



## **SHIRE OF SHARK BAY PUBLIC NOTICE**

**Development Application: Proposed Yamaha Marine Dealership, Workforce Accommodation, Single House, Ancillary Dwelling and Warehouses - Lot 90 (60) Monkey Mia Road, Denham**

The Shire has received an application seeking approval for a new house, ancillary dwelling, workforce accommodation, several storage warehouses and a Yamaha Marine dealership (to service boats with ancillary sales).

Prior to determining this application, the Shire would like to provide key stakeholders and the local community with an opportunity to comment on the proposal. The development report and plans can be viewed below or at the Shire of Shark Bay 65 Knight Terrace, Denham during office hours.

Should you wish to make a submission on the proposal, your comments (in writing) will need to be lodged by **21 March 2025**.

Please note, if no comments are received by the closure date, we will assume that you have no objections to the proposal.

Should you have any queries relating to the proposed application, please do not hesitate to contact the Shire.

A handwritten signature in black ink, appearing to be 'Deborah Wilkes'.

Deborah Wilkes  
**Deputy Chief Executive Officer**  
6 March 2025

**Development Application for Various Land Uses**  
**Lot 90 (No. 60) Monkey Mia Road, Denham**  
**Shire of Shark Bay**



Prepared for: Shark Bay Marine Repairs and Services Pty Ltd

Prepared by: Allerding and Associates

DECEMBER 2024



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Document ID: <b>SBM MON</b> GE/DA Report: Lot 90 (No. 60) Monkey Mia Road, Denham						
Issue		Status	Prepared by:		Approved by:	
			Name	Initials	Name	Initials
1	28/11/2024	DRAFT	John Williamson	JW	Tom Hockley	TH
	16/12/2024	FINAL	John Williamson	JW	Tom Hockley	TH
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## 1.0 INTRODUCTION

This application for development approval is prepared on behalf of Shark Bay Marine Repairs and Services Pty Ltd (**Shark Bay Marine**) located at Lot 90 (No. 60) Monkey Mia Road, Denham (**subject site**). The development application proposes the formal establishment of a marine workshop shed, caravan and boat shelters, a new single house, ancillary dwelling, workforce accommodation, and boat & caravan storage area.

The proposal also includes removal of an existing historical crossover from Monkey Mia Road that presently encroaches through Crown Land. All vehicle access will now be provided via an existing central vehicle access from Monkey Mia Road.

The following is enclosed in support of the application:

- Development Application Form as **Attachment 1**.
- Certificate of Title as **Attachment 2**.
- Development Plans as **Attachment 3**.
- Transport Impact Statement (**TIS**) as **Attachment 4**.
- Bushfire Attack Level Contour Map and Vegetation Assessment as **Attachment 5**.

The proposal has been considered against the applicable provisions of the local planning framework and is consistent with the objectives and standards. We therefore submit that the application is both capable and appropriate for approval.

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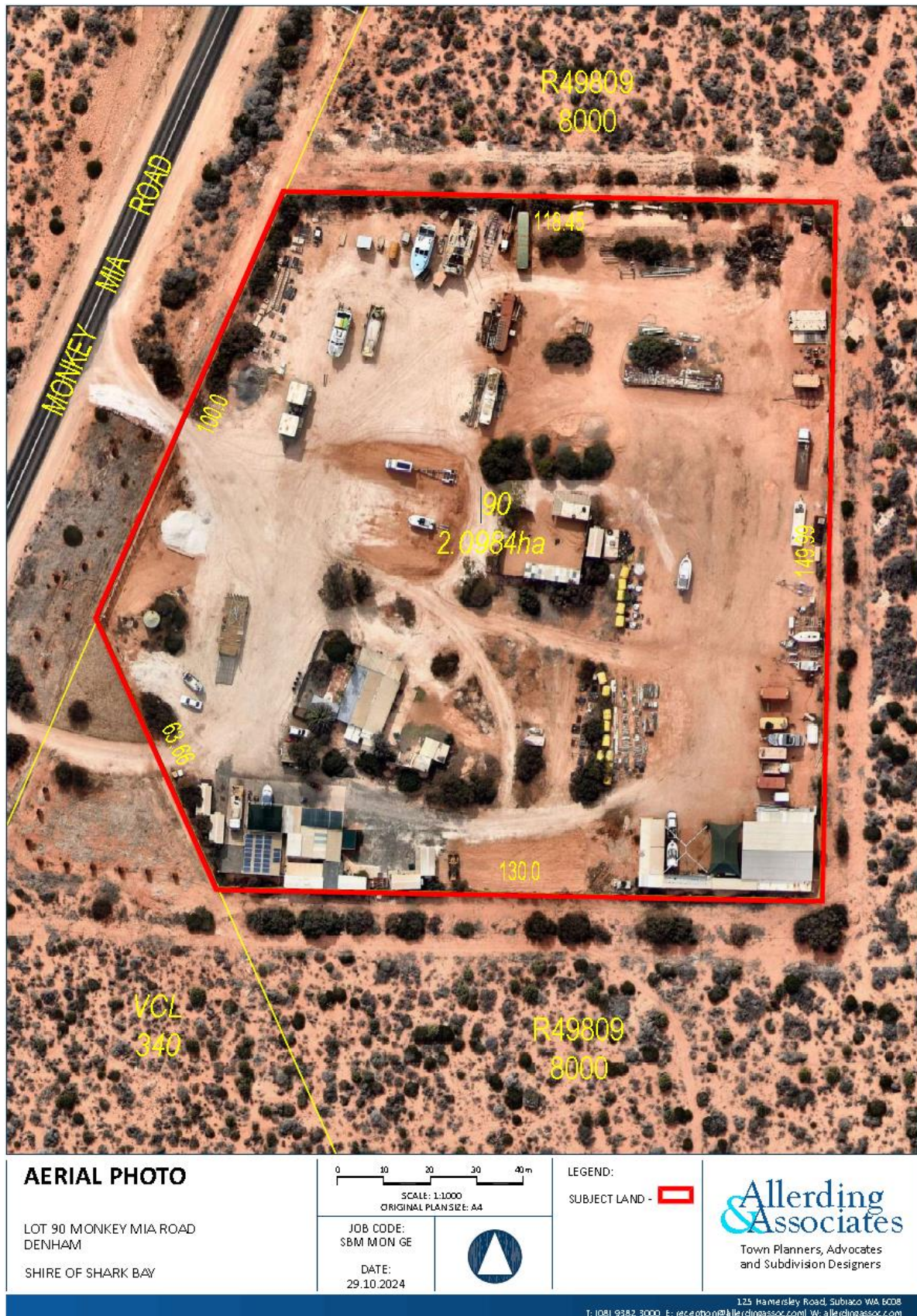
## 2.0 BACKGROUND

Shark Bay Marine has operated under a Special Use zoning (SU10) pursuant to the Shire of Shark Bay Local Planning Scheme No. 4 (**LPS4**). Shark Bay Marine progressed a Scheme Amendment over the subject site in 2021 to expand the number of discretionary land uses capable of being approved on the site. The Scheme Amendment provisions became operative on 13 September 2022, following the support of Council and the Western Australian Planning Commission (**WAPC**).

Support for the Scheme Amendment reflects the recognition of the subject site as a strategic commercial operation that provides a critical service to the local community.

This development application will formalise the facility operations for the total land use and development intended over the subject site.

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**Figure 1: Aerial Photo**

### 3.0 SITE DETAILS

#### 3.1 Subject Site

The particulars of the subject site are described in **Table 1**.

**Table 1: Site Details**

Lot Number	House Number	Deposited Plan	Volume	Folio
90	60 Monkey Mia Riad, Denham	191083	2124	43

A copy of the Certificate of Title is included in **Attachment 2**.

As demonstrated on the Site Plan at **Figure 2**, the subject site has as total area of 2.1ha and has a frontage to Monkey Mia Road of 100m.

#### 3.2 Location and Context

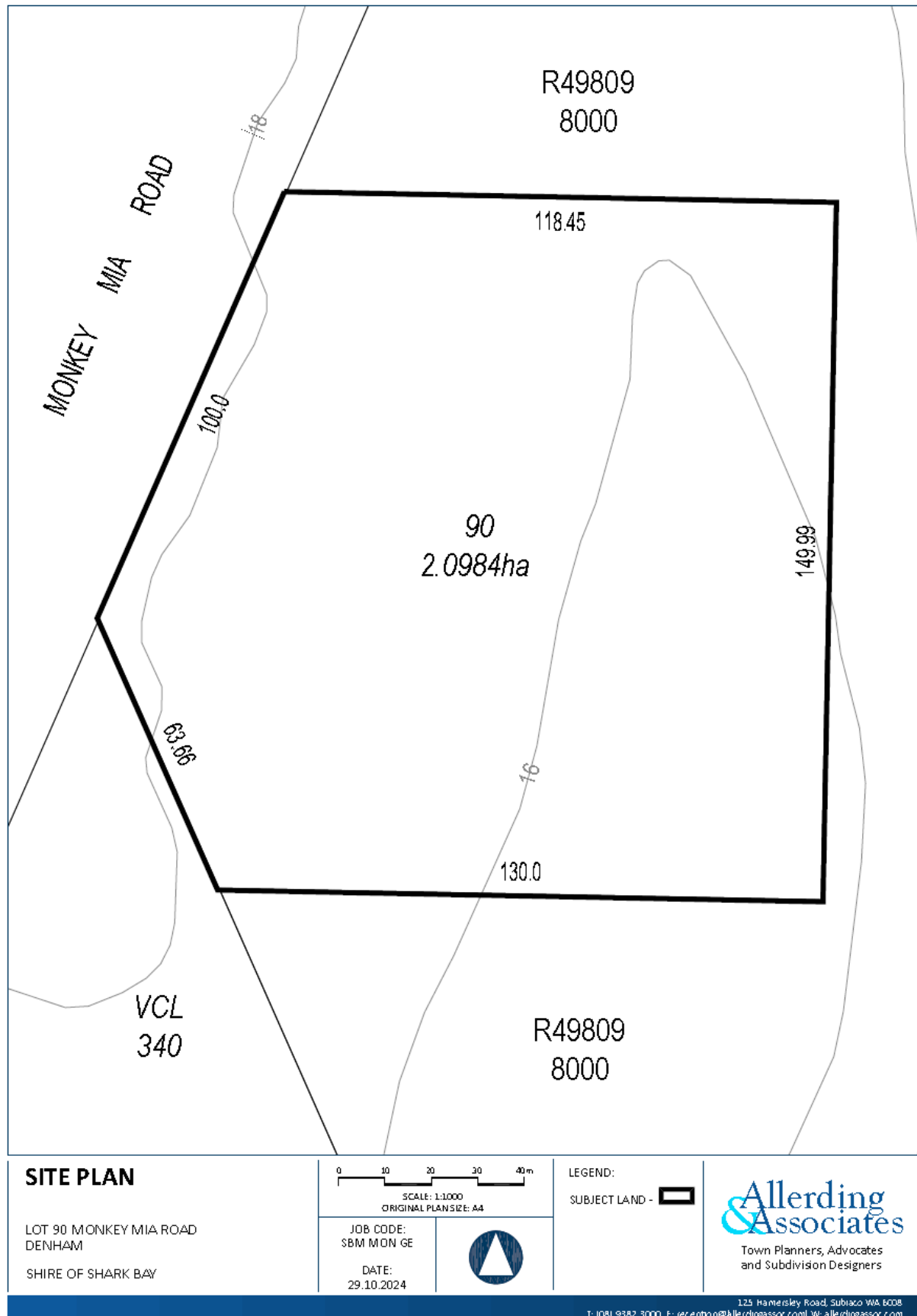
The subject site is located within 1km north east of the Denham Town Centre, within the Shire of Shark Bay (refer **Figure 3**).

The subject site is bound by Monkey Mia Road to the west, and presently receives vehicle access from Monkey Mia Road.

As demonstrated in **Figure 3**, the adjoining properties to the north, south and east are all zoned Rural. These properties are vacant Crown land lots containing undisturbed scrub type vegetation.

A substantial road reserve exists, creating a separation of approximately 25m from the edge of Monkey Mia Road carriageway to the front lot boundary of the subject site. The setback affords a natural landscaped frontage to exist along Monkey Mia Road. Existing structures within the site are set back a minimum of approximately 60m from the edge of Monkey Mia Road, and any future development subject of this application is proposed to retain a similar setback. These are considered substantial setbacks that limit visibility of the facility from the public realm.





**Figure 2: Site Plan**





**Figure 3: Location and Zoning Plan**



## 4.0 PROPOSED DEVELOPMENT

The application is intended to formalise the totality of land use and development over the subject site, accounting for existing and future land use and development.

The proposed formalised land use and development over the subject site will comprise:

- A proposed new dwelling to the south west corner of the subject site. The proposed dwelling will be a single-storey development elevated above the ground enabling the retention of an existing shed beneath the proposed dwelling for use as a workshop in association with the dwelling. A second existing adjacent shed structure will require removal to facilitate the construction of the dwelling.
- A proposed new ancillary dwelling adjacent to the western boundary of the site. The ancillary dwelling is intended to function as a residence for the marine workshop manager and will include two bedrooms and one bathroom.
- Retained existing accommodation units, and installation of additional workforce accommodation units in the centre of the site for the purpose of workers accommodation.
- Installation of additional workforce accommodation units to the north east corner of the subject site.
- Installation of dome covered sea container storage shelters to the south eastern corner of the site, adjacent the site boundaries. The southernmost shelters be a total length of 12m, and the shelters directly north will be 6m in length. The purpose of the storage shelter is to provide an opportunity for caravan and boat parking/storage.
- A new Yamaha Marine Dealership which will take the form of a marine workshop, where the majority component will be a large shed/workshop for boat repairs. The workshop will also comprise an incidental shop component for occasional boat part sales, and an incidental office component for administration duties.
- A boatyard area will be located to the north of the subject site for the purpose of storing boats not being worked on in the Yamaha Workshop.

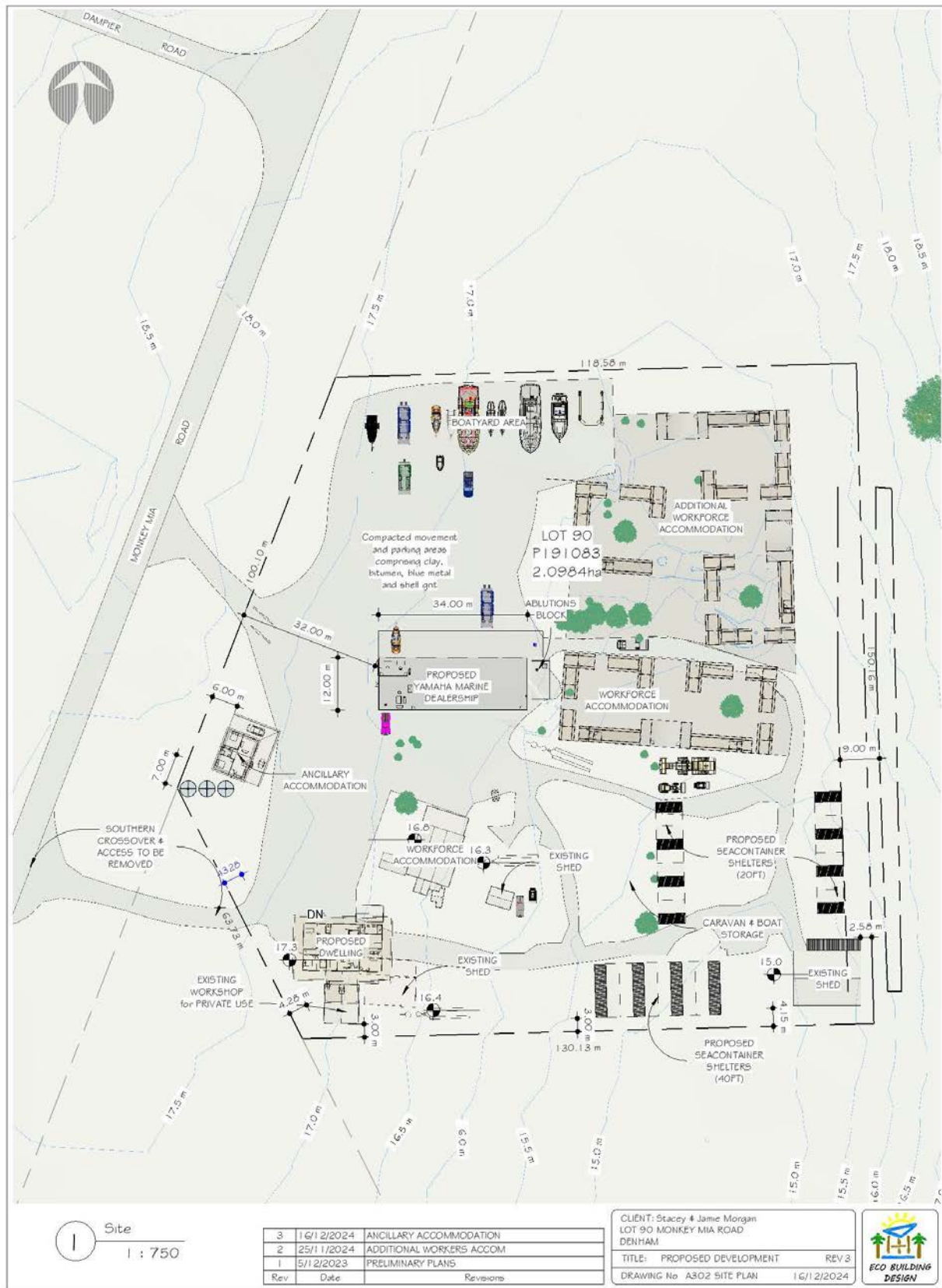
A full site plan is included with the proposed Development Plan Set at **Attachment 3**. A copy of the site plan is also included at **Figure 4**. The permissibility of the above operations is addressed under Section 5 of this report.

### 4.1 Workforce Accommodation

To service a critical shortage of accommodation options in the Denham townsite, the proposal includes an area dedicated for additional onsite accommodation units for workers visiting the region.

Each accommodation unit will be limited to either a single worker or a couple and will include a bedroom, bathroom and kitchenette. To avoid an overutilisation of the available water and wastewater capacity, there will be a strict two person maximum per accommodation unit, whereby couples will be permitted to stay at the facility so long as the accommodation is associated with a project or contract in the region. This will also assist to limit parking and traffic generation within the site and on the local road network.





**Figure 4: Site Plan**

## 4.2 Vehicle Access

There are currently two points of vehicle access to the subject site from Monkey Mia Road to the west. The southernmost vehicle access encroaches through a portion of the adjoining lot to the south which has been identified as Crown Land.

Therefore, the existing southernmost access will be removed as part of this application. All future vehicle access will occur via the centrally located existing access from Monkey Mia Road.

## 4.3 On Site Parking

On site parking will occur throughout the site in association with the various land uses proposed. The existing site surface is generally compacted throughout with a mix of compacted clay, bitumen, blue metal and shell grit. The parking and access areas throughout the site will adequately cater for the anticipated demand of the operations and has historically accommodated heavy vehicle movements.

Given the intended use of the site and range of activities accommodated, it is impractical to designate specific parking on a site plan. However, if required, directional signage can be provided on site to general parking locations.

## 4.4 Wastewater Management

An existing septic system exists on site in association with the workforce accommodation central to the property.

As part of this formalised proposal, two new septic systems will be installed, in association with the new ablutions block, and the proposed new single house. The proposed systems will each consist of:

- A concrete primary tank 15,000L and secondary tank 10,000L.
- 2.02m<sup>2</sup>/m leach drains with a module length of 1.2m.
- 12 modules each with diverter box.

The primary tank will be installed to the footing of buildings with a leach drain to the boundary.

Due to the high cost of water, vehicle and boat washing on site is actively discouraged. Washing of vehicles, including boats, typically occurs off-site at the Denham Paid Potable Water and Wash Down Bay located on Vlamingh Crescent, Denham Denham townsite industrial area. For this reason, only very limited washing will occur on site. However, as a precautionary measure, a sump will be installed to the east of the proposed Yamaha Marine Dealership for the purpose of collecting occasional run-off from wash down of vehicles. Any water collected on the 6m wide concrete apron to the immediate north of the shed will be piped directly to the sump for collection.

## 4.5 Traffic

Through the undertaking of this development application, a Transport Impact Statement (TIS) has been prepared in relation to the overall operation over the subject site.

The TIS provides the following:

- From a review of the Main Roads Statewide Traffic Digest, the most recent data for Monkey Mia Road (2023/2024) records an average Vehicles Per Day (VPD) count of 460, of which only 24.7 are heavy vehicles. Given the local traffic environment, the proposal is not considered to result in any safety impacts as a result of the traffic generated by the proposal.
- The peak vehicle trips generated by the proposed development are negligible having regard to the existing street network and the single, consolidated vehicle access arrangement which will further improve functionality of any increased movements resulting from the proposal. It has also been noted that the facility is currently operational and the actual increase in trip generation will be less than the calculated rates outlined in the TIS.

A copy of the TIS is contained in **Attachment 4** to this report.

