

# **COUNCIL FORUM**

## **Notes**

**8 November 2016**

## Preface

When the Chief Executive Officer approves these Notes for distribution they are in essence "informal notes."

At the next Ordinary Meeting of Council the Notes will be received, subject to any amendments made by the Council.

The "Received" Notes are then signed off by the Presiding Person.

Attachments that formed part of the Program, in addition to those tabled at the Council Forum are put together as attachments to these Notes with the exception of Confidential Items.

Confidential Items or attachments that are confidential are compiled as a separate Confidential Noted Program Item.

## Unconfirmed Notes

These notes were approved for distribution on 14 November 2016.



Stan Scott  
**CHIEF EXECUTIVE OFFICER**

## Received Notes

These notes were received at an Ordinary Meeting of Council held on 22 November 2016.

Signed: ..... *David R. Dow* .....

*Note: The Presiding Member at the meeting at which the minutes were confirmed is the person who signs above.*

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**ATTACHMENTS** *with separate index follows Item 14.*

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# Shire of Toodyay

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COUNCIL FORUM – 8 NOVEMBER 2016

## NOTES

### 1. DECLARATION OF OPENING

Cr D Dow, Shire President, declared the meeting open at 4.06 pm.

The Shire President advised those present that all mobile phones and recording devices be switched off and advised that the recording of any part of the meeting was not allowed.

The Shire President advised those present the location of the exit doors in case of an emergency.

### 2. RECORDS OF ATTENDANCE/APOLOGIES

#### Members

Cr D Dow	Shire President
Cr T Chitty	Deputy Shire President
Cr E Twine	
Cr J Dow	
Cr S Craddock	
Cr B Rayner	
Cr K Wood	

#### Staff

Mr S Scott	Chief Executive Officer
Ms A Bell	Manager Community Development
Mrs T Phillips	Acting Manager Corporate Services
Mr G Bissett	Manager Planning & Development
Mr L Vidovich	Manager Works and Services
Mr H de Vos	Planning Officer
Mrs M Ross	Community Development Administration Officer
Mrs M Rebane	Executive Assistant

#### Visitors

Nil

### 2.1 APOLOGIES

Cr P Greenway  
Cr R Welburn

**3. DECLARATIONS OF INTERESTS**

The Chairperson advised that disclosures of interest in the form of a written notice had been received prior to the commencement of the meeting as follows:

***Cr J Dow declared a financial interest in Item 7.1 Review of Local Planning Strategy – Dual Density Coding, as she owns a property in the Toodyay townsite that may result in a financial gain, loss, benefit or detriment to me.***

***Cr D Dow declared a financial interest in Item 7.1 Review of Local Planning Strategy – Dual Density Coding, as he owns a property in the Toodyay townsite that may result in a financial gain, loss, benefit or detriment to me.***

**4. PRESENTATIONS**

***The Shire President ruled that Item 4 Presentations be deferred until the Presenter arrived.***

**5. PUBLIC QUESTIONS (relating to the contents of the program)**

**5.1 RESPONSES TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

At the Council Forum held on 11 October 2016 there were no questions taken on notice.

**5.2 PUBLIC QUESTION TIME**

Nil

**6. PUBLIC SUBMISSIONS (relating to the contents of the program)**

Nil

**7. AGENDA FORUM MATTERS**

***Cr J Dow declared a financial interest in Item 7.1 Review of Local Planning Strategy – Dual Density Coding, as she owns a property in the Toodyay townsite that may result in a financial gain, loss, benefit or detriment to me. Cr J Dow declared that she would not participate in consideration of this item. Cr J Dow departed Council Chambers at 4.09pm.***

***Cr D Dow declared a financial interest in Item 7.1 Review of Local Planning Strategy – Dual Density Coding, as he owns a property in the Toodyay townsite that may result in a financial gain, loss, benefit or detriment to me. Cr D Dow declared that he would not participate in consideration of this item. Cr D Dow departed Council Chambers at 4.10pm.***

Cr T Chitty assumed the Chair.

**7.1 Review of Local Planning Strategy – Dual Density Coding**

Question One

What does Dual Density Coding basically mean?

*This means that in the coding there is one area that will be 'dual density coding' which will mean it's an R10 or R50, the latter type of property would be one with reticulated sewage.*

*The aim is to maximise usage of existing infrastructure where it is applicable. Larger lots of land classified as 'dual density coding' would allow subdivision of lots to build a group of multiple dwellings, and future proof the property where there may be plans of sewer infrastructure going to become available the planners could anticipate that and provide 'dual density coding' again where we want to see development (primarily around the town centre). Density will decrease further away from town centre.*

*If the Water Corporation increases its sewer infrastructure the Shire will not have to go through the complex process of a scheme amendment to recode if we apply 'dual density coding.' We are also doing this to maximise the existing infrastructure in suitable areas but also to anticipate where there could be an extension.*

*We could use the coding as a 'lobbying tool' to apply development pressure to the Water Corporation. We can use that to optimise the process because we're conducting an extensive review. It is best practice to get the planning scheme right now to cater for future sustainable development.*

#### Question Two

R10/50 infers we have reached a limit and cannot go higher. Could it have been higher?

*R10/50 is a bit too high considering that it is not best practice and not the lifestyle people choose to live in because opportunistic subdivision developments produce typically tiny lots with gun barrel driveways in an R50 zone. We have to be careful that this process does not result in reducing land value or people's entitlements thereby opening up the Shire to litigation.*

*R10/R30 would be areas within the town where houses are on larger lots that can potentially be subdivided into two where a sub-dwelling would be built that would use water, sewerage and electricity.*

#### Question Three

Is the idea to leave R10/50 as is, but make other areas into R10/30?

*Yes. This is Council's opportunity to provide guidance on whether or not 'dual density coding' should be pursued.*

#### Question Four

There are some areas where R10/50 overlap. Which areas can we have as R10/30?

*Those areas currently at R10 can go to R10/30 as a blanket response, subject to a check on whether there are any constraints which would make those properties unsuitable. For example, the R10 strip along the river may not be suitable. Certainly there are other areas;*

*potentially also Foggarthorpe that could go to R20 plus lots that anchor round the Sport and Recreation Precinct. We are working with the Water Corporation looking at the appropriateness of increasing density to make sure we're heading in the same direction.*

Points raised as follows:

- R10/R30 clarification;
- Position of deep sewerage infrastructure in the townsite and as far as Goddard Street;
- Underdevelopment vs. overdevelopment; and
- Application of the R-codes.

*J Jurmann, Planning Consultant, provided a verbal overview of the review process for the local planning strategy.*

Clarification was sought.

#### Question Five

Will Council have input into the direction we want the local planning strategy to go?

*The CEO advised that 'we have had those discussions and put a number of discussion papers to Council looking at different elements of land-use planning and what kind of direction Council was comfortable in heading. Once everything is pulled together the Local Planning Strategy will come to Council for consideration to be put out for public consultation. This will be a long process before the LPS is adopted and there is plenty of opportunity for Councillors and the Community to participate.'*

#### Question Six

Are we aiming at a particular growth rate?

The Economic Development Plan, adopted by Council in February 2016 was used in the review of the Local Planning Strategy. We also consulted with the Heritage Advisor.

#### **Guidance from Elected Members**

That when the DRAFT local planning strategy is finalized, a report be presented for consideration by Council at an Ordinary Council Meeting.

That in the meantime Councillors be provided with:

- An overlaid map of the townsite and the deep sewerage infrastructure to give Councillors an idea of where the sewerage exists in the townsite.
- A map to include the infrastructure as far as Goddard Street.

*Cr J Dow and Cr D Dow returned to Council Chambers at 4.29pm.*

*Cr D Dow assumed the Chair.*

## **8. CONCEPT FORUM MATTERS**

### **8.1 Future Opportunities for the use of the Old Council Works Depot Site**

*H de Vos, Planning Officer, provided a verbal overview in relation to the discussion paper. The CEO advised that there were two scenarios that have been presented in the discussion paper.*

Points raised as follows:

- Both ideas good;
- Mixed uses – with commercial buildings – professional suites, not retail option (e.g. architect);
- Building suites to convert later (false ceilings and floors that can be converted when we have demand for commercial space). Build as dwelling at moment and remove partitions to convert it to a commercial space;
- Scenario 1 for Toodyay worth further investigation;
- Scenario 2 for well in the future;
- Timeframe: five to ten year project consisting of a great deal of consultation, designing, and pressure upon the Shire's budget;
- Opportunity for private enterprise to fund the development;
- Private enterprise to lease off the Shire in the long-term based on an investment model;
- Process regarding changing the use of reserves and where the Department of Lands fits into the process;
- Reserve sizes;
- Planning and engagement of the community;

Clarification was sought.

#### **Guidance from Elected Members**

That investigation in respect to Scenario 1 be done in a broad context (to future proof the urban design scenario) to then be presented to Council in the future.

## **7. AGENDA FORUM MATTERS - continued**

### **7.2 PCYC Youth Outreach Service**

*Mr Mark Hardwick presented and provided an overview of the Youth Outreach Program including a background of the PCYC.*

*Background Info was tabled at 4.54pm by the Manager Community Development on behalf of Mr Mark Hardwick.*

*Summary of / overview of what is being presented*

- *A lot people accessing Northam for service provision are coming from feeder towns such as Toodyay, Goomalling, Cunderdin, York, etcetera yet there is no public transport from the feeder towns to Northam;*
- *Community safety and perceptions of community safety;*

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- *Isolation in regional communities makes it difficult for the youth, creates social issues, etcetera;*
- *Youth unsupervised, not regulated, functioning out of their own sovereignty creates a butterfly effect and various social issues in feeder towns, or Midland transition between Northam and those towns;*
- *PCYC been able to assist families with mental health issues and/or other social work/relationship counselling with families;*
- *More Shires that are involved means the more sustainable the Outreach Program could become;*
- *We would like to know what local government would like to see as an outcome to the Youth Outreach Program.*

Questions	Answers/Responses given
<i>What are the ages of children you engage with?</i>	<i>We target youth who are 12 to 19 years of age; Note: it is very difficult to separate kids within a family unit (e.g. would allow under 12's to be present to be able to work with the targeted age range.) We implement strategies and processes as we go and respond to issues that arise.</i>
<i>Is there a good chance for you to get a grant at no cost for the community to explore the value?</i>	<i>Yes, so long as we have the Shire's support.</i>
<i>If we get it started in Feb 2017 what are the chances of getting it right?</i>	<i>Community engagement needs to take place including liaison with Hon Mia Davies who has some responsibilities within her Sport and Recreation Portfolio and with Toodyay Police to get data and statistics to assist in planning and measuring the effects of the program.</i>
<i>Have you contacted the School because Toodyay has significant problems and school issues begin from those as young as the age of six?</i>	<i>We will liaise and work with you and local schools because our program will target all youth, regardless of background.</i>
<i>Is the PCYC in Northam still the same entity as it was ten years ago?</i>	<i>Since 2009 the PCYC stopped being 'police-run' and evolved into becoming a 'non-government not-for-profit association.' Key partner with WA Police. Members on Board are ex-police but there are some current Police Officers as well. Make sure that community / policing issues are the same thing.</i>
<i>How do you get families into town to take part of the program?</i>	<i>This is to be part of a plan and we have to source measures to get them into town to be part of the program. Getting kids to stay later at school or voluntary involvement of businesses/or other persons</i>

Questions	Answers/Responses given
	<i>that have mini-vans that can provide a service to the program.</i>
<i>If we head down this path and support a trial for grant funding does Council have the appetite to support this project for the longer-term to make it work?</i>	<i>There seemed to be consensus that Council would review the outcomes and consider the provision of funding in the future if they are required to do so with the PCYC inevitably losing State Government Funding in years to come.</i>

**Guidance from Elected Members**

So that a decision can be made by Council in respect to support of this project, a report be presented for consideration by Council at a 2017 Council Meeting that would include and provide clarification in relation to the Youth Outreach Program.

