

NOTES

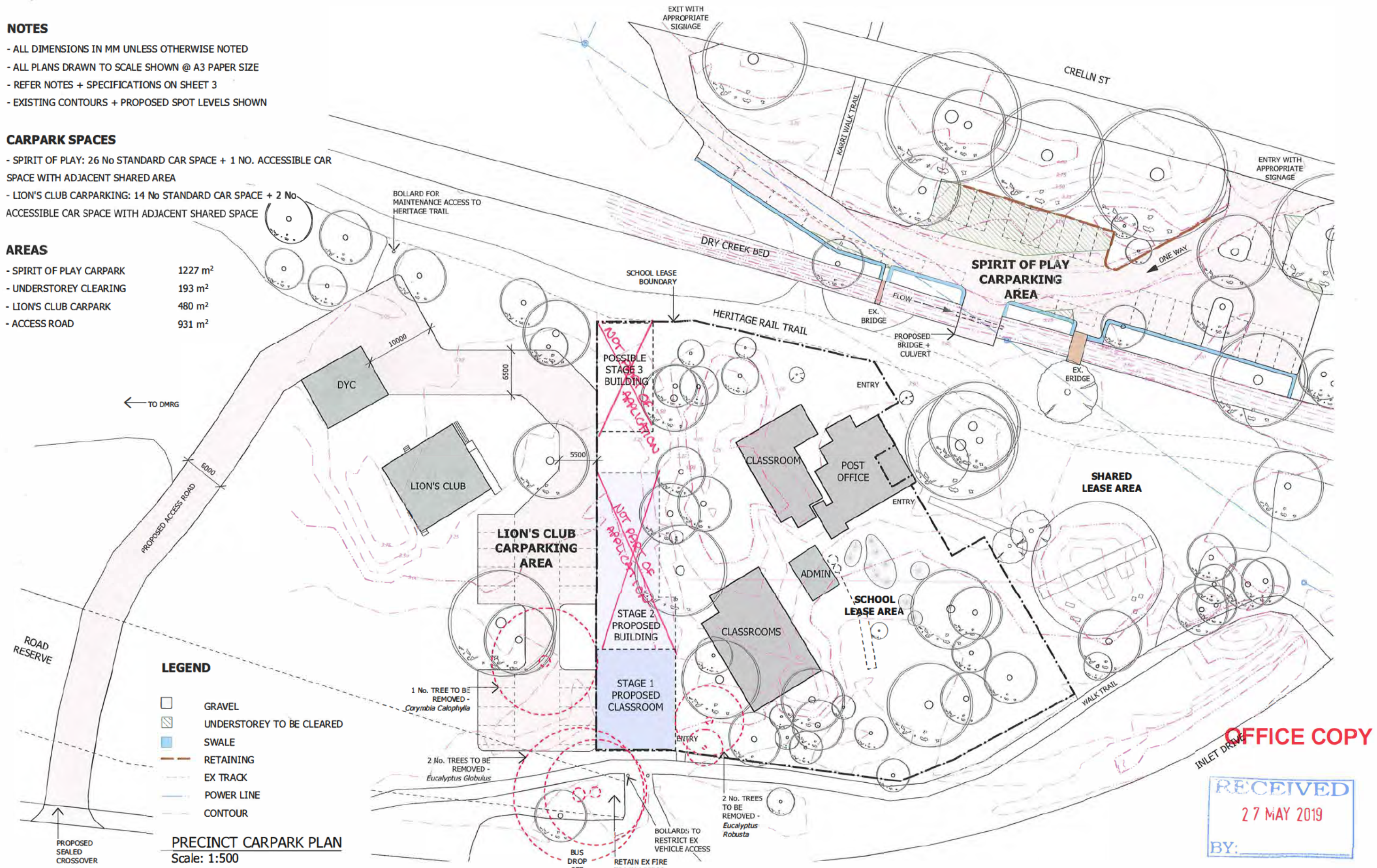
- ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED
- ALL PLANS DRAWN TO SCALE SHOWN @ A3 PAPER SIZE
- REFER NOTES + SPECIFICATIONS ON SHEET 3
- EXISTING CONTOURS + PROPOSED SPOT LEVELS SHOWN

CARPARK SPACES

- SPIRIT OF PLAY: 26 No STANDARD CAR SPACE + 1 NO. ACCESSIBLE CAR SPACE WITH ADJACENT SHARED AREA
- LION'S CLUB CARPARKING: 14 No STANDARD CAR SPACE + 2 No ACCESSIBLE CAR SPACE WITH ADJACENT SHARED SPACE

AREAS

- SPIRIT OF PLAY CARPARK 1227 m²
- UNDERSTOREY CLEARING 193 m²
- LION'S CLUB CARPARK 480 m²
- ACCESS ROAD 931 m²



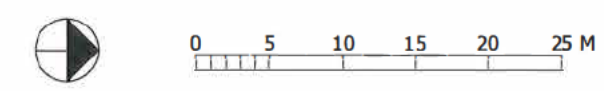
- LEGEND**
- GRAVEL
 - ▨ UNDERSTOREY TO BE CLEARED
 - SWALE
 - RETAINING
 - - - EX TRACK
 - POWER LINE
 - - - CONTOUR

PRECINCT CARPARK PLAN
Scale: 1:500

OFFICE COPY

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27 MAY 2019
BY: _____

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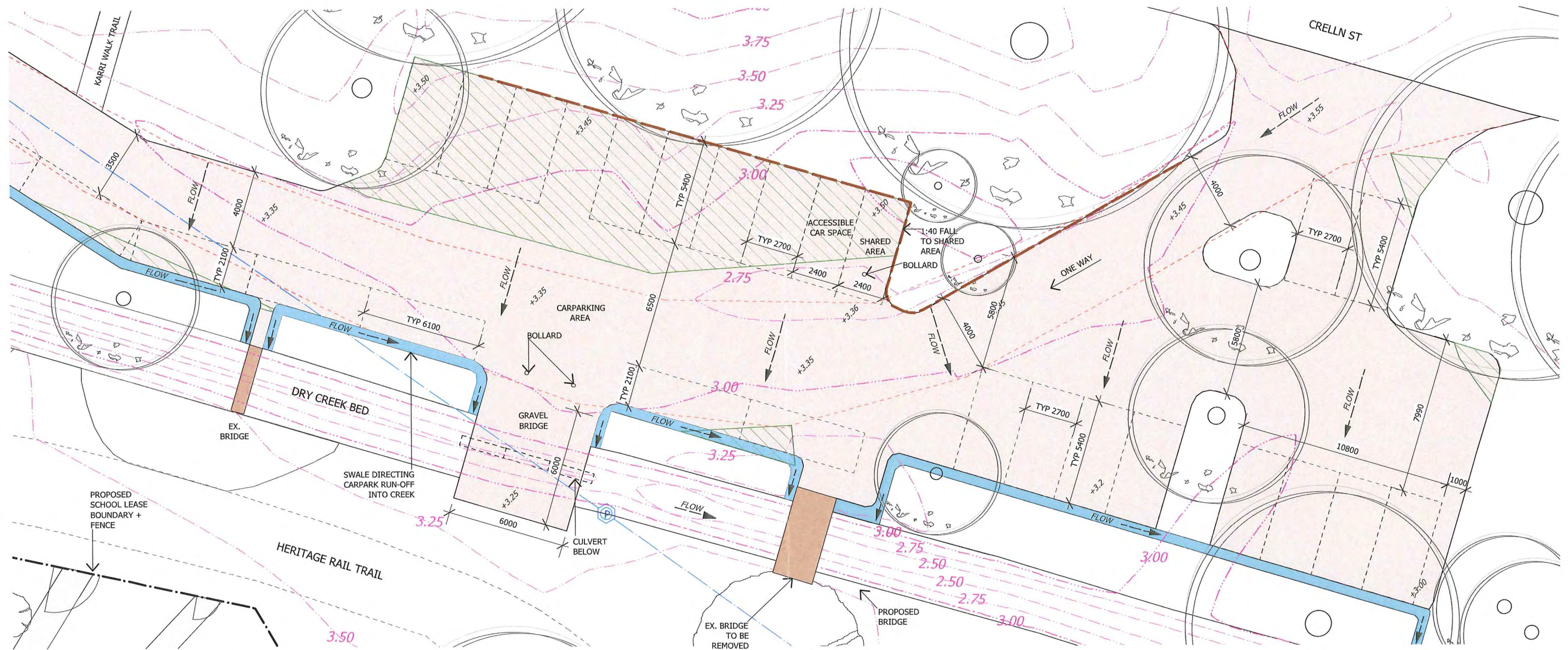


CLIENT:
SPIRIT OF PLAY
COMMUNITY SCHOOL

PROJECT STAGE:
DENMARK HISTORICAL RAILWAY STATION PRECINCT
CARPARKING PLAN

DATE:
27/5/19

SHEET 01 / 03:
PRECINCT CARPARKING
PLAN



SPIRIT OF PLAY CARPARK PLAN
Scale: 1:200

NOTES

- REFER NOTES + SPECIFICATIONS ON SHEET 3
- EXISTING CONTOURS + PROPOSED SPOT LEVELS SHOWN

CARPARK SPACES

- SPIRIT OF PLAY: 26 NO STANDARD CAR SPACE + 1 NO. ACCESSIBLE CAR SPACE WITH ADJACENT SHARED AREA

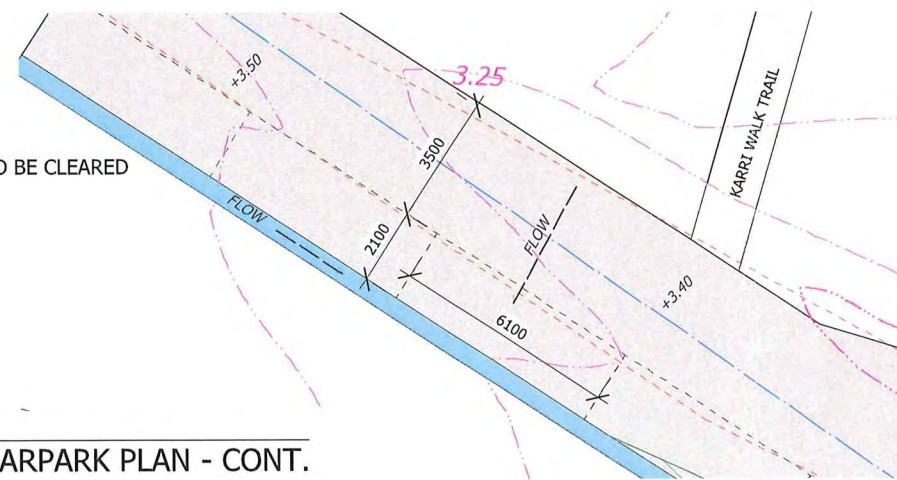
AREAS

- SPIRIT OF PLAY CARPARK 1227 m²

LEGEND

- GRAVEL
- UNDERSTOREY TO BE CLEARED
- SWALE
- RETAINING
- EX TRACK
- POWER LINE
- CONTOUR

Scale: 1:200
SPIRIT OF PLAY CARPARK PLAN - CONT.



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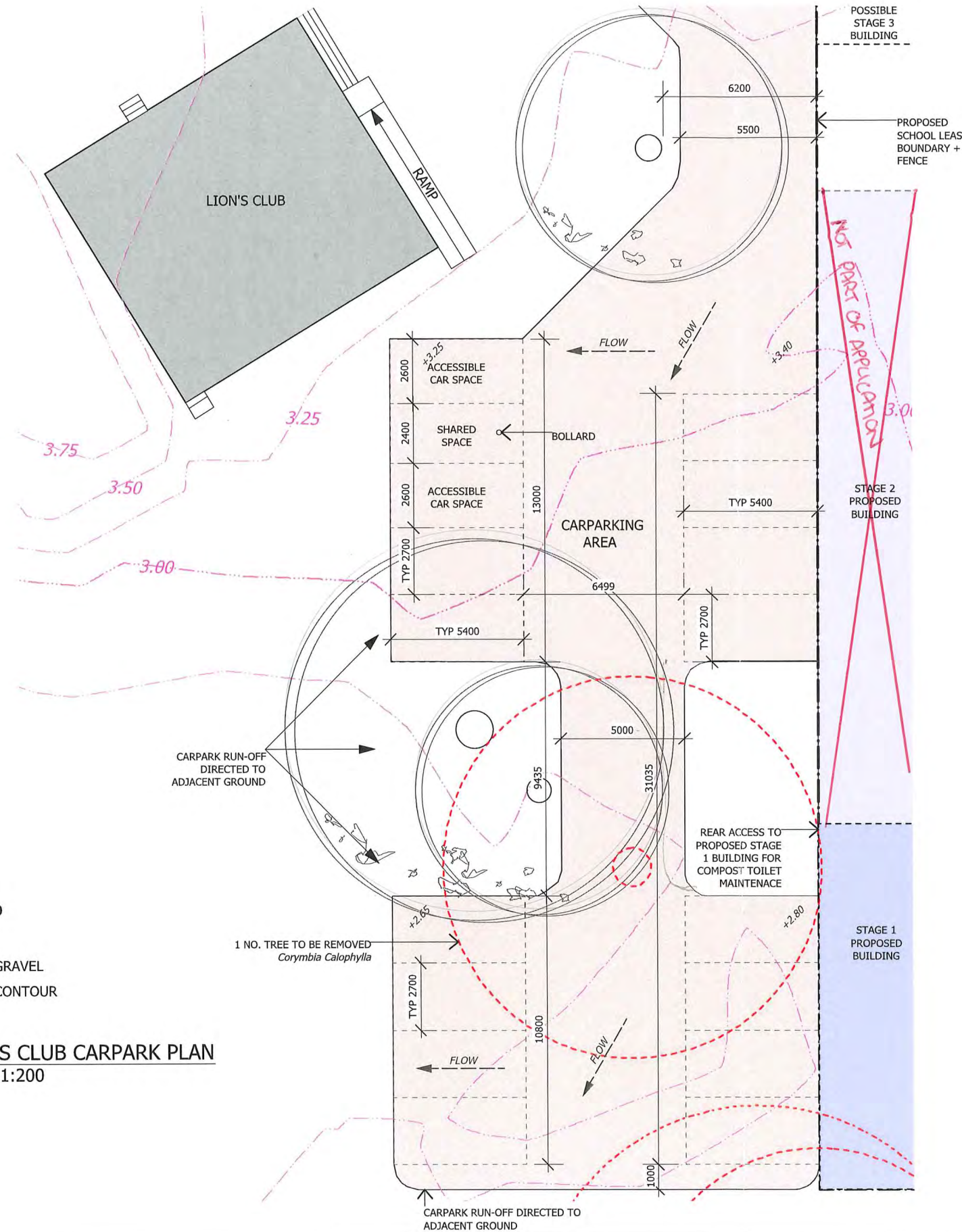


