise on Kelmscott’s key advantages;
- ◆ Revitalise the town centre;
- ◆ Avoid an economic decline comparative to other similar centres;
- ◆ Make it more robust and able to adapt to future changes;
- ◆ Increase the effectiveness of the existing transport infrastructure; and
- ◆ Promote a greater sense of civic quality in the Kelmscott town centre.



KELMSCOTT ENQUIRY-BY-DESIGN REPORT
REGIONAL OUTCOMES PLAN

The KEBD Workshop was well attended by stakeholders, which included representatives of the local community, specific interest groups such as major landholders and staff and elected members of the City of Armadale.

The Workshop design input and subsequent report was coordinated and managed by the two senior urban designers from the then Urban Design and Major Places section of the Department for Planning and Infrastructure (DPI). This supervising design team was supported by specialist consultant contractors and technical specialists from a range of government agencies.

The Workshop canvassed a number of alternative planning concepts for the main study area (within an 800m radius of the Kelmscott train station) for community input and discussion. It also addressed possible development/reconfiguration scenarios for a number of specific locations within the wider sub-regional context of the Kelmscott Town site.

The Workshop took a wide brief in interpreting how Kelmscott could be enhanced, upgraded and redeveloped. It addressed concepts for road systems, public transport, residential densities and commercial zonings. The range of “Options” considered at the workshop included the proposal for the “Kelmscott Central” shopping centre development for the AustAsia landholding that was proposed at the time of the workshop. The workshop explored the implications and impact of the proposal on surrounding infrastructure, integration with the Kelmscott townsite and surrounding districts.

BACKGROUND

In May 2003 Council endorsed the draft Workshop Outcomes Report prepared by the DPI for the purpose of public review of the ideas and concepts presented and discussed at the Workshop and subsequent Council review of the submissions and determination of next steps (resolution D74/5/03). The final published report contained various concepts and development options included in the report for the purposes of wide community discussion and comment during the 60 day submissions period, which ran from 1 August to 30 September 2003.

The statutory planning framework proposed for Kelmscott under the draft Town Planning Scheme No.4 is consistent with the directions established in the KEBD workshop, to support and strengthen the Kelmscott town centre and its sub-regional hinterland. A draft of Scheme No.4 was adopted by Council in March 2003 for the purpose of seeking wide public comment (CS 14/3/03) and is currently pending the Western Australian Planning Commission and Minister for Planning and Infrastructure granting approval to advertise for public submissions.

As in previous discussion papers on strategies for development in Kelmscott, the Enquiry by Design workshop report stimulated a very healthy level of public involvement and debate. The large number of submissions received have now been summarised in the following report, which also examines next steps. Council is recommended to receive the community submissions and identify any specific alternative scenarios or options, which it does not support. Council is recommended to also provide direction for further planning and implementation of desirable changes.

Public Consultation

Submissions on the KEBD Report were received for an eight (8) week period until 30 September 2003. Advertising was undertaken by the following means:

- ◆ Notices in the West Australian and local newspapers;
- ◆ Letters to Workshop participants and landowners within the 800m study area;
- ◆ Letters to local Schools;
- ◆ A summary brochure of major issues and a “community comment form” were circulated widely to assist the public in its consideration of the various options and key issues (*see at Attachment “A1” of the Agenda, refer Summary of Attachments - yellow page*).
- ◆ Displays in the City’s libraries and copies of the complete Report available for loan;
- ◆ Displays and information dissemination through the Kelmscott shopping centres; and
- ◆ Publication of the complete report and summary brochure on the City’s website.

A number of press releases were also contributed to local newspapers during the public comment period, the concept status of the report for community discussion and dialogue with the City.

In total, 386 submissions were received during the submissions period. This comprised of 70 submissions clearly supporting the overall report and 42 submissions clearly objecting to it. A further 65 submissions raised both positive and negative points relative to specific ideas (177 total). Some submissions made additional suggestions not raised in the report.

In addition to the 177 community comment forms and letters received from the general community, the City also received seven (7) responses from government agencies, four (4) petitions and one hundred and ninety eight (198) copies of a form letter (386 total). The petitions related to the suggestion to close Sherwood and Challis train stations, whilst the form letter was broadly supportive of some of the ideas contained within the report relative to the “Kelmscott Central” (Village) redevelopment.

Government Agency Submissions

Key government agencies participated in the workshop and provided further submissions during the advertising period. Their submissions are generally summarised as follows.

Public Transport Authority

The Public Transport Authority’s (PTA, formed by the Public Transport Authority Bill 2003 bringing together the services of Transperth, TransWA and the school bus system and replacing the WA Government Railways Commission), submission supports the redevelopment and refurbishment of the Kelmscott rail station in its current location as the only practicable option. The PTA advises that a development application for this upgrading is imminent. The time frame is tight with construction intended to be completed by the end of 2004.

The PTA currently has budgeted \$2.1 million for upgrading the Kelmscott railway station. The PTA submission notes that Options Two (2) and Three (3) are estimated to cost \$10.3 million and \$17.7 million respectively.

As no additional funding has been identified as likely to be available, the PTA states it will only pursue Option Two (2) or Three (3) if the KEBD process identifies one of these as the “preferred” option AND the benefits to the public transport system are identified AND the required funding is made available.

Uncertainty in regard to the ultimate station location is a serious constraint to achieving progress in revitalising Kelmscott. Only by making a firm decision on the station location can other extremely important road and infrastructure options for the Kelmscott town centre be further advanced.

Council is accordingly recommended to support the PTA’s preference that the Kelmscott station be upgraded in its current location (Option One (1)).

Armadale Redevelopment Authority

The Armadale Redevelopment Authority (ARA) expressed concern that the concept for a large redevelopment of the “Kelmscott Central” (Village) shopping centre and subsequent increase in floor space could be detrimental to the fulfilment of their objectives for the Armadale strategic regional centre. The ARA noted that Kelmscott was a district level centre under the state government’s Metropolitan Centres Policy and had achieved its floor space limit. The ARA expressed that whilst they were not against the redevelopment of Kelmscott *per se*, they believed it should be accomplished within the parameters of state policy.

Council’s position on the “Kelmscott Central” (Village) shopping centre redevelopment has been established at mediation during the appeal to the Town Planning Appeal Tribunal, which relates to a Development Application submitted by the proponents of the centre. This has accepted the need for some expansion of the retailing facilities above what would normally be allowed for a District Centre, but the floor area permitted is that justified by the City’s Retail Hierarchy Plan and is considerably less than that proposed in the “Kelmscott Central” proposal.

Main Roads Western Australia

Main Roads Western Australia (MRWA) noted that they were satisfied with the outcomes of the workshop. The KEBD Report identifies that Albany highway could be developed as a ‘regional boulevard’ through Kelmscott. The Boulevard would consist of a wider median, which would be planted with large trees along with verge areas. The boulevard would include three (3) signalised intersections with Page Road, Gilwell Avenue (or another central location) and Davis Road. The number of crossovers onto Albany Highway would also be reduced. This format will allow greater pedestrian amenity in terms of crossing less lanes at once and enhanced comfort through the provision of shade.

Council is accordingly recommended to identify the concept of developing Albany Highway as a ‘regional boulevard’ for further discussion and detailed planning with MRWA.

Department of Health

The Department of Health Community Health Centre (CHC) expressed their support for the redevelopment of the existing Health Centre building (currently adjacent to the Kelmscott Library) or its incorporation into a redevelopment of the shopping centre, advising that further space was necessary for the Kelmscott based office to operate successfully.

It is recommended that the CHC be involved in any further discussion on the existing or alternative locations for the Kelmscott based office.

Swan River Trust

The Swan River Trust (SRT) noted its support for any improvements to infrastructure (i.e. drainage) that will have long term benefits for the Canning River and approved of the enlargement and upgrading of existing wetlands. The SRT also noted that development that encroached upon the Canning River floodway would not be supported, and that a visual connection between Kelmscott station and the Canning River would be beneficial.

It is recommended that the SRT's submission be duly noted and further discussion take place with the SRT in preparing more detailed plans.

Department of Housing and Works

The Department for Housing and Works (DHW) was supportive of the notional density increases illustrated in the report, particularly for the area west of the Kelmscott train station.

It is recommended that the matter of appropriate density to support the town centre and the rail station be further addressed under the separate process of the Town Planning Scheme review and the further phase of public consultation that this will provide (the draft new Scheme No.4 is anticipated to be published for public review in the early part of 2004).

Community Petitions (Sherwood and Challis Train Stations)

Four (4) petitions were received all relative to the proposed closure and amalgamation of Challis and Sherwood train stations. The prayers of the petitions were as follows:

1. "We the undersigned object in the strongest possible terms to any suggestion of relocating the Challis railway station" (146 signatures).
2. "We are against the closure of Challis station" (11 signatures).
3. "We the undersigned object in the strongest possible terms to any suggestion of relocating the Sherwood railway station" (636 signatures).
4. "We the undersigned residents of Owtram Road Villas petition that the Sherwood and Challis Railway stations remain in their current positions. As Senior Citizens, the placement of a new station in Gillam Drive would not only inconvenience ALL local residents, it would seriously create problems for the elderly and/or incapacitated" (40 signatures).

Form Letter promoting the "Kelmscott Central" development

Multiple copies of a form letter promoting the "Kelmscott Central" shopping centre redevelopment proposal were also received (the proposal for the "Kelmscott Central" (Village) shopping centre is currently subject to a Town Planning Tribunal Appeal process). ***An example of the form letter is located at Attachment "A1" of the Agenda, (refer Summary of Attachments - yellow page).***

Council has resolved not to support the large Austasia redevelopment proposal in its current form (resolutions D51/3/03, D122/6/03, D158/9/2003 and D192/11/03). The “Kelmscott Central” (Village) shopping centre redevelopment is currently the subject of an appeal to the Town Planning Appeal Tribunal.

Other than in the context of the submissions summaries, this matter will not be further discussed in this report, as it is anticipated that, following due process, it will ultimately be determined by the Town Planning Appeal Tribunal.

Issue Summary

The issues raised are generally summarised as follows in Table 1. Items in plain text are considered by the KEBD report, whereas issues or items that the public submissions brought up are italicised as ‘new issues’. Some responses raised more than one of the issues listed.

Table 1

No	CONCEPT	STANDARD SUBMISSIONS SUPPORT		FORM LETTERS (Supporting)	PETITIONS (Objecting)	TOTAL
		YES	NO			
1	Construct a railway underpass at the end of Davis Road (2,4,16)**	15	4	197	-	216*
2	Construct a railway underpass at the end of Gilwell Avenue (1,4,18)	9	5	197	-	211*
3	Extend Gilwell Avenue (through Frye Park) to Connell Avenue (8,35)	1	48	-	-	49
4	Closure of Denny Avenue (1,2,42,46)	11	1	-	-	12
5	Further consideration of the form and alignment of Albany Highway (7,9,59)	9	-	-	-	9
6	Extend Orlando Street through to Albany Highway (20)	-	8	-	-	8
7	Three signalised intersections on Albany Highway (5,9)	5	1	-	-	6
8	Extend Ensign Dale through to the extended Gilwell Avenue (3)	-	5	-	-	5
9	Modification of the intersection of Gilwell Avenue and Albany Highway (5,7)	5	-	-	-	5
10	Extend Mahara Road through to Church Avenue	-	5	-	-	5
11	Construct a link road from a new station direct to the hospital (39)	-	3	-	-	3
12	Page Road North alteration to accommodate additional housing (33,34)	3	-	-	-	3
13	Modification of the intersection of Champion Drive and Railway Avenue	1	1	-	-	2
14	Additional roads between Merrifield and Third Avenues	-	2	-	-	2
15	Modification of the intersection of Gilwell Avenue and Page Road	2	-	-	-	2
16	Third Avenue to be realigned to become a through road at Gillam Drive (1)	1	-	-	-	1

No	CONCEPT	STANDARD SUBMISSIONS		FORM LETTERS (Supporting)	PETITIONS (Objecting)	TOTAL
		SUPPORT				
		YES	NO			
	TRAFFIC / ROAD LAYOUT					
17	Extend Hemmingway Drive through to Railway Avenue	1	-	-	-	1
18	<i>Construct a railway underpass between Westfield and Page Roads (2)</i>	8	-	-	-	8
19	<i>Extend Brookside Avenue across the Canning River to Turner Place</i>	3	-	-	-	3
20	<i>Link Orlando Street, Ottaway Street and Cammillo Road (under railway) (6)</i>	3	-	-	-	3
21	<i>Leave the Lake Road railway crossing</i>	3	-	-	-	3
22	<i>Rebuild (and widen) the Gilwell Avenue traffic bridge</i>	2	-	-	-	2
23	<i>Modification of the intersection of Gilwell Avenue and Clifton Street</i>	2	-	-	-	2
24	<i>Closure of Ward Crescent</i>	1	-	-	-	1
25	<i>Link Champion Drive to Galliers Avenue (across / under railway)</i>	1	-	-	-	1
26	<i>Closure of Ecko Road</i>	1	-	-	-	1
27	<i>Modification of the intersection of Clifton Street and Lucich Road</i>	1	-	-	-	1
28	<i>Closure of Excalibur Circle</i>	1	-	-	-	1

No	CONCEPT	STANDARD SUBMISSIONS		FORM LETTERS (Supporting)	PETITIONS (Objecting)	TOTAL
		SUPPORT				
		YES	NO			
	PARKS AND RESERVES					
29	Create further foreshore reserves along the Canning River	13	2	-	-	15
30	Alternate uses for the Kelmscott Pool land	2	3	-	-	5
31	Upgrade the White Heron reserve	1	2	-	-	3
32	Build a new town square park between Streich Avenue and Albany Highway (47)	1	2	-	-	3
33	<i>Upgrading of park facilities in general (12,35)</i>	15	-	-	-	15
	RESIDENTIAL	YES	NO			
34	Additional housing in the Fancote Park Precinct (12)	9	26	-	-	35
35	Additional housing on Frye Park if Gilwell Avenue is extended (3,33)	-	24	-	-	24
36	Additional housing in between Clifton Street and Canning River	6	8	-	-	14
37	Additional housing in the Page Road Foreshore Precinct (Saddlers Retreat area)	1	9	-	-	10
38	General increase to the residential density / zoning	7	3	-	-	10
	RAILWAY	YES	NO			
39	Challis and Sherwood station closure (11)	2	42	-	833	877
40	Kelmscott Station further south integrated with shopping centre (Option 3) (46)	2	1	197	-	200*
41	Kelmscott station in current location (Option 1) (1,2)	22	2	-	-	24

42	Kelmscott station further south in central location (Option 2) (4)	2	-	-	-	2
43	<i>Additional railway lines to Midland and Fremantle</i>	2	-	-	-	2
44	<i>New station at Lake Road</i>	2	-	-	-	2
45	<i>Additional south-eastern stations at Byford etc.</i>	1	-	-	-	1
	COMMERCE / RETAIL / FACILITIES	YES	NO			
46	Kelmscott Central redevelopment (see form letter above) (4,40,47,48,55,57)	10	7	197	-	214*
47	Kelmscott library and health centre relocation / redevelopment (32,46)	7	2	197	-	206*
48	Cinema in Kelmscott Central (46,55)	-	-	193	-	193*
49	Ensure a heritage theme for development	5	-	-	-	5
50	New shopping strip uses (56)	4	-	-	-	4
51	Bulky goods zoning (land south of Davis Road and north of Page Road)	3	-	-	-	3
52	Create additional neighbourhood centres	1	1	-	-	2
53	Short Stay Apartments in the Northern Gateway Precinct	-	1	-	-	1
54	Industrial zoning (near Davis Road and Streich Avenue)	-	1	-	-	1
55	<i>Due consideration of the Metropolitan Centres Policy / Retail Hierarchy (46,48)</i>	7	1	-	-	8
56	<i>Consolidation of the shopping strip (50)</i>	4	-	-	-	4
57	<i>Additional taxi ranks adjacent to the shopping centres (46)</i>	1	-	-	-	1
58	<i>New hospital to the west of the railway line</i>	1	-	-	-	1
	OTHER	YES	NO			
59	Pedestrian and cyclist access / lighting / footpaths / crossings / safety (5)	22	-	197	-	219*
60	Northern Gateway Precinct entry statement	2	-	-	-	2
61	<i>Name change from Kelmscott to Clifton Hills</i>	2	-	-	-	2
62	<i>New satellite city and international airport towards Beverley</i>	1	-	-	-	1
63	<i>Plan for Skycar, Maglev and hydrothermal technologies</i>	1	-	-	-	1

* Note – The total figure is strongly influenced by the “Form Letter” supporting the “Kelmscott Central” commercial development that is currently before the Tribunal.

** Note – Numbers in brackets after issue indicate cross-referencing of joint / dependant / related issues.

A more detailed summary of all submissions is located at Attachment “A1” of the Agenda, (refer Summary of Attachments - yellow page).

COMMENT

A relatively small number of specific issues generated the greatest number of submissions and these are further discussed below.

Closure of Sherwood and Challis Train Stations

The DPI's suggestion of amalgamating Challis and Sherwood stations illustrated in the sub-regional plan was the highest negative response generator, with four (4) opposing petitions being submitted (providing a total of 875 objections).

Whilst the responsibility of the PTA and the DPI to plan for the most efficient level of service for the public transport system is respected, it is recommended that the City not support this concept for further discussion and that it be deleted from further consideration.

It is recommended that the level of support given to the existing Challis and Sherwood stations by the current land use planning framework be examined during the separate Town Planning Scheme review process, with a view to promoting and strengthening the important local community role of these rail stations in the regional rail network.

It is noted that press reports indicate that the Minister for Planning and Infrastructure also supports such an approach.

Gilwell Avenue Extension to Connell Avenue

The proposal that Gilwell Avenue could be extended to the east through a section of Frye Park was the second highest negative response generator. Concerns were that the location of the extension would mean moving or removing several facilities provided in Frye Park and that children from adjacent houses and the Clifton Hills Primary School would be crossing a relatively busy road to reach the park.

The lack of acceptance of this concept from the growing local community in this locality, together with the negative consequences, outweigh any potential advantages that the concept may have had. It is recommended the Gilwell Avenue concept be deleted and not be further pursued.

It is noted that press reports indicate that the Minister for Planning and Infrastructure also does not support the Frye Park / Gilwell Avenue extension concept.

Technical Services Comments

Technical Services provided comments on short-term projects and budget allocations for movement system networks which can be incorporated into the normal one (1) to five (5) year works program. The 'quick wins' are identified in Tables 2 and 3 and the recommendation.

Implementation Summary

Many of the major infrastructure issues require further research, discussion and negotiation with stakeholders and cannot be addressed in the very short term. A practicable approach to implementing a strategic plan for Kelmscott can be summarised in the following completed and ongoing steps:

1. Formally receive the Workshop Outcomes Report (completed in May 2003);
2. Implement a Public Consultation Strategy (completed in August and September 2003);
3. Consider feedback from community on Workshop Outcomes Report (current phase at December 2003) and;
 - ♦ Identify desirable projects that Council can carry out in its current 5 year works programme;
 - ♦ Identify items which Council does not wish to further consider as “Deleted Items”;
 - ♦ Identify items which may be considered as projects subject to further investigations being carried out into the benefits and/or feasibility and recommittal of the items for further consideration of more detailed information by Council;
4. Develop cost estimates for short term projects and incorporate them into current and ongoing 5 year works programmes;
5. Discuss and negotiate with other agencies over larger or longer term projects including required approvals and funding opportunities;
6. Review items subject to further planning investigation and review for either deletion or next steps;
7. Liaise with other government agencies and private stakeholders for joint implementation or implementation by other agencies;
8. Establish a Town Centre Liaison group and consider potential for appointing/nominating a “Place Manager” or “Project Manager” to deal specifically with projects in Kelmscott;
9. Update the statutory planning framework (in the current Town Planning Scheme No.2 or the proposed new draft Town Planning Scheme No.4);
10. Prepare a long term strategic Centre Plan for the Kelmscott District Centre in accordance with the Metropolitan Centres Policy and further concept and implementation plans for specific sites; and
11. Undertake further community consultation as appropriate for the above steps (5 to 10).

Kelmscott Enquiry-By-Design Workshop Report

Preliminary scoping of issues identified
in the Kelmscott Town Centre and its wider sub-region – December 2003

Table 1

ISSUES IN THE KELMSCOTT TOWN CENTRE	Items to be included in the corporate 5 year works programme/contributions from other agencies.	Items subject to further planning investigation and review	Items to be deleted from further consideration
1. Replacing the Denny Avenue railway crossing with a preferred scenario for improved east-west crossings of the railway line. The railway crossing options include: <ul style="list-style-type: none"> ▪ constructing a railway underpass connection to Davis Road; ▪ extending Gilwell Avenue to cross Albany Highway and the railway to intersect with Railway Avenue; and ▪ options to use a combination of “at-grade” and/or “grade-separated” crossings at Davis Road and Gilwell Avenue. 	<ul style="list-style-type: none"> ▪ Yes (Limited to Preliminary Design Planning at this stage) (also see related sub-regional issues item 1) ▪ Seek contributions from the State Government 	Further investigation of feasibility is required	
2. Upgrading the railway station at the existing location.	<ul style="list-style-type: none"> ▪ Yes (Upgrading Toilets/Negotiations with PTA) 	Further investigation of feasibility is required	
3. Modifying the treatments of Albany Highway to create a regional “boulevard” style of road, including three traffic-signalised intersections to improve traffic conditions, new service roads to improve access to frontage properties, an “entry statement” at the northern entry point to the Town Centre and tree plantings throughout to improve amenity.	<ul style="list-style-type: none"> ▪ Yes (compatible works can be accommodated) ▪ Seek Main Roads WA contribution 	Further investigation of feasibility is required	
4. Establishing a new “heart” for the Town Centre, possibly by a “town square” located adjacent to a new library, providing a major civic focus and community resource.		Further investigation of feasibility is required	
5. Identifying an appropriate scale and character for future private developments within the Town Centre including sites for “active” street frontages in new developments.		Further review of Town Planning context and investigation of appropriate statutory mechanisms is required	

ISSUES IN THE KELMSCOTT TOWN CENTRE	Items to be included in the corporate 5 year works programme/contributions from other agencies.	Items subject to further planning investigation and review	Items to be deleted from further consideration
<p>6. Other recommendations for the Town Centre include options for:</p> <ul style="list-style-type: none"> ▪ Improved accessibility, linkages and amenity for pedestrians and cyclists; ▪ A better balance of land uses in the Town Centre such as alternative and higher order land uses in identified locations including; ▪ focussing new car-oriented and drive-through Albany Highway developments to the south of Davis Road; ▪ facilitating a short stay and function facility precinct around the Kelmscott Inn; and ▪ facilitating workshop housing/cottage industry south of Davis Road. 	<ul style="list-style-type: none"> ▪ Yes (multiple projects) 	<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
<p>7. New residential opportunities such as town houses and apartments, infill subdivisions, retirement villages and mixed use developments in identified locations including:</p>		<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
<ul style="list-style-type: none"> ▪ adjacent to a modified Fancote Park/Page Road; 		<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
<ul style="list-style-type: none"> ▪ on land east of Page Road; 		<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
<ul style="list-style-type: none"> ▪ on sites along Railway Avenue; 		<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	

ISSUES IN THE KELMSCOTT TOWN CENTRE	Items to be included in the corporate 5 year works programme/contributions from other agencies.	Items subject to further planning investigation and review	Items to be deleted from further consideration
<ul style="list-style-type: none"> ▪ on land to the east of the Canning River and on Clifton Street; 		<p>In part requires MRS Amendment. Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
<ul style="list-style-type: none"> ▪ on the north-west corner of Frye Park; 			Deleted Item
<ul style="list-style-type: none"> ▪ adjacent to a modified Westfield White Heron Reserve; 		<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
<ul style="list-style-type: none"> ▪ on land west of the railway station in the Cammillo/Third/Merrifield street block; and 		<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
<ul style="list-style-type: none"> ▪ on land south of Mahara Road. 		<p>Further review of Town Planning context and investigation of appropriate statutory mechanisms is required</p>	
8.	<ul style="list-style-type: none"> ▪ Enhancement of personal safety, amenity and vistas to the hills. 	<ul style="list-style-type: none"> ▪ Yes (multiple projects) 	
9.	<ul style="list-style-type: none"> ▪ Enhancement of the river foreshore environment and greenway linkages through the Town Centre. 	<ul style="list-style-type: none"> ▪ Yes (multiple projects) 	<p>In part requires MRS Amendment to include some land adjacent to River in P&R Reserve.</p>

Table 2

ISSUES FOR THE SUB-REGIONAL PLAN	Items to be included in the corporate 5 year works programme	Items subject to further planning investigation and review	Items to be deleted from further consideration
1. Investigating a direct connection between Third Avenue, Gilliam Drive and Seville Drive.	<ul style="list-style-type: none"> ▪ Yes (item to be partly implemented with modification) 		
2. Linking the north end of Third Avenue to a new underpass at Davis Road.	<ul style="list-style-type: none"> ▪ Yes (Preliminary Designs) (also see related Town Centre issues item 1) 	Further investigation of feasibility is required	
3. Investigating the potential for new local neighbourhood centres in locations capable of being sustained by the "movement economy" including possible sites at: <ul style="list-style-type: none"> ▪ the Champion Lakes development at the junction of Lakes Road and Ypres Road and/or a new entry at the junction of Lake Road and Cammillo Road; ▪ the junction of Third and Cammillo Roads adjacent to the Kelmscott Senior High School; ▪ the junction of Albany Highway and Brookton Highway; and ▪ adjacent to the Hospital entrance. 		Further investigation of feasibility is required and discussion with the ARA in respect to some sites	
4. Investigating extending Gilwell Avenue through a portion of Frye Park to intersect Connell Avenue.			Deleted Item
5. Investigating extending Orlando Street to intersect Albany Highway.		Further investigation of feasibility is required	
6. Investigating a new railway station to replace the current Challis and Sherwood stations to be located at a new site between the two current station sites.			Deleted Item
7. Investigating establishing a road connection between the Armadale-Kelmscott Hospital and the new replacement railway station.		Further investigation of feasibility is required	
8. Reconfiguring the intersection of Champion Drive and Railway Avenue to give priority to north-south movements.	<ul style="list-style-type: none"> ▪ Yes. New designs are currently in preparation and \$100, 000 has been allocated for 2006. 		

OPTIONS

1. Council could endorse the major elements of the KEBD Workshop Outcomes Report, which are worthy of further project investigation. This would allow further consultation with appropriate stakeholders and where appropriate, implementation through existing programmes such as the Five (5) Year Plan or Town Planning Scheme Review or in the case of the state government, through the rail stations revitalisation programme which currently includes the Kelmscott station upgrade and refurbishment. Council could further list those concepts, which do not warrant the support of the City. Option 1 is recommended.
2. Council could discard the KEBD Workshop Outcomes Report, in favour of relying on private developments to improve the vitality of the town centre. Option 2 is not recommended because many of the Workshop concepts capable of enhancing Kelmscott and the fresh approach it proposes to public infrastructure is a fundamental requirement have been supported by the community. Individual concept plans can be subject to further examination and in some cases, implemented as quick wins via small infrastructure projects. Other concepts can be facilitated by a reorientation of the statutory Town Planning Scheme to stimulate and manage private sector developments, which are in keeping with the needs of the Kelmscott town centre and the wider community while also preventing ad hoc and undesirable developments and land uses.

CONCLUSION

The KEBD report and community feedback provides a major step towards revitalising Kelmscott town centre and sub-regional hinterland. Overall, the major concepts included in the report were well received by the community, with major concerns largely confined to two of the peripheral concept designs, which are of little consequence to the major task of revitalising the Kelmscott Town Centre.

It is therefore recommended that Council support Option One (1) endorsing those particular elements of the KEBD Workshop Outcomes Report, which are worthy of further project investigation and where appropriate, consultation with appropriate stakeholders or implementation through existing programmes such as the Five (5) Year Plan of “Works”, the Town Planning Scheme review, or the state government’s rail stations revitalisation programme.

The concepts which involved new or modified major infrastructure such as the alternative railway crossing/s and the “reinvention” of Albany Highway as a regional boulevard, will require further discussion with the responsible agencies including the Public Transport Authority and Main Roads WA.

It is also recommended that Council identify the concepts which were put up at the workshop but which do not have the support of the City of Armadale as “Deleted Items”. These matters, which the City will not support for further investigation, are the concept for amalgamation of the Challis and Sherwood train stations and the concept for extension of Gilwell Avenue through Frye Park.

RECOMMEND

That Council:

- 1. Receive the 386 community submissions on the Kelmscott Enquiry by Design Workshop Outcomes Report.**
- 2. Resolve that it does not support the following concepts included in the Workshop Outcomes Report:**
 - ♦ The concept of amalgamating the Challis and Sherwood train stations into a single new station;**
 - ♦ The concept of extending Gilwell Avenue eastwards of the Town Centre through Frye Park and the associated housing on part of Frye Park.**
- 3. Advise the Department for Planning and Infrastructure that Council does not support the concepts listed under Point 2 above and recommends that they not be pursued.**
- 4. Establish the certainty in which more detailed plans and discussion for major Town Centre infrastructure proposals can be progressed by:**
 - i) Identifying the current location as the preferred location for the Kelmscott Railway Station, in concurrence with the Public Transport Authority current proposal for a \$2.1 million refurbishment programme;**
 - ii) Inviting the Public Transport Authority to consult with the City prior to submitting a development application for the upgrade and refurbishment of the Kelmscott Railway Station under the state government’s railway station revitalisation programme.**
- 5. Recommend that the following matters be considered by the Technical Services Committee for inclusion under the Five (5) Year Plan of “Works”:**
 - ♦ Town Centre Issue No.1 - undertake preliminary designs for replacing the Denny Avenue railway crossing with an alternative and improved east-west crossing of the line in a two stage process including:**
 - i) A budget allocation of \$25,000 for preliminary designs in the financial year commencing in 2004;**
 - ii) A subsequent budget allocation of \$75,000 for comprehensive design in year 2007.**

- ◆ **Town Centre Issue No.2 – reschedule the currently allocated \$27,000 for upgrading the public toilets adjacent to the Kelmscott Railway Station, pending an agreed plan for redevelopment of the Kelmscott Railway Station and discussion with the Public Transport Authority regarding the best way of providing this facility.**
- ◆ **Town Centre Issue No.3 – in consultation with Main Roads WA, undertake preliminary designs for modifying the treatments of Albany Highway to create a regional “boulevard” style of road in a two stage process including:**
 - i) **A budget allocation of \$35,000 for stage 1 preliminary designs in the financial year commencing in 2005;**
 - ii) **A subsequent budget allocation of \$50,000 for comprehensive designs, possibly in year 2007.**
- ◆ **Town Centre Issue No.6 – improve accessibility, linkages and amenity for pedestrians and cyclists by designing and constructing priority works including:**
 - i) **Budget allocations for new pathway links of \$25,000 in 2004, \$20,000 in 2007, and \$30,000 in 2008;**
 - ii) **Budget allocations for installing pedestrian/pram ramps on existing paths of \$3,000 each year from year 2004 to year 2007;**
 - iii) **Budget allocations for improvements to street and path lighting of \$5,000 for years 2004 to 2006 and \$10,000 for years 2007 and 2008;**
 - iv) **Complete works associated with the current 2003 to 2004 grants allocation of \$150,000 for reconstruction and improvement of the Gilwell Avenue bridge over the Canning River.**
- ◆ **Town Centre Issue No.9 – A budget allocation of \$30,000 for planning and works along the Canning River foreshore for enhancement of the river foreshore environment and greenway linkages over the next two years.**
- ◆ **Sub-regional Issue 1 – complete the current works for the Gillam Drive and Seville Drive link and providing improved connections to Third Avenue;**

- ♦ **Sub-regional Issue 8 – reconfiguring the intersection of Champion Drive and Railway Avenue to give priority to north-south movements including:**
 - i) **Complete current design phase;**
 - ii) **Regional road grant funding proposal for works of \$100,000 in 2006.**

- 6. **Identify the following matters to be further investigated and discussed with the relevant state agencies prior to recommittal to Council for further consideration of each item:**
 - ♦ **The options identified for providing a more efficient crossing of the railway line west of the Kelmscott Town Centre as an alternative to the current Denny Avenue at-grade crossing;**
 - ♦ **Treatments to Albany Highway through the town centre to create a “boulevard road with greater amenity and safety; and**
 - ♦ **Planning frameworks for the Town Centre including land use, strategic road linkages and type of residential use.**

- 7. **Give further consideration to implementing a better balance of land uses permissible in the Kelmscott town centre and sub-regional hinterland in the draft statutory Town Planning Scheme No.4.**

- 8. **Reaffirm Council’s position on the “Kelmscott Central” shopping centre proposal, in accordance with Resolutions D51/3/03, D122/6/03, D158/9/2003 and D192/11/03, by reaffirming that:**
 - i) **Council would encourage proposals for the redevelopment of the Kelmscott Town Centre, which would be consistent with Council’s Retail Hierarchy Plan and current best practice standards in urban design;**
 - ii) **Council does not support the nature and scale of the proposed development of “Kelmscott Central” shopping centre as represented in the development application received on 15th November 2002.**

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**LOCATION PLAN
SECOND STAGE PROPOSAL
FOR MRS AMENDMENT SCHEME**

PROPOSED METROPOLITAN REGION SCHEME AMENDMENT FROM RURAL ZONE TO URBAN ZONE IN NORTH - EAST FORRESTDAL

WARD : FORREST

FILE REF : PSC/36/1

DATE : 28/11/03

REF : JR

RESPONSIBLE MANAGER : PSM

APPLICANT : CHAPPELL LAMBERT

LAND OWNER :

- Lot 22 (Jubado) and Lot 21 (Di Florio) and Part of Lot 2 (Allen) Nicholson Road;
- Lot 334 Armadale Road (Forrestfield Holdings Pty Ltd);

SUBJECT LAND ZONING : 102ha

MRS/TPS No.2 : Rural Zone;
General Rural Zone

In Brief:-

- Chappell & Lambert seek the support of the City of Armadale in requesting the Western Australian Planning Commission (WAPC) to initiate the second stage MRS Amendment to zone land in North Forrestdale to the Urban zone;
- The northern part of the site is in the future Urban area identified in the 2001 Southern River Forrestdale Brookdale Wungong District Structure Plan (DSP). The southern part of the site, which abuts Armadale Road, has become available for consideration for urban development by recent revision of the Environmental Management Area (EMA) for Forrestdale Lake;
- Recommend that Council advise the WAPC it supports the proposal to initiate an Amendment to the MRS, subject to all Amendment documentation and assessment requirements being met by the landowners.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

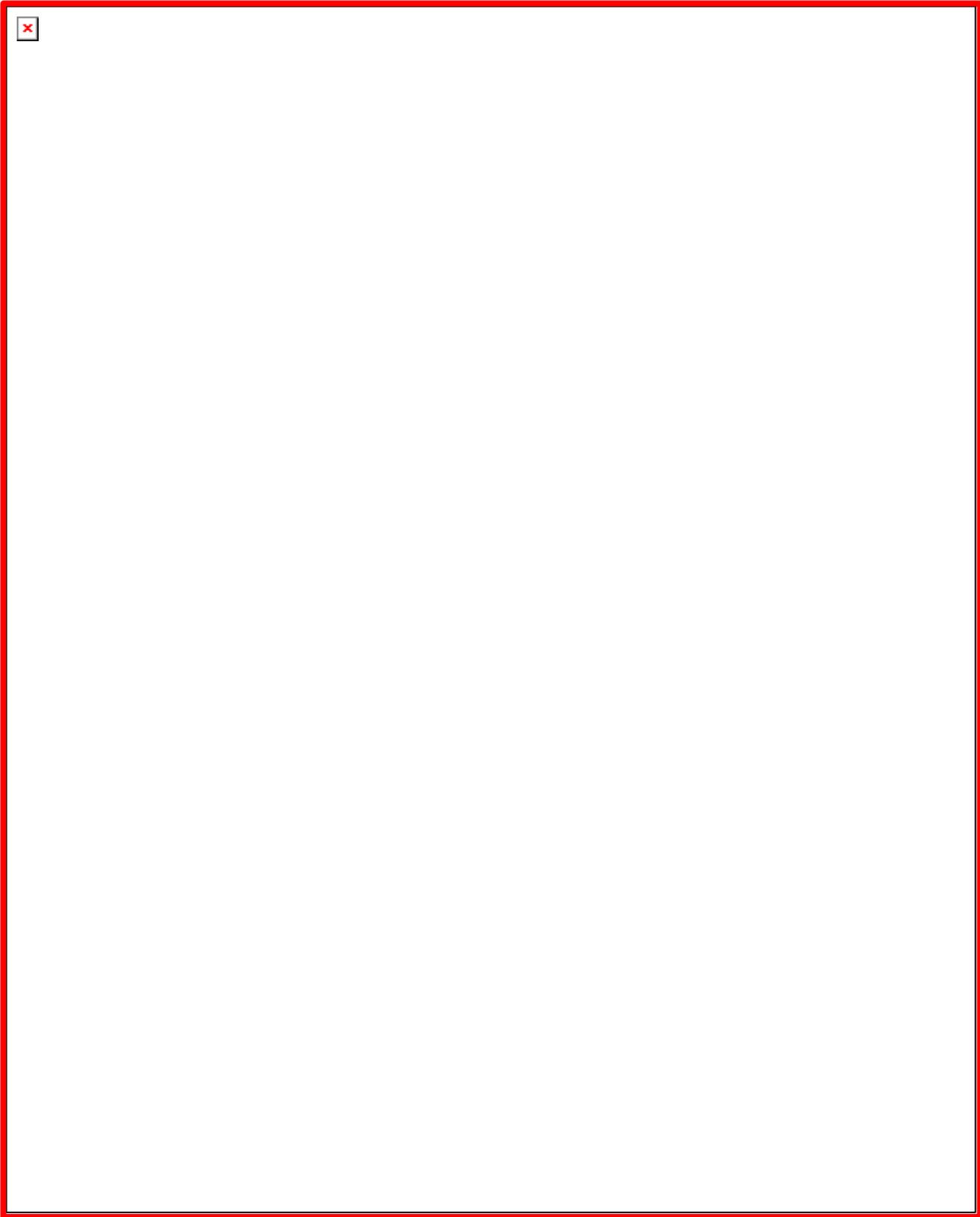
Strategic Plan

Long Term Strategic Planning:

1.4 Complete the Structure Plans for Brookdale and Forrestdale, focussing on provision of high quality residential development.

