



ORDINARY COUNCIL MEETING

AGENDA
ATTACHMENTS

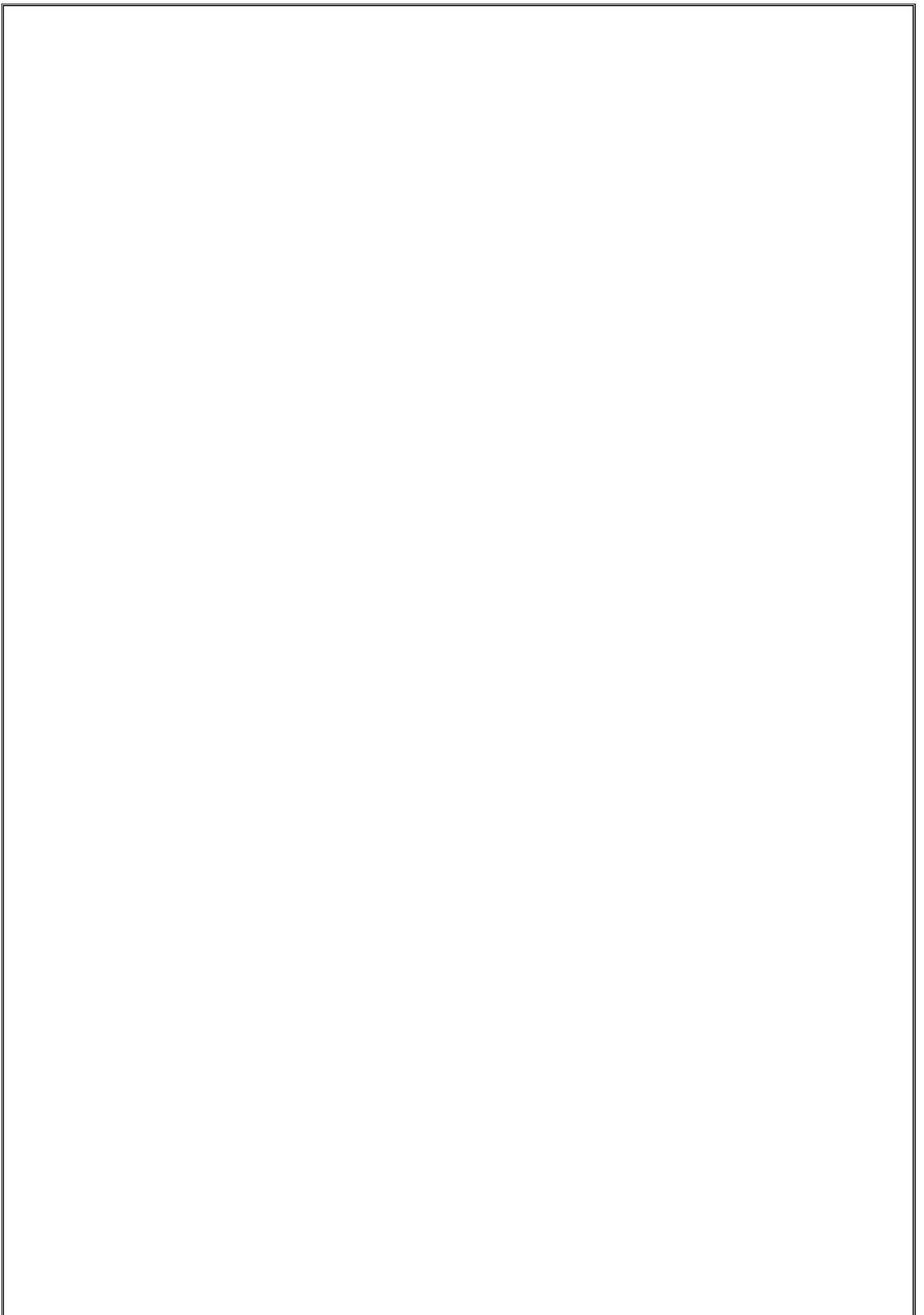


TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	CHIEF EXECUTIVE OFFICER & EXECUTIVE SERVICES	5
1.1	CHIEF EXECUTIVE OFFICER.....	5
1.1.1	ATTACHMENT 1 – Table Summary & Correspondence	5
2	CORPORATE SERVICES	15
2.1	FINANCE	15
2.1.1	ATTACHMENT 1 - FINANCIAL STATEMENT FOR PERIOD ENDING 31 MARCH 2010.....	15
3	COMMUNITY SERVICES	29
3.1	COMMUNITY SERVICES	29
3.1.1	ATTACHMENT 1 - DRAFT POLICY - RECREATION FEES AND CHARGES BONDS - DRAFT POLICY CS18	29
3.1.2	ATTACHMENT 2 - DRAFT POLICY - RECREATION FEES AND CHARGES BONDS – BOND ASSESSMENT MATRIX ‘A’ RECREATION FACILITY BOOKINGS.....	31
3.1.3	ATTACHMENT 3 - DRAFT POLICY - RECREATION FEES AND CHARGES BONDS – BOND ASSESSMENT MATRIX ‘B’ SPECIAL EVENTS.....	32
3.1.4	ATTACHMENT 1 - CATTRALL PARK REDEVELOPMENT CONCEPT PLAN	33
4	TECHNICAL SERVICES	35
4.1	OPERATIONS	35
4.1.1	ATTACHMENT 1 - REVIEW OF WASTE MANAGEMENT SERVICES	35
5	DEVELOPMENT SERVICES	121
5.1	ENVIRONMENTAL HEALTH.....	121
5.1.1	ATTACHMENT 1 – DE3 STALLHOLDER AND STREET TRADING POLICY	121
5.2	PLANNING SERVICES	125
5.2.1	ATTACHMENT 1 - APPLICATION FOR R-CODES VARIATION APPROVAL – FRONT BOUNDARY FENCE - LOT 204 RICHARDSON WAY, BULGARRA– PLANS.....	125
5.2.2	ATTACHMENT 2 - APPLICATION FOR R-CODES VARIATION APPROVAL - FRONT BOUNDARY FENCE - LOT 204 RICHARDSON WAY, BULGARRA– AERIAL PICTURE.....	126
5.2.3	ATTACHMENT 1 - APPLICATION FOR R-CODES VARIATION APPROVAL - CLADDING OF FRONT BOUNDARY FENCE - LOT 2997 SKENE PLACE NICKOL – PLAN	127
5.2.4	ATTACHMENT 2 - APPLICATION FOR R-CODES VARIATION APPROVAL - CLADDING OF FRONT BOUNDARY FENCE - LOT 2997 SKENE PLACE NICKOL – PHOTO 1	128
5.2.5	ATTACHMENT 3 - APPLICATION FOR R-CODES VARIATION APPROVAL - CLADDING OF FRONT BOUNDARY FENCE - LOT 2997 SKENE PLACE NICKOL – PHOTO 2	129

5.2.6 ATTACHMENT 1 - LOTS 3 & 4 CHERRATTA ROAD, KARRATHA INDUSTRIAL ESTATE - PLANS 130

5.2.7 ATTACHMENT 2 - LOTS 3 & 4 CHERRATTA ROAD, KARRATHA INDUSTRIAL ESTATE – APRIL AGENDA ITEM 132

5.2.8 ATTACHMENT 3 - LOTS 3 & 4 CHERRATTA ROAD, KARRATHA INDUSTRIAL ESTATE – LETTER TO PROPONENT 139

5.2.9 ATTACHMENT 1 - FIVE RESIDENTIAL BUILDINGS - LOT 1710 GALBRAITH ROAD, PEGS CREEK – SELECTED PLANS 143

5.2.10 ATTACHMENT 2 - FIVE RESIDENTIAL BUILDINGS - LOT 1710 GALBRAITH ROAD, PEGS CREEK – WRITTEN SUBMISSION AND OBJECTIONS 149

AGENDA ATTACHMENTS

1 CHIEF EXECUTIVE OFFICER & EXECUTIVE SERVICES

1.1 CHIEF EXECUTIVE OFFICER

1.1.1 ATTACHMENT 1 – Table Summary & Correspondence

Summary of Submissions

	Date Received	Name/ Address/ Interest	Summary of Comments	Consultant/Team Response
1	10 March 2010	Huw Grossmith	<ul style="list-style-type: none"> The submission refers to the City Centre Masterplan, and enquires whether the existing pool will be replaced or relocated. Surprised the town centre is not moving toward Dampier with the new suburban growth. 	<ul style="list-style-type: none"> Retention of pool is not discouraged in the City Centre Masterplan, however retention will depend on the feasibility of Shire servicing a second pool (subsequent to a new one being constructed at the new Karratha Entertainment, Leisure and Training Centre on Dampier Road), and/or the feasibility of retaining it is part of redevelopment of the site. In light of east and west growth of Karratha (particularly higher densities proposed in Mulataga), it is appropriate to retain city centre in current location.
2	14 March 2010	Terry Leo Town Centre Landowner	<ul style="list-style-type: none"> The submission refers to the City Centre Masterplan and supports pushing Sharpe Avenue through from Dampier Road as a priority, which will ease traffic congestion on Warambie Road. To ease traffic further, part of Sharpe Avenue could be made one way and a northern bypass road developed. 	<ul style="list-style-type: none"> Construction of the northern by-pass and extension of Sharpe Avenue through to the northern by-pass and Dampier Road is proposed in the City Centre Master Plan. The intention is to retain two-way vehicle movement on Sharpe Avenue to maintain a streetscape amenable to pedestrians. Other comments noted.
3	19 March	Angus Murray Lot 1090 Karratha Road	<ul style="list-style-type: none"> The submission refers to the Institutional Use area shown on the City Growth Plan, and requests that short stay/temporary accommodation be allowed within this area. Short stay/temporary accommodation should also be allowed within the Institutional Use area affected by the power station buffer, subject to compliance with statutory requirements. 	<ul style="list-style-type: none"> The City Growth Plan acknowledges the site is affected by a power station buffer, and so identifies 'Institutional' as the preferred use. It also acknowledges the need to protect the power station from urban expansion. Development proposed within the buffer will be subject to normal environmental approvals.
4	18 April 2010	Peter Long	<ol style="list-style-type: none"> The submission generally supports the initiative but highlights the need for Karratha to retain unique qualities <p>Further comments include:</p> <ol style="list-style-type: none"> The town needs to be attractive. The town should have a sense of the Pilbara. More facilities are required. Housing must be affordable. Suburbs should consist of larger lots. Community opinion is that low rise buildings – no more than four storeys – are appropriate. Buildings and roads should be kept away 	<ol style="list-style-type: none"> Noted and agreed. Agreed. Agreed and project seek championing of a Pilbara building vernacular. Agreed and are proposed as part of the Implementation Plan. Agreed and considered as part of the Implementation Plan. A diversity of lot sizes must be provided. Continually developing larger lots is unsustainable due to the limited availability of land that is affordable to develop and the high cost of infrastructure provision. They may also

	Date Recieved	Name/ Address/ Interest	Summary of Comments	Consultant/Team Response
			<p>from natural features (the Karratha Hills and coast line).</p> <p>9. Park in the centre of town is supported.</p> <p>10. Town square for functions should be provided.</p> <p>11. Supports use of native and introduced vegetation. Wise choice of species is important.</p> <p>12. Areas of native scenery throughout town should be retained.</p> <p>13. Supports Sharpe Avenue as main street.</p> <p>14. Disagrees with relocating retirement village.</p> <p>15. Doesn't support multiple-level car-parks</p> <p>16. Supports open plazas, shady streets and covered walkways.</p> <p>17. Supports east-west city by-pass to the north of the city centre.</p> <p>18. Believe the pool in the town centre should be retained in same location.</p> <p>19. Entertainment precinct should be just north of the square and gardens.</p> <p>20. Supports a civic project in the form of a town hall.</p> <p>21. Advocates removing round-about on Dampier Road.</p> <p>22. Does not support development on the coastline. Should not be for any use other than recreation.</p> <p>23. Golf course should stay where it is.</p> <p>24. High density housing should be kept to two or three storeys.</p> <p>25. Objects to building on the Karratha Hills.</p> <p>26. Make feature of creek-lines.</p> <p>27. Catholic rectory should not be moved.</p> <p>28. Plan should protect native ecosystems.</p> <p>29. The submission also notes sand mining is a problem with dunes and vegetation being destroyed.</p> <p>30. Weeds are increasing in number and species.</p> <p>31. Storm drains should be used for recreation.</p> <p>32. Supports climate responsive building design.</p> <p>33. Supports Karratha becoming a solar city.</p>	<p>not meet the needs of many existing and future Karratha residents. The provision of smaller lots and higher density dwellings will help enable a compact and more affordable city to be achieved, and facilitate dwellings on larger lots being freed up by people who would prefer different housing arrangements.</p> <p>7. A mix of building heights is required to accommodate the target population and commercial floorspace. Buildings taller than four storeys would only be supported in iconic locations.</p> <p>8. It is recognised that the Karratha Hills and coastline present a valuable natural landscape feature and contribute to 'sense of place'. Development in proximity to these features is encouraged to be complementary to ensure they do not detract from visual amenity.</p> <p>9. Noted.</p> <p>10. Agreed and provided for in the Implementation Plan.</p> <p>11. Noted.</p> <p>12. Agreed and accommodated in the Implementation Plan.</p> <p>13. Noted.</p> <p>14. Extension of Sharpe Avenue to Dampier Road is an important structural change that will facilitate growth of the city centre and provide a clear entry point to the town centre which is currently lacking. Relocation of the retirement village will require consultation with the operators and residents prior to any action being undertaken.</p> <p>15. Multi-level carparks are essential to free up land for new retail and commercial floorspace, and accommodate additional vehicles. Car parks will be sleeved by development so that streetscape amenity is retained.</p> <p>16. Noted.</p> <p>17. Noted.</p> <p>18. Retention of pool is not discouraged in the City Centre Masterplan, however retention will depend on the feasibility of Shire servicing a second pool (subsequent to a new one being constructed at the new Karratha Entertainment, Leisure and Training Centre on Dampier Road), and/or the feasibility of retaining it is part of redevelopment of the site.</p> <p>19. The city square abuts the entertainment precinct to the south.</p> <p>20. Noted and agreed.</p> <p>21. Traffic lights will replace round-a-bouts in selected locations.</p> <p>22. Selected nodes of coastal development are considered to enhance Karratha's liveability and strengthen its links with the water – a key attraction of the area.</p> <p>23. The golf course redevelopment is a long term proposition and will include an enhanced golf course.</p> <p>24. It is not possible to achieve the dwelling numbers proposed with a limit of three storeys across the townsite.</p> <p>25. It is recognised that the Karratha Hills and coastline present a valuable natural landscape feature and contribute to 'sense of place'. The housing is proposed to be limited in number and</p>

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				<p>designed to complement to landscape. Construction of housing is subject to feasibility assessment, including assessment of the cultural concerns of the Traditional Owners.</p> <p>26. Agree and proposed as part of the Implementation Plan.</p> <p>27. Catholic Rectory is not proposed to be relocated.</p> <p>28. The Implementation Plan has been prepared using a sustainability framework in which the impacts on native eco-systems is to be minimised.</p> <p>29. Noted.</p> <p>30. Noted.</p> <p>31. Agreed with increased residential density and redevelopment it will become more viable for the Shire of Roebourne to improve drainage reserves for recreation purposes, and is encouraged to occur where possible under the Implementation Plan.</p> <p>32. Noted and addressed in Implementation Plan.</p> <p>33. Noted and agreed. The Implementation Plan proposes greater use of renewable energy.</p>
5	19 April	Michelle Crean	<p>The submission refers to a number of items in the City Growth Plan and City Centre Masterplan, and objects to:</p> <ul style="list-style-type: none"> • Housing on the base of the Karratha Hills as it will impact on visual amenity and reduce access. • Loss of the arid lands garden. • High rise car-park on the intersection of main streets, due to impact on visual amenity. • High rise (greater than 4 storeys) in the town centre. <p>Comment was also made on:</p> <ul style="list-style-type: none"> • Possible impact of traffic volume onto new main street. • Encouragement of existing eating establishments to relocate to main street • The loss of the cinema. • Potential for design buildings fronting main street to accommodate alfresco dining. • Potential for health and lifestyle precinct to accommodate volleyball and netball facilities. 	<ul style="list-style-type: none"> • It is recognised that the Karratha Hills present a valuable natural landscape feature and contribute to 'sense of place'. The housing is proposed to be limited in number and designed to complement the landscape. Construction of housing is subject to feasibility assessment, including assessment of the cultural concerns of the Traditional Owners. • Loss of the arid lands garden is not specifically proposed, however may be affected by new development. It may be possible to retain the arid lands garden or relocate to an alternate location. • Highrise car-parks in prominent locations are proposed to be slevaed by development to minimise impact on visual amenity. • It is proposed to transform Karratha into a modern city. It is essential to include nodes of higher density residential and commercial activity if the necessary floorspace and dwelling numbers are to be achieved. • Traffic analysis indicates the main street could carry a volume of traffic acceptable to a pedestrian orientated environment. • It is anticipated that the increased population will support a much wider range of entertainment opportunities for the Karratha community. • Other comments are noted.
6		Sebastian Corvaia	<ul style="list-style-type: none"> • The submission refers to the City Centre Masterplan and submits that the extension of Sharpe Avenue would impact on the Catholic Cultural Centre and require relocation of the Free Mason's retirement village, which would disrupt the residents. • Doesn't believe the benefits of the new link outweigh the impacts. 	<ul style="list-style-type: none"> • No disruption is proposed to the Catholic Cultural Centre. • Extension of Sharpe Avenue to Dampier Road is an important structural change that will facilitate growth of the city centre and provide a clear entry point to the town centre which is currently lacking. • Relocation of the retirement village will require consultation with the operators and residents prior to any action being