CLIENT:
SPIRIT OF PLAY
COMMUNITY SCHOOL

PROJECT STAGE:
DENMARK HISTORICAL RAILWAY STATION PRECINCT
CARPARKING PLAN

DATE:
24/5/19

SHEET 02 / 03:
SPIRIT OF PLAY
CARPARKING PLAN



LEGEND

- GRAVEL
- CONTOUR

LION'S CLUB CARPARK PLAN
Scale: 1:200

NOTES + SPECIFICATIONS

- EXISTING CONTOURS + PROPOSED SPOT LEVELS SHOWN
- REFER BUSHFIRE MANAGEMENT REPORT FOR ANY ADDITIONAL LAND MANAGEMENT REQUIREMENTS
- CARPARK LAYOUT DESIGNED TO MINIMISE CARPARKING DIRECTLY BELOW LARGE KARRI BRANCHES
- MAINTAIN AS MUCH BRACKEN UNDERSTOREY AS POSSIBLE
- MINIMISE DISTURBANCE + COMPACTION TO TREE ROOT ZONE AREAS DURING CONSTRUCTION AS MUCH AS POSSIBLE
- CLEAR NEW SCHOOL CARPARKING AREAS FROM EXISTING ACCESS ROAD NOT FROM CRELLIN ST TO MINIMISE DISTURBANCE TO EXISTING VEGETATION + UNECESSARY CLEARING
- CARPARK SPACE LINES SHOWN FOR CLARITY ON DRAWING ONLY, THERE WILL BE NO LINES MARKED ON CONSTRUCTED CARPARKING AREA
- CARPARKING TO COMPLY WITH AS 2890.1:2004
- GRAVEL CARPARKING AREA: 200mm DEEP COMPACTED GRAVEL ON 75mm LIMESTONE BASE, FORM UP GRAVEL SURFACE TO ADJOIN HERITAGE TRAIL AT PROPOSED CULVERT BRIDGE AS SHOWN
- CLASS 4 CONCRETE CULVERT WITH 400mm COVER, ENSURE DIAMETER OF PIPE IS EQUAL TO OR GREATER THAN UPSTREAM PIPE
- ACCESS ROAD CROSSOVER TO BE SEALED UP TO + OVER EXISTING FOOTPATH TO SHIRE SPECIFICATIONS
- APPROPRIATE SIGNAGE TO ENTRY + EXIT OF SPIRIT OF PLAY CARPARKING AREA TO SHIRE SPECIFICATIONS
- BOLLARD + SIGNAGE FOR ACCESSIBLE CAR SPACES TO COMPLY WITH AS 2890.6. ENSURE GRADIENT OF SHARED SPACE DOES NOT EXCEED 1:40
- LEVEL + GRADE CARPARKING AREAS TO ACHIEVE DRAINAGE FLOWS AS SHOWN, INSTALL DRAINAGE WITH EROSION PROTECTION + ENSURE THERE ARE NO AREAS FOR WATER TO POOL
- SPIRIT OF PLAY CARPARK TO DRAIN TO SWALE + THEN DIRECTED TO CREEK
- LION'S CLUB CARPARK TO DRAIN TO ADJACENT GROUND TO SOUTH + SOUTH / EAST
- BATTERS NOT TO EXCEED 1:3
- CROSS FALL 2 - 3% + LONGITUDINAL GRADE GREATER THAN 1%
- CULVERT, DRAINAGE + SWALE TO SHIRE SPECIFICATIONS

CARPARK SPACES

- LION'S CLUB CARPARKING: 14 No STANDARD CAR SPACE + 2 No ACCESSIBLE CAR SPACE WITH ADJACENT SHARED SPACE

AREAS

- LION'S CLUB CARPARK 480 m²
- ACCESS ROAD 931 m²





GENERAL NOTES:

- * ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
- * ALL PLANS DRAWN TO SCALE SHOWN @ A3 PAPER SIZE
- * CONTOURS @ 0.25m BASED ON AHD
- * ALL CONSTRUCTION TO BAL 29 + LAND MANAGEMENT AS PER BUSHFIRE MANAGEMENT PLAN
- * STRUCTURAL SIZES SHOWN ARE SUBJECT TO CONFIRMATION BY BUILDER OR STRUCTURAL ENGINEER
- * REFER NOTES + SPECIFICATIONS

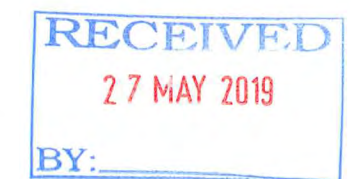
**STAGE 1
NEW CLASSROOM
FOR SPIRIT OF PLAY
COMMUNITY SCHOOL**

2 INLET DRIVE, DENMARK, WA 6333

CONTENTS:

SHEET 01	SITE PLAN
SHEET 02	STAGE 1 + 2 PLANS
SHEET 03	FLOOR PLAN
SHEET 04	FLOOR PLAN WITH DIMENSIONS
SHEET 05	ELEVATIONS
SHEET 06	SECTIONS
SHEET 07	WINDOW SCHEDULE
SHEET 08	ELECTRICAL PLAN
SHEET 09	3D VIEWS
SHEET 10	NOTES + SPECIFICATIONS

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27 May 2019

SITE PLAN
Scale: 1:500

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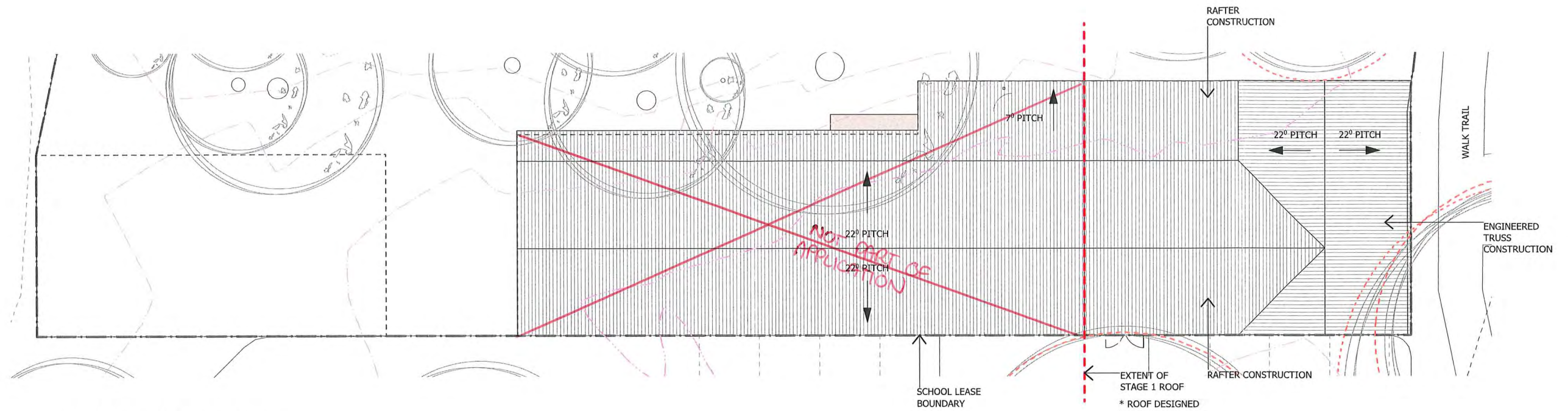
CLIENT:
**SPIRIT OF PLAY
COMMUNITY SCHOOL**

PROJECT STAGE:
STAGE 1 - CLASSROOM

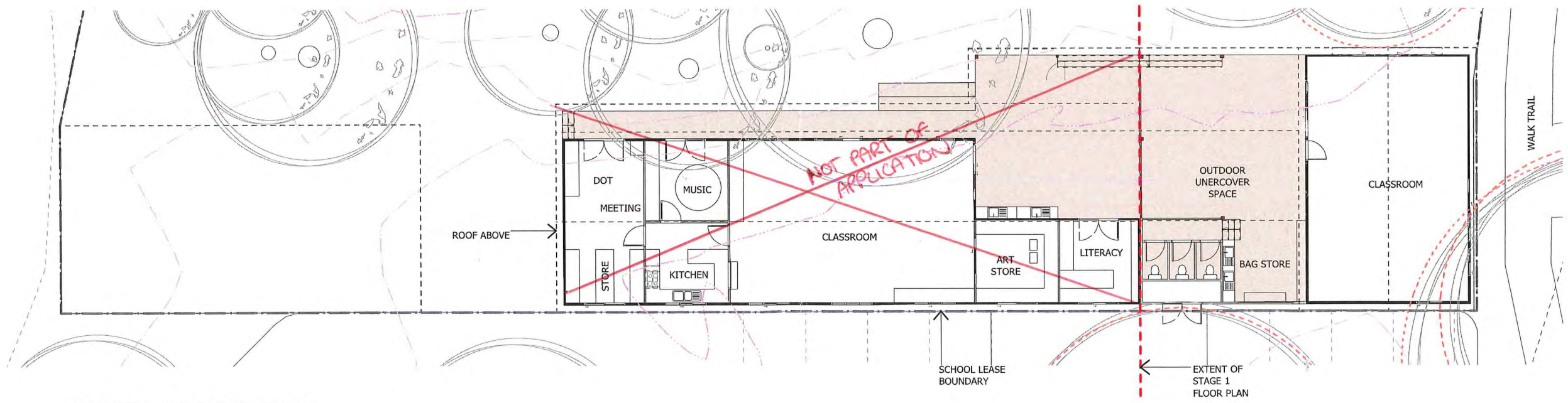
DATE:
27/5/19

SHEET 01 / 10:
SITE PLAN

GENERAL NOTES:
 * REFER NOTES + SPECIFICATIONS



STAGE 1 + 2 ROOF PLAN
 Scale: 1:200



STAGE 1 + 2 FLOOR PLAN
 Scale: 1:200

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CLIENT:
 SPIRIT OF PLAY
 COMMUNITY SCHOOL

PROJECT STAGE:
 STAGE 1 - CLASSROOM

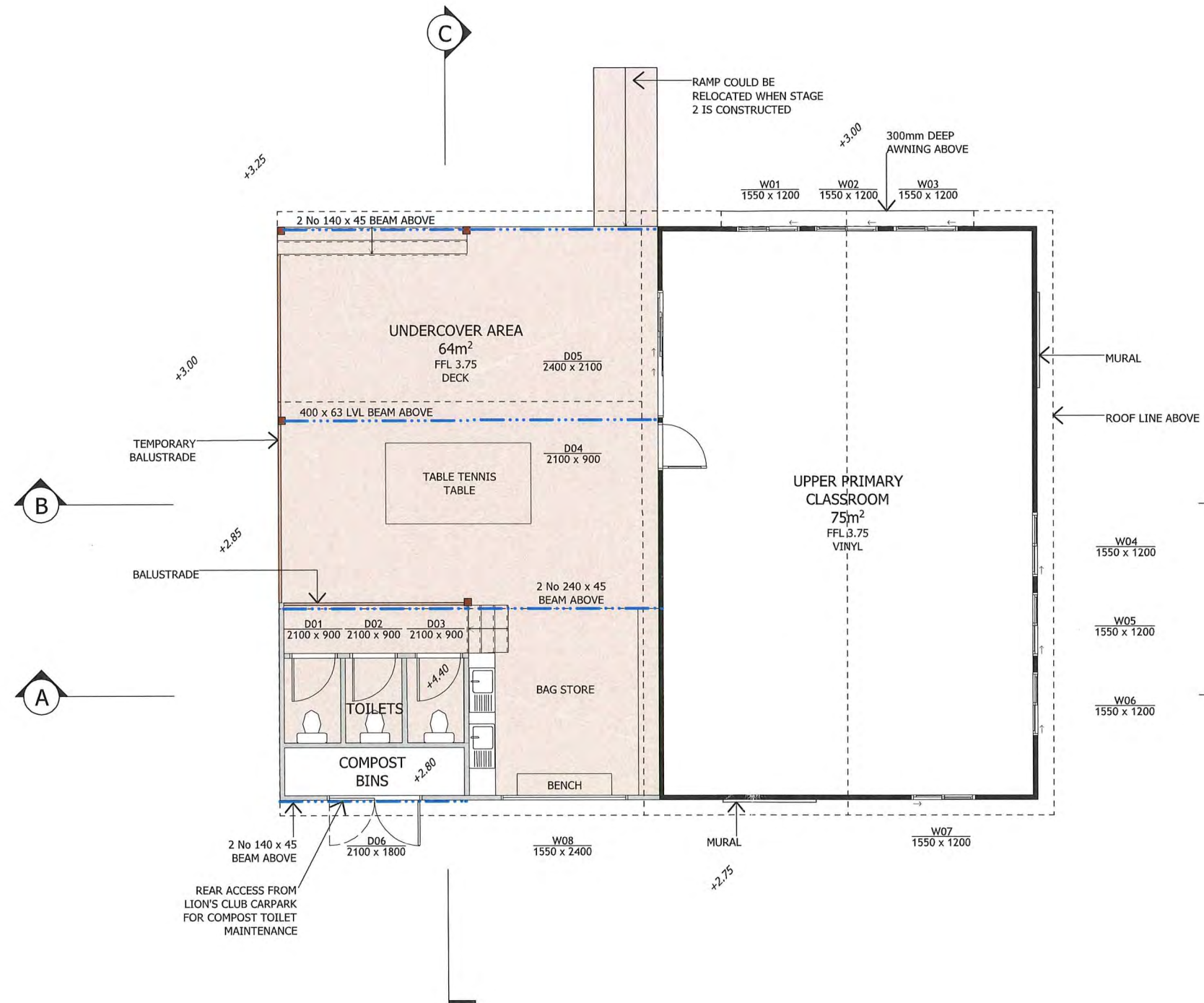
DATE:
 24/5/19

SHEET 02 / 10:
 STAGE 1 + 2 PLANS

GENERAL NOTES:
 * REFER NOTES + SPECIFICATIONS

LEGEND:

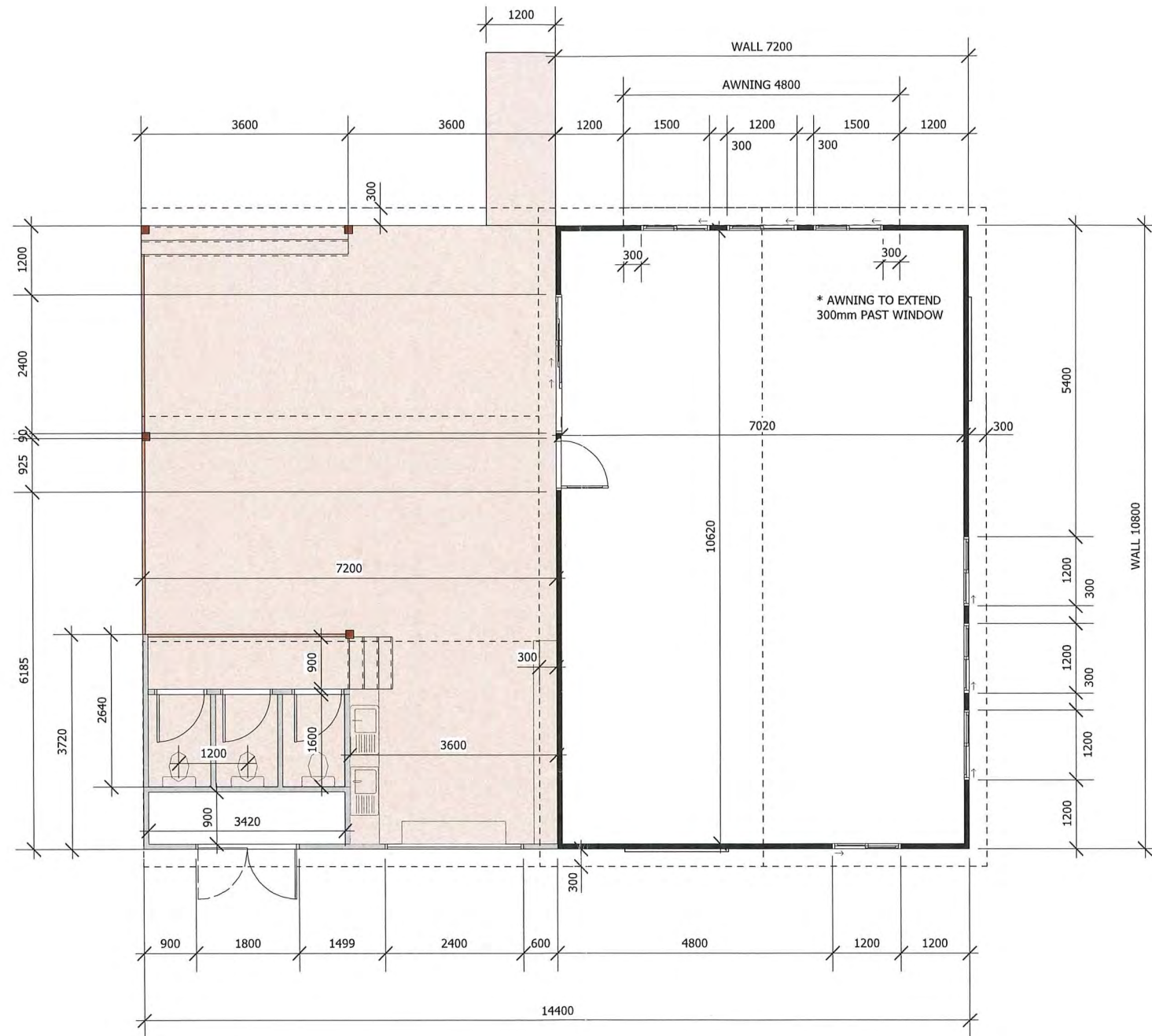
- WALL EXTERNAL 90mm TIMBER STUD
- WALL OUTDOOR 90mm TIMBER STUD
- BALUSTRADE
- POST



FLOOR PLAN
 Scale: 1:100

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FLOOR PLAN WITH DIMENSIONS
Scale: 1:100

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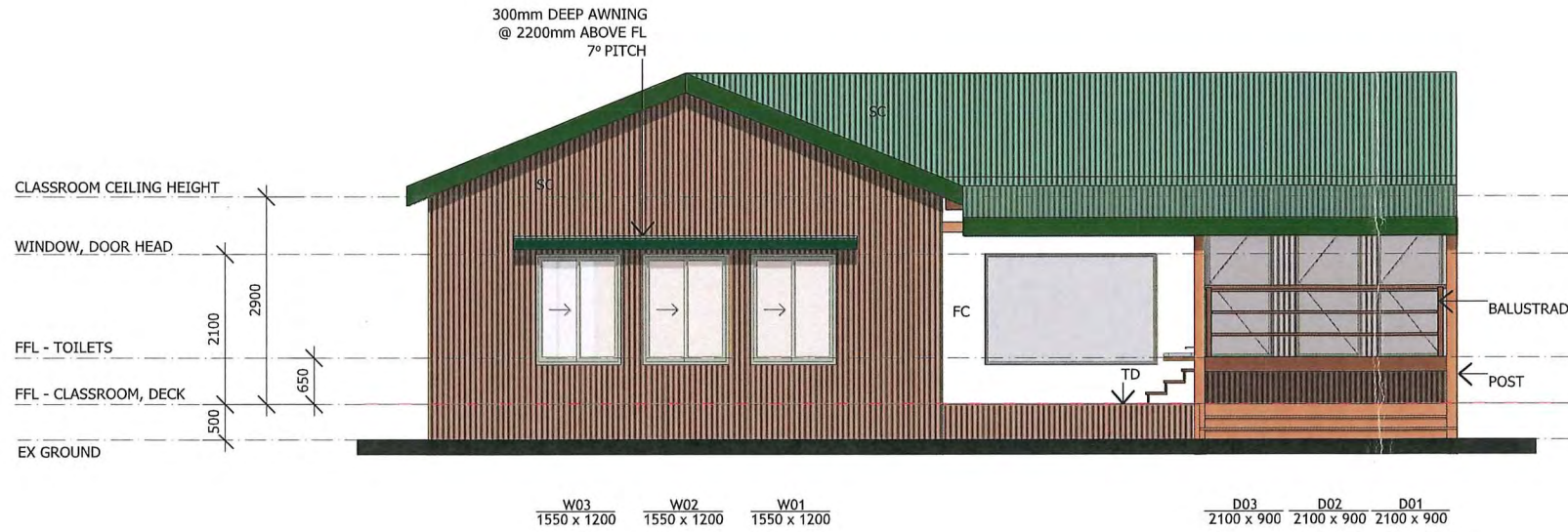


LEGEND:

STEEL CLADDING SC
 FIBRE CEMENT FC
 TIMBER DECK TD

GENERAL NOTES:

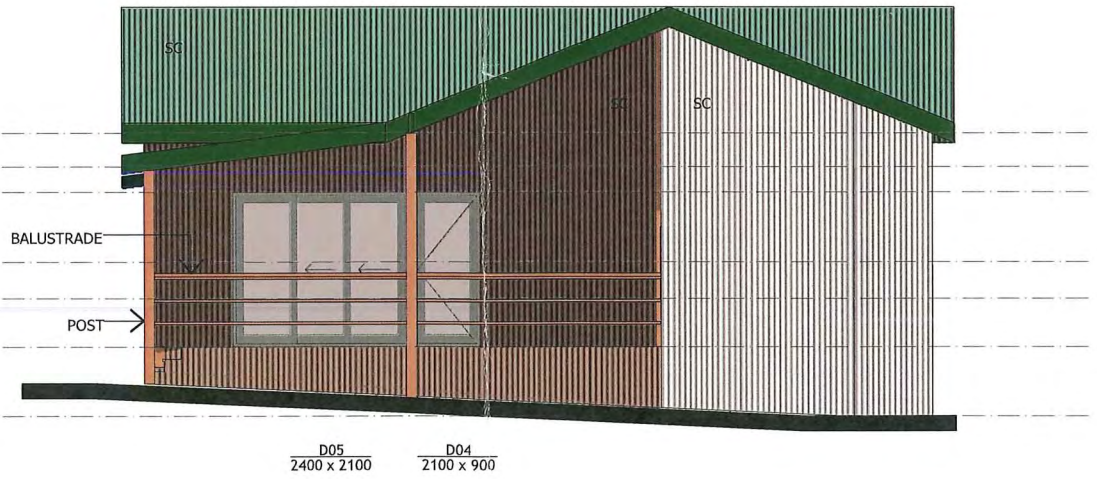
* REFER NOTES + SPECIFICATIONS



NORTH ELEVATION
 Scale: 1:100

EAST ELEVATION
 Scale: 1:100

* RAMP NOT SHOWN FOR CLARITY



SOUTH ELEVATION
 Scale: 1:100

WEST ELEVATION
 Scale: 1:100

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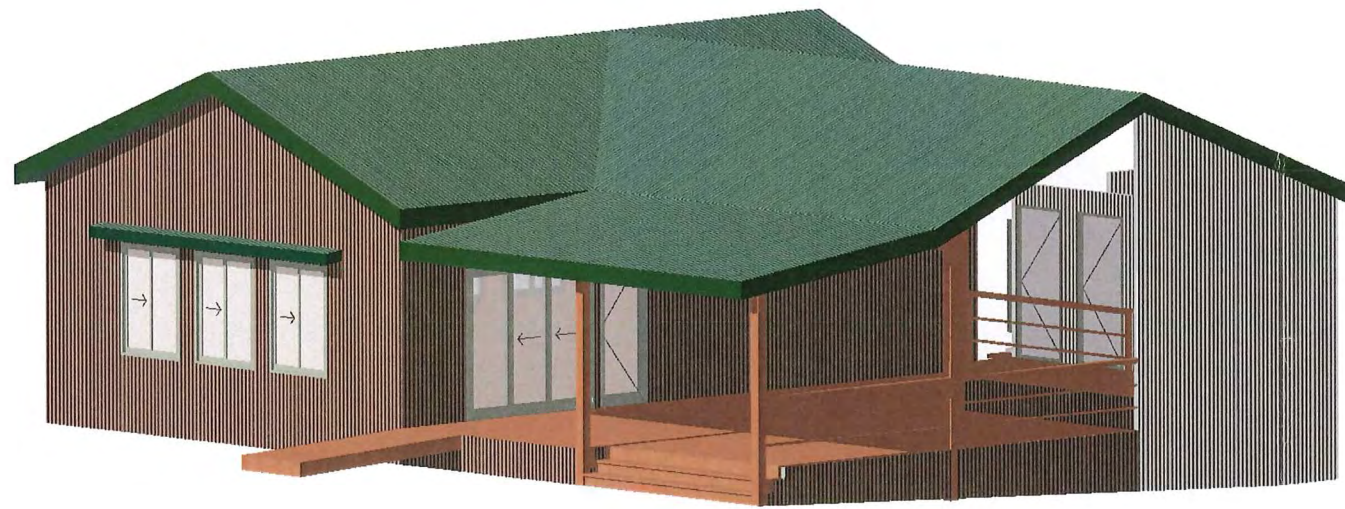
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CLIENT:
 SPIRIT OF PLAY
 COMMUNITY SCHOOL