Southern River / Forrestdale / Brookdale / Wungong District Structure Plan (WAPC)

The Southern River / Forrestdale / Brookdale / Wungong District Structure Plan (DSP) provides a broad framework for future urban development of large areas of Forrestdale, Brookdale and Wungong based on the principles of the WAPC's Liveable Neighbourhoods Policy.



SOUTHERN RIVER / FORRESTDAL / BROOKDALE / WUNGONG
DISTRICT STRUCTURE PLAN

As some of the land is constrained by water management issues, including high groundwater tables, wetlands and potential for nutrient exports and flooding, the Water and Rivers Commission (WRC) prepared an Urban Water Management Strategy to provide guidance on water sensitive urban design and the best management practices, which should be incorporated into the statutory land use and subdivision planning for the area.

The development of North Forrestdale for urban residential development is of high strategic importance in establishing the Armadale local government area as a place where new areas of high quality housing are being established. This area of North – East Forrestdale extending southwards to Armadale Road will help establish a new urban development front in North Forrestdale, by providing access to three important regional roads – Ranford Road to the north, Armadale Road to the south and Nicholson Road to the west.

The proposed new urban frontage to Armadale Road and Nicholson Road would assist the Armadale Strategic Regional Centre to capture some of the expenditures of the new population in North Forrestdale.

Legislation Implications

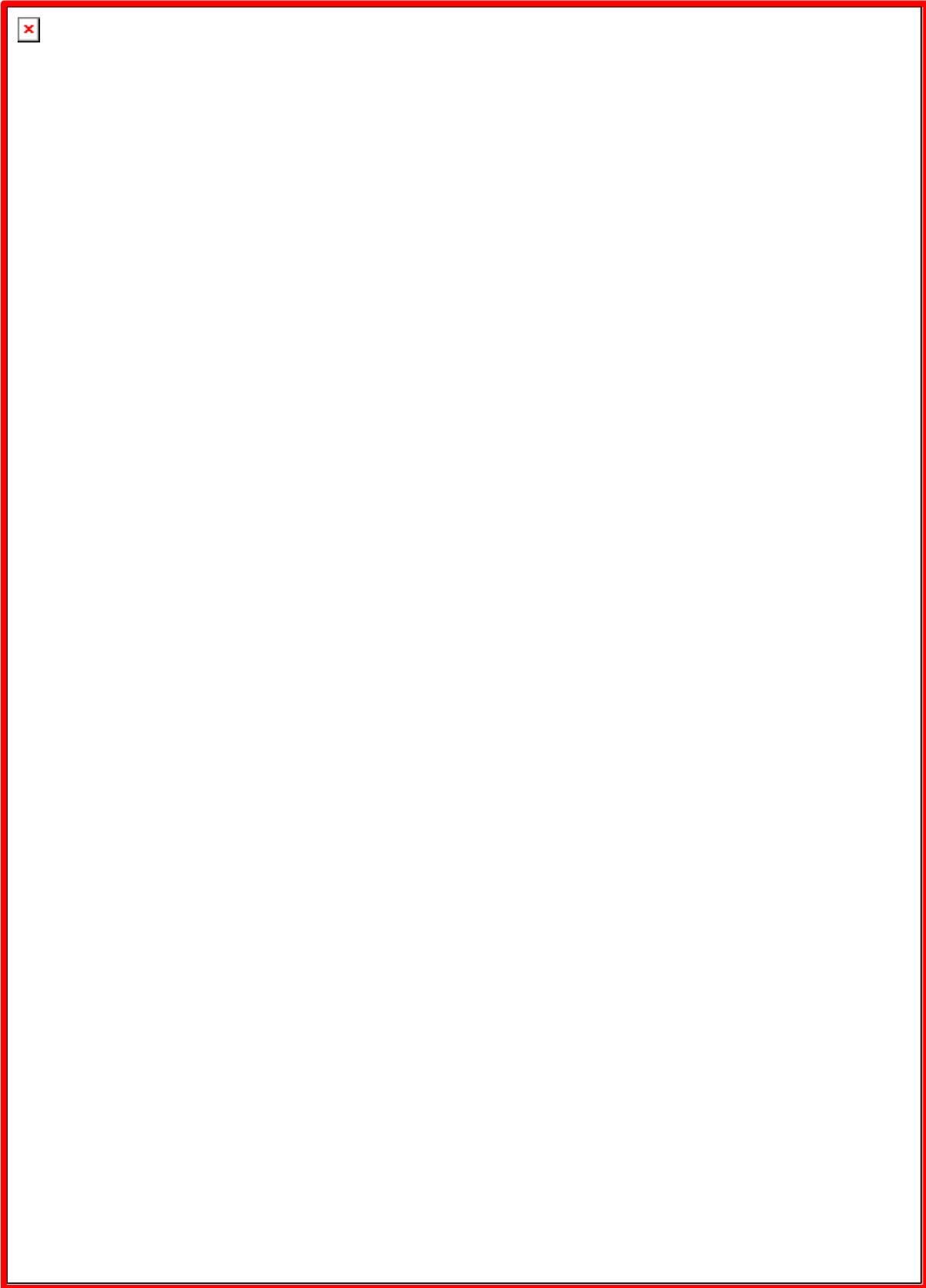
- ◆ Environmental Protection Act 1986
- ◆ Planning Legislation Amendment Act 1996
- ◆ Environmental Protection and Biodiversity Act (Commonwealth) 1999 - Forrestdale Lake is subject to the international Ramsar Convention
- ◆ Environmental Protection (Swan – Canning Rivers) Policy (EPP)
- ◆ Draft Riverplan: (Comprehensive Management Plan and Implementation Strategy for the Swan-Canning Rivers EPP)
- ◆ Environmental Protection Policy for Lakes
- ◆ Local Government Act 1995
- ◆ Town Planning and Development Act 1927
- ◆ Metropolitan Region Town Planning Scheme Act 1959
- ◆ Metropolitan Region Town Planning Scheme
- ◆ Town Planning Scheme No.2

Council Policy / Local Law Implications

- ◆ Water Sensitive Design Policy
- ◆ Draft TPS No.4.

Budget / Financial Implications

Nil implications for the rezoning proposal. However, subsequent development pursuant to the rezoning has a potential for enlarging the rating base of the City in the north Forrestdale area, while also posing potential for additional costs associated with the local government administered services and infrastructure provided as part of the local governance of the area. Financial implications of urban development in north Forrestdale will therefore need to be assessed during the Scheme Amendment and local structure planning processes for the current landholdings, particularly for urban water management matters such as community education, street-sweeping, Public Open Space and drainage maintenance being addressed in the Water Cycle Plan.



INDICATIVE STAGING PLAN – PLAN 1
URBAN DEVELOPMENT IN NORTH FORRESTDAL

Consultation

During the 2 year period which planning for this area has been underway, consultation has been undertaken for the North Forrestdale first stage, through the participants in the informal North Forrestdale Planning Steering Group:

- ◆ Water & Rivers Commission (WRC), Water Corporation (WC), Environmental Protection Authority (EPA), Western Australian Planning Commission (WAPC) (on preparing the UWMS and the MOU);
- ◆ Planning consultants representing various landowners and developers through the north Forrestdale First Stage Planning Steering Group;
- ◆ Department of Environment Protection (DEP), DPI (Department of Planning & Infrastructure) and Education Department of WA, on the rezoning and concept plan;
- ◆ Manager Technical Services and Environmental Planner.

Chappell and Lambert have undertaken further consultation with agencies on this specific proposal particularly the EPA, DPI, WRC and Education Department. The Environmental Planner has provided comments to the consultant team specifically on the environmental aspects of the current proposal for the “SP South” Area.

BACKGROUND

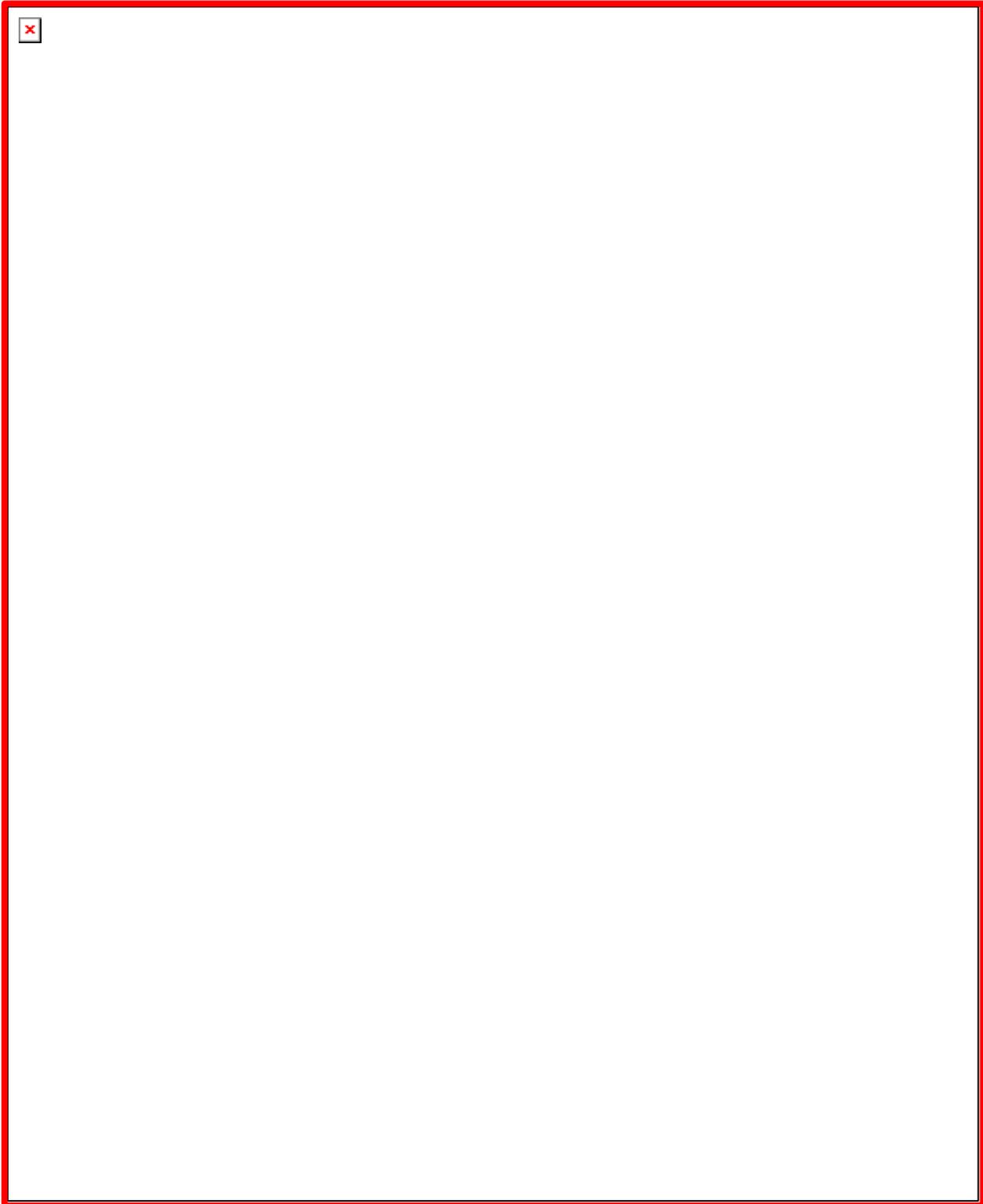
Subsequent to the release of the DSP in 2001, the City prepared an “Indicative Staging Plan – Urban Development in North Forrestdale”, to identify the likely future staging of discreet precincts, for which separate Local Structure Plans could be prepared. This “Indicative Staging Plan – Urban Development in North Forrestdale” aims to provide for a maximum degree of autonomy and independence for landowners, while also respecting the overriding need for comprehensive and integrated planning. The staging plan is shown in *Plan 1* as modified to include the current proposal.

In August 2001 (D182) Council resolved to establish a new urban development front in North Forrestdale by requesting the WAPC to initiate an Amendment to the MRS to zone 455ha of land comprising the “SP 2” first strategic stage to the MRS Urban zone. The resulting MRS Amendment No.1072/33 was advertised for public comment and the submissions period recently closed, on 14th November 2003. In October 2003 Council subsequently initiated Amendment No.190 for the land comprising the 455ha first strategic stage under Council’s TPS No.2 to a new Urban Development zone (D182//10/03).

Following the 2002 finalisation of the Urban Water Management Strategy by the Water and Rivers Commission (WRC), Council endorsed a Memorandum of Understanding (MOU) to be entered into with the Water Corporation (WC), WRC, Environmental Protection Authority (EPA) and Western Australian Planning Commission (WAPC) (D129/7/03). The MOU aims to establish mutual-cooperation between the above agencies, in dealing with development of the area and enabling more detailed urban water management planning under guidance of the Water Corporation.

DETAILS OF PROPOSAL

The applicant proposes the City of Armadale request the WAPC to initiate an Amendment to zone land south of and extending the first stage area to Armadale Road to the Urban Zone.



PROPOSED LOCAL STRUCTURE PLAN – PLAN 2
NORTH FORRESTDALE PROPOSED MRS AMENDMENT

COMMENT

The MRS and proposals for Amendments are administered by the WAPC. However, providing that all documentation such as Environmental Reviews and Infrastructure Provision submissions are prepared by the landowners and do not become a burden on the City's resources, Council may lend support to MRS Amendments sought by landowners by requesting the WAPC Amend the MRS.

Extent of future Urban Area

About 60% of the site was proposed as future urban, in the Southern River Forrestdale Brookdale Wungong District Structure Plan (DSP). The proposal also includes an area south of this precinct, extending to Armadale Road, which was generally identified in the DSP as "*Possible Future Urban Development Subject to Study for Refinement of Environmental Management Area*".

The application includes EPA correspondence confirming the Environmental Management Area (EMA) has been redefined to now abut Armadale Road and hence the proposed new Urban zone is fully outside of the EMA. The EMA now deviates at Nicholson Road so that to the east of Nicholson Road it follows Armadale Road - ***Plan 2 (Fig 7: Local Structure Plan and Proposed Drainage Routes)***.

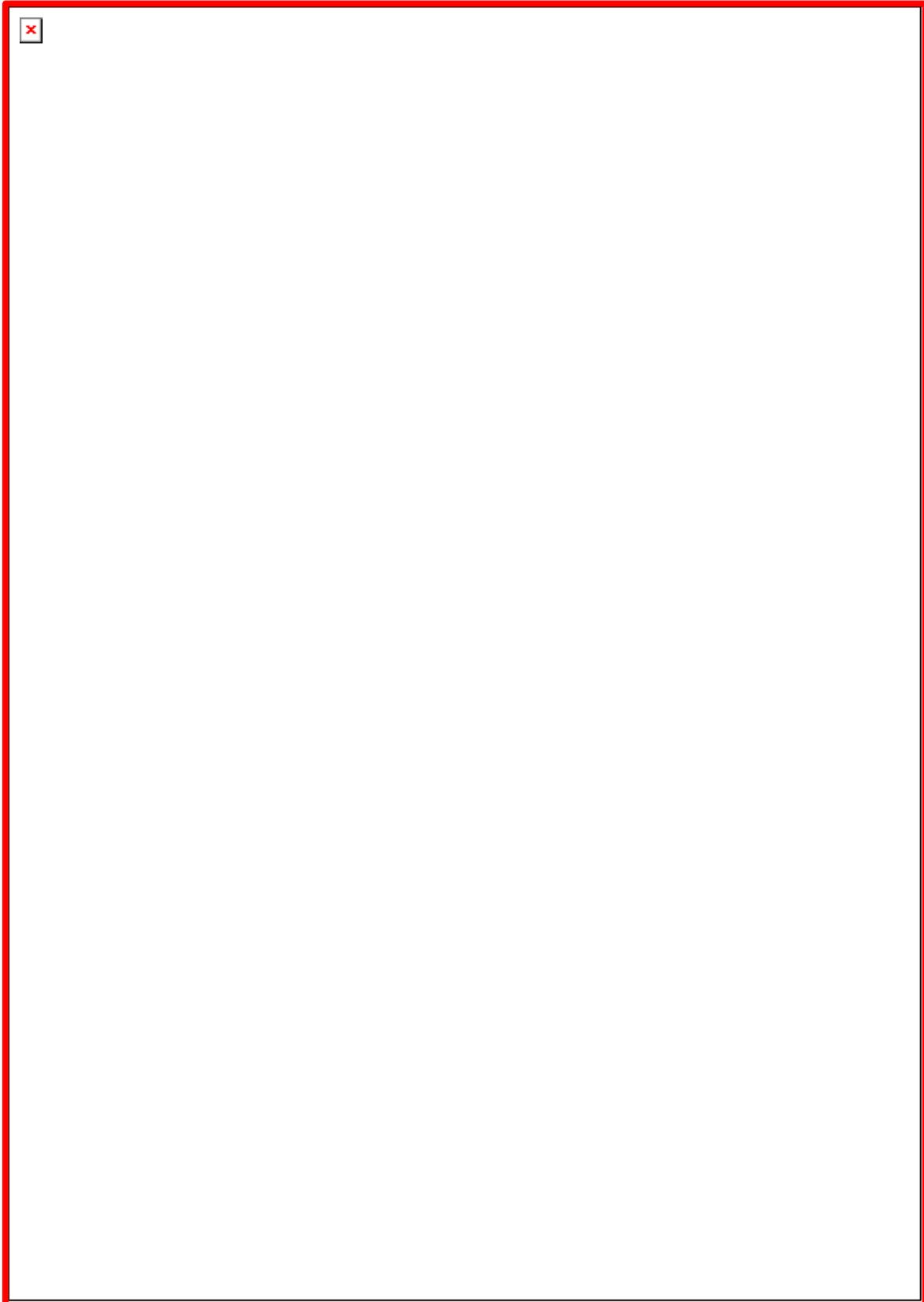
The extended future urban area of this proposal is identified in the modified "Indicative Staging Plan – Urban Development in North Forrestdale" Plan 1, as the "SP South" Local Structure Plan Area. Extending the future urban area to Armadale Road would be strategically beneficial to the City as Armadale Road is an important regional road, which will give new development good exposure and link it with a direct road access to the Armadale Strategic Regional Centre.

MRS Amendment

The MRS Amendment will be subject to an Environmental Assessment by the EPA, major issues to be assessed include, *inter alia*, the assessment of the priority status of wetlands, impacts of energy transmission corridors, poultry farms and drainage and nutrient management. The documentation accompanying the proposal contains a draft assessment report prepared for the landowners by ATA environmental, upon which the City has provided feedback comments.

Urban Water Management Planning

Signatories to the MOU on the UWMS are currently assisting the WC to prepare a Water Cycle Plan for the future urban areas identified in the DSP. The Water Cycle Plan is anticipated to establish important environmental and servicing benchmarks for urban development in the locality. These benchmarks are also anticipated to be subsequently incorporated in local Scheme Amendments, Environmental Conditions and Local Structure Plans.



MRS PLAN NO.3
NORTH FORRESTDALÉ PROPOSED MRS AMENDMENT

Local Structure Plan and Local TPS Amendment

The MRS proposal is illustrated by a concept plan of the “North East Forrestdale Local Structure Plan” (*see Plan 3 (Figure 11)*). The concept structure plan includes a site for a primary school, public open space and village centre shops at the corner of Nicholson Road and Armadale Road with adjacent “mixed business” sites along the Armadale Road and Nicholson Road frontages.

While the concept plan indicates one possible future urban development scenario, the acceptance of the MRS Amendment proposal should not be construed as indicating that this scenario will be supported as the final formal Local Structure Plan for the area.

A formal Local Structure Plan will have to be prepared and assessed against Council’s TPS No.2 provisions for Development Areas and the *Local Commercial Strategy - Retail Hierarchy Review*. The formal Local Structure Plan may be prepared and advertised concurrently with a local Scheme Amendment for zonings to the local District Zoning Scheme (TPS No.2).

The public review period and Environmental Assessment for the proposed MRS Amendment will assist in identifying issues to be addressed in the planning provisions in the subsequent local Town Planning Scheme Amendment and formal Local Structure Plan. The local Town Planning Scheme Amendment would also be subject to environmental assessment.

OPTIONS

1. That Council support the WAPC initiation of a new MRS Amendment to urban zone to provide for the sustainable urban development of a new community in north Forrestdale in the “SP South” Structure Plan Area. This Option will allow the statutory process, which can be lengthy, to commence while the developers carry on with more research on infrastructure issues and the City works with the Water Corporation and the other agencies to prepare a Water Cycle Plan.
2. That Council decline to request initiation of a new MRS Amendment to urban zone until the current MRS zoning Amendment No.1072/33 process has been gazetted in 9 to 12 months time. This option risks setting back the planning process thereby delaying commencement of the development date. Accordingly the wider benefits potentially available to the City through a successful new urban residential community being established in north Forrestdale may also be delayed.

CONCLUSION

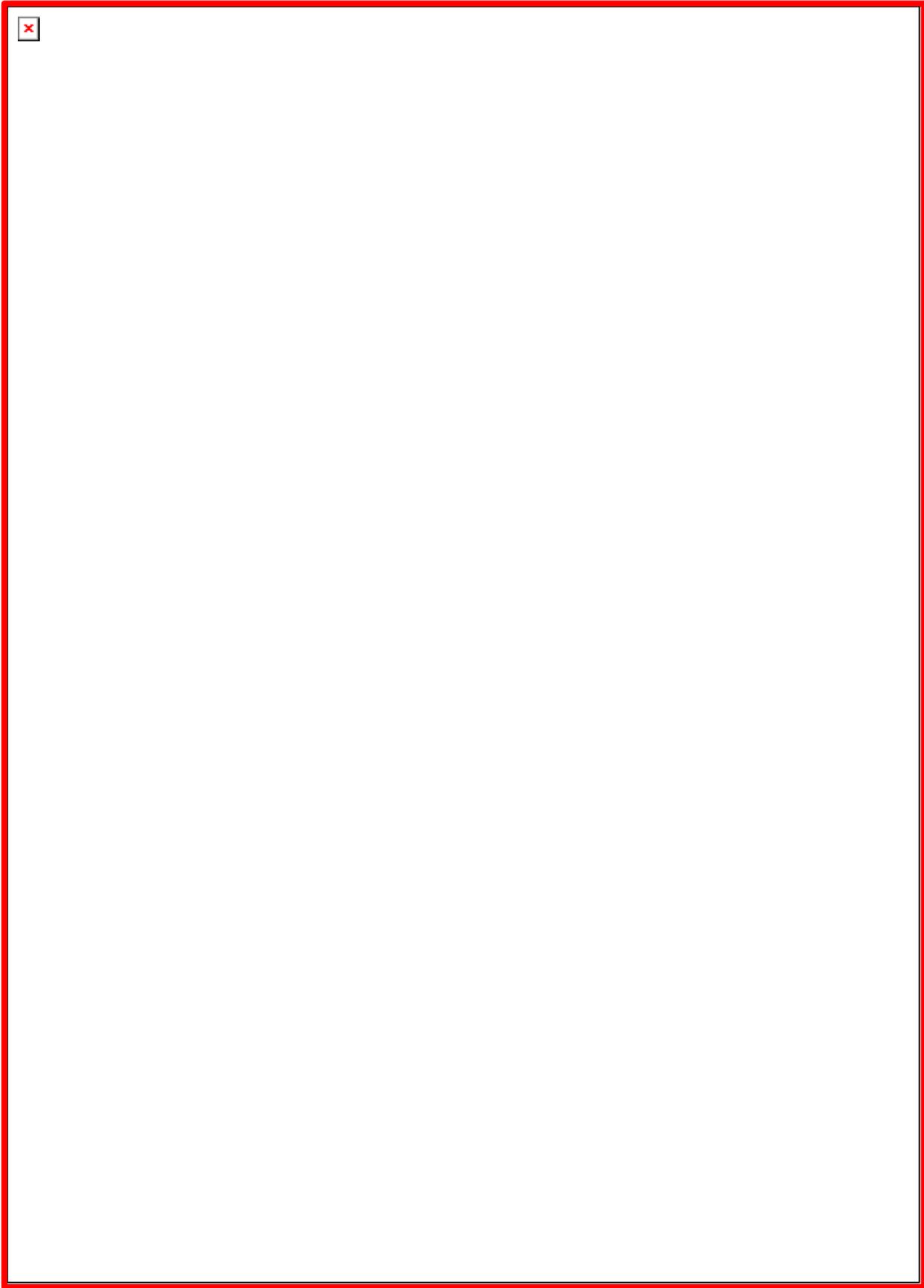
Given the benefits potentially available from establishing the new North Forrestdale urban frontage on the regionally important Armadale Road entry to the City, the request to seek WAPC to initiate an Amendment to the MRS is supported, in accordance with option 1. The MRS Amendment will be required to undergo Environmental Assessment and clearance by the EPA before it is advertised for public comment. The landowners should discuss the documentation requirements for the MRS Amendment directly with the DPI and DEP and should not draw upon the City’s resources.

RECOMMEND

- 1. That Council advise the Western Australian Planning Commission it supports the initiation of the Amendment to the MRS to include Lot 21 and Lot 334 Armadale Road and part of Lot 2 and Lot 22 Nicholson Road in the Urban zone.**
- 2. That Council advise the landowners that all documentation and assessment requirements of the Department of Environmental Protection and Department for Planning and Infrastructure are to be prepared by the landowners.**
- 3. That Council advise the Water Corporation that the Water Cycle Plan for the future urban areas should be capable of accommodating extended urban areas in North Forrestdale such as the current proposal for Lot 21 and Lot 334 Armadale Road.**

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PROPOSED SUBDIVISION – LOT 1 WUNGONG ROAD, BROOKDALE

WARD : FORREST
FILE REF : SUB/123564
DATE : 3 December 2003
REF : JEH
RESPONSIBLE : PSM
MANAGER
APPLICANT : Brook & Marsh Pty Ltd
LAND OWNER : J & A Bowen
SUBJECT LAND : Property size 2.0239ha
Map 22.40
ZONING : Rural / Rural E
MRS/TPS No.2

In Brief:-

- Proposal to create two lots of approximately 1ha and 1.02ha in the Rural “E” zone.
- Lots fail to meet the 2ha average lot size requirement of the Rural “E” zone and Council’s Rural Strategy identifies the majority of the existing lot as “Unsuitable” for Rural Residential Development.
- Comparable 1ha lot sizes are located adjacent to the subject lot.
- Recommend that the WAPC refuse the application, but that Council advise the WAPC that should it favourably exercise discretion and approve the subdivision, the City acknowledges that a precedent of 1ha subdivision has been established in the area.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development – “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

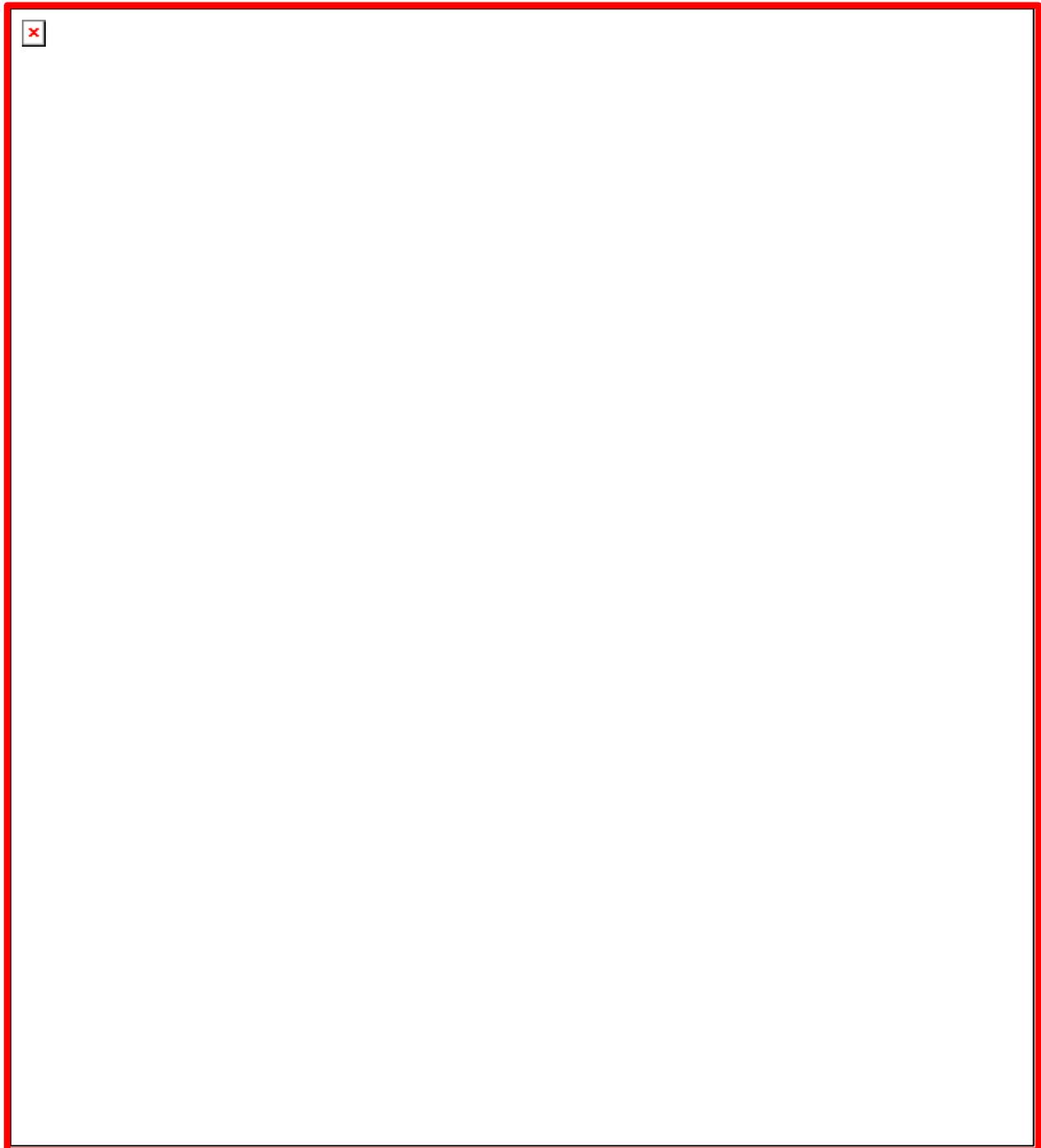
Town Planning and Development Act 1928
Metropolitan Region Scheme Act 1959
Metropolitan Region Scheme
Town Planning Scheme No.2

Council Policy / Local Law Implications

City of Armadale Draft Rural Strategy 1999
Southern River / Forrestdale / Brookdale / Wungong District Structure Plan

Budget / Financial Implications

Nil.



PROPOSED SUBDIVISION
LOT 1 WUNGONG ROAD, BROOKDALE

Consultation

- ◆ Development Control Unit
- ◆ Armadale Redevelopment Authority

BACKGROUND

The WAPC referred a subdivision application to create two (2) lots to the City for comment on 24 October 2003. The application is referred to Council as the average lot size requirement of 2ha is not met and Council's Rural Strategy identifies the majority of the subject lot as 'Unsuitable' for further Rural Residential development.

DETAILS OF PROPOSAL

The proposal involves the subdivision of Lot 1 (2.0239ha) into two lots of approximately 1ha and 1.02 ha. An existing dwelling with frontage to Wungong Road is to be retained on the 1 ha lot. The remaining lot will have access from Wilson Street (currently unsealed).

COMMENT

Development Control Unit (DCU)

DCU at its meeting held on 4 November 2003 recommended that Council advise the WAPC that it acknowledges that the lots comply with the minimum lot size requirement of the Rural 'E' zone and should the WAPC approve the proposed subdivision, the City acknowledges that a precedent of 1ha subdivision has been established in the area.

Armadale Redevelopment Authority

The proposal was referred to the Armadale Redevelopment Authority (ARA) for consideration and comment as the Brookdale area has been noted as a potential management area for the ARA.

The ARA has advised the City of Armadale that it is opposed to the subdivision until such time as local and district structure planning issues have been resolved to the ARA's satisfaction.

ANALYSIS

Town Planning Scheme No.2

The subject lot is currently zoned Rural "E" under the City of Armadale Town Planning Scheme No.2, and "Rural" under the Metropolitan Region Scheme. The proposal meets the minimum lot size of 1ha but does not meet the average lot size of 2ha recommended in the Rural "E" zone.



AERIAL PHOTO / PLAN
LOT 1 WUNGONG ROAD, BROOKDALE

Southern River / Forrestdale / Brookdale / Wungong District Structure Plan (“District Structure Plan”)

The subject lot is located within the study area of the District Structure Plan which was adopted by the Western Australian Planning Commission to guide the future development of the area. It provides a starting point for consideration of future re-zoning within the area. Within the District Structure Plan the lot is identified as ‘Urban’. Fragmentation of ownership as a result of subdivision has the potential to complicate the possible future urban development of the area.

Rural Strategy

The subject lot is located within the West Armadale Rural Planning Area. The majority of the lot is identified as ‘Level 4 – Unsuitable’ and ‘Class 5 – Very Low Capability’ for Rural Residential Development. Council’s Draft Rural Strategy and soil mapping indicates that approximately half of the lot (primarily the northern half) may be susceptible to waterlogging and phosphorous pollution risk to water bodies through runoff and shallow subsurface drainage. Although it may not be possible to eliminate these risks entirely, Council’s Environmental Planner and Environmental Health Officer have advised that an Alternative Treatment Unit (ATU) system will minimise the above environmental risks, if development was to occur on the subject lot.

Compatibility

The majority of lots within the Rural “E” zone in the immediate area are approximately 2ha in area. Two lots immediately adjoining the subject lot are approximately 1ha in area, and a further two adjacent 1ha lots on the same side of Wungong Road were recently created to give two existing dwellings separate titles, following an appeal being upheld by the Minister for Planning and Infrastructure. The proposed subdivision results in lot sizes comparable to those mentioned above.

OPTIONS

1. Recommend that the Western Australian Planning Commission refuse the application as it does not meet the average lot size requirement of Town Planning Scheme No.2. Council also advise the WAPC that should the WAPC favourably exercise its discretion and approve the proposed subdivision, the City acknowledges that a precedent of 1ha subdivision has been established in the area.
2. Recommend that the Western Australian Planning Commission refuse the application as the average lot size requirement of Town Planning Scheme No.2 is not met.
3. If Council considers the application to have merit, Council may recommend that the Western Australian Planning Commission favourably exercise its discretion and approve the proposed subdivision.

CONCLUSION

The proposed subdivision meets the minimum lot size requirement of the Rural “E” zone and is comparable in size to lots created as a result of two previous subdivisions in the immediate vicinity.

Notwithstanding the above, the proposed subdivision does not meet the 2ha average lot size requirement of the Rural “E” zone. In addition, the subject lot is identified as ‘Unsuitable’ for Rural Residential development under Council’s Draft Rural Strategy, and fragmentation of ownership as a result of subdivision may complicate the possible future urban development of the area. Given the above it is recommended that Option No.1 be adopted.

RECOMMEND

- 1. That Council recommend that the Western Australian Planning Commission refuse the proposed subdivision of Lot 1 Wungong Road into two lots of 1ha and 1.02ha on the following grounds:-**
 - a) The proposal does not meet the subdivision standards of the Rural ‘E’ zone outlined under Council’s Town Planning Scheme No.2 that specifies an average lot size of 2ha.**
 - b) The subject site is identified as ‘Unsuitable’ for further Rural Residential development under Council’s Rural Strategy.**
 - c) The subject lot is identified as ‘Urban’ in the Southern River / Forrestdale / Brookdale / Wungong District Structure Plan. Fragmentation of ownership as a result of subdivision may complicate the possible future urban development of the area.**

- 2. That Council advise the Western Australian Planning Commission of the following:-**
 - a) It is noted that the proposed lots comply with the 1ha minimum lot size requirement of the Rural ‘E’ zone of Council’s Town Planning Scheme No.2. Within the Rural ‘E’ zone, two lots on Wungong Road immediately adjoining the subject lot are also approximately 1 ha in size. A further two adjacent 1ha lots on the same side of Wungong Road were recently created following an appeal being upheld by the Minister for Planning and Infrastructure. Should the WAPC favourably exercise its discretion and approve the proposed subdivision, the City acknowledges that a precedent of 1ha subdivision has been established in the area.**
 - b) The Armadale Redevelopment Authority (ARA) has initiated the process of including the subject land within the Armadale Redevelopment Area. It is envisaged that Brookdale will be developed as a demonstration area for urban water management, require a development contribution scheme and policies requiring drainage infrastructure and energy efficient housing. The ARA has advised that subdivision of the land prior to the Redevelopment Scheme being in place and local and district structure planning issues being resolved may compromise the possible future urban development of the area.**

ATTENDANCE BY ELECTED MEMBERS/S AT PLANNING INSTITUTE OF AUSTRALIA NATIONAL CONFERENCE

WARD : ALL
FILE REF : CRS/4
DATE : 24 November 2003
REF : HC
RESPONSIBLE : PSM
MANAGER

In Brief:-

- Planning Institute Australia (PIA) is holding its National Conference in Hobart, Tasmania between 22 and 26 February 2004.
- Matters to be covered should be of interest to Councillors and relevant to the Armadale context.
- Recommend that Councillor/s be nominated to attend.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

To foster an effective professional environment and administration of the City's services and encourage innovation and creativity in meeting the needs of the community.