**7.3 Restricted Access Vehicle (RAV) Route**

Points raised as follows:

- Guidelines about what type of trucks have to be off the road when school buses are operating their services;
- Conditions that are set through Council Policy;
- Suitability of roads following assessment; and
- RAV2 vs RAV4;

Clarification was sought.

*Cr Wood departed Council Chambers at 5.38pm.*

**Guidance from Elected Members**

That a report be presented for consideration by Council at a forthcoming Council Meeting endorsing those additional sections as per the discussion paper.

*Cr Wood returned to Council Chambers at 5.43pm.*

**9. CHIEF EXECUTIVE OFFICER'S UPDATE**

The CEO provided a verbal update.

**10. CONFIDENTIAL MATTERS**

Nil

**11. SHIRE PRESIDENT'S UPDATE**

The Shire President provided a verbal overview of public engagements, and meetings attended since the last Council Forum.

## 12. REPRESENTATIVE UPDATES

*Note: These are verbal updates provided at the forum.*

### 12.1 Cr D Dow

- Avon Midland Zone
- Rural Water Council
- Healthy Wheatbelt

### 12.2 Cr Greenway – no report

### 12.3 Cr Welburn –no report

### 12.4 Cr Rayner

- Wheatbelt North Regional Road Group – Cr Rayner

### 12.5 Cr Twine

- Wheatbelt North Regional Road Group – Deputy Delegate

### 12.6 Cr Wood

- Avon Tourism Board

### 12.7 Cr Chitty

- Butterly Cottages Association Inc Committee
- Toodyay Community Safety and Crime Prevention Association Inc

### 12.8 Cr J Dow

- General Update

### 12.9 Cr Craddock

- General Update

## 13. STATUS REPORTS

### COMMITTEE MEETING STATUS REPORT

- **Audit Committee Interim Audit Report**

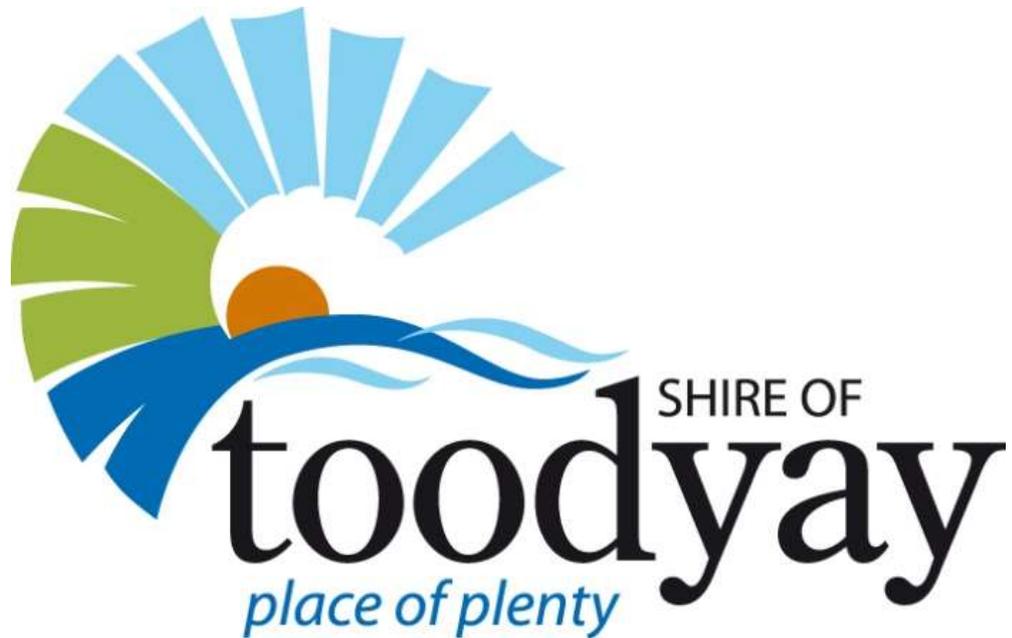
Not been to Council and no doubt will be discussed at the Audit Committee on 10 November 2016.

- **Bush Fire Operating Procedure Amendments**

Draft Amendments were sent via email to members of the BFAC and comments had to be submitted by 9 Nov 2016.

## 14. MEETING CLOSURE

The Shire President declared the meeting closed at 6.12pm.



# **ATTACHMENTS**

to Notes of

# **COUNCIL FORUM**

**8 November 2016**

**ATTACHMENTS**  
TO NOTES OF COUNCIL FORUM  
HELD IN COUNCIL CHAMBERS ON 8 NOVEMBER 2016

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### **STATUS REPORT**

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Committee Meeting Status Report	55
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<b>Section One: Session Details</b>			
<b>Date</b> 4/11/2016		<b>Day</b> : Mon Tues Weds Thurs Fri Sat Sun	
<b>Start Time:</b> 1630		<b>End Time:</b> 1930	
<b>Location:</b> Goomalling Shire Memorial Hall			
<b>Staff on duty:</b> (Volunteer-V) (Goomalling Shire-GS) (Agency-A)			
<b>Name</b>		<b>Signature</b>	
Lesley Murphy			
Krystal Robertson			
Mark Hardwick			
<b>Session type:</b> (please tick):			
Outreach Bullsbrook		Forrestfield	
Jane Brook		Ellenbrook Woodlake	
		Lockridge Rosher Park	
		Goomalling	X
<b>Name of partner in cases of partnership work with another agency:</b> SHIRE OF GOOMALLING			
<b>Section Two: Session Planning</b> ( <i>attach separate plan if applicable</i> )			
What are the aims of the session? <ul style="list-style-type: none"> <li>• Continued relationship building and maintenance.</li> <li>• 1630: Share fruit Code of Conduct workshop facilitation. All participants.</li> <li>• Icebreaker with ball and talking stick. Move participants around to reduce unhelpful interactions and distractions. My name is"....." my favourite animal is"....." Pick someone and throw the ball to next person. Pass stick without moving feet.</li> <li>• Revisit last weeks workshop...Rules.</li> <li>• Revisit proposed values.</li> <li>• Discuss "Our Safe Place"..... Pose Question:- Where do fighting and swearing fit into this??</li> <li>• Move the list of rules to the matching Value....</li> <li>• Discuss consequences and why.</li> <li>• Discuss activity forms and purpose.</li> <li>• Separate groups by age, Primary school and Secondary school age. 1830-1930</li> <li>• Equipment for activities only. No excess balls etc.</li> </ul>			
Outline plan for session:			

400-415	Briefing	prepare fruit together	
415-430	Set up and prep		
430-500	430 Open doors provide fruit and water. All together 440 commence Conduct and values workshop.	Explain ages and times.	
500-530	Prep and start cooking dinner.	Activities on oval. Dodgeball in hall controlled 1 ball. Player roster other activities, ie: Foosball, Pool, Air Hockey	
530-630	Dinner and transport PS age home. Complete transport home of PS Age Children.		
630-700	HS Age Children.		Consult with staff and older YP regarding their ideas. About projects for HSA YP.
700-730			
730-	Debriefing, report completion.		

What are the intended outcomes for clients?

- Socialisation and engagement in positive safe activities.
- Healthy Food and Water/ juice/ milk provided.
- Opportunities to enhance practical life skills. E.g. helping prep food, helping run activities, helping tidy, helping others.....
- Inclusion in Code of Conduct workshop. Revisit
- Effective conflict resolution.

Report prepared.  
Data collated.  
Photographic.

**Section Three: Session recording, evaluation and reflection**

Which intended outcomes were achieved?

What other outcomes were there for the clients?

During this session, have any further needs been identified by clients? (if yes, please specify)

How would you have done things differently to improve the outcomes for clients?

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<b>Section Four: Recommendations for referrals to other agencies</b>	
Raised by (staff name)	
Name of client:	
Recommended agency.	

<b>Section Five: Any further comments and follow up work</b>

Form completed by All staff with Volunteer and Agency feedback	Date:- 28/10/2016
Comments from program coordinator:	

Confirmation of reading form and appropriate action taken.

Date:- 28/10/2016

Signature of program coordinator:



## WHEATBELT OUTREACH PROJECT

..... PROGRAM

4.30 - 7.30 PM

	10 WEEKS / TERM	8 WEEKS / TERM	10 WEEKS / TERM	8 WEEKS / TERM	10 WEEKS / TERM	8 WEEKS / TERM
Staff		4 staff		3 staff + 1 volunteers		2 staff + 2 volunteers
Food & consumables	5120	4096	3840	3072	2560	2048
Vehicle - 12 seater bus	1500	1200	1500	1200	1500	1200
Equipment	600	480	600	480	600	480
Administration - PCYC	1000	800	1000	800	1000	800
Venue - Hire	1000	800	1000	800	1000	800
	<b>10220</b>	<b>8176</b>	<b>8940</b>	<b>7152</b>	<b>7660</b>	<b>6128</b>

Week	Date	Time	Staff	Outline of proposed Outreach session.
1	Friday 14 <sup>th</sup> October 2016	4.30pm to 7.30pm	KR, LM, MH	Relationship Building: Introductions, informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General information i.e. kids helpline, lifeline, contacts for local services (Including Northam), PCYC and staff).
2	Friday 21 <sup>st</sup> October 2016	4.30pm to 7.30pm	KR, LM	Relationship building and maintenance, survey to be delivered as early as possible asking young people's interests, hopes, feelings, needs or wants, ongoing informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General i.e. kids helpline, lifeline, contacts for PCYC and staff).
3	Friday 28 <sup>th</sup> October 2016	4.30pm to 7.30pm	KR,LM, MH	Relationship building and maintenance, informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General i.e. kids helpline, lifeline, contacts for PCYC and staff)
4	Friday 4 <sup>th</sup> November 2016	4.30pm to 7.30pm	KR,LM	Relationship building and maintenance, informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General i.e. kids helpline, lifeline, contacts for PCYC and staff)
5	Friday 11 <sup>th</sup> November 2016	4.30pm to 7.30pm	KR, LM, MH	Workshop or warm up talk, storytelling/ sharing session (Semi formal). The timing and nature of workshops is dependent on young people's preparedness to engage. It is important to discuss important topics such as DV/FDV, criminal and anti-social behaviour when the relationships are safe to do so. It will also be necessary to manage variables such as age groups and other variables such as appropriateness of content.
6	Friday 18 <sup>th</sup> November 2016	4.30pm to 7.30pm	KR,LM	Relationship building and maintenance, Relationship building and maintenance, informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General i.e. kids helpline, lifeline, contacts for PCYC and staff)
7	Friday 25 <sup>th</sup> November 2016	4.30pm to 7.30pm	KR, LM, MH	Relationship building and maintenance, informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General i.e. kids helpline, lifeline, contacts for PCYC and staff).
8	Friday 2 <sup>nd</sup> December 2016	4.30pm to 7.30pm	KR,LM	Relationship building and maintenance, informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General i.e. kids helpline, lifeline, contacts for PCYC and staff)
9	Friday 9 <sup>th</sup> December 2016	4.30pm to 7.30pm	KR,LM	Discuss upcoming school holidays and second run of surveying. Relationship building and maintenance, informal discussions, sporting activities, art activities, cultural activities, provision of information around supports, making and sharing a meal (General i.e. kids helpline, lifeline, contacts for PCYC and staff)
10	Friday 16 <sup>th</sup> December 2016	4.30pm to 7.30pm	KR, LM, MH	End of term celebration. (Swimming pool?)

