



MASTERPLAN
TOWN PLANNING
CONSULTANTS

18 January 2010
Ref: A43A

Chief Executive Office
Shire of Roebourne
PO Box 219
Karratha WA 6714

Attention: Mr Paul Compe

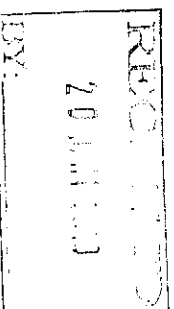
**SHIRE OF ROEBOURNE
RECEIVED**

20 JAN 2010

Action By: Paul Compe

File No: A31071

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Dear Sir

**RE: DEVELOPMENT APPLICATION - P2149
TRANSIENT WORKFORCE ACCOMMODATION
LOT 1072 CHERRATTA ROAD, KARRATHA**

Reference is made to the abovementioned matter submitted to the Shire of Roebourne under correspondence dated 14 October 2009 and your recent correspondence dated 12 January 2010. In this regard, we provide the following additional information as requested in the hope that the application can be dealt with at the February round of Council meetings.

Submitted Proposal Plans

A full copy of the proposal plans are attached to this letter. The plans identify requested changes detailed below and include the following:

- 4 copies of the amended site plan, floor plans and elevations for all structures (Attachment 1).
- 4 copies of the amended Management Plan (Attachment 2) which includes:
 - Insect Vector Management Plan,
 - Waste Management plan, and
 - Emergency Response Manual.
- 4 copies of the amended turning circle plans (Attachment 3).
- 4 copies of the lighting plan (Attachment 4).
- 4 copies of the Tenancy Agreement (Attachment 5).
- 4 copies of the amended Landscape plan (Attachment 6).
- 4 copies Council approval for western access road and drainage easement (attachment 7).
- 4 copies of amended engineering plans (attachment 8).

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Residential Density

In light of the Shire's comments the proposal has been modified to remove three (3) units. This has been accomplished by removing two rooms from each of the two unit blocks directly opposite the kitchen (refer attached site plan). The revised units create a 2 room managers flat and two double roomed resident units (single bed). This option provides the opportunity for executive suites for management staff and results in additional variety on site.

In terms of residential density, the removed rooms reduce the proposed maximum capacity from 51 to 48 persons (including permanent manager and disabled unit). DP10 stipulates a maximum residential capacity of 100 persons per hectare, and accordingly the site is capable of housing 47.82 persons (where the site area equals 4782m²). On this basis we contend that the figure of 47.82 could reasonably be rounded up to 48 and therefore the revised residential capacity should be deemed acceptable without the need for a 10% variation.

Should the Shire disagree with the above calculations DP10 states that a 10% variation to the prescribed residential density may be considered if it can be demonstrated that the additional density will not detract from the amenity of the residents or neighbourhood, and the facility meets or exceeds the provisions of the policy. The additional 10% variation would bring the theoretical maximum occupancy to 52.58 persons, though we only seek 48. In this regard, in seeking justification for a portion of the 10% variation we contend that the facility would have no further impact on the amenity of surrounding areas as communal open space and building bulk will remain completely unchanged. Further, only land to the north of the site is developed at this point, with a car park immediately adjacent to the subject site boundary. Because of the lack in development in the area there is no way neighbouring properties can be negatively impacted by this proposal. In fact, given that surrounding land is equally zoned Transient Workforce Accommodation, we would assume that future developments of similar construction will be approved that would not be negatively impacted upon by the proposed village.

With the above in mind we seek approval for 48 residents on site under the requirements of DP10.

Emergency Management Plan

The Management Plan included under attachment 2 has been further modified to include the Shire's requested changes regarding emergency management and response. (refer page 10 of the Management plan).

We also note the Shire's comments stating that "*Kitchens are not deemed suitably comfortable for shelter purposes*". In this regard we confirm that the kitchen is fully compliant with the *Design Guidelines for Australian Public Cyclone Shelters report* and provides a 135m² area (exclusive of toilets and kitchen area) to accommodate all residents, being 87m² more than that required DP10. We believe that it is the best outcome given that the entire kitchen will meet all relevant cyclone requirements and legislation. Backup power to this facility would mean that all the normal cooking and dining facilities would be able to be maintained through any cyclone event. We also note that the development builder, Ausco, has confirmed that kitchens are regularly used as cyclone shelters.

