

TABLE OF SUBMISSIONS

	Agencies & Govt. Departments		
	Name and Address	Summary of Submission	Recommendation / Officer Comment
A.	Water Corporation Mark Wilson Development Services Branch Water Corporation	<p>Wastewater The Corporation has scheduled some upgrades to the town's wastewater conveyance system over the next 8 -10 years to cope with anticipated development growth in the town.</p> <p>The Bremer Bay Wastewater Treatment Plant is nearing its maximum operating capacity. The Corporation has planned to upgrade the WWTP in 2012, depending on funding availability.</p> <p>Water In order to serve the area, upgrades are required in the form of a DN 200 mains extension along Bremer Rd to connect into the existing DN 250 on Progress St. It is not clear at this stage which side of Bremer Rd this will best be located. If lots are to be created with frontage to BB Rd then the main on south side of road will require additional duplicate mains.</p>	<p>Noted The Water Corporation has confirmed that there is sufficient capacity in both water and sewer and that upgrades are planned to accommodate the future growth of Bremer Bay.</p>
B.	ACTING CHIEF EXECUTIVE OFFICER Shire of Gnowangerup	Shire wishes us well.	Noted
C.	BRUCE MANNING CHIEF EXECUTIVE OFFICER G. S. D. C. Pymont House, 110 Serpentine Road, Albany WA 6331	The introduction of a range of mixed uses and sustainable design principles is noteworthy. I commend the Shire on the structure plan and wish it well in achieving WAPC endorsement.	Noted

D.	<p>Main Roads WA Peter Stringer Network Manager</p> <p>Great Southern Region, P.O. Box 503 Albany 6330</p>	<p>1. Main Roads agrees in principle with the proposed Bremer Bay Town Centre Structure Plan Future linear development along the Bremer Bay Road to the west of town, will necessitate the relocation of the Bremer Bay town boundary.</p> <p>2. To ensure an adequate <i>level</i> of safety is maintained as far as possible on network, it is important that Main Roads ensures that where problems will be exacerbated by development, particularly at intersections, that these be addressed by the developer at the developers cost, as part of the development process which is in line with the user pays policy now supported by WAPC.</p>	<p>Noted The intersections and moving of the townsite boundary to the west are mainly as a result of the Bremer Bay urban area being planned to expand to the west. These are planned for with these subdivisions and forward planning and not directly related to the Town Centre Structure Plan.</p>
E.	<p>Department of Health</p> <p>Richard Theobald Manager Water Unit Public Health Division</p> <p>P.O Box 8172 Perth Business Centre WA 6849</p>	<p>Bremer Bay is a town with an established sewerage network and the draft Country Sewerage Policy requires all development to connect to reticulated sewerage.</p>	<p>Noted All development will be connected to the deep sewerage system.</p>
F.	<p>Department of Education</p> <p>RICHARD BLOOR Principal Consultant Strategic Asset Planning</p> <p>151 Royal Street East Perth WA 6004</p>	<p>In principle the Department is agreeable to the land swap. However, the Department would require clarification on access into the school site. Currently the administration building and entrance to the school is via an extension of Garnett Road.</p> <p>If the land swap occurs will Garnett Road be realigned to the south of the additional land? If this occurs the Department would need to determine the effect on staff and public parking.</p>	<p>Noted Ongoing discussions will be required with the Department. The proposed road network will improve the circulation and number of areas that people will be able to safely drop off and pick up children. Garnett Road would be realigned to the south however there would be no impact on the existing parking area and formal pick up and drop off area. Formal road access would be retained under any plan.</p>

G.	<p>Deon Utber Area Regional Manager Department for Environment and Conservation (DEC)</p> <p>120 Albany Hwy Albany WA 6330</p>	<ol style="list-style-type: none"> 1. The proposed retention of a 120 m wide 'Parks and Nature Reserve' conservation linkage along the eastern margin of the site is strongly supported but unfortunately, the draft structure plan has failed to include this in the list of key aspects on page 4. An additional dot point should therefore be added. 2. Although not formally within the proposal area, DEC has previously pointed out that the Education Department plans to expand the Bremer Bay Primary School in the near future and will need to be done in the context of retaining connecting bush land linkages through and around to the west of the proposed future civic centre development. This will then enhance connectivity through adjoining Crown lands and the Fitzgerald River National Park and on towards Esperance. 