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				undertaken.
7	12 April 2010	Mike Loly Rio Tinto	<ul style="list-style-type: none"> The submission supports the development of Karratha into a vibrant regional city with an aspirational population target of 50,000, which will be an important component in making the Pilbara an attractive place to live. Supports facilitation of additional land release for housing and commercial development and expansion of the local economy. Supports continued state investment into service delivery and community facilities. Acknowledges the linkages between the Karratha Revitalisation Project and planning and redevelopment initiatives being pursued in Wickham and Dampier. 	<ul style="list-style-type: none"> Comments are noted.
8	23 April 2010	Steve Casey Parish Priest St Paul's Parish	<ul style="list-style-type: none"> The submission refers to the content of the City Centre Masterplan, and disagrees with the proposed relocation of the retirement village to enable extension of Sharpe Avenue to Dampier Road, however if the relocation does occur, the residents should be provided with appropriate housing of the same standard in a location close to the city centre and at no cost to them. Does not support transfer of any part of the parish land to other parties as it is required for deliver services offered by the parish. 	<ul style="list-style-type: none"> Extension of Sharpe Avenue to Dampier Road is an important structural change that will facilitate growth of the city centre and provide a clear entry point to the town centre which is currently lacking. Relocation of the retirement village will require consultation with the operators and residents, and an appropriate course of action agreed to, before any action is undertaken. No disruption is proposed to the Catholic Cultural Centre.
9	21 April 2010	Greg Rowe & Associates on behalf of Jugu Pty Ltd Landowner of Lot 3780 Sharpe Avenue	<ul style="list-style-type: none"> Submission notes the content of the City Centre Masterplan and associated precinct plan and states not objection to the property designation within an entertainment precinct with an ultimate preferred development scenario being one of mixed use. Notwithstanding this, the owner would object to being compelled to develop in this way. 	<ul style="list-style-type: none"> The implementation plan highlights that the redevelopment of this site could occur in the medium term (5-10 years). At this time there is no intention to require properties to redevelop and the decision to do so would be at the discretion of the land owner. However, it is anticipated that once short term improvements occur with extensive new development it will become the commercially viable option to redevelop the landholding.
10	20 April 2010	Vicki Long	<p>The Submission acknowledges that change is inevitable but objects to the plan on the following basis:</p> <ul style="list-style-type: none"> The plan needs to respect the uniqueness of the Pilbara and a team of consultants from out of town cannot understand this. The use of exotic species to line streets, where native species should be used. Buildings higher than 10 storeys do not respect the Karratha Hills and will detract from the sustainability and liveability. Relocation of the retirement village to extend to Sharpe Avenue. Bridge required to extend Sharpe Avenue will upset the quiet beauty of the creek line. Proposed buildings on the hills will destroy the nature and beauty currently enjoyed. Environmental conditions have not adequately been considered. The plan proposes to create a sub-set of any other big city taking away the town's heritage. 	<ul style="list-style-type: none"> The plan was prepared by consultants with extensive input from local residents and stakeholders and it reflects much of what has been put forward by the community. It has also been shaped through the Shire of Roebourne Council. The landscape treatment throughout the town centre will be a combination of exotics and native species. Exotic species can add considerably to shade, and visual appeal of particular areas. Karratha already features many exotic trees which add to its exotic appeal. The plan advocates taller buildings in selected locations. These buildings can provide a built form that respects the scale of the Karratha Hills. Taller, thinner towers can have considerably less visual impact than shorter wider ones. These buildings also permit higher residential density which reduces the extent of expansion required to the townsite, which contributes to sustainable growth of the

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				<p>town.</p> <ul style="list-style-type: none"> • Relocation of the retirement village will require consultation with the operators and residents, and an appropriate course of action agreed to, before any action is undertaken. • Bridging the creek line is essential if direct connection to Dampier Road is to occur. It is also proposed to substantially enhance the landscaping in this area. • It is recognised that the Karratha Hills present a valuable natural landscape feature and contribute to 'sense of place'. The housing is proposed to be limited in number and designed to complement to landscape. Construction of housing is subject to feasibility assessment, including assessment of the cultural concerns of the Traditional Owners. • New developments will need to adequately address areas of environmental concern. A comprehensive sustainability framework was applied to this plan. • It is hoped through championing a Pilbara vernacular Karratha can continue as a unique place that complements and enhances the town's history.
11	20 April 2010	Glen Slee Ratepayer	<p>Submission provided in an email, and letter.</p> <p>Comments provided in the letter:</p> <ol style="list-style-type: none"> 1. The submission cites concept plans as difficult to read and the need for more detail to enable comment. 2. Extension of Sharpe Avenue will require relocation of the retirement village and building a new bridge and round-about on Dampier Road will be a costly exercise. 3. Questions whether creek line is proposed to be filled in. 4. Urban and landscape design principles not articulated. 5. The approach to supply and sustainable use of water power and provision of health services has not been articulated. 6. Water-wise plantings are not being encouraged. 7. Karratha's uniqueness that is sought to be retained is not articulated. 8. Building on the Karratha Hills would emulate elsewhere and be afforded to a limited few. 9. The creeklines could be enhanced and used as open spaces. 10. Emulation of other locations with housing on the beachfront. 11. Consideration given to mangroves not identified. 12. Concern raised that comments received during the consultation process would not be taken into account. 13. Questions powers of State Government to change planning decisions of Council. 14. Applauds Council and LandCorp for undertaking planning initiatives to enable Karratha to develop as a city 15. Broad strategies for sustainability and unique Pilbara style are not articulated. 16. Concerns at loss of Arid Lands Garden. 17. Requested when the Implementation Plan will be available for comment. 	<p>Responses to comments provided in the letter:</p> <ol style="list-style-type: none"> 1. Noted. 2. Extension of Sharpe Avenue to Dampier Road is an important structural change that will facilitate growth of the city centre and provide a clear entry point to the town centre which is currently lacking. Relocation of the retirement village will require consultation with the operators and residents, and an appropriate course of action agreed to, before any action is undertaken. 3. The creekline is proposed to be retained and enhanced as part of a green promenade through the city centre. 4. The urban and landscape design principles are included in the Implementation Plan. 5. The approach to the provision and use of water, power and health services is included in the Implementation Plan. In regard to the desalination plant, provision is a necessity due to the need for potable water, the demand placed on the existing water supply by the resources sector and constraints to drawing additional water from the aquifer. The Water Corp is responsible for providing advice on the location of the proposed desalination plant. 6. A water-wise approach to landscaping is encouraged, particularly through use of native plantings, however a mix of exotic plantings is also proposed in certain locations due to appropriateness for shade and visual amenity reasons. 7. The Implementation Plan highlights unique landscape features and other characteristics that contribute to sense of place that have been taken into account as well as promoted in future development. 8. It is recognised that the Karratha Hills present a valuable natural landscape

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		<p>18. Questions the need to contain development north of the Karratha Hills.</p> <p>19. Concern raised at potential risk to development from storm surge.</p> <p>20. Concern raised at need for additional service workers to meet needs of expending population.</p> <p>More detailed comments were provided on the City Centre Masterplan:</p> <p>21. Is Sharpe Avenue to be renamed.</p> <p>22. What is a public plaza?</p> <p>23. Opposed to extension of Sharpe Avenue.</p> <p>24. New plaza with water playground (4 on City Centre Masterplan).</p> <p>25. What does traffic calm Warambie mean?</p> <p>26. Is a mix of short term accommodation and street level commercial uses with residential above proposed.</p> <p>27. Is St Paul's school being relocated?</p> <p>28. Queried location of new road over Hedland Place (8 on City Centre Masterplan).</p> <p>29. Landscape upgrade supported.</p> <p>30. Queried whether homes are to be demolished to allow for medium density in the long term.</p> <p>31. Advocates using existing road structures to allow east-west link.</p> <p>32. Opposed to extension of Karratha Road due to loss of arid lands garden.</p> <p>33. What is civic precinct – opposes relocation of the retirement village and filling in creek.</p> <p>34. Supports retention of heritage well.</p> <p>35. Does new main street require realignment of existing streets.</p> <p>36. Opposed to community park and possible skateboard facilities.</p> <p>37. Supports upgrading of the pool site.</p> <p>38. Retail expansion seems reasonable.</p> <p>39. Supports new bypass.</p> <p>40. Queries Hotel Residential zone (21 on City Centre Master Plan).</p> <p>41. Queries link promenade (22 on City Centre Masterplan).</p> <p>42. Queries what is meant by Landmark (24 on City Centre Masterplan).</p> <p>43. Queries what is sleeved multi-level parking.</p> <p>44. Queries civic square (27 on City Centre Masterplan)</p> <p>45. Queries whether residents of Hillview Apartments are aware of potential to expand the Karratha International.</p> <p>46. Queries land bridge and observatory (29 on City Centre Masterplan)</p> <p>47. Queries whether long term medium density proposed (10 on City Centre Masterplan) would result in overshadowing replacement.</p> <p>48. Queries whether proposal for new district centre (3 on City Wide Growth Plan) contradicts to reasons for not developing south of the hills.</p> <p>49. Queries the nature of the service centre (4 on City Wide Growth Plan).</p> <p>50. Difficult to envisage a lock and water beach (6 on City Wide Growth Plan)</p> <p>51. Queries new golf course (8 on City Wide Growth Plan)</p> <p>52. Queries whether district play field would include additional ovals (9 on City Wide Growth Plan).</p> <p>53. Queries 'institutional' area, as illustrated</p>	<p>feature and contribute to 'sense of place'. The housing is proposed to be limited in number and designed to complement to landscape. Construction of housing is subject to feasibility assessment, including assessment of the cultural concerns of the Traditional Owners.</p> <p>9. Agreed and proposed in the Implementation Plan.</p> <p>10. Noted.</p> <p>11. Disturbance of mangroves is subject to environmental assessment/approval.</p> <p>12. Comments received will be provided to Council for consideration as part of the covering report to be submitted with the Implementation Plan.</p> <p>13. The Local Authority is responsible for determining planning applications. Aggrieved applicants may challenge planning decisions through the State Administrative Tribunal.</p> <p>14. Noted.</p> <p>15. Strategies for sustainability and unique Pilbara style are articulated in the Implementation Plan.</p> <p>16. Loss of the arid lands garden is not specifically proposed, however may be affected by new development. It may be possible to retain the arid lands garden or relocate to an alternate location.</p> <p>17. The initial iteration of the Implementation Plan will not be circulated for public comment as it will respond to the City Growth Plan and City Centre Masterplan released for comment. The Implementation Plan is intended to be used as an ongoing management tool, so once adopted by Council can be modified as required.</p> <p>18. Containing Karratha north of the hills is informed by the need to minimise segregation of the community, high cost of servicing low density urban development, and limited availability of land not constrained to development. Earlier plans which proposed that Karratha develop south of the hills were long term in nature, and did not envisage the viability of higher density development that would allow a more compact town.</p> <p>19. The risk of storm surge is acknowledged and addressed in the Implementation Plan.</p> <p>20. The Implementation Plan highlights requirement for services to meet the needs of growing community. Service providers will be able to take into account the Implementation Plan assessing their workforce/operational requirements.</p> <p>21. Not considered as part of this project.</p> <p>22. Public space with pedestrian priority.</p> <p>23. Refer to point 2. above.</p> <p>24. Water play features are proposed in public spaces.</p> <p>25. Reduce traffic speeds on Warambie Road.</p> <p>26. Yes.</p> <p>27. No.</p> <p>28. Hedland Place is proposed to be realigned.</p> <p>29. Noted.</p> <p>30. Over the long term, it is proposed to</p>

Date Recieved	Name/ Address/ Interest	Summary of Comments	Consultant/Team Response
20/4/2010	Gary Slee	<p>in the Karratha Hills West precinct.</p> <p>Comments provided in the email:</p> <ol style="list-style-type: none"> 1. Supports the need for change in Karratha. 2. Consultation brochure is difficult to read making it difficult to comment without further detail. 3. Raises concerns at low lying areas having exposure to physical and economic loss. 4. Need to move beyond 'business as usual, to deliver the scale of change required. 	<p>increase density nearer to the city centre, which will allow owners the potential to redevelop their sites.</p> <ol style="list-style-type: none"> 31. Existing roads will be used where possible, however it is unlikely the link will be possible via existing roads alone. 32. See point 16. above. 33. The civic precinct will contain a number of community uses, such as government offices and the Catholic Church. See points 2 and 3 above regarding the retirement village and creek. 34. Noted. 35. Some realignment may be required. 36. See point 3 above. 37. Retention of pool is not discouraged in the City Centre Masterplan, however retention will depend on the feasibility of Shire servicing a second pool (subsequent to a new one being constructed at the new Karratha Entertainment, Leisure and Training Centre on Dampier Road), and/or the feasibility of retaining it is part of redevelopment of the site. 38. Noted. 39. Noted. 40. This area is envisaged to accommodate hotel and residential development. 41. This will provide passive road and footpath along the northern edge of the city centre. 42. A notable landmark feature, such as public art, to be located in park. 43. Multi-level parking located behind other development, such as commercial. 44. Existing park is proposed to be retained. 45. Public consultation was undertaken during the project. 46. "Lookout" feature and pathway extending from Sharpe Avenue to coast. 47. Over the long term, it is proposed to increase density nearer to the city centre, which will allow owners the potential to redevelop their sites. Overshadowing would be controlled through normal residential planning controls. 48. This is a retail/commercial node to service the new growth area, which would form part of and link into the infrastructure of the existing town. 49. Primarily large format retail, although open air display such as car yards is envisaged. 50. Noted. 51. This is envisaged to be a new, additional golf course. 52. This may include play fields, however would require further detailed investigation as part of the structure planning process for the new growth area. 53. 'Institutional' includes public service facilities, however residential may be permitted. <p>Responses to comments provided in the email:</p> <ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. The risk of storm surge is acknowledged and addressed in the Implementation Plan.

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				4. Agreed and new approach to governance proposed in the Implementation Plan.
12	21 April 2010	Nicholas Green on behalf of Ngarluma Aboriginal Corporation	<p>The submission is generally supportive of the plans but provides the following comments:</p> <ul style="list-style-type: none"> • The implementation of the plan must involve significant involvement from Aboriginal people (both Traditional Owners as well as other groups living in the area). • Acknowledges current engagement efforts and highlights the importance of aspiring to best practice in cultural heritage management. • New developments must be designed in an inclusive and culturally appropriate manner. • Taskforce should be established to oversee and guide the involvement of Aboriginal People and ensure that they are adequately resourced to do so. • A forum with Aboriginal stakeholders should be held to establish what constitutes an appropriate level of aboriginal involvement. • Views of Aboriginal Stakeholders should be seriously considered and acted upon. • A qualified heritage practitioner should be engaged to provide advice on Cultural Heritage Management and Aboriginal stakeholder liaison. • In implementing the plan, opportunities for Aboriginal businesses, Aboriginal design input and Aboriginal employment should be maximised. 	<ul style="list-style-type: none"> • It is a key aim of the project to increase the level of engagement and improve outcomes for all Aboriginal people within the Shire. In this regards, all of the comments provided are noted. • Consultation with Aboriginal people was undertaken during the preparation process, with stakeholders invited to attend a number of forums. Ongoing engagement is promoted in the Implementation Plan.
13	12 April 2010	Dianne Lockett Ratepayer, land owner and resident	<p>The submission is generally supportive of the plans but raises the following concerns:</p> <ul style="list-style-type: none"> • High-rise apartments, whether for residential or short term. Highlight recent decision by Council to support an 8 storey maximum. • The ratio of residential of retail/commercial should be defined as 1 to 4 in the areas identified as 'mixed business' in the City Centre Masterplan, to reduce provision of retail commercial. • Notes conflict between City Centre Masterplan, which proposes a Retail Precinct, Shire Town Planning Scheme Omnibus Amendment which proposes commercial, and the Finbar mixed use development proposal on the corner of Searipple and Warambie Roads. Eleven storey development on the site and placement of transient budget accommodation on adjacent lot is deleterious. • Option of allowing accommodation in the Karratha Light Industrial area has been overlooked, and noted option for lifestyle lots. 	<ul style="list-style-type: none"> • The plan advocates taller buildings in selected locations. These buildings can provide a built form that respects the scale of the Karratha Hills. Taller, thinner towers can have considerably less visual impact than shorter wider ones. These buildings also permit higher residential density which reduces the extent of expansion required to the townsite, which contributes to sustainable growth of the town. • The City Centre Masterplan has taken into account the potential requirement for retail and commercial floorspace for a population of 50,000. There is also considerable potential to accommodate higher density residential accommodation in the town centre to maximise the benefit of proximity to these services, add vibrancy to the city centre, and reduce the extent of expansion required to the townsite. • The City Growth Plan proposes allowing accommodation in identified light industrial areas, and potential for larger lifestyle lots in the area marked 'Rural'. • Other comments noted.
14	21 April 2010	Joanne Pritchard on behalf of Soroptimist International Karratha & Districts	<ul style="list-style-type: none"> • The submission highlights a number of concerns regarding the approach to sustainable use of water, energy, wastewater and building design. • Supports community garden, however queries whether project partners will provide funding support for a full-time 	<ul style="list-style-type: none"> • The revitalisation has been prepared using a sustainability framework in which the minimisation of the use/reuse of resources has been a key objective. The Implementation Plan provides detail on the approach to addressing water and power supply and promotion of other environmentally sustainable initiatives.