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## AGENDA FORUM DISCUSSION PAPER

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<b>Date of Report:</b>	31 October 2016
<b>Name of Applicant / Proponent/s:</b>	Shire of Toodyay
<b>File Reference No.:</b>	PLS 2
<b>Author:</b>	J Jurmann – Planning Consultant
<b>Responsible Officer:</b>	G Bissett – Manager Planning and Development
<b>Previously Before Council:</b>	Yes (October 2016)
<b>Nature of Council's Role in the matter:</b>	Executive
<b>Attachments:</b>	<ol style="list-style-type: none"><li>1. State Planning Policy 3.1 Residential Design Codes;</li><li>2. Excerpt of LPS4 – Map 3; and</li><li>3. Map of the existing residential density codes in the Toodyay townsite.</li></ol>

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### 7.1 REVIEW OF LOCAL PLANNING STRATEGY – DUAL DENSITY CODING

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#### PURPOSE OF THE DISCUSSION PAPER

To seek Council's guidance on the proposed application of dual density coding in the Toodyay town site as part of the review of the Local Planning Strategy (the Strategy) and development of the new Local Planning Scheme (the Scheme or LPS5).

At the Council Forum held on 11 October 2016, Members provided the following advice:

*“That a report be presented at the November 2016 Council Forum that would include and provide clarification in relation to the following:*

- *An explanation of the differences between R10/50 vs R10/40;*
- *A comparison of the application of dual density codes; and*
- *A map detailing the area being referenced in this regard.”*

#### BACKGROUND

The review of the Strategy has now progressed to the stage that it is considered beneficial to consult Council on the proposed direction of a number of significant issues to facilitate the finalisation of a draft document that will then be the subject of extension community consultation.

Council has already considered two Forum papers relating to the review of the Strategy. The third issue identified for discussion is dual density coding in the Toodyay townsite.

It is proposed to review the use of dual density coding applied to residential land in the Toodyay townsite to maximise use of essential infrastructure, such as water,

sewer and roads. This approach will also encourage higher density development to increase diversity in housing options in the Toodyay town site.

### **CONSULTATION IMPLICATIONS**

Consultation with Council to agree on the most appropriate approach to this issue and a number of other identified issues.

Once the DRAFT Strategy has been adopted by Council, then comprehensive community and stakeholder consultation will commence.

### **STRATEGIC IMPLICATIONS**

The Strategy is the main strategic document for land use planning in the Shire of Toodyay. It is therefore important that the directions in the Strategy reflect best practice and facilitate sustainable development of the Shire.

The greater use of dual density residential coding will, as indicated earlier, maximise use of infrastructure and encourage diversity in housing options to achieve sustainable future development of Toodyay.

### **POLICY IMPLICATIONS**

In conjunction with the Strategy review, the Scheme and Local Planning Policies (LPP's) will also be revised. Where appropriate some policies or some provisions will be incorporated into the Strategy or Scheme if it is identified that better legislative powers are required to address an issue more effectively.

### **FINANCIAL IMPLICATIONS**

There are financial implications associated with the review process identified in the budget.

### **LEGAL AND STATUTORY IMPLICATIONS**

The *Planning and Development (Local Planning Schemes) Regulations 2015* regulate the requirement for and content of Local Planning Strategies.

### **RISK IMPLICATIONS**

A clear and concise local planning strategy and scheme that has been developed in consultation with the community will provide the basis for consistent decision making that will reduce the risk of decisions being appealed, and therefore the risks of inappropriate development being located in the Shire.

Provisions will be incorporated in the new local planning scheme to provide necessary controls and to minimise the risks associated with the greater application of dual density residential coding.

### **SOCIAL IMPLICATIONS**

The Local Planning Strategy will provide the strategic framework for land use and development into the future. Social issues, including employment, education, health and aged care will be key issues to be addressed. It is envisaged that the new Strategy will provide a better basis for decision-making on social issues, and therefore having positive social implications for the community.

### **ENVIRONMENTAL IMPLICATIONS**

There are no adverse environmental implications envisaged from this report.

## **ECONOMIC IMPLICATIONS**

There are no adverse economic implications envisaged from this report.

## **OFFICER COMMENT / DETAILS**

The R-Codes are premised upon a sliding scale of development standards correlated to residential density and provide a comprehensive basis for the control of residential development throughout Western Australia.

The R-Codes table (**Attachment 1**) demonstrates the sliding scale, which is particularly evident in the lot size requirements.

It is proposed to apply greater use of dual density coding into the new Toodyay Local Planning Scheme No. 5 (LPS5) where the dual density code will consist of a lower code and a higher code (e.g. R10/R30). The lower density code will apply by default unless an owner can prove that a proposed development fulfils the requirements in the Scheme for the higher R-Code. The Scheme, associated policy and/or design guidelines, will set out the requirements that need to be met in order to develop at the higher density R-Code.

An example of where dual density coding can be beneficial is in areas identified for the future expansion of sewer infrastructure. In this case, the lower density code would be used until such time the property is connected to the reticulated sewerage system and then the higher density code can be used. The application of dual density codes in this example would negate the need for a scheme amendment (or rezoning) to change the density coding when the sewer infrastructure becomes available.

The above example is the most common use for dual density coding, however there can be other situations where dual density can be used in conjunction with approved Structure Plans and/or design guidelines.

Applying dual density codes in appropriate areas can also be utilised to provide an indication to existing and future landowners of the intention for the area to be the subject of future re-development.

However, the application of dual density codes with a density too high or too low can result in over-development or under-development.

Currently, one area south of the Toodyay town centre designated with dual density coding as indicated on the excerpt of LPS4 – Map 3 (**Attachment 2**).

Referring to the R-Codes table, the dual density coding enables lots to be subdivided to a minimum lot size of 160m<sup>2</sup> with an average of 180m<sup>2</sup>, which may be considered too high for the location and the housing expectations of the community. A review will be conducted as part of the development of the new Strategy.

At **Attachment 3** is a map of the existing residential density codes in the Toodyay townsite. It is proposed to apply dual density coding throughout the areas where the sewer infrastructure is existing and in future expansion areas. As part of the Local Planning Strategy process, Officers are liaising with the Water Corporation to determine future expansion areas.

The purpose of this Item is to seek guidance from members in relation to the strategic direction of this matter to enable the draft Local Planning Strategy to be finalised for approval by Council and the WAPC prior to consultation with the community. Further discussion relating to this issue with members will be ongoing during the finalisation of the Strategy and the drafting of LPS5.

## Tables

[Return to contents page](#)

**Table 1**  
– General site requirements for all single house(s) and grouped dwellings and multiple dwellings in areas coded less than R30

**Tables 2a and 2b** –  
Boundary setbacks

**Table 3**  
– Maximum building heights

**Table 4**  
– General site requirements for multiple dwellings in areas coded R30 or greater, within mixed use development and/or activity centres

**Table 5**  
– Lot boundary setbacks

**Table 1: General site requirements for all single house(s) and grouped dwellings; and multiple dwellings in areas coded less than R30**

1 R-Code	2 Dwelling type	3 Minimum site area per dwelling (m <sup>2</sup> ) ◆	4 Minimum lot area/rear battleaxe (m <sup>2</sup> ) ▼	5 Minimum frontage (m) ▼	6 Open space		7 Minimum setbacks (m)		
					min total (% of site)	min outdoor living (m <sup>2</sup> )	primary street	secondary street ●	other/rear
R2	Single house or grouped dwelling	Min 5000	-	50	80	-	20	10	10
R2.5	Single house or grouped dwelling	Min 4000	-	40	80	-	15	7.5	7.5
R5	Single house or grouped dwelling	Min 2000	-	30	70	-	12	6	*/6
R10	Single house or grouped dwelling	Min 875 Av 1000	925	20	60	-	7.5	3	*/6
	Multiple dwelling	1000	-	20	-	-	7.5	3	*/6
R12.5	Single house or grouped dwelling	Min 700 Av 800	762.5	17	55	-	7.5	2	*/6
	Multiple dwelling	800	-	20	-	-	7.5	2	*/6
R15	Single house or grouped dwelling	Min 580 Av 666	655	12	50	-	6	1.5	*/6
	Multiple dwelling	666	-	20	-	-	6	1.5	*
R17.5	Single house or grouped dwelling	Min 500 Av 571	587.5	12	50	36	6	1.5	*
	Multiple dwelling	571	-	20	-	-	6	1.5	*
R20	Single house or grouped dwelling	Min 350 Av 450	450	10	50	30	6	1.5	*
	Multiple dwelling	450	-	20	-	-	6	1.5	*
R25	Single house or grouped dwelling	Min 300 Av 350	425	8	50	30	6	1.5	*
	Multiple dwelling	350	-	20	-	-	6	1.5	*
R30	Single house or grouped dwelling	Min 260 Av 300	410	-	45	24	4	1.5	*
R35	Single house or grouped dwelling	Min 220 Av 260	395	-	45	24	4	1.5	*
R40	Single house or grouped dwelling	Min 180 Av 220	380	-	45	20	4	1	*
R50	Single house or grouped dwelling	Min 160 Av 180	380	-	40	16	2	1	*
R60	Single house or grouped dwelling	Min 120 Av 150	380	-	40	16	2	1	*
R80	Single house or grouped dwelling	Min 100 Av 120	380	-	30	16	1	1	*

### Legend

◆ subject to variations permitted under clause 5.1.1 C1.4

▼ only applies to **single houses**

● **secondary street:** includes **communal street**, private street, **right-of-way** as street