3. If the project is approved there will need to be a flora and fauna management plan which would address the possible translocation of any of the Priority Flora occurrences and also the handling of disturbed fauna. An on-going plan for the proposed conservation corridor and other remnant vegetation would also be invaluable. 	<p>G1. Upheld in part A statement is to be added to the main objectives of the Structure Plan highlighting the importance of retaining the north-south nature strip through the site.</p> <p>The retention and management of this nature strip is a key component of the Structure Plan design and should feature in the main objectives for the development of this area.</p> <p>G2. Noted. The Education Department does not require approvals from the Shire of Jerramungup and the Shire has little influence over their planning. If approached, Shire staff will reinforce the importance of the ecological linkages through the Primary School site.</p> <p>G3. Noted. A Flora Fauna Management Plan is likely to be a condition of subdivision approval and will be need to be planned for by the Shire and/or LandCorp as the developer of the site.</p>
H.	<p>Murray Hatton FESA Area Manager Great Southern Region</p>	<ol style="list-style-type: none"> 1. Concern relates to the Remnant Vegetation detailed as Legend Item 5 – Parks and Nature Reserve (the north-south ecological corridor). 2. Existing developments on the eastern side of John St are not currently serviced by an appropriate Hazard Separation Zone. Given the development of the site as a whole, I see this as an ideal opportunity to incorporate modern fire protection features in this structure plan in the interests of the wider community. 	<p>H1, 2 & 3. Noted, no modifications</p> <p>Whilst it is appreciated that the proximity of existing residences in John Street to the nature strip on the subject site is not ideal from a fire management perspective, it is not reasonable to tie the progress of the Town Centre Structure Plan to this development. It is a separate issue</p>

		<p>3. Consideration should be given to “parkland clear” the land in area 5 to reduce the hazard to buildings West of New Main St and East of John St.</p>	<p>to be handled in consultation with FESA and the local brigade.</p> <p>The Structure Plan will address fire concerns that arise from this nature strip through a combination of:</p> <ul style="list-style-type: none"> • Adopting a landscaping plan over the entire subject site that will take fire management into account; • Introduce a formal path network through the corridor to divide it into more manageable segments; • Development of the new Main Street will bring additional fire hydrants to the immediate area; and • The development in the Main Street opposite the corridor will largely be non-residential in nature.
<p>I.</p>	<p>Department of Planning Stephen Petersen Regional Manager PO Box 1108 Albany WA 6331</p>	<p>1. Give consideration to flipping the current structure plan design along its north south axis and locating the Stage 1 Retail/Commercial area along Garnett Street and the Stage 2 Mixed Use area overlooking the proposed parks and nature reserve (see attached plan). The suggested option would offer the following advantages:</p> <ul style="list-style-type: none"> • Stage One Retail would be located on an already constructed road; • The proposed Visitor Centre / Fitzgerald River National Park Interpretative Centre would front the proposed new road and overlook and relate to the Park and Nature Reserve; • Garnett Road is crossed by the 26m contour and 	<p>I1. Noted, no modifications proposed.</p> <p>The proposed alternative design from the Department of Planning has a number of advantages as spelt out in their submission.</p> <ul style="list-style-type: none"> • However, the proposed changes are not supported for the following reasons: • it is a distinct departure from what has been advertised and would require the re-advertising of the whole process; • Council considered a similar proposal as part of the options considered early in the process and discarded it; • The land on the other side of Garnett Road is privately owned and beyond Council's

		<p>shop top buildings views are maintained;</p> <ul style="list-style-type: none"> • Gnombup Terrace can be extended to meet a roundabout located at Garnett and Borden - Bremer Bay Road corner which achieves a natural flow between the Retail and Commercial area and enables a Bremer Bay entry statement to could be located in the centre of the roundabout; • Location of the Retail precinct along Garnett Street would enable a longer term growth option (+50 year) on the opposite side of Garnett Street within Rural Residential land as opposed to current location where growth is constricted by the proposed Park and Nature Reserve; • Future Development (9 on the structure plan) has the potential to also be located along Garnett Road; • The proposed Community Open Space location (9B on the structure plan) could be relocated closer to the Park and Nature Reserve utilizing the park as a backdrop to community events/ markets as well as being located directly beside the Visitor Centre. • A proposed Bus Bay can be located outside the Visitor Centre and Community Open Space with the Park and Nature Reserve acting as an attractive arrival statement. 	