	Date Recieved	Name/ Address/ Interest	Summary of Comments	Consultant/Team Response
			gardener. <ul style="list-style-type: none"> • Queries approach to recycling. • Interest in whole-of-life costs of development is expressed. 	<ul style="list-style-type: none"> • Support for the community garden is noted; however consideration of funding proposals is outside of the scope of this project. • The recommended approach to waste and landfill management is set out in the Implementation Blueprint. • Noted. Many sites in Karratha contain buildings which are in poor condition, are close to their "used-by" date or constraining "highest and best" use. Many of these buildings also contribute to a sense of decline. Redevelopment of these sites provides an opportunity to revitalise Karratha, which can contribute a range of benefits, such as improved energy efficiency.
15	21 April 2010	Whelans on behalf of Reefside Enterprises	<ul style="list-style-type: none"> • The submission supports the principle of increasing densities in existing areas to facilitate redevelopment particularly of areas close to the city centre, and supports facilitation of multiple dwelling developments to provide greater housing choice and improve affordability. • Supports re-coding Bulgarra to R50 or higher. 	<ul style="list-style-type: none"> • It is agreed that higher densities close to the town centre should be supported.
16	22 April 2010	Ray Ward	<ul style="list-style-type: none"> • The submission is impressed with the project and hopes it goes well for the Council. • Need to build a sea wall along the coast to protect from tidal surges. • Need to protect Aboriginal carvings in the Karratha Hills. • No Shire caravan park is provided on the plan. • No area set aside for a fully contained cyclone shelter for 1000 people. 	<ul style="list-style-type: none"> • Noted. • The risk of storm surge is acknowledged and addressed in the Implementation Plan. • It is recognised that the Karratha Hills present a valuable natural landscape feature and contribute to 'sense of place'. The housing is proposed to be limited in number and designed to complement to landscape. Construction of housing is subject to feasibility assessment, including assessment of the cultural concerns of the Traditional Owners. • Expansion to the Shire caravan park is promoted in the Implementation Plan. • Opportunities for emergency shelters are identified in the Implementation Plan.
17	20 April 20010	J Renault on behalf of Pilbara Protection Committee	<ul style="list-style-type: none"> • The states that the plans are generally quite good however raises concerns. • Need to build a sea wall along the coast to protect from tidal surges. • Acknowledges rebuilding Karratha on the southside of Karratha Hills is not financially feasible. • Visitor centre should be moved to intersection of Karratha Road and North West Coastal Highway and direct people into the town, together with a new caravan park and petrol station adjacent. • Karratha Road should be made into a tree lined boulevard. • Queries how multi-level car park would be made visually acceptable. • Queries approach to relocation of the retirement village as a result of the extension of Sharpe Avenue. • Queries whether Telstra tower will be relocated. • Supports a maximum building height of 4 stories, and queries impact on high rise builds from cycles or explosion of Pluto 	<ul style="list-style-type: none"> • Noted. • The risk of storm surge is acknowledged and addressed in the Implementation Plan. • Noted. • Entry statements are proposed at major intersections to direct people into the town. It is noted that further opportunities for tourist accommodation should be explored. • This is supported and proposed in the Implementation Plan. • Highrise car-parks in prominent locations are proposed to be sleyved by development to minimise impact on visual amenity. • Extension of Sharpe Avenue to Dampier Road is an important structural change that will facilitate growth of the city centre and provide a clear entry point to the town centre which is currently lacking. Relocation of the retirement village will require consultation with the operators and residents prior to any action being undertaken.

	Date Recieved	Name/ Address/ Interest	Summary of Comments	Consultant/Team Response
			gas plant on the Burrup.	<ul style="list-style-type: none"> The plan advocates taller buildings in selected locations. These buildings can provide a built form that respects the scale of the Karratha Hills. Taller, thinner towers can have considerably less visual impact than shorter wider ones. These buildings also permit higher residential density which reduces the extent of expansion required to the townsite, which contributes to sustainable growth of the town. Development would be subject to building approvals, and required to address cyclone ratings.

Please see end of document for above referenced correspondence.

2 CORPORATE SERVICES

2.1 FINANCE

2.1.1 ATTACHMENT 1 - FINANCIAL STATEMENT FOR PERIOD ENDING 31 MARCH 2010

Shire Of Roebourne

Statement Of Financial Activity

for the period 1 July 2009 to 31 March 2010

	Original Budget	Amended Budget	Year to Date Amended Budget	Year To Date Actual	Material Variance >=10%	\$10,000 or more
	\$	\$	\$	\$	%	\$
Rate Setting Statement						
Operating						
Revenues (Sources)						
General Purpose Funding (excluding Rates)	5,309,174	5,433,408	4,107,208	2,778,887	-32.34%	1,328,322
Governance	122,549	117,774	74,932	94,354	25.92%	-19,422
Law, Order And Public Safety	186,862	186,556	159,309	98,045	-38.46%	61,264
Health	45,166	89,514	59,439	34,928	-41.24%	24,511
Education and Welfare	1,088,849	1,078,959	52,661	47,398	-	-
Housing	2,032,719	2,952,313	(451,275)	1,699,588	-476.62%	-2,150,863
Community Amenities	6,129,415	8,180,499	5,793,756	6,866,383	18.51%	-1,072,627
Recreation And Culture	4,930,912	4,090,109	1,699,387	1,552,620	-	146,767
Transport	17,433,254	19,576,620	13,214,891	13,831,528	-	-616,637
Economic Services	2,089,430	1,081,458	261,548	782,833	199.31%	-521,285
Other Property And Services	97,281	237,742	188,184	83,833	-55.45%	104,352
	39,465,611	43,024,952	25,160,040	27,870,396	10.77%	-2,710,356
Expenses (Applications)						
General Purpose Funding	(456,541)	(629,630)	(467,664)	(443,566)	-	-24,097
Governance	(2,077,967)	(2,047,477)	(2,212,709)	(1,342,299)	-39.34%	-870,410
Law, Order And Public Safety	(1,339,206)	(1,303,206)	(971,529)	(844,322)	-13.09%	-127,207
Health	(1,118,373)	(1,182,313)	(873,603)	(634,987)	-27.31%	-238,616
Education and Welfare	(320,859)	(340,813)	(261,977)	(191,025)	-27.08%	-70,952
Housing	(713,893)	(766,376)	(586,171)	(553,566)	-	-32,605
Community Amenities	(6,776,815)	(6,949,937)	(5,049,043)	(4,286,294)	-15.11%	-762,749
Recreation And Culture	(13,059,034)	(13,464,396)	(10,325,618)	(8,287,857)	-19.74%	-2,037,761
Transport	(14,144,581)	(15,096,004)	(10,852,635)	(6,846,803)	-36.91%	-4,005,832
Economic Services	(1,180,276)	(1,315,109)	(966,858)	(921,142)	-	-45,716
Other Property And Services	570,748	(788,707)	(258,068)	(920,625)	256.74%	662,557
	(40,616,797)	(43,883,968)	(32,825,873)	(25,272,486)	-23.01%	-7,553,389
Capital Revenue						
Proceeds From Disposal Of Assets	2,395,200	3,783,053	802,107	626,364	-21.91%	175,743
Tsf From Aerodrome Reserve	3,614,325	1,400,000	1,050,000	0	-100.00%	1,050,000
Tsf From Airconditioning Reserve	117,833	117,833	88,375	0	-100.00%	88,375
Tsf From MSIS Reserve	160,259	160,259	120,194	0	-100.00%	120,194
Tsf From Plant Replacement Reserve	1,506,500	1,506,500	1,129,875	0	-100.00%	1,129,875
Tsf From Dampier Drainage Reserve	0	0	0	0	-	-
Tsf From Infrastructure Reserve	4,358,050	5,233,457	3,925,093	0	-100.00%	3,925,093
Tsf From Waste Management Res	2,637,008	1,857,524	1,393,143	0	-100.00%	1,393,143
Tsf From Housing Reserve	5,647,446	5,647,446	4,235,585	0	-100.00%	4,235,585
Tsf From Parks, Ovals & Rec Facilities	0	0	0	0	-	-
Tsf From Information Technology Res	109,273	110,972	83,229	0	-100.00%	83,229
New Loans Raised	0	0	0	0	-	-

Repayments Of Self Supporting Loans	11,206	11,206	11,206	11,137	-	-
Repayments Of Interest Free Loans To Local Groups	135,536	135,536	133,652	133,652	-	-
	20,692,636	19,963,786	12,972,458	771,153	-94.06%	12,201,305

Shire Of Roebourne

Statement Of Financial Activity (con't)

for the period 1 July 2009 to 31 March 2010

	Original Budget	Amended Budget	Year to Date Amended Budget	Year To Date Actual	Material Variance >=10%	\$10,000 or more
	\$	\$	\$	\$	%	\$
Expenses						
Purchase Of Assets - Land	0	(63,997)	(63,997)	(62,282)	-	-
Purchase of Assets - Artwork	(10,000)	(10,000)	0	(1,455)	-	-
Purchase Of Assets - Buildings	(14,669,920)	(14,174,276)	(10,665,785)	(7,838,244)	-26.51%	-2,827,541
Purchase Of Assets - Equipment	(460,950)	(390,174)	(388,927)	(66,701)	-82.85%	-322,226
Purchase Of Assets - Furniture & Equip	(593,150)	(760,026)	(636,032)	(481,674)	-24.27%	-154,358
Purchase Of Assets - Plant	(5,603,500)	(5,233,157)	(4,930,907)	(2,378,476)	-51.76%	-2,552,431
Purchase Of Assets - Infrastructure	(14,902,014)	(12,905,153)	(10,808,816)	(2,554,052)	-76.37%	-8,254,764
Loan Principal Repayments	(1,728,120)	(1,728,120)	(1,310,295)	(1,310,164)	-	-
Tsf To Aerodrome Reserve	(576,230)	(1,107,462)	(830,597)	(105,895)	-87.25%	-724,702
Tsf To Airconditioning Reserve	(5,303)	(5,303)	(3,977)	(1,008)	-74.65%	-
Tsf To Dampier Drainage Reserve	(1,435)	(1,435)	(1,076)	(272)	-74.71%	-
Tsf To Plant Replacement Reserve	(880,816)	(80,816)	(60,612)	(15,373)	-74.64%	-45,239
Tsf To Walkington Theatre Reserve	(185)	(185)	(139)	(36)	-73.72%	-
Tsf To Workers Compensation Res	(257,117)	(176,572)	(132,429)	(8,969)	-93.23%	-123,460
Tsf To Infrastructure Reserve	(4,357,488)	(3,098,292)	(2,323,719)	(64,728)	-97.21%	-2,258,991
Tsf To Waste Management Reserve	(364,679)	(2,222,203)	(1,666,652)	(45,378)	-97.28%	-1,621,274
Tsf To Housing Reserve	(254,135)	(1,544,135)	(1,158,101)	(118,682)	-89.75%	-1,039,419
Tsf To Parks, Ovals & Rec Facilities	(302)	(302)	(227)	(64)	-71.57%	-
Tsf To Aged Persons Home Reserve	(13,321)	(13,321)	(9,991)	(500)	-95.00%	-
Tsf To Information Technology	0	0	0	(942)	-	-
Tsf To Junior Sport Reserve	(2,686)	(2,686)	(2,015)	(573)	-71.54%	-
Tsf To Public Open Space Reserve	(23,819)	(23,819)	(17,864)	(4,528)	-74.65%	-13,336
Tsf To Mosquito Control Reserve	(572)	(572)	(429)	(14)	-96.83%	-
Tsf To History & Cultural Publications Reserve	(2,131)	(2,131)	(1,598)	(405)	-74.65%	-
Tsf To Medical Services Assistance Package Reserve	(10,319)	(10,319)	(7,739)	(2,845)	-63.24%	-
Interest Free Loan Principal	(222,000)	(222,000)	(222,000)	(222,000)	-	-
Income Set Aside As Restricted Funds	(741,000)	(741,000)	(555,750)	0	-100.00%	-555,750
	(45,681,192)	(44,517,456)	(35,799,674)	(15,285,261)	-57.30%	-20,514,413
Adjustment For Non Cash Items						
Depreciation	6,648,955	6,648,955	1,108,159	1,129,202	-	-21,043
Amounts Set Aside To Provisions	392,491	392,491	294,368	0	-100.00%	294,368
Accrued Loan Interest	(22,127)	(22,127)	(16,595)	0	-100.00%	-16,595
(Profit) / Loss On Disposal Of Assets	(293,106)	(1,163,515)	(872,636)	13,413	-101.54%	-886,049
	6,726,213	5,855,804	513,296	1,142,615		
Surplus Brought Forward 1 July	3,473,372	3,442,594	3,442,594	3,442,594		
Amount Raised From Rates	16,090,709	16,176,363	16,035,863	16,167,025	-	-131,162
Surplus / (Deficit)	150,552	62,075	(10,501,296)	8,836,036		

This statement is to be read in conjunction with the accompanying notes.

Operating revenue is over the year to date budget by \$2,710,356 which represents a variance of 10.77%.

Operating Expenditure is under the year to date budget by \$7,553,389 which represents a variance of 23.01%.

From an end of year position Council has received 64.78% of its annual amended budgeted revenue. In relation to expenditure, Council has expended 57.59% of its annual amended budgeted expenditure.

In accordance with the materiality threshold adopted by Council for the reporting of variances by programme in the Statement of Financial Activity, the following comments are made to provide an explanation of the above variances.

General Purpose Funding

Revenue

Revenue up 32.34% (\$1,328,322) due to interest on reserves brought to account before budgeted and higher than expected late payment interest applied to Rates

Expenditure

Expenditure is showing a variance down of 5.15% (\$24,097) which is mainly due to lower than expected Administration Costs applied.

Governance

Revenue

Revenue is up 25.92% (\$19,422) which is due to higher than expected interest on debtors accounts and sundry income.

Expenditure

Expenditure is down 39.34% (\$870,410) which is due to timing differences between budgeted and actual Administration costs & their allocation to functional areas.

Law, Order and Public Safety

Revenue

Revenue is down by 38.46% (\$61,264) which is mainly due to:

- 1) \$37,574 down on FESA contributions for Bushfire & SES units
- 2) \$9,000 reimbursement for removal of cyclone hazards not received
- 3) \$8,000 Govt Grant from FESA for Fire Breaks not yet received

Expenditure is down 13.09% (\$127,207) which is due to:

- 1) \$31,765 down on Rangers Employment Costs
- 2) \$25,504 down on Administration costs allocated
- 3) \$13,989 down on SES Expenses
- 4) \$11,360 down on Other Control Expenses
- 5) \$10,590 down on Rangers Office Expenses
- 6) \$9,000 down on cyclone hazard removal costs
- 7) \$8,000 down on town fire breaks funded by FESA

Health

Revenue

Revenue is down 41.24% (\$24,511) which is due to:

- 1) \$27,272 contribution to Medical Services package not yet received
- 2) \$19,182 down on Health Premises Fees & charges
- 3) \$21,500 proceeds of sale of vehicle earlier than expected

Expenditure

Expenditure is down 27.31% (\$238,616) which is due to:

- 1) \$53,564 down on Compliance Auditing & Inspections
- 2) \$40,412 down on MSIS Employment costs
- 3) \$33,334 MSIS Retention payments lower than expected
- 4) \$28,108 down on Health Services employment costs
- 5) \$13,990 down on Mosquito Management – season drier than usual
- 6) \$12,958 down on Karratha Clinic Building costs
- 7) \$10,204 down on Administration costs allocated
- 8) \$8,489 down on Office expenses – Health & MSIS
- 9) \$7,347 down on Millars Well Clinic Building costs

Education and Welfare*Revenue*

Revenue is showing a variance of down 9.99% (\$5,263) which is below the threshold to report.

Expenditure

Expenditure is showing a variance of down 27.08% (\$70,952) which is due to:

- 1) \$22,938 down on Millars Well Day Care Building
- 2) \$11,347 down on Wickham Day Care Building
- 3) \$11,256 down on Aged Persons Homes (Units 1-5) contribution
- 4) \$10,894 down on Early Learning Community Scholarships
- 5) \$4,942 down on Administration costs allocated

Housing*Revenue*

Revenue is showing a variance down of 476.62% (\$2,150,863) which is sale of land not yet completed

Expenditure

Expenditure is down 5.56% (\$32,605) which is due to:

- 1) \$93,277 down on Staff Housing maintenance costs
- 2) \$15,212 down on Administrations costs allocated
- 3) \$10,452 down on Maintenance costs for Aged Persons Housing
- 4) \$88,441 up on leases for Staff Housing

Community Amenities*Revenue*

Revenue has a variance up of 18.51% (\$1,072,627) mainly due to:

- 1) \$504,250 up on Liquid Waste disposal fees
- 2) \$40,7541 up on Industrial/Commercial Refuse collection and disposal fees
- 3) \$227,667 up on Hazardous Waste Disposal fees
- 4) \$23,133 up on Town Planning fees
- 5) \$100,000 Grant for Effluent System upgrade not yet received

Expenditure

Expenditure is showing a variance down of 15.11% (\$762,749). The main variances are as follows:

- 1) \$157,247 down on Refuse Site-7 Mile – reduced staff numbers
- 2) \$96,717 down on Litter Control – reduced staff numbers
- 3) \$91,084 down on Domestic Refuse Collection – vacant positions in this area
- 4) \$86,875 down on Drainage Mtce – lower costs than expected
- 5) \$65,921 down on Administration costs allocated
- 6) \$51,808 down on Bin Repairs/Maintenance
- 7) \$50,059 down on Karratha City of the North expenses
- 8) \$50,000 down on Local Planning Strategy

- 9) \$38,997 down on Cemetery Maintenance – further works pending
- 10) \$38,331 down on Trade Commercial Refuse costs
- 11) \$29,929 down on Town Planning Employment costs
- 12) \$11,253 down on Drainage – further works pending
- 13) \$10,002 down on Public Toilet costs

Recreation and Culture

Revenue

Revenue has a variance down of 8.64% (\$146,767). The variance is due to:

- 1) \$169,741 income not yet received from the Education Dept (Roebourne Pool)
- 2) \$135,000 Govt Grant for Roebourne Hall not yet received
- 3) \$53,656 down on Grants & Contributions – Ovals
- 4) \$30,000 down on Special Youth Projects income
- 5) \$26,939 down on Karratha Golf Course fees
- 6) \$11,658 down on Grants & Subsidies
- 7) \$10,086 down on Grant-Cossack Archaeological Cyclone Impact Survey
- 8) \$193,431 up on Grants – Karratha Learning & Leisure Precinct – Interest earned
- 9) \$32,073 up on KEC programme income
- 10) \$32,011 up on income from KAC – entry, lessons & merchandise
- 11) \$20,044 up on Cossack income

Expenditure

Expenditure has a variance of down 19.74% (\$2,037,764). The main variances are as follows:

- 1) \$226,291 down on Parks & Gardens Mtce – due to staff shortages
- 2) \$111,656 down on Consultants-Recreation Facilities Planning & Management
- 3) \$121,520 down on Employment Costs-Community Development, KEC, Local History, Libraries
- 4) \$150,289 down on Oval Mtce
- 5) \$116,719 down on Administration costs allocated
- 6) \$88,977 down on Boat Ramp Mtce (orders issued for \$88,240)
- 7) \$69,300 down on RAC programme expense
- 8) \$69,048 down on Open Space/Drainage Reserve Mtce- 30% staff shortage for 3 months
- 9) \$65,890 down on Karratha Golf Course/Bowling Green Mtce
- 10) \$62,440 down on Effluent Tank Mtce
- 11) \$46,975 down on Roebourne Aquatic Centre Building Mtce
- 12) \$37,869 down on KEC Programmes
- 13) \$34,655 down on Dampier Pavilion Mtce
- 14) \$31,206 down on Karratha Aquatic Centre Mtce
- 15) \$30,220 down on Dalgety House Building/Surrounds Mtce
- 16) \$14,641 down on Cossack Café Expenses
- 17) \$37,978 down on Cossack Mtce costs
- 18) \$24,427 down on Roebourne Recreation Club Building
- 19) \$21,116 down on Sports Funding Scheme
- 20) \$20,503 down on Karratha Library contribution – not yet invoiced
- 21) \$20,000 down on Carpark Mtce-Pavilions
- 22) \$16,173 down on Wickham Library Mtce
- 23) \$11,826 down on Playground Mtce
- 24) \$16,332 down on Community & Cultural Scheme
- 25) \$18,090 down on Cossack Art Awards Expenses
- 26) \$17,092 down on Community Bus
- 27) \$23,483 down on KEC Building Mtce
- 28) \$27,442 down on Roebourne Community Centre Building
- 29) \$10,000 down on Regional Parks Planning
- 30) \$17,975 down on Youth Festival
- 31) \$11,000 down on RAC – Contribution to Building Assets
- 32) \$11,000 down on Cossack Signage

- 33) \$13,300 down on Jabura Heritage Trail
- 34) \$49,520 up on Contribution to Walkington Theatre
- 35) \$14,486 up on KAC Merchandise Purchases (matched by increased income)

Transport

Revenue

Revenue shows a variance of up 4.67% (\$616,637). The main variances are as follows:

- 1) \$661,608 up on Karratha Airport income (including leases)
- 2) \$243,008 up on Tien Tsin Inne income
- 3) \$95,949 up on Roads to Recovery Grants – timing difference
- 4) \$126,726 down on Road Project Grants
- 5) \$119,487 down on Direct Road Grants
- 6) \$41,514 down on Grant Income-Roebourne Airport

Expenditure

Expenditure has a variance of down 36.91% (\$4,005,832). The main variances are due to depreciation on infrastructure assets not yet applied and as follows:

- 1) \$553,864 down on TTI café expenses-stock costs not yet applied
- 2) \$474,764 down on Karratha Terminal Building Mtce
- 3) \$87,378 down on Other Road & Street Mtce – (orders issued for \$53,033)
- 4) \$74,997 down on Karratha Drainage Study
- 5) \$60,030 down on Street Cleaning Mtce
- 6) \$51,957 up on Airside/Landside Mtce-Karratha Airport
- 7) \$49,387 down on Airport office expenses
- 8) \$45,914 down on Administration costs allocated
- 9) \$37,181 down on Reseal Roads
- 10) \$29,116 down on Flight Display System Mtce
- 11) \$23,938 down on Footpath Mtce
- 12) \$23,828 down on TTI Building Mtce
- 13) \$21,648 down on Employment Costs – Airport
- 14) \$20,156 down on Traffic Signs & Control-Rural & Urban
- 15) \$16,605 down on Median Strip Mtce
- 16) \$225,322 up on Sheeting Roads
- 17) \$156,370 up on TTI Employment costs
- 18) \$73,852 up on Asphalt Overlays
- 19) \$58,471 up on Airport Security
- 20) \$45,387 up on Depot Mtce
- 21) \$44,373 up on Consultants for Studies – Airport
- 22) \$25,937 up on Pastoral Access Road Mtce
- 23) \$24,094 up on Street Lights-Electricity
- 24) \$14,048 up on Crossover Contributions
- 25) \$13,074 up on Tree Mtce (Town & Street)
- 26) \$13,927 up on Street Sign Mtce

Economic Services

Revenue

Revenue has a variance of up 199.31% (\$521,285). The variance is due to Building Licence fees over budget by \$496,250 and increased income from Camping Fees at Cleaverville & 40 Mile (\$18,274).

Expenditure

Expenditure has a variance of down 4.73% (\$45,716). The main variances are as follows:

- 1) \$21,454 down on contribution to Karratha Tourist Bureau
- 2) \$16,402 down on contribution to Roebourne Tourist Bureau
- 3) \$10,202 down on Administration costs allocated

Other Property and Services

Revenue

Revenue has a variance down of 55.45% (\$104,352) which is mainly due to accrued income not yet received from insurance claims and diesel fuel rebate.

Expenditure

Expenditure has a variance up of 256.74% (\$662,557). This is mainly due to:

- 1) \$794,162 up on plant costs & allocations
- 2) \$107,130 down on Administration costs

Capital

Revenue

Capital Revenue shows a variance down of 94.06% (\$12,201,305) mainly due to a timing difference for transfers to reserve and the delay in sale of some assets.

Expenditure

Capital expenditure shows a variance of down 57.30% (\$20,514,413). This is mainly due to expense being down in the following areas:

- 1) \$5,947,432 Karratha Airport – Infrastructure & Buildings
- 2) \$1,435,016 Vehicles & Plant – Plant, Transfer to Reserve & Equipment
- 3) \$1,850,713 Landfill Operations – Plant, Infrastructure, Equipment & Buildings
- 4) \$808,692 Beaches, Boat Ramps & Jetties - Infrastructure
- 5) \$1,000,000 Cossack Infrastructure Project
- 6) \$812,215 Waste - Plant
- 7) \$140,636 Depot – Buildings, Infrastructure
- 8) \$342,520 Roads & Streets - Infrastructure
- 9) \$275,524 Town Beautification - Infrastructure
- 10) \$533,391 Effluent Re-Use Scheme - Infrastructure
- 11) \$293,112 Ovals & Hardcourts – Infrastructure
- 12) \$539,500 Playgrounds – Infrastructure & Plant
- 13) \$133,454 Corporate Services –Plant, Buildings, Infrastructure & Furniture
- 14) \$476,801 Parks & Gardens – Infrastructure, Plant & Equipment
- 15) \$188,794 Pavilions & Halls – Buildings
- 16) \$20,628 Karratha Aquatic Centre – Buildings, Furniture & Equipment
- 17) \$177,278 Karratha Entertainment Centre – Buildings & Furniture
- 18) \$56,696 Tech Services – Plant & Equipment
- 19) \$80,000 Public Toilets – Buildings
- 20) \$65,000 Roebourne Airport - Infrastructure
- 21) \$122,877 Recreation Projects – Plant, Buildings, Infrastructure
- 22) \$55,000 Other Buildings – Buildings
- 23) \$40,286 Ranger Services – Buildings
- 24) \$18,000 Tien Tsin Inne – Furniture
- 25) \$33,715 Town Planning - Furniture
- 26) \$47,947 Karratha Bowling & Golf – Infrastructure
- 27) \$10,847 Child Health Clinics – Buildings
- 28) \$19,072 Libraries - Buildings

Rates

Variance shown is up 0.82% (\$131,162) due to interim rating.

Shire Of Roebourne
Statement Of Financial Activity
for the period ending 31 March 2010

Note 1. Net Current Assets

	Note	Year To Date Actual \$	Brought Forward 1 July \$
Current Assets			
Cash and Cash Equivalents - Unrestricted	1	5,818,726	1,221,515
Cash and Cash Equivalents – Restricted – Reserves, LSL & R4R	2	56,499,781	58,836,043
Trade and Other Receivables	3	7,381,512	7,059,704
Inventories		1,280,320	728,361
Total Current Assets		70,980,339	67,845,623
Current Liabilities			
Trade and Other Payables		2,815,773	5,536,730
Bank Overdraft		0	0
Short Term Borrowings		417,874	1,728,038
Short Term Provisions		1,781,296	1,781,296
Total Current Liabilities		5,014,943	9,046,064
Net Current Assets		65,965,396	58,799,559
Plus (Minus) Items To Be Excluded			
Take Out Reserve Funds		(35,707,994)	(35,334,417)
Take Out Restricted Cash - LSL & R4R		(23,501,626)	(23,501,626)
Add Back Non Cash Provisions		1,781,296	1,781,296
Take Out Restricted Cash - Roebourne Pool		(23,024)	(23,024)
Add Back Debtors Transferred to Deferred		0	11,441
Add Back Current Borrowings		417,874	1,728,038
Take Out Non Current Receivables		(95,884)	(18,673)
Net Current Asset Position		8,836,038	3,442,594
Note Explanation:			
1) Includes amounts received for:			
- unspent loan monies		942,220	
- PDC Hydrology Grant		40,000	
- Nickol West Skate Park		139,800	
- Wickham Skate Park		56,000	
- Hillcrest Footpaths		14,345	
- Roebourne Enhancement Scheme		111,909	
- Baynton West Family Centre		872,046	
		2,176,320	

Shire Of Roebourne

Statement Of Financial Activity (con't) for the period ending 31 March 2010

2) Reserves, Long Service Leave and Royalties for Regions (R4R - Leisure & Learning Precinct) are Cash Backed

3) Includes amounts invoiced for:

- Alliance Airlines	25,493
- BGC Contracting	19,167
- Bristow Helicopters	198,504
- CMA Contracting	61,307
- Carr Civil Contracting	99,837
- Decmil Aust Pty Ltd	29,328
- Martins Mining & Civil	72,814
- Pilbara Iron Services	33,101
- Skywest Airlines	241,823
Total Sundry Debtors Outstanding (includes above)	5,243,667
Total Rates Debtors Outstanding	2,137,845

Shire Of Roebourne
Balance Sheet
for the period ending 31 March 2010

Note 2: Balance Sheet	2009/10
	\$
Current Assets	
Cash On Hand	84,790
Cash and Cash Equivalents - Unrestricted	5,733,936
Cash and Cash Equivalents - Restricted	56,499,781
Trade and Other Receivables	7,381,512
Inventories	1,280,320
Total Current Assets	<u>70,980,339</u>
Non Current Assets	
Trade and Other Receivables	97,332
Property, Plant And Equipment	132,511,267
Total Non Current Assets	<u>132,608,599</u>
Total Assets	<u>203,588,938</u>
Current Liabilities	
Bank Overdrafts	0
Trade and Other Payables	2,815,773
Short Term Borrowings	417,874
Short Term Provisions	1,781,296
Total Current Liabilities	<u>5,014,943</u>
Non Current Liabilities	
Long Term Borrowings	18,188,610
Long Term Provisions	233,485
Total Non Current Liabilities	<u>18,422,095</u>
Total Liabilities	<u>23,437,037</u>
Net Assets	<u><u>180,151,901</u></u>
Equity	
Accumulated Surplus	132,762,895
Asset Revaluation Reserve	11,681,010
Reserves	35,707,996
Total Equity	<u><u>180,151,901</u></u>

Shire Of Roebourne
Statement Of Financial Activity
for the period ending 31 March 2010

Note 3: Cash and Cash Equivalents

	\$
Municipal Fund Bank	
Cash On Hand	84,790
Westpac on call	2,068,693
Term deposits – Westpac / WATC	<u>3,665,243</u>
	<u>5,818,726</u>
Reserves Fund Bank	
Westpac on call & Term Deposits	35,650,833
Westpac -Maxi Reserve	<u>20,848,949</u>
	<u>56,499,781</u>
Total Cash	<u><u>62,318,507</u></u>

Shire Of Roebourne

Statement Of Financial Activity

by Divisions by Activities

for the period ending 31 March 2010

Note 4

	2009/2010 Budget	2009/2010 Amended	2009/2010 Year To Date Amended Budget	2009/2010 Actual To Date
	\$	\$	\$	\$

Note: Material Variance is Year to Date Amended Budget to Year to Date Actual (=> 10% or => \$10,000)

CORPORATE SERVICES

Net (Cost) Revenue to Council for Rates	15,887,604	15,931,407	15,888,229	16,132,486
Net (Cost) Revenue to Council for General Revenue	(1,578,423)	(245,686)	2,031,708	1,915,282
Net (Cost) Revenue to Council for Corporate Services	(737,929)	(401,881)	(1,691,352)	(1,114,692)
Net (Cost) Revenue to Council for Project Management		0	3,298	0
Net (Cost) Revenue to Council for Information Services	(394,919)	(465,108)	(392,034)	(298,900)
Net (Cost) Revenue to Council for Television & Radio Services	(60,475)	(21,100)	(19,529)	(16,486)
Net (Cost) Revenue to Council for Members of Council	(443,612)	(482,220)	(426,868)	(373,690)
Net (Cost) Revenue to Council for Emergency Services	0	0	19,954	(3,631)
Net (Cost) Revenue to Council for Cossack Infrastructure Project	(720,792)	(720,792)	(1,054,269)	(54,269)
Net (Cost) Revenue to Council for Executive Admin		0	0	0

COMMUNITY SERVICES

Net (Cost) Revenue to Council for Cossack Art Awards	(19,480)	(56,257)	(23,574)	(5,484)
Net (Cost) Revenue to Council for Tourism/Visitors Centres	(511,732)	(482,987)	(368,916)	(331,063)
Net (Cost) Revenue to Council for Aged Persons Housing	(56,333)	(47,798)	(29,876)	(20,568)
Net (Cost) Revenue to Council for Youth Development	(59,319)	(58,804)	(15,394)	(20,798)
Net (Cost) Revenue to Council for Other Culture	(139,769)	(145,138)	(118,364)	(44,893)
Net (Cost) Revenue to Council for Community Development	(736,838)	(760,232)	(594,803)	(523,520)
Net (Cost) Revenue to Council for Walkington Theatre	(197,876)	(212,876)	(171,529)	(226,049)
Net (Cost) Revenue to Council for Community Sponsorship	(289,959)	(467,042)	(143,779)	(93,359)
Net (Cost) Revenue to Council for Daycare Centres	864,497	0	0	0
Net (Cost) Revenue to Council for Child Health Clinics	(170,613)	834,129	(130,943)	(83,867)
Net (Cost) Revenue to Council for Karratha Entertainment Centre	(1,368,793)	(179,213)	(157,736)	(126,587)
Net (Cost) Revenue to Council for Karratha Aquatic Centre	(904,158)	(1,541,930)	(1,219,077)	(973,506)
Net (Cost) Revenue to Council for Roebourne Aquatic Centre	(357,231)	(880,594)	(747,170)	(560,238)
Net (Cost) Revenue to Council for Libraries	(1,138,203)	(327,384)	(248,498)	(307,482)
Net (Cost) Revenue to Council for Cossack Operations	(347,536)	(1,281,486)	(961,393)	(863,014)
Net (Cost) Revenue to Council for Ovals & Hardcourts	(1,007,582)	(388,701)	(291,024)	(183,497)
Net (Cost) Revenue to Council for Karratha Bowling & Golf	(337,552)	(931,295)	(1,150,673)	(743,729)
Net (Cost) Revenue to Council for Pavilions & Halls	61,615	(365,246)	(319,819)	(230,041)
Net (Cost) Revenue to Council for Recreation Projects	(1,707,472)	(824,438)	(1,007,172)	(966,532)
Net (Cost) Revenue to Council for Playgrounds	(33,334)	(1,872,016)	(1,920,305)	(1,296,304)
Net (Cost) Revenue to Council for Medical Services	0	(708,277)	(461,513)	(187)
Net (Cost) Revenue to Council for Other Buildings	(208,259)	1,033	(85,278)	(37,580)
Net (Cost) Revenue to Council for Karratha Youth Centre	0	(145,117)	(159,805)	4,106
Net (Cost) Revenue to Council for Leisure & Learning Precinct	0	0	0	0
Net (Cost) Revenue to Council for Economic Development	0	0	0	193,431
Net (Cost) Revenue to Council for Ranger Services	(1,205,959)	(39,000)	(11,000)	(15,731)
Net (Cost) Revenue to Council for Camping Grounds	15,590	(1,194,480)	(880,733)	(793,149)

Shire Of Roebourne

Statement Of Financial Activity (con't)

by Divisions by Activities

for the period ending 31 March 2010

	2009/2010 Budget	2009/2010 Amended	2009/2010 Year To Date Amended Budget	2009/2010 Actual To Date
	\$	\$	\$	\$
DEVELOPMENT SERVICES				
Net (Cost) Revenue to Council for Building Control	1,488,860	308,160	(299,149)	188,080
Net (Cost) Revenue to Council for Health Services	(698,640)	(721,010)	(519,374)	(496,430)
Net (Cost) Revenue to Council for Town Planning	(655,305)	(768,982)	(522,978)	(422,406)
TECHNICAL SERVICES				
Net (Cost) Revenue to Council for Staff Housing	1,011,829	948,077	(5,509,575)	(5,548,590)
Net (Cost) Revenue to Council for Waste Collection	(1,256,552)	(3,114,969)	(580,272)	472,838
Net (Cost) Revenue to Council for Landfill Operations	1,256,552	2,335,485	(904,023)	2,257,713
Net (Cost) Revenue to Council for Public Services Overheads	0	21,588	7,683	342,283
Net (Cost) Revenue to Council for Waste Overheads	0	(28,828)	(38,791)	727,242
Net (Cost) Revenue to Council for Depots	(428,884)	(304,652)	1,214	(211,712)
Net (Cost) Revenue to Council for Vehicles & Plant	(143,400)	1,190,399	(1,182,074)	(712,694)
Net (Cost) Revenue to Council for Roads & Streets	(3,096,098)	(2,910,079)	(2,311,587)	(2,348,967)
Net (Cost) Revenue to Council for Parks & Gardens	(2,132,718)	(916,336)	(896,848)	(564,039)
Net (Cost) Revenue to Council for Drainage	(760,749)	(274,367)	(159,659)	(56,537)
Net (Cost) Revenue to Council for Footpaths & Bike Paths	(1,168,150)	(431,688)	(505,773)	(578,427)
Net (Cost) Revenue to Council for Effluent Re-Use Scheme	(487,150)	(485,973)	(909,620)	(413,789)
Net (Cost) Revenue to Council for Cemeteries	(107,390)	(91,420)	(70,407)	(34,205)
Net (Cost) Revenue to Council for Public Toilets	(278,899)	(395,376)	(264,898)	(174,896)
Net (Cost) Revenue to Council for Beaches, Boat Ramps, Jetties	(492,228)	(491,804)	(1,056,470)	(69,016)
Net (Cost) Revenue to Council for Roebourne Enhancement Scheme	0	0	0	0
Net (Cost) Revenue to Council for Town Beautification	(1,453,383)	(1,329,585)	(1,150,590)	(731,373)
Net (Cost) Revenue to Council for Private Works & Reinstatements	2,500	2,500	4,997	(11,435)
Net (Cost) Revenue to Council for Works Overheads	0	257,846	59,057	86,020
Net (Cost) Revenue to Council for Parks & Gardens Overheads	0	(55,000)	(58,982)	479,304
Net (Cost) Revenue to Council for Karratha Airport	3,674,069	4,082,141	(325,399)	6,739,307
Net (Cost) Revenue to Council for Tien Tsin Inne	561,180	153,108	231,229	889,665
Net (Cost) Revenue to Council for Other Airports	(92,072)	(92,072)	(21,589)	16,276
Net (Cost) Revenue to Council for Tech Services	(161,350)	(1,403,297)	(795,917)	(2,126,507)
Net (Cost) Revenue to Council for Tech Services Overheads	0	(399,200)	(207,888)	(283,688)

3 COMMUNITY SERVICES

3.1 COMMUNITY SERVICES

3.1.1 ATTACHMENT 1 - DRAFT POLICY - RECREATION FEES AND CHARGES BONDS - DRAFT POLICY CS18



OBJECTIVES

1. To ensure that appropriate bonds are charged so as to assist Council in maintaining Recreation facilities following functions and large bookings.
2. To ensure a fair and transparent system is in place regarding the amount groups are charged for bonds.
3. To utilise funds in the event a booking is the direct result of damage to reserve or facility hire.