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## 5.0 CONSIDERATION UNDER THE PLANNING FRAMEWORK

### 5.1 State Planning Policy 2.5 – Rural Planning

State Planning Policy 2.5 (SPP 2.5) applies to development proposals on rural zoned land under the Local Planning Scheme. The objectives of SPP 2.5 are to:

- (a) *support existing, expanded and future primary production through the protection of rural land, particularly priority agricultural land and land required for animal premises and/or the production of food;*
- (b) *provide investment security for existing, expanded and future primary production and promote economic growth and regional development on rural land for rural land uses;*
- (c) *outside of the Perth and Peel planning regions, secure significant basic raw material resources and provide for their extraction;*
- (d) *provide a planning framework that comprehensively considers rural land and land uses, and facilitates consistent and timely decision-making;*
- (e) *avoid and minimise land use conflicts;*
- (f) *promote sustainable settlement in, and adjacent to, existing urban areas; and*
- (g) *protect and sustainably manage environmental, landscape and water resource assets.*

A Special Use Zone has been applied over the subject site under LPS4 due to the unique characteristics of the site, and its context in relationship to the Denham Town Centre.

With particular reference to objectives (e) and (f) above, the proposal affects land that is, in terms of adjoining properties, isolated from any form of development due to the surrounding land to the north, east and south being Crown land. Therefore, no land use conflicts arise as a result of the formalised development proposed with the application.

In addition, the proposed development will provide a critical service to the local community through the direct value of boat servicing to local residents, along with promoting economic development and temporary settlement by the provision of workers accommodation.





### 5.3 State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 (**SPP 5.4**) typically applies to noise-sensitive land-use within the policy's trigger distance of a transport corridor. We note however in this instance the adjacent transport corridor (Monkey Mia Road) does not meet the threshold in terms of daily vehicle counts (Vehicle Per Day or 'VPD') to be considered an 'Other significant freight/traffic route'.

From a review of the Main Roads Statewide Traffic Digest, the most recent data for Monkey Mia Road (2023/2024) records an average VPD count of 460, of which only 24.7 are heavy vehicles.

Therefore, the proposal is not affected by the application of SPP 5.4 as there is no adverse impact from traffic noise due to very low daily traffic numbers.

### 5.4 Shire of Shark Bay Local Planning Scheme No. 4

The subject site is zoned 'Special Use' (**SU10**) pursuant to the Shire's Local Planning Scheme No. 4 (**LPS4**). A map of LPS4 is included at **Figure 6**.

The objectives of the Special Use zone are as follows:

- *To facilitate special categories of land uses which do not sit comfortably within any other zone.*
- *To enable the Council to impose specific conditions associated with the special use.*
- *To provide the appropriate development control to a land use or combination of land uses that are consistent with the character and amenity of the locality but by their nature require specific consideration.*

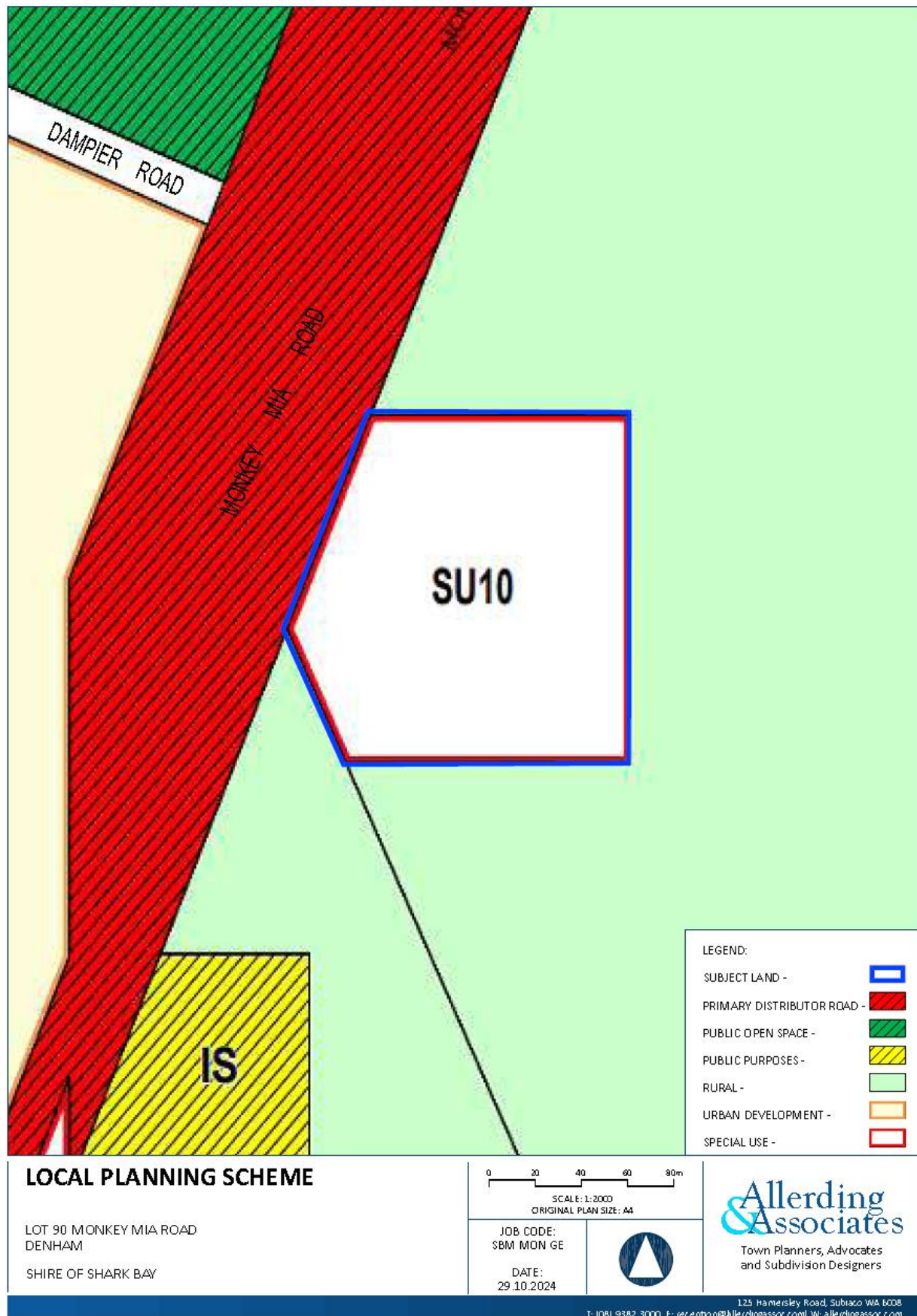
In view of the intent for a special use zoning over a site, as outlined above, the proposal addresses the specific framework set out in SU10 in the following discussion.

#### 5.4.1 Special Use Zone 10

The following conditions apply to SU10 under LPS4:

- 1) *Development of the site shall be generally in accordance with an approved Local Development Plan, which has been prepared in accordance with Part 6, Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 and approved by the local government.*
- 2) *The local government may require lodgement of a transport impact assessment for any new development, prepared in accordance with the WAPC's Transport Impact Assessment Guidelines (August 2016).*
- 3) *Notwithstanding condition (1), the local government may consider development prior to the approval of a Local Development Plan as provided for under Clause 56(2), Part 6, Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.*

(Emphasis Added)



**Figure 6: LPS4 Zones**



As emphasised above, following discussions with the Shire prior to progressing the application, it was considered appropriate to proceed with a development application in lieu of a Local Development Plan as:

- The specific and total anticipated operations for the site are now known and provided for in this application for development approval.
- All additional information including but not limited to a Transport Impact Assessment (TIA), consideration of access, servicing, and water and waste, and matters related to bushfire are all addressed as part of this development application.

It is therefore of no benefit to the decision maker for a Local Development Plan to be prepared as it would not deviate from what is presented within this development application.

If at some future stage, development was entertained that significantly differed from that presently proposed over the site, the relevant powers remain for the Shire to require a Local Development Plan under SU10.

The Zone Purpose as provided under SU10 is addressed in **Table 2** below.

**Table 2: Zone Purpose**

Zone Purpose	Response
<i>The purpose of this zone is to provide for the sale, servicing, rebuilding, storage, washing and fuelling of cars, boats and marine craft.</i>	<p>Per the proposed development as outlined in Section 4 of this report, the proposal is in accordance with the purpose of the zone.</p> <p>The formalised proposal over the subject site includes a marine workshop for marine repairs, storage, and ancillary sales.</p>
<i>The zone will also cater for a wide range of other compatible commercial, storage, light industrial and retail fuel sale uses to maximise future development opportunities.</i>	<p>The formalised proposed involve the installation of container storage units for the commercial storage of boats and caravans.</p> <p>The proposal is consistent with the Zone Purpose.</p>

Further to the purpose of the Zone as addressed in **Table 2** above, the Zone Objectives applicable under SU10 are addressed in **Table 3** as follows:

**Table 3: Zone Objectives**

Zone Objective	Response
<i>To provide quality landscaping along the Monkey Mia Road frontage.</i>	Substantial existing landscaping exists within the 25m wide verge area separating the subject site from Monkey Mia Road. Naturally this vegetation will be unaffected by the proposal.

	It is also noted the existing southernmost vehicle access will be removed as part of this application, allowing revegetation to occur adjacent the Monkey Mia Road frontage.
<i>To cater for workforce accommodation and maximise employment opportunities within Denham townsite.</i>	<p>The formalised proposal will result in additional workforce accommodation across the site to maximise employment opportunities within Denham.</p> <p>The proposal is therefore consistent with the zone objectives under SU10.</p>

The proposal is therefore consistent with the zone purpose and objectives under SU10.

#### **5.4.2 Land Use under Special Use Zone 10**

We note the following specific land uses are proposed with this application as provided for under the special use zoning:

- ‘Single House’, which is a ‘P’ use under SU10.
- ‘Ancillary Dwelling’, which is a ‘D’ use under SU10.
- ‘Workforce Accommodation’, which is a ‘D’ use under SU10.
- ‘Warehouse/Storage’, which is an ‘A’ use under SU10.
- ‘Motor Vehicle Repair (including marine craft)’, which is an ‘A’ use under SU10, with minor incidental uses including shop and office.

The proposed land uses formalised through this development application are each provided for within the Special Use Zone.

### **5.5 Planning and Development (Local Planning Schemes) Regulations 2015**

The *Planning and Development (Local Planning Schemes) Regulations 2015* (**the Regulations**) have introduced a set of Deemed Provisions within Schedule 2 that automatically form part of LPS4 (**Deemed Provisions**).

Clause 67(2) of Schedule 2 deals with matters to be considered by Local Government and include the following key provisions relevant to this Application as detailed in **Table 4** below:

**Table 4: Clause 67(2) Matters to be Considered**

Matters to be considered	Comment
a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	<p>The proposal is consistent with the aims of the Shire of Shark Bay Local Planning Scheme No. 4 (<b>LPS4</b>).</p> <p>Formalisation of Shark Bay Marine's operations will enable the long-term provision of a critical service to the community. The facility offers boat repairs, caravan and boat storage, an ancillary dwelling and workers accommodation, which supports housing supply, employment and tourism within the Shire.</p>
b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	Not applicable to this proposal.
c) <i>any approved State planning policy;</i>	<p>The proposal is consistent with the requirements of SPP 2.5 and SPP 3.7, noting SPP 5.4 is not applicable as outlined in this report.</p> <p>The operations provide an important service to the community, and the variety of land uses to be formalised through this application are appropriate for the isolated nature of the site.</p> <p>In addition, a Bushfire Attack Level Assessment Report which has been utilised to inform the BAL ratings of the future development over the site, demonstrating compliance with the requirements of SPP 3.7.</p>
d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d)</i>	Not applicable to the proposal.
e) <i>any policy of the Commission</i>	Not applicable to this proposal.
f) <i>any policy of the State;</i>	Not applicable to this proposal.
fa) <i>any local planning strategy for this Scheme endorsed by the Commission;</i>	<p>The Shire's Local Planning Strategy (2013) notes as follows in relation to the subject site:</p> <p><i>"... The subject land has excellent road exposure and in the longer term may cater for some form of service commercial zone, or special use zone with adequate landuse controls to ensure commercial uses do not compete with the Town Centre zone. ...</i></p>

Matters to be considered	Comment
	<p><i>The Shire is prepared to support a future Scheme Amendment to facilitate either 'service commercial' uses or 'tourist uses' on the site where the uses will not adversely impact on the role and function of the Town Centre, and the combination of landuses are compatible. ..."</i></p> <p>Formalisation of Shark Bay Marine's operations will enable the long-term provision of a critical service to the community. The facility offers boat repairs, caravan and boat storage, an ancillary dwelling and workers accommodation, which supports economic development, employment and tourism within the Shire.</p> <p>The proposal will also provide for additional workforce accommodation across the site to maximise employment opportunities within Denham.</p>
g) any local planning policy for the Scheme area	Not applicable to this proposal.
h) any structure plan, activity centre plan or local development plan that relates to the development;	Not applicable to this proposal.
i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;	Not applicable to this proposal.
j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	Not applicable to this proposal.
k) the built heritage conservation of any place that is of cultural significance	Not applicable to this proposal.
l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	Not applicable to this proposal.
m) the compatibility of the development with its setting, including – <ul style="list-style-type: none"> <li>i. the compatibility of the development with the desired future character of its setting; and</li> <li>ii. the relationship of the development to development on adjoining land or on other land in the locality including, but not</li> </ul>	<p>The subject site is unique in being an isolated parcel of land that is bounded to the north, south and east by Crown land presently not utilised for any purpose. The lots are effectively vacant with undisturbed shrub type vegetation.</p> <p>Therefore, the proposed land uses and development have no adverse impact on the amenity of surrounding properties.</p>

Matters to be considered	Comment
<p><i>limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i></p>	<p>In addition, the separation of approximately 25m from the edge of Monkey Mia Road affords a natural landscaped frontage to exist along Monkey Mia Road. Existing structures within the site are set back a minimum of approximately 60m from the edge of Monkey Mia Road, and any future development subject of this application is proposed to retain a similar setback. These are considered substantial setbacks that limit visibility of the facility from the public realm.</p>
<p><i>n) the amenity of the locality including the following –</i></p> <ul style="list-style-type: none"> <li><i>i. environmental impacts of the development;</i></li> <li><i>ii. the character of the locality;</i></li> <li><i>iii. social impacts of the development;</i></li> </ul>	<p>The proposal does not have any adverse environmental impacts. The use of the site is generally passive, as the marine workshop represents the most intensive land use. An existing septic system will be supported by two additional systems for management of wastewater.</p> <p>As noted, the proposed land uses and development have no adverse impact on the amenity of surrounding properties or the character of the area.</p> <p>The proposal formalises use of the site which is of significant social benefit to the locality by promoting tourism interest, employment and supporting the local economy.</p>
<p><i>o) The likely effects of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or water resource.</i></p>	<p>As noted, an existing septic system will be supported by two additional systems for management of wastewater.</p> <p>In addition, a sump will be installed to the east of the proposed Yamaha Marine Dealership for the purpose of collecting occasional run-off from washing down of vehicles.</p>
<p><i>p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i></p>	<p>The subject site is generally clear of vegetation and comprises a sand and gravel type coverage.</p> <p>Substantial existing landscaping exists within the 25m wide verge area separating the subject site from Monkey Mia Road, presenting an attractive interface with the public realm. Naturally, this will be retained.</p>
<p><i>q) The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i></p>	<p>The land is suitable to accommodate the development across the site as proposed.</p> <p>The proposal is consistent with the requirements of SPP 3.7.</p>
<p><i>r) the suitability of the land for the development taking into account the possible risk to human health or safety;</i></p>	<p>The land does not present a risk to human health or safety.</p>

Matters to be considered	Comment
<p>s) <i>The adequacy of -</i></p> <ul style="list-style-type: none"> <li>i. <i>the proposed means of access and egress from the site; and</i></li> <li>ii. <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i></li> </ul>	<p>There are two existing vehicle access points from Monkey Mia Road.</p> <p>As addressed in this report, the southernmost existing access will be removed as part of this application due to it encroaching on Crown Land. The remaining vehicle access is adequate to service the development.</p> <p>Within the site, sufficient space is provided for the loading, unloading, manoeuvring and parking of vehicles. These areas are identified on the site plan within the Development Plan Set at <b>Attachment 3</b>.</p>
<p>t) <i>the amount of traffic likely to be generated by the development particularly in relation to the capacity of the road system in the locality and the probable effects on traffic flow and safety;</i></p>	<p>A Transport Impact Statement (<b>TIS</b>) is provided with this application as <b>Attachment 4</b>.</p>
<p>u) <i>The availability and adequacy for the development of the following-</i></p> <ul style="list-style-type: none"> <li>i. <i>public transport services;</i></li> <li>ii. <i>public utility services;</i></li> <li>iii. <i>storage management and collection of waste;</i></li> <li>iv. <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i></li> <li>v. <i>access by older people and people with disability;</i></li> </ul>	<p>The development subject of this application is not reliant upon public transport access.</p> <p>The site is serviced by underground power, and is connected to reticulated water.</p> <p>The subject site is currently serviced by the Shire's waste collection operations which offer a twice weekly collection arrangement. The Shire collect Sulo general waste bins from the subject site as part of their regular collection service, with recyclables taken separately by landowners to the Shark Bay Bring Centre. In the event that waste generation from the proposed development increases as a result of increased activity within the site, additional bins will be requested from the Shire, with additional fees payable as the quantity of bins increase.</p> <p>It is not anticipated the site will be accessed by pedestrians or cyclists. Notwithstanding, there is nothing preventing either a pedestrian or cyclist from doing so.</p> <p>The site can be accessed by both older persons and persons with a disability.</p>
<p>v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i></p>	<p>Formalisation of Shark Bay Marine's operations will enable the long-term provision of a critical service to the community. The facility offers boat repairs, caravan and boat storage, an ancillary dwelling and workers accommodation, which supports economic development, employment and tourism within the Shire.</p>



Matters to be considered	Comment
w) <i>the history of the site where the development is to be located</i>	The land uses and development to be formalised as part of this application are consistent with the historical use of the site.
x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	Formalisation of Shark Bay Marine's operations will enable the long-term provision of a critical service to the community. The facility offers boat repairs, caravan and boat storage, an ancillary dwelling and workers accommodation, which supports economic development, employment and tourism within the Shire.
y) <i>any submissions received on the application;</i>	There are no submissions received on the application at the time of preparing this report.
za) <i>the comments or submissions received from any authority consulted under clause 66;</i>	There are no submissions received on the application at the time of preparing this report.
zb) <i>any other planning consideration the local government considers appropriate;</i>	Not applicable to this proposal.

## 6.0 CONCLUSION

On behalf of Shark Bay Marine Repairs and Services Pty Ltd we seek Council's support for the proposed development at 60 Monkey Mia Road, Denham.

It can be seen that:

- The proposal accords with the objectives the State and Local Planning Framework applicable to the subject site;
- The warehouse development will facilitate the continued operations of the marine workshop activities as an appropriate use given the strategic location of the site in proximity to the Denham townsite;
- The proposed uses are considered to be compatible with the surrounding area and the proposed additional workforce accommodation will provide additional supply to service a critical shortage of accommodation options in the Denham townsite; and
- The proposal facilitates the maximum potential utilisation of the land for service commercial, warehousing, storage, residential and workforce accommodation purposes.

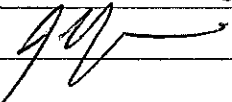
For these reasons, we respectfully request the Shire's support for the proposal.

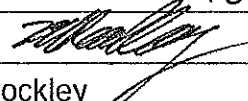
## **Attachment 1**

### Development Application Form

# Application for Planning Approval

Clause 62(1)(a) – Planning and Development (Local Planning Schemes) Regulations 2015

<b>Owner details</b>		
Name: Jamie Morgan		
ABN (if applicable):		
Address: PO-Box 437, Denham WA 6537.....		
..... Postcode:		
Phone:	Fax:	Email:
Work: .....	.....	jamie.morgan@westnet.com.au
Home: .....		
Mobile: 0427 481 324		
Contact Person for correspondence: JAMIE MORGAN		
Owners Signature: 	Date: 01/12/24	
Owners Signature: .....	Date:	
The signature(s) of the owner(s) is required on all applications. This application will not proceed without that signature. For the purpose of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).		