PROJECT STAGE:
 STAGE 1 - CLASSROOM

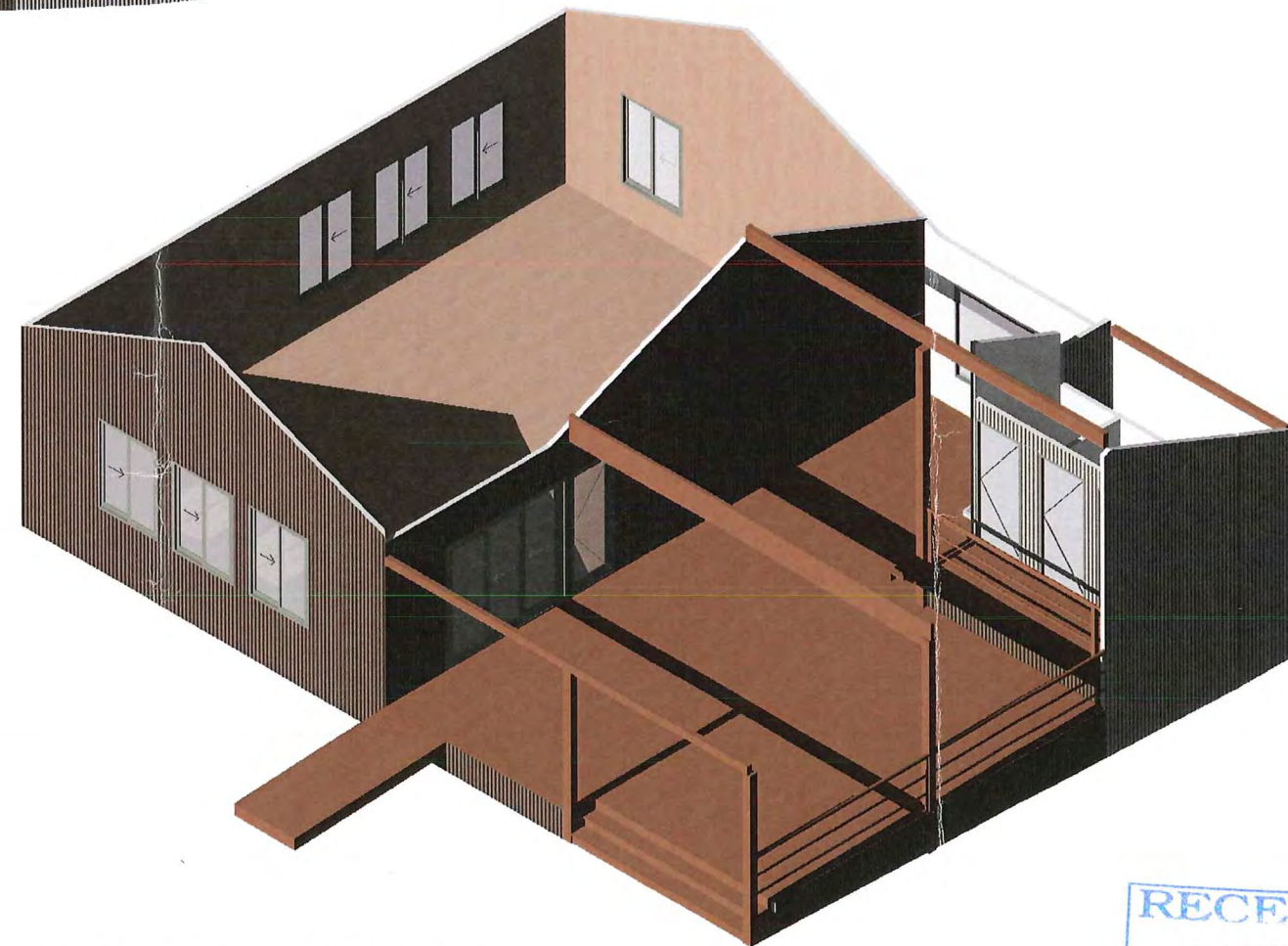
DATE:
 24/5/19

SHEET 05 / 10:
 ELEVATIONS



N / E VIEW

* SHADOWS SHOWN FOR NOON WINTER SOLSTICE



ISOMETRIC VIEW WITHOUT ROOF

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CLIENT:
SPIRIT OF PLAY
COMMUNITY SCHOOL

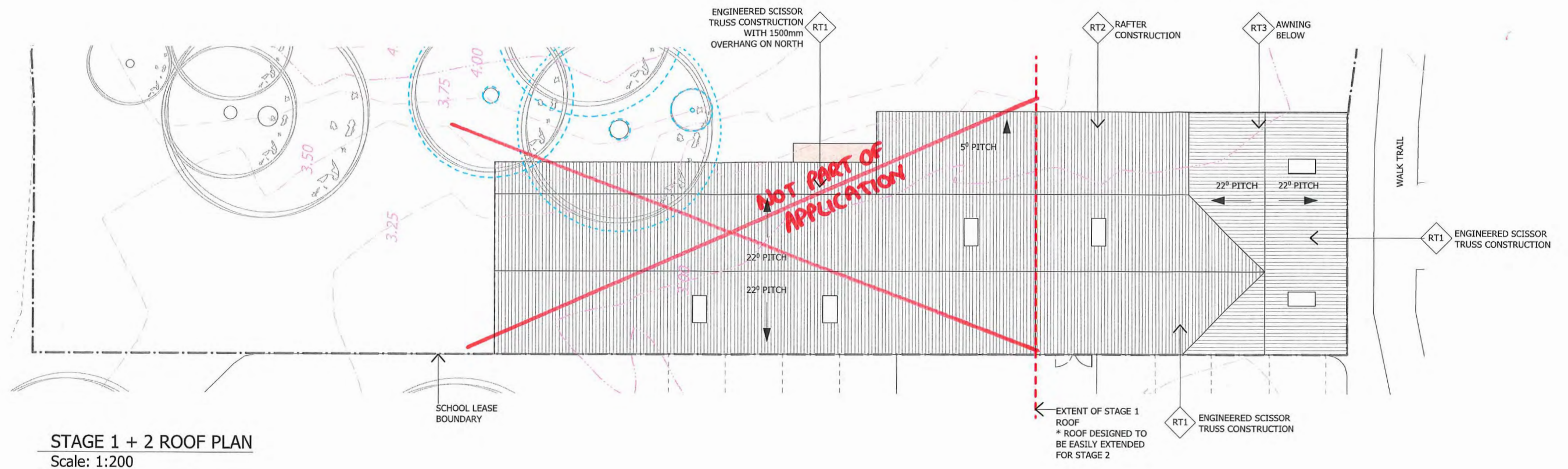
PROJECT STAGE:
STAGE 1 - CLASSROOM

DATE:
24/5/19

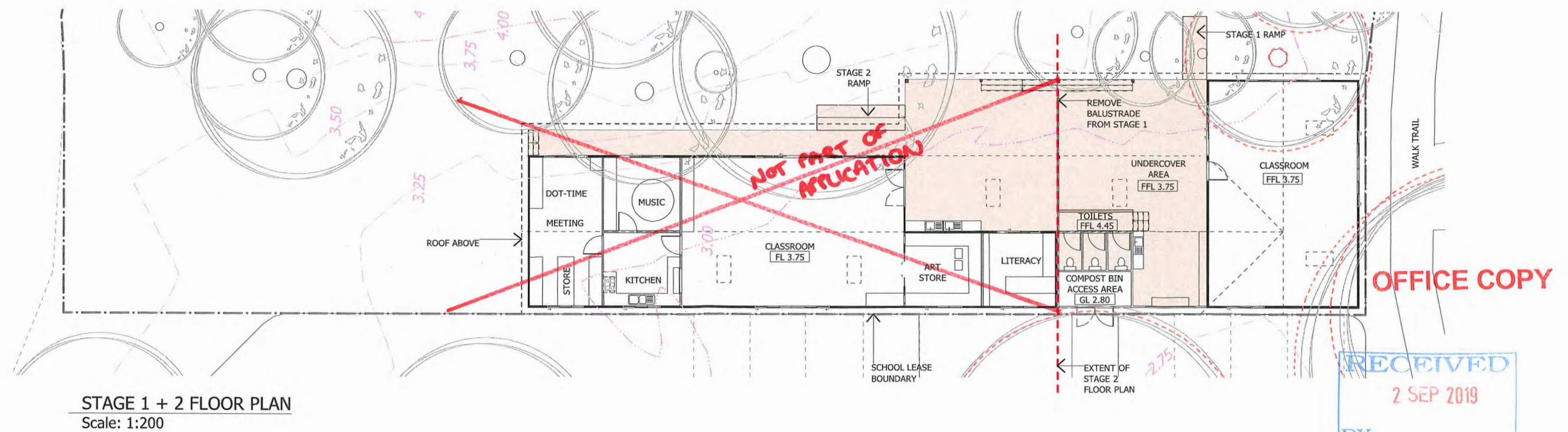
SHEET 09 / 10:
3D VIEWS

NOTES:

* REFER COVER SHEET FOR SHEETS WITH ADDITIONAL RELEVANT INFORMATION.



STAGE 1 + 2 ROOF PLAN
Scale: 1:200



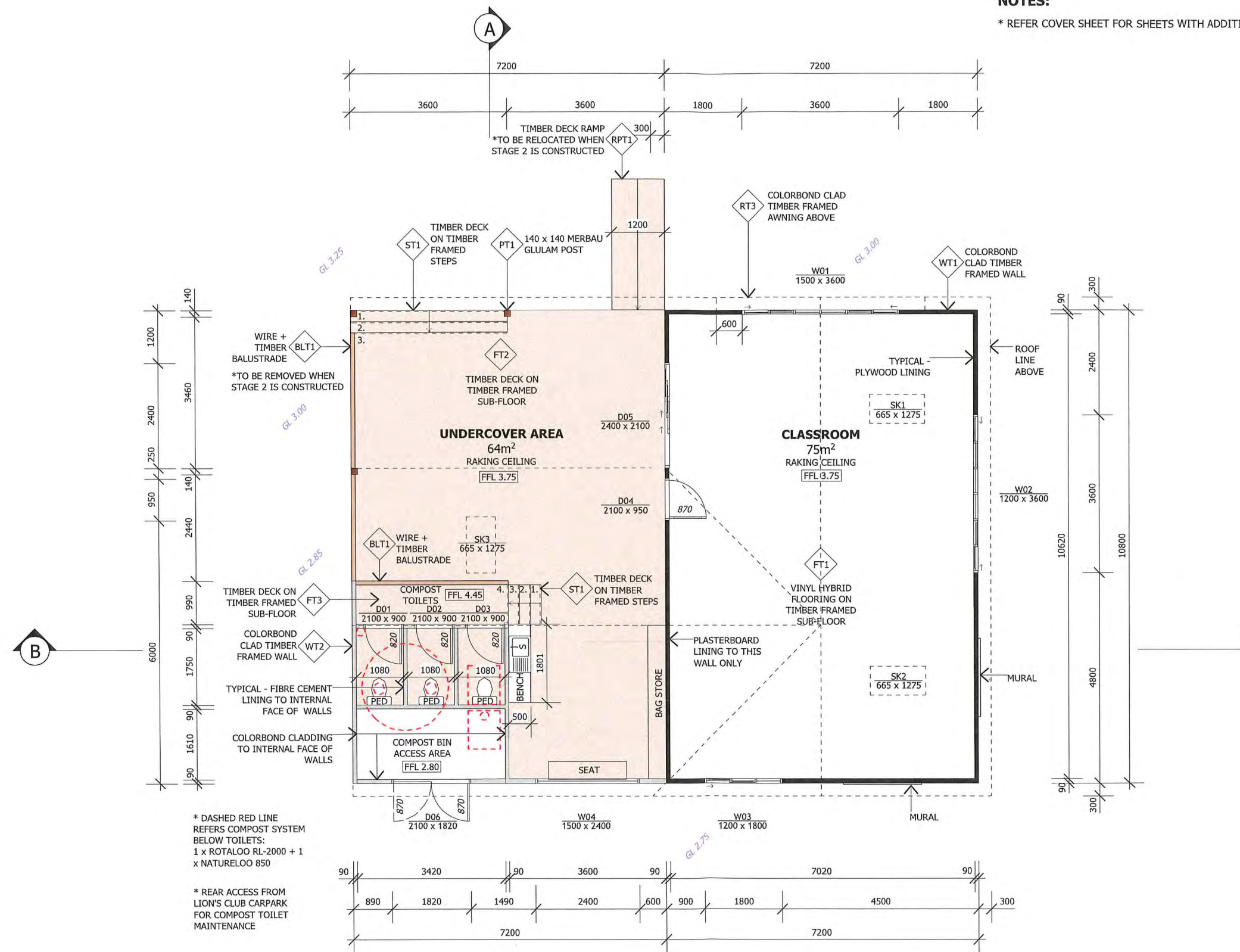
STAGE 1 + 2 FLOOR PLAN
Scale: 1:200

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NOTES:

* REFER COVER SHEET FOR SHEETS WITH ADDITIONAL RELEVANT INFORMATION.