PHILOSOPHY

Social Equity

The Shire has a basic philosophy of encouraging wide range participation across all of its Recreation facilities. In doing so it recognises that the economic, social and demographic profile of the community must be considered, especially in respect to “capacity to pay”.

Financial

The Shire subscribes to the intention of establishing bond values which are affordable, transparent and equitable; having regard to the type, use, function and purpose of the booking. The objective is to have a consistent approach to establishing a bond amount.

DEFINITIONS

The following definitions are applicable to assist in clarifying this policies provision;

Recreation Facilities – Defined as Council Active Reserve, Pavilions and Halls.

Community User Groups – Defined as a non-profit organisation and shall include, but is not limited to, sporting clubs (that are incorporated under Associations Incorporations Act), religious groups and other non-profit groups which demonstrated they have a focus on community needs with a social benefit. This definition also applies to private bookings such as weddings, birthday parties, christenings etc.

Commercial User Groups – Defined as a registered business with the Department of Commerce and results in private pecuniary gain, and those organisations who do not meet the criteria of a “Community Group”.

Special Events – Defined as a “one-off”, annual or biannual event which attracts over 500 individuals.

POLICY PROVISIONS

Community and Commercial Groups

Bonds for these user groups have been set in consultation with the Shire of Roebourne’s Parks and Gardens Department and Building Department’s, and aim to recover costs by the Shire of Roebourne repairing the impact of user groups. Through this consultation, Customer Service Officers will utilise Bond Matrix ‘A’ – Recreation Facility Bookings. This method is based on a risk assessment and associated cost related to hirers use of Council facilities.

Special Events

Bonds for these user groups have been set in consultation with the Shire of Roebourne’s Parks and Gardens Department, and aim to recoup funds expelled by the Shire of Roebourne repairing damage by user groups. Through this consultation, Customer Service Officers will utilise Bond Matrix ‘B’ – Special Events.

There will be no subsidies/wavering for bond amounts for bookings of Shire Facilities.

All hirer’s are subject to the following conditions of hire for Shire Recreation Facilities:

Bonds for the hire of Council facilities are required in accordance with the Fees and Charges set annually by Council, and must be paid seven (7) days prior to the booking date. Failure to pay the bond stipulated in the confirmation letter by the due date will render any booking or agreement void.

Failure to comply with the Conditions outlined in the Conditions of Hire document may result in the forfeiture of all or a portion of the bond and the Shire reserves its right to impose additional charges for cleaning and/or repair of damage required as a result of the booking.

The Hirer acknowledges that a breach of the hire arrangement may result in the Shire refusing to agree to any future hiring to the applicant, including any future confirmed bookings.

RELATED DOCUMENTS

Nil

Previous Policy No:	N/A
Resolution Numbers:	Insert here
Last Reviewed:	Insert here
Next Review:	Insert here
Responsible Officer:	Recreation Facilities Coordinator

3.1.2 ATTACHMENT 2 - DRAFT POLICY - RECREATION FEES AND CHARGES BONDS – BOND ASSESSMENT MATRIX ‘A’ RECREATION FACILITY BOOKINGS

Bond Assessment Matrix ‘A’ – Recreation Facility Bookings

	LOW RISK	MEDIUM RISK	HIGH RISK	VERY HIGH RISK
TYPE OF ACTIVITY? Meetings/ Conferences / Church / Arts & Crafts / – Low General Birthdays / Weddings – Medium Easter / 30 th Birthdays / General Work functions - High 18 th / 21 st Birthdays / New Years / Christmas / Bucks parties – Very High	1	3	5	7
IS ALCOHOL BEING CONSUMED? No – Low Yes (Caterer supplying) – Medium Yes (Hirer supplying) - High Yes (BYO) - Very High	1	3	5	7
RISK RECORD OF HIRER BASED ON DOCUMENTED EVIDENCE? Yes – High-Very High No – Low Never hired before – Medium	1	3	5	7
SECURITY AND ATTENDANCE? No Security <50 – Low, 50 – 100 – Medium, 100 – 200 – High, Over 200 – Very High Security Attending <100 – Low, 100–300 Medium, 301-500 – High, >501- Very High	1	3	5	7

Bond Payment Schedule

SCORE	RISK	BOND
Not for profit organizations	Very Low	\$150.00 (except for functions)
4 – 12 points	Low	\$250.00
13 – 20 points	Medium	\$500.00
21 – 24 points	High	\$750.00
24 + points	Very High	\$1000.00
26+ points	Extreme	Do not hire (discuss options with hirer)

3.1.3 ATTACHMENT 3 - DRAFT POLICY - RECREATION FEES AND CHARGES BONDS – BOND ASSESSMENT MATRIX 'B' SPECIAL EVENTS

Bond Assessment Matrix 'B' – Special Events

	LOW RISK	MEDIUM RISK	HIGH RISK	VERY HIGH RISK
DURATION OF ACTIVITY? <24Hrs – Low 24-48Hrs – Medium 48-96Hrs - High >96Hrs – Very High	1	3	5	7
IS ALCOHOL BEING CONSUMED? No – Low Yes (Caterer supplying) – Medium Yes (Hirer supplying) - High Yes (BYO) - Very High	1	3	5	7
RISK RECORD OF HIRER BASED ON DOCUMENTED EVIDENCE? Yes – High-Very High No – Low Never hired before – Medium	1	3	5	7
SECURITY AND ATTENDANCE? No Security <50 – Low, 50 – 100 – Medium, 100 – 200 – High, Over 200 – Very High Security Attending <100 – Low, 100-300 Medium, 301-500 – High, >501- Very High	1	3	5	7
INFRASTRUCTURE/VEHICLES ON RESERVE? No – Low Small Vehicles/Tents – Medium Staging/Large Marquees – High Trucks/Large Amusement Rides – Very High	1	3	5	7

Bond Payment Schedule

SCORE	RISK	BOND
5 – 10 points	Very Low	\$1,500.00
11 – 17 points	Low	\$2,500.00
18 – 22 points	Medium	\$4,000.00
23 - 26 points	High	\$6,000.00
27 - 30 points	Very High	\$10,000.00
31+ points	Extreme	Do not hire (discuss options with hirer)

3.1.4 ATTACHMENT 1 - CATTRALL PARK REDEVELOPMENT CONCEPT PLAN

See following page.

Placeholder – refer Catrall Park Attachment

4 TECHNICAL SERVICES

4.1 OPERATIONS

4.1.1 ATTACHMENT 1 - REVIEW OF WASTE MANAGEMENT SERVICES

See following page.

Placeholder – refer Waste Management Attachment

5 DEVELOPMENT SERVICES

5.1 ENVIRONMENTAL HEALTH

5.1.1 ATTACHMENT 1 – DE3 STALLHOLDER AND STREET TRADING POLICY



OBJECTIVES

1. To ensure that the operation of temporary trading activities within the Shire (both on Shire lands or in public places) are done so in accordance with the Shire's Local Laws.
2. To ensure that temporary trading activities do not jeopardise the safety of residents or the amenity of the area.

POLICY PROVISIONS

This Policy has been developed to provide clarity and guidance on the preparation and assessment of stallholder applications. The Policy must take into account the provisions of the Shire of Roebourne Trading in Public Places Local Law and the National Competition Principles Agreement.

With the introduction of the *Food Act 2008* and associated legislation, all regulation of Itinerant Vendors (e.g. ice cream vans) was repealed, necessitating these businesses being considered "traders" and therefore captured by the Trading in Public Places Local Law.

POLICY

This Policy will apply to all stall holders and street traders currently captured by the Shire's Local Laws relating to Trading in Public Places. Where there is discrepancy between this Policy and the Local Law, the Local Law will take precedence.

APPLICATION TO CONDUCT A STALL OR TRADE IN A PUBLIC PLACE

Application to conduct a stall or trade in a public place shall be in the form prescribed by the Shire's Environmental Health Service and will include all details requested within the said form including:-

- The full name and address of the applicant.
- Specify the location, or locations in which the applicant wishes to conduct their business (including provision of a site plan).
- Specify the period of time that the applicant intends to conduct their business, together with the days and times of operation.

- Specify the proposed goods or services to be traded.
- For a fixed stall, the applicant is to provide a plan detailing the position of the stall in relation to the property, roadways, footpath, buildings and other structure/facility.
- Be accompanied by a copy of the public and product liability insurance to the minimum value of \$10,000,000. This insurance must be obtained before formal approval will be granted, and where the insurance period lapses during the proposed license period, any approval be conditional on such insurance cover being maintained.
- Where the applicant intends to employ assistants, a current copy of the business Workers Compensation Insurance.
- Where the stall is a vehicle, trailer or similar apparatus, a current copy of the Third Party Motor Vehicle Insurance.
- Where the applicant intends to operate a stall or trade on land which is a public place, though is privately owned, the applicant must include a letter signed by the owner and occupier of the land granting them permission to operate a stall or trade from their land.
- Where the applicant intends to operate a stall or trade on land which is a public place, though is owned and operated by the State (e.g. trading on land under the control of Main Roads WA), the applicant must include a letter signed by the relevant State department granting them permission to operate a stall or trade from their land.

ENVIRONMENTAL HEALTH AND TOWN PLANNING CONSIDERATIONS WHEN DETERMINING AN APPLICATION TO CONDUCT A STALL OR TRADE IN A PUBLIC PLACE

Any application to operate a stall or to trade in a public place is to be assessed by Shire's Environmental Health Service and Town Planning Service to ensure that the business presents a minimal risk to public health and is compliant with the proper and orderly planning of the Shire.

In assessing the application, Environmental Health and Town Planning will consider:-

1. Any relevant policies of the Shire.
2. Compliance with applicable legislation, including but not limited to, Environmental Health or Town Planning.
3. The desirability of the proposed activity in the location indicated by the applicant.
4. Appropriateness of the trading in that area with respect to public safety, access, carparking, visual impact and planning amenity.
5. Where the stall will be preparing or selling food, the ability of the stallholder to maintain good food hygiene techniques and minimise any contamination of the food products.
6. Where the stall will be preparing or selling food, the ability of the stallholder to retain and dispose of waste water, and retain and dispose of solid waste.
7. Where an existing stall is approved at a site, whether the site has the ability to accommodate multiple stalls (ie impingement on carparking etc.).
8. The principles set out in the Competition Principles Agreement.
9. Any other matters that the Shire considers relevant to the application.

AREAS WHERE CONDUCTING A STALL OR TRADING IN A PUBLIC PLACE IS NOT PERMITTED

Unless formal approval has been granted by the Council of the Shire of Roebourne, conducting a stall or trading in a public place is not permitted within the following area:-

1. The Karratha City Centre, being the area bound by Searipple Road, Dampier Hwy and Balmoral Road (refer to attached map).
2. Either on or adjacent to the Karratha Tavern, Bond Place, Pegs Creek

Trading in these areas is prohibited as these are high traffic areas; whereby temporary trading may create both traffic and pedestrian safety issues. Provision of either a fixed stall or mobile vehicle will negatively impact on the availability of car parking in this area, therefore detracting from the proper and orderly planning of the City Centre.

Exemptions:-

- Existing legal business placing stalls on public land adjacent to their premises provided that adequate access is afforded to pedestrians and public safety is maintained to the satisfaction of the Shire.
- Traders and Stallholders operating a stall at the Shell Service Station (Corner Searipple and Welcome Roads), where permission to trade has been granted by the management of Shell Service Station. Application and approval must still be sought from the Shire of Roebourne. Only one stall holder is permitted to operate at this site at any one time.
- Community groups conducting car washes where they have the premises owner permission, and the safety of persons involved in the stall and traffic flow is not jeopardised.
- Community groups operating a Market Day or Swap Meet will be exempt provided that they have the land owners permission and the operation of the Market Day or Swap Meet is seen as a benefit to the community.

CONDUCTING A STALL OR TRADING AT A PUBLIC EVENT

Trading at a public event (e.g. FeNaCING festival, outdoor movies, night markets etc.) will only be approved where the applicant has received written permission from the organiser of the event. For the purposes of events arranged by the Shire's Community Services Division, approval must be granted by a Community Services Officer.

For larger community events such as the FeNaCING festival, the event organiser may apply for a permit on behalf of all the stalls that are at the event and also provide public liability insurance for all stalls taking part in the event. If the event organiser is not providing public and product liability for all stalls partaking in the event, then each stall is to submit proof of its own public liability insurance prior to an approval being granted.

Irrespective of the above, each stall operator is to provide the Shire with a current copy of their workers compensation and third party insurance if applicable.

GROUND ON WHICH AN APPLICATION MAY BE REFUSED

An application submitted to the Shire of Roebourne may be refused where one or more of the following applies:-

1. The applicant is not deemed a fit and proper person to hold a trading permit. An applicant will be deemed not a fit and proper person where they have committed a breach of the Shire's Local Laws, or any other legislation pertinent to the conduct of their business.
2. The applicant intends to trade in an area where conducting a stall or trading is not permitted.
3. The conduct of a stall or trading may potentially result traffic and pedestrian safety being compromised.
4. The conduct of a stall does not conform with the proper and orderly planning of the area.