- indicated not applicable

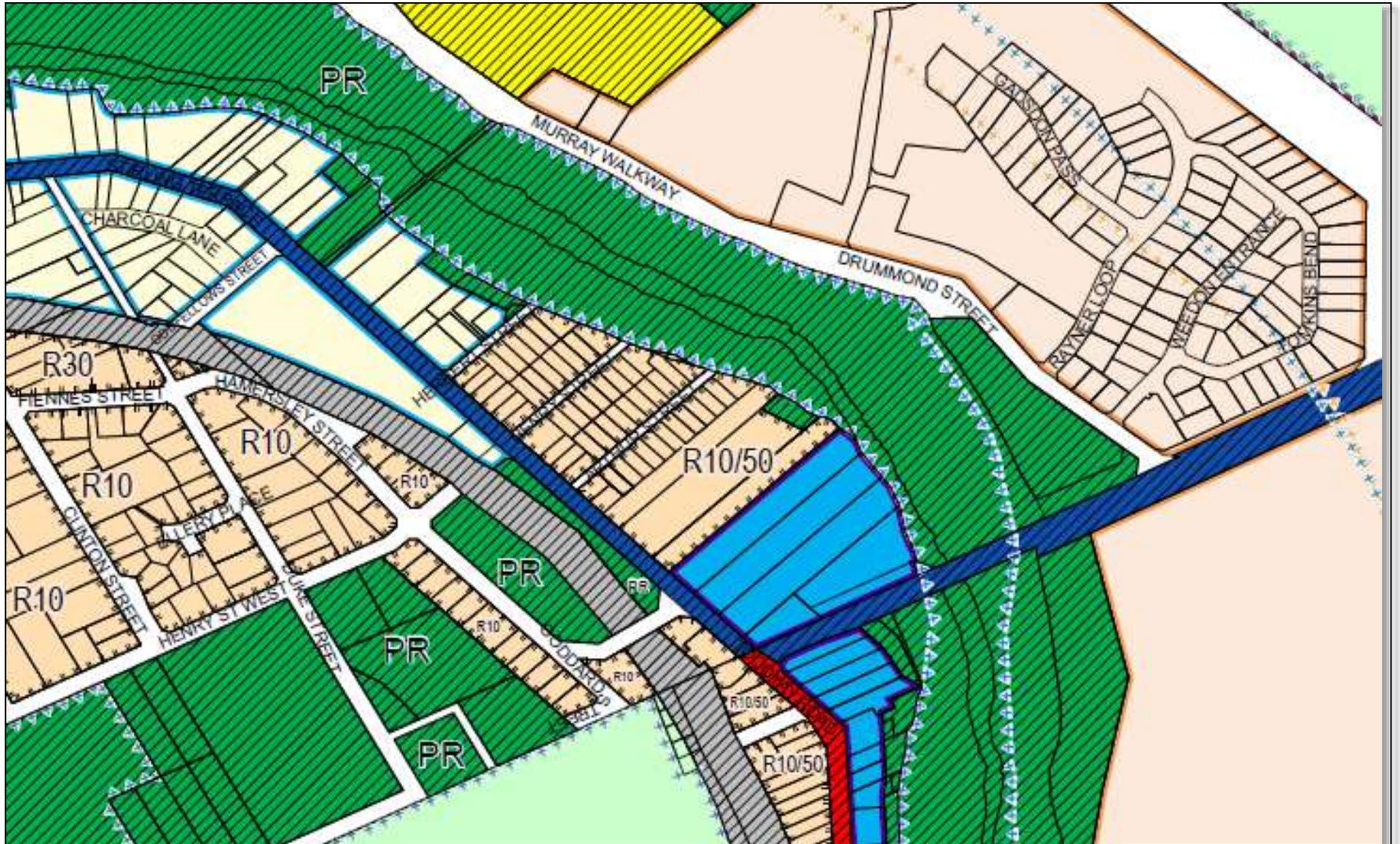
\* see **Tables 2a and 2b** and clause 5.1.3

Av. average **site** area



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Excerpt of LPS4 – Map 3

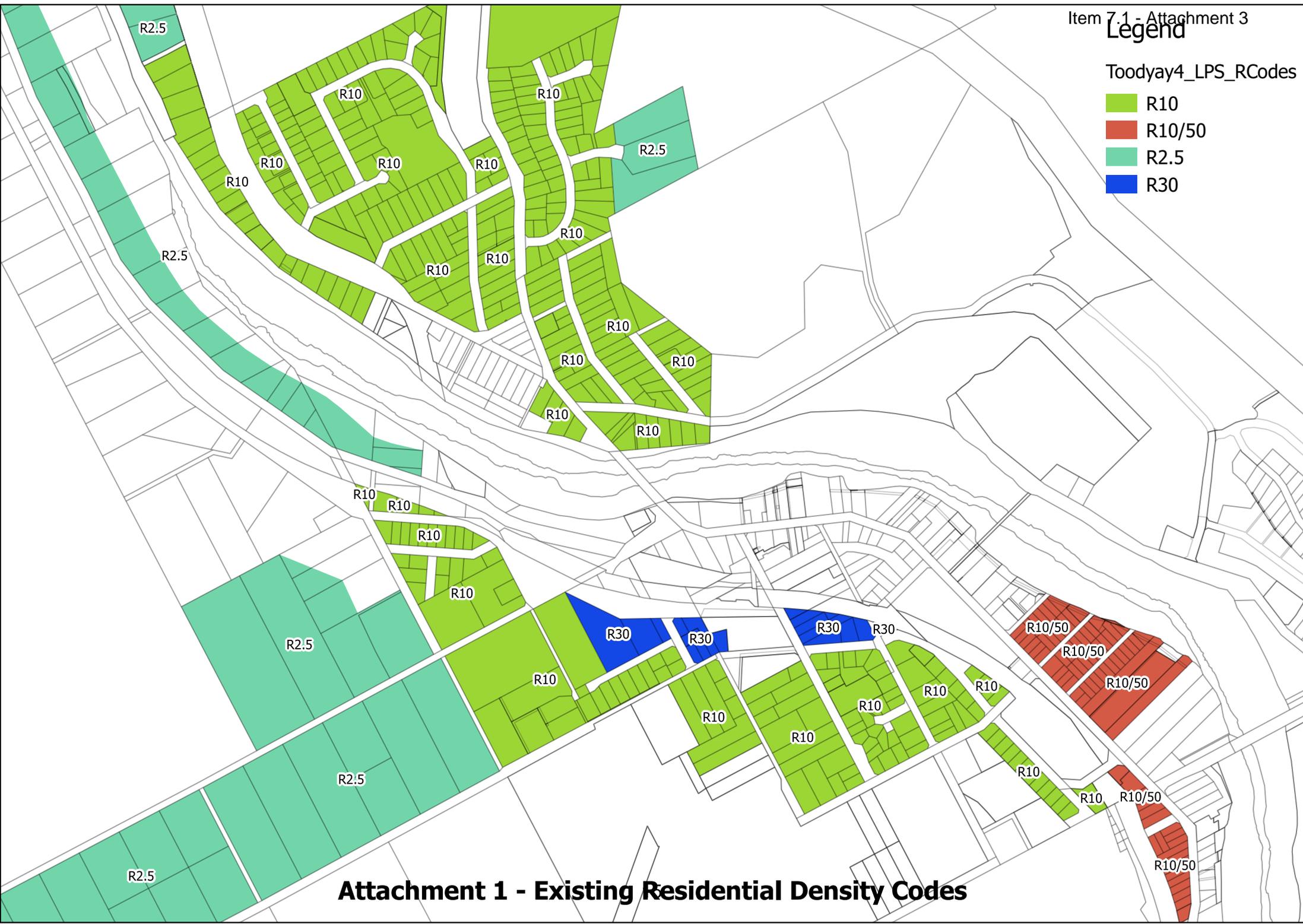


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# Legend

## Toodyay4\_LPS\_RCodes

- R10
- R10/50
- R2.5
- R30



**Attachment 1 - Existing Residential Density Codes**

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## AGENGA FORUM DISCUSSION PAPER

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<b>Date of Report:</b>	31 October 2016
<b>Name of Applicant / Proponent/s:</b>	PCYC – Outreach Program for Youth
<b>File Reference No.:</b>	YOU 1
<b>Author:</b>	A Bell – Manager of Community Development
<b>Responsible Officer:</b>	A Bell – Manager of Community Development
<b>Previously Before Council:</b>	N/A
<b>Nature of Council's Role in the matter:</b>	Executive
<b>Attachments:</b>	1. Copy of email dated 31 October 2016 together with a table of various options for service including costs.

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### 7.2 PCYC YOUTH OUTREACH SERVICE

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#### **PURPOSE OF THE DISCUSSION PAPER**

Police & Community Youth Centres (PCYC) to share information with Council about their Youth Outreach Program which they are currently looking to expand in the Avon Region.

#### **BACKGROUND**

Over previous years the Shire of Toodyay (the Shire) has endeavoured to engage with Youth from the community.

This has been successful via various events which have included a variety of fun activities, however this has not engaged with the Youth for any extended timeframe, or for those who may be at risk for any number of reasons.

The Shire has engaged with Inclusion WA over the past 18 months which has organically grown to be known as the 'Inclusion School Holiday Program.' It has been wonderful to work with Inclusion WA and a further grant has been applied for 2017/2018, however this is not a Youth Program but one that makes the whole community more inclusive.

The Shire does not employ a Youth Officer and although the current staff members do their very best to engage with Youth, they are not Youth Officers with the required skills.

PCYC have commenced an outreach session to Goomalling each Friday afternoon/evening with 50 kids attending. In hearing of the good work that PCYC have commenced in Goomalling a meeting was arranged to find out further details from PCYC.

PCYC are currently looking to expand their work in both Toodyay and Northam, if the Shire feels there is a need for their service.

## **CONSULTATION IMPLICATIONS**

Audrey Bell, Manager of Community Development (MCD) and Community Development Administration Assistance (Maddie Ross) met with Mark Hardwick from PCYC on 24 October 2016 to hear of the work undertaken by them.

The MCD has invited Mark Hardwick from PCYC to present to Council their current work in the Avon Region.

This presentation and report is the next step in sharing this information to Council.

## **STRATEGIC IMPLICATIONS**

This discussion sits within the Community Outcomes of the Strategic Community Plan, i.e. Healthy, safe and cohesive community – Community Services – Youth Services.

Within the Corporate Business Plan it is noted that the Shire facilitate monthly meetings of YAC. These have been trialled with very little interest shown by Youth in attending, as well as the Shire not employing a Youth Officer with the skill set to engage with Youth.

## **POLICY IMPLICATIONS**

There are no adverse policy implications envisaged from this report.

## **FINANCIAL IMPLICATIONS**

Should Council in the future resolve to engage PCYC for the Youth of Toodyay, there will be financial implications via budget allocation.

At **Attachment 1** is a copy of email and information table of proposed costs to engage PCYC. In reviewing the figures:

- If PCYC were engaged for three hour sessions, with four paid staff, for eight weeks of each of the four terms – cost would be \$39,952 inc. GST.
- If PCYC were engaged for two hour sessions, with two staff and two community volunteers, for eight weeks of each of the four terms – cost would be \$22,070.40 inc. GST.

## **LEGAL AND STATUTORY IMPLICATIONS**

With this new service being expanded to the Avon Region it could be an opportunity for Council to review their commitment to Youth and what programs/services they see the Shire being able to support or provide.

## **RISK IMPLICATIONS**

There are no adverse risk implications envisaged from this report.

## **SOCIAL IMPLICATIONS**

Social impacts are that Youth are seen as a priority for the Council.

## **ENVIRONMENTAL IMPLICATIONS**

There are no adverse environmental implications envisaged from this report.

## **ECONOMIC IMPLICATIONS**

There are no adverse economic implications envisaged from this report.

**OFFICER COMMENT / DETAILS**

As noted in the background information of this report a lot of great work has been undertaken by the Shire and its staff in trying to build engagement with the Youth of the community. The times where this engagement has taken place has been for the more fun type of activities and for mainly one day events.