Legislation Implications

Nil.

Council Policy / Local Law Implications

Council Policy ADM3 – Conferences, Seminars and Training.

Budget / Financial Implications

- ♦ Early Bird registration (before 16 January 2004) - \$825 (PIA Member), \$875 (non-member).
- ♦ Registration after 16 January 2004 - \$875 (PIA Member), \$925 (non-member).
- ♦ Air fares - Qantas is offering up to 40% off the full Economy Class domestic airfare for PIA Conference attendees. This equates to around \$1014 return. (Discount return fares from around \$600 may be procurable from Qantas and Virgin subject to availability).
- ♦ Field trip on Wednesday 25 February from \$20 to \$95 depending on choice.
- ♦ Accommodation costs vary between \$119 /night and \$250/night for various sorts of rooms.

DETAILS OF CONFERENCE

The Planning Institute Australia (PIA) is holding its National Conference, entitled “Planning on the Edge”, at the waterfront venue – the Hobart Grand Chancellor - in Hobart, Tasmania, between Sunday 22 and Thursday 26 February 2004. *A copy of the Conference brochure is at Attachment “A2” of the Agenda, (refer Summary of Attachments - yellow page).*

The brochure notes that “the theme of the Conference ‘Planning on the Edge’ is not only indicative of the geography of our venue in Hobart, but also the opportunity presented for the profession to display its leading edge thinking and practice as reflected in the Institute’s new structure. Three sub-themes have been identified that are considered particularly appropriate to Hobart and the Year of the Built Environment: Resource Management, Built Environment and Cultural Heritage.”

Keynote speakers include:

- ◆ The Hon. Paul Keating – ex Federal Treasurer and Prime Minister, currently Visiting Professor of Public Policy at the University of New South Wales.
- ◆ Richard Rees – an architect / urban design director of Building Design Partnership (BDP) in London.
- ◆ Chris Shepley – private planning consultant who has previously been Chief Planning Inspector for England and Wales.

Invited speakers include:

- ◆ Prof Bill Randolph – Head of the Urban Frontiers Program at the University of Western Sydney. His topic is “*City Growth – Expansion: Consolidation*”.
- ◆ Maria Atkinson – Environmental Scientist and Executive Director of Green Building Council of Australia. Her topic is “*Green Buildings – what are they and what are the challenges in improving the performance whilst reducing the environmental impact of buildings?*”
- ◆ Kathleen Bowmer – Board Member of CRC Freshwater Ecology, CRC Sustainable rice Production, Murray Darling Freshwater Research Centre, Land and Water Australia National Rivers Consortium. Her topic is “*Restoring the Environment and River Flows*”.
- ◆ Sheridan Burke – conservation planner and Director of Godden Mackay Logan Pty Ltd, Heritage Consultants. Her topic is “*Managing Developing Historic Areas*”.
- ◆ Phil Wyatt – Track Management Officer, Tasmanian Parks and Wildlife Service. His topic is “*Managing People and Development: National Parks and Wilderness Areas*”.
- ◆ Julia Clark – Archaeologist and Manager, Interpretations and Collections, Port Arthur Historic Site. Her topic is “*Managing, Protecting and Interpreting Cultural Heritage Sites*”.
- ◆ Bruce Leaver – Head of the Heritage Division within the Commonwealth’s Department of Environment and Heritage. His topic is “*Resource Utilisation*”.
- ◆ George Seddon – Emeritus Professor of Environmental Science at the University of Melbourne and a Senior Honorary Research Fellow in English at the University of WA. His topic is “*Cultural Landscapes: Future Inheritance*”.

- ♦ Ian Sinclair – Principal Consultant with EDGE Land Planning, a rural planning consultancy specialising in strategic planning advice to Local and State Government, and a part time lecturer in rural planning at the University of NSW. His topic is “*From the Outside Looking In – Development on the Fringe of Sydney*”.
- ♦ Leigh Woolley – Principal of Leigh Woolley Architect + Urban Design Consultant. No topic noted.

CONCLUSION

The Planning Services Manager is considering attending the PIA National Conference. The conference should canvass issues that will have relevance in many instances to Armadale and offers an opportunity for networking on a national level.

This item is raised for information for any Councillors who may wish to nominate to attend the conference.

RECOMMEND

1. That Councillors _____ and _____ be nominated to attend the Planning Institute Australia National Conference to be held from 22 to 28 February 2004 in Hobart, Tasmania, with costs incurred to be charged to GL Account 1508520.

or
2. That there be no nomination from the Development Services Committee members to attend the Planning Institute Australia National Conference to be held from 22 to 28 February 2004 in Hobart, Tasmania

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***DELEGATION FOR SUBDIVISION REFUSALS**

WARD : ALL
FILE REF : PCY/2
DATE : 25 November 2003
REF : PRR
RESPONSIBLE : PSM
MANAGER

Tabled Items

Nil.

Officer Interest Declaration

Nil.

In Brief:-

- Subdivisions that do not meet the requirements of the Town Planning Schemes, Rural Strategy, Outline Development Plans and other Council documents require a recommendation of refusal to the Western Australian Planning Commission (WAPC).
- A report to Council is currently required to accomplish this, which can result in subdivisions taking longer than the statutory 42 day response time allocated to the City by the WAPC.
- Recommend that delegated authority be granted to the Executive Director Development Services / Planning Services Manager to recommend refusal of subdivisions to the WAPC.

Strategic Implications

Development – “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

Town Planning and Development Act 1928
Town Planning Regulations 1967
Town Planning Scheme No.2
Town Planning Scheme No.3

Council Policy / Local Law Implications

Draft Rural Strategy 1999
Various Outline Development Plans, Subdivision Guide Plans and Structure Plans

Budget / Financial Implications

Nil.

Consultation

Development Services Directorate

BACKGROUND

Council regularly receives subdivision referrals from the Western Australian Planning Commission (WAPC) for comment and recommendation. The City must assess these referrals within 42 days (statutory requirement) and then recommend to the WAPC whether the application should be approved or refused, citing conditions of approval or grounds for refusal.

Officers currently have delegation to recommend approval of subdivision referrals for 100 lots or less and for referrals over 100 lots if the application complies with an Outline Development Plan (ODP) that has been endorsed by Council.

The remaining referrals must be forwarded to Council for a recommendation, which often results in the 42 day comment period being exceeded. It is proposed to change this situation by allowing officers to recommend refusal of subdivision referrals that do not meet the requirements of the Town Planning Schemes, Draft Rural Strategy, ODP's, Subdivision Guide Plans (SGP's), Structure Plans and the Residential Design Codes of Western Australia (RD-Codes).

DETAILS OF PROPOSAL

In the interests of efficiency, it is proposed that Council provide delegation to the Executive Director Development Services and the Planning Services Manager to recommend refusal of subdivision referrals for ten (10) lots or less where proposals do not comply with the RD-Codes, the Town Planning Schemes, ODP's, SGP's, Structure Plans and the Draft Rural Strategy.

It is noted that where a proposed subdivision is non-compliant with one of these areas, but sound planning grounds exist to consider a recommendation for approval, the matter should be referred to Council for consideration.

ANALYSIS

Town Planning Scheme Provisions

Powers of Delegation

Clause 7.10 of TPS No.2 provides for Council to delegate to an officer of the Council the authority to determine an application for development approval or planning consent.

Minimum Subdivision Standards

The Town Planning Schemes specify minimum subdivision standards relevant to particular zones, including rural areas. This is generally in the form of a minimum lot size and an average lot size to maintain over the whole subdivision. For instance, in a 'Rural E' zone, a subdivision must maintain a minimum lot size of 1ha and an average lot size of 2ha.

The Town Planning Schemes also apply the standards of the RD-Codes relative to subdivisions in residential zones by reference.

Subdivision Guide Plans / Structure Plans

Officers must consider subdivision applications in relation to SGP's and Structure Plans. It should be noted that the Town Planning Schemes contain provisions that allow the modification of SGP's / Structure Plans. Such modifications are subject to a process that includes public consultation, Council endorsement and approval from the WAPC. Where appropriate, amendments to SGP's and Structure Plans could be considered in order to accommodate subdivision applications with merit.

Health Requirements

Water Supply

In Residential, 'Rural E' and 'Rural E1' zones, a reticulated water supply is necessary. This must be taken into account when assessing subdivision referrals. Exceptions may be permissible in the Rural zone where it is not reasonable to require a reticulated water supply, as the Town Planning Scheme No.2 has provision to allow a water tank instead under Clause 5.2.2.

Metropolitan Sewerage Policy

The Metropolitan Sewerage Policy outlines the effluent disposal requirements for all properties, dependant upon size. Blocks may only be created smaller than a certain size if reticulated sewerage is available. If the proposed subdivision does not adhere to the Policy, for instance trying to create small lots where no reticulated sewerage exists, then refusal should be recommended.

Residential Design Codes of Western Australia

The RD-Codes specify minimum and average lot sizes similar to the Town Planning Schemes, however these are directly related to residential densities and are utilised by all local governments. For example, the standards set down for an area with a density of 'R15' require a minimum lot size of 580m² and an average lot size of 666m² per dwelling.

Draft Rural Strategy

The Draft Rural Strategy outlines land suitability and capability for development through examining environmental factors. Whilst the Rural Strategy does not provide suitable grounds for refusal on a stand alone basis as it is not a statutory document, it provides support to statutory documents, such as the Town Planning Scheme. If a subdivision referral does not comply with minimum lot sizes as outlined by the Town Planning Scheme, land suitability and capability can be referred to as additional supporting grounds for refusal if the area has significant environmental constraints, for instance, the 'low', 'very low' and 'unsuitable' classes.

Summary

These main areas allow officers to assess the subdivision referral on planning grounds and reach a recommendation regarding the proposal. Whilst a direct resolution of Council for refusal can be perceived to carry more weight than a recommendation from officers through delegated authority, the end result is essentially the same. Without the time constraints of putting recommendations for refusals of subdivisions to Council, Planning Services will have a greater ability to meet the statutory obligations placed upon it in terms of the 42 day response time. It is therefore recommended that the delegation request be approved.

OPTIONS

1. Council may grant delegated authority to the Executive Director Development Services / Planning Services Manager to recommend refusal of subdivision referrals for ten (10) lots or less where proposals do not comply with the RD-Codes, the Town Planning Schemes, ODP's, SGP's Structure Plans and the Draft Rural Strategy.

2. Council could maintain the current process, which requires it to consider reports relative to all subdivisions recommended for refusal.

CONCLUSION

It would be in the interest of efficiency to grant the delegation as requested. In addressing technical issues such as this, the overall turn around time of subdivision referrals is reduced. Council's time may then be spent on more complicated matters. It is therefore recommended that the delegation request be approved in accordance with Option 1.

RECOMMEND

1. **That Council grant delegated authority, in accordance with Clause 7.10 of Town Planning Scheme No.2, to the Executive Director Development Services and Planning Services Manager to recommend refusal of subdivision referrals not exceeding the creation of ten (10) lots to the Western Australian Planning Commission.**
2. **That the following Delegation of Authority be added to Council's Delegation of Authority Register:**

Authority to recommend refusal of subdivision referrals to the Western Australian Planning Commission.

The Executive Director Development Services and Planning Services Manager are delegated authority to recommend refusal of subdivision referrals to the Western Australian Planning Commission, where the proposal is non-compliant with:

- ♦ **Provisions of the relevant Town Planning Scheme.**
- ♦ **Development Standards of the Residential Design Codes of Western Australia.**
- ♦ **Provisions of the Draft Rural Strategy 1999.**
- ♦ **Outline Development Plans, Subdivision Guide Plans and Structure Plans.**

Note: Where a subdivision referral is non-compliant with one of these areas, but sound planning grounds exist to consider a recommendation for approval, the matter should be referred to Council for consideration.

*** ABSOLUTE MAJORITY OF COUNCIL REQUIRED**

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****DELEGATION FOR THE DETERMINATION OF DEVELOPMENT APPLICATIONS FOR DAMS***

WARD : ALL
FILE REF : PCY/2
DATE : 1 December 2003
REF : PRR
RESPONSIBLE : PSM
MANAGER

In Brief:-

- The City receives various applications for dams, primarily in rural areas.
- The applications are treated as incidental or as a 'Use Not Listed' depending on circumstances. (Officers already have delegation for incidental uses).
- Recommend that delegated authority be granted to the Executive Director Development Services / Planning Services Manager to determine applications for dams considered to be a 'Use Not Listed'.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development – “To balance the need of development with sustainable economic, social and environmental objectives”.

Legislation Implications

Town Planning and Development Act 1928
Town Planning Regulations 1967
Town Planning Scheme No.2

Council Policy / Local Law Implications

Draft Rural Strategy 1999

Budget / Financial Implications

Nil.

Consultation

Development Services Directorate

BACKGROUND

The City receives various applications for dams, predominantly on rural properties. Such applications are treated in two ways – if the dam is associated with an approved 'Rural Use' on site, it is considered to be incidental to that use.

Council granted delegation for incidental uses at its meeting of 10 March 2003 (D45/3/03). Alternatively, dams that are not associated with an approved 'Rural Use' are considered to be a 'Use Not Listed'.

The determination of all 'Use Not Listed' applications rests with Council. As officers can approve dams in some situations and not others, the community may perceive that the City is not being consistent. If Officers were able to determine all such applications it would reduce the turn around time and increase efficiency. It is therefore proposed that Council grant delegation for applications for dams that are considered to be a 'Use Not Listed' under Town Planning Scheme No.2 (TPS No.2).

DETAILS OF PROPOSAL

In the interest of efficiency, it is proposed that Council provide delegation to the Executive Director Development Services and the Planning Services Manager to determine applications for dams, which are considered to be a 'Use Not Listed'. Approval or refusal will be based on whether the application meets the requirements of TPS No.2.

ANALYSIS

Town Planning Scheme Provisions

Powers of Delegation

Clause 7.10 of TPS No.2 provides for Council to delegate to an officer of the Council the authority to determine an application for development approval or planning consent.

Uses Not Listed

Council has already granted Officers delegation to determine whether an application may be considered a 'Use Not Listed' (D185/10/03). Further, Clause 3.4(b) of TPS No.2 indicates that if a use is considered a 'Use Not Listed', it must be advertised in accordance with Clause 7.2. In this regard, Council has granted delegation for Officers to determine the necessity, duration and extent of advertising relative to Clause 7.2, based on a minimum standard for a 'Use Not Listed' of 21 days (D146/8/03). This means that Officers can determine whether an application for a dam may be considered a 'Use Not Listed' and if so, advertise it accordingly. The only remaining issue therefore is the determination of the application itself, which at the current time still rests with Council.

Other Provisions

Officers must also have due regard for other provisions of TPS No.2, such as setback requirements and Clause 7.3.2 'Other Matters to be Considered'. Clause 7.3.2 allows Officers to consider and impose conditions to address the impact of the earthworks associated with constructing a dam upon the landscape, surrounding properties and vantage points.

Draft Rural Strategy

Although the Draft Rural Strategy makes no direct reference to dams, Officers are generally guided by the Planning Area Recommendations in the Rural Strategy and the comments from the Development Control Unit.

Summary

As the City already determines dams considered to be incidental uses, it is logical to extend that authority to incorporate all applications for dams. This will enable the City to be consistent in its approach to all such applications and will improve efficiency.

OPTIONS

1. Council may grant delegated authority to the Executive Director Development Services / Planning Services Manager to determine applications for dams considered to be 'Uses Not Listed'.
2. Council could maintain the current process, which requires it to consider reports relative to all proposed dams considered 'Uses Not Listed'.

CONCLUSION

It would be in the interest of efficiency to grant the delegation as requested. In addressing technical issues such as this, the overall turn around time of applications is reduced. Council's time may then be spent on more complicated matters. It is therefore recommended that the delegation request be approved in accordance with Option 1.

RECOMMEND

1. **That Council grant delegated authority, in accordance with Clause 7.10 of Town Planning Scheme No.2, to the Executive Director Development Services and Planning Services Manager to determine applications for dams considered to be 'Uses Not Listed'.**
2. **That the following Delegation of Authority be added to Council's Delegation of Authority Register:**

Authority to determine applications for dams considered to be 'Uses Not Listed'.

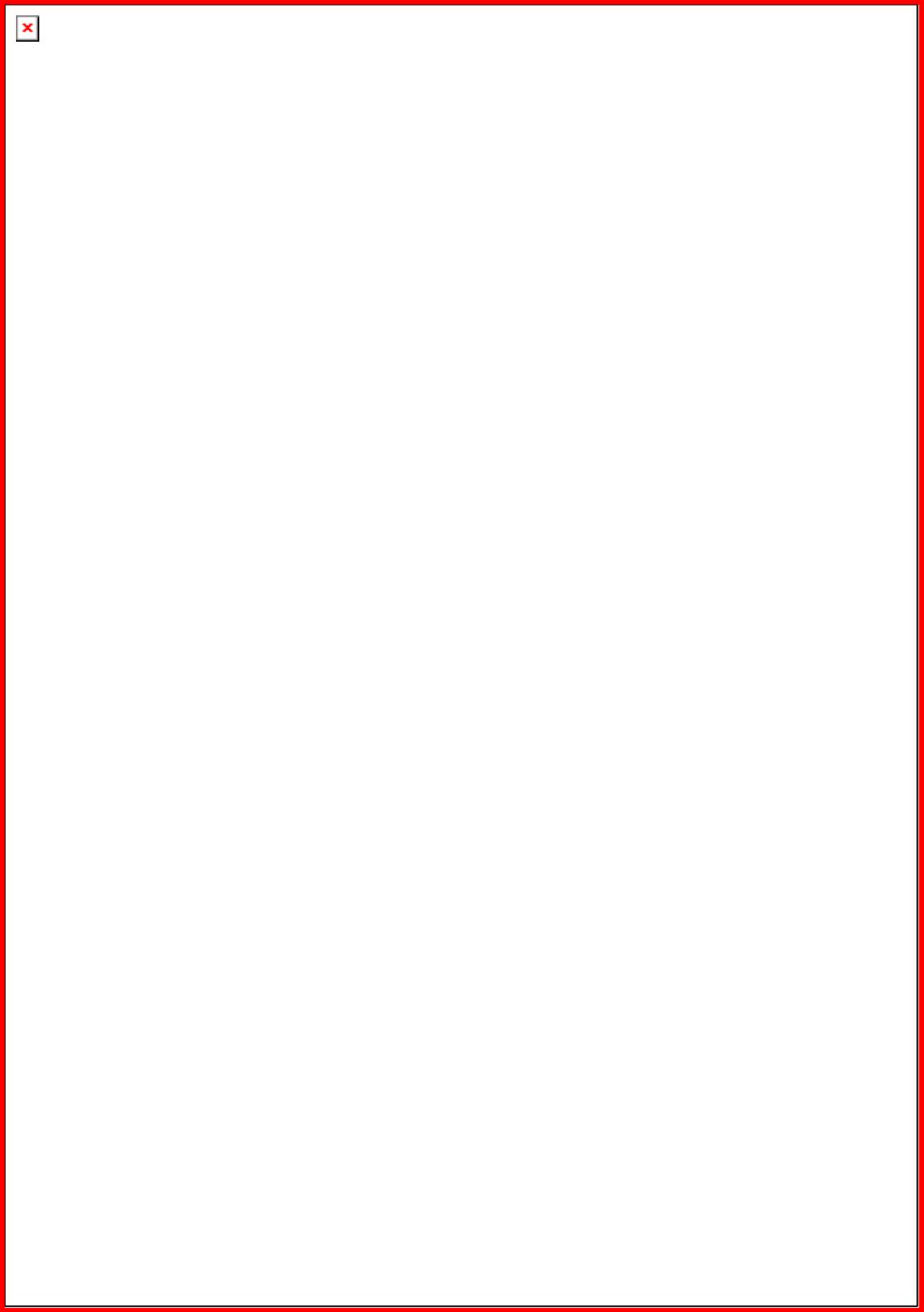
Approvals – The Executive Director Development Services and Planning Services Manager are delegated authority to approve applications for dams considered to be 'Uses Not Listed', where the application is compatible with the provisions of Town Planning Scheme No.2.

Refusals – The Executive Director Development Services and Planning Services Manager are delegated authority to refuse applications for dams considered to be 'Uses Not Listed', where the application is not compatible with the provisions of Town Planning Scheme No.2.

*** ABSOLUTE MAJORITY OF COUNCIL REQUIRED**

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FORRESTDALE LAKE
DRAFT MANAGEMENT PLAN

FORRESTDALE LAKE DRAFT MANAGEMENT PLAN

WARD : FORREST
FILE REF : A18162
DATE : 1 December 2003
REF : CRG
RESPONSIBLE : EDDS
MANAGER

In Brief:-

- A draft Management Plan for Forrestdale Lake has been released by the Conservation Commission for public comment.
- Recommended that Council support the draft Management Plan.
- Recommend Council initiate processes to close unmade road reserves identified in this item, as recommended in the draft Management Plan.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

The City's aim under Long Term Strategic Planning is to enhance the qualities and benefits of our natural and built environment.

Legislation Implications

Nil.

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

Reduced costs in management of Reserve 27165 and associated unmade road reserves.

Consultation

- ♦ Manager Rangers
- ♦ Bushcare and Environmental Advisory Committee

BACKGROUND

The significance of Forrestdale Lake Nature Reserve

Forrestdale Lake Nature Reserve is an "A" class reserve, gazetted for the "Conservation of Flora and Fauna". The 245 hectare reserve, situated on the Swan Coastal Plain, is recognised as one of the most important conservation areas in the south-west of Western Australia.

In 1990, Forrestdale Lake was included on the list of wetlands of international importance known as the Convention on Wetlands (Ramsar, Iran 1971).

The key values of the reserve are those which contribute to its Ramsar listing. These key values include:

- ◆ Internationally significant waterbird habitat
- ◆ Valuable genetic and ecological diversity resource of unique nature
- ◆ Good representation of a near natural wetland
- ◆ Rich aboriginal heritage
- ◆ Representative plant communities of the Swan Coastal Plain
- ◆ Natural and cultural values close to urban centres

Adjacent to the Forrestdale Lake Nature Reserve is Reserve 27165 which is currently managed by the City of Armadale. This reserve has similar conservation values to Forrestdale Lake Nature Reserve, as it supports Threatened Ecological Communities and Declared Rare Flora.

Addition of Reserve 27165

The Forrestdale Lake Nature Reserve Plan prepared in 1987 recommended that negotiations continue with the City of Armadale regarding the addition of recreation reserve 27165 to the adjacent class “A” nature reserve.

On 22 July 2002, Council resolved that:

“Council write to the Executive Director of the Department of Conservation and Land Management requesting the Department to manage that portion of Reserve 27165 as shown on Drawing No.02-56 outside of the proposed Golf Course lease area from the release date of the Forrestdale Lake Management Plan”.

On 27 October 2003, the Conservation Commission released a draft Management Plan for the Forrestdale Lake Nature Reserve for public comment. The draft Management Plan incorporates the adjoining Reserve 27165. The draft Management Plan aims to protect key values as described above through the setting of objectives and development of strategies to meet these objectives.

DETAILS OF PROPOSAL

A copy of the Forrestdale Lake Nature Reserve Draft Management Plan 2003 has been provided to councillors under separate cover. The rear of the plan summarises the key points and objectives as well as the strategies and key performance indicators proposed by the plan.

Of particular interest to Council would be proposals for transfer of management of Reserve 27165, proposals to close unmade roads, and the provision of passive recreation facilities.

Transfer of Management – Reserve 27165

The draft Management Plan identifies the need to continue negotiations with the City of Armadale regarding the management of the land occupied by the nine hole course once the City's new course is developed and the Forrestdale course is no longer required. The draft Management Plan identifies that in the long term, the golf course land would be rehabilitated and managed for conservation purposes.

Closure of unmade road reserves

A number of unmade road reserves fall within the Forrestdale Lake Nature Reserve planning area, which are currently managed by the City of Armadale. The draft Management Plan proposes the closure of these road reserves and the transfer of vesting of these areas to Conservation Commission for management by the Department of Conservation and Land Management.

The Department of Conservation and Land Management have verbally indicated which unmade road reserves are proposed for closure within the draft Management Plan. The portions of road recommended for closure are shown on the location plan and are:

- a) Commercial Road from Lot 282 (south of Swamp Road) to Oxley Road (Lot 279);
- b) Oxley Road west of Stirling Road and to Lot 303 (west of Commercial Road);
- c) Commercial Road from Lot 169 to Stirling Road (Lot 379);
- d) Un-named road south of Oxley Road between Lot 303 and Lot 11.

COMMENT

Transfer of Management – Reserve 27165

The City's current position is that transfer of Reserve 27165 will be considered when alternate golf facilities are developed and the existing golf course lease has expired, with the Department managing the area outside of the golf course lease area until such time as reserve transfer is considered. The City's current position is reflected in the body of the draft Management Plan (see p. 4). No change to this position is recommended.

Closure of unmade road reserves

The road closure proposals have been formulated to ensure no lots are denied road access through the closure of roads unless they are vacant land held by the Western Australian Planning Commission. Properties adjacent to Forrestdale Lake on the western boundary have been purchased by the West Australian Planning Commission for inclusion in the Nature Reserve. The proposed closure of this portion of Commercial Road will not affect access to properties.

It is proposed to amalgamate the unmade road reserves identified with Reserve 27165, for ultimate inclusion in the "A" Class Nature Reserve. It is envisioned that this will occur in subsequent years, when vesting of Reserve 27165 is considered again (following the availability of a new golf course).

The closure of the unmade portions of the following road reserves would provide a number of benefits to the Forrestdale Lake Nature Reserve. These include:

- ◆ increased connectivity of the reserve; and
- ◆ prevention of future fragmentation (through road construction) of the nature reserve with follow-on benefits of;
 - Increased fauna movement and subsequent genetic diversification
 - Increased reserve and habitat area
 - Decreased incidence of fauna road death
 - Reduced incidence of pollutant run-off from roads into a wetland of international importance
 - Increased ‘sense of place’ and nature experience for visitors
 - Reduced incidence of erosion and wetland sedimentation through the ability of the department of CALM to manage and rehabilitate areas susceptible to erosion

The closure of unmade portions of the road reserves would provide a number of benefits to the City of Armadale including;

- ◆ Decreased management area and responsibility within a CALM managed estate;
- ◆ Progression towards the strategic goal of ‘enhancing the qualities and benefits of the natural and built environment’ (Strategic Planning aim).
- ◆ Promotion of nature conservation in the City of Armadale

Provision of Passive Recreation Facilities

Population growth in the Forrestdale area is likely to have a significant impact on the recreational use of Forrestdale Lake. The area is currently utilised for passive recreation (primarily horse riding and bushwalking). The Forrestdale Trail (a limestone trail which runs around the perimeter of the Nature Reserve) is utilised, along with an ad-hoc network of trails through the reserve and the adjoining Western Australian Planning Commission land. The rationalisation of these tracks is proposed by the draft Management Plan, along with a number of strategies to achieve the objective of providing for “passive, low impact visitor uses in a manner that is consistent with the reserves conservation purpose, and which minimises conflict between visitors”.

Whilst the draft management plan acknowledges the limited access for pedestrians, visitor use strategies primarily focus on the provision of facilities for horse-riders and bushwalkers. It is recommended that further consideration be given (and strategies identified in the Management Plan) to the provision, upgrade and enhancement of pedestrian facilities in light of urban growth in the region.

CONCLUSION

Forrestdale Lake Nature Reserve and the adjoining City of Armadale reserve have high conservation values that have been recognised internationally. It is recommended that the City of Armadale support the draft Management Plan released for public comment by the Conservation Commission of WA. The draft Management Plan encourages negotiations between the City of Armadale and the Department of Conservation and Land Management, specifically relating to transfer of management responsibilities of Reserve 27165 and closure of unmade road reserves.

Management of Reserve 27165 including the area currently occupied by the nine-hole golf course by the Department of Conservation and Land Management would decrease future management costs of the City of Armadale. It would also allow for a more structured approach to the management of an important conservation area by minimising the number of authorities responsible for management.

The closure of unmade road reserves intersecting the Forrestdale Lake management area would be beneficial to the City of Armadale through the minimisation of management costs. Closure of these roads does not appear to have impacts on access.

RECOMMEND

- 1. That Council support the Forrestdale Lake Nature Reserve Draft Management Plan 2003, advising the Department of Conservation and Land Management of;**
 - a) the need to further consider with the identification of specific strategies, the provision, upgrade and enhancement of passive recreation facilities, in the light of future urban development in the region; and**
 - b) the City's intent to close and amalgamate unmade road reserves into Reserve 27165, for management by the Department of Conservation and Land Management.**

- 2. That Council initiate road closure procedures for unmade roads identified below, and amalgamate the closed road reserves with Reserve 27165:**
 - a) Commercial Road from Lot 282 (south of Swamp Road) to Oxley Road (Lot 279).**
 - b) Oxley Road west of Stirling Road and to Lot 303 (west of Commercial Road).**
 - c) Commercial Road from Lot 169 to Stirling Road (Lot 379).**
 - d) Un-named road south of Oxley Road between Lot 303 and Lot 11.**

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INVITATION FOR ELECTED MEMBER/S TO NOMINATE FOR THE AGRICULTURE PROTECTION BOARD'S MIDLAND ZONE CONTROL AUTHORITY

WARD : ALL
FILE REF : GOV/2
DATE : 2 December 2003
REF : HC
RESPONSIBLE : PSM
MANAGER

In Brief:-

- The Agriculture Protection Board (APB) is inviting nominations from elected members for its Midland Zone Control Authority (ZCA).
- The ZCAs monitor various agriculture protection issues, help raise community awareness and advise the APB on policies and strategies within the zone.
- Recommend that Councillor/s be nominated to the APB's Midland Zone Control Authority.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

- ♦ Fits with Communication 3.1 to increase representation and participation on external groups to promote the City's interests;
- ♦ Physical Infrastructure 1 to maintain effective liaison with other levels of government and regional bodies (both elected members and administrative staff; and
- ♦ Long Term Strategic Planning to enhance the qualities and benefits of our natural and built environment.

Legislation Implications

Agriculture and Related Resources Protection Act 1976.

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

At its meeting of 5 March 2002, when considering a previous invitation, Council declined to nominate a Councillor for a position on the Midland Zone Control Authority (ZCA).

DETAILS OF PROPOSAL

The Agriculture Protection Board (APB) is currently seeking nominations to fill vacancies on its ZCAs. The Midland ZCA includes the Armadale municipality. *A copy of the letter, selection Criteria and Terms of Reference is at Attachment “A3” of the Agenda, (refer Summary of Attachments - yellow page).*

COMMENT

ZCAs are statutory bodies established under section 14 of the Agriculture and Related Resources Protection Act 1976.

The role of a ZCA is to:

- ◆ Monitor service delivery throughout the zone in respect of management of Declared Plants and Animals, and report to the Board;
- ◆ Advise the Board on issues of concern within the zone and on policies and strategies appropriate to the zone;
- ◆ Ensure that the Board receives a representative “snapshot” of the views of stakeholders within the zone;
- ◆ Help raise the awareness of stakeholders within the zone in respect of agricultural protection and biosecurity issues;
- ◆ Advise the Board in the formulation of Declared Plant and Animal Control fund budgets in pastoral zones.

Legislation dictates that a member of Council is preferred, but the Board also has scope to consider nominations of other suitably qualified persons in the event that no member is available or willing to accept nomination.

Criteria for selection of Members

Essential

- ◆ Interest and experience in rural industry matters;
- ◆ Prior involvement in industry and/or community organizations based in the zone;
- ◆ Willingness to represent the interests of ratepayers and producers residing in the zone; and
- ◆ Willingness to carry out the duties and functions of a ZCA member.

Desirable

- ◆ Current membership of the Council of a Local Government Authority located within or partially within the zone

OR

- ◆ Current membership of a producer organization within or partially within the zone

AND

- ◆ Active involvement in the ownership and/or management of a rural (preferably agricultural) enterprise located within or partially within the zone.

Analysis

All Councillors, with their history of involvement in local government and community organizations, should meet most of the essential and desirable criteria.

The one essential criterion that differs is the requirement for a more specialised interest and experience in rural industry matters. The level of expertise and experience held is one that Councillors alone can assess.

Armadale contains a substantial rural component and membership of a ZCA may provide an opportunity for a voice in issues of concern and importance to the rural sector. This could, in view of the APB's role, also dovetail with and augment Council's environmental strategies and programme.

Options

1. Nominate a Councillor for a position on the Midland ZCA.
2. Decline to nominate a Councillor for a position on the Midland ZCA.

CONCLUSION

The invitation to nominate an elected member for a position on the Agriculture Protection Board's Midland Zone Control Authority offers an opportunity for input in matters of concern to local rural landowners and for establishing wider networks with State Government and rural organisations.

It is suggested that Council consider nominating an elected member.

RECOMMEND

1. **That Councillors _____ and _____ be nominated to fill a vacancy/ies on the Agriculture Protection Authority's Midland Zone Control Authority.**

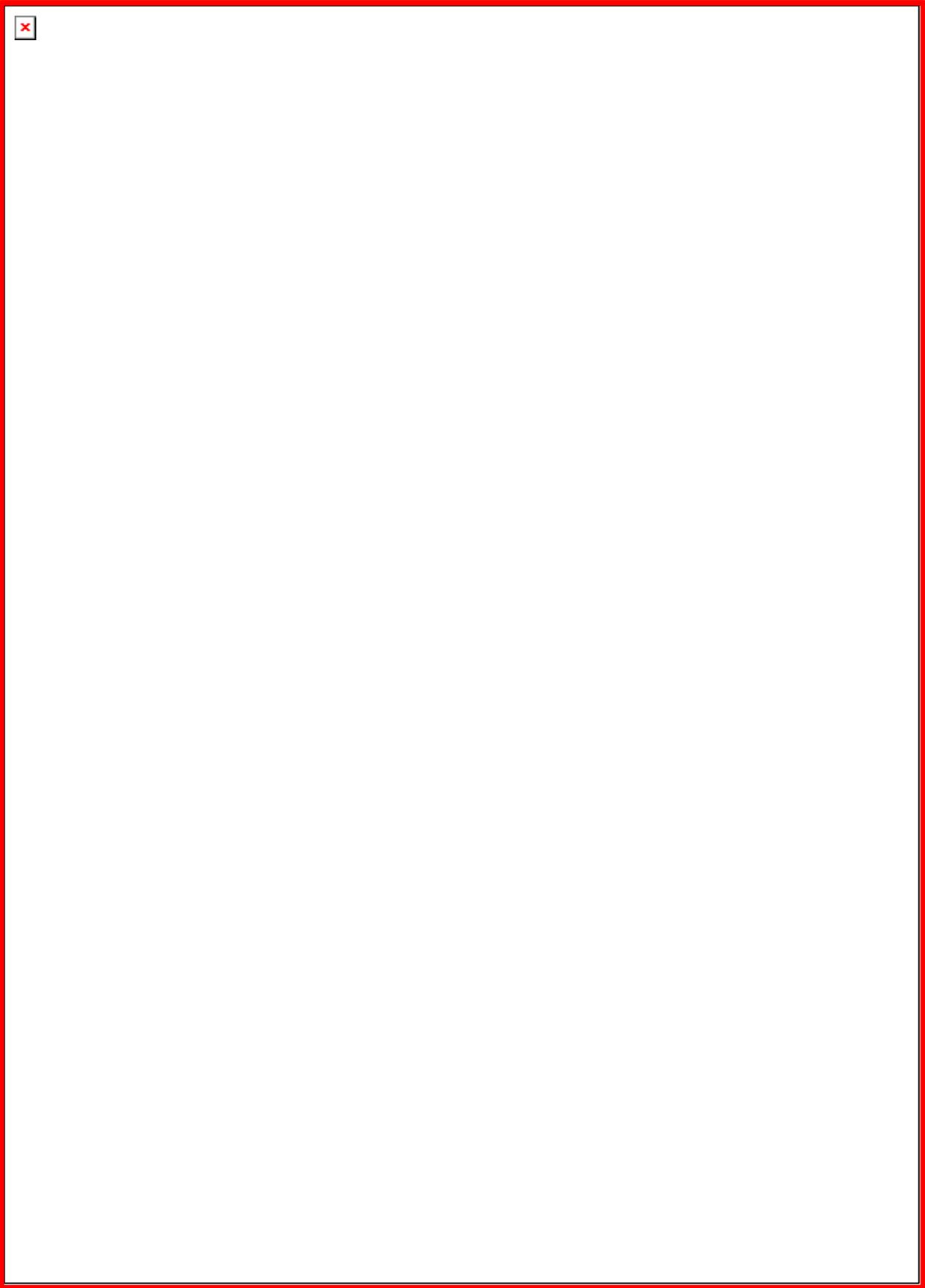
OR

2. **That there be no nomination from the Development Services Committee members to fill a vacancy/ies on the Agriculture Protection Authority's Midland Zone Control Authority.**

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***PROSECUTION FOR UNAUTHORISED USE –
LOT 1 CLIFTON STREET AND LOTS 2, 3 & 21 GILWELL AVENUE, KELMSCOTT***

WARD : KELMSCOTT
FILE REF : A81927 (Lot 2 Gilwell Ave)
DATE : 12th November 2003
REF : SA/CHE
RESPONSIBLE : PSM
MANAGER
LAND OWNER : KC Nominees P/L
SUBJECT LAND : Property sizes
Lot 1 - 978 m²
Lot 2 - 1019m²
Lot 3 - 1011m²
Lot 21 - 1011m²
Map 23.07
ZONING : Rural
MRS/TPS No.2 : Rural 'E'

In Brief:-

- Two previous prosecutions have been undertaken under Council's Local Laws Relating to the Removal of Refuse, Rubbish and Disused Material with one being successful.
- A number of concrete blocks fell through a fence on the boundary of one of the subject lots onto a footpath in July 2003. Council received several complaints relating to danger to pedestrians and the unsightliness of the property.
- A multitude of various materials and objects including commercial vehicles and a sea container have been stored on the premises for a number of years without the consent of Council.
- The registered office of the Company that owns the subject land is operating from an adjacent residence without the consent of Council.
- Recommend that as requests to voluntarily clean up the site have been ignored, legal proceedings be instituted for a number of breaches of the Town Planning Scheme No.2 and the Criminal Code.