5. Any other ground that the Council of the Shire of Roebourne deems relevant to the application.

RELATED DOCUMENTS

Health Act 1911 and subsidiary legislation
 Shire of Roebourne Trading in Public Places Local Law
 Food Act 2008 and subsidiary legislation
 Local Government Act 1995 and subsidiary legislation
 Shire of Roebourne No. 8 Town Planning Scheme
 Local Planning Policy DP1 Crane Circle Development Requirements
 Local Planning Policy DP 8 Roebourne and Wickham Mixed Business Zone
 Local Planning Policy DP13 Tourism Zone Development Requirements
 Local Planning Policy DP14 Point Samson Development Requirements

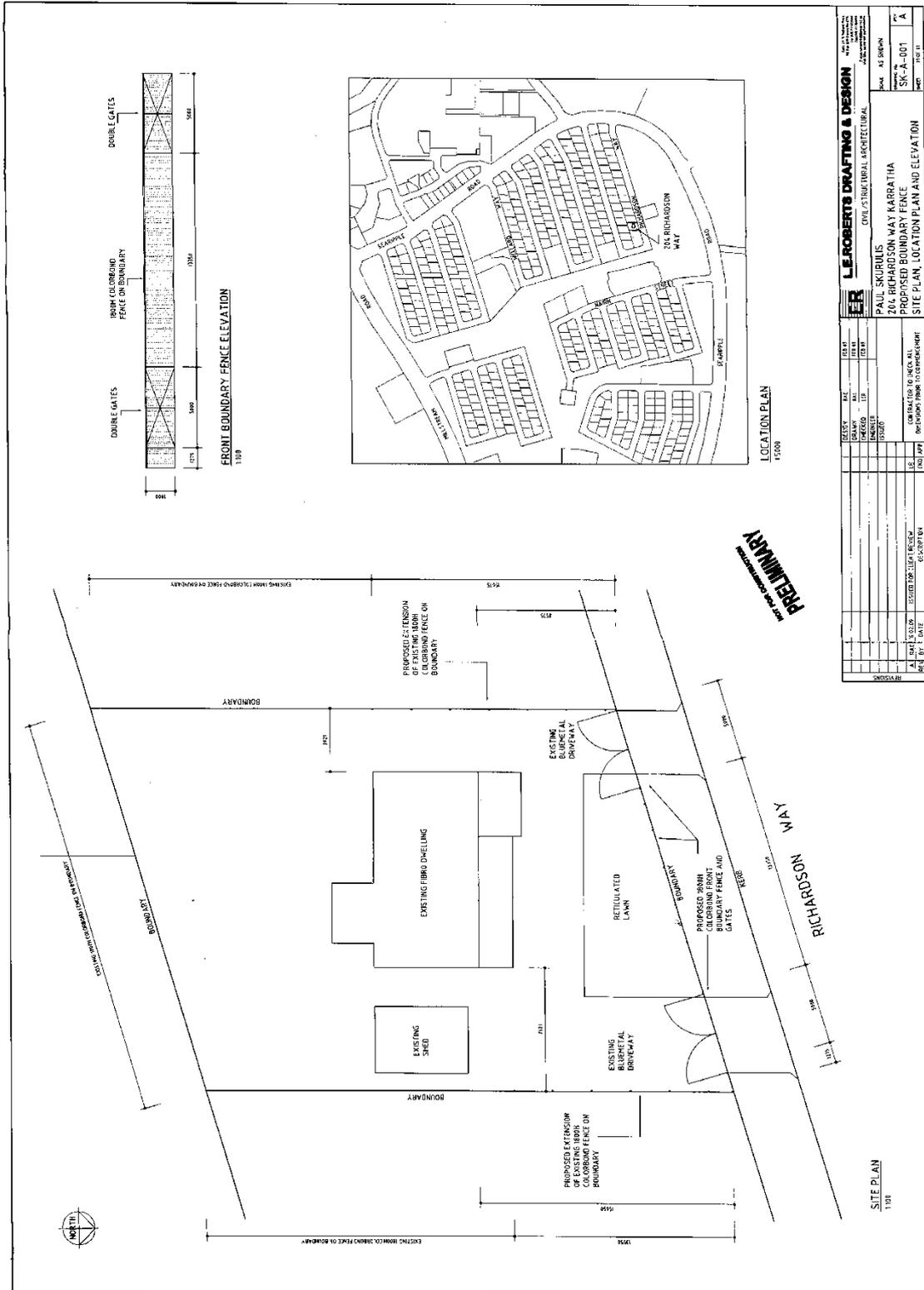
Previous Policy No:	N/A
Resolution Numbers:	
Last Reviewed:	May 2010
Next Review:	May 2011
Responsible Officer:	Manager Environmental Health

Plan of Karratha City Centre – area where stallholders and street trading is not permitted is highlighted in green:-



5.2 PLANNING SERVICES

5.2.1 ATTACHMENT 1 - APPLICATION FOR R-CODES VARIATION APPROVAL - FRONT BOUNDARY FENCE - LOT 204 RICHARDSON WAY, BULGARRA- PLANS



5.2.2 ATTACHMENT 2 - APPLICATION FOR R-CODES VARIATION APPROVAL - FRONT BOUNDARY FENCE - LOT 204 RICHARDSON WAY, BULGARRA- AERIAL PICTURE



**5.2.3 ATTACHMENT 1 - APPLICATION FOR R-CODES VARIATION APPROVAL -
CLADDING OF FRONT BOUNDARY FENCE - LOT 2997 SKENE PLACE
NICKOL – PLAN**

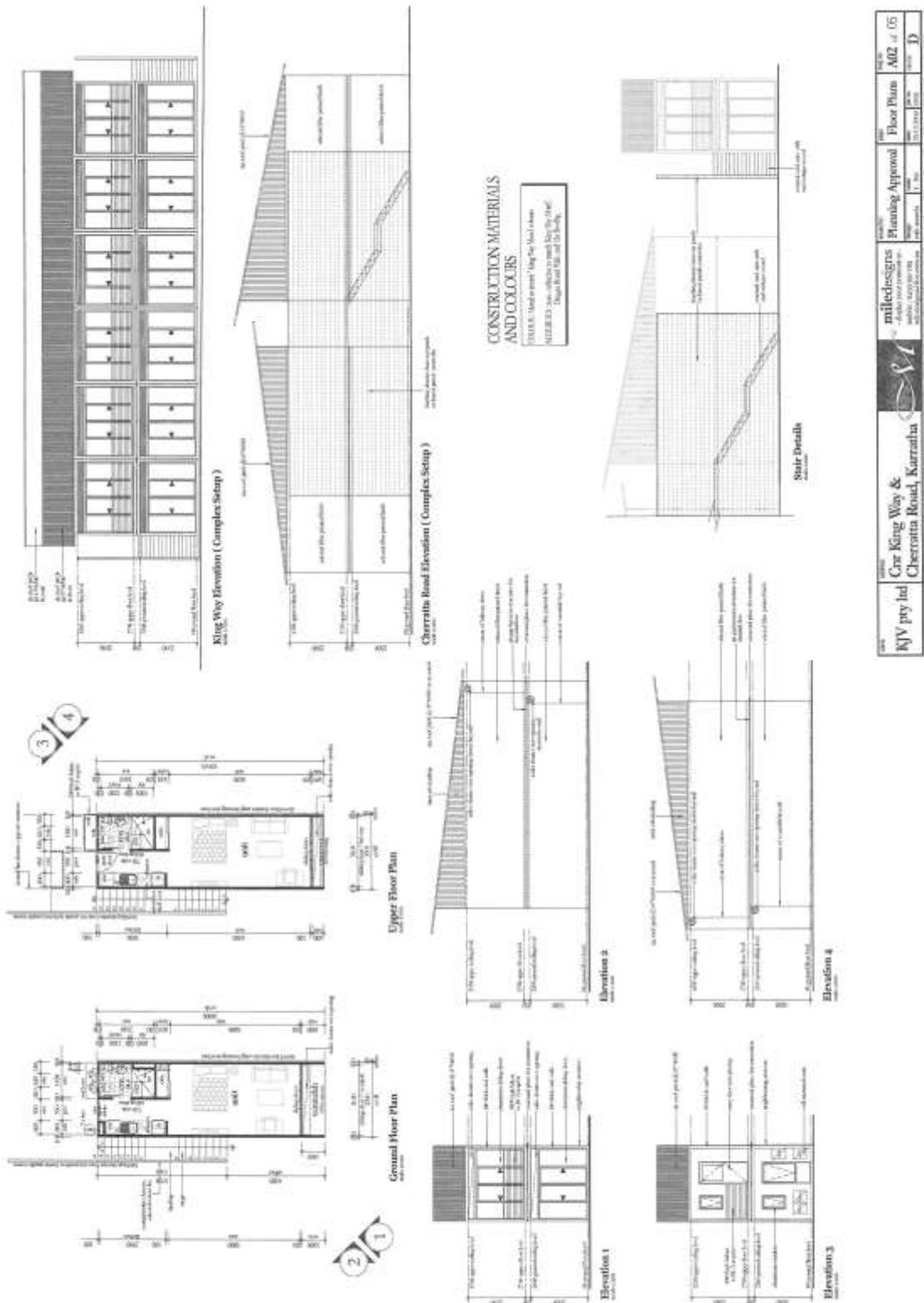


**5.2.4 ATTACHMENT 2 - APPLICATION FOR R-CODES VARIATION APPROVAL -
CLADDING OF FRONT BOUNDARY FENCE - LOT 2997 SKENE PLACE
NICKOL – PHOTO 1**



**5.2.5 ATTACHMENT 3 - APPLICATION FOR R-CODES VARIATION APPROVAL -
CLADDING OF FRONT BOUNDARY FENCE - LOT 2997 SKENE PLACE
NICKOL – PHOTO 2**





KJV Pty Ltd
 1/11 King Way
 Cherritts Road, Karratha

miledesigns
 Architects & Planners
 1/11 King Way
 Cherritts Road, Karratha

Planning Approval
 1/11 King Way
 Cherritts Road, Karratha

Floor Plans
 1/11 King Way
 Cherritts Road, Karratha

AM2 of 05
 1/11 King Way
 Cherritts Road, Karratha

5.2.7 ATTACHMENT 2 - LOTS 3 & 4 CHERRATTA ROAD, KARRATHA INDUSTRIAL ESTATE – APRIL AGENDA ITEM**11.1.2 LOTS 3 & 4 CHERRATTA ROAD, KARRATHA INDUSTRIAL ESTATE -**

File No: P2150
Attachment(s) Selected Plans
Responsible Officer: A/ Executive Manager Development Services
Author Name: Planning Officer
Disclosure of Interest: Nil

REPORT PURPOSE

For Council to determine an application for a 98-room Transient Workforce Accommodation facility at Lots 3 and 4 Cherratta Road, Karratha Industrial Estate.

Background

Locality: Karratha Industrial Estate
Applicant: Michael Hicks
Owner: Maurice Anthony Whittles
Zoning: Transient Workforce Accommodation

Planning Application (P2150) was lodged on 21 October 2009 and the full fee receipted on 2 April 2010, a formal request for additional information was drafted on 27 January and amended plans subsequently lodged on the 3rd and 31st March. It is noted that prior to the receipt of full fees and the drafting of the further information request the assessing officer and Acting Executive Manager was involved in ongoing discussions with the proponent.

Issues

Compliance with the Shire of Roebourne Town Planning Scheme No. 8 (TPS 8)

The relevant Karratha Precinct Objectives include:

“Facilitate the continued growth of Karratha as the regional centre of the West Pilbara, in accordance with the Karratha Townsite Structure Plan (as amended).

Develop Karratha as the tourist entry for the West Pilbara built upon and taking into account the levels of commercial travellers associated with resource developments.

Encourage residential development that will accommodate a greater range of lifestyles and needs to reflect the broadening population base.

Retain the Karratha Industrial Estate as the regional service industry centre whilst improving its presentation as part of the entry statement to Karratha.”

The proposed development is not considered to compromise any of the above objectives. It is, however, noted that the current strategic planning policy with particular regard to the location, layout and provision of amenities, and community benefit obtained from such facilities will shortly be reviewed.

In accordance with clause 4.1.1 of the Shire of Roebourne Town Planning Scheme No. 8 (TPS8) the planning approval of Council is required for all development including building, works, changes in use and new uses on zoned and reserved land within the scheme.

The site currently is being used to store shipping containers, transportable accommodation units, and motor vehicles a road train is also located within the abutting drainage reserve. It is considered that the land is being used as a storage facility/depot/lay down area as referred to and defined in the Scheme. Planning approval has not been given and cannot be granted for this prohibited use. Should approval not be granted for a Transient Workforce Accommodation Facility at this time, enforcement action should be taken.

Amalgamation of Lots

As the development is contained on two separate titles, an amalgamation of the land prior to the issue of a building licence is required. Amalgamation is subject to the approval of the Western Australian Planning Commission.

Compliance with Local Planning Policy DP10 'Transient Workforce Accommodation'

Local Planning Policy DP10 has the objective of ensuring a high level of amenity for transient workers and residents, during and after the construction of the transient workforce accommodation facility. The northern and western boundaries are not considered to provide an appropriate landscaped buffer to the abutting properties. The applicant has stated, *“we request retention of the proposed dimensions to the northern (and western boundaries) as we feel we have demonstrated our ability to sufficiently screen sites to provide adequate privacy and aesthetic appeal.”* Whilst, it is acknowledged that the applicant may have provided sufficient and often high quality landscaping for other accommodation facilities, it is recommended that Council consider this development on its merits. Consideration should be given to whether the landscaping provided on site will be maintained in perpetuity, particularly should another service provider operate the site. Should Council consider that a landscaping buffer of 1.5 metres for common boundaries is excessive, further advice is sought as to what is considered an appropriate width so as to reflect this in the forthcoming policy review.

Local Planning Policy DP 10 has the objective of providing a functional living environment. A minimum of 49 car parking bays in addition to bays for over-sized vehicles and buses are required in accordance with Local Planning Policy DP 10. The applicant has provided 53 parking bays, seven [7] of which are for over-sized vehicles including a 'long vehicle' bay which severely compromises the extent of landscaping, two [2] for the parking of motorcycles,

and one [1] universally assessable bay. Given the likelihood of the over-sized parking bays being used to park boats, caravans and trailers, there is some risk that tenants will park within the abutting road reserves. It is noted; however, that the proposed bus parking bay and sound management of the use of over-sized parking bays in accordance with the submitted Tenancy Agreement can mitigate this risk. Should Council consider that it is not appropriate to allow over-sized parking bays to be counted in the overall number of car parking bays, or that a minimum percentage of over-sized parking bays be required, this direction is sought so as to reflect this in the forthcoming policy review.

Local Planning Policy DP 10 requires that buildings be setback a minimum 7.5 metres from the front property boundary. This set back distance typically allows for substantial landscaping and to reduce the impact of building bulk on the streetscape. The proposed development relies on the accommodation units being set back between 4.913 metres and six [6] metres. Given the lack of landscaping and two-storey configuration of the accommodation units which present a featureless wall to the street, the prescribed 7.5 metre set back should be adhered to.

Earthworks and Stormwater Drainage

The applicant has not provided sufficient plans demonstrating the extent of earthworks and the design and layout of the stormwater drainage and disposal system to be assessed. Should Council approve the application prior to the commencement of any approved works it is recommended that a detailed earthworks and stormwater drainage plan be provided and endorsed. It is noted that it is not ideal to issue such conditional approvals as there is the risk that the design and layout of the development will need to change to facilitate retention and stabilisation of soil or the retention and disposal of stormwater, in addition to requiring additional human resources to process the submission and endorsement of plans post determination.

Traffic Management

Local Planning Policy DP 10 has the objective of providing a safe and functional living environment. It is noted that the design and layout of the parking and manoeuvring areas is not compliant with DP10 or the applicable Australian Standards.

- (i) **Dimensions of Bays**
The standard parking bays will need to be widened by 200 mm which will result in the loss of at least two [2] parking bays in addition to landscaping and over-sized parking bays being replaced with standard bays. Should no landscaping or over-sized bays be lost, five [5] parking bays will be lost.
The universally accessible (disabled) parking bay does not accord to Australian Standard AS2890.6, it is also unclear whether the abutting pedestrian walkway is at grade with this bay.
The motorcycle bays are peculiarly long and not designated by directional signage; therefore, they are likely to be accessed by a car.
- (ii) **Access to Bays**
The 'long vehicle' parking bay, included as part of the revised submission, is dimensioned to be used by 12.5 metre long heavy rigid vehicles (HRV's). HRV's are unable to exit the site from this bay at present.
- (iii) **Roadway Width**
The circulation roadway at the northern roadway adjacent to Blocks H and I, will need to be widened to 3500mm in accordance with Australian Standard AS2890.2 as it will be used by HRV's and not solely standard vehicles.
- (iv) **Protection of Motorcycle Bays**

Exposed parking bays are required to be separated from trafficable areas through the use of physical controls (kerbing or other protective devices). The northernmost motorcycle bay requires such protection.

On-street Bus Parking Bay

The applicant has provided a bus parking bay within the road reserve. The design, levels, pedestrian connectivity and impact on the roadside drainage system is unable to be ascertained due to a lack of detail. It is also unclear why an 8.6 metre by 7.5 metre concrete pad and pick up area has been provided adjacent to the bus bay. The applicant will be required to construct, maintain and indemnify the Shire against insurance claims pertaining to the on-bus parking bay and, if required, remove it at no cost to Council. It is the practice of Planning Services in such cases to require a Section 70A Notification under the *Land Administration Act* to be placed on title advising future owners of these requirements. It is noted that the Shire reserves the right to remove the on-street bus parking bay at its discretion.

Emergency Management Plan

Local Planning Policy DP 10 has the objective of ensuring all workers are able to be safely sheltered during a cyclone and that best practice emergency management procedures are employed.

An emergency management plan has been submitted; however, is considered to lack the prescribed detail. It is recommended that the applicant provide an amended emergency management plan.

Service of Alcohol

Local Planning Policy DP 10 has the objective of controlling the service of alcohol so as not to adversely impact on residents or the community. The Shire of Roebourne also supports the responsible service of alcohol and, in accordance with the Roebourne Liquor Accord 2007, the provision of a safe, healthy and exciting environment inside and outside licensed premises. It is recommended that the applicant provide a Liquor Management Plan.

Tenancy Agreement

There are some minor issues regarding the clarification and omission of information contained in the tenancy agreement. These issues are relatively minor and can be resolved as conditions of a planning approval.

Delegated Authority Register

Officers do not have the delegated authority to determine development applications for Transient Workforce Accommodation facilities within 20km of gazetted townships.

Options

Council has the following options available:

1. To defer determination of P2150 until such time as further information and clarification has been provided by the applicant and is able to be assessed by Planning and Technical Services and a further report can be considered at a forthcoming Ordinary Council Meeting.

2. To refuse P2150 on the grounds that the development does not comply with the provisions of Local Planning Policy DP10 with particular regard to the setback of buildings to Cherratta Road, lack of peripheral landscaping and insufficient detail pertaining to earthworks and drainage retention and disposal, does not comply with Australian Standards pertaining to off-street parking, and other grounds to be determined by Council.
3. To approve the application P2150 subject to planning conditions as outlined by this report and determined by delegated officers.

Policy Implications

Policy number DP 10 titled Transient Workforce Accommodation is relevant to this matter.

Legislative Implications

There are no relevant legislative implications pertaining to this matter.

Financial Implications

Administration and advertising costs will be recovered in accordance with the Planning and Development (Fees) Regulations.

Conclusion

It is the view of Planning Services that that as there is insufficient detailed information to undertake a complete assessment of the proposal and that that any determination at this stage would be premature. The layout of the development will need to be substantially altered to achieve compliance with local planning policy and Australian Standards pertaining to off-street car parking. Given the proponent has expressly requested that the application be determined at the April Ordinary Council Meeting the alternative to deferring the determination should be to refuse the application.

Whilst the number of car parking/over-sized vehicle bays is considered appropriate, there is likely to be an unacceptable number of bays lost due to incorrect sizing, and the potential for further bays to be lost should minimum front building set back distances be applied and perimeter landscaping be widened.

The circulation roadway must be widened to a minimum 3.5 metres and further turning templates be provided or the manoeuvring areas redesigned to demonstrate safe egress from the 'long vehicle' parking bay in accordance with the Australian Standard AS2890.2.

An earthworks and stormwater drainage plan must be lodged to the specification and satisfaction of the Shire of Roebourne's Technical Service Department. Further detail must also be provided with specific engineering design for works within the King Way road reserve so as not to compromise road side drainage and ensure a segregated pedestrian path is provided from the bus parking bay to the facility.