Through the work undertaken by PCYC theirs is a weekly service with qualified Youth Workers. They have a more in-depth knowledge of where youth can gain further assistance or information on a wide range of issues which they may be facing in their personal lives.

**OFFICER'S RECOMMENDATION**

1. Council listen to the presentation of PCYC; and
2. A further report will be presented to Council for their further consideration of this Youth outreach opportunity.

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## Audrey Bell

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**From:** Madeline Ross  
**Sent:** Monday, 31 October 2016 1:35 PM  
**To:** Audrey Bell  
**Subject:** FW: Outreach - Toodyay  
**Attachments:** Wheatbelt Outreach Project - Costings.xlsx; Liability Certificate.pdf

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**From:** northampcyc [mailto:northampcyc@wapcyc.com.au]  
**Sent:** Monday, October 31, 2016 12:03 PM  
**To:** Madeline Ross  
**Cc:** Mark Hardwick  
**Subject:** Outreach - Toodyay

Hi Maddie

I have come up with a couple of different options for you. All prices are per session and exclude GST. By giving a cost per session you can decide on number of sessions per term or per year Toodyay Shire would like us to run.

*8-10 sessions per term.*

We can run 2 hour sessions that would include afternoon tea and activities.

Alternatively we can run a 3 hour session that would include afternoon tea when they first arrive, activities and then a sausage sizzle or similar to feed the kids something more substantial before they go home. This is what we are doing in Goomalling this term.

With 50 -60 kids attending a session we would need 4 staff. At a minimum we would need 2 paid youth workers and 2 volunteers. The volunteers would need to be Toodyay people. To volunteer they would need WWCC as a minimum.

I have shown options for more paid staff per session.

Please give Mark or myself a call if you need any further information.

Thanks

**Jane Atterby**  
Administration  
**Northam Police & Community Youth Centres (PCYC)**



Wellington St Northam WA 6401 | PO Box 372 Northam WA 6401  
T: (08) 9622 2220 | F: (08) 9622 2474 | E: [northampcyc@wapcyc.com.au](mailto:northampcyc@wapcyc.com.au)  
[www.wapcyc.com.au](http://www.wapcyc.com.au) | [facebook.com/wapcyc](https://www.facebook.com/wapcyc)



## WHEATBELT OUTREACH PROJECT

Based on 50 - 60 youth per session

The cost for each session includes cost of youth workers, a coordinator and all on costs.

	4 paid staff	3 paid staff plus volunteer local town)	1 (from local town)	2 paid staff plus 2 volunteers (from local town)
3 hour session - includes afternoon tea, various activities & a sausage sizzle or similar	\$1135 / session excl. GST	\$977 / session excl. GST		\$819 / session excl. GST
2 hour session - includes afternoon tea and various activities	\$865 / session excl. GST	\$746 / session excl. GST		\$627 / session excl. GST

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## AGENDA FORUM DISCUSSION PAPER

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<b>Date of Report:</b>	1 <sup>st</sup> November 2016
<b>Name of Applicant / Proponent/s:</b>	Shire of Toodyay
<b>File Reference No.:</b>	TT.T01351.1
<b>Author:</b>	L Vidovich – Manager Works & Services
<b>Responsible Officer:</b>	C Delmage – Acting Chief Executive Officer
<b>Previously Before Council:</b>	No
<b>Nature of Council's Role in the matter:</b>	Executive
<b>Attachments:</b>	<ol style="list-style-type: none"><li>1. RAV 2 &amp; 3 Road List; and</li><li>2. RAV Trailer Combination.</li></ol>

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### 7.3 RESTRICTED ACCESS VEHICLE (RAV) ROUTE

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#### **PURPOSE OF THE DISCUSSION PAPER**

To seek direction for Restricted Access Vehicle (RAV) 2 & 3 roads in the Shire of Toodyay to be 'uprated' to a RAV 4 network.

#### **BACKGROUND**

The following email was recently received from Main Roads WA in respect to the upgrading of existing RAV 2 and RAV 3 network roads in the Shire of Toodyay to a RAV4:

*"Main Roads Heavy Vehicle Services (HVS) has met recently with representatives of Local Governments and the Transport Industry to discuss the Restricted Access Vehicle (RAV) route assessment process and access issues, particularly with regards to the upcoming harvest and projections of a bumper crop.*

*To assist Local Governments facilitate the transport task required for the 2016 harvest Main Roads can, upon request, upgrade roads currently approved for RAV Networks 2 and 3 to RAV Network 4. Please note, where bridge structures are identified along existing RAV Network 2 or 3 roads, a bridge assessment must be conducted before the RAV Network rating can be increased.*

*You can review the current RAV ratings within your Shire using our RAV Mapping Tool:*

*<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/Pages/rav.aspx> or please find attached a list of the relevant roads.*

*All we need to commence the process is a written request from the Shire CEO or delegated officer. Requests can be emailed to:*

*[HVSrouteassessments@mainroads.wa.gov.au](mailto:HVSrouteassessments@mainroads.wa.gov.au)*

*Should you have any questions please contact Paul Mott, Heavy Vehicle Services Manager on 9475 8489"*

A copy of the existing RAV 2 & 3 which could be upgraded to a RAV 4 network is attached (**Attachment 1**) and includes current conditions for each road.

### **CONSULTATION IMPLICATIONS**

Consultation has occurred with Main Roads WA, the Works Advisory Committee and the Manager Works & Services.

### **STRATEGIC IMPLICATIONS**

There are no adverse strategic implications envisaged as a result of this report.

### **POLICY IMPLICATIONS**

Any alteration to the designated heavy haulage route may require an adjustment to Councils A8 "Oversized vehicles" policy

### **FINANCIAL IMPLICATIONS**

Increasing a network from a RAV2 to a RAV 4 on low usage roads will have minimal extra costs. It should also be noted that at this stage this proposal is only in place for the harvest period for 2016/17

### **LEGAL AND STATUTORY IMPLICATIONS**

Main Roads WA issue all Heavy Haulage Permits, at all times, all decisions will comply with regulatory requirements as they stand at any point in time.

### **RISK IMPLICATIONS**

There are no further risk implications for a RAV 2, 3 or 4 heavy haulage vehicle as weight, length and number of axle groups can be of similar configuration.

### **ENVIRONMENTAL IMPLICATIONS**

There are no adverse environmental implications envisaged as a result of this report.

### **SOCIAL IMPLICATIONS**

There may be some negative social feedback as a result of this report from road users.

### **OFFICER COMMENT / DETAILS**

An email was received back in 2013 from MRWA following a request from a local working group to assess 15 roads within the Shire of Toodyay.

A copy of this email is attached below

**From:** WAKELING Simon (HVAAO/A)

**Sent:** Friday, 7 June 2013 11:07 AM

**To:** [mws@toodyay.wa.gov.au](mailto:mws@toodyay.wa.gov.au)

**Cc:** MOTT Paul (On Leave); FORD Debbie (HVAAO/A); SEAGER Robert (TOT); PUTLAND Gren (PM); BAIN Rich (HVAPM/A)

**Subject:** Shire of Toodyay - Road Assessments

*Good Morning Les,*

*Thank you for your time on the phone this morning.*

*The assessments conducted on 15 roads within the Shire of Toodyay have been completed and the findings are summarised below.*

**Existing RAV Network 2 Roads**

*Long Forrest Rd*

**Existing RAV Network 3 Roads**

*Rockdale Rd*

**Existing RAV Network 4 Roads**

*Old Plains Rd*

*Mount Rd*

*Telegraph Rd*

*Woodlands Rd*

*Hall Rd*

*Woodendale Rd*

*Nunile Rd*

*The above **existing** roads have a long history of being on the RAV network as low volume roads and are conditioned to have Shire approval prior to operators accessing them and as such these roads are to remain on the network at their current level and relevant conditions.*

**Proposed Roads to be added To the RAV Network 4**

*Red Gully Rd*

*Carroll Rd*

*Julimar Rd*

*Leeming Rd*

*Dumbarton Rd*

*Forest Rd*

*When assessing roads to be added to the RAV Network, the road must comply with the “Guidelines for Assessing the Suitability of Routes for Restricted Access Vehicles” available on the Main Roads website.*

*As discussed with you, unfortunately all the above **proposed** roads have been assessed and deemed unsuitable for RAV network 4 access due to excessive grades not meeting guideline requirements.*

*Should you wish to discuss this further please do not hesitate to contact me*

*Regards,*

**Simon Wakeling**

*Heavy Vehicle Operations*



*Telephone: 138 HVO (486)*

*Fax: (08) 9475 8455*

*Email: [hvoaccessplanning@mainroads.wa.gov.au](mailto:hvoaccessplanning@mainroads.wa.gov.au)*

From the list, the working group only requested Long Forrest Road and Rockdale Road which were already existing RAV 2 or RAV 3 roads to be upgraded to a RAV 4 network. The other roads identified were new roads which were proposed to be added to the network as RAV4, unfortunately they all failed due to excessive grades.

Works and Services staff have assessed the list of roads provided by Main Roads WA for a possible upgrade from RAV 2 and 3 to a 4 and provide the following comments:

- Toodyay Bindi-Bindi Rd – Bridge assessment required, until this is requested and performed this section of road cannot be upgraded to a RAV 4 road;
- Telegraph Rd – As noted above;
- Stirling Tce – Not recommended due to poor intersection designs;
- Dewars Pool Rd - Not recommended due to insufficient width and substandard curves;
- Clackline Rd – Recommended as the width is okay and recently white lined;
- Hamersley St - Not recommended due to poor intersection designs;
- Toodyay St – No requirement for RAV4 on this section of road, RAV2 sufficient;
- Fiennes St - Not recommended due to poor intersection designs;
- Clinton St - Not recommended due to poor intersection designs;
- Anzac Ave - Not recommended due to poor intersection designs;
- Harper St - Not recommended due to poor intersection designs;
- Rockdale Rd – Not recommended due to insufficient width and substandard curves;
- Long Forrest Rd – Recommended, sufficient width and upgrading of intersection to commence shortly;
- Connor Rd – Not recommended due to insufficient width;
- Wattening Rd – Not recommended due to insufficient width, substandard curves and poorly constructed intersection;
- Bulligan Rd – Not recommended due to insufficient width;
- Morangup Rd – Recommended, sufficient width and recently white lined;
- Chitty Rd – (Salt Valley Rd to Northam Boundary) - Recommended due to sufficient width;
- Salt Valley Rd (Fernie Rd to end of seal) – Recommended due to sufficient width;
- Salt Valley Rd (End of seal to Toodyay Road) Not recommended due to substandard curves and poor intersection design on Toodyay Road;
- Fernie Rd (Toodyay Rd to Salt Valley Rd) – Recommended, due to sufficient width; and

- Fernie Rd (Salt Valley Rd to Northam Boundary) - Not recommended due to insufficient widths and steep gradients.

It would appear that Main Roads WA have softened their approach to standards in anticipation of a bumper grain harvest season as it appears that no on the ground assessment is proposed.

Councillor direction is now sought in respect to this matter, does the Shire of Toodyay wish to have any of the roads listed at Appendix A upgraded to a RAV 4 network. If not Main Roads WA would still appreciate that they be advised in writing of the decision.