<b>Applicant details (if different from owner)</b>		
Name: Allerding & Associates		
Address: 125 Hamersley Road, Subiaco WA 6008.....		
..... Postcode:		
Phone:	Fax:	Email:
Work: 9382 3000	.....	tom@allerdingassoc.com
Mobile: .....		
Contact Person for correspondence: TOM HOCKLEY		
Applicant Signature: 	Date: 28/11/24	
Print Name: Tom Hockley	Date: 28/11/24	

<b>Property details</b>		
Lot No: 90	House/ Street No:	60
Diagram or Plan No: 191083	Certificate of title Volume No: 2124	43 Folio No:
Title encumbrances (eg easements, restrictive covenants): (See title)		
Street name: Monkey Mia Road Suburb: Denham		
Nearest street intersection: Dampier Road		

<b>Proposed development</b>	
Nature of development:	<input type="checkbox"/> Works <input type="checkbox"/> Landuse <input checked="" type="checkbox"/> Works and Landuse
Is there an exemption claimed for part of the development?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes is the exemption for:	<input type="checkbox"/> Works <input type="checkbox"/> Landuse
Description of proposed works / landuse: New dwelling, additional workforce accommodation units, dome shelters for caravan and boat parking, and marine workshop/shed:	
<i>Note: You can attach a letter or any reports to this application form.</i>	
Description of exemption (if relevant):	
Nature of any existing buildings / landuse: Marine servicing, dwellings, workforce accommodation, sheds	
Approximate cost of development: \$600 000	
Estimated time of completion: Dec 2025	

<u>OFFICE USE ONLY</u>	
Acceptance Officers initials:	Date Received:
Local Government Reference Number:	

## **Attachment 2**

### Certificate of Title



WESTERN



AUSTRALIA

TITLE NUMBER

Volume Folio

**2124 43**

## RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

*BGRoberts*  
REGISTRAR OF TITLES



### LAND DESCRIPTION:

LOT 90 ON DEPOSITED PLAN 191083

### REGISTERED PROPRIETOR: (FIRST SCHEDULE)

JAMIE NELSON MORGAN OF POST OFFICE BOX 437, DENHAM

(T I612930 ) REGISTERED 3/9/2003

### LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. I612931 MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD REGISTERED 3/9/2003.
2. I612932 MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD REGISTERED 3/9/2003.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

### STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

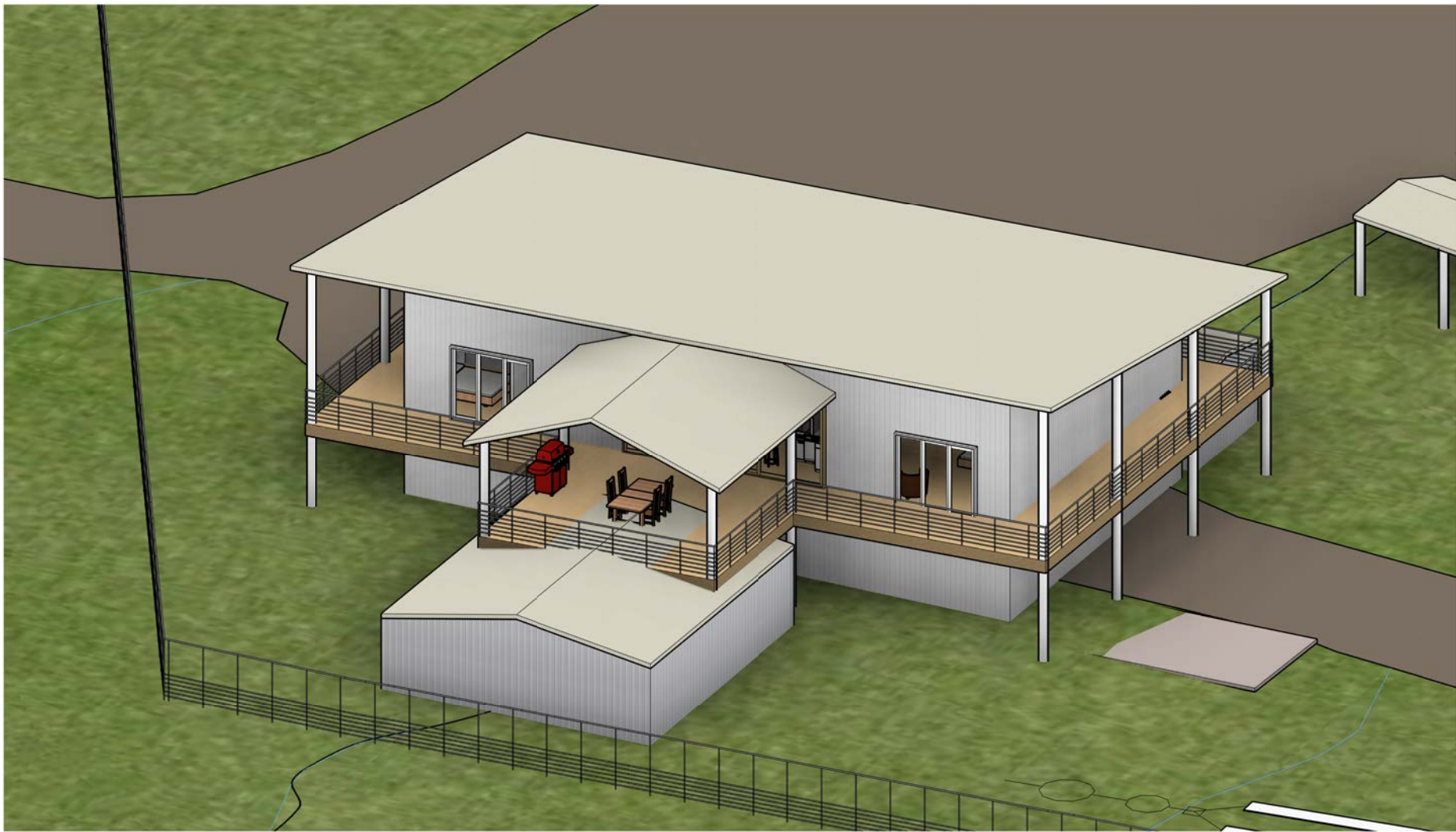
SKETCH OF LAND: 2124-43 (90/DP191083)  
PREVIOUS TITLE: 2124-43  
PROPERTY STREET ADDRESS: LOT 90 MONKEY MIA RD, DENHAM.  
LOCAL GOVERNMENT AUTHORITY: SHIRE OF SHARK BAY

## **Attachment 3**

### Development Plans



PROPOSAL VIEW  
2 WORKSHOP



PROPOSAL VIEW  
1

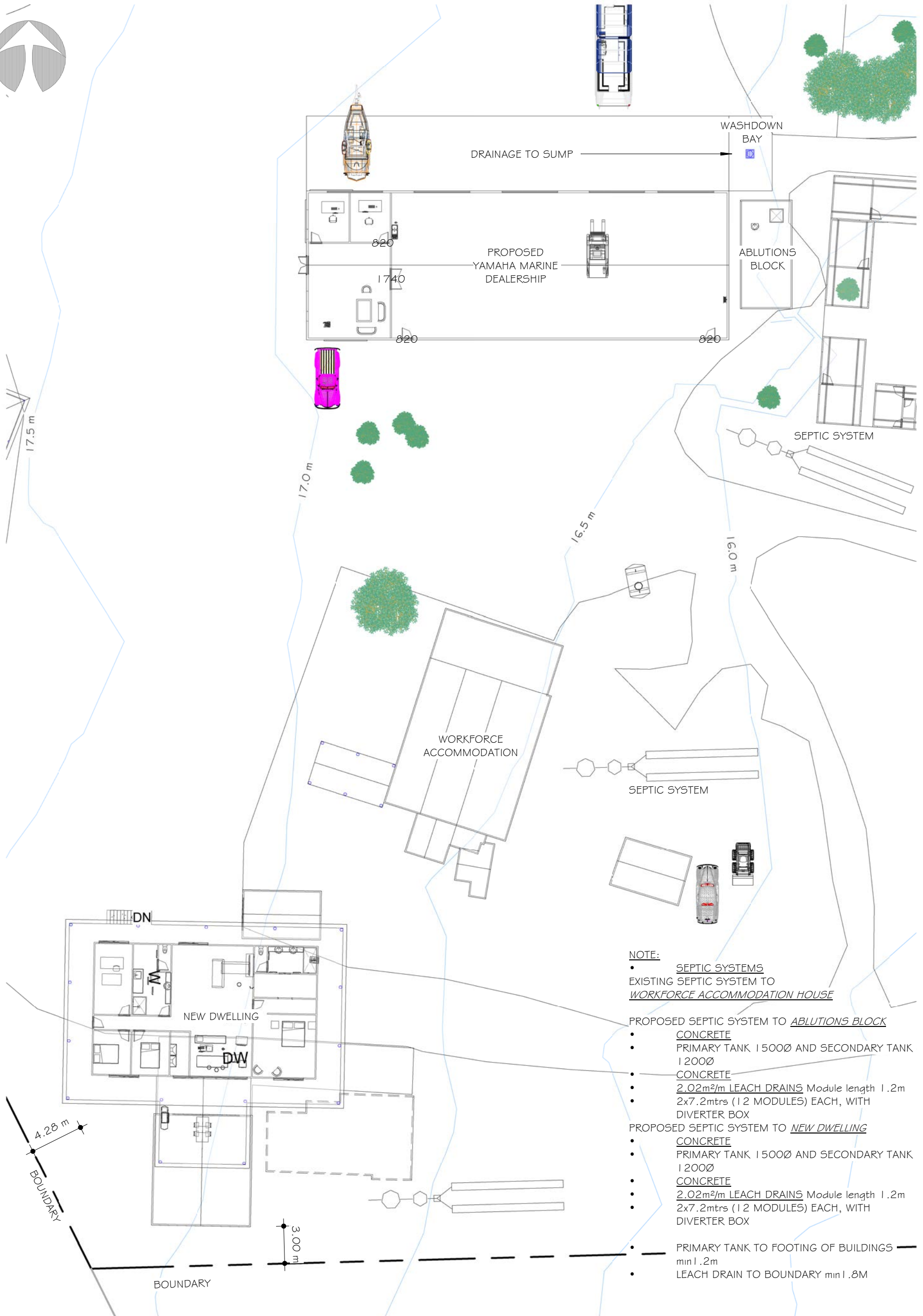
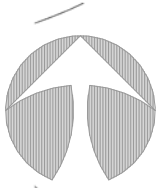
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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 3
DRAWING No A301 PROPOSAL	16/12/2024









NOTE:  
• SEPTIC SYSTEMS  
EXISTING SEPTIC SYSTEM TO  
WORKFORCE ACCOMMODATION HOUSE

PROPOSED SEPTIC SYSTEM TO ABLUTIONS BLOCK  
• CONCRETE  
• PRIMARY TANK 1500Ø AND SECONDARY TANK 1200Ø  
• CONCRETE  
• 2.02m<sup>2</sup>/m LEACH DRAINS Module length 1.2m  
• 2x7.2mtrs (12 MODULES) EACH, WITH DIVERTER BOX

PROPOSED SEPTIC SYSTEM TO NEW DWELLING  
• CONCRETE  
• PRIMARY TANK 1500Ø AND SECONDARY TANK 1200Ø  
• CONCRETE  
• 2.02m<sup>2</sup>/m LEACH DRAINS Module length 1.2m  
• 2x7.2mtrs (12 MODULES) EACH, WITH DIVERTER BOX

• PRIMARY TANK TO FOOTING OF BUILDINGS min 1.2m  
• LEACH DRAIN TO BOUNDARY min 1.8M

# LOCATION PLAN

1 : 300

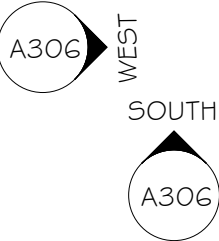
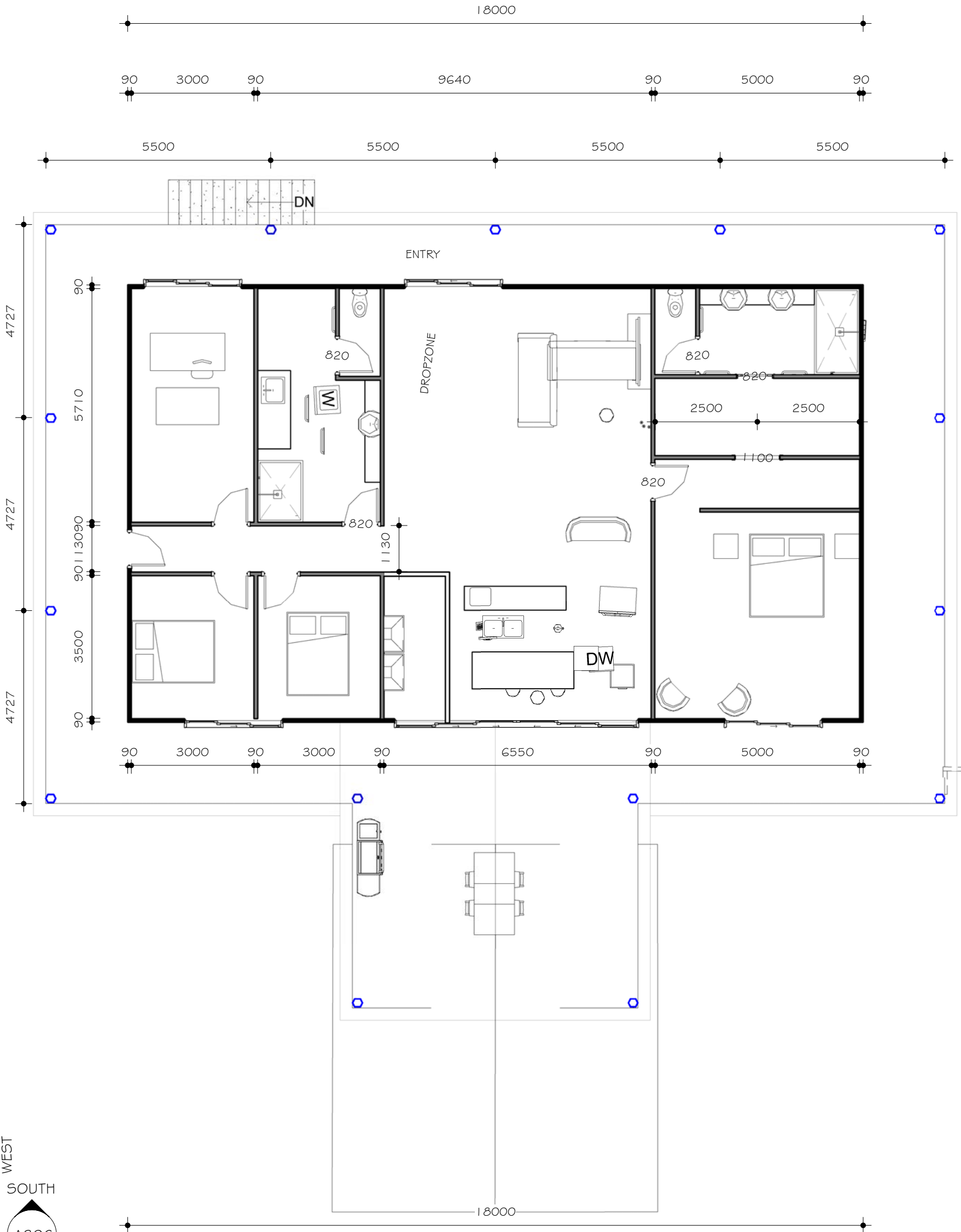
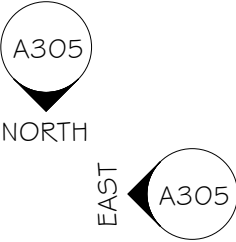
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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
LOT 90 MONKEY MIA ROAD  
DENHAM  
TITLE: PROPOSED DEVELOPMENT  
DRAWING No A303 LOCATION PLAN 16/12/2024

REV 3





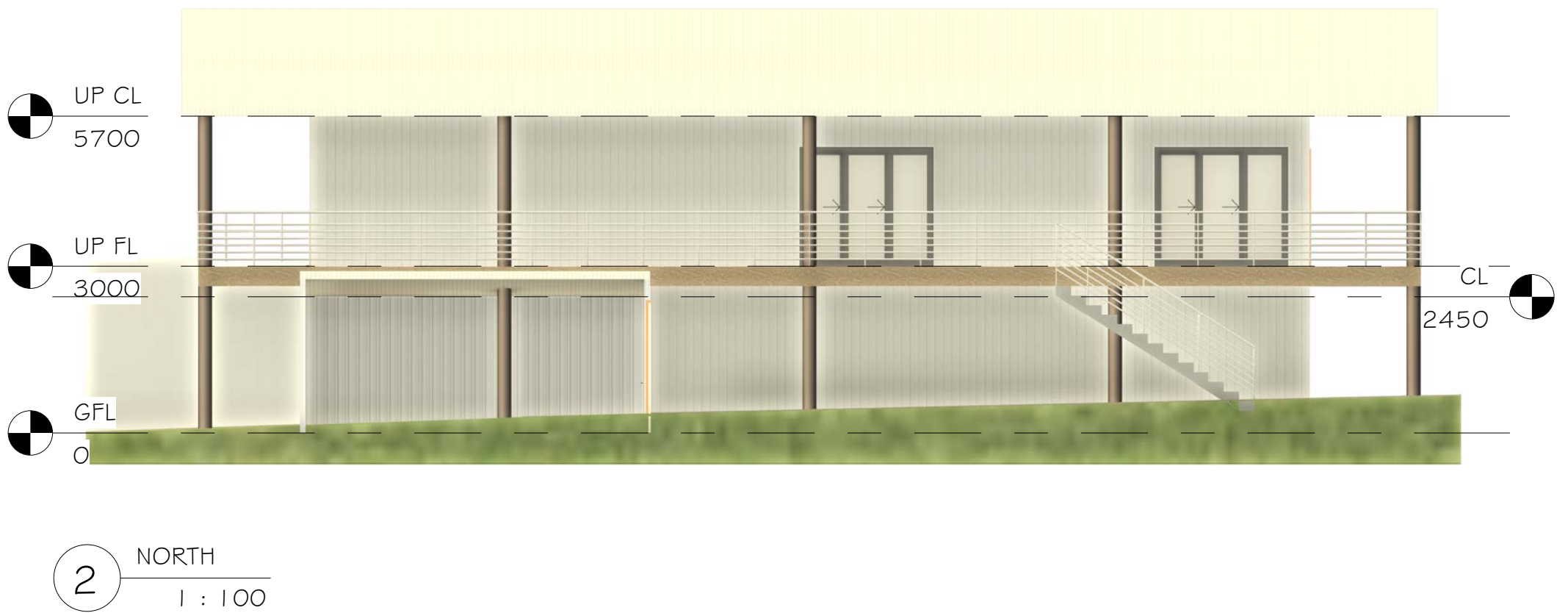
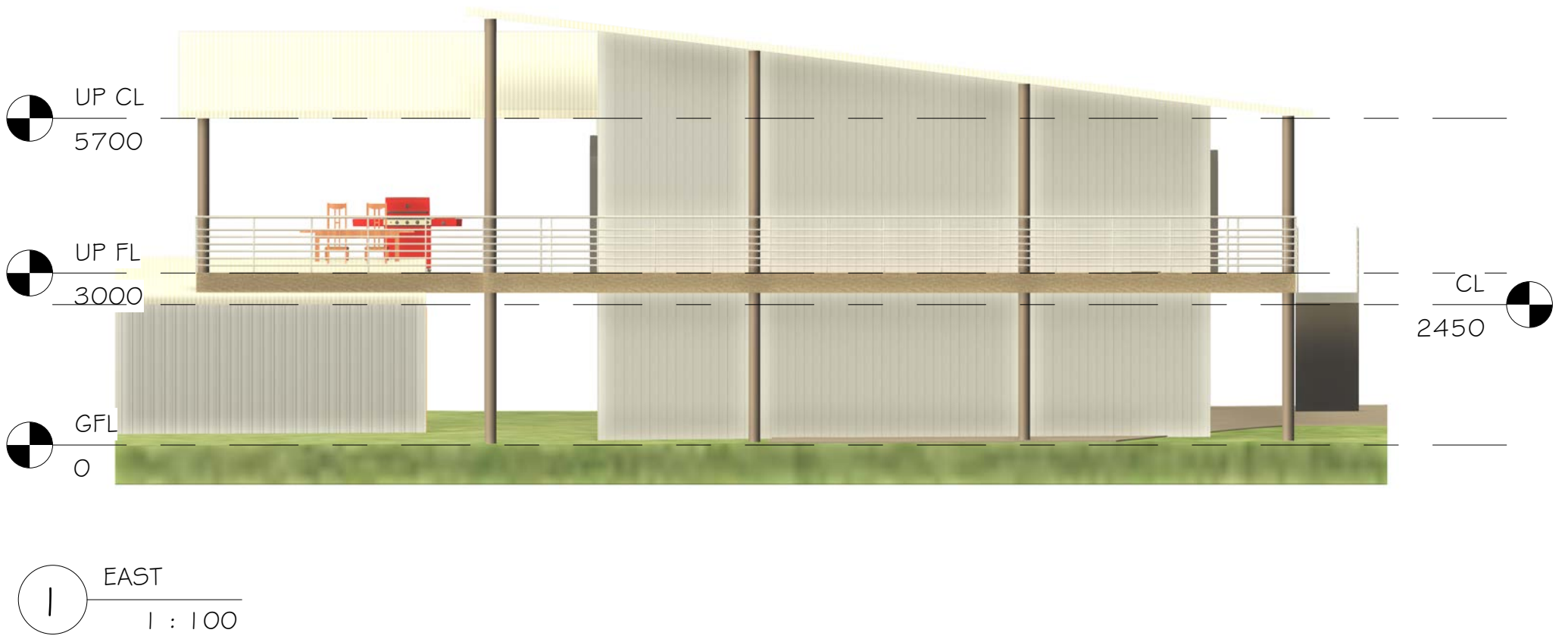