Tabled Items

Nil

Officer Interest Declaration

Nil.

Strategic Implications

To maintain the City of Armadale as a place where the average family can enjoy a good lifestyle.

Legislation Implications

Town Planning and Development Act 1928
Town Planning Schemes 1 & 2
Criminal Code Act Compilation Act 1913
Sentencing Act 1995

Council Policy / Local Law Implications

Home Occupation Policy
Commercial Vehicle Parking Policy
Sea Container Policy



PHOTOGRAPHS ILLUSTRATING THE
COMMERCIAL VEHICLES ON THE SITE
LOT 1 CLIFTON ST & LOTS 2 & 3 GILWELL AVE, KELMSCOTT



Budget / Financial Implications

Costs to budget allocation for legal expenses in seeking a legal remedy via prosecution proceedings, in this instance the cost is likely to be between \$5,000 and \$10,000. The maximum penalty under the Town Planning and Development Act is \$50,000, with a daily penalty of \$5,000 per day for each offence. However, as the property is owned by a Company that is likely to be a Defendant in this case, the penalties increase 5 fold to maximums of \$250,000 and \$25,000 per day.

Consultation

- ◆ Council's Solicitors

BACKGROUND

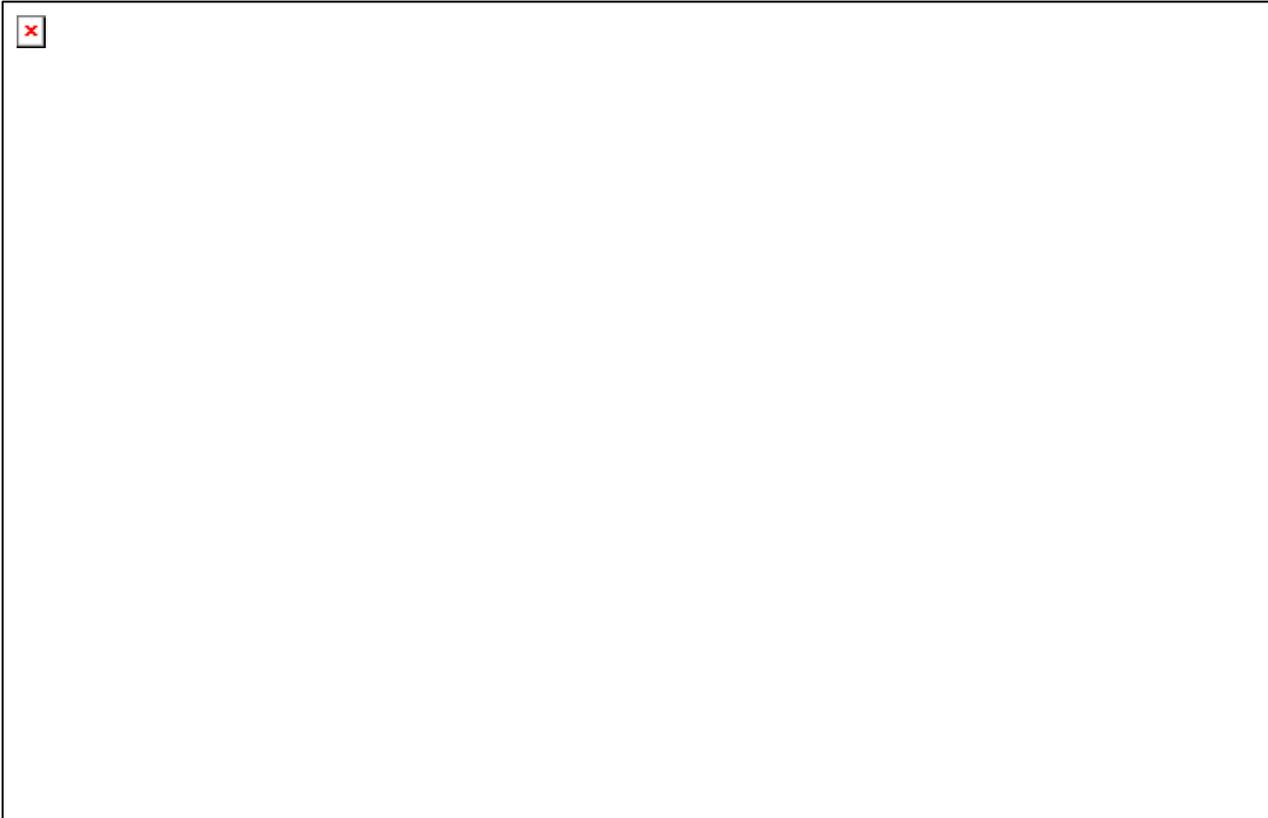
History in Brief

- ◆ 1961 a Service Station commenced operating on Lot 2 Gilwell Avenue, Kelmscott.
- ◆ 1966 the current occupier purchased the business.
- ◆ 1983 Council recognised that a lawful Industrial use (Automotive Servicing and Welding) existed on Lot 2 Gilwell Avenue as a Non-Conforming Use.
- ◆ 1983 successful prosecution under Local Laws relating to the Removal of Refuse, Rubbish and Disused Materials for accumulation of items on the site;
- ◆ 1995 unsuccessful prosecution under Local Laws Relating to the Removal of Refuse, Rubbish and Disused Materials for accumulation of items on the site.

Current situation

In July 2003 as a result of a number of concrete blocks falling through the fence situated on the Gilwell Avenue boundary of lot 3, a number of complaints were received with regard to public safety and the unsightliness of the property, many complaining that it devalued property. As a result officers wrote to the occupants of the property encouraging them to remove the blocks (as many appeared to be in a precarious position) and reinstate the fence. The blocks were eventually removed and the fence reinstated in September 2003. From information obtained it appeared that the recognised use of the land, automotive servicing and welding, has ceased to operate for more than six months, therefore it appears that the Non-Conforming Use attributed to Lot 2 has been extinguished.

The subject properties are in the main owned by a Company. A search of the Company name revealed that Lot 21, 53 Gilwell Avenue, its Registered Office and Principle Place of Business, was/is the home of one of the Directors (Mrs Mann) and the Company Secretary who also operated the business (Mr Mann), for which a Home Occupation has not been granted. The owners of this property are Mrs CA Mann and KC Nominees Pty Ltd.



PHOTOGRAPHS ILLUSTRATING THE
COLLECTION OF MATERIALS ON THE SITE
LOT 1 CLIFTON ST & LOTS 2 & 3 GILWELL AVE, KELMSCOTT



A sea container has also been sited on Lot 2, which has not received Council approval. It is claimed that the sea container is part of the operation and is moved from time to time.

Letters were directed to the Company and its Directors advising of Council's requirements and advising that the matters needed to be rectified by 24 October 2003 where on or about that date a further inspection would take place.

In essence, the authority of officers to enter the land was not recognised by two of the Company's office bearers because of the claim that the Non-Conforming Use commenced in 1961 prior to the Gazettal of Town Planning Scheme No.2 and therefore the provisions of the Scheme were not applicable. Council's Solicitors wrote to the Directors via Mrs Mann advising that the officers did have authority to enter the land and that it was an offence to obstruct or resist any public officer engaged in the discharge of their statutory powers. They were also advised that an inspection would take place on 7th November 2003.

On 7th November 2003 officers attended the Mann's residence to advise that they were about to inspect the site. The officers were told they could have 10 minutes and were not allowed to use their cameras. The local Police were contacted and assisted in gaining entry on to the subject sites. The attempt to deny the officers access, especially as one was manhandled in an effort to remove him, is seen as obstructing and resisting Public Officers.

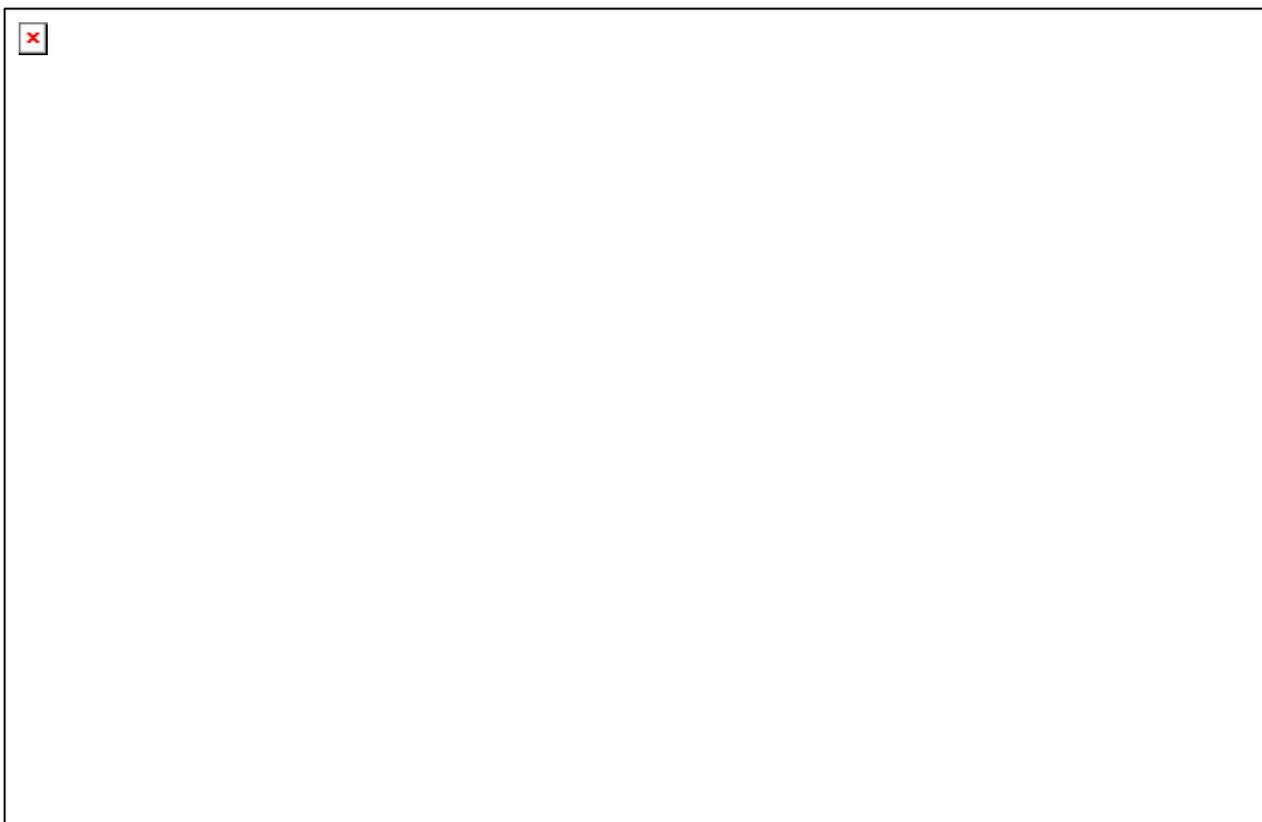
The officers carried out their inspection and found that few, if any, of the materials and objects on the site had been removed and a search of Council's records showed that applications for the activities that could be approved had not been presented.

One of several facsimiles sent by Mrs Mann contained the following request "we have some serious problems and so need to completely curtail our very long standing activities on the subject properties and dispose of such over the next couple of years or so and it would be appreciated if we could be allowed to do so without these hassles and with a little peace please."

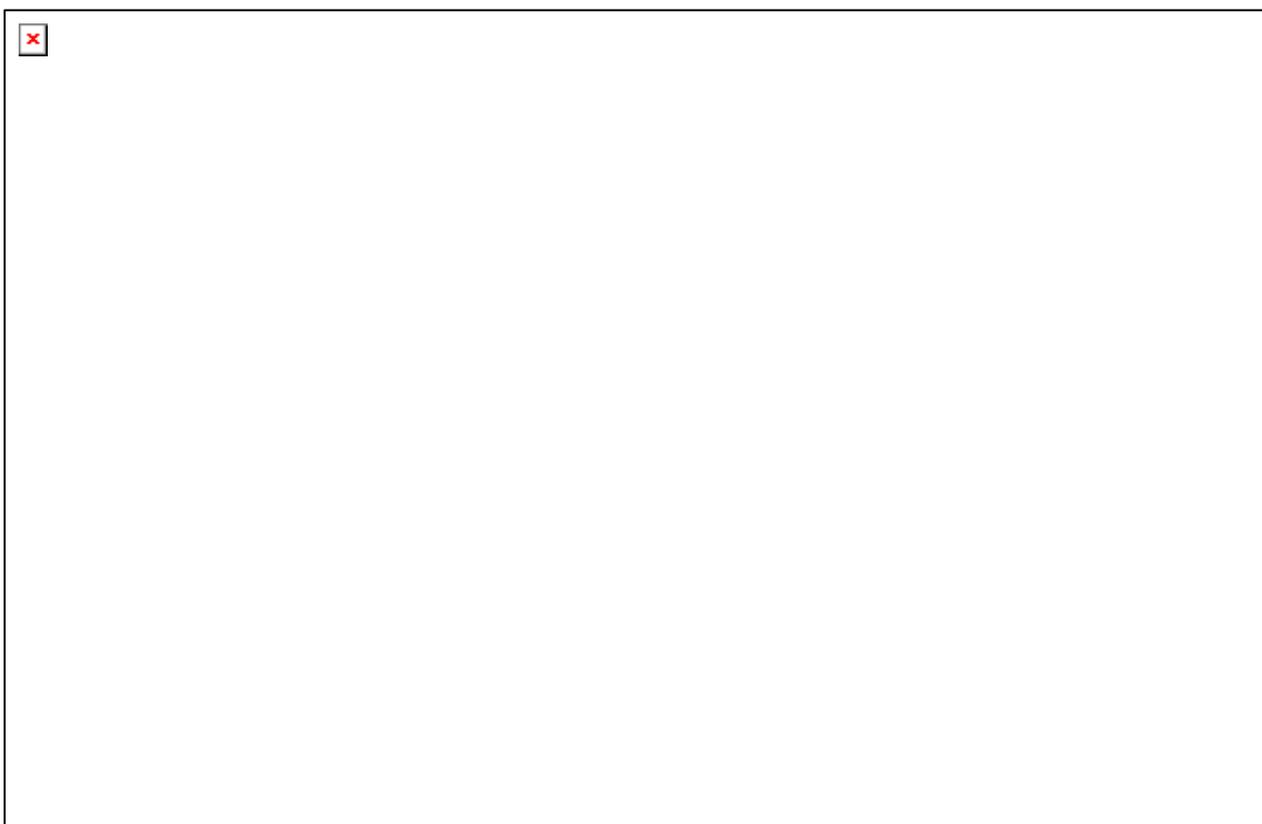
It is noted that a matter has been set down for Hearing in the Supreme Court relating to the ownership or part ownership by KC Nominees Pty Ltd of a property in Third Road Kelmscott with a party who is now deceased and from which Council is owed a considerable sum of outstanding rates.

COMMENT

Given the nature and regularity of complaints received in the recent past regarding the properties upon which the business was operated, it is suggested that any period of grace granted by Council may not be received favourably by the community. Furthermore, whilst Council may express its sympathy for any personal difficulties encountered by Mr and/or Mrs Mann there are two other Directors involved in the ownership of the subject properties who could intervene but to date have remained silent despite letters being directed to them personally.



PHOTOGRAPHS ILLUSTRATING THE
COLLECTION OF MATERIALS ON THE SITE
LOT 1 CLIFTON ST & LOTS 2 & 3 GILWELL AVE, KELMSCOTT



The City has made it clear that it is not satisfied with the condition of the premises from where the business operated. Instead of appreciating the City's and the community's concerns over the state of the premises and instigating measures to try to reduce the impact it has on the locality, the owners and occupier of the property have chosen to take an inflexible stance.

It is therefore suggested that a period of grace is not appropriate, as sufficient time has been afforded to accommodate an amicable solution to this matter.

Analysis

Clause 7.1 of Town Planning Scheme No.2 requires;

“any persons who desire to develop land zoned or reserved under the Scheme for any purpose other than for the purpose of erecting a single house on land zoned Residential or General Rural by the Scheme, shall make application to the Council for planning consent to the development before applying for a Building License”.

From Officers observations a number of activities are taking place on the subject properties, (a Home Occupation, a Depot, parking of Commercial vehicles and siting of a sea container), without the consent of Council.

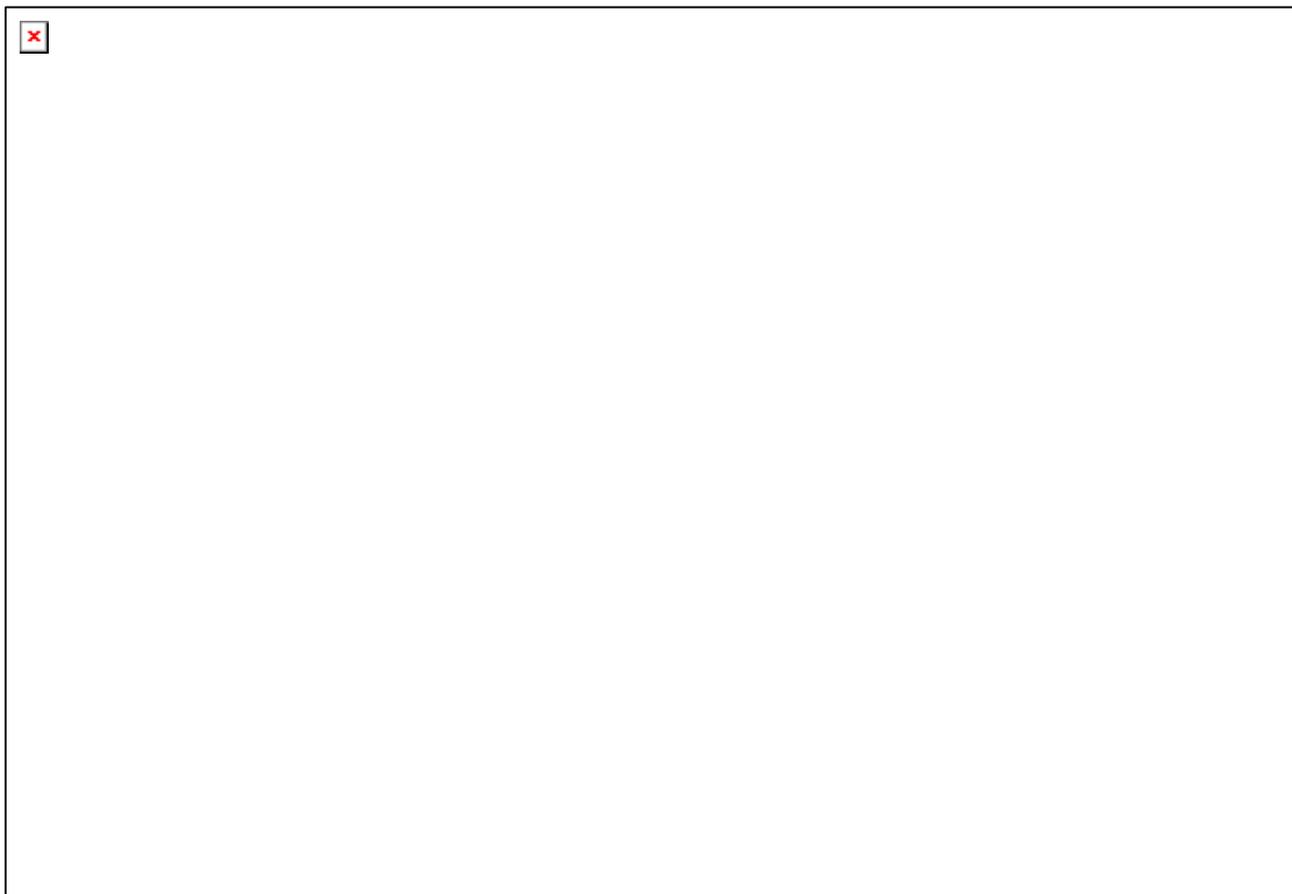
Allegation - Applications for Planning consent for the siting of a sea container, parking of commercial vehicles and a home occupation have not been submitted.

Clause 7.1 of Town Planning Scheme No.2 (the Scheme) requires an application for any development in the Rural “E” zone. As these activities continue without the consent of Council, breaches of the Scheme have been committed.

Allegation - A multitude of various materials have been on the site for some time. It would appear that little if any attempt has been made to remove any of these materials.

The Scheme defines a “Depot” as land or buildings used for the storage or transfer of goods or both. A Depot is a use of the land that is not permitted in the Rural ‘E’ zone; Council could consider an application as a “Use Not Listed”. The continued storage of materials on the property without the consent of Council constitutes an offence.

Clause 7.7.3 of the Scheme states “Any person who fails to comply with any of the provisions of the Scheme is guilty of an offence and without prejudice to any other remedy given herein is liable to such penalties as are prescribed in the Act”. The Town Planning and Development Act prescribes a penalty of \$50,000 and a daily penalty of \$5,000. However, in this case as the Defendant is likely to include KC Nominees Pty Ltd, Section 40 (5) of the Sentencing Act 1995, the following is applicable;



PHOTOGRAPHS ILLUSTRATING THE
COLLECTION OF MATERIALS ON THE SITE
LOT 1 CLIFTON ST & LOTS 2 & 3 GILWELL AVE, KELMSCOTT

Except where a statutory penalty is expressly provided for a body corporate, a body corporate that is convicted of an offence the statutory penalty for which is or includes a fine is liable to a fine of 5 times the maximum fine that could be imposed on a natural person convicted of the same offence.

The Directors of the Company were advised that the inspection of the property would take place on 7th November 2003 and it is a misdemeanour to obstruct or resist any public officer engaged in the discharge of their statutory powers. As the officers were attempting to enter the property to ascertain if the provisions of the Town Planning Scheme were being observed were obstructed and an attempt was made to physically remove one of the officers, both Mr Mann and Mrs Mann could be liable under Section 172 of the Criminal Code which states;

Any person who in any manner obstructs or resists any public officer while engaged in the discharge or attempted discharge of the duties of his office under any statute, or obstructs or resists any person while engaged in the discharge or attempted discharge of any duty imposed on him by any statute, is guilty of a crime, and is liable to imprisonment for 3 years.

Summary conviction penalty: Imprisonment for 18 months or a fine of \$6 000.

Finally, as previously stated it would appear that the Non-Conforming Use of automotive servicing and welding recognised on Lot 2 has not been active for more than six months. Clause 6.2 of the Scheme states -

“If a non-conforming use or a use permitted by Council under Clause 6.3 shall after the gazettal date be discontinued for a period of six months or more no person shall thereafter use the land or any other building or structure on which the non-conforming use was carried on for any purpose not permitted by the Scheme”.

OPTIONS

1. As the owner of the property has not complied with the relevant legislation, Council could resolve to institute legal proceedings immediately for breaching the provisions of Town Planning Scheme No.2 and the Criminal Code.
2. Agree with the request from one of the Directors of the Company and permit a period of grace of two years or sale of the properties, whichever ever is the sooner, for the clearance of the various materials and objects from the site.
3. Resolve not to do anything.

CONCLUSION

Requests by Council officers to all of the Directors of the Company that owns the land have not resulted in the materials and items being removed from the properties in question. Also, applications for approval for a home occupation, commercial vehicle parking, Depot and a sea container have not been forthcoming, therefore it would appear that Council has little option but to institute legal proceedings against the Company and its Directors in accordance with option 1 above and Mr FAK Mann and Mrs CA Mann for contravening the provisions of the Criminal Code.

RECOMMEND

1. **That Council authorise the Senior Liaison and Compliance Officer to institute legal proceedings, subject to legal advice, against KC Nominees Pty Ltd of 53 Gilwell Avenue, Kelmscott and the Directors of KC Nominees Pty Ltd for contravening the provisions of the City of Armadale Town Planning Scheme No.2 at Lot 1 Clifton Street, and Lots 2 & 3 Gilwell Avenue, Kelmscott (the site) and Lot 21 [53] Gilwell Avenue, Kelmscott for;**
 - a) **carrying on a storage use without the consent of Council;**
 - b) **parking commercial vehicles on the site without the consent of Council;**
 - c) **siting a sea container on the site without the consent of Council;**
 - d) **carrying on a home occupation without the consent of Council.**
2. **That Council authorise the Senior Liaison and Compliance Officer institute legal proceedings, subject to legal advice, against Mr FAK Mann and Mrs CA Mann for contravening the provisions of the Criminal Code for -**
 - ♦ **obstructing Council officers in the discharge of their statutory powers.**

Moved Cr _____
Carried/Lost ()

LATE ITEMS

COUNCILLORS' ITEMS

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORTS

In view of likely confidential aspects of this Report, public and staff in attendance, other than Chief Executive Officer and Executive Director Development Services, may be requested to retire from the meeting.

MEETING DECLARED CLOSED AT _____

DEVELOPMENT SERVICES COMMITTEE

SUMMARY OF “A” ATTACHMENTS

8TH DECEMBER 2003

ATT NO.	SUBJECT	PAGE
BUILDING		
HEALTH		
PLANNING		
A1	Summary Brochure, Form Letter & Summary of Submissions re Kelmscott Enquiry-by-Design Workshop	148
A2	Detail of Conference re PIA National Conference	192
A3	A copy of the letter, selection Criteria and Terms of Reference re the Agriculture Protection Board nominations for the Midland Zone Control Authority.	208



ISSUE 1 - AUGUST 2003

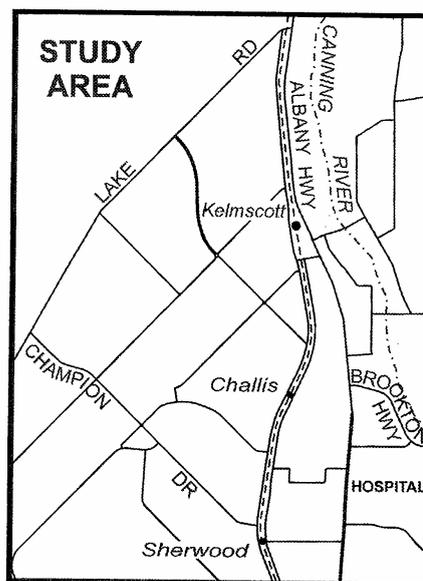
KELMSCOTT

ENQUIRY-BY-DESIGN WORKSHOP

A STRATEGIC PLAN FOR KELMSCOTT

The Kelmscott Town Centre has many positive features, however, in some respects it does not fulfil its potential as an important District Centre. A new strategic plan is needed to guide future developments. With the guidance of a strategic plan future developments and upgrading in Kelmscott will be able to fully capitalise on its unique riverside location, active local community and its status as the second order commercial town centre in the City of Armadale after the Armadale Strategic Regional Centre four kilometres to the south.

In October 2002, the City of Armadale and the Department for Planning and Infrastructure (DPI) explored the potential for revitalising the Kelmscott Town Centre through an "Enquiry By Design" workshop. The strategic planning workshop followed a series of earlier community and stakeholder Focus Group meetings attended by representatives who responded to the City's public invitations for nominations. The Workshop report is now available for wide community comment.



THE WORKSHOP

The collaborative planning workshop for Kelmscott brought together a range of government agencies, landowners and community representatives under the expert guidance of a team of urban planning specialists, to prepare a concept strategic plan for Kelmscott. The 4-day workshop freely canvassed concepts put forward by stakeholders to improve the viability and liveability of Kelmscott and aimed at enabling the Town to achieve its full potential as a district level commercial centre and "heart" of the local community.

PUBLIC SUBMISSIONS ARE INVITED

Your comments are accordingly invited on the ideas and options for the Kelmscott Town Centre and its sub-regional hinterland. These have been drawn together and published in the Enquiry-by-Design Workshop outcomes report, which includes proposals for changes to urban structure, land use and transport infrastructure.

TELL US WHAT YOU THINK

The Armadale City Council and the Department for Planning and Infrastructure would like to hear your views on the findings, outcomes and options outlined in the Workshop report.

The final Kelmscott Town Centre Enquiry By Design Workshop report is now available for review and written submissions up to Tuesday 30th September 2003. Copies of the full report are available for loan from all of the City's libraries and can also be viewed and downloaded from the websites of the Department for Planning and Infrastructure (<http://www.planning.wa.gov.au/>) (under Urban Design & Major Places – Enquiry-By-Design Workshops) and the City of Armadale (www.armadale.wa.gov.au/).

The ideas and proposals raised in the Workshop will also be displayed at the Kelmscott and the Armadale libraries during August and at the Westfield Library and City of Armadale Administration Centre during September. The workshop outcomes will also be displayed at the local Shopping Centres in Kelmscott during August and September.

NON-BINDING DRAFT OUTCOMES

A necessary feature of the consensus-building workshop approach is that outcomes and plans put forward in the Workshop are non-binding on any of the participants. At this consultation stage, the report outcomes are, therefore, not necessarily comprehensively endorsed by any or all of the Workshop participants. Rather the various recommendations and options are put forward for wider input via written submissions, to be followed by filtering of specific priorities and implementation of individual projects.

Your input to the assessment of preferred outcomes will be an invaluable aid to the final decision-making and implementation process.

Following the present phase of community consultation, the government agencies and stakeholders and Workshop participants will need to review the findings and make suitable arrangements to build lasting benefits for the wider Kelmscott community into the future implementation plans and programmes for Kelmscott.

OPPORTUNITIES FOR KELMSCOTT

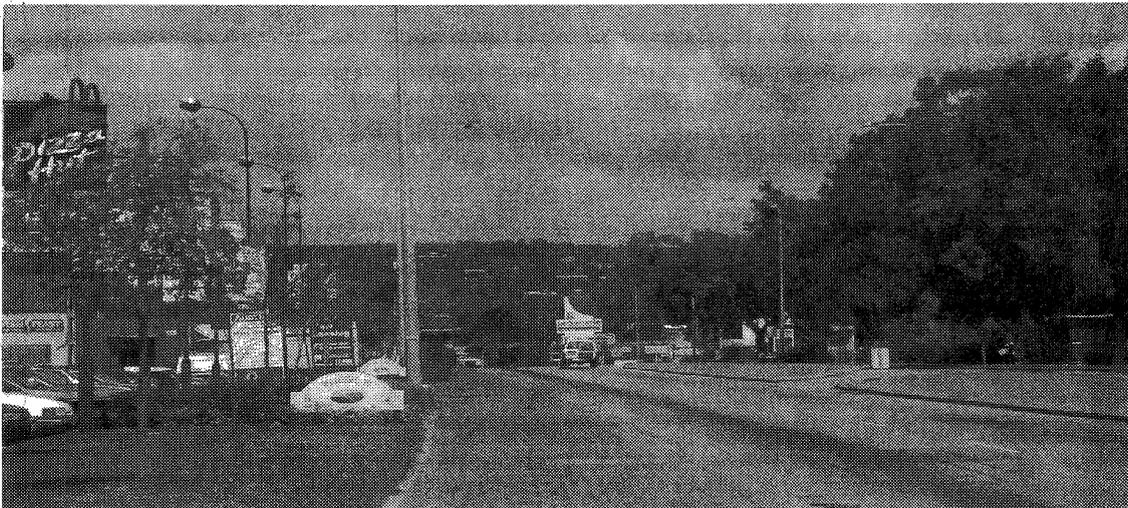
The Workshop canvassed a wide variety of potential opportunities to improve Kelmscott, including possible changes to transport infrastructure and changes to land use regulation. These changes are aimed at encouraging the development and growth of a more efficient and sustainable Town Centre over the longer term and include matters specific to the Town Centre and locations in the wider sub-region, which also offer potential for significant benefits to the Town Centre.

TOWN CENTRE OUTCOMES

The opportunities identified for the Town Centre included proposals within the area defined by the 800 metre radius of a walkable catchment around the Kelmscott rail/bus interchange station. These opportunities are conceptually illustrated in Figure 1 - Workshop Town Centre Plan (attached).

The full report also discusses specific outcomes and alternative scenarios presented for ten (10) planning precincts located within the 800 metre Town Centre pedestrian catchment.

These precinct plans are illustrated by a series of smaller scale plans and those with a specific interest in particular sites should refer to the main report.



ISSUES FOR THE SUB-REGIONAL PLAN

Part 6 of the Enquiry By Design Workshop report also identified issues and highlighted opportunities in the surrounding sub-regional urban structure that could have a longer-term positive impact on the Kelmscott Town Centre. These are illustrated in Figure 7 - Sub-Regional Outcomes Plan (attached). Recommendations for the surrounding sub-regional urban structure include investigation of:

1. A direct connection between Third Avenue, Gillam Drive and Seville Drive.
2. Linking the north end of Third Avenue to a new underpass at Davis Road.
3. Potential for new local neighbourhood centres in locations capable of being sustained by the "movement economy" including possible sites at:
 - the Champion Lakes development at the junction of Lakes Road and Ypres Road and/or a new entry at the junction of Lake Road and Cammillo Road;
 - the junction of Third and Cammillo Roads adjacent to the Kelmscott Senior High School;
 - the junction of Albany Highway and Brookton Highway; and
 - adjacent to the Hospital entrance.
4. Investigating extending Gilwell Avenue through a portion of Frye Park to intersect Connell Avenue.
5. Investigating extending Orlando Street to intersect Albany Highway.
6. Investigating a new railway station to replace the current Challis and Sherwood stations to be located at a new site between the two current station sites.
7. Investigating establishing a road connection between the Armadale-Kelmscott Hospital and the new replacement railway station.
8. Reconfiguring the intersection of Champion Drive and Railway Avenue to give priority to north-south movements.

NEXT STEPS - IMPLEMENTATION ISSUES

Following the current public consultation, preferred options will be refined with immediate priority given to implementation of the Short Term or "Quick Win" priorities, as determined within the context of an overall longer term strategic vision for Kelmscott. Specific proposals will therefore need to be prioritised into a framework of short, medium and longer-term initiatives. Proposals involving major changes to public infrastructure will require significant project management and longer project planning lead-times, and may involve further consultation.

"Quick Wins" are able to be implemented in the first 2-3 years and include matters such as minor works or proposals for which funds are already available, proposals within existing statutory powers and changes to the regulatory land use framework provided by the Town Planning Scheme. Consideration will also need to be given to potential "log-jam breakers" defined as specific projects, which if implemented sooner rather than later, have potential to "unlock" other major opportunities and therefore benefit the timing and scale of overall improvements. An indicative table of key actions and allocated lead agencies is included in section 9.5 of the report.

Bringing about lasting improvements to the Kelmscott Town Centre presents many challenges and requires the participation and cooperation of public authorities, developers and private landowners. The Armadale City Council and the Department for Planning and Infrastructure welcomes your views on the ideas and options presented in the report. Please provide your written submission to the City of Armadale, Locked Bag No.2, Armadale, WA, 6992 by Tuesday 30th September 2003.

ISSUES IN THE KELMSCOTT TOWN CENTRE

In some instances the report includes optional plans, which will require decision-makers to determine preferred directions and in some cases require complex negotiations prior to any implementation programme. These include:

1. Replacing the Denny Avenue railway crossing with a preferred scenario for improved east-west crossings of the railway line (alternative options are strongly related to the choice in options for the preferred railway station location described below). The railway crossing options include:
 - constructing a railway underpass connection to Davis Road;
 - extending Gilwell Avenue to cross Albany Highway and the railway to intersect with Railway Avenue; and
 - options to use a combination of "at-grade" and/or "grade-separated" crossings at Davis Road and Gilwell Avenue.
2. Determining a preferred location for the railway station/bus interchange, (alternative options are strongly related to the options for improved east-west railway crossings described above). The railway station/bus interchange options include:
 - upgrading the railway station at the existing location; and
 - relocating the railway station further south.
3. Modifying the treatments of Albany Highway to create a regional "boulevard" style of road, including three traffic-signalled intersections to improve traffic conditions, new service roads to improve access to frontage properties, an "entry statement" at the northern entry point to the Town Centre and tree plantings throughout to improve amenity.
4. Establishing a new "heart" for the Town Centre, possibly by a "town square" located adjacent to a new library, providing a major civic focus and community resource.
5. Identifying an appropriate scale and character for future private developments within the Town Centre including sites for "active" street frontages in new developments.
6. Other recommendations for the Town Centre include options for:
 - Improved accessibility, linkages and amenity for pedestrians and cyclists.
 - A better balance of land uses in the Town Centre such as alternative and higher order land uses in identified locations including:
 - focussing new car-oriented and drive-through Albany Highway developments to the south of Davis Road;
 - facilitating a short stay and function facility precinct around the Kelmscott Inn; and
 - facilitating workshop housing/cottage industry south of Davis Road.
 - New residential opportunities such as town houses and apartments, infill subdivisions, retirement villages and mixed use developments in identified locations including:
 - adjacent to a modified Fancote Park/Page Road;
 - on land east of Page Road;
 - on sites along Railway Avenue;
 - on land to the east of the Canning River including on Clifton Street and the north-west corner of Frye Park;
 - adjacent to a modified Westfield White Heron Reserve;
 - on land west of the railway station in the Cammillo/Third/Merrifield street block; and
 - on land south of Mahara Road.
 - Enhancement of personal safety, amenity and vistas to the hills.
 - Enhancement of the river foreshore environment and greenway linkages through the Town Centre.