Landscaping should also be increased to a minimum 1.5 metre buffer between adjoining land uses.

It is recommended that Council defer a decision on planning application P2150 until such time as sufficient detail is provided as outlined in this report.

Voting Requirements

Simple.

RECOMMENDATION

That Council –

1. Defers determination of P2150 until such time as further information and clarification has been provided by the applicant and is able to be assessed by Planning and Technical Services and a further report can be considered at a forthcoming Ordinary Council Meeting.
2. Supports the applicant being further advised that the development must demonstrate compliance with Local Planning Policy DP10 and Australian Standards AS2890.1 and AS2890.2 with particular regard to perimeter landscaping, bay dimensions and building setback distances to King Way.
3. Directs the initiation of enforcement action to bring the use of the site in conformity with the Shire of Roebourne No. 8 Town Planning Scheme and to remove unauthorised development in accordance with Part 13 of the *Planning and Development Act 2005*.

COUNCIL RESOLUTION

Res No : 15055
 MOVED : Cr White-Hartig
 SECONDED : Cr Smeathers

That Council suspend Standing Orders to allow for open discussion of this item.

CARRIED

FOR : Cr Lockwood, Cr Lally, Cr Lewis, Cr Pritchard, Cr Rothe, Cr Smeathers, Cr Vertigan and Cr White-Hartig
 AGAINST : Nil

Cr Vertigan left Chambers at 7.45pm.
 Cr Vertigan returned to Chambers at 7.48pm.

COUNCIL RESOLUTION

Res No : 15056
 MOVED : Cr Lewis
 SECONDED : Cr Lally

That Council reinstate Standing Orders.

CARRIED

FOR : Cr Lockwood, Cr Lally, Cr Lewis, Cr Pritchard, Cr Rothe, Cr Smeathers, Cr Vertigan and Cr White-Hartig
 AGAINST : Nil

Amendment to the Recommendation

Reason:

Council considered that due to the time frames associated with this issue it would be beneficial to the applicant if notification in writing of the issues to be addressed was provided to assist their preparation of an application to be submitted to the May meeting of Council.

COUNCIL RESOLUTION

Res No : 15057
 MOVED : Cr Rothe
 SECONDED : Cr White-Hartig

That Council –

1. Administration advise the proponent within 48 hours in writing the outstanding planning issues that the proponent is required to address in relation to Development Application P1250.
2. That a further report be presented to Council at the 17 May 2010 Ordinary Council Meeting.

CARRIED

FOR : Cr Lockwood, Cr Lally, Cr Lewis, Cr Pritchard, Cr Rothe, Cr Smeathers, Cr Vertigan and Cr White-Hartig
 AGAINST : Nil

COUNCIL RESOLUTION

Res No : 15058
 MOVED : Cr Rothe
 SECONDED : Cr Vertigan

That Council adjourned the meeting at 8pm for a period of 5 minutes.

CARRIED

FOR : Cr Lockwood, Cr Lally, Cr Lewis, Cr Pritchard, Cr Rothe, Cr Smeathers, Cr Vertigan and Cr White-Hartig
 AGAINST : Nil

The meeting resumed at 8.05pm with the following members present.
 Cr Lockwood, Cr Lally, Cr Lewis, Cr Pritchard, Cr Smeathers, Cr Vertigan and Cr White-Hartig.

Cr Rothe left Chambers at 8pm.

5.2.8 ATTACHMENT 3 - LOTS 3 & 4 CHERRATTA ROAD, KARRATHA INDUSTRIAL ESTATE – LETTER TO PROPONENT

Our ref: P2150 TA/1/10 PA1088
Enquiries: Paul Compe 9186 8534

Michael Hicks
PO BOX 1322
CANNING BRIDGE WA 6153

Dear Mr Hicks

APPLICATION FOR PLANNING APPROVAL P2150**FINAL REQUEST FOR FURTHER INFORMATION****TRANSIENT WORKFORCE ACCOMMODATION, KITCHEN, RESTAURANT,
RECREATION ROOM, LAUNDRY, RESIDENT'S FACILITIES AND ANCILLARY
BUILDINGS AND WORKS****LOTS 3 & 4 CHERRATTA ROAD KARRATHA INDUSTRIAL ESTATE**

Further to the resolution made at the April Ordinary Council Meeting for the above development application, the following information is provided for your information or remains outstanding in order for a recommendation to be made to Council:

1. Earthworks and Stormwater Drainage

Planning Services requires finished design levels to be shown at regular intervals across the site and for works within the road reserve including unlined open drains, clearly demonstrating how stormwater will be directed to the adjacent nature drainage lines. Site grading and stabilisation works, if required, must be suitably detailed (including cross sections where appropriate).

The stormwater drainage system must be designed to accommodate a 1 in 10 year rainfall event either requiring a minimum of 0.5% longitudinal fall or an alternative piped system with retention basins that will need to be accompanied with drainage calculations, provided by a suitably qualified engineer. Drainage infrastructure is required to be detailed including, but not limited to, erosion control at outlets and the class and diameter of pipe works.

Please Note: An earthworks and stormwater drainage plan must be lodged to the specification and satisfaction of the Shire of Roebourne's Technical Service Department. Further detail must also be provided with specific engineering design for works within the King Way road reserve so as not to compromise road side drainage and ensure a segregated pedestrian path is provided from the bus parking bay to the facility. Contact details for Technical Services staff to discuss roadside drainage has been provided to John DeLaurant.

2. Traffic Management

The following specific requirements are required to be met:

- (i) **Dimensions of Parking Bays**
The standard parking bays will need to be widened to a minimum width of 2700 mm and length maintained at 5500 mm particular attention is drawn to bay 51. The universally accessible (disabled) parking bay does not accord to Australian Standard AS2890.6, it is also unclear whether the abutting pedestrian walkway is at grade with this bay.
The motorcycle bays are peculiarly long and not designated by directional signage; therefore, they are likely to be accessed by a car.
- (ii) **Cherratta Road Car Parking Area**
Safe manoeuvrability within the car park fronting Cherratta Road will need to be demonstrated. You may wish to explore the deletion of one of the two crossovers to improve circulation and expand on perimeter landscaping.
- (iii) **Circulation Roadway**
The circulation roadway at the northern roadway adjacent to Blocks H and I, will need to be widened to 3500mm in accordance with Australian Standard AS2890.2 as it will be used by HRV's.
- (iv) **Protection of Motorcycle Bays**
Exposed parking bays are required to be separated from trafficable areas through the use of physical controls (kerbing or other protective devices). The northernmost motorcycle bay requires such protection.
- (v) **Crossover Widths**
The crossovers including splays are required to be widened to allow sufficient turning for 12.5m long heavy rigid vehicles. The crossover width at the property boundaries are required to be a minimum 6.5 metres and the design of the crossover must be compliant with AS 2890.2.
- (vi) **Turning Templates**
Additional turning templates must be provided to demonstrate safe manoeuvring with particular regard for 6.4m long SRV's accessing the over-sized parking bay closest to the property boundary, and a 12.5m long HRV accessing and exiting from the 'long vehicle' parking bay from Cherratta Road.
- (vii) **Directional Signage**
8km/hr speed limit signs as per your written submission, painted one-way directional arrows and duplication of the 'entry' and 'no entry' signs for either side of the crossovers will need to be shown.

3. On-street Bus Parking Bay

The design, levels, pedestrian connectivity and impact on the roadside drainage system is unable to be ascertained for works within the road reserve. It is also unclear why an 8.6 metre by 7.5 metre concrete pad and pick up area has been provided adjacent to the bus bay. It is suggested that the concrete pad is removed and replaced with a path if used to drag wheelie bins to and from the bin stand, and that the bus bay be truncated to enable easier access and egress.

Note: You will be required to construct, maintain and indemnify the Shire against insurance claims pertaining to the on-bus parking bay and, if required, remove it at no cost to Council. It is the practice of Planning Services in such cases to require a Section 70A Notification under the *Land Administration Act* to be placed on title advising future owners of these requirements. It is noted that the Shire reserves the right to remove the on-street bus parking bay at its discretion.

4. Landscaping and Lighting

The periphery of the site is not sufficiently landscaped to effectively screen the parking areas or bin rubbish bin compound, or 'soften' the visual impact of buildings. A minimum 1.5 metre landscaping buffer is required and, where practical, the number of crossovers minimised to ensure a continuity of landscaping. Lighting to the car parking and manoeuvring areas must be installed in accordance with Australian Standard AS1158 and installed and maintained so as to avoid distracting motorists or causing a nuisance to residents.

5. Open Space

Additional shaded areas (canopy trees) and/or shade structures are encouraged. Elevations of any additional shade structures will need to be provided prior to the issue of a building licence and the site plan modified prior to Planning services making a recommendation to Council.

6. Front Setback

Local Planning Policy DP 10 requires that buildings be setback a minimum 7.5 metres from the front property boundary which must be adhered to given the two-storey configuration and blank walls of the accommodation units.

7. Amalgamation of Lots

The subject land must be amalgamated prior to the issue of a building licence.

8. Emergency Management Plan

The emergency management plan will need to be modified prior to the issue of a lodging house licence. Reference must be made to those elements of design, fit-out and provisions provided for in accordance with the requirements with the *Design Guidelines for Australian Public Shelters Report*. The onsite managers will need to ensure that the cyclone shelter can accommodate residents by providing sufficient food and water over a 72 hour period. A standardised emergency management plan contents page is currently being developed by Planning Services to assist proponents to structure these plans. Please contact the assigned officer to discuss amendments to the emergency management plan.

9. Tenancy Agreement

Residents will need to be advised that the nominated shelters have been specifically designed for cyclonic events, the tenancy agreement is the preferred means to communicate this. The tenancy agreement will need to be modified prior to the issue of a lodging house licence. Please contact the assigned officer to discuss amendments to the tenancy agreement.

10. Service of Alcohol

Please be advised that a Liquor Management Plan will be required to be provided as part of any Section 40 local government referral under the *Liquor Licensing Act 1988*. Any subsequent approval will include a note to this effect.

11. Waste Management

A Waste Management Plan detailing the generation, disposal and storage of waste products must be provided to outline the number of bins, adequacy of collection arrangements, and that bins can be secured during cyclonic events. The design of the bin compounds and wash down area (incorporate impervious graded flooring to a 100 mm diameter drain connected to the sewer and be provided with a tap) will also need to be documented prior to a recommendation being made to Council. Please be advised that the setback required for any vehicle washdown is 1.8 metres and should the vehicle washdown area exceed 20m² a roof maybe required in accordance with Water Corporation policy. Please contact the Water Corporation prior to preparing and submitting your plans.

Should you have any queries, please do not hesitate contact the assessing officer Paul Compe directly on 9186 8534 or at paul.compe@roebourne.wa.gov.au.

Yours sincerely,

Joel Gajic

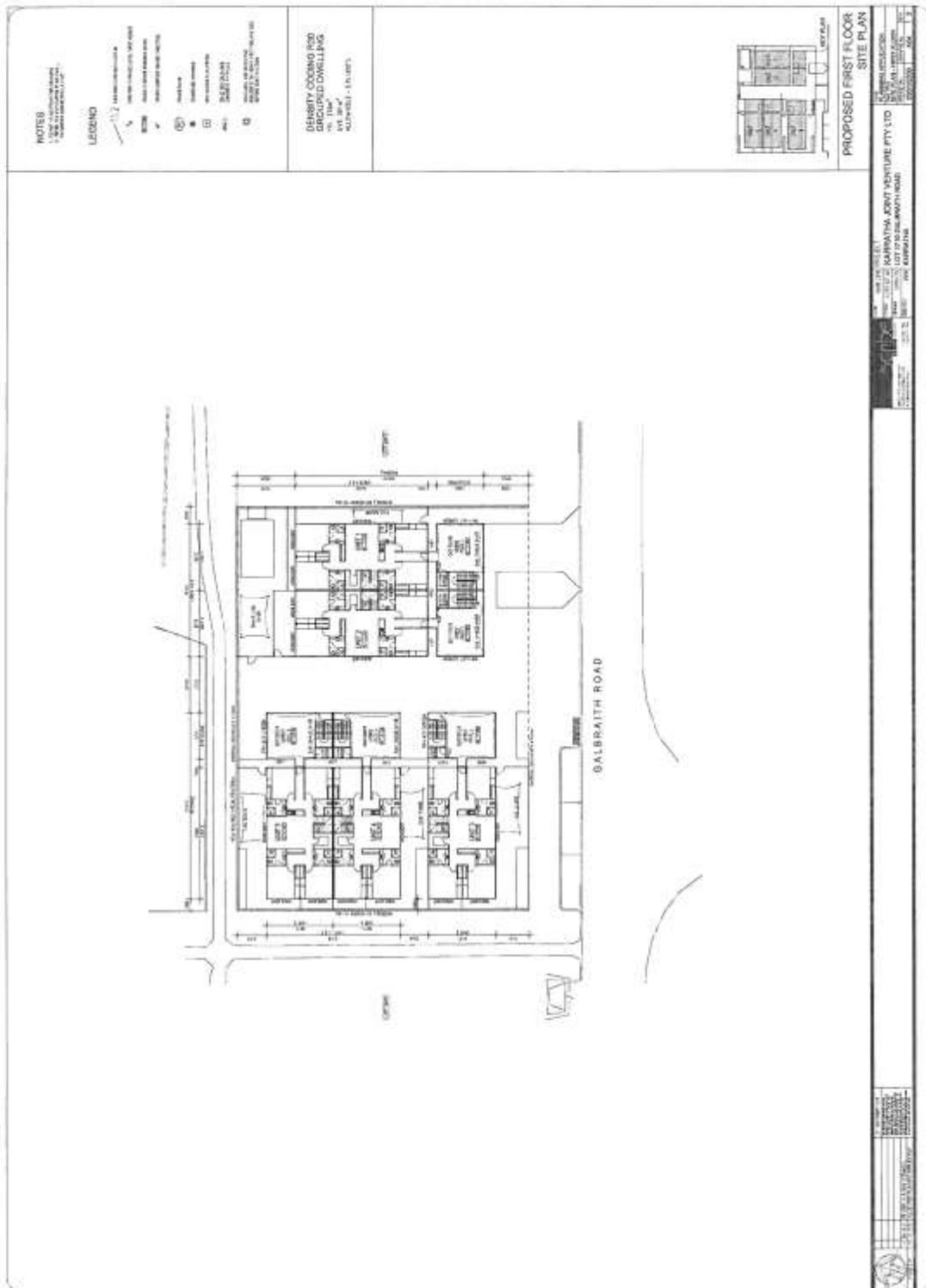
Acting Executive Manager Development Services

22 April 2010

cc Maurice Anthony Whittles
11 Chardonnay Drive
The Vines WA 6069
cc perente@kisser.net.au
cc michael.perth@gmail.com

5.2.9 ATTACHMENT 1 - FIVE RESIDENTIAL BUILDINGS - LOT 1710 GALBRAITH ROAD, PEGS CREEK – SELECTED PLANS





NOTES
 1. SEE ALL DIMENSIONS AND NOTES ON DRAWING.
 2. ALL DIMENSIONS ARE TO FACE UNLESS STATED OTHERWISE.

LEGEND

- 1. WALLS TO BE CONSTRUCTED
- 2. WALLS TO BE DEMOLISHED
- 3. FLOOR FINISH
- 4. FLOOR TO BE LIFTED
- 5. FLOOR TO BE LOWERED
- 6. FLOOR TO BE LEVELLED
- 7. FLOOR TO BE REINFORCED
- 8. FLOOR TO BE REINFORCED AND LIFTED
- 9. FLOOR TO BE REINFORCED AND LOWERED
- 10. FLOOR TO BE REINFORCED AND LEVELLED
- 11. FLOOR TO BE REINFORCED AND REINFORCED
- 12. FLOOR TO BE REINFORCED AND REINFORCED AND LIFTED
- 13. FLOOR TO BE REINFORCED AND REINFORCED AND LOWERED
- 14. FLOOR TO BE REINFORCED AND REINFORCED AND LEVELLED
- 15. FLOOR TO BE REINFORCED AND REINFORCED AND REINFORCED

**DENSITY COOKING NOT
 BEING DWELLING
 15-17 BALBRAITH ROAD
 ABERDEEN - 90 0073**



**PROPOSED FIRST FLOOR
 SITE PLAN**

15-17 BALBRAITH ROAD
 ABERDEEN - 90 0073
 15-17 BALBRAITH ROAD
 ABERDEEN - 90 0073

15-17 BALBRAITH ROAD
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15-17 BALBRAITH ROAD
 ABERDEEN - 90 0073
 15-17 BALBRAITH ROAD
 ABERDEEN - 90 0073

5.2.10 ATTACHMENT 2 - FIVE RESIDENTIAL BUILDINGS - LOT 1710 GALBRAITH ROAD, PEGS CREEK – WRITTEN SUBMISSION AND OBJECTIONS



DESIGN GROUP
 Suite 2 / 88 North Lake Road, Cockburn Central W.A. 6164
 Ph: (08) 9412 1388 Mobile: 0425 128 724
 Fax: (08) 9412 1399 E: info@scribe.net.au

26th January 2010

Planning Department
Shire of Roebourne
 Welcome Road
 KARRATHA, W.A., 6714

To the Chief Executive Officer,

PLANNING APPLICATION FOR PROPOSED 5 UNIT GROUPED DWELLINGS ON LOT 1710 GAILBRAITH ROAD, PEGS CREEK, KARRATHA

Further to your letter received 12th January 2010 your ref P2159 TA/1/6 PA682 in response to our application for Planning Approval we offer the following justification.