UP FL  
1 : 100

3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
LOT 90 MONKEY MIA ROAD  
DENHAM  
TITLE: PROPOSED DEVELOPMENT REV 3  
DRAWING No A304 FLOOR PLAN 16/12/2024





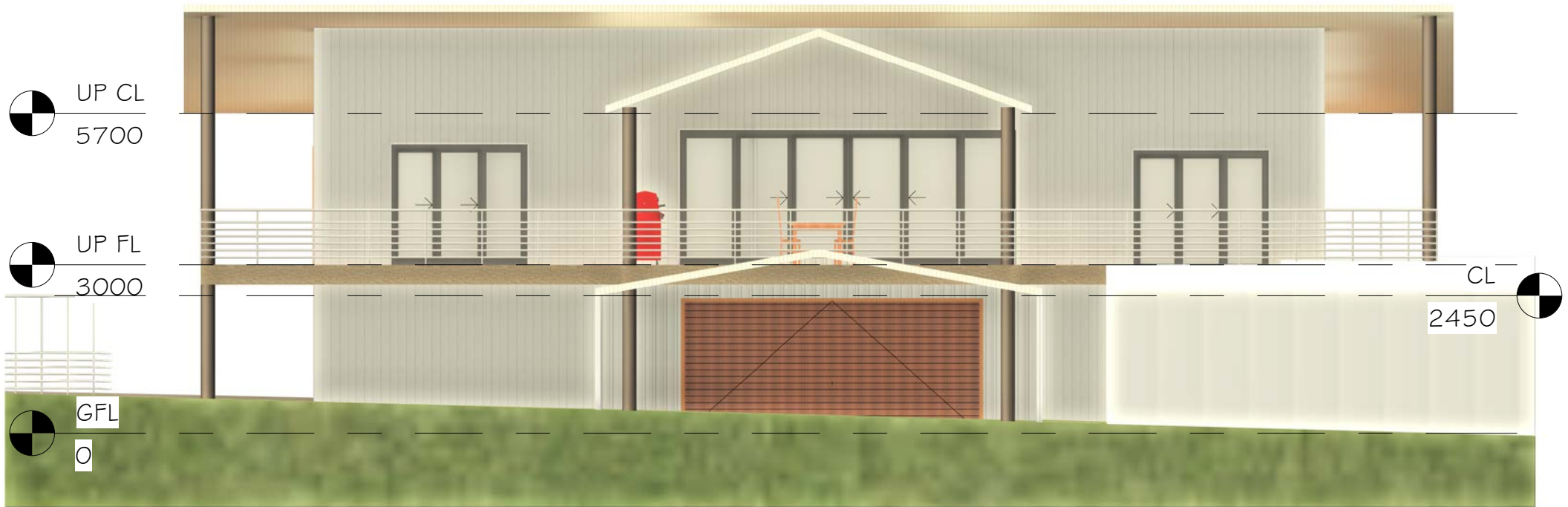
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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
LOT 90 MONKEY MIA ROAD  
DENHAM

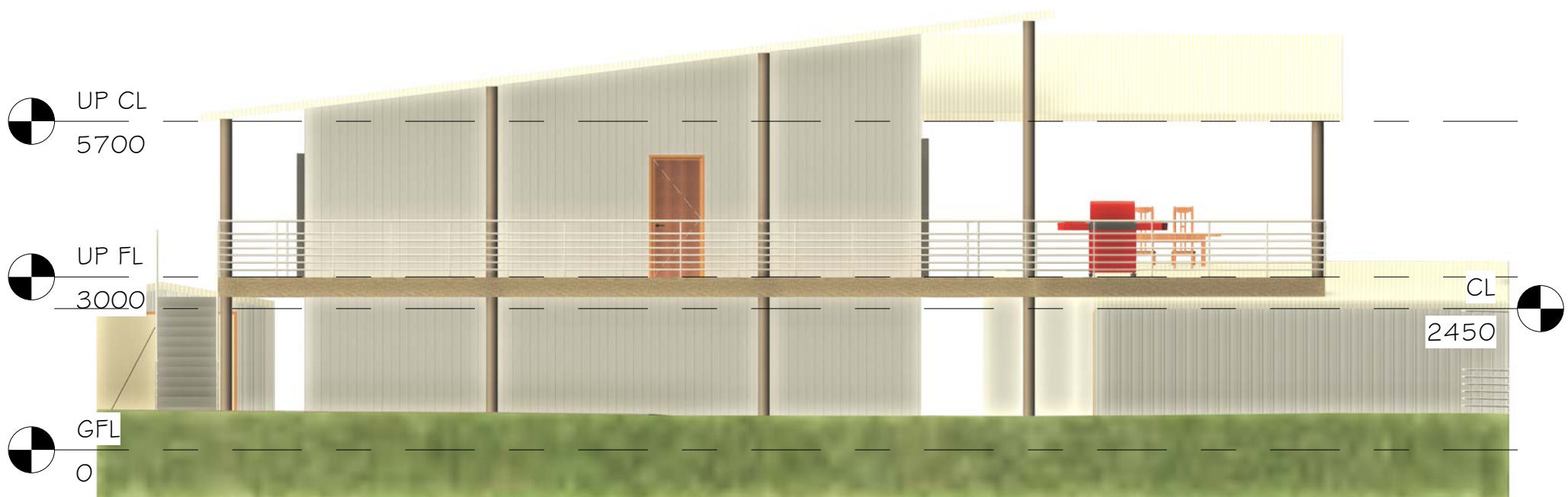
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DRAWING No A305 ELEVATIONS 16/12/2024





1 SOUTH  
1 : 100



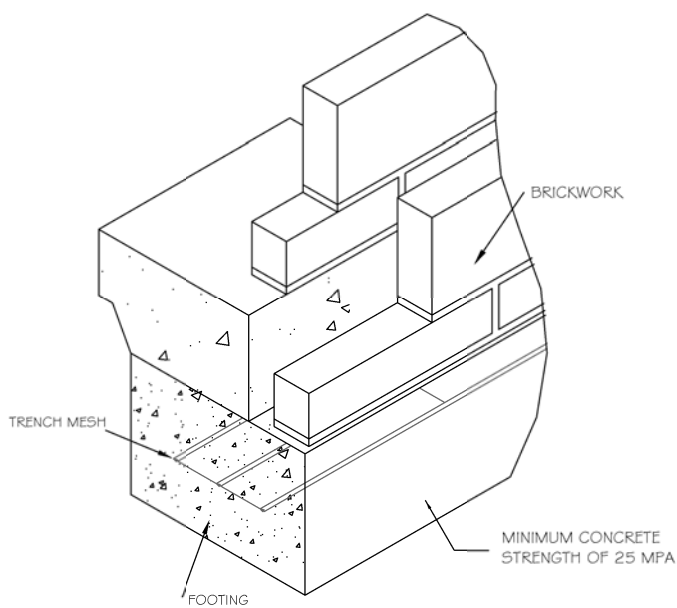
2 WEST  
1 : 100

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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 3
DRAWING No A306 ELEVATIONS	16/12/2024



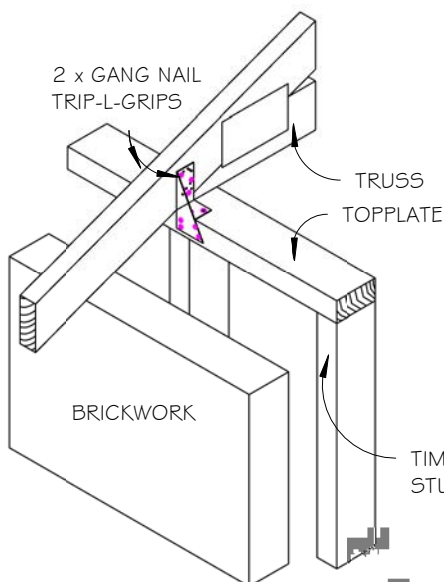




3

FOOTING DOUBLE BRICK

1 : 15

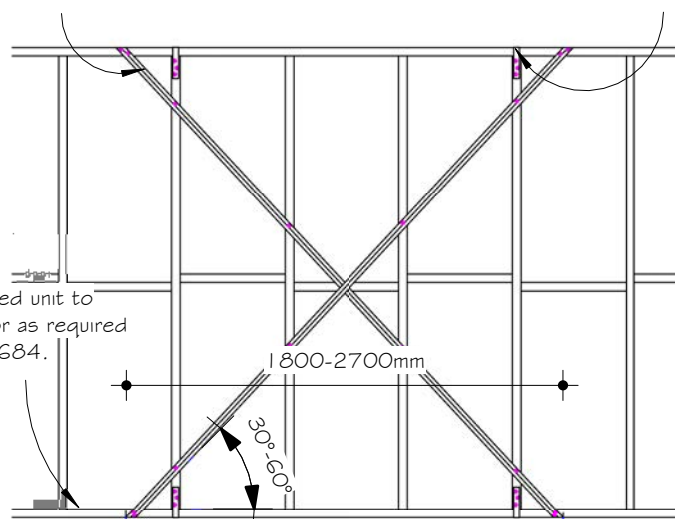


5

Trip-L-grip BRICK VENEER

1 : 15

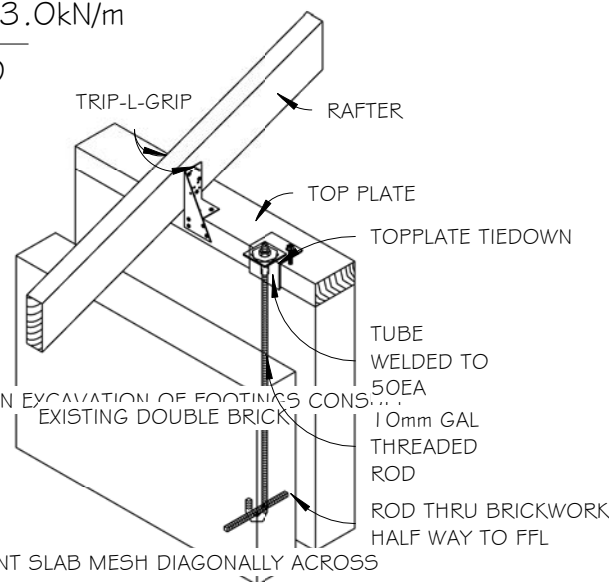
Speedbrace fixed with 1 nail to each stud and 4 nails to each wall plate.



2

BRACING 3.0kN/m

1 : 40



4

TOP PLATE TIEDOW

1 : 15

#### ROOF

- Custom Orb-Surfmist 15° PITCH
- SHED FRAME TO MANUFACTURERS SPECIFICATIONS

#### WALLS

- SHED FRAME TO MANUFACTURERS SPECIFICATIONS
- WEATHERBOARD CLADDING

#### SLAB & FOOTINGS

- THE SOIL HAS BEEN DEEMED TO BE A TO 5 CLASS AS PER AS2870-2011, IF ANY SIGN OF CLAY ARE APPARANT ON EXCAVATION OF FOOTINGS CONSULT STRUCTURAL ENGINEERS ADVICE
- TERMITE RISK MANAGEMENT TO REQUIREMENTS OF NCC 2012 PART B1.4 AND AS 3600.1
- WATERPROOF MEMBRANE 0.2mm UNDER SLAB
- 100mm SLAB WITH SL72 MESH 40mm FROM TOP
- 300x280 FOOTINGS WITH 3-L8TM, LAPPED AND SPICED AT NOT LESS THAN 500mm.
- AT RE-ENTRANT CORNER OR INTERNAL CORNER, TWO STRIPS OF 3-L8TM AT 2000mm, LAYED UNDER REINFORCMENT SLAB MESH DIAGONALLY ACROSS CORNER.
- N10 FITMENTS @ 600c/c CONNECTING FOOTINGS TO SLAB
- SERVICE PENETRATIONS ARE TO BE LOCATED ONLY THRU THE MIDDLE THIRD OF THE EDGE AND STIFFENING BEAM
- ALL PLUMBING PENETRATIONS TO BE LAGGED WITH 15mm FOAM LAG, FULL LENGTH OF SERVICE IN CONTACT WITH CONCRETE
- ALL PLUMBING PENETRATIONS THRU WATERPROOF MEMBRANE TO BE TAPED AND SEALED
- MIN CONCRETE STRENGTH TO BE N25/20/100 AND SHALL BE SUPPLIED PLACED AND FINISHED IN ACCORDANCE WITH AS3600 CONCRETE CODE AND CONSTRUCTED AS PER AS2870-2011
- FOUNDATIONS FOR FOOTING AND SLAB MATERIALS TO MEET ALLOWABLE MINIMUM BEARING PRESSURE OF NOT LESS THAN 50KPA

#### GENERAL

ALL STORM WATER TO BE DIVERT AWAY FROM PROPERTY BOUNDARY AND BUILDING

3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
LOT 90 MONKEY MIA ROAD  
DENHAM

TITLE: PROPOSED DEVELOPMENT REV 3  
DRAWING No A307 SECTION 16/12/2024

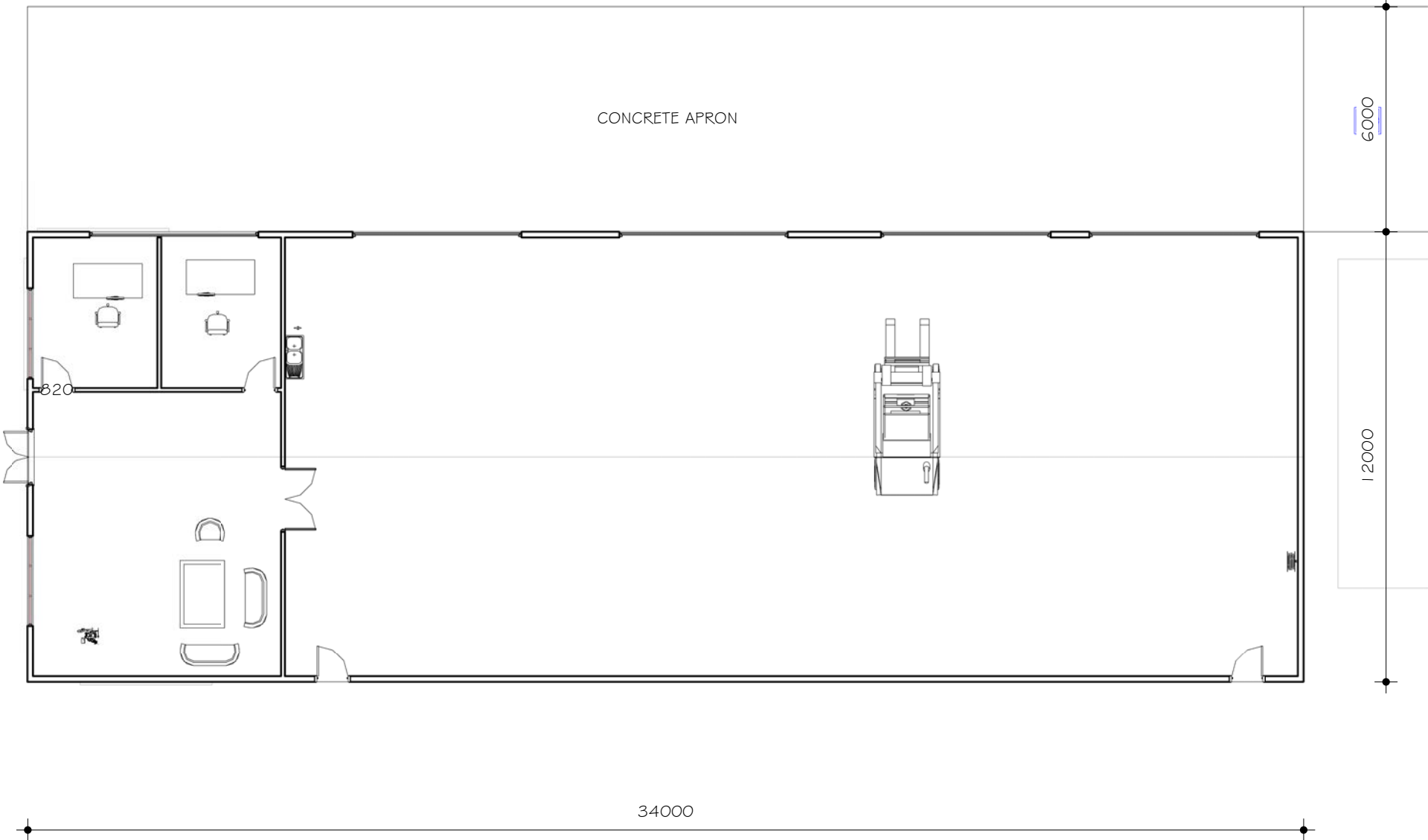
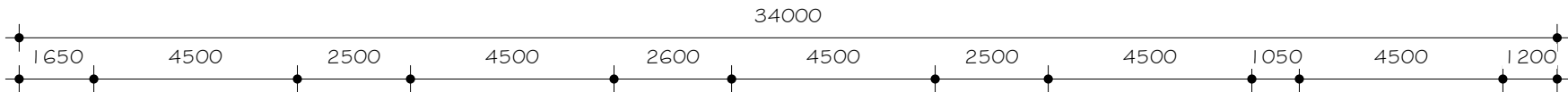


A309

SHED N

SHED E

A309



A309

SHED W

SHED S

A309

1

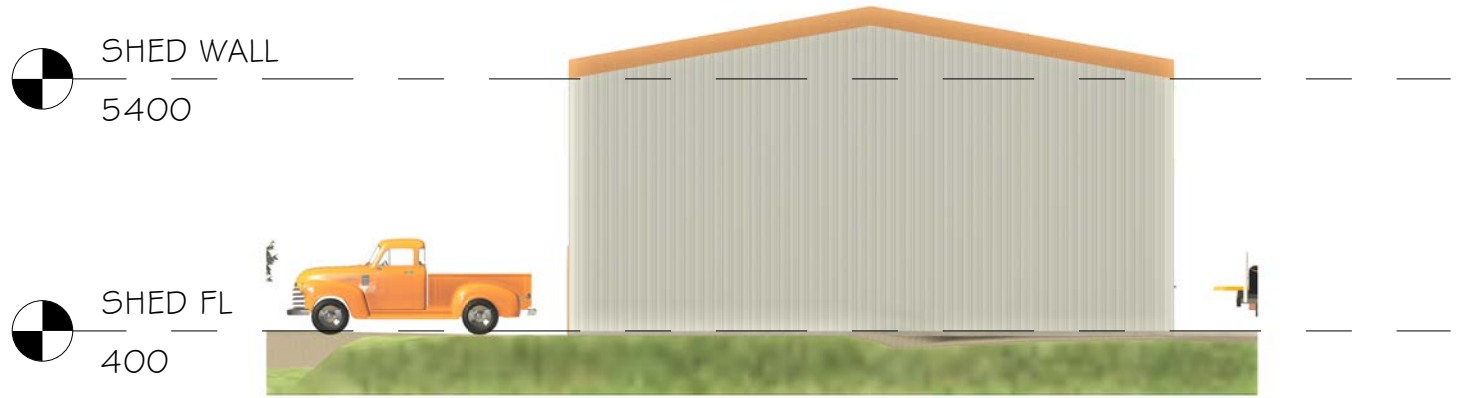
FLOORPLAN SHED

1 : 150

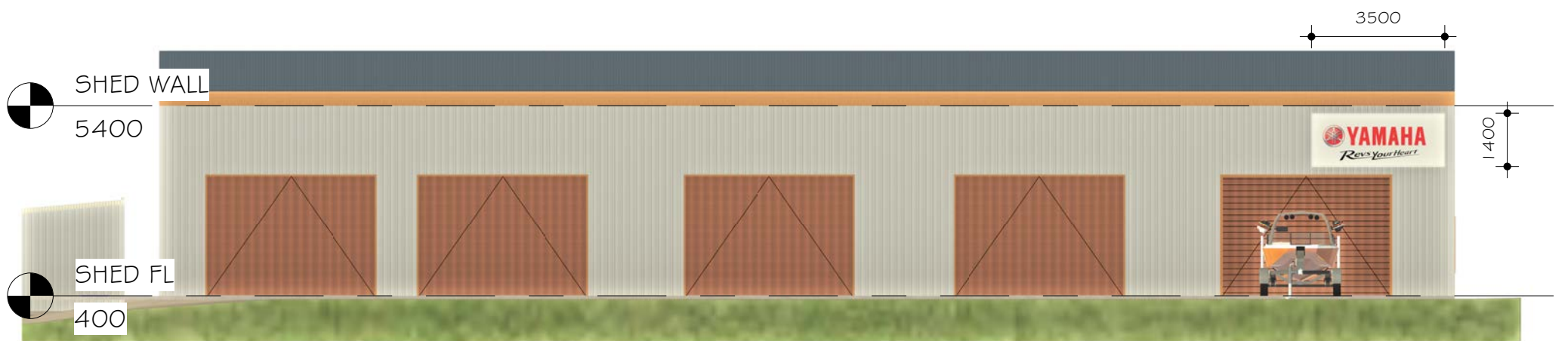
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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 3
DRAWING No A308 FLOORPLAN New Shed 2/2024	