COMMUNITY COMMENTS FORM

**REVITALISING THE KELMSCOTT TOWN CENTRE
Enquiry-By-Design Workshop Report - June 2003**

Make a submission on the Kelmscott Enquiry-By-Design Workshop Report by completing and returning this Comments Form or simply writing to: the City of Armadale, Locked Bag No.2, Armadale, WA, 6992. Submissions should be received by Tuesday 30th September 2003. The Report is available for loan from all City of Armadale Libraries and is available on (www.armadale.wa.gov.au).

Please write your contact details below.

NAME -

ADDRESS -

EMAIL (optional)

Please indicate if you generally support the key recommendations in Enquiry-By-Design Workshop Report to improve the Kelmscott Town Centre (you can object to particular recommendations, make a detailed submission or qualify your comments in the space provided below).

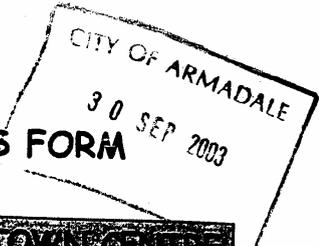
Yes - I generally support the key recommendations in the report	<input type="checkbox"/>
No - I do not generally support the key recommendations of the report	<input type="checkbox"/>

MY COMMENTS ON SPECIFIC OPTIONS OR OUTCOMES IN THE REPORT ARE:

.....
.....
.....
.....
.....

Please attach additional sheets for further comments

111
DUPLICATE



COMMUNITY COMMENTS FORM

REVITALISING THE KELMSCOTT TOWN CENTRE
Enquiry-By-Design Workshop Report - June 2003

Make a submission on the Kelmscott Enquiry-By-Design Workshop Report by completing and returning this Comments Form or simply writing to: the City of Armadale, Locked Bag No.2, Armadale, WA, 6992. Submissions should be received by Tuesday 30th September 2003. The Report is available for loan from all City of Armadale Libraries and is available on (www.armadale.wa.gov.au).

Please write your contact details below.

NAME - M.R. & MRS MARTIN & JACQUELINE Le Noir
ADDRESS - 36 CHIFFON ST CHIFFON HILLS KELMSCOTT
EMAIL (optional) - jacmar1@inet.net.au

Please indicate if you generally support the key recommendations in Enquiry-By-Design Workshop Report to improve the Kelmscott Town Centre (you can object to particular recommendations, make a detailed submission or qualify your comments in the space provided below).

- Yes - I generally support the key recommendations in the report
- No - I do not generally support the key recommendations of the report

MY COMMENTS ON SPECIFIC OPTIONS OR OUTCOMES IN THE REPORT ARE:

PLEASE SEE THE ATTACHED ANNEXURE A.
.....
.....
.....
.....

Please attach additional sheets for further comments

Annexure A

This Annexure A of 1 page forms part of the *Community Comments Form* for revitalising the Kelmscott Town Centre, Enquiry by Design Workshop Report – June 2003.

In general I support the key recommendations made in the EbD Outcomes Report.

Specifically, I fully support the following recommendations:

Issues in the Kelmscott Town Centre

- 1) Replacing the Denny Avenue railway crossing with constructed grade-separated crossings at Davis Road and Gilwell Avenue.
- 2) Relocating the Kelmscott railway station further South to fully integrate with the Kelmscott Central Shopping Centre (Option 3).
- 3) Increasing the retail floor space in Kelmscott Town Centre by the recommended 16,000 sqm to provide for a Discount Department Store, fashion, leisure, white goods, discount variety, and restaurants.
- 4) The inclusion of cinemas and entertainment facilities in Kelmscott.
- 5) Consolidating the "AustAsia" landholding to facilitate a succinct shopping centre development to include the additional 16,000 sqm of retail floorspace, office facilities, and entertainment facilities.
- 6) The "AustAsia" concept plan (Figure 12 on page 32).
- 7) The integration of the Kelmscott Library and the Child Health Clinic

into the Kelmscott Central Shopping Centre.

- 8) Improving traffic conditions throughout the Kelmscott Town Centre.
- 9) Improved accessibility, linkages and amenity for pedestrians and cyclists.
- 10) Enhancement of personal safety, amenity and vistas to the hills.

Issues for the Sub-Regional Plan

- 11) Linking the northern end of Third Avenue to a new underpass at Davis Road.

It is my view that the proposed development of the Kelmscott Central Shopping Centre is an integral component of implementing many of the EbD recommendations.

I urge Council for the City of Armadale, the Department of Planning and Infrastructure, and other government agencies to support the considerations contained above.

Kelmscott is in desperate need of redevelopment, and the EbD recommendations made in this annexure will go a long way to improving Kelmscott and the Armadale region.

Name: Jacqueline Henoir

Signed: Jacqueline Henoir

MARTIN HENOIR



CURRENT 23/10/03. PRR.

SUPPORTING

1. Ms L Manson, 4/45 Third Avenue, Kelmscott, WA, 6111

- Intersection of Cammillo and Third a problem.
- Do not place anything in that area that will increase traffic.
- Address parking problem at KSHS.

2. G Ianotti, 2680 Albany Highway, Kelmscott, WA, 6111 – no comment

3. No name or address given.

- Any improvement welcome.
- Start ASAP.

4. Mr E Robinson, 42A Westfield Road, Westfield, WA, 6111 – no comment

5. Mr D Musson, 21 Ensign Dale, Kelmscott, WA, 6111

- Extension of Gilwell Avenue through Frye Park disappointing.
- Park is currently well used & can be reached by some without crossing a road.

6. Ms M Vivian, Road Mail Box 201, Beverley, WA, 6304 – no comment

7. C & V Flynn, 11 Gell Court, Kelmscott, WA, 6111

- Initiatives long overdue.
- More pedestrian access definitely necessary i.e. No. 3.
- Underpass is an excellent idea, provided it is clean, safe etc.

8. M A Corp, 29 Ward Crescent, Kelmscott, WA, 6111

- Existing station should be upgraded rather than moved.

9. Ms H Simmons, 10 Westfield Road, Kelmscott, WA, 6111 – no comment

10. Mr P & Mrs R Travers & Cham P/L, 1 Fancote Street, Kelmscott, WA, 6111

- Davis Road extension under railway a good idea.
- Land fronting Albany Highway south of Fancote Street being commercial a good idea.
- A roundabout should be built at the intersection of Page and Gilwell Roads.

11. Mr I Sutherland, 54A Grovelands Drive, Westfield, WA, 6111

- Greater emphasis on the area between Stargate and the Kelmscott Village to create a pedestrian friendly area.
- Trucks should be deviated from Albany Highway.
- Vehicular traffic through Kelmscott should be limited to 50 kph.

12. Mr D Pearce, 26/4 Page Road, Kelmscott, WA, 6111

- Level crossings near to the town centre and the railway station should be eliminated to reduce traffic congestion.
- Agree with Page Road modifications to reduce traffic speed and include town houses with minimal loss of area from the reserve. Major trees should be retained.

13. Acropolis Developments P/L, 114 Kimberley Street, West Leederville, WA, 6007 – no comment

14. Mr A O'Neill, 15 Melanda Street, Kelmscott, WA, 6111

- Residential density should be reviewed from Kelmscott up to Brookton Highway so town houses, villas or similar could be constructed.

15. Mr J Christmass, 14 Wandoo Street, Mt Nasura, WA, 6112

- Public meeting essential before proceeding, as many people will not comprehend the designs / alternatives currently on display.
- Further public consultation necessary when plans are fully prepared.

16. Ms K Faas, 25 Fancote Street, Kelmscott, WA, 6111

- Footpaths in back streets need improvement ie Page Road and Fancote Street.

17. Ms J Harbour, 8/33 Brookside Avenue, Kelmscott, WA, 6111

- Link from a station to hospital useful, but uphill gradient a deterrent. Sherwood station is located for those going to the health centre / Armadale pool. A small shuttle service from Sherwood to the hospital and pool would be better than station relocation.
- Development of the Clifton precinct and river crossing closer to the town centre a good idea. Include over 55's accommodation.
- Gilwell Avenue extensions to Railway and Connell Avenues a great idea and will be necessary if Clifton precinct goes ahead, even if some of the park is lost.
- Upgrading of the railway should conform to scenario 1.
- New library as the focal point of a new town square a fantastic idea.
- Kelmscott should have its own personality and not simply be an extension of Armadale or Gosnells.
- Marri trees are beautiful, but gumnuts are a problem, so place further trees where they will not conflict with people movement.
- Cottage industry and home based business areas would be fantastic and could produce a tourist attraction not unlike country towns ie York and Margaret River.

18. Mr F & Mrs I De Rosario, 4 Ensign Dale, Kelmscott, WA, 6111

- Ensign Dale should not be extended to Gilwell Avenue once it has been extended to intersect with Connell Avenue, as it is a safe, quiet street.

19. Mr J Randall, 10 Anembo Place, Kelmscott, WA, 6111

- Extending Gilwell Avenue across Albany Highway would make it much easier for hills residents to reach and access highway. Signalised intersection preferred.
- Landscape shops and integrate with train station, similar to what Gosnells is doing.

20. Ms D Csohany, 18 Connell Avenue, Martin, WA, 6110

- Intersection of Gilwell Avenue and Albany Highway badly needs lights.
- Access in and around the Kelmscott train station needs improving.

21. D Musson, 21 Ensign Dale, Kelmscott, WA, 6111

- Extension of Gilwell Avenue through Frye Park not a good idea as it increases number of roads to cross for children. Otherwise OK.

22. Ms L Cornell, 21 Ensign Dale, Kelmscott, WA, 6111

- Gilwell Avenue extension not supported, current intersection slows traffic. Extension will mean another road for children to cross.

23. N Livall, 69 Railway Avenue, Kelmscott, WA, 6111

- Support moving train station to a central location.
- Do not support raising the level of the railway.

24. D Williams, 30 Kingsley Terrace, Kelmscott, WA, 6111

- Proposed Gilwell Avenue extension through Frye Park and additional housing is unacceptable.
- A roundabout should be provided at the Gilwell Avenue, Clifton Street intersection.
- Increase the number of parking spaces available at Frye Park for weekends.
- Lighting needed along the footpath on the northern side of Frye Park.

25. S & I Stewart, 7 Mahara Road, Kelmscott, WA, 6111

- Do not make Mahara Road a through Road. In 30 years, there has not been a break-in in the street, possibly due to it being a culs-de-sac.

26. A & N Piccirilli, 5 Railway Avenue, Kelmscott, WA, 6111

- About time.

27. Mr M & Mrs D Thiel, 40 Clenham Way, Kelmscott, WA, 6111

- Denny Ave should be closed and a new train station built in this vicinity. Should incorporate a covered mall with interlocking walkways, seating and plant boxes.
- Agree with modification of Albany Highway to become a boulevard with much improved entry and exit points for properties fronting the Highway.
- Safer Albany Highway pedestrian crossings needed.
- Decent lighting, not just along Albany Highway, but behind shops, at the station and through public recreation areas.
- Agree with Page Road modification and further development behind shopping centre.
- Challis and Sherwood train stations should be left as they are. Public transport access to the hospital should be from Kelmscott and Armadale Stations with a regular seven day bus service in conjunction with train timetabling. A new station would not assist the public reaching the hospital.
- Regular street cleaning, rubbish collection and verge tidying a must in the town centre.

28. Mr F & Mrs L Martin, 8 Page Road, Kelmscott, WA, 6111

- We support the key recommendations of the report as long as our property is not 'land grabbed'.

29. Mr P Harrison, 17 Clifton Street, Kelmscott, WA, 6111

- Support the recommendations of the report.
- As 90% of my property falls within the study area, I would like to be included in the subdivision proposal with the other properties fronting the river along to Gilwell Avenue.
- Concerned that the proposed road and smaller blocks adjacent to my property would have a detrimental effect on the rural aspect of my property.
- Concerned that people would use my property as a continuation of the river foreshore reserve to access the river.
- Concerned that exclusion from the proposal would devalue the property.

30. Mr R Douglas, 33 Inverness Circle, Westfield, WA, 6111

- The Denny Avenue / Railway Avenue, Third Avenue intersections are hazardous and require removal. Their exchange for a Davis Road crossing is necessary.

31. G D & B K West, 150 Streich Avenue, Kelmscott, WA, 6111

- Heavy traffic should be restricted from Railway and Streich Avenues as houses were built in late 60's and cannot withstand heavy vibration. Houses are being sold to young families with children. Suggest speed reduction, roundabouts or similar traffic calming.

32. Mr J & Mrs M VanderPlas, 48 Merrifield Avenue, Kelmscott, WA, 6111

- Welcome recommendations of report.
- Concern with infrastructure provision between Merrifield and Third Avenues. If drainage, roads and ceding of land is to be borne by developers, it makes proposal unviable. Would prefer to see proposed roads to the northeast and southeast of our property deleted.

33. L Guthrie, PO Box 128, Kelmscott, WA, 6111

- Denny Avenue closure and Davis Road underpass is critical as is Gilwell Avenue underpass.
- Little of what is planned to the north and east will happen due to limited sewerage access. Water Corp. suggests connection in 2009.
- Placing a town square between the railway and the Albany Highway is impractical, as no one would use it.

34. E Guthrie, PO Box 128, Kelmscott, WA, 6111

- Lights at Gilwell Avenue a good idea.
- 60kph sign coming into Kelmscott needs to be more obvious.
- Library facilities need upgrading – meeting rooms would be a good idea.

35. Mr A Sorgiovanni, 105 Marmion Street, Kelmscott, WA, 6111

- Consideration to expanding / increasing density of residential area between Orlando Street east to Brookton Highway.
- Greater population in this area will boost commerce and benefit all residents.

36. R & M Anthony, 5 Slee Avenue, Kelmscott, WA, 6111

- Denny Avenue rail crossing dreadful for traffic bank ups and accidents.
- Underpasses at Gilwell Avenue and Davis Road should solve the problems.
- Moving Kelmscott station to the shopping centre will help people feel safer.
- A new shopping centre is badly needed to bring new shops and employment opportunities.

37. Mr S Taylor, 1 Bulida Court, Kelmscott, WA, 6111

- Reduction of park area (Frye and Fancote Parks) for new housing and roads unacceptable.
- No subdivision should be allowed between Clifton Street and the Canning River.
- A walk track along both sides of the Canning River would be beneficial.
- The facilities in Frye Park are in desperate need of an upgrade, including pavilion, skate board area and rubbish bins.
- In general, plan to improve traffic flow and upgrade the town centre is commendable.

38. C A Griffiths, 8 Pendragon Court, Westfield, WA, 6111

- Extension of Hemmingway Drive to Railway Avenue good idea.
- Excalibur Circle intersection with Westfield Road should be closed making Excalibur Circle a culs-de-sac. The intersection is dangerous and would be used as a short cut to get to Hemmingway Drive.
- Concern for compensating basin in the Heron Reserve if additional housing is added. 2 large pumps are in place to prevent the lower part of Westfield flooding as has been the case previously.

39. Mr T Sillitto, 94 Ravenscroft Way, Kelmscott, WA, 6111

- Location of Denny Avenue intersection causes conflict with trains. Trains pulling into Kelmscott station heading south trigger the boom gates, but then must unload/load passengers before proceeding, with cars waiting the whole time.
- Agree with the Davis Road / Third Avenue connection and the creation of an underpass.
- An underpass at Westfield and Page Roads should also be considered. This would assist residents of Westfield to access Albany Highway and travel north without adding traffic volume to the Kelmscott town centre.
- Ideally the Kelmscott station should be left where it is.
- Agree with the realignment of Third Avenue to connect to the roundabout at the intersection of Gillam and Champion Drives as this would assist traffic flow.
- Improvements to Kelmscott's streetscape must have due regard for the historical significance of the area.

40. R Draper, 128 Cammillo Road, Westfield, WA, 6111

- Better street lighting is required on major roads. In particular Westfield Road and Cammillo Road from Lake Road to Third Avenue. Lighting on one side of the street and large dark patches between poles is not acceptable. Existing lights not strong enough – stronger globes or double lights necessary.

41. AG & PE Reynolds, 25 Lucich Street, Kelmscott, WA, 6111

- Kelmscott Swimming pool land to be reinstated as a park area, landscaped and BBQ areas provided.

42. Mr V Fazio, 85 Railway Avenue, Kelmscott, WA, 6111 – no comment

43. S Andrews, 16 Waratah Drive, Westfield, WA, 6111

- Against any changes that would upset the amenity of the White Herron Reserve.

44. Mr S & Mrs E Marshall, 121 Clifton Street, Kelmscott, WA, 6111

- Gilwell Avenue extension to Connell Avenue is unacceptable.

45. Ms R Giraud, 8 Blackwood Drive, Mount Nasura, WA, 6111

- Upgrade the existing Kelmscott station.
- Do not remove Challis and Sherwood stations.
- Do not extend Gilwell Avenue through Frye Park.

46. Mrs B J Saw, 19 Park Village, 9 Third Avenue, Kelmscott, WA, 6111

- Do not reduce parkland.
- Resident of 86 years. Grew up with open spaces, which are diminishing.
- Delinquency caused by having nothing to do – need more parks with organised sports etc.
- Fancote Park was fathers land – remember the beauty parks provide to the town.

47. G A Tipping, 9 Horseshoe Court, Kelmscott, WA, 6111

- Housing too dense by Canning River, Fancote Park and Saddlers Retreat.

48. A M Tipping, 9 Horseshoe Court, Kelmscott, WA, 6111

- Housing too dense by Canning River and Fancote Park.

49. Mr R Pullam, 2 Bolger Gardens, Kelmscott, WA, 6111

- Do not support Gilwell Avenue extension.
- Need the facilities the park provides. Removal would impact sporting groups.
- Extension of Gilwell Avenue could see the creation of a "drag strip".
- Clifton Hills culs-de-sacs should not be opened up for through traffic.
- Vehicle access across the railway line must be focused upon. Denny Avenue bottleneck to be alleviated.
- Kelmscott station is no longer in an adequate position due to changing dynamics.
- If Kelmscott station is left in its current position, Gilwell Avenue should cross the railway.
- Against residential development along the Canning River.

50. Mr B Armstrong, ING Real Estate (no address given).

- Outcomes directed at creating a 'heart' for the town centre and improving access and connectivity should be vigorously pursued.
- Retail hierarchy needs to be taken into account.
- Redevelopment of Kelmscott needs to be managed in such a way that the main focus remains on Armadale and does not reduce Armadale's ability to become a viable strategic regional centre.
- Development scenario for the AustAsia landholding should therefore be rejected.
- Proposed floor space of 19,000m² significantly exceeds the 15,000m² allowed under the Metropolitan Centres Policy. Policy also states that cinemas should be located in regional centres. District centres should only accommodate minor discount department stores.
- For Armadale to fulfil its role it must be the dominant retail facility in the Armadale region.
- The approval of the Kelmscott Village proposal could once again delay further development of Armadale Shopping City.
- The incorporation of the railway station is unrealistic due to cost.
- Kelmscott Village proposal would more than offset any benefits to be gained from the Armadale Redevelopment Authority.

51. Mr A & Mrs L Williams, 15 Clifton Street, Kelmscott, WA, 6111

- Extend subdivision in the Clifton Precinct along to Brookside Avenue.
- Do not extend the road from Gilwell Avenue all the way along to Brookside Avenue.
- Incorporate a substantial foreshore with dual use paths and utilise culs-de-sacs.

52. Mr T & Mrs G Jenkins, 14 Steve Street, Kelmscott, WA, 6111

- Object to road and housing in Frye Park.

53. D K & J M Briggs, 8 Ward Crescent, Kelmscott, WA, 6111

- An overhead walkway across Albany Highway would be useful.
- Don't shift Kelmscott station.
- Have buildings blend with heritage colours (i.e. Not BWS).

54. Mr M Hunt, 16 Arbuthnot Street, Kelmscott, WA, 6111

- Entry statement at northern entrance to Kelmscott necessary.
- Move the Kelmscott station adjacent to Davis Road.
- Housing and parkland along the Canning River excellent – continue the foreshore all the way to Canning Dam.
- Road modifications OK, Frye Park Housing OK, but compensate with river foreshore.

55. Mr & Mrs Henderson, 32 Streich Avenue, Kelmscott, WA, 6111

- With reference to the light industrial area to the south of Davis Road:
 - Right of way shown no longer exists;
 - Adjoining low density residential code in the town centre is not logical;
 - Light Industry bound to conflict with residential;

- Town centre needs medium to high density codings. Area along Streich Avenue ideal, as units already being built.
- Alternatively, inclusion in the commercial zone would be beneficial.

56. F S Violante, 20 Brookside Avenue, Kelmscott, WA, 6111

- Recommendations will improve Kelmscott.

57. Mr A & Mrs B Buckingham, 11 Arnott Court, Kelmscott, WA, 6111

- Don't close Challis station.
- Toilet facilities necessary at Rushton Park.

58. Mrs N Nye, 7 Arnel Street, Kelmscott, WA, 6111

- Do not extend Gilwell Avenue through Frye Park – result in faster traffic near school.
- No new housing on existing parkland (i.e. Frye and Fancote).
- Frye Park provides needed facilities.
- Why is the remainder of Frye Park shown as low density residential?
- Support upgrade of business and shopping areas, including cinemas and regulation of traffic with new signalised intersections along Albany Highway.

59. Mr J Nye, 7 Arnel Street, Kelmscott, WA, 6111

- Council resolved to maintain POS opposite Frye park years ago to maintain semi rural aspect. Then sold part for aged persons development. Plan now shows remainder as residential.
- Residential development will create traffic and anti-social problems due to seclusion.
- Council should maintain this land as POS and enhance for access to Canning River foreshore (i.e. car park, BBQ's etc).

60. F Langdon (Millane), 45 Banyard Avenue, Kelmscott, WA, 6111 (No comment).

61. N Langdon, 45 Banyard Avenue, Kelmscott, WA, 6111 (No comment).

62. M Kitson, 41 Ward Crescent, Kelmscott, WA, 6111

- Object to Fancote Park being made smaller. Should be improved and walking path along Canning River provided.
- Need pedestrian access across Albany Highway.

63. Mr N J Voysey, 160 Streich Avenue, Kelmscott, WA, 6111

- Who set Kelmscott's status as a district centre under Armadale's as a strategic regional centre and why were the residents not consulted? Kelmscott should be given equal treatment to Armadale. Roles of towns should be considered via referendum. Historical importance of Kelmscott should not be overlooked.
- Kelmscott beginning to feel poorly represented – development can only occur in Armadale.
- Close Denny Avenue and Davis Road to consolidate shopping area. Then place crossings at Ottaway Street and Westfield Road. Scenario 3 for station preferred otherwise.
- Need greater variety of shops – competition with Armadale should be left relative to service shops provide.
- Kelmscott poorly served by banks. A movie complex is a must.
- Woolworths shopping centre area very rundown and in need of facelift.
- Greenway linkages needed along Canning River.
- Kelmscott described as a 'pass through' town – who made this definition? Further development needed to change this presumption. History of Kelmscott to be recognised and promoted.
- Challis and Sherwood stations should remain for nearby seniors.
- Extension of Gilwell Avenue will increase traffic and create need for pedestrian overpasses.
- AustAsia development is what Kelmscott needs and shouldn't be limited by Metropolitan Centres Policy – who sets this Policy? Can it be appealed?

- Fancote Park Precinct should not be pursued.
- How would subdivision of the land owned by the Catholic Church in the Southern Residential Development Precinct occur?
- Section 7.3.2 of Report should be main objective.
- Decisions in report need a timeline – by who and when.

64. A Tinker, 27 Vistula Terrace, Kelmscott, WA, 6111

- Object to Gilwell Avenue continuing through Frye Park as no one would use it because it would be too small.
- Orlando Street should intersect with Albany Highway and Ottaway Street and continue under the railway to meet Cammillo Road (*plan supplied*).
- Roundabouts should be built at the intersections of Lucich and Clifton Streets and Gilwell Avenue and Clifton Streets, to improve traffic flow and reduce vehicle speed.

65. Mr W & Mrs J Rice, 3 Megisti Place, Kelmscott, WA, 6111

- Object to proposals for Frye Park as the area is needed for sporting clubs and children.

66. Mr & Mrs Austin, 2 Winstanley Road, Roleystone, WA, 6111

- Object to proposals for Frye Park as the area is needed for sporting clubs and children.

67. Mr P & Mrs N Kirk, 26 Ensign Dale, Kelmscott, WA, 6111

- Object to proposals for Frye Park as the area is needed for sporting clubs and children.

68. P van Rossum, 22 Banyard Avenue, Kelmscott, WA, 6111

- Do not support moving any railway stations.
- Oppose dense housing on empty land (i.e. Railway Avenue in Westfield).
- Proposed town centre park is too small and too close to Albany Highway.
- Improvements for cyclists and pedestrians good. Difficult to comment as plan not clear.

69. K Coolbear, 91 Goddard Street, Lathlain, WA

- Agree with all plans – whatever makes Kelmscott more family minded.

70. Mr W Dunne, 188 Brookton Highway, Kelmscott, WA, 6111

- Need more houses closer to shops, transport etc ASAP.

OBJECTING

1. Robin Thompson, 10 Eneabba Place, Armadale, WA, 6112

- Don't amalgamate Sherwood and Challis Stations.
- Question form and brochure should be sent to those around the stations.

2. T J Aldridge, 17 Tanjinn Street, Dawesville, WA, 6210

- What is meant by "in some respects Kelmscott does not fulfil its potential as an important district centre?"
- Why move the station? Old station was knocked down and replaced with the current monstrosity, why waste more money? Again?

3. E J Wearing-Smith, 21 Wandoo Street, Mt Nasura, WA, 6111

- KEBD will not reverse decline – too many other shopping precincts i.e. Champion Drive & Jarrah Road.
- Carousel, Maddington Booragoon & Livingston will continue to offer a larger choice.
- 3 sets of traffic lights will encourage people to avoid the area.
- No more development should be allowed along the river.
- Train stations should not be amalgamated. Old people surrounding will have to walk further and the crossing near Gillam Drive was supposedly the alternative.
- Albany Highway floods making it unsafe.
- Spend the money instead on a full clover leaf crossing at the Albany Tonkin intersection.
- When park (?) is upgraded, will lighting be in accordance with Australian Observatory Standards to avoid upwards light pollution, as park is one of few areas for stargazing.

4. No name or address given.

- All proposals unnecessary, expensive, unhelpful, non-productive, unenhancing and not viable in an area of declining business activity and population.

5. Mr K & Mrs E Dimasi, 9 Bolger Gardens, Kelmscott, WA, 6111

- Agree with recommendations as far as the Kelmscott town centre is concerned.
- Strongly against the extension of Gilwell Avenue to Connell Avenue. Park and Clifton Hills Estate should remain as they are.

6. Mr F Barclay, 4 Katrina Terrace, Kelmscott, WA, 6111

- Albany Highway division – options need to be considered to overcome this.
- Shopping and commercial areas need to be brought together.
- Buildings tacked on in piecemeal fashion with a multitude of different signage and colours means there is no aesthetic quality.
- Need awareness of how other localities have changed – raising of Cannington station with lower level bus interchange – Kenwick Link road and realignment of Albany Highway – Sinking of the Subiaco station and removal of the bottleneck underpass. Bold vision and positive action creates lasting value and financial gains.
- Plan provided needs to be bigger for more accurate consideration.
- Shopping in Kelmscott is currently a series of car hopping manoeuvres – it is difficult to negotiate and unpleasant / unsafe to walk.
- Albany Highway is a traffic 'river' surrounded by poorly planned parking areas, and is exhausting to cross.
- No logical cycle routes providing safe and direct access.
- Roundabout indicated on Albany Highway surely would not be permitted on a major north south link with in excess of 30,000 v.p.d.
- If Gilwell is extended across the railway line, it too should be grade separated. The raised railway then makes it possible to consider a new bus rail interchange.

- Increase of vehicles on Gilwell Avenue needs careful consideration of the Page Road intersection, as it is dangerous. Realignment and roundabout would be ideal.
- Gilwell Avenue bridge (over Canning River) will need to be upgraded and replaced with a wider structure.
- Intersection of Gilwell and Clifton will need to be safer. Extension of Gilwell through Frye Park creates more problems than it solves. Clifton Hills is fully developed and unlikely to need further road linkages.
- Davis Road shows a series of four way intersections. This is not safe traffic planning.
- Kelmscott needs better shops; town square; market; food hall; café area; landscaping; defined pedestrian / cycle routes; and non-obtrusive parking. A uniform theme / style would be desirable.
- Albany Highway traffic could be separated from local traffic – examine diverting it adjacent to the railway, as the way is open to do so.
- Make the centre more people friendly and construct a safer long term environment.
- Tame the car through layout.
- Obtain aerial photos and examine engineering feasibility in terms of widths, curvature etc.
- (Maps and photos submitted).

7. Mr A & Mrs B Rosethorne, 44 Lucich Street, Kelmscott, WA, 6111

- Object to Gilwell Avenue going through Frye Park. Use park regularly, and a lot of sport is played there on weekends.
- Authorities are supposed to encourage physical activity, but now you want to close the oval. Cricket pitch went this week.
- Why not have a railway crossing from Page Road to Westfield Road?
- Kelmscott residents not happy with their treatment over the last few years. Back you ideas up and provide better facilities rather than taking them away, such as the pool and banks.

8. Ms L Williams, 59 Forrest Road, Armadale, WA, 6112

- Orlando Street extension across Albany Highway is unacceptable as a school is present on the street.
- Champion Drive and Railway Avenue intersection should never have become a roundabout as north south movements had priority.
- Remove Challis and Sherwood Stations and provide bushland in the rail corridor between Kelmscott and Armadale.

9. D Watts, 13 Blackburne Drive, Kelmscott, WA, 6111

- Gilwell Avenue used by hoons, extension will only increase problem.
- More parking at Frye Park instead would be a great help.
- Elderly need a crossing on Gilwell Street.
- Orlando Street extension will cause problems due to Kelmscott Primary School. Church and Rundle Streets provide more than adequate linkages to Albany Highway.
- New roundabout at Orlando and Clifton Streets causes problems, as those coming down Orlando do not give way to right turners on Clifton Street.
- Access to Gilwell Avenue could be blocked from Albany Highway to increase safety.
- Page Road could be extended across Albany Highway and the railway to Westfield Road.
- Brookside Avenue and Turner Place bridge could be reopened to relieve pressure on Gilwell Avenue.

10. Mr & Mrs S Dobbs, 38 Vistula Terrace, Kelmscott, WA, 6111

- Extending Gilwell Avenue through Frye Park will ruin the Clifton Hills community.
- More facilities for teenagers would be a better idea ie skate park, improved basketball / netball / tennis courts.
- Existing homes provide enough surveillance over Frye Park.
- Improved shopping facilities on Albany Highway is a good idea, and should include a food court, better library, cafes, trees and seating.
- A supervised indoor skate park would help keep youth out of trouble.
- Fancote Park needs homes overlooking it, as son had bike stolen by five older boys in park.

- Parks need better lighting, river needs beautifying so people can walk and be safe.
- Linking Davis Road to Third Avenue and Orlando Street to Albany Highway will only encourage people to use Clifton hills as a short cut to the Tonkin Highway.
- Shifting the railway station closer to residences will only provide burglars with an easier means of escape.
- Clifton Hills needs footpaths. A name change to Clifton hills would also help.

11. N Ahern, 23 Banyard Avenue, Kelmscott, WA, 6111

- Do not support relocation of Kelmscott train station, or moving of Challis and Sherwood stations, as this will down grade service provision.
- Depiction of Davis Road and Third Avenue on map is misleading, as they are not opposite one another.
- If the underpass indicated at Davis Road and Third Avenue is for pedestrians, there could be safety issues.

12. Mr P & Mrs J Nolan, 33 Kingsley Terrace, Kelmscott, WA, 6111

- Frye Park should be left as is, with facilities upgraded and no medium density housing. Facilities to include a new sports centre with indoor basketball / netball courts with changerooms.
- Bring the entire Kelmscott shopping precinct together by redirecting Albany Highway adjacent to the railway line from the Kelmscott Inn to Davis Avenue.
- Rebuild the Kelmscott Library and incorporate a park.
- An overhead walkway from the train station to the library.
- Make Albany Highway into a double lane boulevard with angle parking, trees and seating, bringing people back to the city centre whilst ensuring their safety.
- Increasing facilities at Fancote Park, including a public walkway from the (Gilwell Avenue?) bridge along the river to the park, which can be closed at night.
- Kelmscott Pool should remain open with better facilities.

13. K & R Buckland, 44 Gilwell Avenue, Kelmscott, WA, 6111

- Fancote and Frye Parks should not be used for roads / housing.
- The bridge in Gilwell Avenue is too narrow for increased traffic.
- A third river crossing should be provided if traffic is to increase.
- A roundabout is needed at the Page Road, Gilwell Avenue intersection.
- Traffic lights are necessary at the Gilwell Avenue / Albany Highway intersection.

14. Mr K & Mrs E Chaytor, 5 Nowra Place, Kelmscott, WA, 6111

- Detrimental to the community to interfere with Frye Park.

15. Mrs S Taylor, 1 Bulida Court, Kelmscott, WA, 6111

- Frye Park to be left as is.
- Solutions needed to slow traffic through Kelmscott.
- Safe options necessary for pedestrians crossing Albany Highway. Not underpasses however as these attract undesirables.
- Area between the Canning River and Clifton Street not to be subdivided.
- New station between Challis and Sherwood with direct access to the hospital a good idea.
- Yes to a new 'heart' for Kelmscott focussing on a new library.
- Encouraging pedestrian and cyclist amenities and safety necessary.
- Not sure what neighbourhood centres and movement economy refers to.

16. I Smith, 59 Banyard Avenue, Kelmscott, WA, 6111

- Lack of transport would make it even more difficult to get around if the Kelmscott train station was moved.
- Units on Fancote Park not a good idea as people use the area for all types of recreational activities.

17. M D & C A Wheeler, 29 Merrifield Avenue, Kelmscott, WA, 6111

- Moving the Kelmscott station is unnecessary.
- Improve parking and security.
- Fancote Park should be left and improved. With the level of additional residential land, as much open space as possible will be necessary.
- A rail crossing at Gilwell Avenue would make Merrifield Road a busy road to nowhere. It is a T junction with Cammillo Road. Westfield Road a better choice as it goes somewhere. If crossing is to be placed at Gilwell Avenue, Merrifield should be blocked or made into a left turn only road at Railway Avenue.

18. Mr & Mrs Baker, 50 Clifton Street, Kelmscott, WA, 6111

- Do not need or want town houses in park areas.
- Parks need sails over facilities as they are unusable in summer.
- Better shopping facilities and a brighter town centre necessary.

19. Mr I Holding, 2580 Albany Highway, Kelmscott, WA, 6111

- Gilwell Avenue not to be extended through Frye Park.
- No additional housing at Frye Park.
- Any new residential areas should be in keeping with existing areas.
- No objections to changes proposed for town centre.

20. K Weidhase, 10 Bolger Gardens, Kelmscott, WA, 6111

- Good idea to improve the shopping mall and train station.
- Oppose the opening of the culs-de-sacs in Clifton Hills.
- Oppose Gilwell Avenue being extended through Frye Park.
- Fancote Park is secluded and people drink and take drugs. Housing in this area OK.
- Play equipment recently provided at Fancote Park would be better used at Frye Park.
- Allannah McTeirnan gave assurance Gilwell Avenue would not be extended.

21. Mr C & Mrs M Hansen, 543 Merilee Terrace, Kelmscott, WA, 6111

- Fancote and Frye Parks should be excluded from residential development.
- Parks only recreation areas left now Kelmscott Pool will be closed.
- Fancote Park parking area needs upgrading and toilet facilities need to be installed.
- The northern approach to Kelmscott along Albany Highway requires beautification.

22. S Hall, 21/121 Lowanna Way, Armadale, WA, 6112

- Object to a new station replacing Challis and Sherwood train stations. Residents worked hard to get Sherwood station in the first instance.
- Object to a connector road between train station and the hospital.
- Object to the modification of the intersection at Champion Drive and Railway Avenue.
- Too late to start planning for Kelmscott. Cannot plan for walk ways as it is too dangerous to walk. Empty shops in Kelmscott and Armadale while Cannington, Morley and Livingston expand. Spending money is not the answer.

23. Mr & Mrs D Coates, 39 Tollington Park Road, Kelmscott, WA, 6111

- Challis station to remain open – pensioners need the station as there are no alternatives.
- Advise what alternatives would be available.

24. Mr I White, 14 Gladstone Road, Armadale, WA, 6112

- Sherwood and Challis stations should remain open as it would inconvenience far more people than it would benefit and call into question the viability of the developments adjacent to Sherwood station.

25. Mr C & Mrs J Williamson, 20 Ensign Dale, Kelmscott, WA, 6111

- Object to Gilwell Avenue being extended through Frye Park and opening up of adjacent culs-de-sacs. Moved to the area for location and urban designer shouldn't be able to take that away.
- Gilwell Avenue could become a drag strip.
- Need more play equipment in Frye Park instead. Equipment in Fancote Park would be better utilised in Frye Park.

26. Mrs C Cunningham, 17/4 Page Road, Kelmscott, WA, 6111

- Kelmscott station to remain where and how it is, except provide more protection from the wind.
- Pedestrian crossings needed for Albany Highway.

27. Mrs T Freestone, 24 Tambulam Way, Armadale, WA, 6112

- As a pensioner, need train – don't close Sherwood station.