<p>direct control. It is currently zoned Rural Residential, is located in a ground water protection area and is not identified in the recently reviewed Local Planning Strategy. It is therefore unsuitable as a place for the Town Centre to expand into overtime.</p> <ul style="list-style-type: none"> • The existing vegetation eastern side of Garnett Road acts as a wind break from the south west winds, a Town Centre on Garnett Road would be a windblown area exposed to south-west winds; • The current Main Street highlights the existing nature strip and brings “into the front yard” of the town. This may be lost in an alternative design. • A Main Street in Garnett Road would lose the views to the water and ranges as it is necessary to locate these close to where the land drops off to maximise views. Other development would remove any chance of views from this location. • The current design ties Gnombup Terrace, Mary Street and the existing vegetation together and shows off all the elements of the Bremer Bay town site whereas a Garnett Road Main Street would have its back to all of these elements and be slightly more removed from a reminder of town. <p>Overall, there are many ways in which to achieve the objectives stated at the front of the Structure Plan report. The Shire and its consultants have undergone a reasonably exhaustive process to arrive at the current plan. The current Structure Plan achieves the objectives and meets the Scheme requirements adequately.</p>
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		<p>2. Consider the following changes within the Use Class Table:</p> <ul style="list-style-type: none"> • Use Class 'Civic Use' to be also included within the Mixed Use precinct (to enable future construction of a Civic Centre / Community Hall alongside the proposed Community Open Space area; • Change the Applicable Precinct of Use Class 'Motel' and 'Hotel' from Residential to Mixed Use and/or Retail <p>3. It is suggested therefore that 120m of staged street frontage be identified on the plan which takes into account the recommendations of the BBRDS (i.e. that retail activity be concentrated to a single street to give businesses the same level of exposure and to avoid diluting pedestrian and traffic volumes);</p> <p>4. Consider the anticipated role of the existing general store and whether its floor area needs to be part of the projected retail floor area calculations;</p>	<p>12. Upheld in part The Use Class Table should be amended to include:</p> <ul style="list-style-type: none"> • Civic Use in the Mixed Use precinct • Hotel and Motel to the Mixed Use precinct; and • Hotel to the Retail/Commercial precinct <p>These changes would add flexibility to the development and it would be appropriate to develop these uses as described above. Motel has not been added to the Retail/Commercial precinct as suggested as a Motel may affect the functionality of a Main Street by removing active frontage from a large portion of the street.</p> <p>13. Upheld in part Change the scale on the Structure Plan to 1:2000@A3. There is currently 120m of retail area shown on the Structure Plan fronting the Main Street. This is coupled with a stated 'Core Requirement' in the text that the Main Street is to be developed first. However, the scale on the Plan needs adjusting to state 1:2000 at A3. It currently scales at 240m of retail area and has caused some confusion in this instance.</p> <p>14. Noted The existing general store is outside of the proposed Town Centre. Over time it is anticipated that this will relocate to the new Main Street. Appropriate incentives and measures will need to be put in place to assist in and encourage this move.</p>
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J.	Telstra Locked Bag 2525 Perth WA 6001	Thank you for your early correspondence re above. At present Telstra has no objection and have recorded the plan on our development database.	J. Noted
K.	Department of Indigenous Affairs P.O. Box 7770 Perth WA 6850	I have reviewed the information you provided and advise, based on that information, that there are currently no sites mapped on our Aboriginal Heritage Information System (AHIS) that fall within the proposed structure plan area.	K. Noted
L.	Western Power Locked Bag 2520, Perth WA 6000	No objection raised, only information provided about future subdivision works.	L. Noted
M.	Department of Water	1. No objection to the draft structure plan and supports the water sensitive design principles incorporated into the	M. Noted Appropriate Water Management Plans will be

	Katrina Burton South Coast Region P.O Box 525 Albany WA 6331	plan. 2. The Department will expect more detailed water management plans for the site as the structure planning progresses.	prepared and lodged with future subdivision applications.