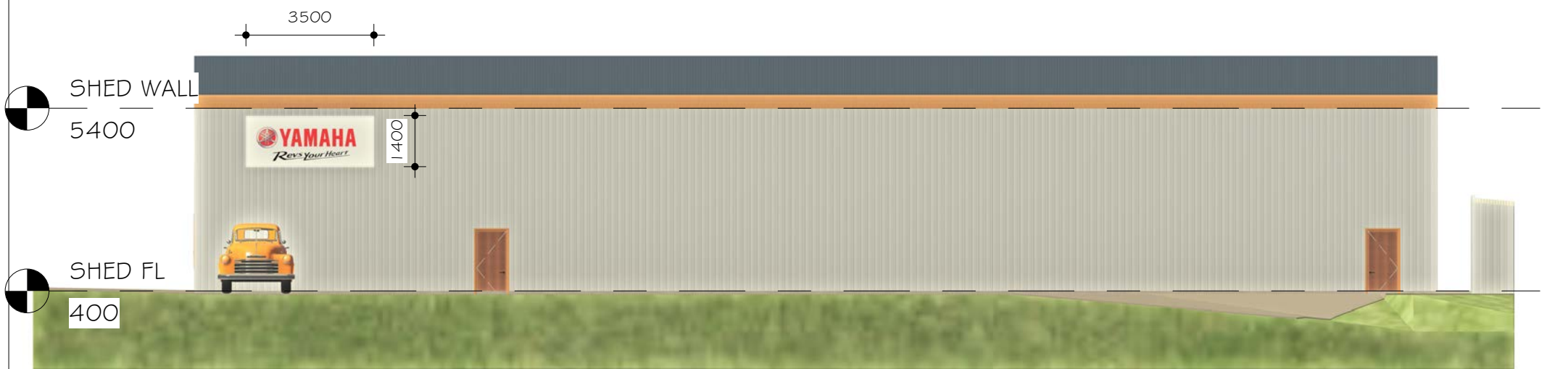




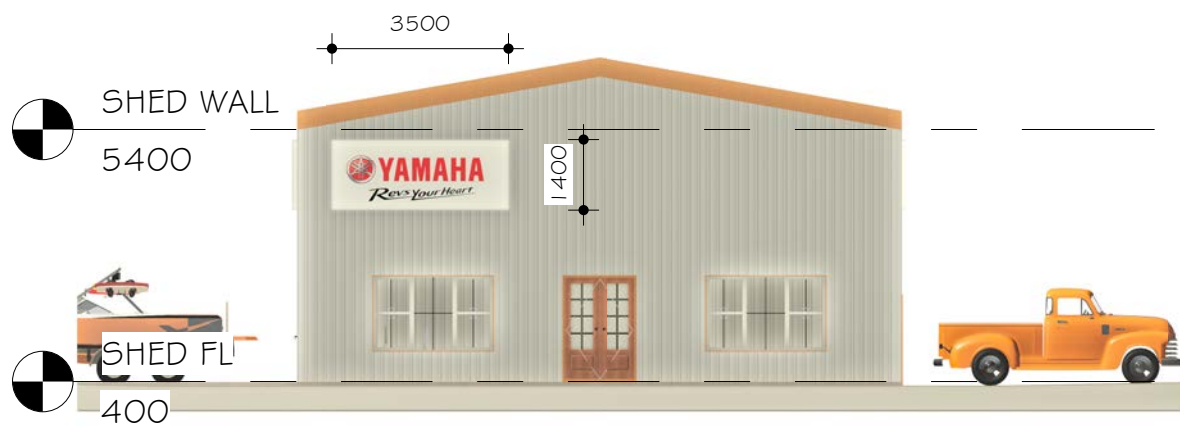
1 SHED E  
1 : 150



2 SHED N  
1 : 150



3 SHED S  
1 : 150



4 SHED W  
1 : 150

3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 3
DRAWING No A309 ELEVATIONS	16/12/2024





1 3D View 5



2 3D View 6

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Rev	Date	Revisions

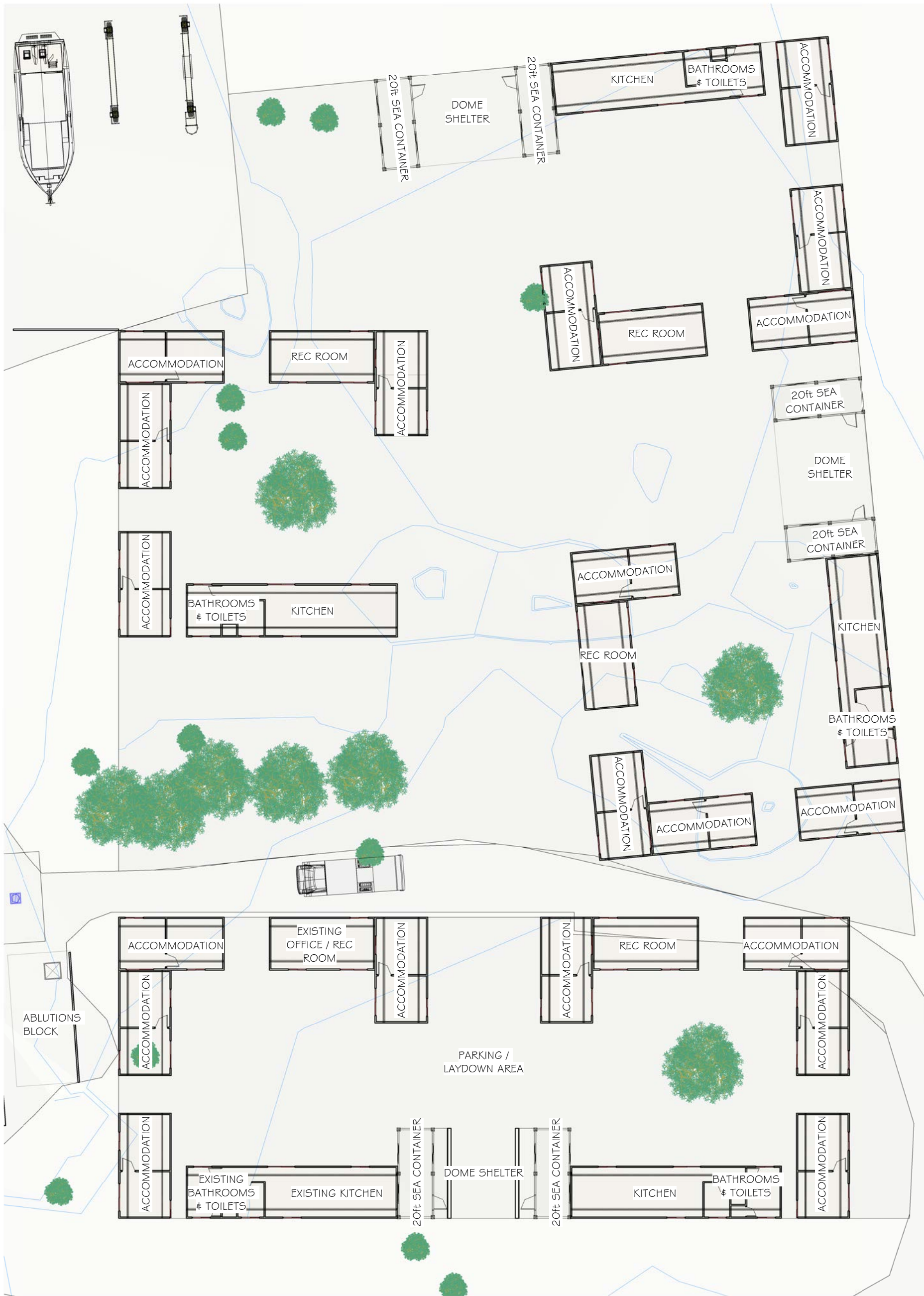
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LOT 90 MONKEY MIA ROAD  
DENHAM

TITLE: PROPOSED DEVELOPMENT REV 3

DRAWING No A310 CAMERA SHOTS 16/12/2024







1

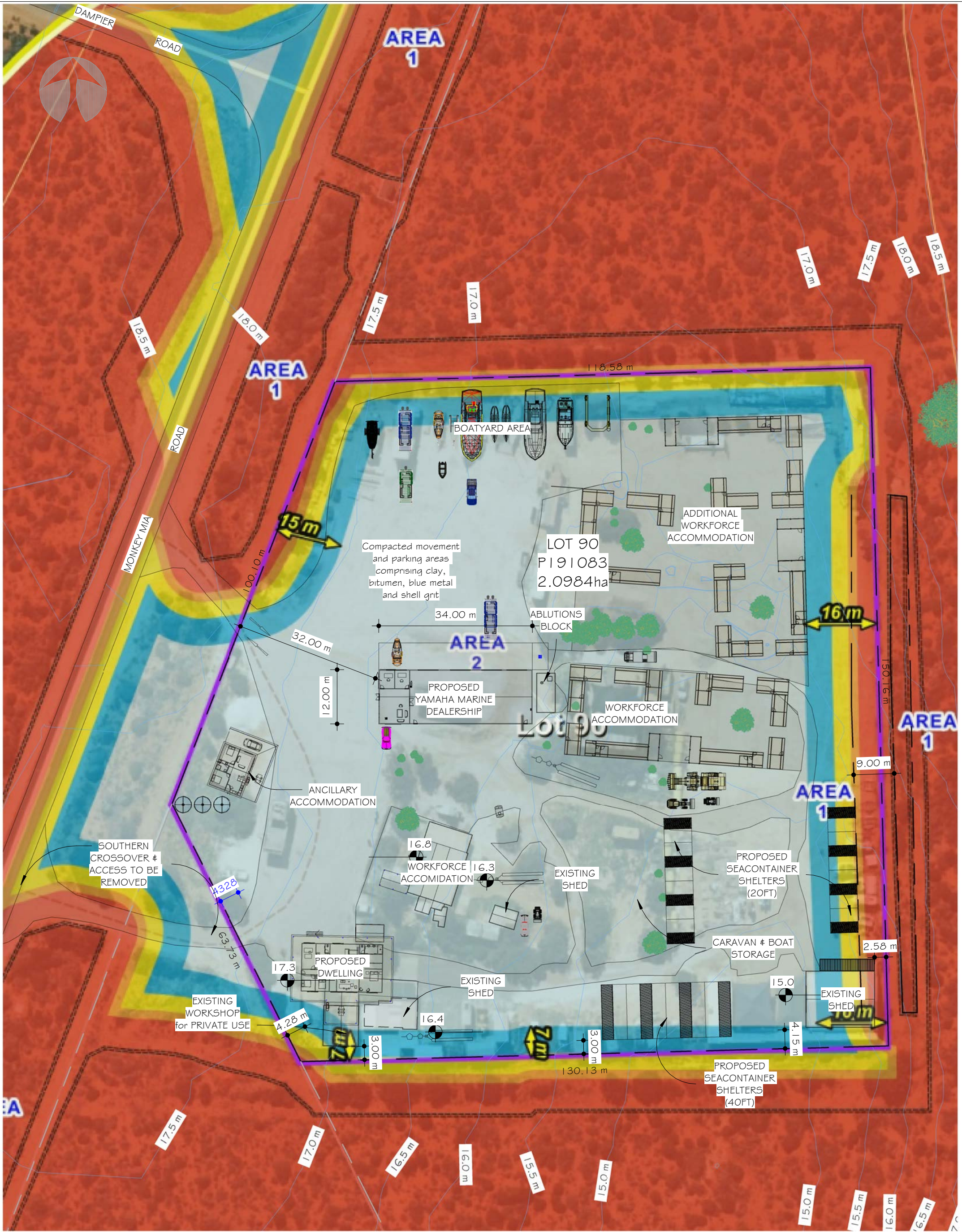
WORKERS  
ACCOMMODATION  
1 : 250

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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

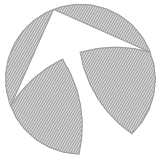
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TITLE: PROPOSED DEVELOPMENT	REV 3
DRAWING No A311 WORKERS ACCOMMODATION	





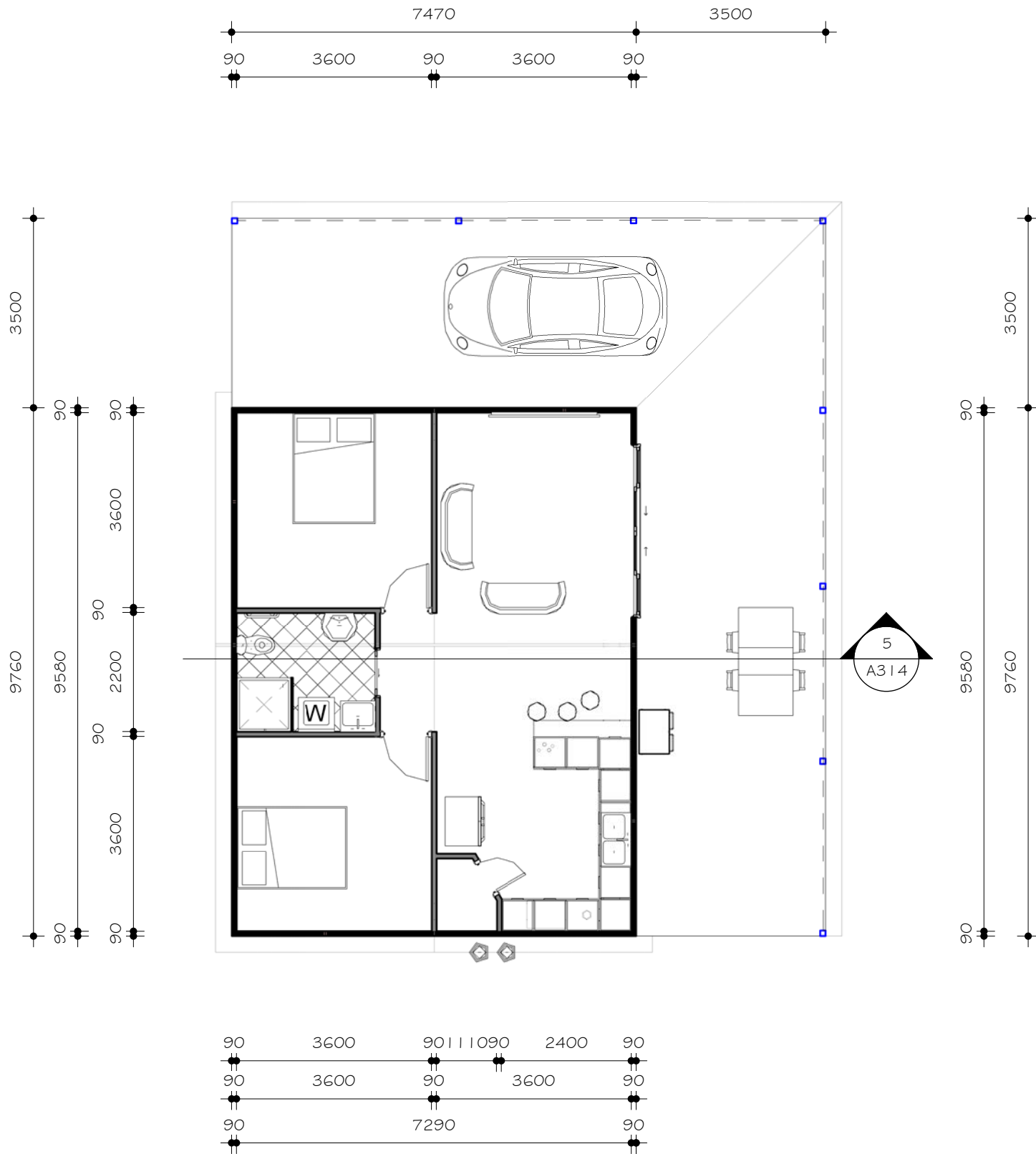






A3 I 4  
ANC NORTH

ANC EAST  
A3 I 4



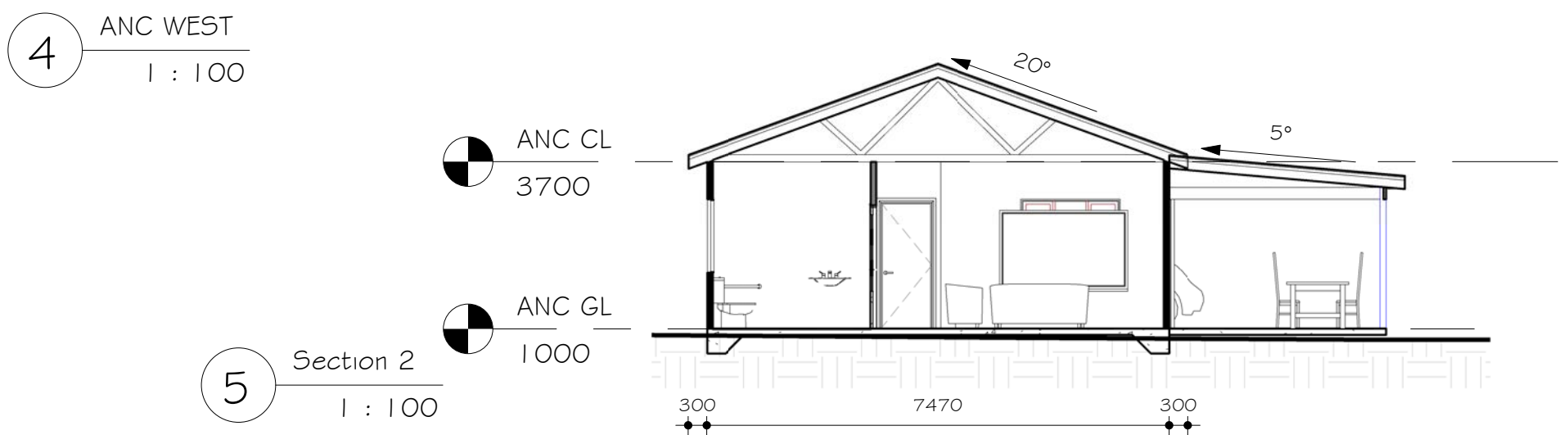
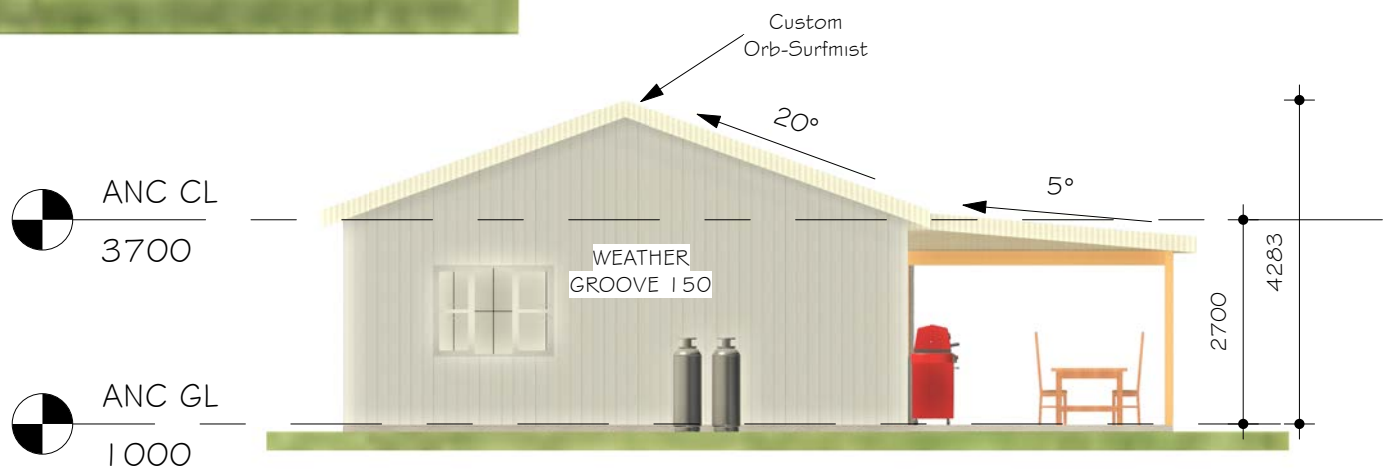
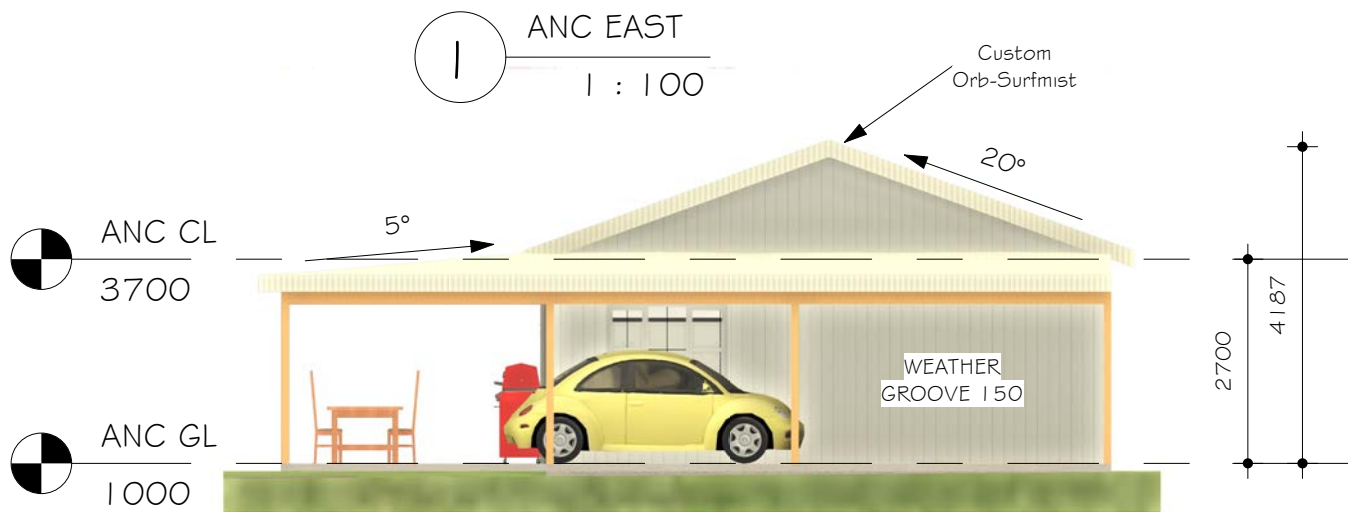
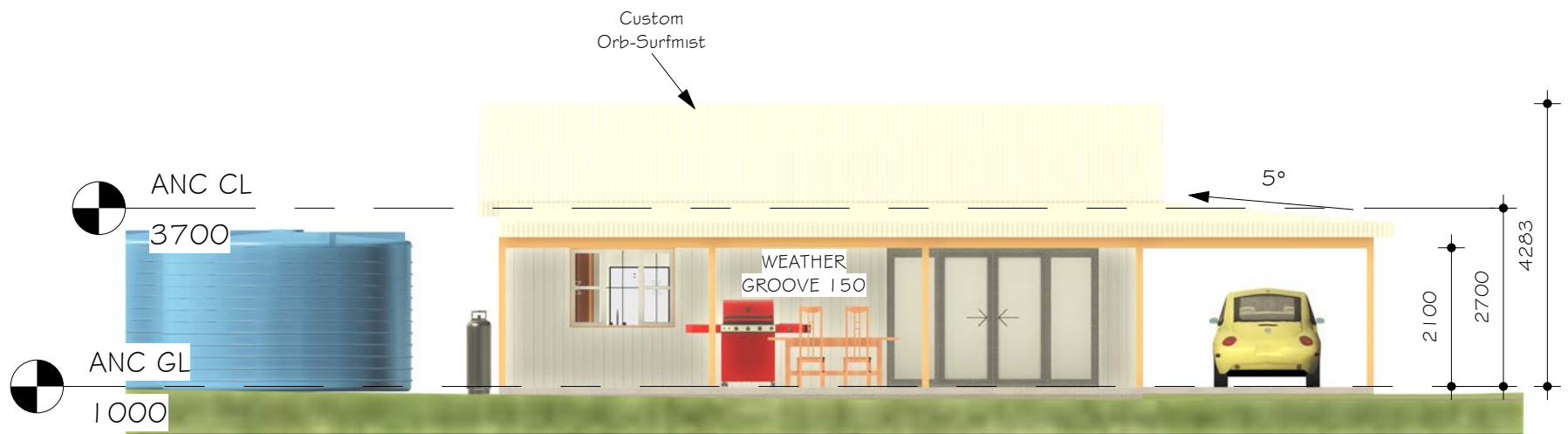
2 3D View 8