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Further, the maximum distance any resident has to walk to the kitchen is only 50m, which in the scheme of some of the larger facilities in Karratha is a very short distance. On this basis, the Kitchen/Cyclone shelter is capable of being easily and quickly accessed by residents in the event of emergency.

Traffic Management and Car Parking

Traffic Flow

In light of the Shire's comments a modified site plan to illustrate one way traffic movement through the car park has been prepared (refer Attachment 3 – site plan). Directional arrows and signage will be included to the satisfaction of the Shire of Roebourne local laws. Notwithstanding, we do note that the western crossover will still support an exit for delivery vehicles.

Crossovers

Both crossovers have been widened in accordance with AS2890.2 to allow sufficient turning for a 12.5m long heavy rigid vehicle. This amendment is diagrammatically shown under attachment 3.

Bus Bay

The Bus set down and pick up bay has been relocated from within the site to the Cherratta Road reserve and has been designed in accordance with Main Roads specifications. Pedestrian access is provided by a footpath and standing area.

Car Parking Bays

All car parking bays are designed to Australian Standards. We have made minor modifications to bay 27 as per the Shire's comments.

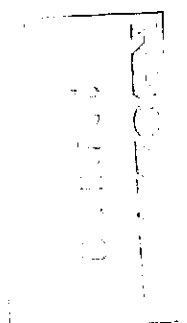
Motorcycle Bays

The identified motor cycle bay is 2500mm by 1200mm. Refer attached site plan that demonstrates compliance with AS.

Oversized Vehicle Bays

Four oversized vehicle parking bays has been provided at the rear of the service area. In addition the service area has been increased in size to reduce the potential conflict of delivery vehicles (refer attachment 3 turning circles plan). This location was deemed to be satisfactory as it provides safe and secure storage, is separated from the general population and therefore does not impact on aesthetics, is adjacent to wash down facilities, and provides ample manoeuvring area for boats and or larger vehicles. Notably, DP10 does not stipulate a specific size for such facilities and therefore the landowner has allocated an area that they deem to be sufficient for the facility.

The Management Plan has also been modified to include further details in relation to the maximum size of vehicles allowed and is provided under Attachment 2 herewith (refer page 3). Also included are details on how the manager will police the use of the over-sized vehicle area. In this regard, while it is deemed a favourable outcome for such facilities to cater for larger vehicles or trailers, the decision to include such an area surely



comes back to the landowner at an economic level, in that vehicles that cannot fit in the bays provided may not be suitable for the premises.

Service Turning Area

The Shire has also noted that the service vehicle turning area is unsatisfactory. In this regard Donald Veal Consultants has previously provided HRV turning circle diagrams that refute this claim. Notwithstanding, amended plans have been included under attachment 3 of this correspondence. The revised design demonstrates how HRV's can access and depart the site in forward gear without compromising the oversized vehicle area or any resident traffic and do so via a three point turn.

Storage

A storage facility has been provided within the service area (refer Site Plan under attachment 1). This facility will house outdoor furniture and equipment in the event of a cyclone and will be waterproof and weatherproof. Storage within the kitchen building is restricted to food and general staff storage.

Waste Management Plan

The Management Plan included under attachment 2 has been further modified to include the Shire's requested changes (refer page 4 of the Management plan).

Landscaping

The proposed accommodation facility has been designed to maximise the open space and landscape value for residents. Accordingly it was concluded that two areas of open space provided the greatest benefit, with one being a heavily landscaped aesthetic area and the other providing grass for resident use. The larger open space area provides a basketball/cricket pitch, grassed areas and two shaded BBQ gazebos (refer Attachment 6).

Landscaped Setbacks

The facility proposes a nil landscaped buffer to the western boundary. While we appreciate that DP10 stipulates a minimum of 1.5m along all boundaries we note that there is an existing easement and constructed bitumen access road already on site. The access road was required by Council as part of the transient workforce development to the north on Lot 1068. The road was constructed to perform a specific drainage function for overland water flows and therefore we are unable to remove it to include landscaping (refer Council letter under Attachment 7 – Council Ref No PA1906). Notwithstanding, in order to aid in screening the development the landowner intends to construct a solid western boundary fence to counterbalance the lack in landscaping.