N.	Department of Agriculture and Food (DAFWA) 444 Albany Hwy Albany WA 6330	Raise no objection to the proposed Structure Plan other than adequate buffers, setback distances and vegetation screening should be implemented or maintained where any proposed town centre development occurs on the outer boundary adjacent to Rural zoned land.	N. Noted There is no interface with surrounding agricultural areas to account for.

	Individuals & Groups		
	Name and Address	Summary of Submission	Recommendation / Officer Comment
O.	<p>Dr Ian Weir</p> <p>On behalf of the Bremer Bay Design Coordination Group (BBDCG) 29th Feb 2012</p>	<p>Structure Plan is well considered but does contain a number of contradictions between the written objectives and the designed outcomes. In summary, a 10 point plan is proposed to improve the current design and meet the stated objectives more thoroughly.</p> <p>The submission goes into justifying each of the 10 points in some detail, plans describing suggested changes have also been provided. Therefore a copy of submission is provided in full at Attachment D of the Council report dated 3 April 2012.</p> <p>Suggested modifications - '10 Point Plan'</p> <ol style="list-style-type: none"> 1. The landscaping plan should address the entire site bounded by Gnombup Tce, Mary, Garnett and John Streets. By restricting the planning activities to new main street, Freeman Drive, Gnombup Tce and Garnett St the full opportunities (and constraints) for the site are not attended to sufficiently. 2. The future visitor centre should be relocated to the heart of the town centre and site within the 	<p>Overall, this report recommends adoption of many of the BBDCG's proposed changes. It is noted that the BBDCG's submission generally agrees with the basic layout of the Structure Plan but proposes a number of 'tweaks' to improve the manner in which the design achieves the objectives of the Structure Plan.</p> <p>The issues of changing the orientation of the Civic Precinct, moving the location of the visitors centre and the way in which the north-south nature strip is managed are discussed in detail in the body of the Council report.</p> <p>O1. Noted The Landscape Masterplan identifies the major landscaping features of the development site and the text highlights the major objectives and principles. More detailed planning is not appropriate in a broad document like a Structure Plan. A more detailed, comprehensive landscaping plan will be commissioned as part of the future planning for the site.</p> <p>Any detailed landscaping plans adopted for the subject site will need to refer to the whole nature strip, all vegetation along Garnett Road and the existing vegetation in the Borden Bremer Bay road reserve in front of Gnombup Terrace.</p> <p>O2. Upheld in part</p> <ul style="list-style-type: none"> • Move the visitors centre to the Main Street as a

		<p>mallee/banksia shrubland to provide direct engagement with the landscape – in doing so this will create the necessary activation of the main street. The argument for biological interconnectedness should not exclude human activity because interconnectivity is itself a fundamental tenet of the Biosphere Reserve – of which Bremer Bay is a landmark exemplar. On page 14 we present a concept idea of the visitor centre as a ‘semi-transparent’ structure that frames the mallee/banksia shrubland and greater landscape.</p> <p>3. Rotate and move the residential precinct to run N-S between Garnett Rd and the Civic precinct as shown on page 9.</p> <p>4. Orientate the Civic Centre site along the main street and locate it close to and upon the <u>24 metre</u> contour so as to capitalize on views to the PRNP estuary, John Street shrubland and the existing town site. Doing so will aid in the activation of the main street (page 9)</p> <p>5. Locating the visitor centre where we propose – presents the opportunity for a vertical structure – lookout – to view directly down to the existing town centre. This visual link should be supported with a dual</p>	<p>land use within the Civic Precinct;</p> <ul style="list-style-type: none"> • Locate the staffed tourist information service in a future civic building, ideally fronting the town square; • Investigate locating educational information on the surrounding bushland and nearby Fitzgerald National Park and supporting recreational infrastructure on the eastern side of the new Main Street, as part of an overall separate strategy for the use and management of the nature strip; and • Formulate a Landscaping Plan for the entire subject site that includes how the nature strip will be managed and the issue of ‘incremental creep’ will be addressed. <p>This is addressed in more detail in the body of the Council report.</p> <p>O3&4. Upheld Re-orientate the Civic Precinct to run north-south along the new Main Street.</p> <p>This change would continue the non-residential land uses along the Main Street and increase the likelihood of active spaces fronting the full length of the Main Street. This would more effectively link the Main Street back into the remainder of Bremer Bay.</p> <p>If reorientated, the views from the future civic buildings would not be blocked by residential development and it is important to locate as close as possible to where the topography drops away to capture views.</p> <p>O5. Upheld in part Include a notation on the Landscaping Masterplan that an element of height is desirable in the civic</p>