28. F & B Marchesani, 244 Streich Avenue, Armadale, WA, 6112

- Object to closure of Sherwood station. Workers and elderly need the facility.

29. Ms J E Lockhart, 26/15 Murray Court, Armadale, WA, 6112

- Object to closure of Sherwood station. Seniors need train access.

30. Mr P Buckley, PO Box 1072, Kelmscott, WA, 6997

- Development of the magnitude proposed will detrimentally conflict with development of the Armadale Regional Centre and the aims of the Armadale Redevelopment Authority.
- Development should comply with the Metropolitan Centres Policy as an oversupply of retail floor space would be unsustainable.
- Proposals would place an enormous financial burden upon the ratepayers.

31. M Lacey, 172 Brookton Highway, Kelmscott, WA, 6111

- Should think longer term – sink Albany Highway along Page Road to Fancote Street. Sink Railway through Kelmscott. Use space created by moving these transport routes for intill development – removes barriers.
- Kelmscott Pool site should be used for a "Put and Take" Fishing attraction.
- Close Ecko Road and place appropriate detour signage.
- Bring Orlando Road across Albany Highway to link with Ottaway Street, and then across the railway to Cammillo Road.

32. Mr A & Mrs M Hermans, 23 Spencer Road, Kelmscott, WA, 6111

- Object to closure of Sherwood and Challis stations. Seniors need transport alternative.

33. Mr R C Hunter & Ms H K Chapman, 45 Merrifield Avenue, Kelmscott, WA, 6111

- Objections noted relevant to AustAsia annexure.
- Grade separated crossing should be at Denny Avenue, rather than Davis Road.
- Kelmscott Station to remain in current location, with upgraded security facilities.
- Kelmscott Library and Health Centre must be kept as independent facilities and remain the property of the City of Armadale.
- Merrifield Avenue not to be linked to Gilwell Avenue as shown on page 67.
- Ward Crescent to be closed at Cammillo Road and created area to be parkland.
- Proposed road way between Merrifield Avenue and Ward Crescent (Page xvi & 68, parallel to Cammillo Road) is to be excluded from further planning.
- Proposed alignment of Davis Road with Third Avenue will drastically increase traffic past Kelmscott Senior High School, which will cause unacceptable safety risks for children.

34. Mr R Fisher, 12 Spencer Road, Kelmscott, WA, 6111

- Object to closure of Challis and Sherwood stations – would decrease accessibility.
- Recent maintenance work carried out on stations – why close them?
- 219 bus route recently cut back to hourly busses in off peak times.
- Kelmscott station to be left in current location, with upgraded security.
- Railway lines should be planned for Armadale to Fremantle (linking with Rockingham line at Freeway) and Armadale to Midland.
- Side ways seating on trains does not provide enough hand holds.
- Future need for a train station for Champion Lakes development near Lake Road.
- Lake Road rail crossing should be retained.

35. Mr D & Mrs C Adams, 3 Ensign Dale, Kelmscott, WA, 6111

- Object to extension of Gilwell Avenue through Frye Park and extension of Ensign Dale.

36. J Litherland & L Myles, 7 Ensign Dale, Kelmscott, WA, 6111

- Object to extension of Gilwell Avenue through Frye Park as facilities are needed.
- Hidden Agenda to sell land to fund improvements.

37. Mr G & Mrs J Johnson, 1 Ensign Dale, Kelmscott, WA, 6111

- Unsure of what a neighbourhood centre is – if it is a drop-in centre for youths, some locations not appropriate.
- Object to extension of Gilwell Avenue through Frye Park as facilities are needed and children shouldn't have to cross a busy road that wasn't there in the first place.
- If medium density housing proposed for park is Homeswest, don't want lower socio-economic group reducing property values and causing social problems.

38. S Piercey, 20 Merrifield Avenue, Kelmscott, WA, 6111

- Object to making Merrifield a main street due to increased traffic.

39. V Lanciano, 23 Crawley Court, Armadale, WA, 6112

- Object to closure of Sherwood station. New location would be too far to away to walk to.

40. M F Price, 32 Brookside Avenue, Kelmscott, WA, 6111

- My understanding that workshop was for town centre – east side of the Canning River is not town centre. Included by over enthusiastic developers who have hijacked the plan.
- Recent years have seen river side property owners fight Government and Council plans to restrict their ownership, on dubious pretext of protecting the river.
- Would not object to some development of ¼ or ½ acre blocks, provided they are kept the same distance from the Canning River I had to maintain.
- Would not object to creation of a river foreshore area if it were replanted with native trees.
- Council should tidy up existing land in their possession to make it useable.
- Cannot see the need for a road through Frye Park – money should be spent on improving park facilities. Need active recreation facilities for adults as well.
- Pedestrian crossing needed for Albany Highway – have waited 15 minutes to cross.
- Seems fanciful, but would like a "Bay View Terrace" in Kelmscott.

41. M Samson, 5 Ravenscroft Way, Kelmscott, WA, 6111

- Object to replacement of existing railway stations – within walking distance for elderly.
- Do not want another Armadale Shopping Centre – need to build on what we have and consider backdrop of hills.
- Orange BWS liquor store at entrance to Kelmscott is revolting.

42. S & B Owens, PO Box 103, Armadale, WA, 6111

- In relation to the summary brochure – Issues for the Sub-Regional Plan, support item **2**, a very good idea.
- Object to items 4 and 5 as it would increase traffic past Clifton hills and Kelmscott Primary Schools.
- Object to 6 as it would affect those living around Challis and Sherwood stations, many of who are elderly.
- Object to 7 as no one would use the route given the gradient.

ISSUE SPECIFIC

PARKS

1. Clifton Hills Primary School P & C Association, Connell Avenue, Kelmscott, WA, 6111

- Opposed to the reduction of any park or reserve, in particular relative to the Clifton Street Precinct.
- Extension of Gilwell Avenue is of concern as the School currently uses Frye Park for sport. New Road would see an increase in traffic putting students at risk.
- Gilwell Avenue extension will not help improve the viability of the Deli, as two local supermarket chains trade 7 days a week.
- One objective of the Armadale Redevelopment Authority Act 2001 is "to identify opportunities for the provision of facilities and programmes to support and enhance community life in Armadale and to encourage the provision of those facilities and programs". Gilwell Avenue extension directly contravenes this objective.
- Any returns from the development of Fancote Park should be used to improve facilities at all parks and reserves utilised for organised sports, in particular, Frye Park.

2. Mr S Hibbert-Jones, 4 Butler Pass, Kelmscott, WA, 6111

- Object to extension of Gilwell Avenue through Frye Park as it would be dangerous for children.
- Fancote Park housing a good idea – funds can be used to improve Frye Park.
- Lost Kelmscott pool, cannot afford to lose more facilities.

3. J Moore, 61 Clifton Street, Kelmscott, WA, 6111

- Dennis Frye (park namesake) is Grandfather. Park named in recognition of his contribution to area. Do not reduce the significance of his contribution.
- Little benefit from extension of Gilwell Avenue through Frye Park. Alternate routes exist 200m in either direction.
- Facilities on Frye Park should be kept.
- Sports need all available space. Active recreation opportunities already reduced with removal of Kelmscott pool.
- Suggestion that surveillance would be increased through additional housing is doubtful. Existing houses already provide outlook on Frye Park.

4. Mr T & Mrs W Desmond, 2676 Albany Highway, Kelmscott, WA, 6111

- Daughter of Dennis Frye – greatly concerned re changes to Frye Park.
- Provides facilities for surrounding residents that would be lost.
- No need to place road through Park – easy access already exists.
- Through roads result in faster traffic.

5. R James, 4 Bernard Street, Kelmscott, WA, 6111

- Object to reduction of Fancote Park for housing.
- Proposal will block off view from Page Road to Fancote Park, reducing safety.
- Object to Gilwell Avenue extension through Frye Park. Sports use space.
- Object to Mahara Road being extended, as it is simply not necessary. Intersection with Church Avenue would be too close to Albany Highway and children from Kelmscott Primary would have yet another road to cross.

6. Mr G A James, 11 Pries Place, Kelmscott, WA, 6111

- Object to housing encroaching onto Fancote Park.
- Object to road and housing on Frye Park.

7. O E Bandy, 11A Meyer Close, Kelmscott, WA, 6111

- Gilwell Avenue does not need to be extended through Frye Park as three other accesses exist.
- Need the facilities it provides.

8. Secretary of the Kelmscott Ladies Badminton Club, 61 Clifton Street, Kelmscott, WA, 6111

- Concerned with proposal to extend Gilwell Avenue through Frye Park.
- Recent loss of Kelmscott Pool means area is lacking in active recreational facilities. Proposal would see loss of basketball and netball courts, skate ramp and cricket nets. Also the scout hall, all of which are needed.

9. J Howell, 7 Pries Place, Kelmscott, WA, 6111

- Fancote Park to be left alone as it houses wildlife.

10. Mrs I Dudley, 13 Pries Place, Kelmscott, WA, 6111

- Object to the reduction of Frye and Fancote Parks.

11. G & L J Singleton, 12 Katrina Terrace, Kelmscott, WA, 6111

- Council should be putting money into improving the park, not reducing its size.
- With the necessary Armadale redevelopment proceeding, some effort should be placed on ensuring other areas get a fair go (ie Kelmscott Pool closure).
- The area next to the River Gardens Aged Care Facility is a disgrace.
- Policy for commercial development should be revised as development long Albany Highway is of a poor standard.

12. Secretary of the Community Group Fighting for our Park.

- Gilwell Avenue extension through Frye Park will make Connell Avenue a main thoroughfare for traffic taking a short cut to the Tonkin Highway.
- Frye Park is the community heart, used for soccer, netball, dog walking, picnics, softball, baseball, riding of bikes, skateboarding, and scouts.
- Clifton Hills Primary School object – park is used for school outings / carnivals. They only have to cross one quiet road to get there at the moment, do not make them cross a second much busier road.
- Soccer club currently uses all available space. If park area is lost they will need to relocate.
- Scouts have been in Kelmscott for 90 years, a large portion of that time using Frye Park as a base. Now they are to have their hall removed and medium density housing installed.
- Medium density housing will deplete home values, especially if they are welfare properties.

ZONING

1. Peter Cann Development Consulting, 1/57A Bayview Terrace, Claremont, WA, 6010

- Represent owners of Lot 11 Albany Highway (Cnr Page Road).
- Object to delineation of site for medium density residential / short stay apartments and Parks and Recreation.
- Rezoned in 1986 to 'Special Use: Restaurants'. This would indicate the site has been considered a logical extension of the existing commercial area to the south.
- Site unsuitable for suggested use because:
 - located between hotel and industry;
 - exposure to high traffic flows and associated noise pollution;
 - lack of attraction destinations to warrant short stays;
 - abundance of sites closer to Kelmscott Station, yet not on Albany Highway;
 - fished development would require a large masonry wall for noise attenuation, which would be an unattractive entry into Kelmscott.

- Rezoning application has been submitted to change zoning to 'Shopping' and is suitable for showrooms or bulky goods operators.
- Showrooms are generally established on major roads – this site has advantage of access to standard retail venues and train station.
- Design and finish of a showroom can easily be controlled to present an attractive entry statement for the town centre.
- Request plan be amended to reflect 'Bulky Good Retail' or similar.

2. L Moulin, Lot 1 Cockram Road, Kelmscott, WA, 6111

- Further subdivision of foreshore along Clifton Street needs consideration of density.
- By law, smallest blocks allowed on the foreshore are 2.5 acres.
- Detrimental impacts upon the river.
- Flooding a potential concern.
- Are the lots to be developed all the way along to Brookside Avenue.
- Oppose foreshore access to the Canning River in this area.
- Blocks along Clifton Street changing from Rural to other purposes. Do not continue this practice.

3. Mr D Delacey, 41B Brookside Avenue, Kelmscott, WA, 6111

- Continue the subdivision of the foreshore shown in the Clifton Street Precinct all the way to Brookside Avenue.

4. Peter Cann Development Consulting, 1/57A Bayview Terrace, Claremont, WA, 6010

- Represent owners. Current proposal to rezone Lots 3 and 103 Albany Highway to 'Showroom'. Therefore, use of land east of Davis Road for bulky goods is supported.
- Bulk goods commercial zone should be expanded however, to include land abutting the northern and southern boundaries of lots 3 and 103 and those lots bounded by Erica and Ottaway Streets on the western side of Albany Highway. This will allow rounding off of the zone and promote agglomeration of uses.

SHOPPING CENTRE

1. Westzone Enterprises P/L, PO Box 272 Narrogin, WA, 6312

- Armadale Plaza has been looking for a major tenant to justify redevelopment since 2000. Grand Cinemas have entered into an agreement, planning approval granted and a building licence submitted.
- Alarmed at the Enquiry by Design and subsequent application to expand retail space in Kelmscott, including cinemas and a discount department store.
- Not against enhancement of Kelmscott, but oppose expansion of retail space.
- Would inhibit Armadale as a strategic regional centre and the efforts of the Armadale Redevelopment Authority.

2. Coles Myer Ltd, PO Box 2000, Glen Iris, VIC, 3146

- Number of improvements of long lasting value to Kelmscott.
- Concern regarding scale of additional retail development.
- Inconsistency with the Metropolitan Centres Policy Statement.
- Impact upon Armadale Strategic Regional Centre.
- Inclusion in KEBD report gives AustAsia proposal currency.
- Proposed uses not consistent with District Level Centre.

3. Armadale Chamber of Commerce and Industry, PO Box 733, Cannington, WA, 6987

- Support redevelopment of Kelmscott District Centre.
- Concerns regarding Kelmscott Central redevelopment, given demographics and Armadale Strategic Regional Centre.
- ARA efforts will have little effect if AustAsia proposal goes ahead.

4. AustAsia Group Ltd, PO Box Z5050, St. Georges Terrace, Perth, WA, 6831

- Notes support for the issues listed under the AustAsia heading to follow.
- Need to acknowledge additional participants from Technical Group in Appendix 1, including Colin Dibb (Spowers Architects), Chas Spencer (Spowers Architects), Emmerson Richardson (Sinclair Knight Mertz), Syd and Daniel Chesson (AustAsia Group).
- Include final presentation slides from workshop in appendices.
- Recommendations made by Peter McNabb are not included – ie increase in retail floor space by 16,000m².
- Outcomes do not specifically identify the closure of Denny Avenue.
- Report makes no mention of AustAsia presentation and should do so.
- Report mentions Kelmscott as a 'pass through' place and also as a 'country town'. Whilst this was the view of some participants it does not accurately reflect consumer behaviour, which dictates that Kelmscott is a destination.
- Concept plans on Pg 32 are incorrectly labelled as 'AustAsia Concept Plans' when in fact they were the product of the workshop process.
- Peter McNabb estimated that existing floor space was in fact 20,000m², rather than the 15,000m² the report estimates. Also provided justifications for increasing this amount which are not mentioned. Thirdly his recommendation for the inclusion of a discount department store was not conditional upon consistency with the Metropolitan Centres Policy as stated on Pg 42.

STATIONS

1. Mr A J Salter, 14 Challis Road, Armadale, WA, 6112

- Challis and Sherwood stations well used. Do not close them.
- Further stations should be provided to the south of Armadale i.e. Wungong, Byford, Mundijong, Serpentine.
- A hospital should be provided on the west side of the railway.
- A better proposal would be to close Seaforth station, which is well under utilised and does not have a significant population catchment.

2. Mr R Sainsbury, 31 Wilcannia Way, Armadale, WA, 6112

- Object to closure of Sherwood and Challis stations, as they are integral to the lives of people living adjacent to the railway.
- Proposal will mean people have less access and safety will be reduced.
- Security for vehicles parked at these stations needs to be improved.

3. Mr A Parry, 20 Champion Drive, Armadale, WA, 6112

- Object to closure of Sherwood station – older people live in proximity to station, chemist and medical centre.
- Why is proposal being kept quiet? Afraid of backlash?

4. J Panton, 40 Champion Drive, Armadale, WA, 6112

- Object to closing Sherwood station – large number of users are elderly disabled or children.

5. P & M West-Dantin, 14 Stott Close, Armadale, WA, 6112

- Moved to be near Sherwood station and Medical Centre – object to closure of station.

6. G de Jonge, 10 Messenger Court, Kelmscott, WA, 6111

- Object to moving Challis or Sherwood stations. Too many people depend upon usage.

7. Mr & Mrs W Baxter, 18/99 Owtram Road, Armadale, WA, 6112

- Object to closure of Challis and Sherwood stations. High number of seniors use stations.

8. Mr K A Allen, 30 Ecko Road, Mount Nasura, WA, 6111

- Object to closure of Challis and Sherwood stations. Closure would be major inconvenience.

9. Mrs J M Allen, 30 Ecko Road, Mount Nasura, WA, 6111

- Object to closure of Challis and Sherwood stations. Closure would be major inconvenience.

10. Mrs M Wicks, 12 Galliers Avenue, Armadale, WA, 6112

- Closing Sherwood station a very bad idea. Pensioners live around station. Hospital visitors use station. Workers from Mount Nasura use station. School children use station.

11. Mrs C Stephen, 25/15 Murray Court, Armadale, WA, 6112

- Challis and Sherwood train stations to remain as elderly in area unable to walk further.

12. Mr R Sainsbury, 24 Clifton Street, Byford, WA, 6122

- Object to closure of Challis and Sherwood stations. Encourage people to use public transport rather than discourage.
- Station at Gillam Drive would serve shops rather than residents.

13. Mrs S Slater, 61 Lowanna Way, Armadale, WA, 6112

- Oppose closing of Challis and Sherwood train stations. People need facilities.
- Would have to walk further in the dark – Safety.

14. Mrs N Lowe, 8 Carringal Place, Armadale, WA, 6112

- Pensioners need Sherwood station for access to facilities.
- Should check use figures for Challis and Sherwood stations.

15. J Tiley, 17 Parkfield Road, Kelmscott, WA, 6111

- Closing Challis and Sherwood stations a disgrace. What about people's needs?

16. D Madden, 17 Timbarra Street, Armadale, WA, 6112

- Challis and Sherwood stations should be kept. Closure would mean people could no longer walk to the stations.

17. Mrs P McCabe, 16/99 Owtram Road, Armadale, WA, 6112

- Challis and Sherwood Stations not to be moved. Bus provides direct link to hospital currently and residents bought around stations specifically. Residents are long term while hospital patients are short term. Money could be better spent improving footpaths.

18. Mrs W Spencer, 12 Spencer Road, Kelmscott, WA, 6111

- Bought into the area due to proximity of Challis station. Allows use of public transport, necessary for husband as he is going blind and cannot drive.
- Sherwood station allows access to medical centre and chemist.
- Maintenance work (painting and reproofing) has just been undertaken on the two stations, so why replace them?
- By all means build a new station at Gillam Drive, but leave Challis and Sherwood stations where they are.
- Public transport should be encouraged, not discouraged by closing stations or reducing the 219 bus route from a half hourly service off peak to an hourly service.
- Shifting train stations (Armadale, Gosnells, Kelmscott) is unnecessary.

- Rail connections should exist from Armadale to Fremantle and from the Armadale line to Midland.
- Side seating on trains is inconvenient as it does not provide hand holds.
- A station in the vicinity of Lake road would also be a benefit with new development at Champion Lakes and the opposite side of Albany Highway.
- Lake Road crossing should remain open and not close with the development of the Tonkin Highway.

19. Ms S Bednarek, 31 Urch Road, Roleystone, WA, 6111

- Embarrassed by Kelmscott's appearance, about time things happened.
- Moving railway station would be a total waste of money.

ROADS

1. Mr R Pesch, 18 Steve Street, Kelmscott, WA, 6111

- Oppose extension of Orlando Street as this would expose Kelmscott Primary School to grater traffic volumes and speeds.

2. Mr G Crocetta, Principal, Kelmscott Primary School, River Road, Kelmscott, WA, 6111

- Concerned about Orlando Street extension and potential for negative impact upon the school. School accesses Rushton Park on a daily basis and an increase in traffic poses a higher risk to children crossing the road.

3. Secretary, Riverside Villas Body Corporate, 4 Page Road, Kelmscott, WA, 6111 (also made individual submission)

- Significant speeding problem on Page Road – support any measure that prevents through traffic from Albany Highway to Gilwell Avenue.
- No objection to additional townhouses behind Stargate shopping centre, as long as they do not reduce Fancote Park area.
- Car park behind Kelmscott Tavern unsightly and produces anti-social problems. Would support single storey residential development on part of the car park.

4. Mr R & Mrs M Napier, 12 Third Avenue, Kelmscott, WA, 6111

- Generally support Kelmscott Shopping Centre and Denny Avenue upgrades.
- Main concern is that the proposed Third Avenue to Davis Road connection is over home and property – where does this leave us?

5. Mr J vanderLaan, 277 Brookton Highway, Kelmscott, WA, 6111

- A more direct route from Champion Drive to Brookton Highway must be created. If Sherwood station is moved, the logical thing would be to extend Champion Drive across to Galliers Avenue.

MIXED

1. Mrs C Fancote, PO Box 57, Kelmscott, WA, 6111 (Has also made an AustAsia submission - 22)

- Object to housing on Fancote Park, need such areas to enjoy and get the community together,
- Need walk trails along Canning River Foreshore (i.e. Kenwick to Maddington). Tourist information could be placed along trails.
- More toilets and seating is needed along Foreshore / in parks.
- Denny Avenue should be closed – Westfield Road should cross the railway and Davis Road should be made into an underpass.
- New building for the Kelmscott Library and health centre.

2. E Laurie, 40 Roberts Road, Kelmscott, WA, 6111

- Sherwood and Challis stations should remain open, as more stations mean people 'walk and ride', rather than 'drive and ride'.
- Should have more railway crossings rather than less (i.e. Lake Road). Closing this crossing means more people will enter Kelmscott via the town centre.
- Page Road should be left as it is as increased housing could be dangerous for residents given traffic speeds.
- Parking area behind Kelmscott hotel would be better utilised if Fancote Park were developed.
- Housing proposed along the Canning River would have too great an impact on the environment and shouldn't be allowed. Should be developed for passive recreation instead similar to Tomato Lake. This would allow the City to hold river walks.
- Clifton Street land could be used for a heated pool.
- Extension of Orlando Road should not be allowed. It would turn the intersection with River Road into a very dangerous place and children from Kelmscott Primary must cross the road to get to Rushton Park.

3. V C G James, 6 Church Street, Kelmscott, WA, 6111

- Mahara Road does not need to be extended to Church Street. Problems with an intersection too close to Albany Highway would result.
- Privacy and peace and quiet would be invaded if Mahara Road was extended.
- Frye and Fancote Parks should not be reduced in size for any reason.
- Medium density housing is not required in the town centre.

4. Mrs M Pries, 20 Turner Place, Kelmscott, WA, 6111

- Daughter of Dennis Frye, namesake of Frye Park. Do not reduce facilities or build road.
- Reduction of Fancote Park for housing unacceptable.
- Footbridge from Fancote Park across Canning River would only increase anti-social behaviour.
- Gilwell Avenue rail crossing likely to create more traffic problems than Denny Avenue. Davis Road underpass a must.

5. K Coulthard, 110 Clifton Street, Kelmscott, WA, 6111

- No residential development adjacent to Canning River.
- More public access to the Canning River necessary.
- What will happen to health clinic if shopping centre is expanded? Clinic worth listing on Heritage Inventory.
- Road through Frye Park unacceptable, due to creation of more intersections.

6. Mr V James, 11 Pries Place, Kelmscott, WA, 6111

- Object to reduction of Fancote Park for housing as it would reduce openness and decrease safety.
- Object to Gilwell Avenue being extended through Frye Park.
- Object to Mahara Road being extended. Intersection with Church Avenue would be too close to Albany Highway and children from Kelmscott Primary would have yet another road to cross.

7. Mrs J D James, 11 Pries Place, Kelmscott, WA, 6111

- Object to reduction of Fancote Park for housing. No additional housing needed in the town centre. It is the only park in the vicinity of the business centre and should be preserved.
- Object to Mahara Road being extended. More intersections means more accidents – not necessary.
- Object to Gilwell Avenue being extended through Frye Park and use of land for housing.

8. Mrs S Raiskums, 4 Kiandra Road, Kelmscott, WA, 6111

- Object to Gilwell Avenue extension through Frye Park. Kelmscott facilities being eroded.
- Gilwell Avenue railway line crossing would be better placed at Westfield Road. Crossing at Davis Road a good idea.

- Closure of Challis and Sherwood stations would inflict hardship upon the elderly of the area.
- Villas along Fancote Park OK.
- Kelmscott station to remain as it is.

9. Mrs J Watson, PO Box 133, Kelmscott, WA, 6991

- Rubbish surrounding major shopping centres disgusting.
- Generally an eyesore.
- Albany Highway dangerous.
- Train station unsafe.
- Loss of Kelmscott Pool unacceptable.
- Do not shop in the area – go to Carousel for parking, cinemas, and eatery.

10. H Hink, 24 Charles Street, Kelmscott, WA, 6111

- Density of proposed additional housing along the river too high.
- Tributary to River shown east of Page Road south should be unimpeded by roads, and increased in size by removing adjacent medium density residential. Provide footbridges over tributary and Canning River.
- Town square should be accessible via a pedestrian overpass across Albany Highway.

11. Mr B & Mrs J Moore, 61 Clifton Street, Kelmscott, WA, 6111 (J Moore also submitted an objection -55)

- Directly affected by proposals for Clifton Street Precinct – concerned they were not contacted as stakeholders.
- Parks and Recreation zoning along the eastern Canning River foreshore would only be supported at the time of wider subdivision, otherwise, privacy, security and amenity affected. Notes similar proposal during MRS Amendment No. 961/33 in 1995, which was withdrawn.
- Footbridge across Canning River from Fancote Park concerning as they generally attract undesirable elements.
- Grade separated crossings at Gilwell Avenue and Davis Road are partially supported, but issue of separation of kiss 'n' ride facility from the station needs to be addressed before fully supported. Scenario 1 for station not workable, as it simply shifts existing problem at Denny Avenue.
- Object to extension of Gilwell Avenue through Frye Park, as facilities would be lost and alternate routes exist. Reduction in park size would increase undesirable activities through less use and may reduce trade at the deli, rather than increase as report suggests.
- Cinema and department store would be welcome additions to Kelmscott.
- Difficult to comment on some proposals, as plans are 'artistic'. Without thorough understanding of implications, costs, etc, reluctant to comment.
- Concern regarding the comment form provided – yes or no encourages flippant responses to a multitude of issues to be considered. Unlikely to generate a formed and considered opinion.
- Need more detailed plans and further public consultation before final decisions made.

12. Mr B Kirke, 53 Clifton Street, Kelmscott, WA, 6111

- Directly affected by proposals for Clifton Street Precinct – concerned they were not contacted as stakeholder.
- Parks and Recreation zoning along the eastern Canning River foreshore would only be supported at the time of wider subdivision, otherwise, privacy, security and amenity affected. Notes similar proposal during MRS Amendment No. 961/33 in 1995, which was withdrawn.
- Footbridge across Canning River from Fancote Park concerning as they generally attract undesirable elements.
- Need more detailed plans and further public consultation before final decisions made.

13. Ms G M Watson, PO Box 73, Kelmscott, WA, 6991

- Concerns regarding the medium density housing adjacent to the Canning River.
- Less Parks and Recreation and more vegetation around Heron Park Reserve and along the eastern side of Canning River parallel to Clifton Street.

- Careful consideration of type of vegetation along Albany Highway. Deciduous trees would see massive amounts of leaves end up in Canning River.
- Continuation of Orlando Road would make it a major traffic carrier.
- Continuation of Gilwell Avenue would cut Frye Park off from the community.
- Paths along the Canning River should be dual use paths.
- Vegetation along the Canning River should be native. Pathways could then be education with appropriate signage.
- Underpass at Davis Road a good idea.
- Kelmscott station should remain in its current location.

14. R Butterfield, 23 Charles Street, Kelmscott, WA, 6111

- Higher residential density not appropriate around already degraded Canning River.
- Rural zone along river is essential to the semi-rural feel of Clifton Hills.
- Visual access from Clifton Street to the Canning River would be lost.
- Density of existing residential areas should be increased to allow infill, rather than creating new areas.
- Public access to the Canning River must be improved.
- Area between Clifton Street, the Canning River, the aged persons accommodation and the houses fronting Gilwell Avenue should be reserved as POS.
- Proposal to extend Gilwell Avenue through Frye Park is unnecessary.
- Kelmscott Child Health centre must be kept, close to its current location.

15. N Bzdyl, 22 Hemmingway Drive, Westfield, WA, 6111

- Object to extension of Gilwell Avenue through Frye Park – creates an extra road to cross.
- Agree to Hemmingway Drive extension.

16. Mr D Winter, 49 Wilcannia Way, Armadale, WA, 6112

- 2 taxi ranks to be incorporated – one serving the train station and another to serve the shopping centres.

17. D & D Hoad, 61 Merilee Terrace, Kelmscott, WA, 6111

- Object to development of Frye Park.
- Object to relocation of Kelmscott station.
- Support closure of Denny Avenue, Davis Road more suitable for rail crossing.
- Object to rail crossing at Gilwell Avenue.
- Support upgrade of Kelmscott Village shopping centre – object to any associated high rise development.
- Support integration of Kelmscott library and health clinic – if safe parking available.
- Support points 8, 9, 10 and 11 from AustAsia Annexure.

18. Dr L H Pyke, 25 Blaven Way, Ardross, WA, 6153

- Rail to be included along Tonkin Highway route from Gosnells to Jarrahdale.
- Rail to important points such as Jandakot airport, Fremantle and Kwinana.
- Albany Highway to be downgraded from Seaforth to Mount Nasura to a local road.
- Brookton Highway to be continued in a direct route (ie Ecko / Gillam / Champion) to connect into the new Tonkin Highway.
- Development of a satellite city towards Beverley.
- Use of the water catchment areas for recreation, industrial and commercial opportunities.
- Development of a southern hemisphere crossroads international airport to link to Asia, Latin America, Africa and Arabia with Oceania.
- Upgrading of road and rail along the Canning River valley to incorporate maglev and skycar technologies. Connection to the new airport.
- Development of geothermal resources.
- Development of ecotourism walking and cycling trails.
- Develop a heritage skyrail tourist facility with the Nyoongar people.

- Linking Forrestdale Business Park with similar business parks overseas (ie Ebene CyberCity in Mauritius) using Mount Dale for satellite uplink position.
- Mount Nasura needs shops and services (ie postal) to reduce its isolation. A theme could be provided by the reincarnation of the old timber railway along the Canning valley / Sawmill / horse drawn jinkers.

19. E Edgumbe, 39A Morundah Place, Kelmscott, WA, 6111

- Kelmscott station to be left central to the townsite.
- Close the Denny Avenue crossing and create new crossings at Davis and Westfield Roads.
- Consolidate shops into one shopping centre.
- Leave Frye Park as it is.

20. Mrs S Edwards, 13 Gunnamatta Place, Kelmscott, WA, 6111

- A Big W store in the shopping centre redevelopment would be beneficial.
- Challis and Sherwood stations should be kept as they are in close proximity to community facilities, including KSHS, nursing home, and medical centre.

21. Mr J Pritchard, 10 Katrina Terrace, Kelmscott, WA, 6111

- Closure of Denny Avenue supported.
- Issue of roads flooding to be addressed, especially with new underpass.
- Gilwell Avenue crossing the railway at grade is unacceptable, as it will only be a repeat of the problems faces at Denny Avenue.
- A railway crossing could be placed in the vicinity of Westfield Road and a signalised intersection provided.
- Signals at a new Westfield Road railway crossing and at Davis Road will assist access and traffic flow issues in the town centre. Only two sets of lights are necessary.
- Moving the station further south is unacceptable as the current site is central to the proposed focus of increased residential development.
- Upgrading Albany Highway to a boulevard is acceptable, as long as adequate pedestrian access is included.
- Gilwell Avenue should not have access to Albany Highway, but Albany Highway should incorporate a turning lane into Gilwell Avenue. Access to Clifton hills would then be via Page Road or Davis Road, eliminating congestion in the city centre.
- A secondary river crossing for Clifton hills could be considered at Brookside Avenue.
- Units to the east of Mountain View and behind the Kelmscott Hotel are acceptable, provided Fancote Park is retained as shown.
- No development should remove the parking at the corner of Page Road and Gilwell Avenue. With further residential development intended, these spaces will require use.
- Town square format should be considered carefully so that safety is not an issue.
- Proposed Gilwell Avenue extension through Frye Park and additional housing is unacceptable.
- The lilac trees around where the Orlando Road extension is shown should be retained.
- River Road being used as a connection between Brookton Highway and Orlando Street is unacceptable.
- Sherwood and Challis train stations should be left as they are.

GOVERNMENT

1. Department of Housing and Works, Landstart, Private Bag 22, East Perth, WA, 6892

- Interest primarily in opportunities for housing diversity.
- Increasing density, additional housing near parkland and upgrade of Albany Highway and Davis Road all supported.
- Precinct in between Merrifield and Third Avenues contains land owned by DHW. Support further development of this area and early TPS amendment.

2. Public Transport Authority, PO Box 8125, Perth Business Centre, WA, 6849

- Support recommendations with regard to Kelmscott station remaining in its current location.
- Part of Building Better Stations program – \$2.1 million in funding available.
- AustAsia proposal (Option 3) likely to cost \$17.7 million. No credible alternative for funding source has been identified.
- Concept plan has been prepared for Option 1 and DA is to be submitted within 2 months. Construction complete by the end of 2004.
- Will only support Options 2 or 3 if KEBD identifies one as the preferred Option, the benefits for the public transport system are identified and alternate funding is found.

3. Armadale Redevelopment Authority, PO Box 790, Armadale, WA, 6992

- Commends process and identification of issues.
- Concern that suggestions could be detrimental to Armadale Strategic Regional Centre.
- Compliance with Metropolitan Centres Policy is vital to the ARA completing its objective.
- Increase in floor space will be detrimental to Armadale, which is already suffering from Maddington and Cannington centres.

4. Armadale Gosnells Landcare Group, PO Box, 51, Armadale, WA, 6992

- Development should be well set back from Canning River high water mark.
- Foreshore areas can produce both environmental and social values.
- Group would like representation on any community consultative group in further planning.

5. Department of Health, Community Health Centre, PO Box 460, Armadale, WA, 6992

- Disappointing that Armadale Community Health was not involved in workshop.
- Primary Health Manager and Clinical Nurse Manager attended a Council meeting last year to present future requirements of the service. Meetings also held with Shawn Phillips (then Community Development Officer).
- More space necessary, including office space, consultation rooms, rooms for education sessions, a crèche and a kitchen.
- Need to be included in further discussions.

6. Main Roads Western Australia, PO Box 6202, East Perth, WA, 6892

- No further comments to add from those put forward at workshop.

7. Swan River Trust, PO Box 6740, Hay Street, East Perth, WA, 6892

- Trust generally supports the document subject to following comments.
- Supports improvements to infrastructure (i.e. drainage) that will have long term benefits for the Canning River. Effort to upgrade and enlarge wetlands is positive.
- Saddlers Retreat development adjacent to floodway. No development within the floodway will be supported.
- Any developments within or abutting SRT Management Area will require approval from the Trust.
- Would support a visual connection between Kelmscott station and the Canning River.

AUST-ASIA SUBMISSIONS

All submissions reflect the following. Additional comments noted where provided.

- Full support for the following initiatives:
 - Replacing Denny Avenue with grade separated crossings at Davis Road and Gilwell Avenue.
 - Relocating the Kelmscott station further south to integrate with the shopping centre.
 - Increasing the retail floor space of Kelmscott to 16,000m².
 - The AustAsia concept plan (Fig. 12, Pg. 32)
 - The integration of the library and child health clinic into the shopping centre.
 - Improving traffic conditions.
 - Improving accessibility, linkages, and amenity for pedestrians and cyclists.
 - Enhancement of personal safety, amenity and vistas to the hills.
 - Linking the northern end of Third Avenue to Davis Road.
- The redevelopment of the shopping centre is the integral component of many recommendations.

1. V Castle, 33 Parkfield Road, Kelmscott, WA, 6111

2. Mrs L Dabelstein, 88 Schruth Street, Kelmscott, WA, 6111

3. P Neale, 3/36 Third Avenue, Kelmscott, WA, 6111

4. Mr M Spencer, 62 Swamp Gum Road, Oakford, WA, 6121

5. A Taylor, 36 Amanda Drive, Kelmscott, WA, 6111

- Further Police patrols are necessary in the area, and railway security need to be more active.

6. Mrs J Feenan, 6/36 Third Avenue, Kelmscott, WA, 6111

7. P Thomas, 1 Midhurst Street, Westfield, WA, 6111

- Planned TAFE college should go ahead (cnr Champion and Westfield).
- Champion Drive should connect to the Tonkin Highway.

8. Mr E Thomas, 1 Midhurst Street, Westfield, WA, 6111

- Planned TAFE college should go ahead.
- Underpass a good idea.

9. D & K Gasper, 37 Millen Street, Mount Nasura, WA, 6112

10. W A & V A Stark, 45 Ecko Road, Mount Nasura, WA, 6111

11. R Lane, 63 Amethyst Crescent, Mount Richon, WA, 6112

- Move to upgrade Kelmscott long overdue.

12. Mrs E Fragapane, 11 Whittington Street, Mount Nasura, WA, 6112

- Do not support further cinema development in Kelmscott. Instead have a 'jungle gym' indoor centre for children, perhaps linked to the health clinic.

13. J Grayson, 37 Winchester Road, Armadale, WA, 6112

- Another cinema in Kelmscott not necessary.
- Shopping area needs consolidation.

14. G Reid, 16 Arbuthnot Street, Kelmscott, WA, 6111

- Improve the Canning River, deep sewerage necessary for all housing close to the river.