A copy of the Prime Mover, Trailer combinations is attached (**Attachment 2**).

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**Toodyay**

Road No	Road Name	SLK_From	SLK_To	Network	From Intersection	To Intersection	Current conditions
4260197	TOODYAY - BINDI BINDI RD	0	7.09	2	TELEGRAPH RD & TOODYAY - BINDI BINDI RD	COONDLE WEST RD & TOODYAY - BINDI BINDI RD	Bridge, Headlights on, not to exceed 25 meters, half posted speed
4260196	TELEGRAPH RD	0	2.15	2	HARPER ST & TELEGRAPH RD & STIRLING TCE	TELEGRAPH RD & TOODYAY - BINDI BINDI RD	Bridge, Headlights on, not to exceed 25 meters, half posted speed
4260195	STIRLING TCE	0	0.1	2	TOODYAY & STIRLING TCE & GOOMALLING - TOODYAY	HAMERSLEY ST & STIRLING TCE	Headlights on, not to exceed 25 meters, half posted speed
4260194	DEWARS POOL - BINDOON RD	0	24.6	2	TOODYAY - BINDI BINDI RD		Lg approval letter to be carried
4260193	CLACKLINE - TOODYAY RD	0	10.56	2	LGA BOUNDARY	TOODYAY RD	Headlights on, not to exceed 25 meters
4260126	HAMERSLEY ST	0	0.68	2	HAMERSLEY ST & STIRLING TCE	FIENNES ST & DUKE ST & HAMERSLEY ST	Headlights on, not to exceed 25 meters, half posted speed
4260074	TOODYAY ST	0	0.39	2	TOODYAY - BINDI BINDI RD S115	WEST TOODYAY RD NO 11	For Toodyay show?
4260064	FIENNES ST	0.17	0.36	2	CLINTON ST & FIENNES ST	FIENNES ST & DUKE ST & HAMERSLEY ST	Headlights on, not to exceed 25 meters, half posted speed
4260063	CLINTON ST	0.33	0.42	2	CLINTON ST & FIENNES ST	ANZAC AVE & CLINTON ST	Headlights on, not to exceed 25 meters, half posted speed
4260061	ANZAC AVE	0	0.4	2	ANZAC AVE & CLINTON ST	HARPER ST & ANZAC AVE	Headlights on, not to exceed 25 meters, half posted speed
4260058	HARPER ST	0	0.24	2	HARPER ST & TELEGRAPH RD & STIRLING TCE	HARPER ST & ANZAC AVE	Headlights on, not to exceed 25 meters, half posted speed
4260038	ROCKDALE RD	0	9.82	3	TELEGRAPH ROAD #0005 LGA 426	3.22 KM PAST BEARD RD	Gravel Road, lg approval letter to be carried
4260036	LONG FORREST RD	0	6.73	2	TOODYAY - BINDI BINDI RD S115	GOOMALLING LGA BOUNDARY	Gravel Road, lg approval letter to be carried
4260032	CONNOR RD	0	2.58	2	TOODYAY - BINDI BINDI RD S115	BULL RD NO 31	Gravel Road, lg approval letter to be carried
4260029	WATTENING RD	0	4.26	2	TELEGRAPH RD	RAILWAY CROSSING 2500	Gravel Road, lg approval letter, railway not to be crossed
4260027	BULLIGAN RD	0	6.8	2	NW CNR LOCATION 56	NE CNR LOCATION 23209	Gravel Road, lg approval letter to be carried
4260021	MORANGUP RD	0	11.5	2	TOODYAY RD (M026)	7.48 KM PAST MCKNOE DR	No operation during school bus hours, maximum speed 80, lg approval letter to be carried
4260016	CHITTY RD	0	6.75	2	SALT VALLEY RD NO 14	NORTHAM LGA BOUNDARY	Part is gravel road, no conditions
4260014	SALT VALLEY RD	0	12.14	2	FERNIE RD NO 13	TOODYAY RD (M026)	Part is gravel road, lg approval letter to be carried
4260013	FERNIE RD	0	6.56	2	TOODYAY RD (M026)	SOUTHERN LGA BOUNDARY	Part is gravel road, lg approval letter to be carried

No
Yes
Part road approval
Bridge assessment required

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VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – PRIME MOVER, TRAILER COMBINATIONS EXAMPLES						Axle Spacing Table	Length (m)	Mass (T) Maximum Permitted Mass	Height (m) (i) = see NOTES	Axle Groups	RAV Network
Category 1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER 	(B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER 	(C) SHORT B-DOUBLE 	(D) TWINSTEER PRIME MOVER TOWING SEMI TRAILER 		(A) (B) (C) (D)	≤20 ≤19 ≤20 ≤19	50 42.5 50 47.5	≤4.6 (4) ≤3.5 (5) ≤4.6 (4) ≤4.6 (4)	4 3 4 3	Network 1
Category 2	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER 	(B) PRIME MOVER TOWING SEMI TRAILER 	(C) B-DOUBLE 	(D) SHORT B TRIPLE 	(E) CAR CARRIER SEMI TRAILER 	(A) (B) (C) (D) (E)	≤27.5 ≤20 ≤27.5 ≤27.5 ≤25	65.5 42.5 67.5 87.5 42.5	≤4.6 (4) ≤3.5 (5) ≤4.6 (4) ≤4.6 (4) ≤4.6 (4)	4 3 4 5 3	Network 2
Category 3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER 					(A)	≤27.5	84	≤4.6 (4)	5	Network 3
Category 4	(A) PRIME MOVER, SEMI TRAILER TOWING 6 AXLE DOG TRAILER 					(A)	≤27.5	87.5	≤4.6 (4)	5	Network 4
Category 5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER 	(C) B-DOUBLE TOWING A CONVERTER DOLLY 		(D) B-TRIPLE 		(A) (B) (C) (D)	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	84 84+d 67.5+d 84	≤4.6 (4) ≤4.6 (4) ≤4.6 (4) ≤4.6 (4)	5 6 5 5	Network 5
Category 6	(A) PRIME MOVER, SEMI TRAILER TOWING 6 AXLE DOG TRAILER 	(B) B-TRIPLE 	(C) PRIME MOVER SEMI TRAILER TOWING A 6 AXLE TRAILER & CONVERTER DOLLY 			(A) (B) (C)	>27.5, ≤36.5 >27.5, ≤36.5 >27.5, ≤36.5	87.5 87.5 87.5+d	≤4.6 (4) ≤4.6 (4) ≤4.6 (4)	5 5 6	Network 6
Category 7	(A) PRIME MOVER, TOWING SEMI TRAILER AND B DOUBLE 	(B) B-DOUBLE TOWING A DOG TRAILER 				(A) (B)	>27.5, ≤36.5 >27.5, ≤36.5	107.5 107.5	≤4.6 (4) ≤4.6 (4)	6 6	Network 7
Category 9	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X DOG TRAILERS 	(B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER AND CONVERTER DOLLY 	(C) B DOUBLE TOWING A DOG TRAILER 	(D) PRIME MOVER, SEMI TRAILER TOWING A B-DOUBLE 		(A) (B) (C) (D)	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤45 >36.5, ≤45	120.5 84+d 107.5 107.5	≤4.6 (4) ≤4.6 (4) ≤4.6 (4) ≤4.6 (4)	7 6 6 6	Network 9
Category 10	(A) PRIME MOVER, SEMI TRAILER TOWING 2 X 6 AXLE DOG TRAILERS 	(B) B-DOUBLE TOWING A CONVERTER DOLLY CONNECTED TO 2 SEMI TRAILERS 	(C) PRIME MOVER, SEMI TRAILER TOWING B TRIPLE 	(D) B-DOUBLE TOWING 2 DOG TRAILERS 	(E) DOUBLE ROAD TRAIN TOWING B-DOUBLE TRAILERS 	(A) (B) (C) (D) (E) (F)	>36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5 >36.5, ≤53.5	127.5 127.5 127.5 147.5 147.5 87.5+d	≤4.6 (4) ≤4.6 (4) ≤4.6 (4) ≤4.6 (4) ≤4.6 (4) ≤4.6 (4)	7 7 7 8 8 6	Network 10

1. Operators using a category of RAV outlined in this document must operate that RAV in accordance with the OPERATING CONDITIONS and only on the network specified.  
2. These diagrams are a visual indication of the vehicle only.  
3. Operators must refer to the OPERATING CONDITIONS for the full vehicle description.

4. The height of the vehicle can exceed 4.3 m but MUST NOT exceed 4.6 m when it is:  
(i) built to carry livestock or; (ii) carrying a crate to carry livestock or; (iii) carrying vehicles on more than one deck or;  
(iv) carrying a multi modal container or; (v) carrying a large indivisible item or; (vi) When operating with an appropriately licenced over height curtain side or pantechonicon trailer.  
5. Maximum height of Pig Trailer only.

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## CONCEPT FORUM DISCUSSION PAPER

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<b>Date of Report:</b>	2 November 2016
<b>Name of Applicant / Proponent/s:</b>	Shire of Toodyay
<b>File Reference No.:</b>	248HARP/A2094
<b>Author:</b>	H. de Vos – Planning Officer
<b>Responsible Officer:</b>	G. Bissett – Manager Planning and Development
<b>Previously Before Council:</b>	Council Forum – May 2014 (Item 7.2)
<b>Nature of Council's Role in the matter:</b>	Review
<b>Attachments:</b>	<ol style="list-style-type: none"><li>1. Utilisation of Harper Road 'Old Works Depot Site'; and</li><li>2. Past Council Meeting/Forum consideration.</li></ol>

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### 8.1 FUTURE OPPORTUNITIES FOR THE USE OF THE OLD COUNCIL WORKS DEPOT SITE.

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#### PURPOSE OF THE DISCUSSION PAPER

To consider a concept report to encourage discussion and consideration of possible future land uses for the site of the former Shire of Toodyay Council Works Depot located at 5 (Lot 248) Harper Road, Toodyay.

This report discusses the current state of the land parcel and relevant stakeholders likely to be involved in any changes in the future. It also provides two possible land-use scenarios to provide Council with an idea of just some of the concepts available for consideration.

#### BACKGROUND

Please refer to the report supplied as **Attachment 1**.

The aim is to consider future potential with a view to create a high quality public realm. An urban design approach that emphasises quality in the public realm can:

- lead to enhanced urban economic performance by attracting more people and activities;
- encourage greater participation in community and cultural activities, and enhance civic pride and commitment to the community;
- increase the use of public space and support associated business; and
- enhance personal safety.

#### CONSULTATION IMPLICATIONS

Consultation is discussed in the body of the report however, to summarise, it is considered that any future development proposal would be widely consulted over a significant amount of time. The subject site is in a prominent location and has the potential to impact many stakeholders. Therefore there is a good opportunity for community discussion in the formative stages to determine the best possible land use for the site.

User participation in urban design activity can:

- improve the fit between design and user needs;
- allow more effective use of resources, by providing informed direction for decision making;
- offer time or cost savings during the decision-making process, by encouraging increased user support for positive change develop a greater sense of 'user ownership' over changes, and legitimise user interests; and
- enhance a sense of community and local democracy.