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		<p>use path linking the two sites – thus aiding in the evolution of the Town Centre from stages 1 through to 3 (page 11)</p> <p>6. Make Gnombup Tce two-way for its entirety so as to ensure growth in this area.</p> <p>7. Provide for greater protection of shrubland along Garnett Rd so as to provide a necessary wind break to residential and commercial precincts.</p> <p>8. Increase the size of ‘partitioned’ shrubland around/between the town centre buildings to ensure its sustainment.</p>	<p>square or civic buildings.</p> <p>A vertical element in the future town square, civic building or adjacent to the nature strip would assist in linking the new town centre to the remainder of town visually and would provide visitors and local a point to orientate from when in town.</p> <p>The path system should also act to directly link the new Main Street to Mary Street and the existing development in this area.</p> <p>O6. Upheld Retain Gnombup Terrace as a two way street on the Structure Plan. Should changing Gnombup Terrace to a one-way street become an imperative over time it may be pursued as a separate process with appropriate public consultation. For now it will assist in maintaining traffic flow, particularly for larger vehicles and service vehicles for the business in and around Gnombup Terrace.</p> <p>This is explored in more detail in the body of the Council report.</p> <p>O7. Upheld in part The Landscape Masterplan to be amended to more clearly show the retention of existing vegetation along the western boundary wherever practical to serve as a windbreak and well as landscaping for future development in this area.</p> <p>O8. Noted The retention of existing vegetation between buildings at the southern end of the Structure Plan is indicative only. It will be left in place until development is proposed. Future development will</p>
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		<p>9. Eliminate vegetation protection fences and instead design for integration rather than 'protection'. For example treat main street as a street with commercial and civic on side and botanic garden on the other – integrating play areas, barbeque area, and the visitor centre in the shrubland – in a similar manner as done by DEC in National Parks and Kings Park Botanic Gardens.</p> <p>10. Entry statements: do not have two in the town centre- have one at the roundabout to help with stage 1 implementation of the retail area and have one on the outskirts of town indicating that visitors are about to arrive and thus signal the 'slowing downs and looking ' process.</p>	<p>provide a landscaping plan. Retention of existing vegetation in these landscaping plans is encouraged by the Structure Plan.</p> <p>O9. Noted The intent of this point is understood and will be addressed as part of a future detailed landscaping plan. Issues of development 'incrementally creeping' into the remainder of the nature strip overtime will need to be addressed in more detail. This is addressed in more detail in the body of the Council report.</p> <p>O10. Noted A signage strategy will be developed as a separate process that will include public consultation. This issue will be addressed separately to the Structure Plan process.</p>
P.	Wellstead Rural Services 20 Windsor Rd Wellstead 6328 98472014 98472074	1. Entry with no defining statements to suggest where or if there is any more to it , so I suggest that we open up the bush strip on the right so as to see the petrol station, allowing its owner to upgrade to a cafe type dinning also allow some of the other buildings to be reused eg bakery work shop	<p>P1. Noted Whilst the existing vegetation along the southern side of the Borden-Bremer Bay Road has been cared for a developed by locals and does serve to highlight local species, there is no doubt that it does also screen Gnombup Terrace from the passing traffic.</p> <p>At this stage the proposed roundabout at the entry to the Main Street will link traffic to Gnombup Terrace and further pedestrian links are proposed that will increase Gnombup Terrace's exposure and link it to the proposed commercial area.</p> <p>It is recommended that no action be taken to removal or modify of the vegetation in this area until</p>