* DASHED RED LINE REFERS COMPOST SYSTEM BELOW TOILETS:
1 x ROTALOO RL-2000 + 1 x NATURELOO 850

* REAR ACCESS FROM LION'S CLUB CARPARK FOR COMPOST TOILET MAINTENANCE

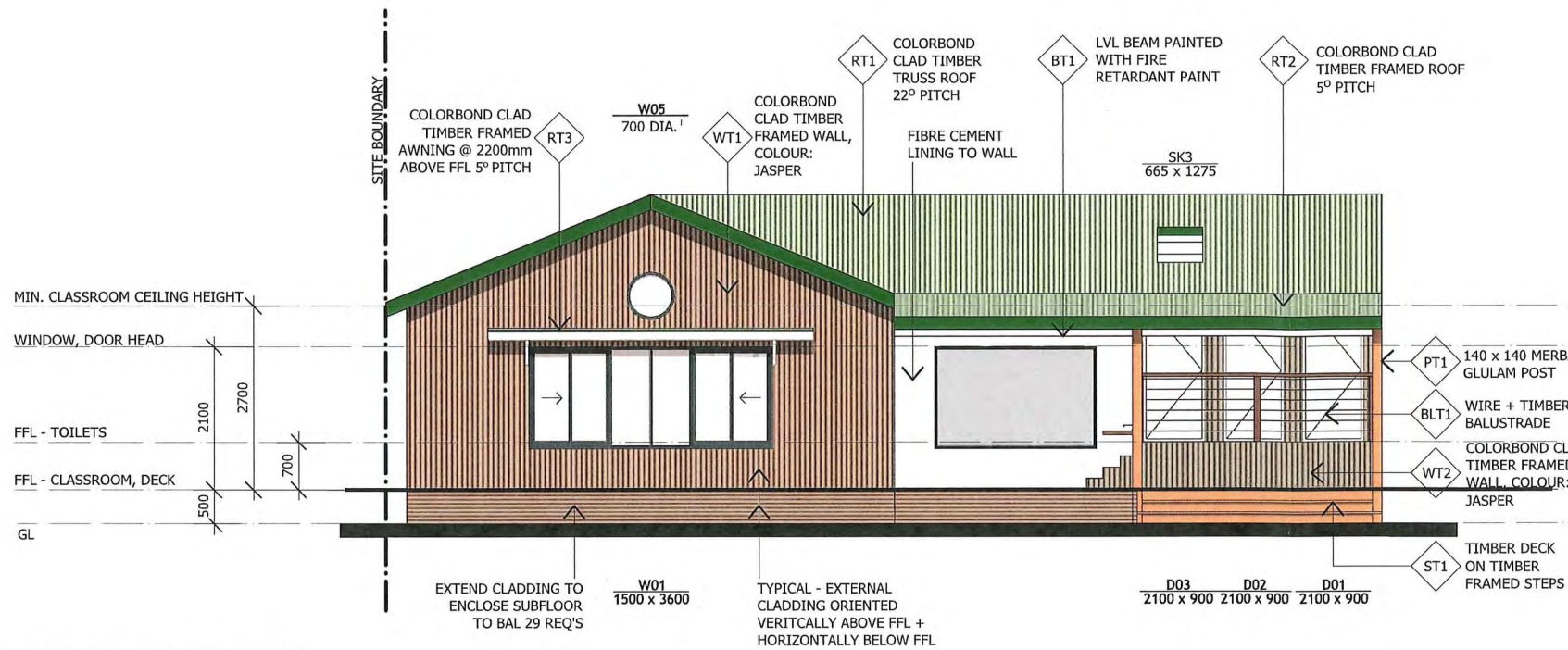
FLOOR PLAN
Scale: 1:100

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BY: _____



NOTES:

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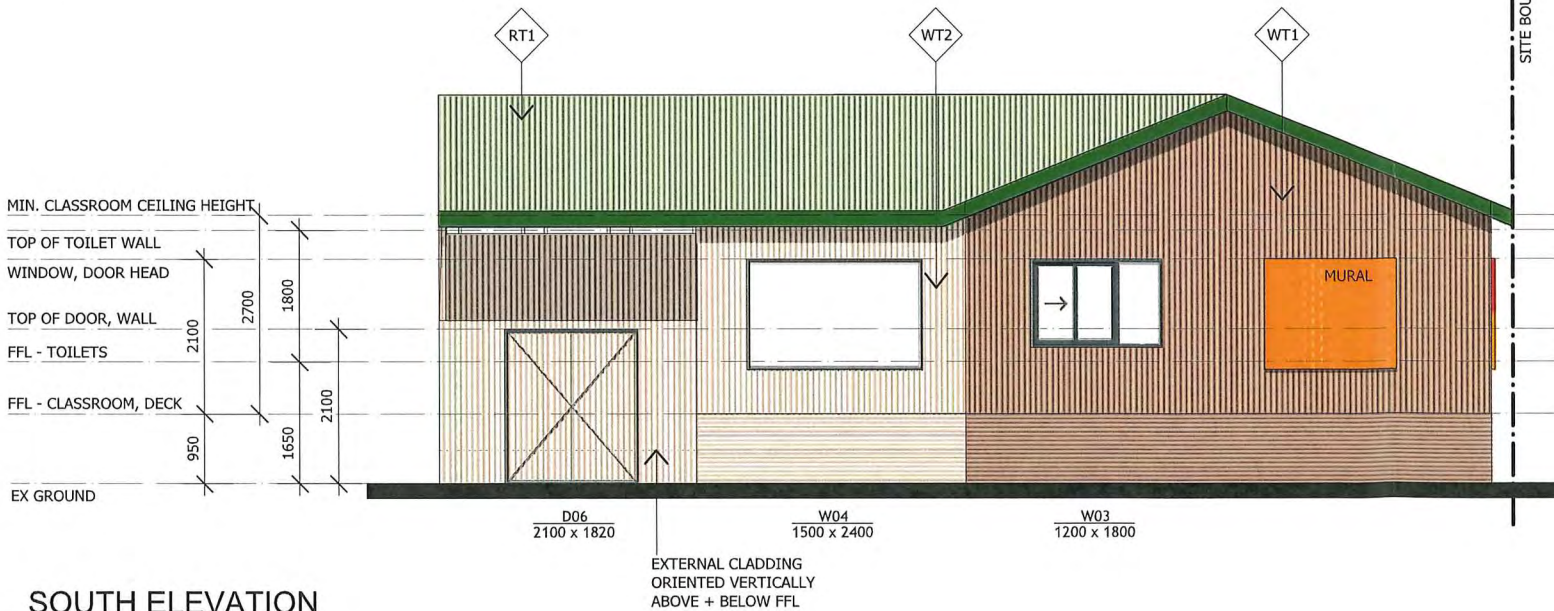


NORTH ELEVATION
Scale: 1:100

* RAMP NOT SHOWN FOR CLARITY



EAST ELEVATION
Scale: 1:100



SOUTH ELEVATION
Scale: 1:100



WEST ELEVATION
Scale: 1:100

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DENMARK RAILWAY STATION PRECINCT

THE FORMER DENMARK RAILWAY STATION WITH IT'S RAILWAY LINES LEADING TO ALBANY AND NORNALUP FORMS AN IMPORTANT PART OF DENMARK'S HISTORICAL HERITAGE. IT PLAYED A LEADING REGIONAL ROLE IN THE DEVELOPMENT OF THE TIMBER INDUSTRY AND IT WAS A VITAL PART IN PEOPLE'S LIVES UNTIL IT'S FINAL CLOSURE IN 1957. THIS CONCEPT PLAN PORTRAYS THIS RICH AND INTERESTING HISTORY THROUGH THE DEVELOPMENT OF THE FOLLOWING ELEMENTS.

- * A LANDSCAPED PARK ADJACENT TO THE EXISTING MACHINERY SHED WITH EXHIBITION SPACES FOR HISTORICAL MACHINERY AND ARTIFACTS.
- * THE RELOCATION OF THE OLD RAILWAY STATION BUILDING TO THE SOUTH WEST OF THE PRECINCT WITH AN OPTION FOR COMMUNITY USE.
- * THE DEVELOPMENT OF A NATURE PLAY SPACES WITH PICNIC FACILITIES.
- * THE DEVELOPMENT OF AN HISTORICAL INTERPRETATION SYSTEM THROUGHOUT THE RAILWAY STATION PRECINCT AND EXTENDING ALONG THE HERITAGE RAILWAY TRAIL.

TRAIL HUB

THIS AREA HAS A NATURAL CONVERGENCE OF WALKING, CYCLING AND BRIDLE TRAILS WHICH ADDS SIGNIFICANTLY TO THE LIFESTYLE AND RECREATIONAL VALUE OF THE AREA. THIS CONNECTIVITY IS A GREAT ASSET FOR THE FACILITY.

LANDSCAPE

PLANTINGS WITHIN THE PRECINCT ARE TO BE INDIGENOUS SPECIES WITH AN EMPHASIS ON COLOURFUL WILDFLOWERS WHICH WOULD BE AT THEIR BEST IN SPRING. INDIGENOUS COLOURFUL WILDFLOWERS AND SMALL SHRUBS INCLUDE: - *Acacia pulchella*, *Bossiaea aquifolium*, *Boronia gracilipes*, *Chorizema species*, *Dampiera species*, *Hovea trisperma*, *Hibbertia species*, *Kennedia coccinea*, *Leschenaultia biloba*, *Oxylobium capitatum* and *Trymalium floribundum*. FEATURE TREES WITHIN THE PRECINCT COULD BE *Corymbia ficifolia* KNOWN FOR ITS SPECTACULAR RED BLOSSOMS OVER THE SUMMER MONTHS.

CONSIDER FORMATION OF A 'FRIENDS OF DENMARK HISTORICAL RAILWAY STATION PRECINCT' TO TACKLE THE REMOVAL OF WEEDY SPECIES IN PARTICULAR *Robinia pseudoacacia* WHICH ARE CURRENTLY DOMINATING THE VEGETATION ALONG THE HERITAGE RAILWAY TRAIL. SUCH A GROUP COULD ALSO BE INVOLVED IN REVEGETATING THE EXISTING CREEK BED WITH RUSHES AND SEDGES AND THE ESTABLISHMENT OF BUFFER AND SCREEN PLANTINGS WITHIN THE PRECINCT.

HISTORICAL INTERPRETATION FOR CHILDREN.

CHILDREN ARE NATURALLY HIGHLY INTERESTED IN THEIR SURROUNDING WORLD AND LOVE DISCOVERING AND LEARNING ABOUT ITS HISTORY. THEREFORE THE HISTORICAL INTERPRETATION IN PLAY AREAS WILL BE CHILD SENSITIVE, INTERACTIVE AND FOLLOW THE TOUCH AND FEEL BASED 'LEARNING THROUGH PLAY' PHILOSOPHY. THE DELIVERY OF HISTORICAL FACTS TO CHILDREN IN PLAY AREAS COULD BE ACHIEVED THROUGH SCULPTURES, HISTORICAL MACHINERY AND STRUCTURES AS WELL AS THE USE OF MATERIAL AND TEXTURES REFLECTING UPON LIFE DURING THE 19TH AND 20TH CENTURY IN DENMARK AT THE 'MILLARS' TIMBER MILLS; THE TRAIN STATION; AND THE TIMBER LOGGING AREAS. MACHINERY AND TOOLS LOCATED IN PLAYSACES SHOULD BE MADE ACCESSIBLE FOR EXPLORATION, ADVENTURES, LEARNING AND PLAY.

'NATURE PLAY'

'NATURE PLAY' IS A WORLD WIDE MOVEMENT TO IMPROVE CHILDREN'S PLAY OPPORTUNITIES AND TO DEVELOP A STIMULATING PLAY ENVIRONMENTS FOR CHILDREN.

'NATURE PLAY' IS BASED ON RESEARCH INTO CHILD HEALTH AND WELLBEING WHICH HAS REVEALED THAT A VARIETY OF FACTORS SUCH AS URBAN SPRAWL; STANDARDIZATION OF PARKS AND PLAYGROUNDS; DIMINISHING CONTACT WITH NATURE; AND THE INCREASE OF COMPUTER BASED ACTIVITIES MAY HAVE CAUSED PROBLEMS AND DEFICIENCIES (SUCH AS OBESITY, SEDENTARY BEHAVIOUR AND DEPRESSION) FOR SOME CHILDREN WHILE GROWING UP. THIS IS DUE TO A LACK OF STIMULATION, LACK OF UNSTRUCTURED PLAY AND LACK OF PHYSICAL ACTIVITIES.

THE VALUE OF NATURAL PLAYSACES

RESEARCH HAS ALSO SHOWN THAT UNSTRUCTURED PLAY IN NATURAL OR SEMI-NATURAL ENVIRONMENTS ENHANCE CHILDREN'S DEVELOPMENT, INTEREST, IMAGINATION AND CONNECTION WITH NATURE. NATURAL SPACES ALSO SPONTANEOUSLY STIMULATE HIGH LEVELS OF PHYSICALLY ACTIVE PLAY IN CHILDREN AND INCREASE THE LEVEL OF SOCIAL INTERACTION, COOPERATION AND ACCEPTANCE BETWEEN CHILDREN.

NATURAL PLAY ENVIRONMENTS

NATURAL ENVIRONMENTS ARE DYNAMIC AND CONSTANTLY CHANGING IN SPACE AND TIME. THEY CONSIST OF A VARIETY OF HIGHLY COMPLEX HABITATS. THESE SPACES OFFER CHILDREN A MULTIPLICITY OF ENCOUNTERS AND SENSATIONS; A DIVERSITY OF TOPOGRAPHY AND TEXTURES; AND A VARIETY OF CHILD-SIZED SPACES, HIDEAWAYS AND HOLES TO EXPLORE AND INHABIT.