This proposal is for a Grouped Dwelling Development comprising of five (5) two storey residential units. The design of these units has been undertaken in direct response to feedback received from business owners, workers and residents within the north-west and in particular the Karratha community with regard to the chronic housing and accommodation shortage facing families, employers and employees within the town. We acknowledge that the Shire of Roebourne and the State Government have responded to these requests to the housing/accommodation crisis by releasing a variety of different size land parcels and larger sites for unit developments, however the feedback we are receiving is that these sites and development opportunities are still being developed with a standard housing solution ie 1, 2, 3 and 4 bedroom residences to be occupied by a single person, one or two unrelated people, a couple or family. From feedback we are receiving, these solutions are not responding to the immediate need for new and specific housing solutions tailored to the unique needs experienced within north-west communities. We have therefore been working closely with the client of the abovementioned property as well as other business owners and developers in the north-west to formulate a new housing model that can satisfy both an immediate and long term need for housing strategies that can change as the community grows and develops. Given the excessive costs of providing new infrastructure and services within north-west communities we believe it is responsibility of designers and developers to look for these alternative solutions to the housing and accommodation shortage that utilises existing infrastructure without destroying or impacting on the existing fabric or amenity of the existing community. We acknowledge that these dwellings are not designed for your typical nuclear family but have evolved in response to a specific need that is endemic throughout the north-west; accommodation for single working adults. Given the severe land and housing shortage and the exorbitant/escalating rental prices we believe this new type of housing should be considered as a viable alternative.

The Proposed Residences/Units have been designed to cater for up to six (6) unrelated persons within each residence. Having travelled extensively, and lived and worked in remote areas both here and overseas, shared accommodation is a common solution to shortages in accommodation or excessively high rents often experienced in inner city locations. A common deficiency in living in this type of shared arrangement is the lack of private break out spaces and facilities. These issues have also been addressed in this design by providing several breakout spaces, ie ground floor living, study, upper floor living, balcony and outdoor living areas as well as personal ensuites to each room.

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We understand that the Shire may have concerns over the use and tenancing arrangements associated with this style of residential development however as this development is proposing a new solution to the need for accommodation it is difficult to confirm how it will be accepted or utilised by the community. There is an opportunity for a company to lease an entire residence and put employees into it, or individual smaller companies may lease a room or rooms to house workers for short, mid or long term periods. This then becomes an issue for the management agent engaged by the owner(s) of the property similar to any rental/leasing agreement for a single residence.

Under the Residential Design Codes (April 2008), Part 6 Design Elements sets out 10 design elements that developments must meet to achieve planning approval and later Building Licence. We would like to outline how this development achieves each of these required criteria as follows:

Element 1 - Housing Density

Lot 1710 (HN 29-31) Galbraith Road is currently vacant and has a total site area of 1715m. The nominated density coding for the property is R30. Under the R-Codes there is a minimum site area requirement of 270m² and an average site area requirement of 300m².

Proposed Development (R30)	Area
Total Site Area	1715m ²
Less common area	359.80m ²
Remaining Area	1355.20m ²
Dwelling Calculation (Remaining Site Area less common area: 1355.20/270m ²)	5.019 units
Therefore 5 units allowed	
Achieved	5 Units

As can be seen in the above table the proposed development complies with the Housing Density requirements outlined under the Residential Design Codes.

Element 2 – Streetscape

The proposed Development is located within the Pegs Creek precinct of Karratha. The development is consistent with the construction type and materials used throughout Karratha and the North West. To reduce the impact of the development Unit 3 which has the least bulk has been located toward to the front of the sight to assist with the streetscape. The site is bounded on two sides by a Public R.O.W which will reduce the impact to the adjoining properties.

Element 3 – Boundary Setbacks

All setbacks within the development are in accordance with Table 1 – General Site Requirements for R30 Grouped Dwelling developments.

The following table outlines the criteria and requirements under Table 1 and how the proposed development provides these elements.

The property is zoned R30 with a Total Site Area of 1715m²

R Code- R40 Grouped Dwelling		Required (min / ave)	Provided
Site Area	Residential Dwelling (Minimum)	270m ²	270m ²
	Residential Dwelling (Average)	300m ²	✓
Plot Ratio		n/a	n/a
Minimum Frontage		n/a	n/a
Open Space	Minimum Total (% of Site)	45%	✓
	Communal Open Space	-	n/a
	Minimum Outdoor Living	24m ²	✓
Setbacks	Primary Street	4m	4m (ave)
	Secondary Street	Table 2 & 3	✓
	Rear/Other	Table 2 & 3	✓

Element 4 - Open Space

Under the residential Design Codes Table 1 – General Site Requirements it is a requirement to provide 24m² of Outdoor Living for Grouped Dwellings with a density code of R30. We have provided each residence with an Outdoor Living Area (Balcony) of 33m² with additional outdoor living areas and communal open space.

Element 5 – Access and Car Parking

In accordance with the R-Codes Element 6.5 – Access and Car Parking, all on site parking for the development has been calculated and designed based on the acceptable development criteria Part 6.5.1 'On-Site Parking Provision' Part A1 ii 'Grouped Dwellings' as follows:

- Two spaces per dwelling;
AND
- At least one space provided for the exclusive use of each dwelling and where two spaces are so allocated they may be in tandem;
AND
- In addition, visitor parking spaces are provided at a rate of one space for each four dwellings, or part thereof in excess of four dwellings, served by a common access.

Car Parking Requirements	Required	Achieved
Residential Dwellings require (5 off)	10	10
Visitor Parking (One space per Four Units, or part thereof, served by a common driveway) spaces provided for the exclusive use of visitors	1	10
Total Bays	11	20

In addition to the requirements of the Residential Design Codes under the Town Planning Scheme No.8 Part 6.12 Vehicle Parking and Access, Variations to Car Parking Requirements 6.12.6 'Where the Council is of the opinion that it is necessary to increase the required number of car parking spaces in order to maintain desirable standards of safety, convenience and amenity, such car parking spaces as Council considers necessary shall be provided. In imposing such car parking requirements, the Council shall explain the reasons for the increase to the owner of the lot.'

In response to the request for additional parking in the letter received we have revised our site plan to provide an additional 2 bays on-site. This takes the number of provided bays to 9 additional bays above those required by the R-Codes.

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Element 6 – Site Works

The natural topography of the site has a fall to the rear of the lot. To meet with Shire requirements that storm water run-off is directed onto the road and into a stormwater drain, retaining walls have been proposed to lift the rear of the site to ensure storm water is contained on site and directed on to the road.

Element 7 – Building Height

All dwellings are under the 9m Maximum building height limit nominated in Table 3 of Section 6.7 element 7 – Building Height. And therefore comply with the requirements outlined under the R-codes.

Element 8 – Privacy

All windows to habitable rooms on the upper level are highlight windows to comply with privacy and overlooking requirements of the R-Codes. Additional Privacy screens have been added to the balcony areas.

Element 9 – Design for Climate

The main focus of the design of these units has been to provide functional and desirable shared accommodation and facilities. Designing for climate is an important factor in this region where extreme weather conditions are experienced. Due to this we will be providing additional wall and roof insulation. We are also aware of the impact of the solar absorbcency that different colorbond colours have on the liveability of the residences and we will be selecting colours in response to this.

Element 10 - Incidental Development

Not applicable to this application

If you have any queries regarding the application or require any additional information please contact the undersigned on (08) 9417 1388.

Yours Sincerely,
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Kym Hawkins
Director

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5th March 2010

Planning Department
Shire of Roebourne
Welcome Road
KARRATHA, W.A., 6714

To the Chief Executive Officer,

**PLANNING APPLICATION FOR PROPOSED 5 UNIT GROUPED DWELLINGS ON
LOT 1710 GAILBRAITH ROAD, PEGS CREEK, KARRATHA**

Further to your letter received 16th February 2010 (your ref P2159 PA794) in response to our application for Planning Approval we offer the following justification.

Item 1 – Height of Proposed Residential Buildings

Under the Residential Design Codes of Western Australia Part 6.7.1 "Building Height Requirements" and Table 3 "Maximum Building Heights" it nominates, under Category B, a maximum Top of pitched roof height of 9m. The maximum roof height, as measured above natural ground level, is further clarified with reference to clauses iii and iv of this table.

Clause (iii) "Applies to ridges greater than 6m long. Short Ridges: add 0.5m height for each 2 m reduction in length."

Clause (iv) "Applies to roof pitches up to 25 degrees."

With respect to these criteria we would also like council to acknowledge the unique situation, requirements and climatic conditions experienced in Karratha. We specifically draw councils attention to storm water and the requirements for its removal from site.

The abovementioned lot has a substantial fall away from the road with the lowest point of the site being at the rear left hand side (North-East Corner). Due to the natural ground levels we were made aware that storm water from adjoining land/areas and occasionally the road enters the site. During the planning of this development we were in contact with the Shire of Roebourne regarding the storm water for the site and how best to deal with it. We were advised that we would need to run the surface water to the road and then into the existing Shire storm water drain at the front left (South/West) corner of the lot. To achieve this we have needed to add fill to the site which has resulted in the proposed levels as indicated on the drawings.

The requirement to add fill to the site in order to achieve the required falls for the removal of storm water from the site has meant that the natural ground level is now much lower than the finish ground levels on the site which in turn directly impacts on the height limits of the proposed development. We have looked at a number of options to address this requirement including, reducing floor to floor heights, reducing roof pitches and altering the roof form. Due to the climatic conditions experienced in Karratha and the consistent references to; maintaining a certain streetscape aesthetic and protecting the amenity of adjoining properties made within the R-Codes, we believe these changes would adversely affect the general look of the development and the liveability of the development for residents. We therefore request that as the storm water run-off is a significant consideration when designing Unit Developments in Karratha that the council use their discretion to approve a concession to the Maximum building height for this development.

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Building Heights

Units 1&2 and 4&5 have a four way hip with no ridge. Using the concession nominated in the abovementioned clause (ii) we understand that we can add 1.5m to the overall height of the building. Therefore the allowed height for these Units would be 9m + 1.5 = 10.50m above natural ground level. These units have an overall building height of 10.05m from Slab level or an overall height of 10.2m from the proposed ground levels. This would comply with the height requirements nominated under the R-Codes if the proposed ground levels were used by council.

Unit 3 has an overall building height of 8.11m from slab level or an overall height of 8.31m from the proposed ground level. This would be within the 9m height limit nominated if proposed ground levels were used by council.

We understand that when measured from the natural ground level that these heights exceed the limits nominated under the R-Codes however we again would like to raise the unique climatic conditions experienced in Karratha and in particular the requirement from council to raise the ground level of the site to adequately deal with storm water and prevent the storm water flow from this property onto adjoining lots. Given this requirement from Council and the fact that we believe the development will comply with the performance criteria nominated under R-Codes part:

"6.7.1 Building Height – P1 – "Building height consistent with the desired height of buildings in the locality, and to recognise the need to protect the amenities of adjoining properties, including, where appropriate:

- Adequate direct sun to buildings and appurtenant open space;
- Adequate daylight to major openings to habitable rooms; and
- Access to views of significance"

We would also like council to acknowledge that any development on the adjoining lots will be required to meet similar requirements for storm water drainage and therefore will be potentially faced with similar requirements for fill that will match the proposed fill levels on this site. The adjoining properties may also be affected by the height constraints imposed by this requirement for fill.

Item 2 – Shade Sails

Under the R-Codes Appendix 1 -Definitions of the Residential Design Codes of Western Australia a Building is "Any structure whether fixed or moveable, temporary or permanent, placed or erected on land, and the term includes dwellings and structures appurtenant to dwellings such as carports, garages, verandahs, patio's, outbuildings, and retaining walls, but excludes boundary fences, pergolas and swimming pools. We understand that as a Shade Sail does not have an impermeable roof then its definition under the R-Codes is more appropriately linked to a pergola than a patio and therefore is able to be located closer to a boundary than a structure with an impermeable roof. We also refer council to the BCA Part 3.7.1.7 "Allowable Encroachments" where it states under Item (b) "The encroachments allowed within 900 mm of an allotment boundary or within 1.8m of another building on the same allotment are –" Item (v) " pergolas, sun blinds, or water tanks..." Although shade sail is not specifically mentioned in the R-Codes or the BCA we understand that through the definitions and functions of the structure to provide shade from the sun that it most closely fits the grouping of pergola and sun blind as nominated above. Given the allowable encroachment nominated we are proposing to adjust the setback of the shade sails from nil to 450mm. Please refer to the drawings for extent. We have also sought advice from Department of Planning where we spoke to Vanessa Jackson who confirmed that there are grey areas in the definition of Shade Sail Structures under the R-Codes and suggested we refer to the BCA. We therefore believe that the revised setback of the Shade sails indicated on the drawings comply with the BCA and the intent of the R-Codes for shade structures.

Item 3 – Natural Ground Levels

Please find enclosed our revised drawings A22 and A23 showing the natural ground levels. Under the Residential Design Codes of Western Australia Part 6.6.1 "Excavation or Fill" states within the Performance Criteria clause P1 "Development that retains the visual impression of the natural level of a site, as seen from the street or other public place, or from an adjoining property". As stated in Item 1 above, following discussions with the Shire regarding storm water we were advised that the site would need to be filled in order to achieve the requirement for storm water run-off to exit to the road at the front of the site. We acknowledge that filling a site to this extent is not desirable however given the climatic conditions and prevalence of cyclonic conditions flooding of the development or its adjoining

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neighbours is even less desirable. Therefore there is a need to elevate the site to the extent shown on the drawings. Given the requirements of the performance criteria we believe that the visual impression of the site from the street will achieve the requirements of clause 6.6.1 P1, however given that the development will be occurring in a location that has no other development around it we also believe that in the short term it will be possible to see the extent of fill from adjoining public places, especially as there are public footpaths along the western and northern boundaries of the property. Given the need to remove storm water from the site in a safe and approved manner we don't believe there is a better alternative from filling the site. As stated earlier we would also like council to acknowledge that it is likely that any future developments undertaken on adjoining properties will need to fill their sites in a similar manner and therefore will negate any overlooking issues or adverse impacts from an adjoining property as nominated under Part 6.6.1 Clause P1. We therefore request council discretion in approving the fill nominated on the drawings to comply with the storm water requirements and its removal from site.

Item 4 – Landscaping Plan

Please find attached four (4) copies of the amended Landscaping Plan A08 rev 2 with changes as per revised site plans. Please note we have provided the landscaping plan at 1:100, instead of 1:200 as requested in your letter, in order to make the drawing easier to read for yourselves and the potential landscaping sub-contractors.

Item 5 – Site Plans

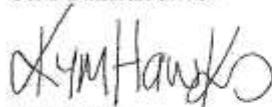
Please find attached four (4) copies of the revised Ground Floor Site Plan A03 rev 3 and Upper Floor Site Plan A03 rev 3 with changes nominated below;

- Revised Ground Floor Plan A03 rev 3 detailing changes to window/doors to Unit 2 to comply with Clause 6.5.5 of the Residential Design Codes.
- Revised Unit 3 Floor Plans Rev 4 and Unit 3 Elevation and Section rev 2 Upper Floor Plan A03 rev 3 showing new box gutter along boundary.
- In accordance with the Residential Design Codes Part 6.2.6 Sight lines at Vehicle access points and street corners the letterboxes have been setback 1.5m from the crossover/driveway. Also refer to A03 for elevation of letterboxes. The front boundary fence length has been adjusted as recommended.
- Please refer to attached revised Ground Floor Site Plan A03 rev 3 showing car bay sizes. Note Unit setbacks have been adjusted to achieve Visitor Bay 3 minimum width of 3500mm.
- Provision of adequate lighting to comply with the Residential Design Codes Part 6.5.5 to be designed and detailed for Building Licence Approval
- Unit 2 clothes drying to be via mechanical means ie Clothes dryer in the laundry.

We trust the above items sufficiently address the items raised in your letter and meet with your approval.

If you have any queries regarding the application or require any additional information please contact the undersigned on (08) 9417 1388.

Yours Sincerely,
SCRIBE DESIGN GROUP



Kym Hawkins
Director

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Paul Compe

From: Donnelle PErry [dperry1@nd.edu.au]
Sent: Tuesday, 27 April 2010 5:10 PM
To: Paul Compe
Subject: RE: Galbraith street

Dear Paul

As per our letter informing us about this intention to build we would like to state that we would not give permission to build such a building next to our property (39A Galbraith Way). We believe the height of the establishment and the tenancy of the building would impact on the people we currently lease our house to. The extra burden of car parking facilities and the extra traffic that would coincide with the building would be unacceptable to us. Also as we are lead to believe the tenancy for this building would mean more people in the area and this would definitely impact in noise increase which would be again undesirable for us as owners of the nearby establishment.

We hope you take this letter as a definite objection to the building of an establishment of the size and increase of tenants and parking issues as well as the noise factor.

Regards
Donnelle and Ian Perry

Donnelle

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From: Paul Compe [mailto:paul.compe@roebourne.wa.gov.au]
Sent: Tuesday, 27 April 2010 5:07 PM
To: dperry1@nd.edu.au
Subject:

Paul Compe | Planning Officer
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27 April 2010

Mark Thomas
28 Galbraith Rd
PO Box 1100
KARRATHA WA 6714
Ph: mobile 0419 918 725

Shire of Roebourne
Chief Executive Officer
PO Box 219
KARRATHA WA 6714

Re - Planning Approval P2151

Dear Sir,

As a resident and business owner/operator in Galbraith Rd, I am writing to lodge my objection to the proposed development at Lot 1710 Galbraith Rd, Karratha.

My objection is based on the nature of the high density and potential number of personnel residing within this complex. At present this area consists of single story residential housing, I believe a development of this nature will have a negative impact on the area and will have a devaluing effect on property prices in the immediate area.

On viewing the plans submitted to the shire it appears the intention could be to run the property as a back packer style business, or hostel, potentially accommodating up to 30 people on the site. I believe this could cause problems concerning traffic, car parking and access on the street.

Galbraith Road currently experiences problems with over flow car parking from the Karratha Tavern, with vehicles regularly left on road side verges. High density housing in the street could add to this problem. In addition, Galbraith Rd has bus stops for students attending local schools including Pegs Creek Primary located at the end of Galbraith Rd. A large number of vehicles with parents picking and dropping off children for school already cause a great deal of traffic.

This proposed property is well outside the design codes of Western Australia concerning height restrictions. A property outside these guidelines will have a negative visual impact on the immediate area.

Yours sincerely,


Mark Thomas