		<p>2. You could use the space on the western end of the strip between Bremer Bay Road and Gnombup Terrace to build your visitors centre with parking for caravans etc.</p> <p>3. We would leave Gnombup as a two way street with a good access from the western end</p>	<p>the effectiveness of the roundabout is built and further pedestrian links are known.</p> <p>P2. Noted As discussed in O2 (above) and in the body of the Council report, the visitors centre may be best located in the Main Street to ensure that all visitors to town are drawn to the Main Street. As per P1 above, alternative use of this area should remain on hold for the time being.</p> <p>P3. Upheld Refer O6 above.</p>
Q	Bremer Bay Roadhouse 5 Gnombup Terrace Bremer Bay Wa 6338	Overall plan will be good for the town but think a bypass road for heavy and oversize traffic essential, and that Gnombup Terrace should be left a two way road.	Q1. Upheld Refer O6 above
R	Nathan McQuoid 2 Short Beach Rd Bremer Bay WA 6338	<p>1. The Visitor Centre should be relocated to the bushland immediately opposite the public square off the proposed main street. This will help strengthen the activity of the main street, supply proximity to more parking, take advantage of a site prominence opportunity, and immerse its administration and visitors amongst an example of the primary natural asset of the district – the natural bushland.</p> <p>2. The civic building should be rotated and located along the north – south ‘main street’. This will also strengthen main street activity while providing views and sense of broader landscape connection from this key site.</p> <p>3. The plan as proposed has the “residential” located on the best site for views, and along main street. This should be rotated to align behind the civic/shire offices – still providing adjacency with the school, retains the</p>	<p>R1. Upheld in part Refer O2 above.</p> <p>R2&3. O3&4. Upheld Refer O3&4 above.</p>

		<p>same size profile, and has good integration with the Town Centre. This tweak allows for the civic buildings to take advantage of the best views, greatly enhancing the opportunity of public and administrative attachment to the surrounding natural landscape.</p> <p>4. The vegetation along Garnett St needs to be retained where possible as a sufficiently broad strip to provide a wind buffer to the new Town Centre</p>	<p>R4. Upheld The existing note on the Landscape Masterplan should be added to indicating that vegetation should be retained wherever practical to serve as a wind break and to retain natural vegetation.</p> <p>This will occur as part of the development process over time and should not be a separate reserve strip as it would be an added maintenance burden and may screen future development such as medical centres and police stations that require street presence.</p>
S	Daniela Simon Architect Lots 107 Short Beach Road Point Henry	<p>Member of the Bremer Bay Design Coordination Group and lodged the same submission as Dr Ian Weir (above). Plus the following 3 points:</p> <ol style="list-style-type: none"> 1. In addition I wanted to make some personal comments with regard to parking in general. I suggest that some parking be allocated in front of the retail area (area 8) as shown on the Draft Structure Plan to encourage a sense of double frontage to the new main street. 2. I am concerned about the service circulation area (the currently proposed parking area behind 8) of it becoming the main thoroughfare; therefore I am concerned about the service area becoming effectively the 'main street'. 	<p>Refer submission O above.</p> <p>S1 Noted There is already parking in the new Main Street fronting the retail area.</p> <p>.</p> <p>S2. Noted This should be addressed in part by the parking on the Main Street and a stated 'core requirement' of the Structure Plan being: <i>"Retail and Commercial Activity is to be concentrated within the retail and commercial core and promote activation along the new main street."</i></p>

		<p>3. As proposed by my Group I hope the Shire will strongly support the Visitor Centre being in the bushland to provide the 'sense of arrival/ orientation' and to create a mini 'Kings Park' for the future.</p>	<p>Design Guidelines to be drafted and adopted after the final adoption of the Structure Plan will add weight to this position and will have to address this issue in detail.</p> <p>The 'Retail Demand Strategy' identifies that the retail floor space provided for fronting the Main Street will cater for a permanent population of 1500. The Main Street will slowly develop over time and it will remain the focus of activity to the foreseeable future.</p> <p>Most importantly, the carpark at the rear should only have one access point through to the Main Street to channel people through one spot and retain a continuous frontage to the Main Street.</p> <p>S3. Upheld in part Refer O2 above.</p>