TIMBER EXPORT



TIMBER LOGGING



WORKMAN & HORSES



DENMARK 1900



DENMARK RAILWAY STATION



DENMARK STATION 1929



DENMARK RAILWAY STATION 1950



REMNANT RAILWAY RAMPS & BRIDGES



ADOPTED BY COUNCIL 19 FEBRUARY 2019 / RESOLUTION NO. 230219

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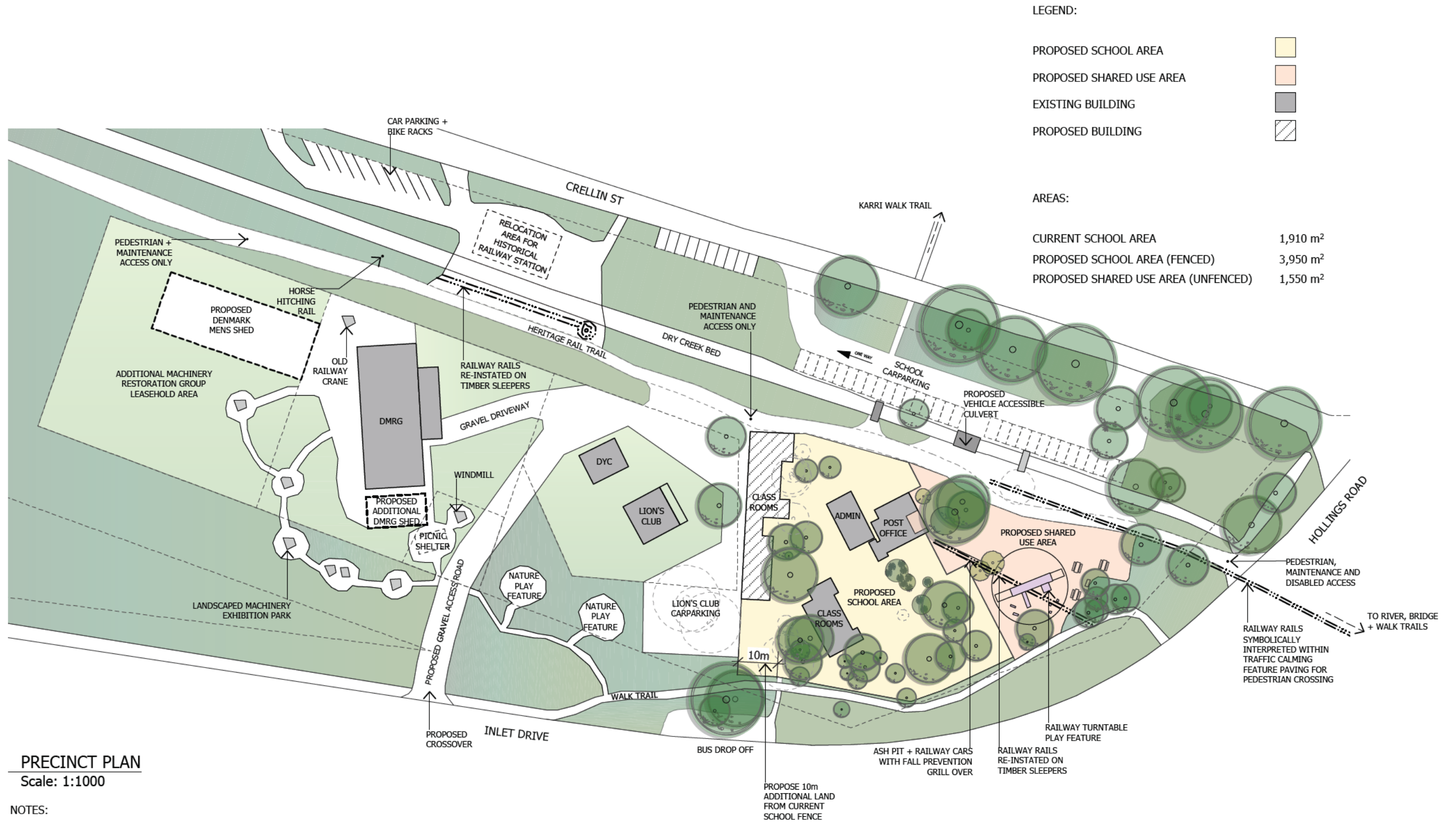
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CLIENT:
SPIRIT OF PLAY
COMMUNITY SCHOOL

PROJECT STAGE:
DENMARK HISTORICAL RAILWAY STATION PRECINCT
SPIRIT OF PLAY LEASE EXPANSION CONCEPT

DATE:
9/4/19

SHEET 01 / 02:
PRECINCT CONCEPT



LEGEND:

- PROPOSED SCHOOL AREA
- PROPOSED SHARED USE AREA
- EXISTING BUILDING
- PROPOSED BUILDING

AREAS:

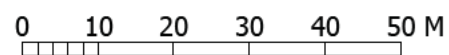
CURRENT SCHOOL AREA	1,910 m ²
PROPOSED SCHOOL AREA (FENCED)	3,950 m ²
PROPOSED SHARED USE AREA (UNFENCED)	1,550 m ²

PRECINCT PLAN
Scale: 1:1000

NOTES:

- * SCHOOL SITE MASTERPLAN STILL AT CONCEPT STAGE. ALL PROPOSED STRUCTURES, TREE REMOVALS, LANDSCAPING ETC TO BE CONFIRMED.
- * SPIRIT OF PLAY COMMUNITY SCHOOL'S VISION, DEVELOPMENT + USE OF THE SITE IS IN KEEPING WITH THE SHIRE APPROVED PRECINCT CONCEPT. THE PROPOSED LEASE EXPANSION WILL STILL ALLOW FOR THE VAST MAJORITY OF THE PRECINCT TO BE DEVELOPED AS PER THE APPROVED MASTERPLAN.

ADOPTED BY COUNCIL 19 FEBRUARY 2019 / RESOLUTION NO. 230219



**SCHEDULE OF SUBMISSIONS: PROPOSED CLASSROOM, VEHICULAR ACCESS AND CARPARKING – NO.2 (LOT 952) INLET DRIVE, DENMARK
(RESERVE 30277) (DA 2019/35; A5598)**

Ref No.	Name & Address Details	Verbatim Submission	Planning Services Comment
S1	Details omitted as per Council Policy.	<p>I would like to express my concerns in relation to this proposal.</p> <p>This area is meant to be a Heritage Precinct, yet already there is no access to one of those buildings, namely the Old Post Office, and now there are more buildings proposed which have no relationship to the heritage ethos of this area. This area, along with the old railway turntable could have been a very attractive tourist attraction for the town with the heritage buildings, the restored engines etc of the Machinery group, but the school has destroyed the potential for this and now it appears it will be even more so with the building of yet another room that does not relate to the original concept of a Heritage Precinct. I understand the school has been granted a reasonably long lease, therefore I can understand their need for more classrooms, but feel that the design and external structure of those room should at least relate to the heritage ethos and style.</p> <p>The other aspect that is concerning is the amount of parking proposed.</p> <p>While I do not know how many members the Lions Club or other users of the Lions Den have, I do know that the Embroiderer's Guild has approx 25 members, yet there are only about 18 parking bays proposed. Already there is a shortage of room for parking, therefore is this going to be exacerbated?</p> <p>Is the proposed access road to be bitumen? The current access is always badly pot-holed and never maintained. I do not know whose responsibility this is, but it really is a disgrace. Therefore if the new access is going to have as much traffic as the old, or more if the extra classroom is any indication, then the road needs to be bitumen.</p>	<p>Considerations relevant to the broader use/ development of the reserve have been addressed as part of the approved Concept Plan.</p> <p>Considerations relevant to the design of the building and materials/ colour palate are addressed within the officer's report.</p> <p>It is recommended that the carpark servicing the Lions Club be re-designed to incorporate a one way loop road and angled parking to allow for ease of access and provide additional parking to service the needs of the club.</p> <p>The Inlet Drive crossover is to be constructed to a bitumen/ sealed standard. Internal driveways and carpark areas will be constructed to a gravel standard to reflect the informal nature of the surrounding reserve.</p>
S2	Details omitted as per Council Policy.	<p>The members of the Denmark Lions object to the proposal for the following reasons.</p> <p>1. SAFETY The location of the access road has been amended from the original concept plan. On the amended plan the road will be against the side of our shed (incorrectly shown as DYC) on your plans). Our only access into that side of the shed (previously known as Denmark Yacht Club Shed) is via a personal door on the proposed road side of the shed. The sliding doors on the front of the shed can only be opened from inside the shed. It would be dangerous to open that door directly onto the proposed amended access road.</p> <p>We require that there be a minimum of 1.4 metres of grass area around the Lions Lair and around the Lions Shed (other than the front of the shed where the sliding doors are.)</p> <p>2. PARKING Under the amended plan parking for us and the various community groups who use the Lair will be insufficient.</p>	<p>Considerations relevant to the carpark design and access are addressed within the officer's report. Modifications to the layout are recommended.</p>

		<p>We require a minimum of 20, ideally 30 parking bays in the area between the Lions Lair and Inlet Drive. We have 20 members and the Bingo group, which uses the Lair weekly, has in excess of 20 playing members. All the members of both groups drive to the Lair.</p> <p>Many of the members who use the Lair are elderly, have restricted walking ability and require close access to the ramp at the front of the Lair. Many of those people have told me that ease of open, accessible parking is one of the main attractions of using the Lair. If those people find the changes to the parking difficult, they may well cease using the Lair, resulting in loss of revenue to the Lions Club.</p> <p>3. BOLLARD</p> <p>To keep the grass area that will remain, we require removable bollards to be placed around the grass area from the Lions Shed, around to the paper bark tree and continued on to the Inlet Drive side of the Lions Lair. The installation of these bollards is to restrict vehicle parking on that grass area</p>	
S3	Denmark Historical Society	<p>The Denmark Historical Society does not raise any specific objection to the plans presented in the above document.</p> <p>However, we note that the plans include, in the shared area, the turntable and ash pit. These items are both of considerable historical value. We ask the council to specify in their final approval of the development that if the Spirit of Play is considering any development or restoration of these items that they do so in consultation with the Denmark Historical Society.</p>	<p>The Spirit of Play Lease agreement stipulates that the Lessee will fund the agreed costs of refurbishment of the Historic Turntable and the Ash Pit within the Public Shared Use Area. Furthermore, any works or modifications to the historical relics at the site must be undertaken in liaison with the Denmark Historical Society.</p>
S4	Details omitted as per Council Policy.	<p>I am writing to ask for the Marri tree, <i>Corymbia Calophila</i> outlined in the image below to be saved and not cut down for the Lion's car park. The Marri provides food for cockatoo and nesting for wildlife. Could you please re consider the car park space design, to include protection of the Marri grove and further to help towards protection of threatened cockatoo species. Also, removing very mature trees may significantly affect the health of surrounding trees. It is also a consideration that taking out specifically very mature trees near the rivers' edge could disrupt the stability of the water table and thus affect the surrounding wetland. Aesthetically the old trees bring character, worth and health to this significant place.</p> <p>Thank you for your careful thought on the matter.</p>	<p>Considerations relevant to tree retention are addressed within the officer's report.</p>

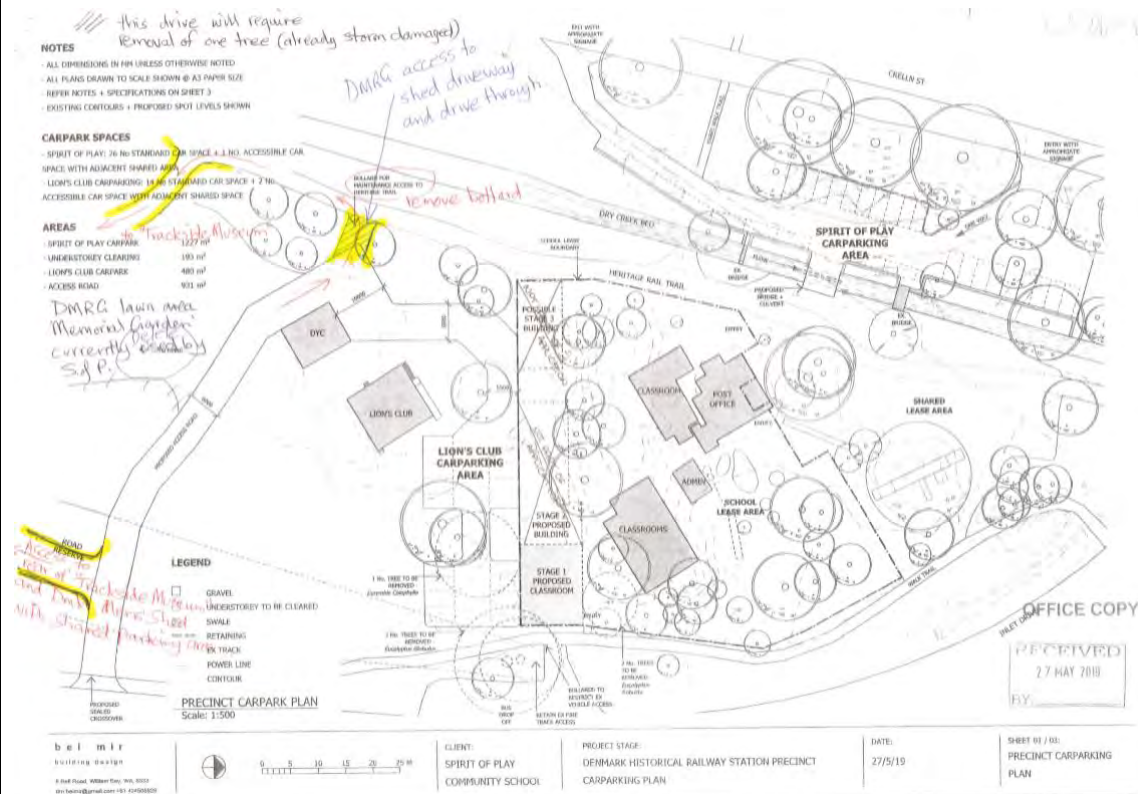
<p>S5</p>	<p>Details omitted as per Council Policy.</p>	<p>Members of the DMRG still believe that the continued use of the site is contrary to the vesting of the reserve and note that the intended construction of buildings on the southern boundary of the proposed S.oP. lease will present a wall from the east corner all the way to the west corner bar a six metre gap. Certainly not an attractive sight in a heritage precinct and effectively forming a physical barrier to the turntable and old post office building when approached from the south.</p> <p>The DMRG has been involved in various discussions concerning the new access to the No.3 Railway Station Reserve. Members attended an on site meeting with Shire Officers and agreed to the new road coming across the corner of the DMRG lease. They also explained the need for our group to have access around our lease and it was agreed to.</p> <p>Later Drawings have not reflected that agreement. The proposed plans still show a road coming across our memorial lawn and a bollard installed to stop access to the railway alignment. This access is vital for us to move the bigger machines around. Trying to turn the Galion grader, Folwer crane or either of our vintage trucks requires a great deal of space. It is far simpler to drive around the site.</p>	<p>Considerations relevant to the carpark design and access are addressed within the officer's report. Modifications to the layout are recommended. The request of the DMRG can be addressed as part of the detailed design.</p>

We would like to see a formalised access to the railway alignment from the new proposed road. It would come off at the front of the DYC shed (now Lions?) and would involve the removal of one tree. This tree has already suffered some storm damage.