1 FLOORPLAN ANCILLARY  
1 : 100

3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 3
DRAWING No A3 I 3 ANCILLARY	16/12/2024





3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
 LOT 90 MONKEY MIA ROAD  
 DENHAM  
 TITLE: PROPOSED DEVELOPMENT REV 3  
 DRAWING No A314 ANCILLARY ELEV 16/12/2024





## **Attachment 4**

### Transport Impact Statement

# **TRANSPORT IMPACT STATEMENT**

## **DEVELOPMENT APPLICATION FOR VARIOUS LAND USES**

**LOT 90 (NO. 60) MONKEY MIA ROAD, DENHAM  
SHIRE OF SHARK BAY**

***PREPARED FOR:***

Shark Bay Marine Repairs and Services Pty Ltd

***PREPARED BY:***

Allerding & Associates

***DECEMBER 2024***

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<b>Figure 1: Location Plan .....</b>	<b>2</b>
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<b>Figure 2: Main Roads Western Australia Road Information Mapping .....</b>	<b>3</b>
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<b>Figure 3: Proposed Access Layout .....</b>	<b>4</b>
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<b>Figure 4: Length of Crossover within Monkey Mia Road Reservation.....</b>	<b>5</b>
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<b>Figure 5: View south along Monkey Mia Road from crossover to subject site .....</b>	<b>5</b>
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<b>Figure 6: View north along Monkey Mia Road from crossover to subject site .....</b>	<b>6</b>
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<b>Table 3.1: Car Parking Requirements</b>	<b>6</b>
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<b>Table 5.1: Peak Hour Trip Generation Rate</b>	<b>8</b>
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<b>Table 5.2: Directional Trip Distribution</b>	<b>8</b>
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<b>Table 5.3: Total Potential Trip Generation</b>	<b>8</b>
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## 1 INTRODUCTION

This Transport Impact Statement (**TIS**) has been prepared in conjunction with an application for development approval at Lot 90 (No. 60) Monkey Mia Road, Denham (**Subject Site**) in the Shire of Shark Bay.

This TIS has been prepared in accordance with the Western Australian Planning Commission (**WAPC**) *Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016).

## 2 OVERVIEW

### 2.1 Description of Proposal

The development application proposes the formal establishment of a marine workshop shed, caravan and boat shelters, a new single house, ancillary dwelling, workforce accommodation, and boat storage area.

### 2.2 Site Description

The Subject Site is located within the town of Denham, which is within the Shire of Shark Bay. Denham is approximately 827km north of Perth.

The site has a single frontage to Monkey Mia Road to its west. The adjoining properties to the north, south and east are all zoned Rural. These properties are Crown land allotments and are presently vacant with undisturbed scrub type vegetation.

The subject site is also within 1km of the Denham Town Centre which is the administrative commercial centre within the Shire of Shark Bay.

Refer to **Figure 1** for a Location Plan.



Figure 1: Location Plan



## 2.3 Existing Road Network

The surrounding road network can be described as follows based on the Main Roads Functional Road Hierarchy (refer **Figure 2**):

- Monkey Mia Road – *Primary Distributor* – A two-lane, two-way divided carriageway that forms part of the regional road network, carrying traffic to the north and south from the subject site. Monkey Mia Road connects to Denham Road travelling south from the subject site;
- Dampier Road (west of subject site) – *Access Road* – A two-lane, two-way undivided carriageway that runs in an east to west alignment and carries local traffic between Monkey Mia Road to the east and several access roads to the west;
- Denham Road (south of subject site) – *Local Distributor* – A two-lane, two-way divided carriageway that runs in an east to west alignment and carries local traffic from Shark Bay Road to the east, and Monkey Mia Road to the north, west through to the Denham Townsite; and
- Shark Bay Road (south of subject site) – *Primary Distributor* – A two-lane, two-way divided carriageway that forms part of the regional road network, carrying traffic through to Denham Road to the west, and several locations south east from its intersection with Monkey Mia Road.

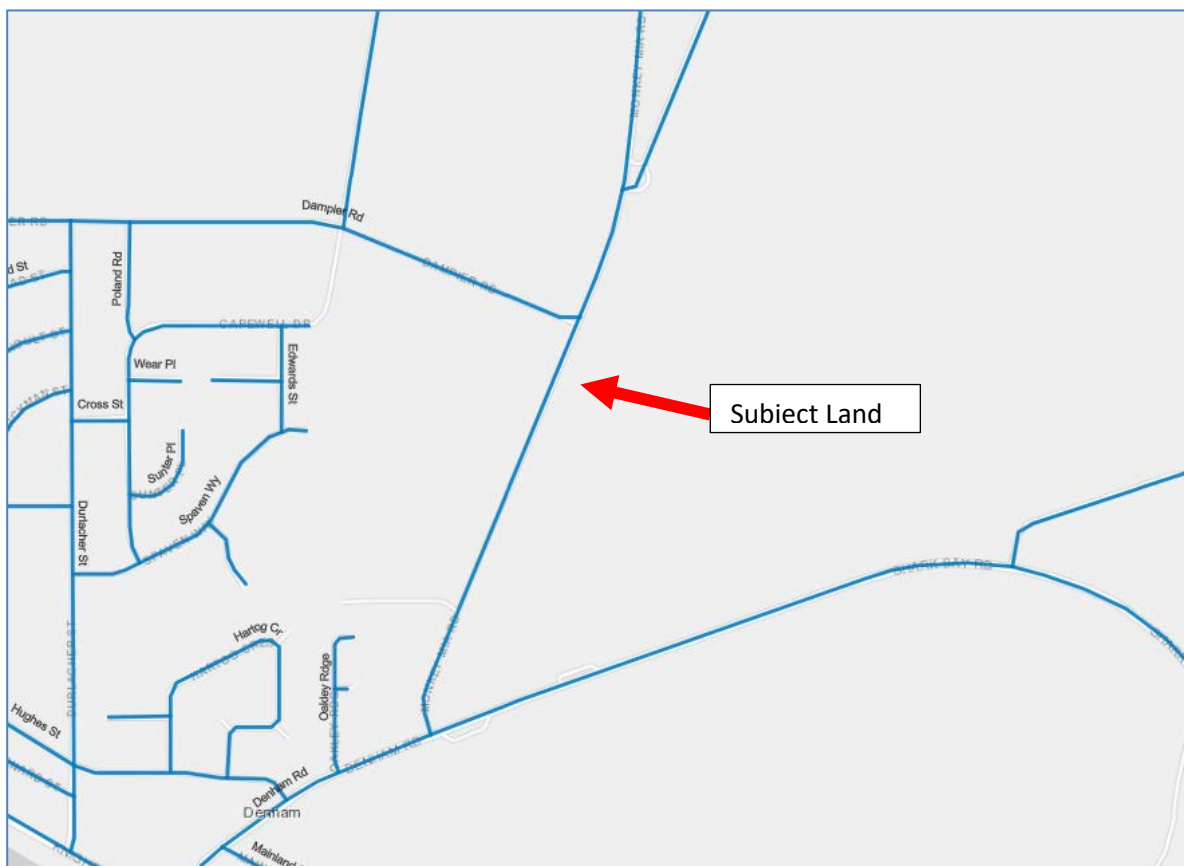


Figure 2: Main Roads Western Australia Road Information Mapping



## 2.4 Existing Traffic Volumes

From a review of the Main Roads Statewide Traffic Digest, the most recent data for Monkey Mia Road (2023/2024) records an average Vehicles Per Day (VPD) count of 460, of which only 24.7 are heavy vehicles.

## 3 VEHICULAR ACCESS AND PARKING

### 3.1 Access Arrangements

Vehicle access is currently via two separate crossovers from Monkey Mia Road to the west of the subject site. The southernmost of the two crossovers will be removed as part of the development application. As a result, all vehicle movements from the subject site onto Monkey Mia road will occur via the existing central vehicle access. Refer to **Figure 3** for the proposed access layout from Monkey Mia Road.

A significant road reservation of approximately 30m in width exists between the Monkey Mia Road carriageway and the western boundary of the subject site (refer **Figure 4**). As demonstrated in **Figures 5 and 6**, this road reservation currently contains low scrub which does not appear to restrict sightlines in both directions along Monkey Mia Road.

Given the length of crossover (30m approx.) and the condition of the existing road reservation on the eastern side of Monkey Mia Road, the existing access arrangement appears to be well suited to service the range of vehicle types expected to access the subject site, including passenger vehicles, trucks and towed boats and caravans.

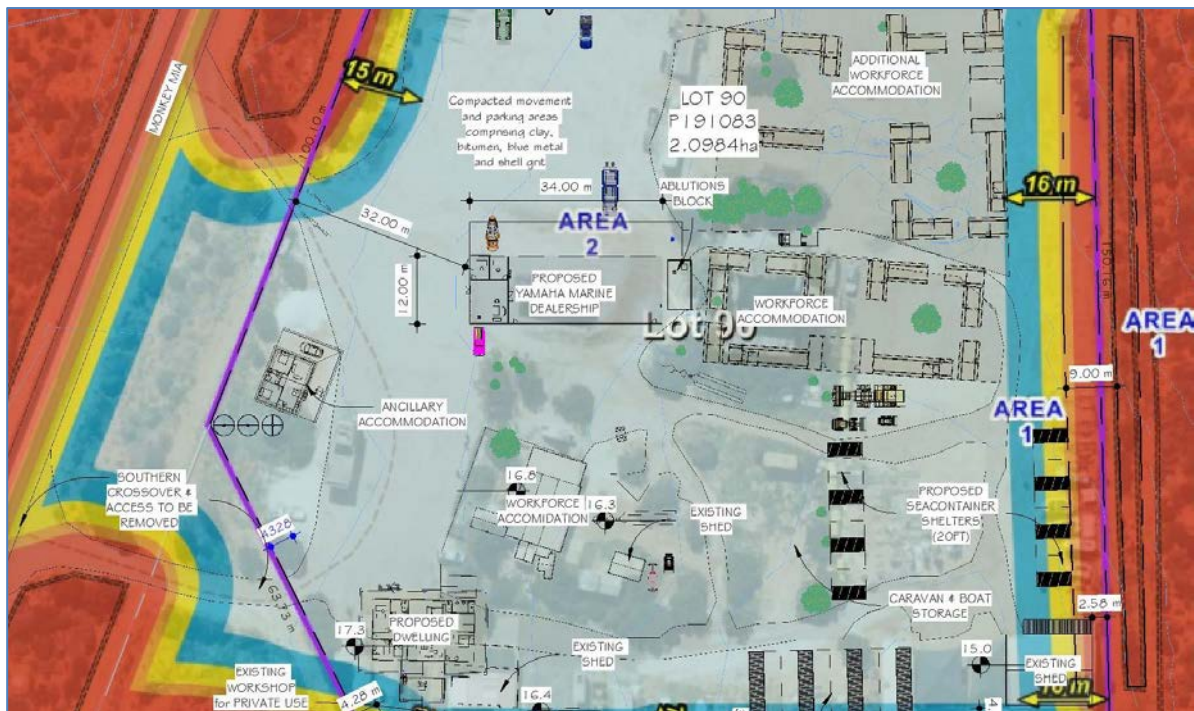
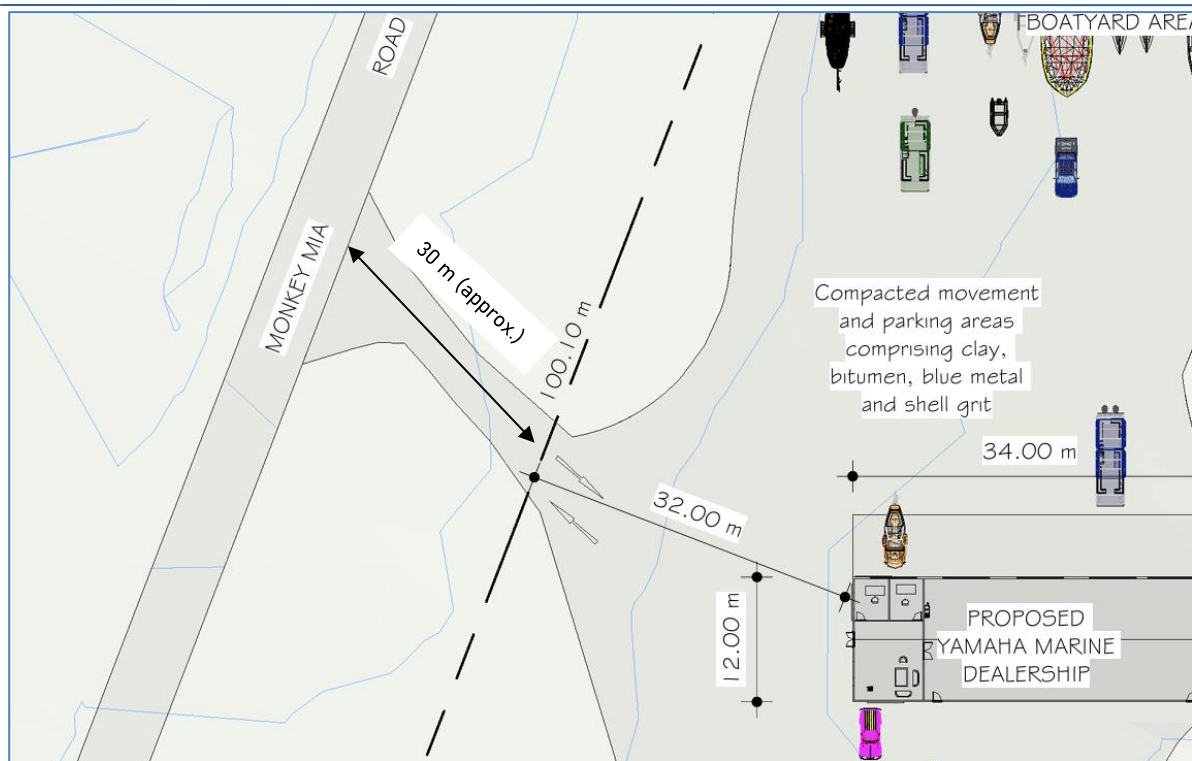


Figure 3: Proposed Access Layout



**Figure 4: Length of Crossover within Monkey Mia Road Reservation**



**Figure 5: View south along Monkey Mia Road from crossover to subject site**



Figure 6: View north along Monkey Mia Road from crossover to subject site

### 3.2 Parking Provision

The proposed development involves the following specific land uses which are provided for under the provisions of Special Use No. 10 (SU10) zone applicable to the subject site under the Shire of Shark Bay Local Planning Scheme No. 4 (LPS4):

- 'Single House';
- 'Ancillary Dwelling';
- 'Workforce Accommodation';
- 'Warehouse/Storage'; and
- 'Motor Vehicle Repair (including marine craft)', with minor incidental uses including shop and office.

The existing and proposed land uses will be formalised through the development application.

Table 3 of LPS4 provides the car parking requirements for land uses listed within the Scheme. **Table 3.1** below outlines the parking requirements for the uses identified under the proposal:

**Table 3.1 – Car Parking Requirements**

Land Use	Parking Rate	Parking Requirement	Parking Provided
Single House	Per the Residential Design Codes	2 bays (for 2+ bedroom dwelling)	Area for 2+ bays adjacent to the proposed dwelling
Ancillary Dwelling	Per the Residential Design Codes	2 bays (for 2+ bedroom dwelling)	Area for 2+ bays adjacent to the proposed ancillary dwelling
Workforce Accommodation	Not specified (per Clause 32.16.1 of LPS4)	22 bays (based on nature of proposal and	Area for 22+ bays along the northern and eastern



Land Use	Parking Rate	Parking Requirement	Parking Provided
		applied at a rate of 1 bay per bedroom)	boundaries to the north and east of the accommodation
Warehouse / Storage	1 bay for every 100m <sup>2</sup> of Gross Floor Area	4 bays (based on a 408m <sup>2</sup> shed)	Area for 20+ bays to the west and south of the proposed shed
Motor Vehicle Repair	2 bays for every working bay and 1 bay for each employee	15 bays (based on 5 working bays and 1 employee per working bay)	Area for 20+ bays to the west and south of the proposed shed
Caravan and Boat Parking	Not specified (per Clause 32.16.1 of LPS4)	18 bays (based on two caravans / boats per shelter)	18 bays (based on two caravans / boats per shelter)

On site parking will occur throughout the site in association with the various land uses proposed. The existing site surface is generally compacted throughout with a mix of compacted clay, bitumen, blue metal and shell grit. The parking and access areas throughout the site will adequately cater for the anticipated demand of the operations and has historically accommodated heavy vehicle movements.

Given the intended use of the site and range of activities accommodated, it is impractical to designate specific parking on a site plan. However, if required, directional signage can be provided on site to general parking locations.

Visitor parking will occur to the western side of the proposed Yamaha Marine Dealership shed.

It is considered that the proposed commercial and residential parking will sufficiently cater for the parking demand generated by the proposed development.

## 4 SERVICE VEHICLES

The subject site is currently serviced by the Shire's waste collection operations which offer a twice weekly collection arrangement. The Shire collect Sulo general waste bins from the subject site as part of their regular collection service, with recyclables taken separately by landowners to the Shark Bay Bring Centre. If waste generation from the proposed development increases as a result of increased activity within the site, additional bins will be requested from the Shire, however no additional waste vehicle movements are expected to occur as part of increased waste storage on site.

## 5 TRAFFIC VOLUMES

### 5.1 Traffic Generation

Trip generation has been calculated for the subject site based on the trip generation rates contained within the *Transport Impact Assessment Guidelines Volume 5 – Technical Guidance*. **Table 5.1**

contains the daily peak hour trip generation rate, **Table 5.2** contains the directional distribution and **Table 5.3** contains the total potential trip generation associated with the proposal.

**Table 5.1 – Peak Hour Trip Generation Rate**

Land Use	AM Peak	PM Peak
Residential	0.8 trips per dwelling / workers accommodation unit.	0.8 trips per single house/workers accommodation unit.
Industrial	1.0 trip per 100m <sup>2</sup> .	1.0 trips per 100m <sup>2</sup> .