T	Max Wellstead	<p>1. Gnombup Terrace to remain a two way street due to heavy machinery coming in and out and the angle should be taken out to create an easier access for large vehicles.</p> <p>2. Drainage will become an in issue with additional development. This will create additional stormwater across into John Street and the buildings below and will need to be addressed.</p> <p>3. Access point to Gnombup Terrace needs to be wide enough to cater for bigger trucks that use the properties in Gnombup Terrace.</p>	<p>T1. Upheld Refer O6 above.</p> <p>T2. Noted This will be addressed by the future Water Management Plans that have been commissioned as part of this project.</p> <p>T3. Noted No change is proposed to the Gnombup Terrace entry as part of this process. It may be addressed separately at a later date should it be proven to become an issue over time.</p>
U	Andrea and Andrew Przygonski	<p>1. While the objectives of the plan are commendable, it seems that they have not been translated into the</p>	<p>U1. Noted</p>

		<p>structure plan.</p> <ol style="list-style-type: none"> 2. The plan stands as rigid, compartmentalised and with little cohesive flow. 3. The alignment of the zones in the Plan results in areas facing away from each other which dissipates the opportunity for natural flow of visitors from one area to another, discourages any sense of Community, and may potentially lead to 'dead' areas that are commercially unviable or unsafe. 4. Supports the BBDCG response and in particular the proposal to reorientate the zones and the Visitors Centre being moved to scrubland opposite the town square. 5. It would be preferable to have only one entry statement in town, and perhaps one outside of the town limits as a precursor. With the reorganisation of the zones, the need for 2 signs/entries would be eliminated. 6. Acknowledge that the new town centre is an exciting opportunity and hope that the Shire is truly motivated to integrate innovative ideas that come from the community. 	<p>U2. Noted</p> <p>U3. Noted The centrally located carpark behind the Main Street has caused a potential gap between development in the Mixed use precinct and the Main Street precinct.</p> <p>The 'Circulation Plan' in the Structure Plan seeks to address this issue stating a need for strong pedestrian links between land uses away from the Main Street as part of future development and infrastructure works.</p> <p>U4 & 5. Refer to submission O above</p> <p>U6. Noted</p>
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V	Mr Trenton Campbell 6 Roderick Street Bremer Bay	<p>The layout proposed is a “hotch-botch” layout.</p> <p>Supports some modifications proposed by Ian Weir, and at least he seems to have some common sense on this matter.</p> <p>Still prefers designs that are not box or grid patterns and prefers the diagonal road design.</p>	V. Noted
W	Lynne & Bill Coleman P.O. Box 172 Katanning WA 6317	<ol style="list-style-type: none"> 1. Oppose the town centre proposal entirely. The appeal of Bremer Bay is its unspoilt natural beauty. 2. The existing information bay is adequate to orientate visitors. 3. An entry roundabout would cause problems for trucks servicing town. It is not required for other people as they have just travelled down 60km of straight road and would not wish to be obstructed by a roundabout. 4. What about the impact on the existing general store and the Elders hardware store? 	<p>W1. Noted However, people will come eventually, either as Grange workers or as sea changes. To not plan for growth raises in the increased risk of having the population come and being unprepared. This leads to uncontrolled growth and to the long term detriment of what makes Bremer bay special now.</p> <p>W2. Noted This will continue to service passing traffic in the short term. As Bremer Bay grows additional visitor services may be needed, these are recommended to occur on the new Main Street to assist in activating this space and assisting to orientate visitors.</p> <p>W3. Noted The 60km long straight stretch of road entering town is one of the reasons that an entry roundabout has been proposed. To slow traffic, create a sense of arrival that is currently missing from Bremer Bay.</p> <p>W4. Noted The general store will be impacted in the medium to long term as retail and commercial development is encouraged into the Main Street. The Shire will have to put measures in place to encourage the existing general store into the Main Street to achieve its objectives of concentrating all commercial development into a single legible area.</p>