15. A & E Mills, 127 Railway Avenue, Kelmscott, WA, 6111

- Leave Challis and Sherwood stations as pensioners dependant upon them.

16. Mrs J V Parry, 30 Ward Crescent, Kelmscott, WA, 6111

17. P Robinson, 4 Sapphire Court, Mount Richon, WA, 6112

18. Mr I Richter, 4 Lindley Avenue, Kelmscott, WA, 6111

19. Mrs J Richter, 4 Lindley Avenue, Kelmscott, WA, 6111

- Would be a vast improvement.

20. Mr D A Harnett, 53 River Road, Kelmscott, WA, 6111

- Intersections of Gilwell Avenue and Church Avenue with Albany Highway are very dangerous and need improvement.

21. Mr J & Mrs J Joyce, 28 Charles Street, Kelmscott, WA, 6111

22. Mrs C Fancote, PO Box 57, Kelmscott, WA, 6111

- Does not support point 4, addition of cinema.

23. R Linton, 30 Salter Road, Mount Nasura, WA, 6112

24. E Hirschmann, 4 Arnott Court, Kelmscott, WA, 6111

25. Lyndell Stinson, 6 Banksia Road, Westfield, WA, 6111

26. M J Baker, 50 Clifton Street, Kelmscott, WA, 6111

27. Mr P Toohey, 10 Wandoo Street, Mount Nasura, WA, 6112

28. J Attrill, 4 Morgan Road, Armadale, WA, 6112

29. S Hogg, 487 Brookton Highway, Roleystone, WA, 6111

30. R Alexander, 18 Munden Place, Kelmscott, WA, 6111

31. K Fowler, 3 Huxley Court, Kelmscott, WA, 6111

32. M Fowler, 3 Huxley Court, Kelmscott, WA, 6111

33. J Sutherland, 35 Clarence Rad, Armadale, WA, 6112

34. R Seaman, 469 Brookton Highway, Roleystone, WA, 6111

35. D McClure, 11 Wakehurst Place, Kelmscott, WA, 6111

36. K Busby, 29 Morrell Way, Armadale, WA, 6112

37. M Keating, PO Box 24, Serpentine, 6125

38. Mr F D Coulson, 7 Ypres Road, Westfield, WA 6111

39. Mrs F Coulson, 7 Ypres Road, Westfield, WA 6111
40. T Wenn, 102 Girraween Street, Armadale, WA, 6112
41. Mr B Kippin, 10/10 Gardner Street, Como, WA, 6152
42. J Jaques, (No address given).
43. S Jaques, (No address given).
44. L Wylie, 9 Haimlee Street, Kelmscott, WA, 6111
45. Mr D Hindle, 3 Grundy Way, Thornlie, WA, 6108
46. Mrs D Hindle, 3 Grundy Way, Thornlie, WA, 6108
47. K Torp-Velic, 27 Dixie Street, Kelmscott, WA, 6111
48. D Stewart, 3 Phesant Close, Armadale, WA, 6112
49. Mr G Bannistes, 82 Grovelands Drive, Westfield, WA, 6111
50. P M Pietras, 12 George Road, Roleystone, WA, 6111
51. K Read, 12 Yantara Way, Canning Vale, WA, 6155
52. A Bandy, 10 Whittington Street, Mount Nasura, WA, 6112
53. B M Davison, 419 Canns Road, Bedfordale, WA, 6112
54. V Henry, 3 Crawley Road, Armadale, WA, 6112
55. D Hindle, Kelmscott Photos, Shop 16/2889 Albany Highway Kelmscott, WA, 6111 (*second Submission – 45*).
56. S Page, 31 Valentine Road, Kelmscott, WA, 6111
57. Nurliansyah, 604/69 King George Street, Victoria Park, WA, 6100
58. D Sudarmadi, 604/69 King George Street, Victoria Park, WA, 6100
59. Mr B White, 72 Bedford Street, Bentley, WA, 6102
60. Mr D O'Neil, 8/11 Murray Court, Armadale, WA, 6112
61. Mr M A Dunsmore, 2954 Albany Highway, Kelmscott, WA, 6111
62. S Patulny, 136 Comic Court Circuit, Darling Downs, WA, 6122
63. P & K Low Cost Car Sales, 217 Railway Avenue, Kelmscott, WA, 6111
64. Mr B Clark, 20 Wangoula Terrace, Mount Nasura, WA, 6112
65. S Bettenay – Kemp, 11 Valley View, Roleystone, WA, 6111
66. J Wilson, 106 Carisbrooke Street, Maddington, WA
67. J Primino, 15 Roberts Road, Kelmscott, WA, 6111
68. Mrs J Sinfield, 37 Ecko Road, Mount Nasura, WA, 6112

69. Mr N Fox, PO Box 232 Kelmscott, WA, 6955
70. Mrs L Oselton, 46 Rushton Terrace, Mount Nasura, WA, 6112
71. K Franks, 4 Kevin Road, Kelmscott, WA, 6111
72. V Thomas, 24 Wston Terrace, Kelmscott, WA, 6111
73. D Kapirnas, 15 Magpie Place, Brookdale, WA, 6112
74. D Brown, 16 Ospringe Street, Gosnells, WA, 6110
75. Y Kasteel, 15 Stone Street, Armadale, WA, 6112
76. E Wilson, 3 Kundyl Court, Kelmscott, WA, 6111
77. P a'Court, 2/2910 Albany Highway, Kelmscott, WA, 6111
78. J Burton, 31 Harry Street, Gosnells, WA, 6110
79. O Davies, 9 Felicia Place, Kelmscott, WA, 6111
 - Realign Albany Highway to follow the railway line, rather than through the centre of town.
80. Mr R Young, 2 Boondi Place, Kelmscott, WA, 6111
81. B James, 102, Girraween Street, Armadale, WA, 6112
82. Mr F Gimondo, 23 Montrose Circle, Westfield, WA, 6111
83. T Ellis, 38 Tranquil Road, Kelmscott, WA, 6111
84. C Mandest, 1062 Brookton Highway, Karragullen, WA, 6111
85. J Burns, 10 Silverhill Loop, Armadale, WA, 6112
86. Mr K Sinfield, 37 Ecko Road, Mount Nasura, WA, 6112
87. Mrs J Haworth, 26 Banyard Avenue, Kelmscott, WA, 6111
88. S Lightowler, 100 Grovelands Drive, Kelmscott, WA, 6111
89. Mr K Sinfield, 37 Ecko Road, Mount Nasura, WA, 6112 (*different to 86*)
90. E Dowling, 21 Arnott Court, Kelmscott, WA, 6111
91. P Herbert, 1A Morrison Drive, Kelmscott, WA, 6111
92. M Woltersdorf, 23 Willowmead Way, Kelmscott, WA, 6111
93. K Worsnop, 52 Redtingle Road, Westfield, WA, 6111
94. Mrs A Long, 37 Ecko Road, Mount Nasura, WA, 6111
95. M Hardwick, 76 Connell Avenue, Martin, WA, 6110
96. C Machell, 186 South West Highway, Armadale, WA, 6112
97. H Williams, 80 Cammillo Road, Kelmscott, WA, 6111

98. Mrs D Postmus, 5 Kyabram Road, Armadale, WA, 6112

- Does not support point 4, addition of cinema.

99. M & J VanderPlas, 48 Merrifield Avenue, Kelmscott, WA, 6111 *(Second letter of support – refer Supporting No.36)*

100. Mr M & Mrs J Lenoir, 36 Clifton Street, Kelmscott, WA, 6111

101. R Caporn, 12 Jarrah Road, Roleystone, WA, 6111

102. C Bennetts, 35 Westborne Road, Roleystone, WA, 6111

103. D Ditchburn, 193 Brookton Highway, Kelmscott, WA, 6111

104. S Pankhurst, 4 Ibis Court, Kelmscott, WA, 6111

105. J Bolt, 34 Gosnells Road East, Martin, WA, 6110

106. B Johnson, 57 Railway Avenue, Kelmscott, WA, 6111

107. C Croke, 27 Banyard Avenue, Kelmscott, WA, 6111

108. J Taylor, 8B Morundah Place, Kelmscott, WA, 6111

109. K Johnstone, 32 Ward Crescent, Kelmscott, WA, 6111

110. Mr C Lankford, 2 Teresa Court, Kelmscott, WA, 6111

- Very little notice will be taken of submissions (i.e. Kelmscott Pool). About time Councillors stood up for people.

111. C Kipping, 160 heath Road, Roleystone, WA, 6111

112. Mr A Loos, 5 Saddlers Retreat, Kelmscott, WA, 6111

113. C Taylor, 23 Young Street, Gosnells, WA, 6110

114. Mr B Stons, 13 Dale Street, Mount Nasura, WA, 6112

115. L McDonald, 144 Heritage Drive, Roleystone, WA, 6111

116. E Bean, 10/118 Owtram Road, Armadale, WA, 6112

117. K Kift, 20 Wakehurst Place, Kelmscott, WA, 6111

118. K Talbot, 7 Ellen Street, Mount Nasura, WA, 6112

119. N Lori, 11 Dale Street, Mount Nasura, WA, 6112

120. B Seabrook, 104 Peet Road, Roleystone, WA, 6111

121. J Clarke, (No street address) Thornlie, WA, 6108

122. Mr M Phillips, 34A Streich Avenue, Kelmscott, WA, 6111

123. Mr C Hindle, 117 Burrendah, Boulevard, Willetton, WA, 6155

124. J Juracich, PO Box 40, Willetton, WA, 6155

125. Mr F Juracich, PO Box 40, Willetton, WA, 6155
126. Mr J Juracich, PO Box 40, Willetton, WA, 6155
127. M Kelley, PO Box 40, Willetton, WA, 6155
128. A Hirschmann, 145 Brookton Highway, Kelmscott, WA, 6111
129. A Hemmings, 77 Derry Venue, Mount Nasura, WA, 6112
130. C Aldridge, 45 Excalibur Circle, Kelmscott, WA, 6111
131. N Davell, 43 Vistula Terrace, Kelmscott, WA, 6111
132. C Hardcastle, 6 Pindari Court, Kelmscott, WA, 6111
133. M Devlin, 6/33 Brookside Avenue, Kelmscott, WA, 6111
134. Mrs N Dimech, 52 Martin Street, Kelmscott, WA, 6111
135. Mr O Dimech, 52 Martin Street, Kelmscott, WA, 6111
136. Mr M North, 3 Crufst Way, Canning Vale, WA, 6155
137. S Zappara, 1 Ellendale Court, Armadale, WA, 6112
138. Mr A Plant, 18 Kidbroke Place, Kelmscott, WA, 6111
139. Mr R Starre, 6 Oscar Street, Armadale, WA, 6112
140. G A Gimblett, 23 Lantana Way, Kelmscott, WA, 6111
141. Mrs G Gemono, 23 Montross Circle, Westfield, WA, 6111
142. Mr A Gemono, 23 Montross Circle, Westfield, WA, 6111
143. Mr J & Mrs L Broad, 31 Tewson Road, Westfield, WA, 6111
144. M Russell, (No street address) Mount Nasura, WA, 6112
145. M Owen, 1/86 Westfield Road, Kelmscott, WA, 6111
146. S Hall, 37 Bromfield Drive, Kelmscott, WA, 6111
147. K F Jakeway, 5 Griffiths Street, Kelmscott, WA, 6111
148. R Cavanagh, 13 Kidbroke Place, Kelmscott, WA, 6111
149. M Logore, 26 Waltham Road, Armadale, WA, 6112
150. N Mcleod, 15 Abingdon Place, Kelmscott, WA, 6112
151. R Stacey, 11 Eneabba Place, Armadale, WA, 6112
152. Mr B Campbell, 13 Kurrajong Way, Kelmscott, WA, 6111
153. Mr G Campbell, 13 Kurrajong Way, Kelmscott, WA, 6111
154. Mr S Campbell, 13 Kurrajong Way, Kelmscott, WA, 6111

- 155. E Campbell, 13 Kurrajong Way, Kelmscott, WA, 6111
- 156. Mr T Campbell, 13 Kurrajong Way, Kelmscott, WA, 6111
- 157. Mr N Campbell, 13 Kurrajong Way, Kelmscott, WA, 6111
- 158. S Davis, 11 Eneabba Place, Armadale, WA, 6112
- 159. (Name and Address unreadable)
- 160. Mr D McLean, 25 McGovern Loop, Armadale, WA, 6112
- 161. Mr D Collins, Site 22, Lake View Caravan Park, Lake Road, Kelmscott, WA, 6111
- 162. Mr A Kelley, 28 Natasha Way, Kelmscott, WA, 6111
- 163. Mrs B Kelley, 28 Natasha Way, Kelmscott, WA, 6111
- 164. Mr O Jenyns, 109 Seventh Road, Armadale, WA, 6112
- 165. Mrs A Jenyns, 109 Seventh Road, Armadale, WA, 6112
- 166. Mr M Kelly, 11 Cragie Place, Armadale, WA, 6112
- 167. Mrs L Kelly, 11 Cragie Place, Armadale, WA, 6112
- 168. Mr A Kelley, 28 Natasha Way, Kelmscott, WA, 6111 (*different to 162*)
- 169. Mrs R Skidmore, 12 Blaxland Elbow, Seville Grove, WA, 6112
- 170. Mr C Skidmore, 12 Blaxland Elbow, Seville Grove, WA, 6112
- 171. Mrs L Skidmore, 2 Chamberlain Way, Armadale, WA, 6112
- 172. Mr R Skidmore, 2 Chamberlain Way, Armadale, WA, 6112
- 173. M Cook, 1 Hesketh Avenue, Seville Grove, WA, 6112
- 174. E Berg, 1 Hesketh Avenue, Seville Grove, WA, 6112
- 175. Mr D Chesson, PO Box Z5050, St. Georges Terrace, Perth, WA, 6831
- 176. Mr S Chesson, PO Box Z5050, St. Georges Terrace, Perth, WA, 6831
- 177. Mrs J Chesson, PO Box, 40, Willetton, WA, 6155
- 178. Mrs D Chesson (No address given).
- 179. Mr D Jones (No address given).
- 180. J Humphry (No address given).
- 181. G Humphry (No address given).
- 182. Cox Retirement Investments P/L, Lot 96 Albany Highway, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)
- 183. Collective Property Investments P/L, Lot 1 Albany Highway, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

184. Western Property Investments P/L, Lot 10 Denny Avenue, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

185. Syndicated Investments, Lot 5 Striech Avenue, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

185. Syndicated Investments, Lot 6 Davis Road, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

186. Syndicated Investments, Lot 4 Davis Road, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

187. Syndicated Investments, Lot 105 Striech Avenue, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

188. Syndicated Investments, Lot 2 Striech Avenue, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

189. Syndicated Investments, 1 Striech Avenue, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

190. Quinton Enterprises P/L, Lot 3 Albany Highway, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

191. Quinton Enterprises P/L, Lot 4 Albany Highway, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

192. Redback Investments P/L, Lot 2 Albany Highway, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

193. Darley Holdings P/L, Lot 11 Denny Avenue, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

194. Chevez Holdings P/L, Lot 6 Denny Avenue, Kelmscott, WA, 6111 (C/- PO Box Z5050, St. Georges Terrace, Perth, WA, 6831)

195. Mr T Ginn, 42 Ecko Road, Mount Nasura, WA, 6112

196. Mrs C Ginn, 42 Ecko Road, Mount Nasura, WA, 6112

197. Mr & Mrs Collis, 158 Brookton Highway, Kelmscott, WA, 6111

- Swimming pool should stay and be upgraded.

PETITIONS

1. "We the undersigned residents of Outram Road Villas petition that the Sherwood and Challis Railway stations remain in their current positions. As Senior Citizens, the placement of a new station in Gillam Drive would not only inconvenience ALL local residents, it would seriously create problems for the elderly and/or incapacitated".

40 Signatures – Submitted by Outram Road Villas.

2. "We are against the closure of Challis station".

11 Signatures – Submitted by Mrs D Bland, 24 Bunney Road, Kelmscott, WA, 6111

3. "We the undersigned object in the strongest possible terms to any suggestion of relocating the Sherwood railway station".

636 Signatures, Submitted by West Armadale Progress Association, Mr K Pike, 6 May Close, Armadale, WA, 6112

4. "We the undersigned object in the strongest possible terms to any suggestion of relocating the Challis railway station".

146 Signatures, Submitted by West Armadale Progress Association, Mr K Pike, 6 May Close, Armadale, WA, 6112

FINAL FIGURES

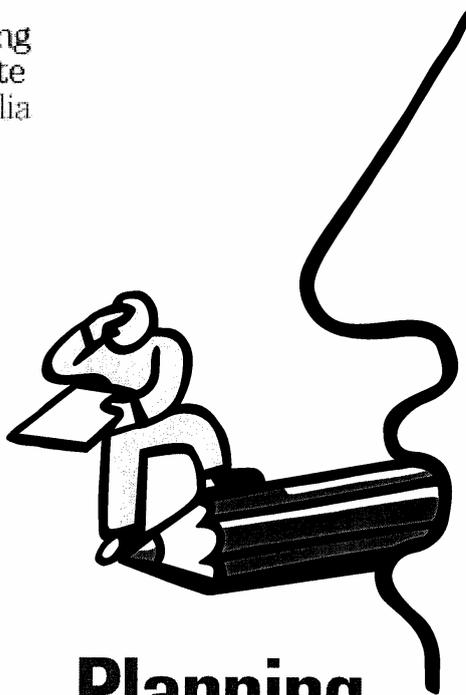
<u>Supporting</u>	<u>70</u>
<u>Objecting</u>	<u>42</u>
<u>Petitions</u>	<u>4</u>
<u>Form Letters</u>	<u>198</u>
<u>Government</u>	<u>7</u>
<u>Issue Specific:</u>	<u>65</u>
Parks	(12)
Zoning	(4)
Shopping Centre	(4)
Stations	(19)
Roads	(5)
Mixed	(21)
<u>TOTAL</u>	<u>386</u>

NB: EXCLUDES PETITIONS AND FORM LETTERS.

TRAFFIC / ROAD LAYOUT		YES	NO
1	Gilwell Avenue extension to Connell Avenue (through Frye Park)	1	48
2	Davis Road railway underpass	15	4
3	Further consideration of Albany Highway form / alignment	9	-
4	Page Road North alteration	3	-
5	Link road to hospital	-	3
6	Ensign Dale through road	-	5
7	Modification of intersection of Gilwell Avenue and Albany Highway	5	-
8	Modification of intersection of Gilwell Avenue and Page Road	2	-
9	Gilwell Avenue railway underpass	9	5
10	Denny Avenue closure	11	1
11	Orlando Street extension to Albany Highway	-	8
12	Third Avenue a through road at Gillam Drive	1	-
13	Modification of intersection of Champion Drive and Railway Avenue	1	1
14	Mahara Road extension to Church Avenue	-	5
15	Merrifield Avenue additional roads	-	2
16	Signalised intersections on Albany Highway	5	1
17	Hemmingway Drive extension to Railway Avenue	1	-
18	Westfield Road rail crossing / underpass	8	-
19	Extend Brookside Avenue across Canning River to Turner Place	3	-
20	Rebuild Gilwell Avenue traffic bridge	2	-
21	Close Excalibur Circle	1	-
22	Close Ward Crescent	1	-
23	Close Ecco Road	1	-
24	Leave Lake Road rail crossing	3	-
25	Link Champion Drive to Galliers Avenue (across / under railway)	1	-
26	Modification of intersection of Gilwell Avenue and Clifton Street	2	-
27	Modification of intersection of Clifton Street and Lucich Road	1	-
28	Link Orlando Street, Ottawa Street and Cammillo Road (under railway)	3	-
PARKS AND RESERVES		YES	NO
29	Build town square park	1	2
30	Create further foreshore reserves along Canning River	13	2
31	Upgrade White Heron reserve	1	2
32	Alternate uses for Kelmscott Pool land	2	3
33	Upgrading of park facilities	15	-
RESIDENTIAL		YES	NO
34	Fancote Precinct housing	9	26
35	Saddlers Retreat housing	1	9
36	Housing in between Clifton Street and Canning River	6	8
37	Frye Park housing	-	24
38	General increase to residential density / zoning	7	3
RAILWAY		YES	NO
39	Kelmscott station in current location (no indicates scenario 2 or 3)	22	5
40	Challis and Sherwood station closure	2	42
41	Additional railway lines	2	-
42	New station at Lake Road	2	-
43	Additional south-eastern stations	1	-
COMMERCE / RETAIL / FACILITIES		YES	NO
44	Neighbourhood centres	1	1
45	Kelmscott library and health centre relocation / redevelopment	7	2
46	Kelmscott Central redevelopment	10	7
47	Heritage theme for development	5	-
48	Bulky goods zoning (proposed and north of Page Road)	3	-
49	Industrial zoning (near Davis Road and Streich Avenue)	-	1
50	Northern gateway short stay apartments	-	1
51	New shopping strip uses	4	-
52	Shopping strip to be consolidated	4	-
53	Consider Metropolitan Centres Policy / Retail Hierarchy	7	1
54	Additional taxi ranks	1	-
55	New hospital to west	1	-
OTHER		YES	NO
56	Pedestrian and cyclist access / lighting / footpaths / crossings / safety	22	-
57	Northern gateway entry statement.	2	-
58	Clifton Hills name change.	2	-
59	New satellite city and international airport toward Beverley	1	-
60	Plan for Skycar, Maglev and hydrothermal technologies.	1	-



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Planning on the edge

HOBART TASMANIA
22 - 26 February 2004

Registration Brochure

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Planning Institute of Australia National Conference



Michael Shield

Planning on the Edge 2004

From 22 to 26 February the Tasmanian Division of the Planning Institute of Australia is hosting the Institute's Annual Conference in 2004, the 'Year of the Built Environment'. The theme of the Conference 'Planning on the Edge' is not only indicative of the geography of our venue in Hobart, but also the opportunity presented for the profession to display its leading edge thinking and practice as reflected in the Institute's new structure.

Three sub-themes have been identified that are considered particularly appropriate to Hobart and the Year of the Built Environment: Resource Management, Built Environment and Cultural Heritage.

The Conference setting on the waterfront of Hobart will be your introduction to local hospitality and experiences you will not forget. Amongst all of this will be the opportunity for you and your family to experience Tasmania and all it has to offer at this idyllic time of year.

We look forward to welcoming you to Hobart in 2004.

Michael Shield
Conference Convenor



John McInerney

John McInerney
National President

Hobart, Tasmania

Tasmania is the smallest and most southern State of Australia. Our island offers all visitors a unique experience, presenting an unending variety of vineyards, historic villages, arts and crafts, unbeatable trout fishing, rugged wilderness and quality seafood restaurants.

From its foundation at Sullivan's Cove in 1804, the city has grown to become a popular and diverse destination. Hobart is proud of its rich cultural heritage and the city's special qualities provide an attractive environment for its citizens and the many thousands of visitors each year.



Photo acknowledgements: Tourism Tasmania. © All rights reserved
Peter Baillie, Geoff Murray, Nick Osborne, John de la Roche

The Venue

Located on the waterfront in central Hobart, the Hobart Grand Chancellor provides the ultimate in first class meeting facilities and accommodation, with majestic views over the Derwent River, Mt Wellington and the city.

A range of other accommodation venues will be offered, enabling you to choose from self-catering apartments, colonial bed and breakfast cottages or hotels. All of these options are located within walking distance of the Hotel Grand Chancellor.

Many restaurants and cafes are situated in the nearby Salamanca Place and Elizabeth Street Pier areas. The CBD is just five minutes away.



Keynote Speakers



The Hon. Paul Keating

Paul Keating is one of the great Australian political leaders. His continued high international standing is borne of his political and social achievements, his very current

knowledge of world affairs and the close contacts that he maintains with other Heads, and former Heads, of State.

His distinguished political career began in 1969 when he was elected to the House of Representatives representing the electorate of Blaxland and the Australian Labor Party. In 1975 he became the youngest ever federal minister and held the portfolio of Minister for Northern Australia in the Whitlam Cabinet. Between 1976 and 1983 Mr Keating served in the Opposition Shadow Ministry and was spokesperson for a number of portfolios including agriculture, minerals and energy.

Mr Keating became Treasurer [Finance Minister] in 1983, a position he held until 1991. This role saw him implement economic reforms that assisted the expansion of the Australian economy. These included the progressive deregulation of the financial sector, the float of the Australian dollar, extensive tax reform and the dismantling of many protectionist barriers.

In December 1991 Mr Keating became Prime Minister and, in March 1993, he led the ALP to an historic fifth consecutive term of Government. As Prime Minister he continued his progressive reform programme which included the establishment of a National Training Authority, a national superannuation scheme, and labour market and training reforms that addressed Australia's long-term unemployment problems. The Keating Government also implemented the historic Mabo legislation that recognised the land rights of Australia's indigenous people and the introduction of legislation ensuring protection of endangered species. Mr Keating also raised proposals for constitutional reform to make Australia a Republic.

Foreign policy under the Keating Government was focussed towards the Asian region. Mr Keating took an active role in the establishment of APEC, (the Asia Pacific Economic Cooperation forum), and initiated its annual leaders' meeting with its commitment to a regional free trade agenda.

Mr Keating is Visiting Professor of Public Policy at the University of New South Wales, located in Sydney.

He has been awarded Honorary Doctorates in Laws from both Keio University in Tokyo and the National University of Singapore.

As a political commentator he contributes articles to newspapers and international journals that discuss international, economic and social issues. His book, *Engagement: Australia Faces the Asia-Pacific*, examines Australia's foreign policy objectives and achievements during his term as Prime Minister and was published in March 2000.

Mr Keating is in constant demand as a keynote speaker at major domestic and international conferences. He is equally at home delivering a major paper or speaking extemporaneously to a select group of business leaders. His specialist areas vary from global subjects to specific economic, social and political issues. In 2002 he delivered the annual Manning-Clarke Lecture – A Time for Reflection: Political Values in the Age of Distraction. He is a most articulate speaker with a wealth of international experience and a rare and very current insight into global and domestic affairs.



Richard Rees M.A., Dip Arch, RIBA, *FSAI

Richard Rees is an architect/urban design director of Building Design Partnership (BDP) in London. His regeneration projects in the UK include work in Liverpool, Hatfield and Welwyn

Garden City town centres, Stratford City, Cambridge, Bracknell, Ashford and London. He has also worked on major projects in Hong Kong, Moscow, Athens, Sydney, Beirut, Morocco, France and Portugal.

Richard is currently leading BDP's involvement with Hassell on the ING and Lewis Land development for Waterfront City in the Melbourne Docklands.

* (Fellow of the Society of Architectural Illustrators)

Chris Shepley

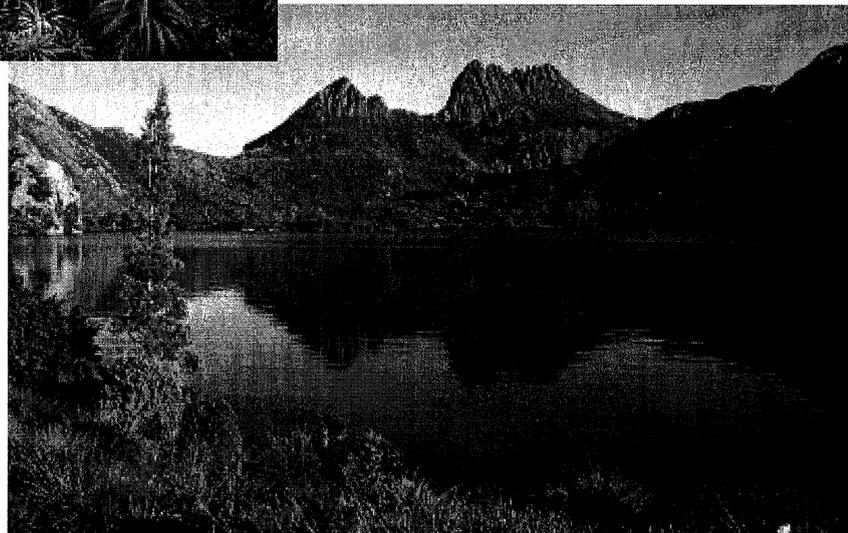
Chief Planning Inspector for England and Wales

Chris Shepley has been the Chief Planning Inspector for England and Wales. He was in charge of the Planning Inspectorate, which runs all of the planning appeals and inquiries that take place as part of the British system. This includes Development Plan inquires, highways and transport cases, various environmental appeal cases and straightforward appeals against refusal of planning permission.

He left the Inspectorate at the end of 2002, after just over 8 years, to become a private planning consultant.

Previously, Chris was the Director of Development for Plymouth City Council, in charge of planning, economic development, transport, and environmental health. Prior to that he worked for the Greater Manchester County Council (rising to Deputy County Planning Officer) and the Manchester City Council. Chris was President of the Royal Town Planning Institute in 1989 and remains on the Institute's Council (currently as Honorary Treasurer).

He holds an honorary doctorate of science at the University of the West of England and was awarded a CBE in the 2002 Birthday Honours List. He has a variety of other interests, notably as the Chairman Elect of the Bath Festivals Trust (which runs the Bath International Music Festival).



Invited Speakers



Prof Bill Randolph

Professor Bill Randolph joined the University of Western Sydney in August 1998 to head the newly established Urban Frontiers Program (UFP). The Program was set up to conduct research into a wide range

of policy focused issues concerning the processes of contemporary urbanisation, with a specific focus on the Western Sydney area. Bill has over 20 years experience as a researcher on housing and urban policy issues in the academic, government, non-government and private sectors.

Prior to this, Bill spent five years in market research and consultancy based in London, UK, working for Martin Hamblin Ltd (Director) and MORI Ltd (Associate Director) with a primary focus on housing and urban research for the central and local government sectors.

He had previously spent eight years as Head of Research at the National Housing Federation in London, the national peak body for non-profit social landlords, where he led the development of policy research. During this time he spent a period of sabbatical leave at the Australian National University researching housing affordability and community housing in Australia.

Bill has also worked as a research fellow at the Open University and the UK Department of the Environment. His PhD, awarded in 1987 from the London School of Economics, was a study of housing market polarisation in London and its relationship with labour market restructuring.

Topic: *City Growth – Expansion: Consolidation*



Maria Atkinson

Maria is an Environmental Scientist and the Executive Director of the Green Building Council of Australia – a national, not-for-profit industry association which promotes sustainable development and the transition of the property industry to implementing green building programs, technologies, design practice and operations.

Maria chaired the New South Wales Sustainable Development Committee for the Property Council of Australia for three years stepping down from this role in January. Maria is a member of the NSW Government's Sustainability Advisory Council.

Prior to Green Building Council Maria spent five years with Bovis Lend Lease. During which Maria successfully encouraged projects such as the Sydney Olympic Village to take a leadership role in developing and applying new approaches and has worked closely with many international and local agencies to share knowledge.

Topic: *Green Buildings – what are they and what are the challenges in improving the performance whilst reducing the environmental impact of buildings?*



Kathleen Bowmer

**BSc (Hons) PhD (Nott)
Chair in Water Policy,
Charles Sturt University**

Previously: Business Director, CSIRO Land and Water; Deputy Vice-Chancellor, Charles Sturt University; Deputy Chief CSIRO Division of Water Resources; Australian Research Council Earth Sciences Large Grants Panel (chair); and Murrumbidgee River Management Committee (chair) – developed the Murrumbidgee Water Sharing Plan.

Board member: CRC Freshwater Ecology, CRC Sustainable Rice Production, Murray Darling Freshwater Research Centre; Land and Water Australia National Rivers Consortium.

Interests include: natural resource management, water sharing, water quality and aquatic ecology, pesticide

chemistry and impacts, irrigation, research student supervision, research management

Topic: *Restoring the Environment and River Flows*



Sheridan Burke

**BA DipEd DipUrbanStud MArchSci
(Cons) DipTourismMgt**

Sheridan Burke, Director of Godden Mackay Logan Pty Ltd, Heritage Consultants, is a conservation planner with extensive experience in conservation planning, historic site operations, interpretation and museum management. Sheridan is the Vice President, Asia, of the International Council on Monuments and Sites (ICOMOS), the Paris-based UNESCO advisory body for cultural heritage. Sheridan has been a Senior Curator, Manager Property Operations, at the Historic Houses Trust of NSW and a senior conservation planner and policy specialist with the Heritage Council of NSW and is a foundation member of the Australian Working Party of Docomomo.

Topic: *Managing Developing Historic Areas*



Phil Wyatt

**Track Management Officer,
Parks and Wildlife Service**

Phil has over 20 years service with the Tasmanian Parks and Wildlife Service having commenced in the early 1980's as a seasonal trackworker. He progressed through the service and has worked at many locations including Cradle Mt, the Wild Rivers National Park and the Southwest National Park. In 1993 he transferred from Ranger in Charge at the Southwest National Park to take up a full time position managing the implementation of trackwork programs across the state.

Topic: *Managing People and Development:
National Parks and Wilderness Areas*



Julia Clark

Julia Clark trained as an archaeologist and taught at the University of New England before emigrating to Tasmania 20 years ago. She was Curator of Anthropology at the Tasmanian Museum & Art Gallery for 11 years, where she developed her interest in interpretation. After a brief stint in Perth as head of Exhibition & Design at the Western Australian Museum, and in Canberra as Curatorial Manager of the National Portrait Gallery, she

became a consultant in the museum/heritage industry. She worked with museums and sites at National, State and local levels in interpretation planning and delivery, exhibition curation and publishing. For the past 3 years Julia has worked at Port Arthur Historic Site as Manager, Interpretation & Collections.

Topic: *Managing, Protecting and Interpreting Cultural Heritage Sites*



Bruce Leaver

Bruce is currently Head of the Heritage Division within the Commonwealth's Department of the Environment and Heritage. Bruce is responsible for the Commonwealth's role in World Heritage, national heritage protection,

Indigenous heritage, moveable cultural heritage and historic shipwrecks.

Prior to the Commonwealth he was the Executive Commissioner of the Tasmanian Resource Planning and Development Commission. His earlier career in South Australia and New South Wales included agency head oversight of state planning and conservation land management.

Topic: *Resource Utilisation*



George Seddon

George Seddon was born in 1927, studied English at the University of Melbourne, and later took out an MSc and a PhD in Geology at the University of Minnesota. He held the Chair of History and Philosophy of Science at

the University of NSW and later became Director of the Centre for Environmental Studies at the University of Melbourne. He is now an Emeritus Professor of Environmental Science (U of M) and a Senior Honorary Research Fellow (in English) at the University of Western Australia.

He has published 217 papers, and is now getting into his stride. Many of these publications concern environmental planning for specific areas, usually of public clients. The study for the Mornington Peninsula in Victoria is an early example, of which nearly all of the recommendations were adopted.

His books include *Swan River Landscapes*, 1970; *Sense of Place*, 1972; *A City and its Setting*, 1988; *Searching for the Snowy*, 1994, *Swan Song*, 1996, *Landprints*, 1997, *Looking at an Old Suburb*, 2000 and *From the*

Country, 2001, and is currently completing a history of the grounds of the University of Western Australia under the title *A Landscape for Living* (for UWA Press); another book is to follow for CUP on the history of the relations of Australians with their flora.

Awards include three Robin Boyd Environmental Awards, the Eureka Prize from the Australian Museum in 1995, for the Snowy book, and the Mawson Medal from the Academy of Science, in 1996. He is a Fellow of the Royal Australian Planning Institute; Fellow of the Australian Institute of Landscape Architects; Fellow of the Australian Academy of Technological Sciences and Engineering; and an Honorary Fellow of the Australian Academy of the Humanities.

Topic: *Cultural Landscapes: Future Inheritance*



Ian Sinclair

Ian Sinclair is the principal consultant with EDGE Land Planning, a rural planning consultancy specialising in strategic planning advice to Local and State Government. He is also a part time lecturer in rural planning at the

University of NSW. Prior to starting consulting in 1999, he had 14 years experience in local government. He has investigated rural planning issues for 15 NSW Councils including 6 of the fringe Sydney metropolitan Councils. He has travelled extensively in the USA investigating rural planning issues and presents a regular article in *New Planner*, the magazine of the NSW division of PIA.

Topic: *From the Outside Looking In – Development on the Fringe of Sydney*



Leigh Woolley

Leigh Woolley is the principal of Leigh Woolley Architect + Urban Design Consultant. He has worked extensively as an architect and consultant, for private clients and to all levels of government, within Australia, the

UK and SE Asia.

He has received numerous design awards in architecture and urban design. He was awarded a Churchill Fellowship to compare urban design policy in cities with dominant topographies. He practices from Hobart, Tasmania, Australia.

Provisional Program

The program below is provisional and is subject to change. The final program will be posted to the website www.cdesign.com.au/pia2004

Sunday 22 February

Young Planners seminar at UTAS and afternoon welcome function; Leading Edge in Local Government – Local Government Seminar; Registration at the Hotel Grand Chancellor; Welcome Reception – The Bond Store – Tasmanian Museum and Art Gallery

Monday 23 February

Official Welcome; Launch of Sustainable Cities 2 – Marcus Spiller; Keynote Speaker – The Hon. Paul Keating; Invited Speakers and Concurrent Sessions; PIA Awards Presentation; Young Planners Party – *Off The Edge*

Tuesday 24 February

Keynote Speaker; Invited Speakers and Concurrent Sessions; Conference Dinner – Hotel Grand Chancellor – *A Planning Surprise*

Wednesday 25 February

Field trips; Optional Evening – Meadowbank Estate Vineyards – *Eating on the Edge*; Young Planners Beach BBQ

Thursday 26 February

Keynote Speaker – Richard Rees (*sponsored by ING*); Invited Speakers and Concurrent Sessions; Closing Session; Farewell Drinks

Speakers

Prof Bill Randolph, *City Growth – Expansion: Consolidation*

Maria Atkinson, *Green Buildings – What are they and what are the challenges in improving the performance whilst reducing the environmental impact of buildings?*

Kathleen Bowmer, *Restoring the Environment and River Flows*

Sheridan Burke, *Managing Developing Historic Areas*

Julia Clark, *Managing, Protecting and Interpreting Cultural Heritage Sites*

Bruce Leaver, *Resource Utilisation*

George Seddon, *Cultural Landscapes: Future Inheritance*

Ian Sinclair, *From the Outside Looking In – Development on the Fringe of Sydney*

Wednesday Field Trips

The information below gives a brief overview of the Field Trips. Additional information about each event is available on the website.