### **STRATEGIC IMPLICATIONS**

There are no adverse strategic implications envisaged from this report. However a well-considered land use has the potential to drive visitor numbers or to provide innovative commercial and residential opportunities. This would be consistent with the Shire of Toodyay's vision which is:

*"A sustainable, cohesive and vibrant community accommodating the needs of a diverse range of residents whilst maintaining and enhancing the heritage, cultural, rural and environmental characteristics of the Shire."*

### **POLICY IMPLICATIONS**

As the subject site falls within the Central Toodyay Heritage Area, future development would need to be sympathetic to the heritage aspects currently exhibited in the area. However, rather than be restricted by heritage constraints it is envisaged that future development should stand alone and have its own identity and feel. There are many examples where modern urban design can exist in synergy with existing heritage character.

It would be recommended that Council consider implementing a Local Planning Policy or amend the Scheme in such a way to provide clear definition, guidance and control to any development on the site with regards to appearance and/or permitted land use.

### **FINANCIAL IMPLICATIONS**

There are no adverse financial implications envisaged from this report although any further investigation, consultation, advertising and submissions would involve cost. There is no recommendation in this report to implement such actions but if the Officer's Recommendation is endorsed, existing staffing resources would be utilised.

If Council were to make a resolution in the future regarding the potential use (or not) of this site, it would require inclusion in the Long Term Financial Plan and all other associated costs to determine its viability.

### **LEGAL AND STATUTORY IMPLICATIONS**

There are no adverse legal nor statutory implications envisaged from this report.

Any future development would need to be consistent with the current version of the Local Planning Strategy and Local Planning Scheme at the time of development.

All development would need to be consistent with the State Planning Policy 5.4 - *Road and Rail Transport Noise and Freight Considerations in Land Use Planning*.

## **RISK IMPLICATIONS**

There may be a perceived risk to the community that this report, whilst purely a concept, may raise concerns that Council is considering to take on an additional project whilst still working through other significant projects.

## **SOCIAL IMPLICATIONS**

There are no adverse social implications envisaged from this report although social implications would form part of any concept plan prior to any report being made or presented to the Council.

## **ENVIRONMENTAL IMPLICATIONS**

Until a determination is made on what direction is considered most appropriate for this site, it is not realistic to try to identify any environmental impact that may be associated. At this point in time, the only identifiable environmental impact would be that any future development would need to consider the noise associated with the rail line use.

## **ECONOMIC IMPLICATIONS**

- Enhances value for those preferring a mixed-use development;
- Utilises parking and transport infrastructure more efficiently;
- Increases viability of local service shops and facilities; and
- Significantly lowers household expenditure on transportation.

## **OFFICER COMMENT / DETAILS**

This report provides an extremely broad idea of possible concepts for the development potential of this site although it is limited to two distinct paths, these are not the only options available but are considered an appropriate starting point for discussion.

The first focusses solely on the space being activated for public purposes with quality landscaping and design done in a way to attract a host of cultural and recreational land uses (markets, movies, arts, historical trail and nature strip) whilst providing connectivity between two focal points within the Toodyay Townsite. This approach will likely increase visitors to the Townsite as well as provide greater participation in activities for the resident community.

The second approach is more centred on the benefits of a mixed-use development of commercial and residential buildings. This focus is aimed at attracting residents to Toodyay in transport oriented housing to take advantage of commuting opportunities currently available via AvonLink.

In addition, this approach also attempts to provide a zone of quality commercial/retail land uses such as cafes or professional services – which would be suited to those wanting to live and work from home or simply enjoy the convenience of a coffee in beautifully landscaped surroundings.

**OFFICER'S RECOMMENDATION**

That Council:

1. Authorise the CEO to pursue possible concepts including those raised (Scenario One and Scenario Two) along with any others arising from discussion; and
2. Authorise the CEO to further develop these concepts to a stage where they can be brought back to a Council Forum for further consideration in February 2017.



# Old Council Depot Site

## Future Opportunities

With the closure and relocation of the Shire of Toodyay Works Depot, the original site now lays underutilised and full of potential. This report examines some future development opportunities for Council's consideration.



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# OLD COUNCIL DEPOT SITE –FUTURE OPPORTUNITIES

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## BACKGROUND

### LOCATION

The old Shire of Toodyay Council Works Depot situated at 5 (Lot 248) Harper Road in Toodyay is a 9,981 square metre property zoned Town Centre under the Shire of Toodyay Local Planning Scheme No. 4. Harper Road to the West, Charcoal Lane to the East bound it, residential housing to the South and the railway reserve runs along its Northern border.

This study also incorporates five additional fragmented parcels of Charcoal Lane road reserve and two others (see Figure 1).



Parcel	Lot Number	Area (m <sup>2</sup> )	Zone	Tenure
1	Lot 248	9,981	Town Centre	Reserve
2	Lot 317	1,268	Town Centre	Road Reserve
3	No Lot Number	436	Town Centre	Road Reserve
4	Lot 318	64	Town Centre	Road Reserve
5	No Lot Number	96	Town Centre	Road Reserve
6	No Lot Number	80	Town Centre	Other
7	No Lot Number	243	Town Centre	Road Reserve
8	No Lot Number	709	Town Centre	Other

FIGURE 1 – EXISTING LAND PARCELS

In its current state, the fragmented land parcels (particularly the smaller ones) do not have any development potential. Therefore, all ideas presented in this report assume the amalgamation of these lot parcels into a 12,877 square metre lot (see Figure 2).



FIGURE 2 – SUBJECT SITE

Currently the site contains the two former council depot sheds; refuse material left behind in stockpiles. There is also a smaller shed to the western end of the property. The ground is cleared crushed sand and gravel and there are a few mature eucalypts scattered throughout the site.

## HISTORY

The largest portion of the subject site is that of the former Shire of Toodyay Works Depot which ran its operations up until 2013 when the area was vacated and the Shire relocated its Works operations to the current facility on Railway Road in West Toodyay.

In its heyday the site was used for heavy works and maintenance on Shire vehicles and equipment, the storage of chemicals and also as a refuelling depot.

In 2016 a lease and development approval was granted to the Toodyay Men's Shed to construct a new premises.

The Eastern portion of the subject site (the seven smaller fragmented parcels) has been used as a parking overflow facility for the nearby Toodyay IGA and as additional parking for the TransWA passenger rail services.

This portion of the subject site contains redundant portions of the Charcoal Lane road reserve which historically must have been set aside for a future road through the depot site to link up with Harper Road.

Overall, the area has been largely quarantined from redevelopment for the past three years by virtue of the requirements of its past and current fragmentation of land parcels.

## PROJECT BRIEF

The Shire of Toodyay is currently undertaking a full review of its Local Planning Strategy and Local Planning Scheme. Now is an opportune time for Council to also consider a vision plan and implementation strategies for the future development of the subject site.

## PROJECT OBJECTIVES

The overarching objectives for this project are:

- To support a major rejuvenation opportunity within the Toodyay town site;
- To foster appropriate land use and development that takes advantage of the sites strategic location adjacent to the Toodyay central business district, public transport infrastructure and the existing local road network;
- To foster and support sustainable development within the Shire of Toodyay using the latest planning principles and support the economic, social and cultural development of the town;
- To ensure potential environmental impacts are appropriately managed;
- To ensure that all relevant stakeholders are consulted and appropriately involved; and
- To establish good connectivity to existing public transport infrastructure, retail precincts and recreational parklands.

## CONSIDERATIONS

### STAKEHOLDER IDENTIFICATION

The key stakeholders are:

- Shire of Toodyay;
- Western Australian Planning Commission;
- Department of Planning;
- Public Transport Authority;
- Brookfield Rail
- Department of Transport;
- Department of Environmental Regulation;
- Environmental Protection Authority; and
- Community.

#### LAND USE (LAND USE COMPATIBILITY AND MIX – EXISTING AND FUTURE)

The land has been used for light industrial / public works purposes in its role as the Council depot. There is a likelihood of residual fuel or chemicals in the location as it was once used for refuelling Shire vehicles.

Currently the majority of the land sits vacant, however a portion of the land has been annexed and leased to the Toodyay branch of the Men's Shed and plans to construct a new clubhouse were approved in 2015.

The land provides connectivity between Piesse Street and Harper Road which represents a convenient thoroughfare through to Duidgee Park. Future plaza style development will activate the space for community purposes or for a potential mixed business/commercial land use. This would be consistent with the current Town Centre Zoning under the Local Planning Scheme Number 4.

#### PROJECT IMPLEMENTATION (MECHANISMS SUCH AS IMPROVEMENT PLANS AND/OR STRUCTURE PLANS, PLUS SUPPORTING LOCAL PLANNING POLICY/POLICIES, ETC).

The *Planning and Development (Local Planning Schemes) Regulations 2015* provide the mechanism to create a Local Development Plan or Structure Plan if required.

At the very least it is recommended that a Local Planning Policy be created to guide development in the rejuvenated area.

#### ACCESS AND TRAFFIC MANAGEMENT

It is anticipated that best use of the site would be for pedestrian use. However, there would be access points at either end for Council vehicles and/or rubbish trucks for servicing.

It is not recommended that the access way be opened up as a road reserve for regular traffic.

#### INFRASTRUCTURE UPGRADES

The site is currently serviced by mains water and has deep sewerage. This is a requirement should the area be rezoned to accommodate a higher density.

#### HEIGHT/CONSTRUCTION LIMITATIONS

It is recommended that the height limitation of 8m or two-storey which is currently in the Local Planning Scheme Number 4 is reviewed. A special allowance should be built into design guidelines to build up to a maximum of three storeys as the area anticipated for development is quite narrow – bounded by the rail live in one side and a proposed pedestrian plaza on the other. It is anticipated that and future sensitive land developments such as residences will need to be designed and constructed in such a way that they have quiet house design principles built in as per the current State Planning Policy guiding development in Road and Rail corridors which is discussed below.

## ENVIRONMENTAL CONSIDERATIONS (E.G. ENVIRONMENTALLY SENSITIVE SITES, NOISE, CONTAMINATION, ETC)

Given the proximity to the main east-west railway line, future development on the Old Depot Site will need to comply with the *State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning* and its associated guidelines.

Growing volumes of general traffic and freight, and a greater community awareness of amenity and quality of life issues, have led to transport noise becoming an increasingly important consideration in land use planning.

It is recommended that any such plan in the future incorporate design elements outlined in these guidelines through a Local Planning Policy to ensure development will meet the required standard for noise amelioration.

In addition to this it is possible that due to the previous refuelling of vehicles and use of chemicals on-site; that there would be potential contamination of the soil. This would require testing and treatment.

## COMMUNITY ENGAGEMENT / PUBLIC CONSULTATION

Under the Shire of Toodyay Member's Policy No. M2 Public Consultation Formal Matters it is recommended that a Level F – District consultation is conducted. This represents a significant project for a central and key location within the Toodyay Townsite – therefore it is recommended that by advertising widely an opportunity arises for community "buy-in" to the project.

Specific objectives for Level F consultation may include, but not be limited to the following:

- Raise awareness about a particular issue, facility or service;
- Establish communication links with the community;
- Encourage active participation in programs;
- Collect views, opinions and ideas;
- Foster community pride, support and 'ownership'; and
- Build trust and confidence between Council and the community.