Additionally, we note that the facility provides 351m² of useable and aesthetic landscaping across two key locations (not including walkways, verandahs and incidental boundary landscaping). This figure represents an oversupply of 159m² from what is required by DP10 and therefore the function and supply of open space is deemed to exceed the policy.

Front Setback

A partial variation to the front setback has also been sought. This has in part been due to the odd shape of the lot and how the layout of the facility has evolved to best suit the residential units and landscaping. The resulting

situation means that for a length of approximately 8.0m the front setback is reduced to 0.5m. To combat this minor variation the land owner intends to landscape the existing dilapidated verge area to provide a total landscaped front setback of 3m. The landscaped verge are will increase the streetscape appeal of the site and provide additional screening to the development.

Lighting

A draft lighting plan has been prepared by *Ocean to Outback* and is included under attachment 4. The plan identifies lighting for open space, pathways, car parking and service areas in accordance with the Shire's request however is subject to certification by certified electrical engineer. This certification may be prepared prior to the end of the week, however, should it not be forthcoming we believe that an appropriately worded conditioned should suffice.

Effluent Disposal

As noted, the premises can only be connected to as effluent only (liquids) sewer system. Accordingly the facility will install holding/solid tanks to the effluent drainage system to prevent any solid material entering the sewer system. An application to the Shire's Environmental Health Services division will be made at the time of Building Licence and a condition of approval should guarantee as much.

Insect Vector Management Plan

The Management Plan has been amended to include additional information regarding the insect vector management plan. Refer page 16 of the Management Plan included under attachment 2.

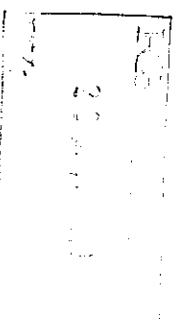
Lodging House

The premises will comply with both the Shire of Roebourne's Health Local Laws 1966 and Chapter 3 of the Australian and New Zealand Food Standards Code (Food Safety Standards. Information on this will be provided at Building Licence stage, though a condition of approval should adequately guarantee compliance with the appropriate laws.

Administration and Dining Facilities

The Shire has requested that the Administration and dining facilities be shielded and relocated to a central position on site. We do not believe that a central position has any greater benefits from the current location for the following reasons:

1. The position of the administration and dining building was located close to the entrance of the facility and adjacent to the open space and car parking to promote a common destination that is easily recognisable and accessible and assist in the management of the facility.
2. The existing preferred location minimises the impacts of any noise and odours that may originate from the kitchen to residents.
3. The proposed location provides efficient access for service vehicles and is shielded/separated from residents by fencing and high quality landscaping.



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4. DP10 provides no direction on the preferred location for these facilities.
5. The subject site will only cater for 48 rooms and is of small dimensions so the walking distances for residents to the dining and administration facilities will only be small so there will be little benefit in redesigning this.
6. The current design maximises open space and has been specifically designed trying give an outlook for most rooms that do not represent the rear of another accommodation complex. Redesigning this facility to relocate the dining and administration facilities to the centre would create less open space and consequently reduce the amenity of the residents.

We understand that this could be an issue with large sites where the walking distances are great but given that the subject site is only 4782m² we do not believe it is a relevant consideration. Accordingly, the original layout has been retained in favour of a complete redesign, which is not only impractical but also unreasonable at this point of the assessment process.

We trust the above and attached is to your satisfaction and will facilitate the assessment of the proposed development application. In this regard we note that the original application was lodged in early October 2009 and accordingly has now been with the Shire of Roebourne for 88 days (as at 18th January 2010). We therefore request that this application be given the highest priority so it can be presented to the February round of Council meetings and avoid any further unnecessary delays.

Should you have any queries or require further information please do not hesitate to contact the undersigned on 9381 5577 or via email to james@masterplanwa.com

Yours faithfully



James Atkinson
Planning Consultant
MASTERPLAN CONSULTANTS WA PTY LTD

Cc: Mr Tom Atkinson
Attachments 1 through 8