The provision of access at that point will allow the DMRG to have a smooth entry to our lease side of the railway easement and the existing curved driveway into our shed. The curved driveway gives us entrance to the drive through lane of "Trackside Museum" and is important for loading and movement of vehicles and machinery.

Having reached agreement with the Denmark Mens' Shed a joint formal access and parking proposal has been resented in the Development Application lodged by DMRG for the addition of a shed to house our larger machines.

Attached: copy of drawing provided by SoP with our notes.



unique to Western Australia but to Australia and is categorised as “rare”.

- to develop the Old Post Office Building (for which public access is currently denied by the Spirit of Play) into a Heritage Railway Museum inclusive of a working model of the railway station and marshalling yards (donated to the Historical Society) and to also accommodate an extensive and truly amazing historical photographic collection of early settlement in Denmark currently denied public viewing.

ISSUES ARISING

Issue #1 The Shire has breached its Local Planning Scheme by not first assessing the purpose of the Reserve and the Spirit of Play’s use thereof and to have not advised Council nor the Minister for Lands accordingly

12.The Shire did not advise Council prior to its decision-making meetings held in September 2018 and February 2019 of “**Matters to be considered by Council**” as required by Part 2 Clause 2.2 “Reserves” of the Shire’s Local Planning Scheme which states:

“Where an application for planning consent is made with respect to reserved land, the Council shall have regard to the ultimate purpose intended for the reserve ...”

13.The Minister for Lands, Hon Ben Wyatt, has advised the Denmark Historical Society that the gazetted purpose of the subject Reserve 30277 is for “Historical Precinct, recreation and community purposes”.

14.Explanation of what the above gazetted purpose means is contained in the Planning & Development (Local Planning Scheme) Regulations 2015 (“the Regulations”) that defines the above Terms as follows:

(a) In regard **Reserve Objectives**, Schedule 1, Part 2, Cl 14 of the Regulations state:

- **recreation** is defined for “Public Purposes which specifically provide for a range of public recreational facilities”
- “Historical Precinct” is not specifically defined whereas **heritage** is defined for “Public Purposes which specifically provide for a range of heritage purposes”

(b) In regard **Land Use Terms**, Schedule 1, Part 6, Division 2, Cl 38 of the Regulations state:

- “**community purpose** means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit”;
- “**educational establishment** means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution”.

15.It may be argued that the provision of “educational, social or recreational facilities or services” as a definition of a “community purpose” is reflected in the diverse activities of existing local organisations such as the Over 50s, the CWA, Denmark Machinery Restoration Group, the Denmark Historical Society, the Denmark Men’s Shed, Lions Club, Probus, Denmark Quilters, Denmark Wood Turners, Tai Chi Club, the Mill Art Group and many others who each comply with the above “purposes” and as reflected in the diverse interests of their members.

16.Conversely, there is no ambiguity that the Spirit of Play is “a school” and is categorised as an

“educational establishment”. It therefore does not have eligibility for occupancy of the Reserve.

- **Conclusions**

- The Spirit of Play’s occupancy and usage of the Reserve as an “**educational establishment**” is incompatible with the gazetted purpose of the Reserve.
- Vide Council Minutes 18 September 2018 Item 8.4.4, the Shire did not comment on the above issue nor advise Council that it had not assessed the Reserve’s purpose prior to Council’s determinations of a 15-year Lease.
- The Minister’s consent to the Lease agreement was given pursuant to section 18 of the Land Administration Act .
- The Minister was totally reliant on the Shire advising of all relevant matters (see extract of s18 of the Act below).
- Subject to confirmation from documents yet to be received by Freedom of Information, it is unknown what advice, if any, the Shire may have provided to the Minister on the above matter.
- However, advice received by the Denmark Historical Society from the Assistant Director General of the Department of Planning, Lands and Heritage is that the Minister’s consent was granted on 13 February 2019.
- Whilst the department’s advice to the Society is not in dispute, what is now in dispute is that the Minister’s consent was given, as advised by the department, with an understanding of it being “supported by a formal Council resolution” in circumstances where Council had not yet determined the matter.
- Council subsequently determined the matter on 19 February 2019 without awareness of the ineligibility of the Spirit of Play’s occupancy of the Reserve and also without Council’s awareness that the Minister had already granted his consent.
- Questions are to be asked as to whether the Shire’s advice to the Minister was not only inappropriate but also untruthful.

Extract of Section 18, Clause 5 of the **Land Administration Act** advising of the information required to be given to the Minister by the Shire:

5) The Minister may, before giving approval under this section, in writing require — (a) an applicant for that approval to furnish the Minister with such information concerning the transaction for which that approval is sought as the Minister specifies in that requirement; and (b) information furnished in compliance with a requirement under paragraph (a) to be verified by statutory declaration.

17. In accord with the provisions of the Planning & Development (Local Planning Scheme) Regulations 2015, I conclude the Spirit of Play’s usage and occupancy of the Heritage Reserve is unlawful with respect to the gazetted purpose of the subject Reserve.

Issue #2 The Shire's solicitation of comment was selective

18.The matter of the Spirit of Play's occupancy on the Railway Heritage Reserve has caused considerable controversy with stakeholders, emphatically not against the Spirit of Play itself with whom there is widespread empathy and support, but almost exclusively against the Shire for what can only be described as the ineptitude of the Shire's Planning Department and its mis-handling of the matter over the past few years.

19.A summary of that controversy and widespread opposition generated to the Shire's recommendation to Council for its meeting held 18 September 2018 for a 15-year Lease to the Spirit of Play to occupy more of the Heritage Reserve and build new classrooms (which is the subject of the Development Application) is reflected in the comments received by the Shire (as per the Minutes of Council) from the following groups:

- *Denmark Lions Club*
- *Denmark Machinery Restoration Group*
- *Denmark Men's Shed*
- *Denmark Woodturners*
- *Denmark Historical Society*
- *Denmark Yacht Club*

and is recorded and summarised by the Shire as following:

- *The proposal (sic, to approve a further expansion of the Spirit of Play's occupancy) can be viewed as a permanent solution rather than a temporary one;*
- *It would result in a substantial leased area of the northern section of reserve, essentially taking over the reserve;*
- *The area was designated as a heritage precinct and is not compatible with a school;* • *Public / shared access to historical relics, namely the ash pit, turntable and old post office - concern that the public would feel uncomfortable entering a "school site".*
- *Removal of vegetation required for access road and additional car parking;*
- *Parking at Lions Lair would be restricted and limited area to manoeuvre trailers and the like;* • *Limits future development of the site to attract visitors;*
- *Proposed access road cuts across DMRG lease area, limiting plans of joint development between DMRG and Men's Shed;*
- *Traffic conflict with trail users;*
- *Shared use could initiate problems associated with "working with children" and "police clearances";*
- *The site is a key historical precinct and should be developed as a tourist attraction.*

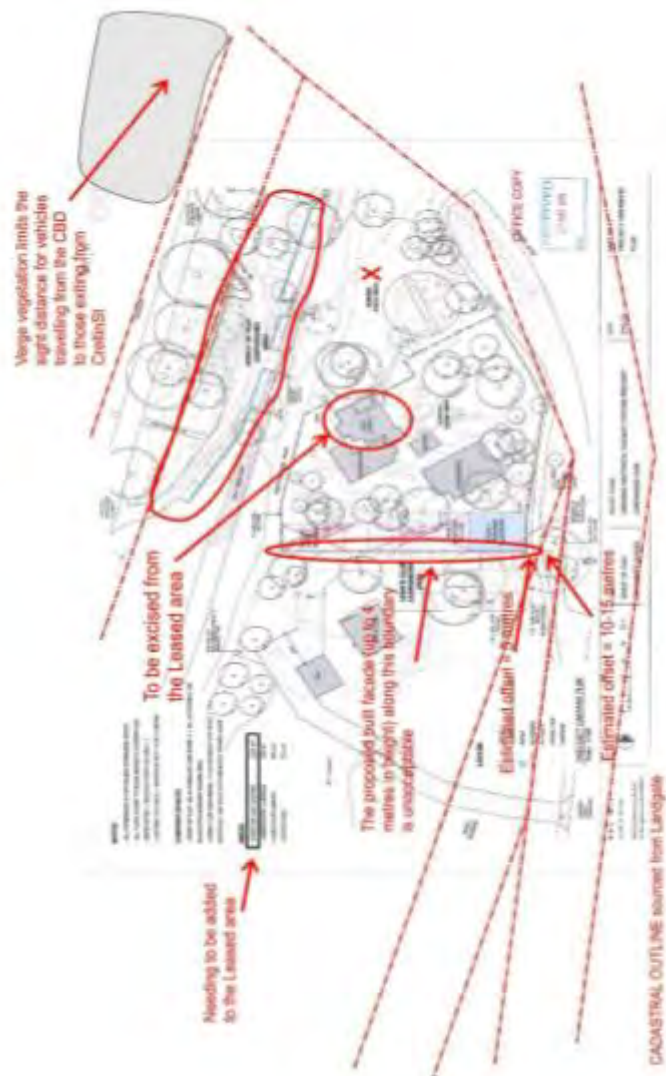
Issue #3 The Shire has created an "unequal playing field" and distorted the competitive marketplace for education providers in Denmark

20.Any process of solicitation of any comment from the public on any matter is totally dependent on the