**Table 5.2 – Directional Trip Distribution**

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Residential	0.25	0.75	0.67	0.33
Industrial	In	Out	In	Out
	0.80	0.20	0.20	0.80

**Table 5.3 – Total Potential Trip Generation**

Land Use	Total AM Peak	AM Peak		Total AM Peak	PM Peak	
		In	Out		In	Out
Residential	19	5	14	19	13	6
Industrial	5	In	Out	5	In	Out
		4	1		1	4
<b>Totals</b>	<b>24</b>	<b>9</b>	<b>15</b>	<b>24</b>	<b>14</b>	<b>10</b>

Trip generation from the proposed development at its maximum operational capacity has been calculated at approximately 24 daily vehicle movements in both the AM and PM peak periods. This also assumes a worst case scenario whereby the workshop and workforce accommodation areas are fully occupied. Based on the transient nature of workforce accommodation, the worst case scenario represented in the tables above is anticipated to occur very infrequently during any given calendar year, with the actual trip generation being significantly less than outlined above. In any event, the traffic volume generated from the proposed development is considered to be very low and below the threshold for a TIS under the WAPC Guidelines.

This traffic is therefore likely to have negligible impact on adjacent roads and intersections, noting also that the facility is currently operational and therefore the actual increase in trip generation will be substantially less than the calculated rates listed in the tables above.

Traffic associated with the caravan and boat parking has not been included in the above tables due to the infrequent nature of the proposed activities. Caravans and boats will typically be stored on site for between 1 to 6 months at a time. Based on a total of 18 parking bays within the dome



shelters being provided, the estimated daily trip movements have been calculated based on an average of one trip every 3 months for each parking bay. This represents approximately 0.2 trips per day, or around 1 trip per week associated with the caravan and boat parking.

It is anticipated that the generated traffic will be distributed north along Monkey Mia Road to multiple locations, and South along Monkey Mia Road toward Shark Bay Road and Denham Road.

## **5.2 Service Vehicles**

The Shire's waste collection vehicles will collect waste from the subject site twice weekly. The existing access arrangements are suitable for waste collection vehicles to enter the subject site in forward gear, collect waste from within the site and exit the site in forward gear.

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## **6 PUBLIC TRANSPORT ACCESS**

The Shire of Shark Bay is a regional Local Government without a public transport network, therefore public transport access is not applicable in relation to the subject site.

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## **7 PEDESTRIAN ACCESS AND FACILITIES**

Whilst pedestrians can access the subject site via the primary vehicle access (if required), it is not anticipated that pedestrians will access the site. Due to the predominantly commercial nature of the activities conducted from the subject site, it is likely that private and commercial vehicles will be utilised for site access with very limited pedestrian access.

---

## **8 CYCLE ACCESS AND FACILITIES**

No dedicated cycling lanes exist in proximity to the subject site. Due to the predominantly commercial nature of the activities conducted from the subject site, it is likely that private and commercial vehicles will be utilised for site access with very limited cycle access.

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## **9 SUMMARY AND CONCLUSIONS**

The TIS has considered the transport related aspects of the proposed development including existing and proposed traffic operations, access, car parking, public transport, pedestrian movements and cycle facilities.

From review of the local traffic environment, the proposal is not considered to result in any safety impacts as a result of the traffic generated by the proposal.

The peak and total vehicle trips generated by the proposed development are negligible having regard to the existing street network and the single, consolidated vehicle entry and exit arrangement will further improve functionality of any increased movements resulting from the proposal.

## **Attachment 5**

### Bushfire Attack Level Contour Map and Vegetation Assessment



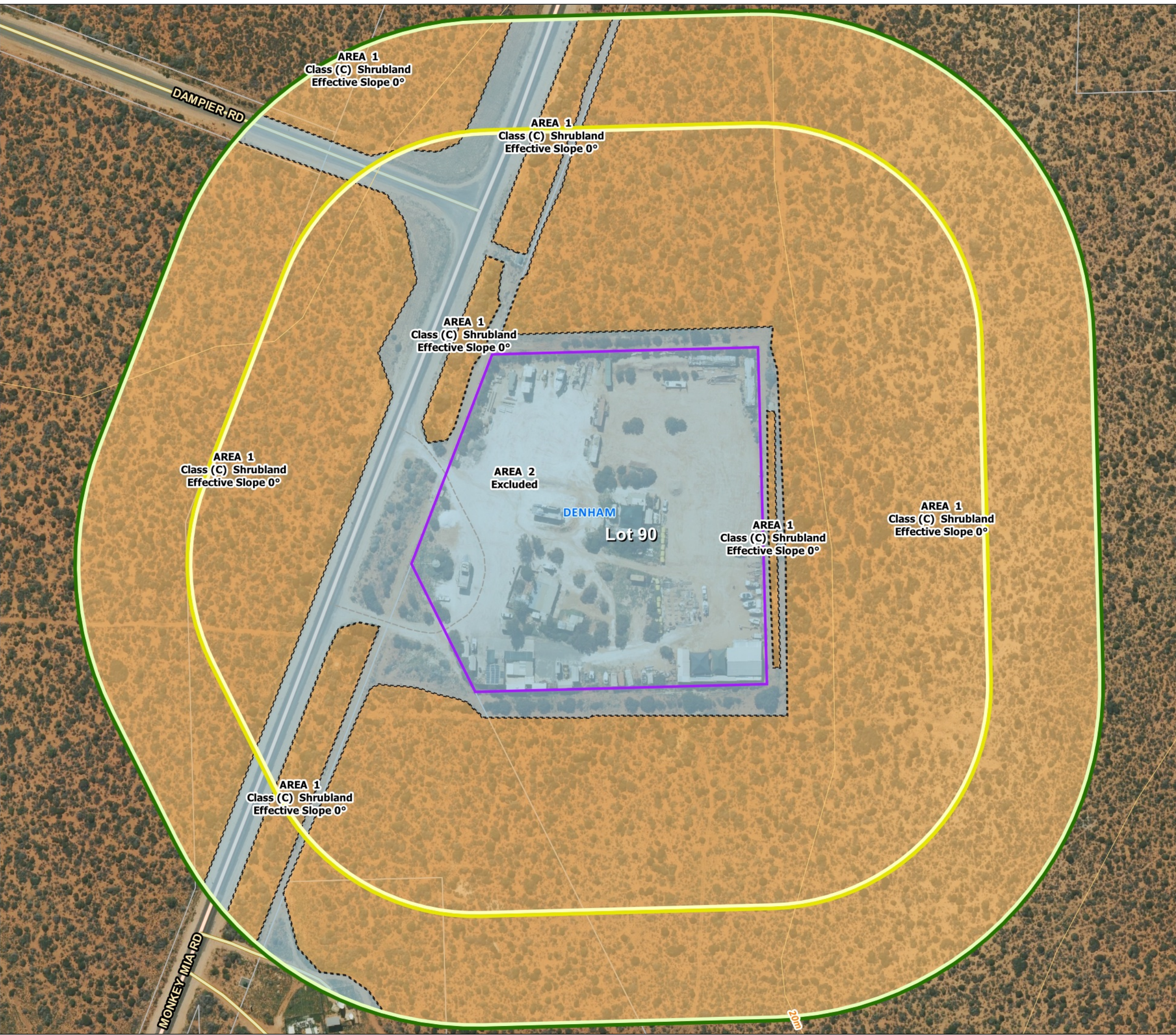
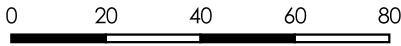


Figure 1  
**Classified Vegetation & Topography (Existing)**

Lot 90 on Plan 191083, Area : 2.1 ha  
Monkey Mia Rd  
DENHAM  
SHIRE OF SHARK BAY

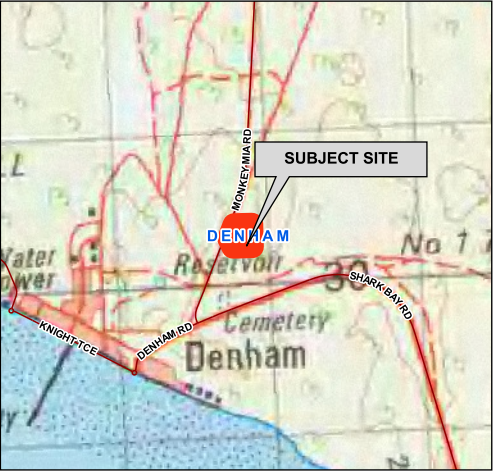
----- **LEGEND** -----

- Subject Site
- Cadastral
- Photo and Direction
- 150m Assessment Area
- 100m Assessment Area
- Classified Vegetation**
  - Class C - Shrubland
  - Exclusion 2.2.3.2



Metres

----- **LOCALITY** -----



AERIAL IMAGERY: Landgate/SLIP



Coordinate System: GDA 1994 MGA Zone 50  
Projection: Universal Transverse Mercator Units: Metre  
Map by: Selina Hutcheon 31-10-2024  
SCALE (A3): 1 : 1600



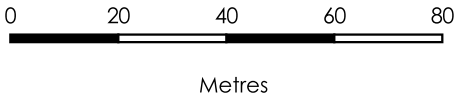
Figure 2  
BAL Contour Map

Lot 90 on Plan 191083, Area : 2.1 ha  
Monkey Mia Rd  
DENHAM  
SHIRE OF SHARK BAY

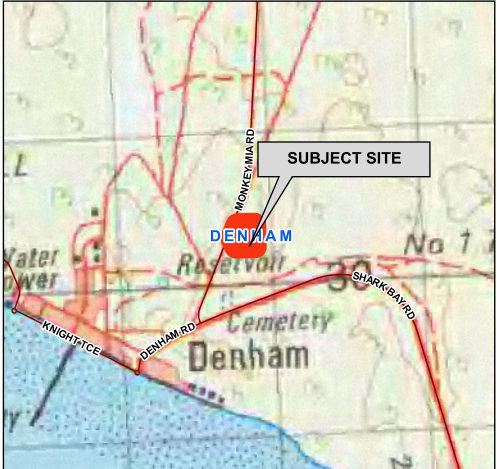
----- LEGEND -----

- Subject Site
- Cadastral
- 100m Assessment Area
- Distance to BAL-12.5

- Bushfire Attack Levels**
- BAL-FZ
  - BAL-40
  - BAL-29
  - BAL-19
  - BAL-12.5
  - BAL-LOW



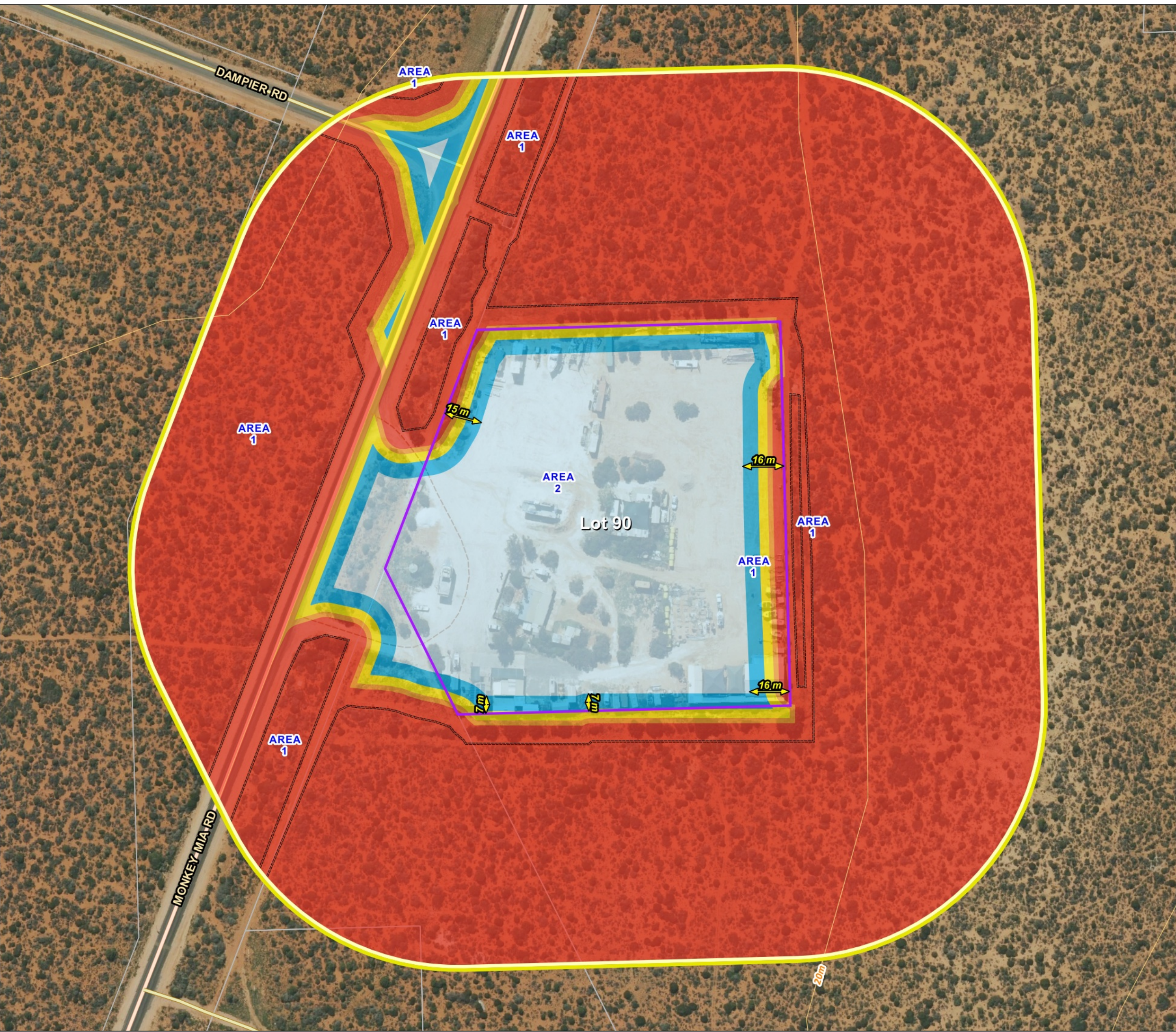
----- LOCALITY -----



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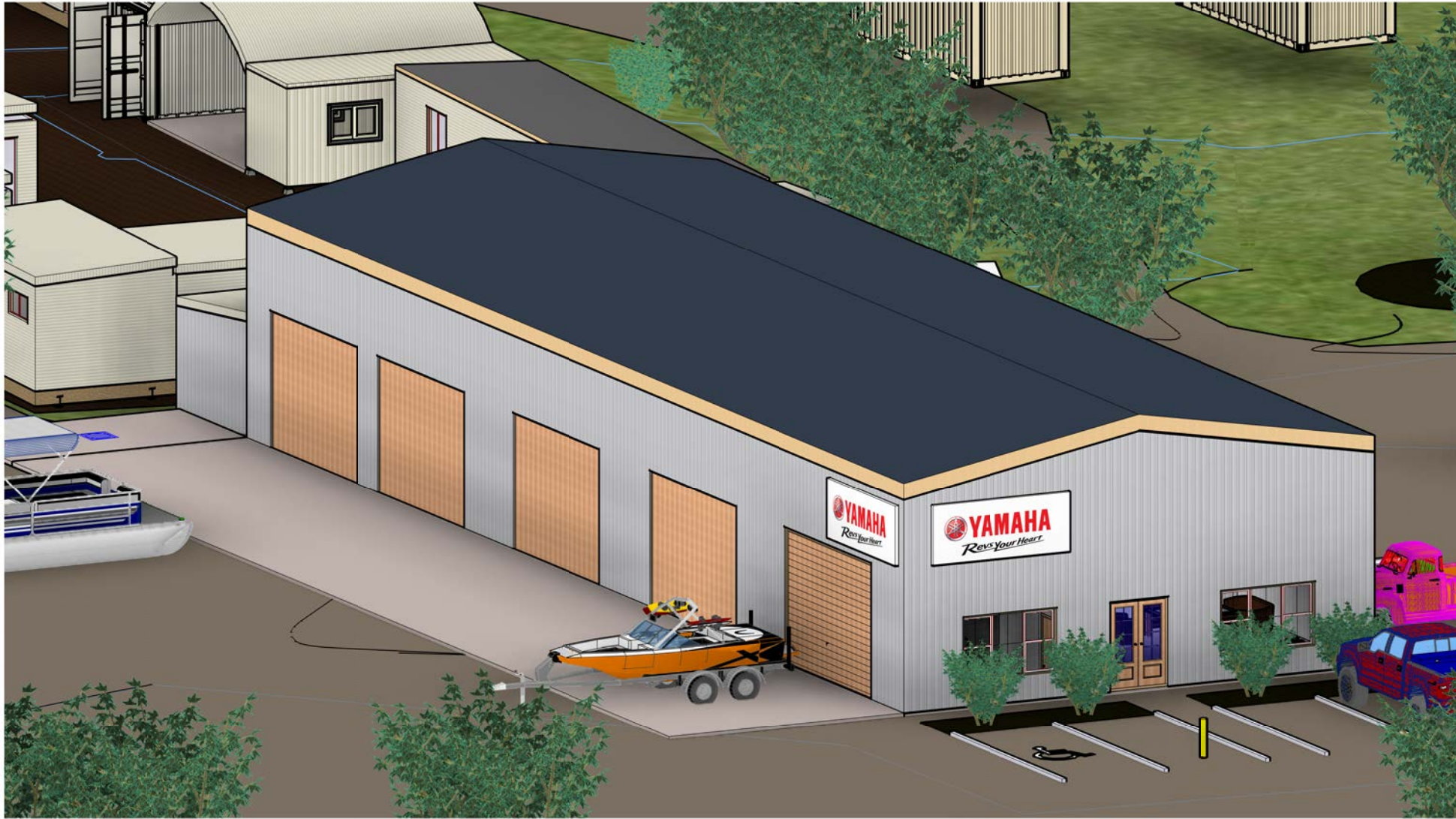


Disclaimer and Limitation: This map has been prepared for bushfire management planning purposes only. All depicted areas, contours and any dimensions shown are subject to survey. Bushfire Prone Planning does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.