		<p>5. Gnombup Terrace should be enough to satisfy demand for commercial property.</p> <p>6. No further residential development is required with so many properties and houses for sale.</p> <p>7. The senior village adequately services the aged care requirements of town.</p> <p>8. With the world's economic problems now is not the time to be spending ratepayers' money on these sorts of plans.</p>	<p>Council considered consolidating the new Main Street around the existing general store but decided the site limited the potential for growth in the long run.</p> <p>The hardware store .may benefit from the Structure Plan as it focuses development into a consolidated area and encourages further service commercial land uses in to the Gnombup Terrace area.</p> <p>W5. Noted Gnombup Terrace is zoned for commercial land uses that require large floor area and for light industrial activity. If converted to the new Main Street there may not be enough floor area to accommodate all the future needs of the community.</p> <p>W6. Noted The residential development proposed in the Town Centre is to provide for housing that the market place does not provide for: aged persons and medium density housing and this will only be developed in response to proven demand.</p> <p>W7. Noted The existing seniors housing does not allow for people to age in place in the Bremer Bay community.</p> <p>W8. Noted The Council has planned for the development of this area for many years. The political climate allows for grant money to be spent on this facility and infrastructure that will create land and space for Bremer Bay's growth and future.</p>
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X	<p>Geoffrey London 14 Nairn Street Fremantle WA 6160</p>	<p>Writes as a landowner and from his experience as the State architect for the WA and Victorian governments.</p> <p>Plan is an improvement on the earlier proposals and has many positive aspects. However would suggest numerous changes to strengthen the plan and assist in meeting the stated objectives. The submission goes on to reflect how the Plan may be changed to achieve the objectives of the Structure Plan.</p> <ol style="list-style-type: none"> 1. The objective to ensure the town centre is the focus for Bremer Bay would be strengthened by developing a strategy to bring the existing general store/service station on John Street into the new Town Centre. 2. Legibility would be improved by having a single clear entry as strongly signaled by the introduction of a roundabout. In its current location, the Visitors' Centre will also read as an entry. The Visitor's Centre would be better located within the town centre and at a point from which visitors may enjoy views of the surrounding countryside and gain a better appreciation of the place. 3. One-way streets do not aid road legibility and it is not clear why the western end of Gnombup Terrace has been made one-way. 4. The two crossovers into the new car park off the 	<p>Noted.</p> <p>X1. Upheld A separate strategy should be drafted by the Shire as part of the implementation of the Structure Plan for bringing the general store into the Main Street and adjust zoning, etc to ensure that the objectives of the Structure Plan are achieved.</p> <p>This may include zoning incentives and disincentives.</p> <p>X2. Upheld in part Refer O2 above.</p> <p>X3. Upheld Refer O6 above.</p>
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		<p>untenanted shops – signals of failure. It may be that, to attract certain desired tenants, rental subsidies or similar incentives will have to be offered.</p> <p>8. Serious consideration should be given to relocating the civic facilities to form a new eastern edge to the main street, from the corner of the roundabout so that a civic presence is signaled to people entering the town.</p>	<p>need to be flexible to handle the seasonal nature of population. The Design Guidelines to be drafted on the finalisation of the Structure Plan will also highlight this and offer practical suggestions as to how this may be achieved.</p> <p>X8. Noted, no modification proposed</p> <p>The recommendations of the Retail Demand Strategy and sound planning principles would dictate that a two sided Main Street is the ideal. It provides for an active space that is more likely to be successful economically.</p> <p>It is acknowledged that locating the Civic precinct on the eastern side of the Main Street is one way in which to give Main Street double sided frontage. However, in preparing this Plan other site specific priorities have overridden this principle and lead to the one-sided Main Street proposed. These include:</p> <ul style="list-style-type: none"> • The views available from the 25m contour; • The need to have development access these views, front both the new Main Street and link strongly with Borden-Bremer Bay Road; • To highlight and bring the existing nature strip into the 'front yard' of the Town Centre; • The minimum requirement for a 120m wide nature strip from DEC and other parties; and • Bremer Bay is a destination and all shopping must occur in the same place, double sided retail areas are usually important to ensure that the shopper remains engaged with their surroundings.
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