Trip to enjoy the cultural heritage aspects of Port Arthur

The journey will take you to one of Tasmania's premier historical attractions and provide a living experience of the convict history that is part of our national heritage.

Depart: 9.15am **Returns:** 5.00pm

Cost: \$75.00 per person

Includes transport, lunch, entry to Port Arthur and cruise around the Isle of the Dead

Richmond, effluent re-use, Coal Valley, Craighourne Dam, Richmond Wine Centre

An opportunity to view moves for a more sustainable rural economy using intensive forms of agriculture and recycling of effluent and storm water. A range of stops will provide the full picture as to how this approach has changed the cropping and product outputs in a location close to our Capital City.

Depart: 10.00am **Returns:** 4.00pm

Cost: \$50 per person

Includes transport and lunch at the Richmond Wine Centre

River trip – Harbour, skyline, Tasman Bridge, Pasmenco, Incat, Cadbury's, Moorilla

Hobart is set on one of Australia's deep water ports with the city relying not only on its beauty but its foreshore for a range of industries, living environments and activities. These will all be outlined with their planning issues.

Depart: 10.00am **Returns:** 5.00pm

Cost: \$95 per person

Includes transport, lunch, entry to Incat, Cadbury's and lunch at Moorilla

Channel to Cygnet, aquaculture, tourism (Peppermint Cove), rural living and alternative industry, Oyster Cove

The alternate rural industries which have replaced the Apple Isle for a new Clean Green image. The journey through the Channel will show many of these changes and challenges.

Depart: 10.00am **Returns:** 5.00pm

Cost: \$95 per person

Includes cruise to Peppermint Cove and lunch

Peeling Back the Layers

Join a walking tour of Sullivan's Cove, led by Robert Vincent, who is highly informed and passionate about the early history of Hobart. You will be shown how colonial art relates to works hidden behind and under modern day buildings. Explore the nooks and crannies of Salamanca Place!

Cost: \$20 per person

Huon Valley and Tahune AirWalk with forestry talk

Discover the different sides of the forestry debate deep in the wilderness of the southern forests. There will be time to learn, time to look and time to just relax.

The Tahune Forest Reserve and AirWalk provides a birdseye view of the towering forests of the region with their varied species including eucalypt, leatherwood, myrtle, celerytop pine and sassafrass. A walk in the treetops canopy, up to 37 metres above the forest floor is a memorable experience.

Depart: 10.00am **Returns:** 1.00pm

Cost: \$95

Includes transport, lunch, entry to the Tahune AirWalk and lunch.

Additional suggestions for Wednesday

Please advise on the Registration Form if you would like to take part in downhill bike riding or bushwalking on Mt Wellington. Numbers limited. Costs will be advised.

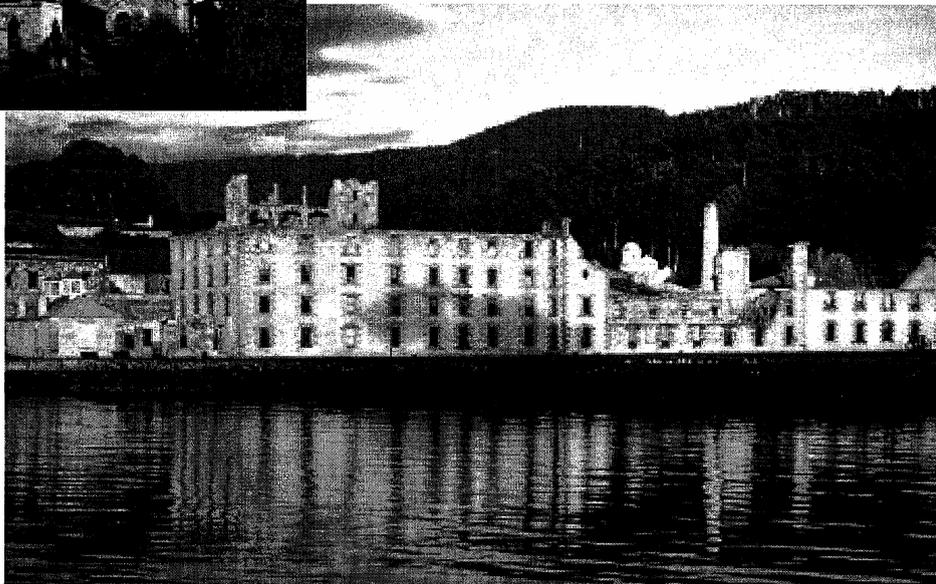
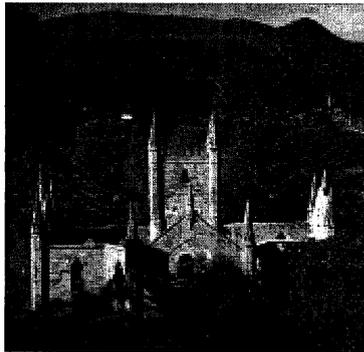
Morning Walks

Tuesday and Thursday

Join an early morning walk and explore the rich history and scenery of Sullivans Cove, Battery Point and the Rivulet under the CBD which played so much in the formation of Hobart. As a city proud of its heritage these walks will provide you with much of the living proof of this culture

Inclusive for delegates (limited numbers)

Depart: 7.30am **Returns:** 8.45am



Social Functions

Sunday 22 February

Welcome Reception – The Bond Store, Tasmanian Museum and Art Gallery

Cost: Inclusive for delegates; \$50 for additional tickets

Monday 23 February

PIA Awards Presentation – Federation Ballroom

Cost: Inclusive for delegates; \$45 for additional tickets

Tuesday 24 February

Conference Dinner – *A Planning Surprise*

Cost: Inclusive for delegates; \$120 for additional tickets

Wednesday 25 February (optional)

Eating on the Edge – A Taste of Tasmania – a romantic night in the vineyards of Meadowbank near Hobart. Be taken on a journey to enjoy some of the best Tasmania can offer and be entertained. **Cost:** \$95

Thursday 26 February

Farewell Drinks

Cost: Inclusive for delegates; \$20 for additional tickets



Partners Tours

Monday 23 February

Cadbury Cruise, Bonorong Wildlife Park and Richmond Village

Departs: 10.00am **Returns:** 5.00pm

A combination tour commencing with the sweetest cruise in Australia. Highlights of the tour are a cruise on the River Derwent to Cadburys Chocolate Factory where a guided tour and tastings are offered. A coach will then transfer you to Bonorong Wildlife Park offering close up experiences of Australian native animals including quolls, wombats, koalas, sugar gliders, kangaroos, echidnas and

Young Planners Social Functions

Sunday Afternoon

This event will involve a sight-seeing tour up Mount Wellington with drinks and nibbles on the top. Following this a BBQ will be held at Old Springs Site with more drinks and socialising.

Transport down the mountain is included to return the Young Planners to join the rest of the Delegates at the Congress Welcome Drinks. **Cost:** inclusive

Monday – Young Planners Lunch

On Monday a Student Sponsor Lunch will be held to enable sponsored students to meet up with representatives for sponsoring organizations, and with other young planners attending the Congress. This lunch is a great opportunity to mingle, network and make friends to hangout with for the week.

Monday Evening

This is the Young Planners Group premier social event for the congress for both young, and young at heart planners. It will be held at The Venue, a warehouse style location in the heart of Salamanca. The theme for the evening is Tasmaniana – come as your favourite Tasmanian icon. The night will be whiled away with drinks, nibbles and entertainment from one of Tasmania's top bands. **Cost:** Inclusive for full time delegates; \$15 for additional tickets

Wednesday Evening

This evening is an alternative to gourmet food and drink – a low key BBQ at a popular beach in the heart of Sandy Bay. The Barbeque and entertainment will be provided for but bring your own beverages of choice. **Cost:** \$15 per person/s



Tuesday 24 February

Secret Gardens of Hobart

Departs: 10.00am **Returns:** 4.00pm

Hosted by a well-known Hobart gardener, Helen Sparrow. The first stop will be to meet Wilmar Bouman, who has resurrected Corinda's formal garden. This garden is now part of the Open Garden Scheme. Harmony and tranquility are evoked by the colour coordinated, symmetrical parterres featuring English box topiary and pleached limes. The coach will then travel to Petty Sessions Gourmet Café at Franklin, in the Huon Valley for lunch (approximately half an hour south of Hobart). Petty Sessions is situated on the banks of the beautiful Huon River. A delicious two course menu with choices of Tasmanian foods including local scallops will be offered. Wine, dessert and coffee is included.

A visit to Stonehouse Garden at Grove on the way back to Hobart will be a treat for all those who love gardening or just love gardens. The 1854 colonial homestead is complemented by an English themed garden with numerous hedges, formal and informal gardens and a woodland walk.

Cost: \$70 per person

Thursday 26 February

The History of Hobart – Narryna, Penitentiary Chapel Historic Site and Runnymede

Departs: 1.00pm **Returns:** 5.00pm

The first stop will be Narryna Heritage Museum in historic Battery Point. The coach will then transfer you to the Penitentiary Chapel Historic Site (originally the Women's Prison). On the outside it's a fine example of Georgian ecclesiastical architecture. On the inside it is a disturbing building that contains underground passages, solitary confines, and an execution yard. Its chilling past

is linked to the gaols adjacent to it. Tours daily and evening ghost tours are available by appointment.

Afternoon tea will be served at Runnymede prior to returning to the Hotel Grand Chancellor. This historic colonial house was once home to Tasmania's first lawyer who was known for protesting against shipment of convicts from Britain. The interior is furnished with colonial grace and the outside is an elegant display of historical plants and shrubbery.

Cost includes transfers, entry fees and afternoon tea.

Cost: \$45.00 per person

Friday 27 February

Bruny Island Wilderness Coast

Departs: 8.20am **Returns:** 5.30pm

Untouched wilderness and ocean coast wildlife. The spectacle of massive stark cliffs shaped by the forces of nature. Embrace the power of the ocean at Bruny Island – Tasmanian wilderness at its best!

Cost includes coach transfers and ferry crossing, morning tea at Morella on Bruny Island, a 3-hour boat trip and a seafood picnic lunch at Hiba – an architecturally most interesting home on a 40 hectare property with outstanding water views. Highlights are the Monument – stark 300 metre high Jurassic dolerite cliffs, Breathing Rock, an explosive blow hole, sea eagle nests, stunning sea caves and rock formations and shearwater (mutton birds) rookeries. Friar Rocks is the home to over 1000 Australian fur seals. Also look out for whale and the dolphins that usually choose to accompany the tour.

This is a magnificent day tour

Adults: \$145.00

Post Conference Activities

Freycinet Coast & Launceston – Official Post Conference Tour

Departs Hobart 10.00am 27 February for 3 wonderful nights and 4 glorious days returning to either Launceston Airport by 1.00pm or alternatively Hobart Airport by 3.30pm

Includes:

- 4 days guided coach transport
- 2 nights Freycinet Lodge – Coles Bay, in a Freycinet Cabin with continental breakfast each morning

- 1 night Launceston International Hotel – Launceston, in a standard room with a full buffet breakfast
- National Park at Coles Bay
- Choose from either: (1) a cruise aboard *MV Kahala* to Coles Bay or (2) take a 4 Wheel All-Terrain vehicle with All4Adventure to the magnificent Cape Tourville
- Wine Tasting and lunch at Strathlynn Vineyard – Tamar Valley
- Farewell dinner at Launceston's finest restaurant – Stillwater

Itinerary Day One

Depart Hobart mid-morning for a relaxed drive through to historic Richmond for morning tea. Richmond is a lovely historic village, featuring quaint restored art, craft and produce stores and Australia's oldest bridge built by convicts in 1822.

After passing Spiky Bridge on the East Coast our lunch stop will be at the informative Bark Mill at the historic seaside village of Swansea. Learn about the area's rich history before our afternoon arrival at Freycinet National Park.

After checking in to Freycinet Lodge enjoy the afternoon to explore the local environment prior to dinner and a 40-minute drive north to Bicheno to welcome the local penguin colony back from sea. This tour is famous for the proximity you can achieve with these wonderful birds.

We then return to Freycinet Lodge to settle in for the night as we have a range of adventure activities to engage us tomorrow.

Itinerary Day Two

Breakfast at your leisure before choosing from a range of activities in Freycinet National Park. You may choose from a range of walks in the National Park, or a leisurely cruise on *MV Kahala* to Wineglass Bay – voted one of the top ten beaches in the world by the *Chicago Tribune* – or alternatively if you like your activities to be a bit more fast and furious try a four wheel all terrain vehicle with All4Adventure to the famous Friendly Beaches.

Dinner will be at the Lodge again tonight so you may experience more of Tasmania's premium produce and seafood. Your evening will be your own for relaxing and swapping stories of your day over a well-deserved after dinner drink.

Itinerary Day Three

After breakfast we check out of Freycinet Lodge and say goodbye to the spectacular Freycinet National Park as we head north before stopping at Elephants Pass for morning tea. From here we head west through Fingal, an old coal-mining town, before heading north again through Tasmania's famous wool growing districts to Launceston.

Lunch will be at the picturesque Strathlynn Vineyard overlooking the Tamar River Valley. Here you can taste and buy wines from throughout the region and enjoy fine food in very pleasant surroundings. After lunch we have organised a personal tour of the newly established Inveresk Railyards Museum and complex.

The rest of the afternoon will be yours to relax at the hotel or spend the time shopping and sightseeing around Launceston.

Our overnight stay will be at the Launceston International Hotel and our farewell dinner will be at arguably Launceston's premier restaurant – Stillwaters.

Itinerary Day Four

After breakfast at the hotel we will be transferring some of our party to Launceston Airport for a flight home, the remainder of our group will enjoy a journey through the heart of Tasmania, stopping at Ross Bakery for lunch before a Hobart Airport transfer or an extended stay in Tasmania.

Total cost: \$895 per person twin share
(single supplement \$325)

Includes premium accommodation, premium coach transport and guide, all attractions as listed, breakfasts each day but no other meals.

****Upgrade to Spa Cabin at Freycinet Lodge for two nights and an Executive Suite at Launceston International Hotel for only \$65 per person twin share****

Contact: Tas Vacations First Floor 11-17 Argyle Street
Hobart Tasmania 7000 Australia
Free Call (within Australia): 1800 030 160
Overseas: 61 3 62344666
Fax: 61 3 62344332
Email: holidays@tasvacations.com

Freycinet Lodge Freycinet is Tasmania's multi-award winning environmental resort. Situated in Freycinet National Park amidst spectacular coastal scenery in bush setting overlooking Coles Bay. Property is in a National Park, but park fees are included in accommodation cost. Choice of standard, spa, self-contained and family cabins. Property offers a year round activity programme with guides, two restaurants, lounge bar, and games room. Cabins do not have television or telephones.

Launceston International Hotel Launceston's premier hotel – is ideally located right in the city centre, perfectly placed for the leisure traveller. Within easy walking distance of boutiques, quaint shopping malls, delicious food and the tranquillity of City Park and the monkey enclosure. The Cataract Gorge and famous vineyards are also nearby.

PIA Registration Fees and Entitlements

Full Registration

PIA Member Full Registration – Early Bird by Friday 16 January 2004	\$825
PIA Member Full Registration – Standard	\$875
Non-Member Full Registration Early Bird by Friday 16 January 2004	\$875
Non-Member Full Registration – Standard	\$925

*Young Planners/**Student Full Registration	\$375
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**Young Planners are defined as "students or graduates with up to five (5) years planning experience since graduating from their first PIA accredited course"*

***To qualify for Student Registration Fee the delegate must specify their course details (enrolment can be either full or part time). Registration includes the Dinner, PIA Awards Presentation and the field trips.*

Full Registration Entitlements

- Attendance at all Conference Sessions
- Daily catering
- Welcome Reception on Sunday
- Awards Presentation on Monday
- Conference Dinner on Tuesday
- Farewell drinks on Thursday
- Satchel and Program Book

Additional tickets to the social functions for partners and family members can be purchased.

Day Registration

Day Registration Fee	\$275.00
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Day Delegate Entitlements

- Attendance at the Conference on one day.
- Daily catering and satchel included.

Social functions are not included, but may be purchased separately for day delegates. Please indicate on the Registration Form whether you wish to attend that day's social function. Costs are indicated on Registration Form.

Electronic Registration

There is a secure Conference registration form on the website www.cdesign.com.au/pia2004 suitable for credit card transaction. If you wish to pay by cheque please complete the online Registration Form and forward a cheque in the mail.

Registration

Registration will take place from 4.00pm – 6.30pm on Sunday on the Mezzanine Level, at the Hotel Grand Chancellor.

Tax Invoices

A tax invoice will be sent once your Registration Form has been received.

Accommodation

Reservations and Guarantee of Booking

Your hotel will require valid credit card details to guarantee your accommodation booking. This will guarantee your booking for the night you indicate as the 'Arrival Date' on the Registration Form. No amount is deducted from the credit card until you check out of the hotel. If you do not arrive on the nominated date this card will be debited for one night's accommodation. If you cannot supply a credit card number, please forward a cheque for the deposit equal to one night's accommodation.

Contact details for your nominated hotel will be supplied with your accommodation confirmation. Breakfast is included only where stated.

Accounts

All accommodation accounts must be settled on checkout.

Cancellation

Cancellation of accommodation must be advised in writing to Conference Design at least 72 hours prior to check-in or you will forfeit the cost of one night's accommodation.

GST

Please note that GST is included in all prices quoted.

Hotel Grand Chancellor

4½ Star – Conference venue

\$170.00 Hotel Room – Single/Twin/Double

Located on the waterfront in central Hobart, Hotel Grand Chancellor provides you with the ultimate in accommodation with majestic views over the Derwent River, Mt Wellington and city. Make your stay a grand experience and all the comforts and facilities you would

expect of a superior hotel are at your disposal, including heated indoor swimming pool, sauna, spa, restaurants, lobby shops, health club, masseuse, tour desk, baby-sitting and a hairdressing salon.

The Old Woolstore

4 Star – 2 minute walk from the venue

\$134.00 Hotel Room – Single/Twin/Double

\$159.00 Hotel Room – Triple

\$145.00 Single Studio Apartment

\$159.00 One-Bedroom Apartment

\$184.00 Two-Bedroom Apartment

The Old Woolstore is centrally located and has a flexible combination of 242 award winning hotel rooms, studio, one-bedroom and two-bedroom apartments. Also featuring a new bar and restaurant you will enjoy space, style and convenience.

The Old Woolstore is located directly opposite the Conference venue.

Macquarie Manor

4 Star – 8 minute walk from the venue

\$140.00 Hotel Room – Single

\$160.00 Hotel Room – Twin/Double

\$195.00 Hotel Room – Triple

Premier heritage accommodation five to ten minutes walk to the Hotel Grand Chancellor. A range of spacious rooms, all with ensuite facilities, decorated in antique Edwardian or Victoria style décor. Includes full, cooked breakfast.

Somerset on Salamanca

4 Star – 8 minute walk from the venue

\$250.00 Two Bedroom Apartment (1,2 or 3 people)

Somerset on Salamanca located right on Salamanca Place, and is a sister-property to Somerset on the Pier, the multi award winning apartment-hotel on the Elizabeth Street Pier. Check-in for Somerset on Salamanca is via Somerset on the Pier. This is a non-smoking Hotel.

Somerset on the Pier

4 Star – 3 minute walk from the venue

\$250.00 One Bedroom Apartment

Somerset on Elizabeth Street Pier is stunningly located on the water overlooking the Derwent River and Salamanca. It is just a three-minute walk to the Hotel Grand Chancellor. The fully self-contained spacious loft style apartments include stylish furnishing incorporating the latest facilities. This is a non-smoking Hotel.

Rydges

4 Star – 2 km drive from venue or a 20 minute walk

\$138.00 Standard Hotel Room – Single/Twin/Double

\$173.00 Standard Hotel Room – Triple

Rydges Hobart offers grace and charm with warmth and intimacy that comes only from smaller hotels, situated approximately two kilometres from the Hotel Grand Chancellor.

Salamanca Inn

4 Star – 8 minute walk from venue

\$159.00 Hotel Room – Single/Twin/Double

\$199.00 Hotel Room – Triple

Salamanca Inn is located one block from the heart of Salamanca. Surrounded by a host of cafés, history and activity, yet only a short stroll from Hobart's central business district. All suites offer a superior level of comfort featuring spacious open plan living area, fully equipped gallery kitchen, large bathroom and full size desk.

Corus Hotel Hobart

4 Star – 15 minute walk from the venue

\$205.00 Deluxe Suite – Single/Double

\$159.00 Executive Hotel Room – Single/Double

\$139.00 Superior Hotel Room – Single/Double

The Corus Hotel is a fifteen- minute walk or a five-minute taxi ride to the Conference venue. The hotel is also only a ten minute walk into the heart of North Hobart where you can choose from a multitude of restaurants offering a wide selection of food styles.

Quest Savoy Apartments

4½ star – 5 minutes walk from the venue

\$170 Single/Twin/Double

Located in the heart of all that Hobart has to offer, Quest Savoy is only metres to the city's historic and vibrant waterfront and Salamanca Place. Luxuriously appointed suites feature kitchenettes, queen size beds, spa baths, mini bars, modem points with ADSL and many more facilities suited to the leisure traveller or business executive who enjoys the experience and ambience only achieved in smaller boutique style hotels.

Salamanca Terraces

4 Star – 5 minutes walk from the venue

\$155.00 – Studio Apartment

\$175.00 – 1 Bedroom Apartment

As Hobart's newest boutique apartments, they offer the only accommodation to front onto trendy Salamanca Place. Salamanca Terraces also offer the full use of the

quality hotel and restaurant facilities provided by the award-winning Lenna of Hobart across the street!

Quest Waterfront

4 Star – 5 minute walk from the venue

\$140.00 – Single

\$180.00 – Twin/double

\$195.00 – One Bedroom Apartment

Fully self-contained apartment situated in historic Sullivan's Cove and approximately a five-minute walk to the Hotel Grand Chancellor and just a stone's throw from Salamanca Place with its renowned Saturday market, sidewalk cafes, gourmet restaurants, pubs, galleries and craft shops.

Grosvenor Court

4 Star – 25 minute walk from the venue

\$119.00 – One Bedroom Studio Apartment

Self contained accommodation which includes mini bar, kitchen facilities, iron/boards, TV/VHS and videos, guest laundry and dry cleaning.

Montgomery's Private Hotel

(reserved for students and Young Planners)

3½ Star – 3 minutes walk from the venue

Dormitory (limited) – \$25 per person per night

Shared facilities (double & triple share) – \$45 per person per night

Montgomery's is just three minutes from the Hotel Grand Chancellor and offers 3½ star accommodation. newly renovated rooms have en suite facilities with TV, tea and coffee-making facilities.

Hobart Midcity Hotel

3½ Star – 10 minutes walk from the venue

\$125 Hotel Room – Single/Twin/Double

\$145 Hotel Room – Triple

Located on Bathurst Street, Hobart Midcity provides a perfect base for your Conference visit. Situated right in

the centre of Hobart, you'll be close to shopping, business and all the attractions this historic city has to offer.

Backpackers Accommodation

If you wish to book your accommodation with a backpackers whilst in Hobart please contact them directly to arrange your booking.

The Pickled Frog

Liverpool Street, Ph (03) 6234 7977

The Ocean Child Inn

86 Argyle Street, Ph (03) 6234 6730

Central City Backpackers

38 Collins Street, Ph (03) 6224 2404

Privacy and Delegate List

Conference Design Pty Ltd will gather and record personal information necessary for your attendance at the Conference. Personal information will be gathered, stored and disseminated in accordance with the National Privacy Principles.

A delegate list with name, organisation, suburb and state will be supplied to all Conference attendees including exhibitors and sponsors. You can indicate on the Registration Form if you do not want to have your details included on the delegate list.



General Information

Cancellation Policy

Cancellations notified in writing prior to 16 January 2004 will be eligible for a refund less \$100.00. Cancellations notified after this date will not be eligible for a refund but another person may attend the Conference in the original delegate's place.

Air Travel

Qantas is pleased to support the PIA *Planning On The Edge* Conference by offering up to 40% off the full Economy Class domestic airfare, excluding taxes. The airfares are subject to availability at time of booking and conditions apply. Call 1800 684 880 and quote 3572434 to access these airfares.

These airfares offer a number of benefits, including the following:

- Tickets can be purchased up to the day of departure
- Date changes are permitted at any time subject to class availability
- Tickets are fully refundable up to three days prior to departure of the outbound flight
- Delegates may travel up to seven days either side of the conference date.

If some of these benefits are not as important for you, we recommend that you take advantage of the many discounted Qantas airfares available by calling Qantas on 131313 or visiting the Qantas website (www.qantas.com.au) to consider some of the latest website deals on offer. Discounts range from 15 – 60% off the Full Economy domestic airfare.

Airport Transfers

A regular coach service runs from the airport to all major hotels in Hobart and costs approximately \$9.00 per person. A taxi from the Airport to the Hotel Grand Chancellor costs approximately \$32.00. Chauffeured cars are also available at an approximate cost of \$45.00.

Meet and Greet

Conference Design staff will be in attendance at the Hobart Airport on Sunday 22 February 2004 to assist you with transfers to your accommodation.

Hire Car

Auto Rent Hertz is offering special Conference rates on hire cars. Car hire can be arranged directly through Hertz's Hobart office by telephoning 1800 030 222. Quote the booking code



'CONF'. Rates do not include fuel, taxes or levies. Insurance Liability applies.

Spirit of Tasmania



The *Spirit of Tasmania*, a passenger and vehicle ferry, operates between Devonport, in the north of Tasmania, and Port Melbourne. With its range of accommodation, restaurants and on board facilities, *Spirit of Tasmania* is a cost-effective alternative means of transport. Telephone *Spirit of Tasmania* on 1800 030 306 for all bookings and enquiries or visit their website at spiritoftasmania.com.au.

GST and Tax invoices

The Conference registration and social functions include GST calculated at one-eleventh of the cost shown. We will forward a tax invoice as a PDF file upon receipt of your Registration Form.

Climate

Tasmania has a maritime climate with mild days and cool nights. During February the average maximum daytime temperature is 22°C. We do suggest you bring clothing that can be layered for our cooler evenings and a waterproof outdoor jacket.

Smoking Policy

The Conference has a no smoking policy.

On-line Registration and Program Updates

We recommend that you register via the website www.cdesign.com.au/pia2004. Conference Design uses Events Interactive which enables you to make certain changes and updates to your registration details up until 30th January 2004. If you encounter any difficulties or have any queries please contact Conference Design.

As planning proceeds, new information on the Conference will be posted to this site.

Conference Secretariat

Conference Design Pty Ltd
PO Box 342
Sandy Bay Tasmania 7006

Web:

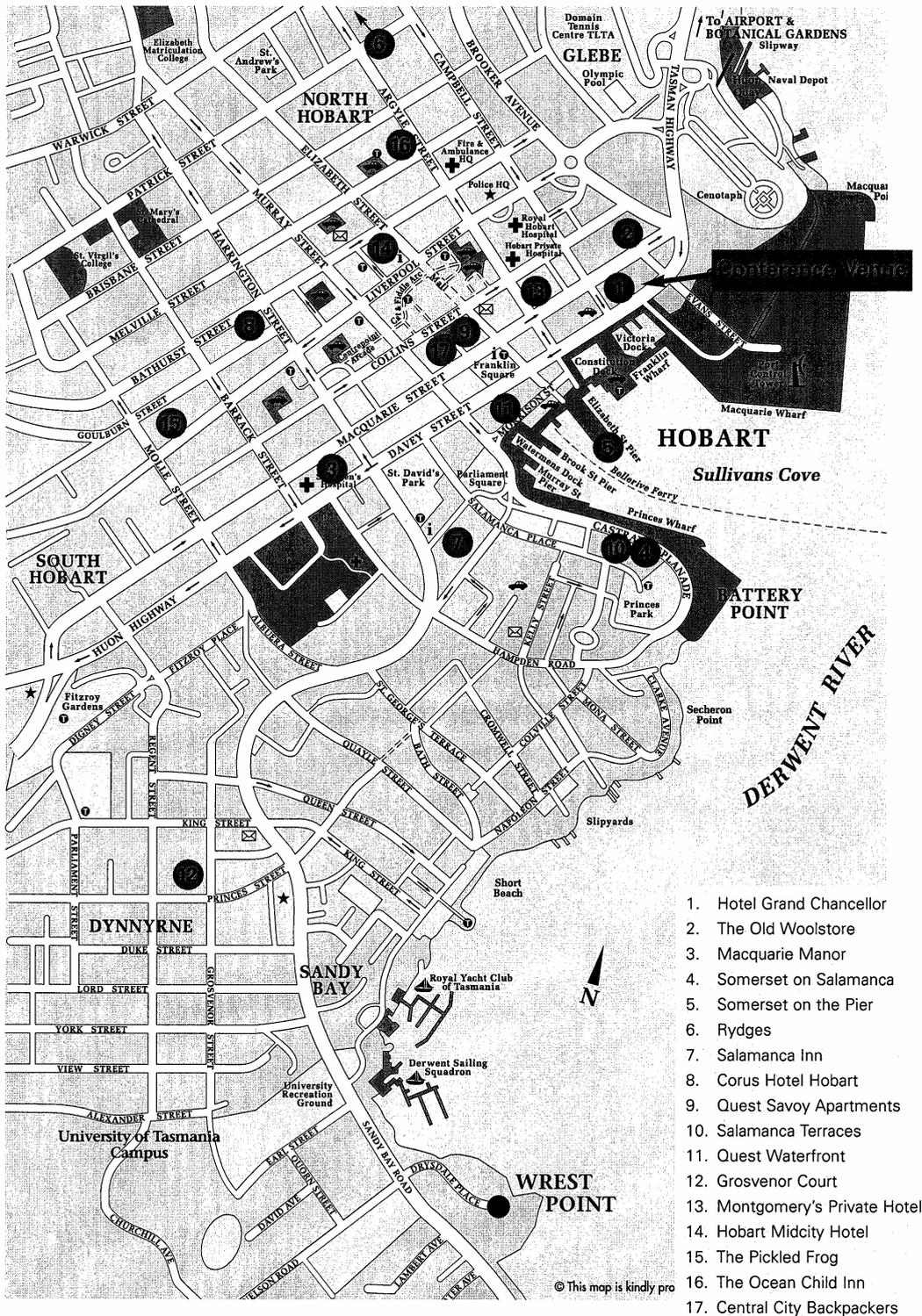
www.cdesign.com.au/pia2004

Email: mail@cdesign.com.au

Telephone: 03 6224 3773 [Intl. +61 3 6224 3773]

Facsimile: 03 6224 3774 [Intl. +61 3 6224 3774]







Ref: 271103-Z45

Mr Ray Tame
City of Armadale
Locked Bag No 2
ARMADALE WA 6112

Dear Ray

The Agriculture Protection Board is currently seeking nominations to fill vacancies on the Midland Zone Control Authority.

Local Government Authorities within or partly within the Zone, plus producer associations with members in the Zone (including but not limited to the Pastoralists and Graziers Association and WAFarmers) are all eligible to nominate. I am therefore writing to invite your nomination of a suitable representative for prospective appointment to the Midland ZCA. Legislation dictates that a member of Council is preferred, but the Board also has scope to consider nominations of other suitably qualified persons in the event that no member is available or willing to accept nomination. All nominations must be supported with the following information:

- nominee's full name, address, and occupation;
- name of the Zone to which the nomination relates;
- a brief resume outlining the nominee's skills and experience, preferably in relation to agriculture, and/or their involvement in industry and community organisations; and
- an indication as to whether or not the nominee is a member of Council.

We hope to have nominations reach the Board by the close of business 31 December 2003 with the objective of finalising appointment in time for the next scheduled Zone Control Authority meeting. A copy of the selection criteria for appointment to a ZCA is attached for your information and guidance.

Further correspondence and enquiries should be directed to Caroline Horsfield at the address below, or by email to chorsfield@agric.wa.gov.au.

The Board looks forward to Council's continued support in the protection of Western Australia's agricultural industries.

Yours sincerely

Caroline Horsfield
Administrative Officer APB
27 November 2003

I 75995

CITY OF ARMADALE	
REC'D 28 NOV 2003	No.
TO: <i>CECEDDS</i>	INIT
REFER/NOTE: <i>HC</i>	INIT
FILE/S <i>CRS/1</i>	

3 Baron-Hay Court, South Perth Western Australia 6151
Locked Bag 4, Bentley Delivery Centre WA 6983
Telephone (08) 9368 3942 Facsimile (08) 9474 5974

CRITERIA FOR SELECTION OF MEMBERS

ZONE CONTROL AUTHORITIES (ZCA)

ESSENTIAL

- Interest and experience in rural industry matters;
- Prior involvement in industry and/or community organisations based in the Zone;
- Willingness to represent the interests of ratepayers and producers residing in the Zone;
and
- Willingness to carry out the duties and functions of a ZCA member.

DESIRABLE

- Current membership of the Council of a Local Government Authority located within or partially within the Zone

OR

- Current membership of a producer organisation active within or partially within the Zone

AND

- Active involvement in the ownership and/or management of a rural (preferably agricultural) enterprise located within or partially within the Zone.

TERMS OF REFERENCE

Zone Control Authorities

CONSTITUTION

ZCAs are statutory bodies established under Section 14 of the *Agriculture and Related Resources Protection Act 1976* (the Act).

ROLE

The role of a Zone Control Authority is to:

- monitor service delivery throughout the zone in respect of the management of Declared Plants and Animals, and report to the Board;
- advise the Board on issues of concern within the zone and on policies and strategies appropriate to the zone;
- ensure that the Board receives a representative “snapshot” of the views of stakeholders within the zone;
- help raise the awareness of stakeholders within the zone in respect of agricultural protection and biosecurity issues;
- advise the Board in the formulation of Declared Plant and Animal Control fund budgets in pastoral zones.

MEMBERSHIP

Chairman and Deputy Chairman

The Act requires that the Board appoint a Deputy Chief Officer¹ to be the Chairman of a ZCA, and that person must preside whenever present. The Act also requires that the Board appoint one ZCA member to be Deputy Chairman, to preside whenever the Chairman is absent.

¹ – *Chief Officers and Deputy Chief Officers are appointed by the Governor under section 9 of the ARPP Act. The Minister or the Board can delegate all or any of their powers and functions under the Act to the Chief Officer (except the power of delegation), so that the delegated powers or functions may then be exercised by the Chief Officer. If the Chief Officer is sick or otherwise incapacitated or is absent, or if the office of Chief Officer is at any stage vacant, a Deputy Chief Officer may exercise and perform the powers, authorities, functions and duties conferred or imposed on the Chief Officer by the Act.*

No. of members

The Act stipulates that ZCAs have not less than 6 or more than 9 members, unless the Minister for Agriculture determines otherwise.

Terms of appointment

The ZCA Chairman holds office until their appointment is revoked by the Board.

A ZCA member holds office for such period, not exceeding three years, as specified by the Board. ZCA members are eligible for reappointment. In specifying the terms for members, the Act requires that the Board ensure as near as possible that the terms of one third of the members of a ZCA expire on the first day of August in each year.

The appointment of Deputy Chairmen will for a term of one year. They can be re-appointed to the position for a maximum of three consecutive terms. The term of a Deputy Chairman is directly linked to their term as a ZCA member.

Process for the appointment of Members

The Act requires that the Board invite nominations from Local Government Authorities and Producer Associations within a zone. Normally, these nominees will be members of the respective Councils or Associations. However, a Local Government Authority or Producer Association may nominate a non-member where it is of the opinion that no member of its council or association is suitable for, or willing to accept, nomination for appointment to a ZCA.

All nominations received for each ZCA are compiled into a panel and considered individually against selection criteria and overall for balance of expertise and representation. Where insufficient suitable nominations are received, the Board may appoint other persons it deems appropriate to be members of a ZCA.

All appointments are published in the Government Gazette and nominees advised as to whether their nomination has been accepted or not. All organisations providing nominations are also advised of appointments made as a courtesy.

Executive Officers

An officer of the Department of Agriculture is assigned to provide all necessary executive support to each ZCA.

MEETINGS

It is intended that two 'face-to-face' ZCA meetings will be held each year. These will normally be held in conjunction with the corresponding District Consultative Group (DCG) of the Department of Agriculture. Additional teleconferences may be held at other times of the year, according to need determined by the ZCA Chair.

REMUNERATION

Membership of a ZCA is deemed to be a contribution to the individual's industry and, as such, no remuneration is payable. However, it is intended that pastoral members will be reimbursed for travel expenses incurred in attending meetings, given the relatively vast distances involved. Travel expenses will not be reimbursed in agricultural areas.

RECORD OF PROCEEDINGS

A record of the proceedings (minutes) of every ZCA meeting of an authority shall be kept and entered in a minute book and signed by the person presiding at that or the next succeeding meeting. Members will be provided with a copy of the draft record of the proceedings within three weeks of the date of the meeting. Recommendations to the Board will be considered at the next scheduled opportunity. The Board will endeavour to provide detailed and timely feedback, in respect of its decisions on all ZCA recommendations dealt with.



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Yours sincerely

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Administrative Officer APB
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