	<p>Shire providing all the relevant facts. It is also dependent on the Shire identifying all relevant stakeholders and not being selective.</p> <ul style="list-style-type: none"> • In the subject solicitation, the Shire did not recognise there were other relevant stakeholders who were not consulted, namely, the Department of Education (Denmark Primary School), the Steiner School, and the Woodbury Boston School at Torbay who each may have had concerns of their respective competitiveness for students within the limited geographic environs of Denmark. • What the Council has not been advised of by the Shire is that the granting of a long-term 15-year Lease of Crown Land to the Spirit of Play is a financial windfall for the latter to not otherwise need to rely upon personal mortgage guarantees from their members to enable the Spirit of Play to acquire freehold-tenure land. • Conversely, the Steiner School and Woodbury Boston School – both of whom are independent schools - have both been burdened with those not insignificant financial overheads to acquire their freehold tenured properties that necessarily translate into higher fees charged to parents. • In the case of the Denmark Primary School, I have been informed that the Department of Education has, not necessarily because of the Spirit of Play's entry into the local competitive educational marketplace, previously cut staffing at the school because of drop offs in student numbers which, I understand, outraged parents. That threat still remains extant. • I understand the Department of Education (State or Federal?) is the principal agency of government to assess such matters upon which basis they issue a Licence to operate as a pre-condition for the operator to apply for various Grants. The Shire has naively interfered with that process. • The State Heritage Council is another relevant stakeholder who should have been consulted with respect to the Heritage Act and their views solicited of the potential implications of the Spirit of Play's occupancy upon the "exceptional cultural heritage significance" of the Reserve. <p>THE DEVELOPMENT APPLICATION</p> <p>21.The Lease agreement refers to a Development Plan (now manifested in a Development Application) showing the expanded Leased area.</p> <p>22.The DA shows an area demarcated as the "Spirit of Play Parking Area" which is not enclosed within the (dashed line) Leased area. It is argued that the Spirit of Play cannot claim any exclusivity to that area unless the latter is formally incorporated in the Leased area.</p> <p>23.There is concern for the re-direction of traffic (estimated to be about 50 vehicles during the morning drop off and similarly the afternoon pickup times of students) navigating the intersection of Crellin St and Inlet Drive at which point the sight distance for vehicles exiting Crellin St is obscured by verge vegetation in both directions that creates an unacceptable traffic hazard. The safety of that intersection will be further conflicted during the peak tourist season with its proximity to the every busy Rivermouth Caravan</p>	<p>The Shire has undertaken broad consultation on the proposed development, including advertising in the local paper, signs on site and targeted letters to leaseholders, as well as key community groups and public agencies. The level of consultation undertaken complies with the requirements of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>The proposal was referred to Department of Planning Lands and Heritage (Heritage) for comment.</p> <p>The Shire has applied for blackspot funding to upgrade the Crellin Street intersection. The proposal will facilitate broader safety improvements through the provision of strategic fire access routes and relocation of the Inlet Drive crossover.</p> <p>The plans are deemed satisfactory for the purpose of undertaking planning assessment.</p>
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	<p>Park.</p> <p>24. There are a number of very basic flaws in the DA drawing which warrant it being rejected by Council:</p> <ul style="list-style-type: none"> • It does not include a locality plan nor a site plan to show the disposition of the proposed development on the Reserve and the proximity of the proposed developments to other Lease occupants. • The Lease area has no spatial definition and is merely an un-dimensioned artistic sketch. It needs formal cadastral definition. • The sketch also does not show any of the cadastral boundaries of the Reserve nor the proximity of the proposed development to those boundaries. • The sketch quotes a drawing scale of 1:500 but there is no scale bar that might otherwise help assist spatial interpretation from the sketch. The latter is thus said to have 'no intelligence'. <p>25. A cadastral survey plan was sourced from Landgate and an attempt made to overlay it on the DA sketch using the faint lines that infer the alignment of a small section of the adjacent Road Reserve. This cadastral overlay is shown in the Attachment as a dashed red line.</p> <p>26. Unfortunately, the foregoing has not provided any clarification of the spatial elements of the proposed DA, however, there is sufficient revealed to be concerned about the positioning of the Stage 1 Classroom on the south-east corner and, most particularly, without any internal boundary offsets. External offsets are estimated to be about 5 metres from the boundary of the Road Reserve and about 10-15 metres from the boundary of Inlet Drive.</p> <p>27. The Shire's Local Planning Scheme does not recognise developments on Reserve Land with respect to minimum boundary offsets. Therefore, no assessment can be made of the compliance of the proposed Stage 1 Classroom to the LPS Development Conditions.</p> <p>28. However, reasoned argument would infer the Stage 1 Classroom's positioning on both the side boundary (with the Road Reserve) and front boundary (with Inlet Drive) of the Leased area is totally unacceptable more so where the front Leased area boundary is also the front entrance for visitors to the Heritage Reserve and viewable by all passing traffic. The visual amenity of that front entrance is also unacceptable from the point of view of being a serious diminishment, incompatible and not in harmony with the cultural heritage significance of the entire site.</p> <p>29. That reasoning is further supported by the depiction of more classrooms in proposed Stage 2 and Stage 3 developments (noting that the latter do not form part of the subject DA) to be proposed to also be positioned along the southern side boundary (facing the Lions Den).</p> <p>30. The effect of this will be to create a visually unacceptable built façade, most probably 3 to 4 metres in height, along the almost continuous side boundary of the Leased area. This built façade would also seriously further diminish the cultural heritage significance of the site and render the Spirit of Play buildings to be seen by visitors and tourists as a construction site and totally out of character to a Heritage Reserve.</p> <p>31. The Old Post Office Building should be excised from the Leased area. The building was originally purchased by a local resident and gifted to the Shire conditional that it would be preserved and used by</p>	<p>The building is to be located within the defined lease boundary.</p> <p>Considerations relevant to the siting and design of the building are addressed within the officer's report.</p>
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the community.



G1	Department of Planning, Lands and Heritage (Lands)	<p>In relation to the attached letter than you for the opportunity to comment on this proposal.</p> <p>Where the land is under management to a local government and the development is consistent with the reserves purpose and is not for commercial purposes then the authorizing entity is the local government holding the management order. The Department of Planning, Lands and Heritage consider the proposed development to be in line with the reserves purpose and therefore our consent is not required for this DA.</p>	Comments noted.
G2	Department of Planning, Lands and Heritage (Heritage)	<p>RAILWAY PRECINCT</p> <p>Thank you for your letter of 19 June 2019 regarding the proposed development at No.2 (Lot 952) Inlet Drive, Denmark. The place is listed in the Shire's Municipal Inventory.</p> <p>We thank you for the opportunity to provide comments on the proposed development. However, as the place is not in the State Register of Heritage Places, is not subject to a heritage agreement, and is not identified as a place warranting assessment by the Heritage Council, we decline to provide comment.</p>	Comments noted.
G3	Department of Planning, Lands and Heritage (Planning)	<p>Thank you for reaching Department of Planning, Lands and Heritage (DPLH) for comments about the proposed Classroom, Vehicular Access and Carparking on portion of No.2 (Lot 952) Inlet Drive, Denmark (Reserve 30277).</p> <p>This is to confirm that DPLH has no objections to this proposal. However, DPLH recommends that the Denmark Historical Society is consulted as per the condition in the lease.</p>	Comments noted. The Denmark Historical Society was consulted as part of the referral process.
G4	Department of Water and Environmental Regulation	<p>Thank you for referring the development application for assorted works at Lot 952 Inlet Dr, Denmark to the department of Water and Environmental Regulation (DWER) for advice.</p> <p>DWER has no objection to the proposal and provides the following advice.</p> <p>Due to the site's close proximity to Wilson Inlet, it is recommended that swales collecting stormwater run-off from the carpark be vegetated with native sedges and rushes to treat stormwater prior to discharge off-site.</p> <p>Please see further information on vegetated swales in the Department's Stormwater Management Manual Chapter 4.1 Swales and buffer strips</p> <p>http://www.water.wa.gov.au/data/assets/pdf_file/0018/4914/84988.pdf</p>	Comments noted.
G5	Department of Fire & Emergency Services	<p>RE: VULNERABLE LAND USE - LOT 952 (NO. 2) INLET DRIVE, DENMARK – DEVELOPMENT APPLICATION – PROPOSED CLASSROOM</p> <p>I refer to your email dated 29 May 2019 regarding the submission of a Bushfire Management Plan (BMP)</p>	Refer to Officer's report for comment.

Version FINAL by Bio Diverse Solutions dated 18 March 2019 for the above development application.

It should be noted that this advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.

Assessment

1. Policy Measure 6.5 a) (ii) BAL Contour Map

Element	Assessment	Action
Vegetation Classification	<p>Plot 1 Class B Woodland – insufficient information</p> <p>DFES have little confidence this plot which is contiguous with areas of Class A Forest accounts for the mature state of the vegetation or the predominant vegetation type.</p> <p>As the worst-case scenario as per AS 3959 has not been applied, the identified BAL ratings impacting proposed development may be inaccurate.</p> <p>Notwithstanding the above, given the BMP proposes APZ areas (20m) with a substantiated works program for vegetation management around existing and proposed buildings, this APZ area would need to be increased to 21m to apply the worst-case scenario (Class A Forest) and ensure development is located in areas of BAL-29 or below.</p>	<p>Minor modification to BMP required. Decision maker to be satisfied compliance to Element 2: Siting and Design has been achieved.</p>

Recommendation – supported subject to modifications

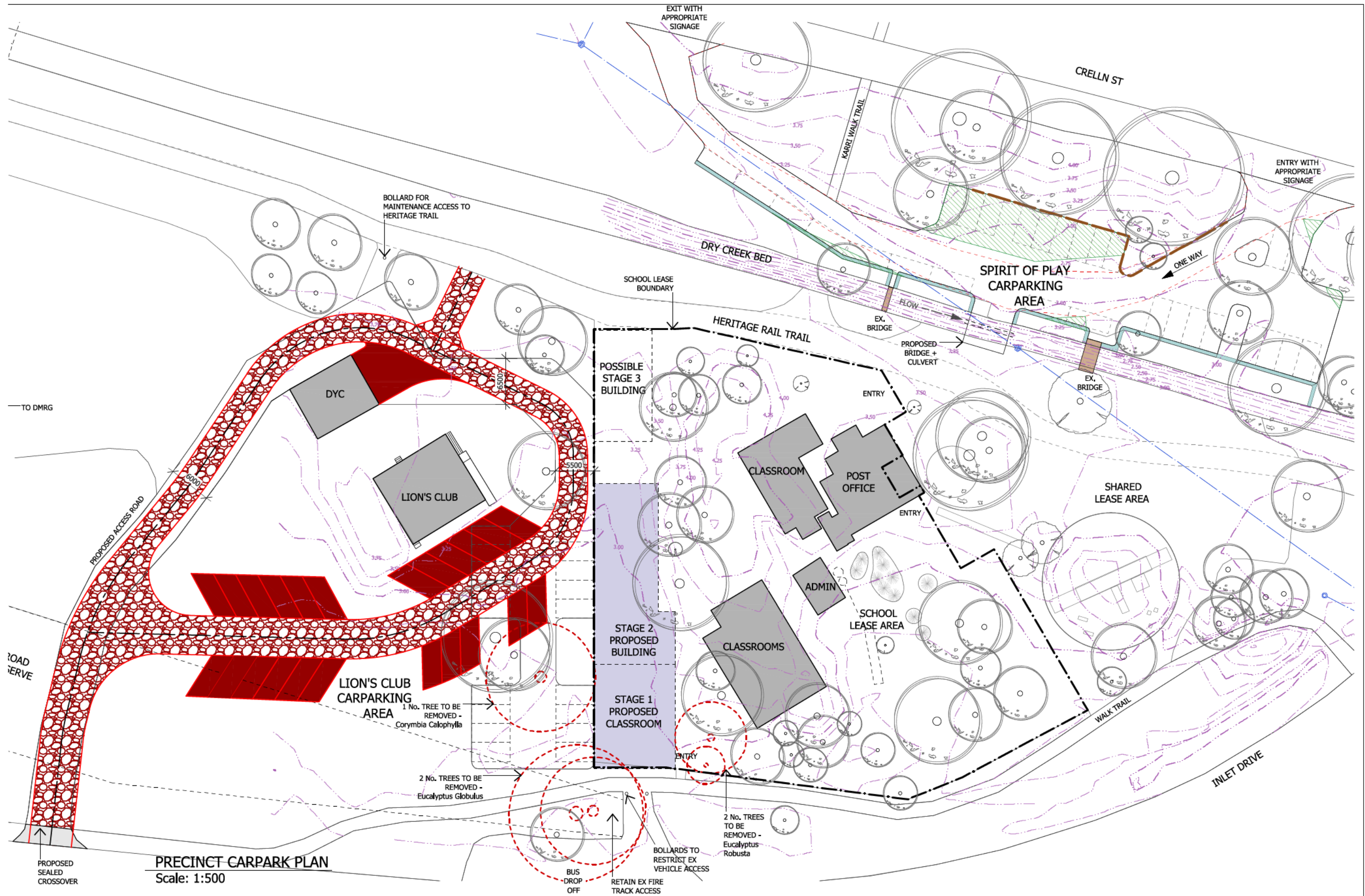
It is critical that the bushfire management measures within the BMP are accurate and can be implemented to reduce the vulnerability of the development to bushfire. Whilst DFES has been able to validate the assessment of bushfire risk, modifications as indicated in the above table(s), may be necessary to ensure accuracy of the information.

		<p>As these modifications are minor in nature and should not affect the siting of development, no subsequent referrals for this application to DFES are necessary.</p>	
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Applicant Response to Submissions

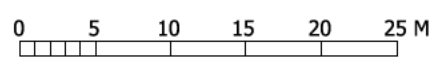
- S1: As the new Lion's club car park will not be used by the school we expect less traffic/congestion in this area than there is currently.
- S2: We were informed last Thursday (8th August) by the Lion's Cub that the Bingo has moved to the Riverside Club and will no longer be using the Lion's building. This may reduce the number of parking bays required.
- S5: The bollards referenced are from 2014 concept plan and we are not proposing any further bollards as part of this DA.
- S6: Regarding the need to communicate with other education providers regarding our use of this site. When the School decided to expand to a full Primary School we had to receive permission from the Minister of Education to do so, a process known as an "Advanced Determination" - this relates specifically to this site, and should we move we would need to reapply. Part of this process involved writing to all other education providers in the region (including all the Schools named in this submission), informing them of our intent and asking for their support to have a K-6 School at this site. Letters of support were given by all the Independent schools and Education Department.
- Additionally the Education Department has in the past been extremely anxious about the uncertainty surrounding our lease tenure. With the granting of the 15 year lease at the beginning of this year this anxiety has been relieved and they have provided us with our longest ever registration period of 5 years. This is to refute the notion that the Department has not been a part of this process - in fact the Department has been highly involved as the School communicates to them frequently as our regulator.
- The School denies that we have at any point restricted public access to the Heritage assets on this site, and that specifically the turntable, ash pit and historical photos in the foyer of the Post Office are at all times accessible to the public. We reiterate our offer to support the Denmark Historical Society in improving the signage in this area so that the public may be more aware of the existence of these assets.

17 September 2019 - Attachment 8.1.6f



PRECINCT CARPARK PLAN
Scale: 1:500

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 eimir@gmail.com +61 424506929



CLIENT:
**SPIRIT OF PLAY
 COMMUNITY SCHOOL**

PROJECT STAGE:
**DENMARK HISTORICAL RAILWAY STATION PRECINCT
 CARPARKING PLAN**

DATE:
27/5/19

SHEET 01 / 03:
**PRECINCT CARPARKING
 PLAN**