Consultation mechanisms available for Level F include but are not limited to:

- Newspaper advertising;
- Letter drops or Council notices;
- Signage and displays in relevant locations;

- Media releases – press, radio, television (subject to availability);
- Notice to be displayed on Council’s website;
- Formation of community or advisory committees under *Local Government Act 1995*;
- Formation of working groups;
- Workshops, forums or briefing/information sessions;
- Public meetings; or
- Other procedures as required.

## URBAN DESIGN RECOMMENDATIONS

### SCENARIO ONE – TOODYAY PLAZA

The site's central location with access from the main shopping hub at the Toodyay IGA on Piesse Street on the east side and to Harper Road and Duidgee Park on the west side provides important potential connectivity between two highly frequented locations in the Toodyay Townsite.

The site therefore lends itself to the potential to be opened up as a landscaped public thoroughfare plaza.

A well designed space will attract patronage to an underutilised area and can provide an attractive community focal point for activities such as markets, pop-up food fans, cultural events such as arts and crafts displays or performance art and even the possibility of an outdoor theatre.

The Council could also manage stormwater by creating a living stream to run through the site.

A living stream is a constructed or retrofitted stormwater conveyance channel that mimics the characteristics (morphology and vegetation) of natural streams. As well as conveying stormwater, they also treat it using physical and biological processes, and they create diverse habitats for wildlife. They can become complex ecosystems that support a wide range of plants and animals (See Figure 3).



**FIGURE 3 - DEMONSTRATION OF HOW A STORMWATER STREAM CAN BE INTEGRATED INTO GOOD URBAN DESIGN**

An alternative of this would be to provide a public artwork showcasing Toodyay stone as a walkway. The walkway would have intermittent markers displaying key historical information about Toodyay in the manner of a walkthrough timeframe. This would provide an important connection to Toodyay's heritage links.

Markets (particularly night markets) are proving to be a popular new way of bringing a community together, activating underutilised spaces and attracting visitors. Most recently it has been demonstrated that there is a strong demand for pop-up mobile food vans. Toodyay currently holds an annual event as a Food Festival, however opening up this area to such a use may assist with generating tourist numbers throughout the year whilst providing interesting casual dining options and choice for residents (see Figure 4 & 5).



FIGURE 4 - EXAMPLE OF VIBRANT NIGHT MARKET



FIGURE 5 - MARKETS ACTIVATING SPACES AND DRAWING PEOPLE TOGETHER

Likewise, the area is an ideal congregation area for public events such as street theatre, art exhibitions, and could be well used as a possible venue for night-time movies under the stars (see Figure 6 & 7).



FIGURE 6 - MOONLIGHT CINEMA



FIGURE 7 - EXAMPLE OF NIGHT STREET THEATRE

## SCENARIO TWO – MIXED RESIDENTIAL/COMMERCIAL

A large, central area plot of land close to transport and amenities is an attractive location for potential higher density residential developments. In this instance it is recommended that the Shire of Toodyay consider an opportunity to have a mixed used of residential and commercial or perhaps professional office suites in a two storey configuration.

The aim here would be to provide quality housing design – primarily for city workers who could take advantage of the proximity to the Toodyay rail station for Avon Link commuting to work in the city. The smaller apartment style dwellings would suite young professionals that are without family.

Alternatively if the spaces below were used as professional consultation suites, the development would be well suited and convenient for people wishing to live and work in the same location.

It is considered that a café in this location would be ideal to service the residential population and provide a convenient option for people wishing to have a coffee and relax down at Duidgee Park. An example of this kind of development can be seen in Figure 8 and 9 below.



FIGURE 8 - EXAMPLE OF 3 STOREY MIXED USE DEVELOPMENT



**FIGURE 9 - EXAMPLE OF PLACE ACTIVATION THROUGH MIXED USE DEVELOPMENT**

This kind of development would tie in nicely with attractive pedestrian landscaping and the only vehicle access would be via a laneway at the back of the development however the ultimate aim would be to attract residents wanting to take advantage of the public transport.

## CONSTRAINTS

Clearly the single greatest challenge to overcome is the noise generated from frequent heavy rail services passing through Toodyay. This however, should not be a bar to development as the rail has been a constant through this town for many years. It is a vital state strategic significance and therefore attempts should be made to work with it.

Modern design and materials have made noise amelioration quite achievable and it is considered that development can be controlled through the implementation of quiet house design principles and mandatory development approvals through a Local Planning Policy.

Whilst there are obvious implications for sensitive land uses such as residential developments, the noise is likely to impact outdoor activities such as street theatre or moonlight cinema.

It is recommended that any future development proposal is done with consultation with acoustic engineers and other key stakeholders in order to achieve the best possible noise management outcome.

## CONCLUSION

The two scenarios provide a couple of examples of potential land use for a well-located and underused site.

Each scenario uses the site's unique ability to connect two important focal points of the Toodyay Townsite – the CBD and Duidgee Park. In doing this – successful urban design will activate the space and provide another vibrant and connected location for the community and visitors to enjoy.

Scenario One places a focus on public open space and associated community activities. A well designed and landscaped area has the potential to provide a mixture of vibrancy and activity to the location. As a space it can be used for touristic purposes and will assist with drawing greater numbers to Toodyay whilst providing interesting activities for residents.

Scenario Two provides an option for permanent occupancy of the site through residences and/or businesses. This scenario will assist with making Toodyay a desirable and attractive lifestyle opportunity for workers wishing to both take advantage of the AvonLink Rail service and commute to the City whilst maintaining a rural residence; or for workers wishing to live and work on the same premises. The proposed commercial precinct of cafes and restaurants are likely to provide further choice in a convenient location for tourists and residents alike.

Council has the opportunity to examine these options with a view of developing a plan for future development to activate a key location within the Townsite.

**Past Council Meeting / Forum consideration****Sent:** Wednesday, 2 November 2016 9:30 AM**Subject:** Old Works Depot

In April 2014 Council resolved to relocate the works office to the Waste Transfer Facility to use as a cat management space.

In July 2014 Council resolved to allow the Men's shed to build a shed on the site that used to house the works office that was moved. (In August 2014 development was approved)

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**ORDINARY MEETING OF COUNCIL SEPTEMBER 2014**


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Planning Approval was given as follows:

That Council:

1. Approach the Department of Regional Development and Lands to:
  - a) Change the vesting of Reserve Number 33931 from "Municipal Depot" to "Community Purposes"; and
  - b) Change the vesting order to give Council the power to lease.
2. Develop a 21 Year lease of the 1200 metre portion of reserve 33931 as set out in attachment 3 in favour of the Toodyay men's Shed Incorporated, including provision for a shared access from Harper Street;
3. Engage a surveyor to set out the area to be leased;
4. Seek quotes for the demolition of the Western most bay of the existing depot shed, including recovery of the cladding for potential re-use.
5. Nothing in this resolution will excuse an application for planning approval and a building license by the Toodyay Men's Shed In when the building design has been completed.

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**COUNCIL FORUM MAY 2014**


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**7.2 Site Assessment 5 Harper Road, Old Works Depot**

Discussion Points were as follows:

- Costs specified within the report provided;
- Information can be supplied across various uses assuming that Council wishes to investigate possible uses;'
- Option to Remediation of site completely – to then on-sell it – CEO advised that it is a reserve that is not owned by Council. The CEO would have to find out whether or not this is possible.
- The Shire is responsible for restoration of site if we chose to no longer want use of the land;
- \$20-\$30,000 option would mean the Shire can use it as a through-way;
- Clean up for asbestos – included in price or additional to? (A: can be picked up with handpicking – minimal on site).
- Removal of underground tanks – necessity regarding removal (potential for further contamination) or is it possible to fill them with something instead of removing them. A: tanks are required to remove to be decontaminated – they cannot be decontaminated on site;
- Contamination migrating off site – ascertain following removal of tanks – monitoring possible contamination to groundwater;
- Contaminated Sites Legislation – the Shire is obliged to, on receipt of this report, report to the DER that the site is contaminated;

**Past Council Meeting / Forum consideration****Sent:** Wednesday, 2 November 2016 9:30 AM**Subject:** Old Works Depot**Guidance from the Elected Members was as follows:**

The consensus view was that Officers present a report for consideration by Council at a forthcoming Council Meeting that provides clarification in respect to the following points:

- Asbestos removal on the site;
- Options regarding the tanks from an Authority that deals with such matters;
- The depth of the tanks and volume of the tanks; and
- The site being included on the DER website.

**COUNCIL FORUM 9 JUNE 2015**

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**Former Works Depot Reuse**

Points raised as follows:

- Clarification regarding ownership of land on the other side of the train station;
- Mark the road reserve on maps and include uses / zoning for the land (including vesting) when presented to Council;
- How much commercial land space is available for use in the town-site? Is there enough retail space within the current system as it stands now or do we keep some land away for that;
- Path, walkway and garden benches incorporated in the area with a future plan for retail space;
- It is crown land which is why the vesting order is being looked at. The use can be changed to community purposes so we can use it for something other than a depot;
- Advice to be sought in relation to building commercial buildings on the site;
- The sheds on site already are not good for long-term use as they are rusting on the inside;
- Not lock ourselves into commercial uses;
- Short-term plan may include storage for Museum artefacts;
- The shed on the site can be split into two sections. The section closest to men's shed would be a restoration area whilst the second section may be appropriate for undercover markets. The site could incorporate landscaping around the sheds including walkways or bikeway through the site;
- The Manager Planning and Development invited the Planning Officer to provide urban design planning advice. Identified that the site has potential in lieu of its connectivity with Duidgee Park and the CBD. Transport aspect with railway line;
- Impact on the train service being in place/not being in place;
- Precinct Planning exercise needs to be practical (i.e. consider supply and demand);
- A short-term time-frame is five to ten years;
- The Shire does not wish to get locked into short-term use and not get a long-term benefit from the exercise;

**Past Council Meeting / Forum consideration**

**Sent:** Wednesday, 2 November 2016 9:30 AM

**Subject:** Old Works Depot

- We do have some existing infrastructure there that can be utilised in the short-term until a long-term plan can be made;
- Encouragement given to the Planning Officer to make his concept plans available;
- Remediation task on the site would not be huge. There is not significant contamination on the site. Further investigation would need to take place if there was a sensitive use for the site; and
- One of the gaps in the retail offerings is to consider electrical retailers, furniture and/or whitegoods warehouse retailers.

**Guidance from the Elected Members was as follows:**

Guidance from the Elected Members was that Officers present a report for consideration by Council at a forthcoming Council Meeting that would include and/or provide clarification in relation some of the points listed above.

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# COMMITTEE MEETING STATUS REPORT

*Containing any recommendations made to Council by Committees*

Date / Committee	Item No	Title or Description of the Item	Resp. Officer	Resolution / Notes
12/05/2016	6.1	Interim Audit Return 2015/2016	MCS	That the Audit Committee recommend that Council accept the 2015/2016 Interim Audit Report and responses as attached.
02/08/2016 BFAC	4.1.2	Bushfire Operating Procedure Amendments to be put to Council.	CESM	
20/10/2016 WAC	No	Recommendations made at mtg.	MWS	Nil.
27/10/2016 CDMAC	No	Recommendations made at mtg.	MCD	Nil.