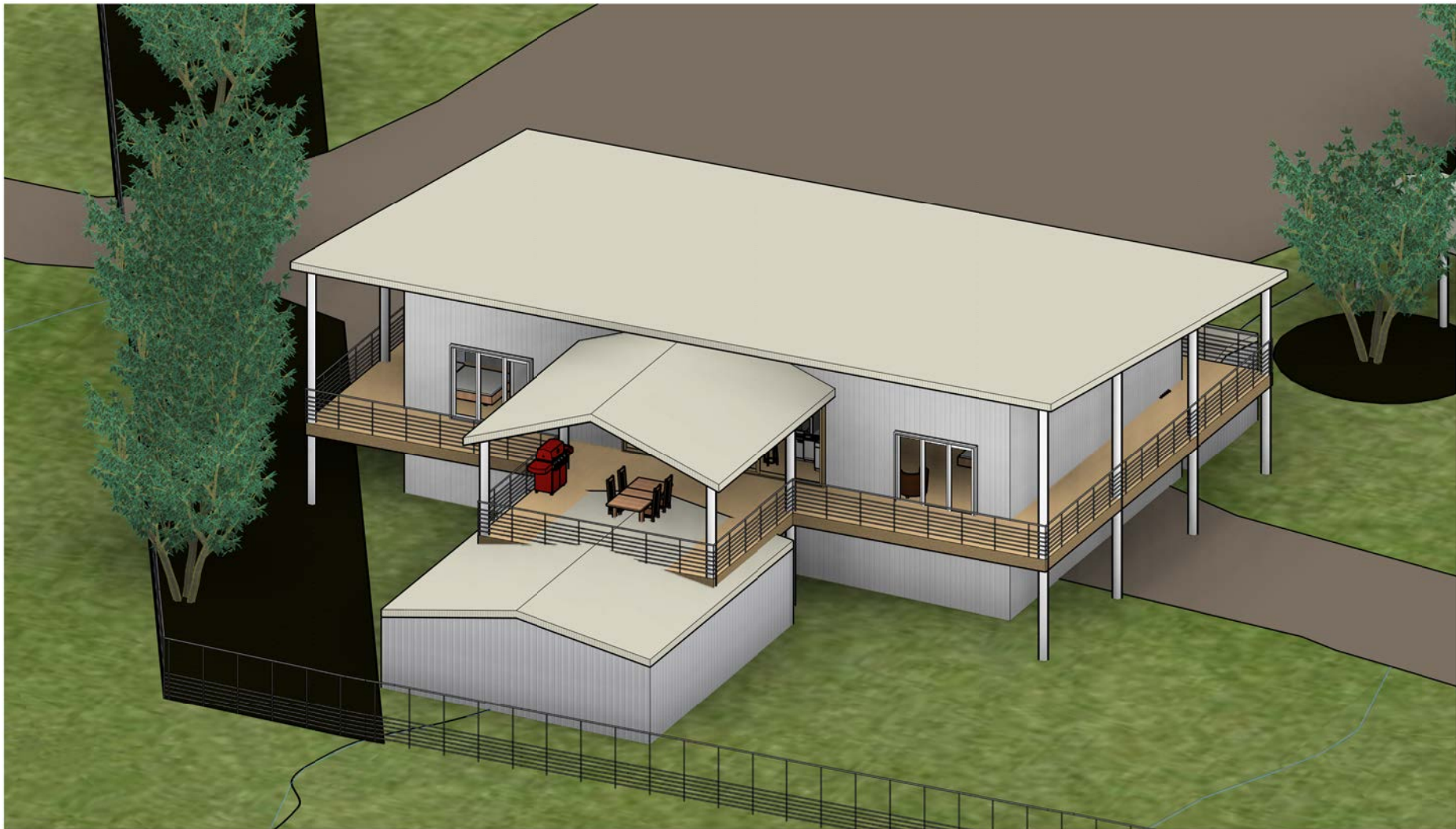


LOT 90 (60) MONKEY MIA ROAD

# REVISED DRAWINGS



PROPOSAL VIEW  
2 WORKSHOP



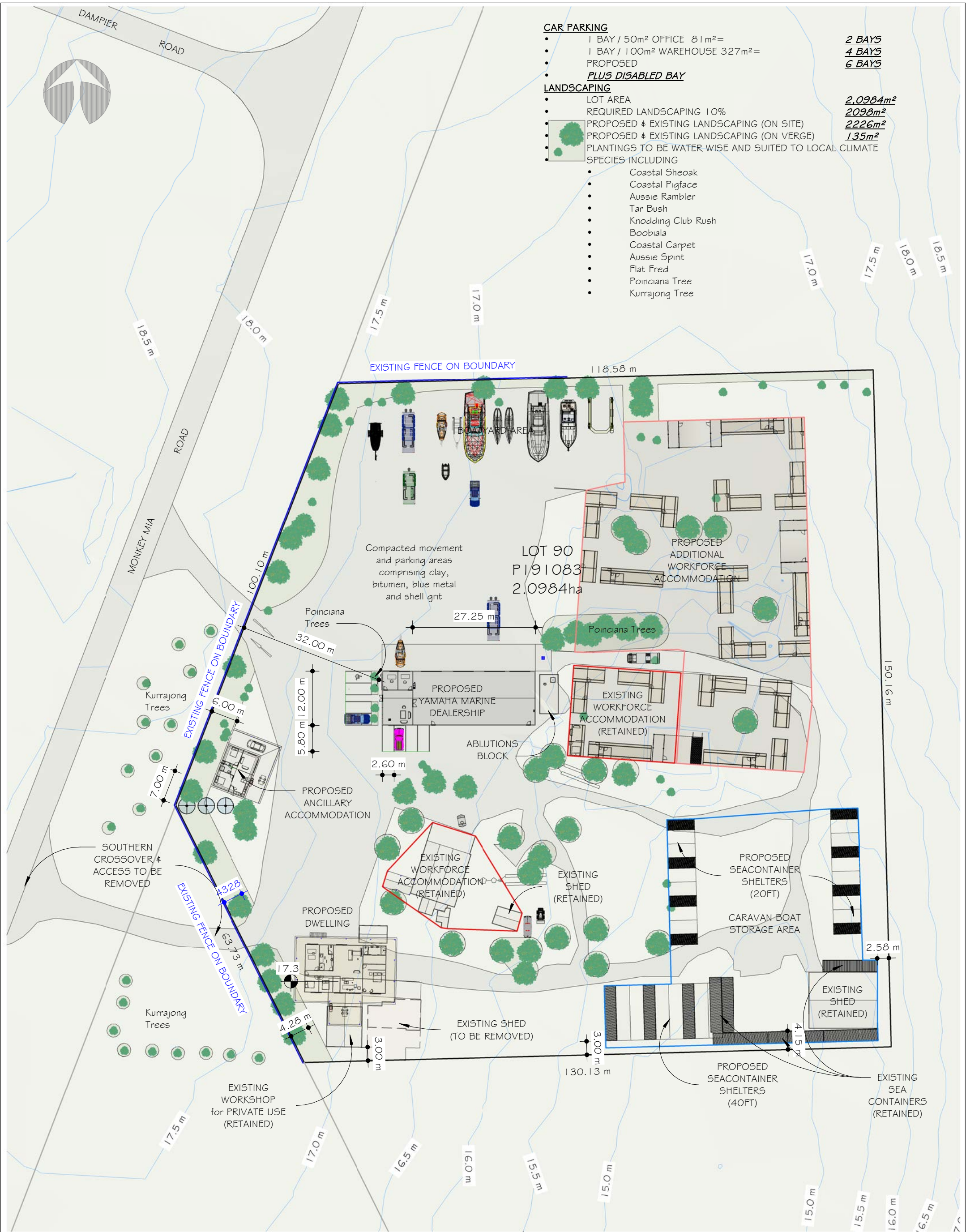
PROPOSAL VIEW  
1

4	21/1/2025	ELEVATIONS CARPARKINF LANDSCAPING
3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A301 PROPOSAL	21/1/2025







**CAR PARKING**

- 1 BAY / 50m<sup>2</sup> OFFICE 81m<sup>2</sup>=
- 1 BAY / 100m<sup>2</sup> WAREHOUSE 327m<sup>2</sup>=
- PROPOSED
- **PLUS DISABLED BAY**

2 BAYS  
4 BAYS  
6 BAYS

**LANDSCAPING**

- LOT AREA
- REQUIRED LANDSCAPING 10%
- PROPOSED & EXISTING LANDSCAPING (ON SITE)
- PROPOSED & EXISTING LANDSCAPING (ON VERGE)
- PLANTINGS TO BE WATER WISE AND SUITED TO LOCAL CLIMATE

2,0984m<sup>2</sup>  
2098m<sup>2</sup>  
2226m<sup>2</sup>  
135m<sup>2</sup>

- SPECIES INCLUDING
- Coastal Sheoak
  - Coastal Pigface
  - Aussie Rambler
  - Tar Bush
  - Knodding Club Rush
  - Boobiala
  - Coastal Carpet
  - Aussie Spint
  - Flat Fred
  - Poinciana Tree
  - Kurrajong Tree

Site  
1 : 750

4	21/1/2025	ELEVATIONS CARPARKING LANDSCAPING
3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
LOT 90 MONKEY MIA ROAD  
DENHAM

TITLE: PROPOSED DEVELOPMENT REV 4  
DRAWING No A302 SITE PLAN 21/1/2025





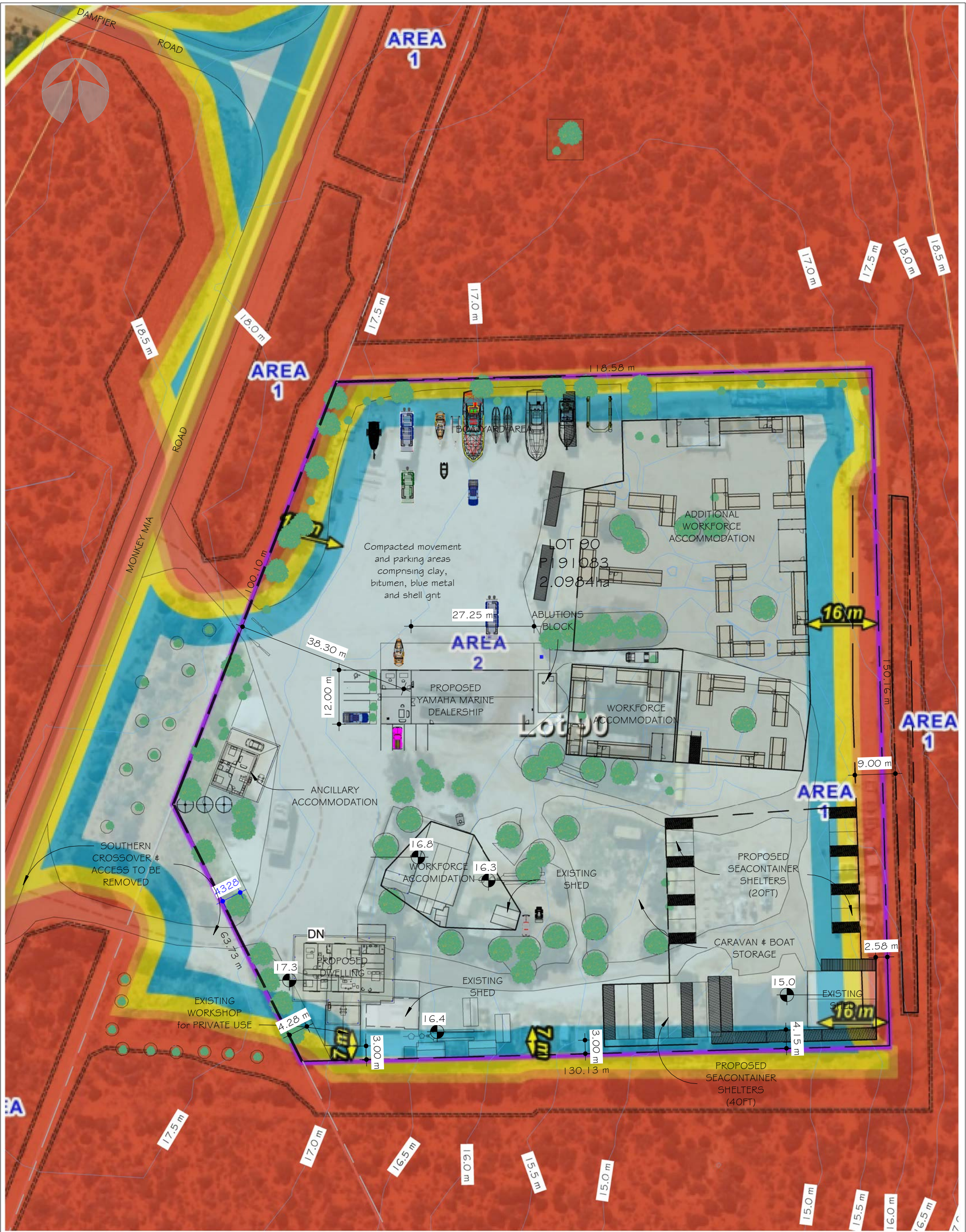


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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A303 SITE AERIAL	21/1/2025







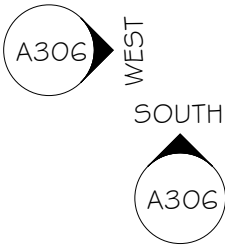
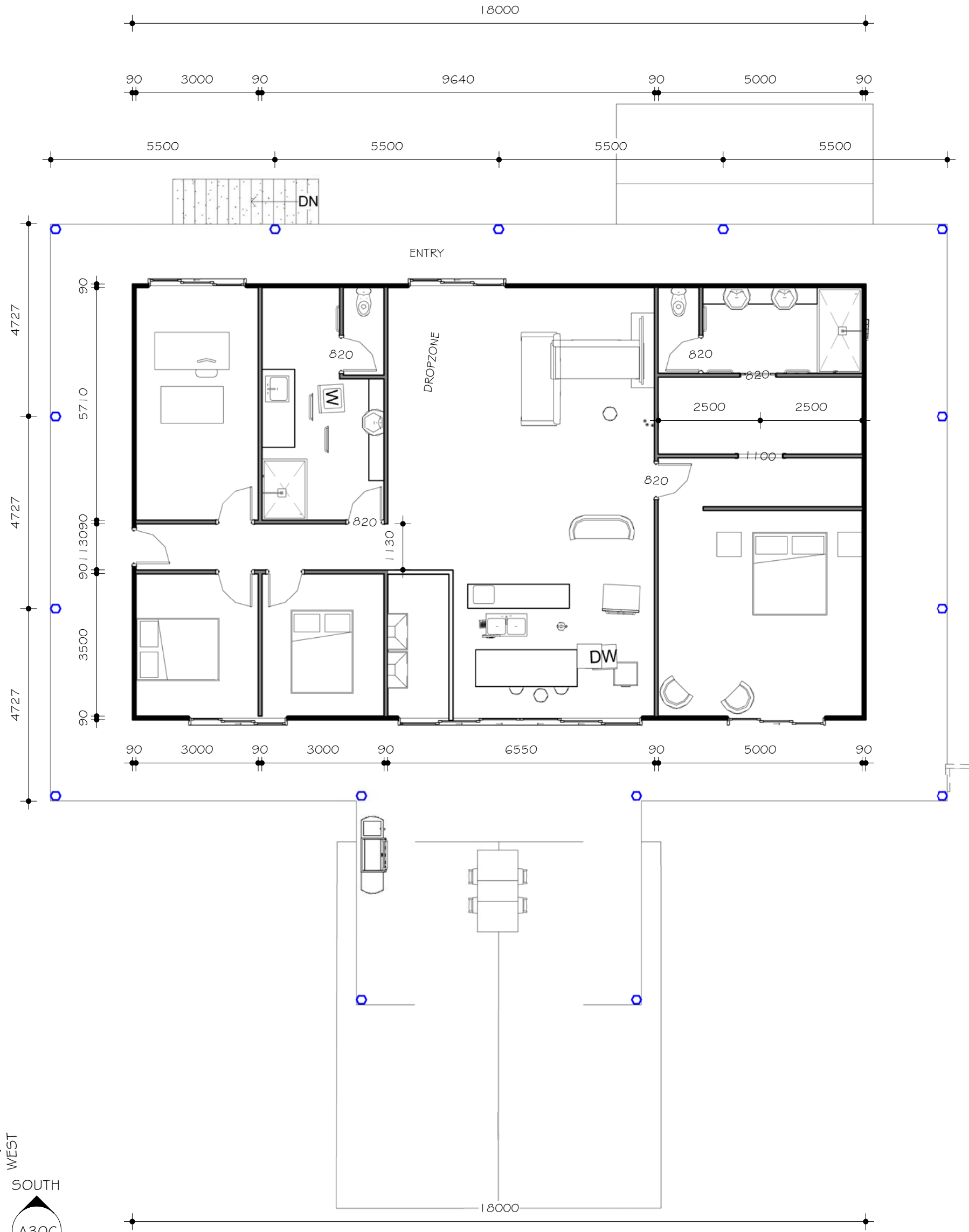
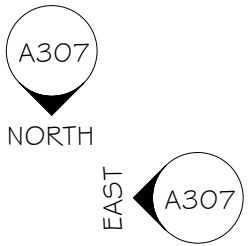
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3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
LOT 90 MONKEY MIA ROAD  
DENHAM

TITLE: PROPOSED DEVELOPMENT REV 4  
DRAWING No A304 Site BAL Undlay 21/1/2025







UP FL  
1 : 100

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3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan	
LOT 90 MONKEY MIA ROAD	
DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A305 FLOOR PLAN	21/1/2025





1 SOUTH  
1 : 100

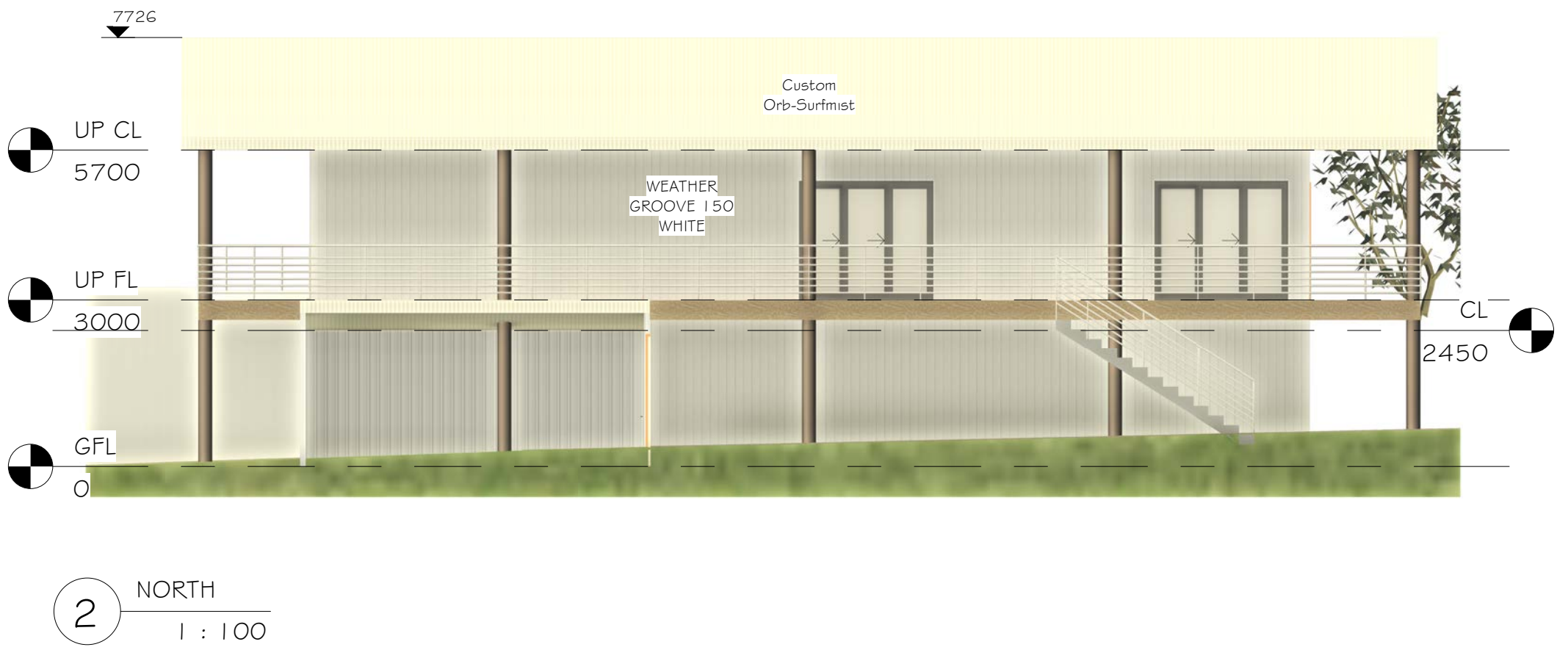
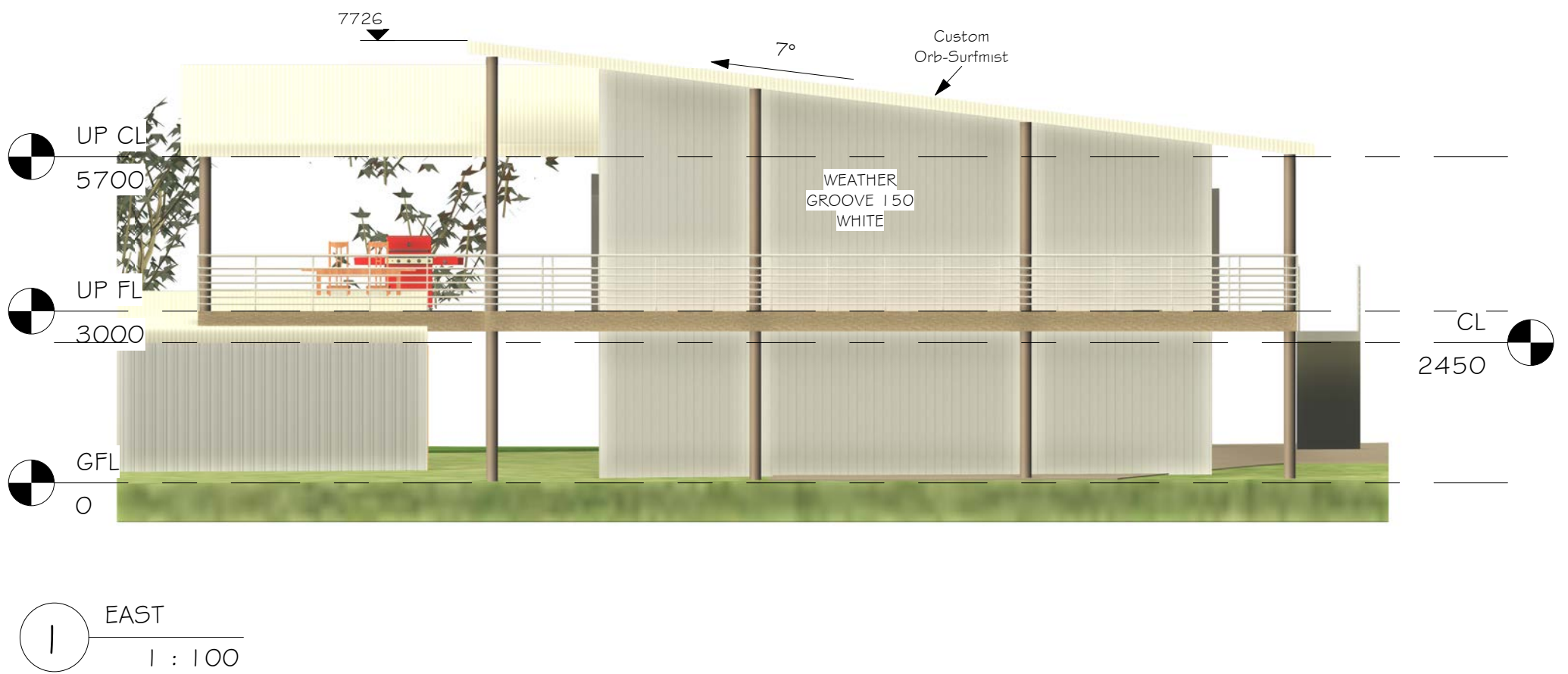


2 WEST  
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1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A306 ELEVATIONS	21/1/2025





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1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

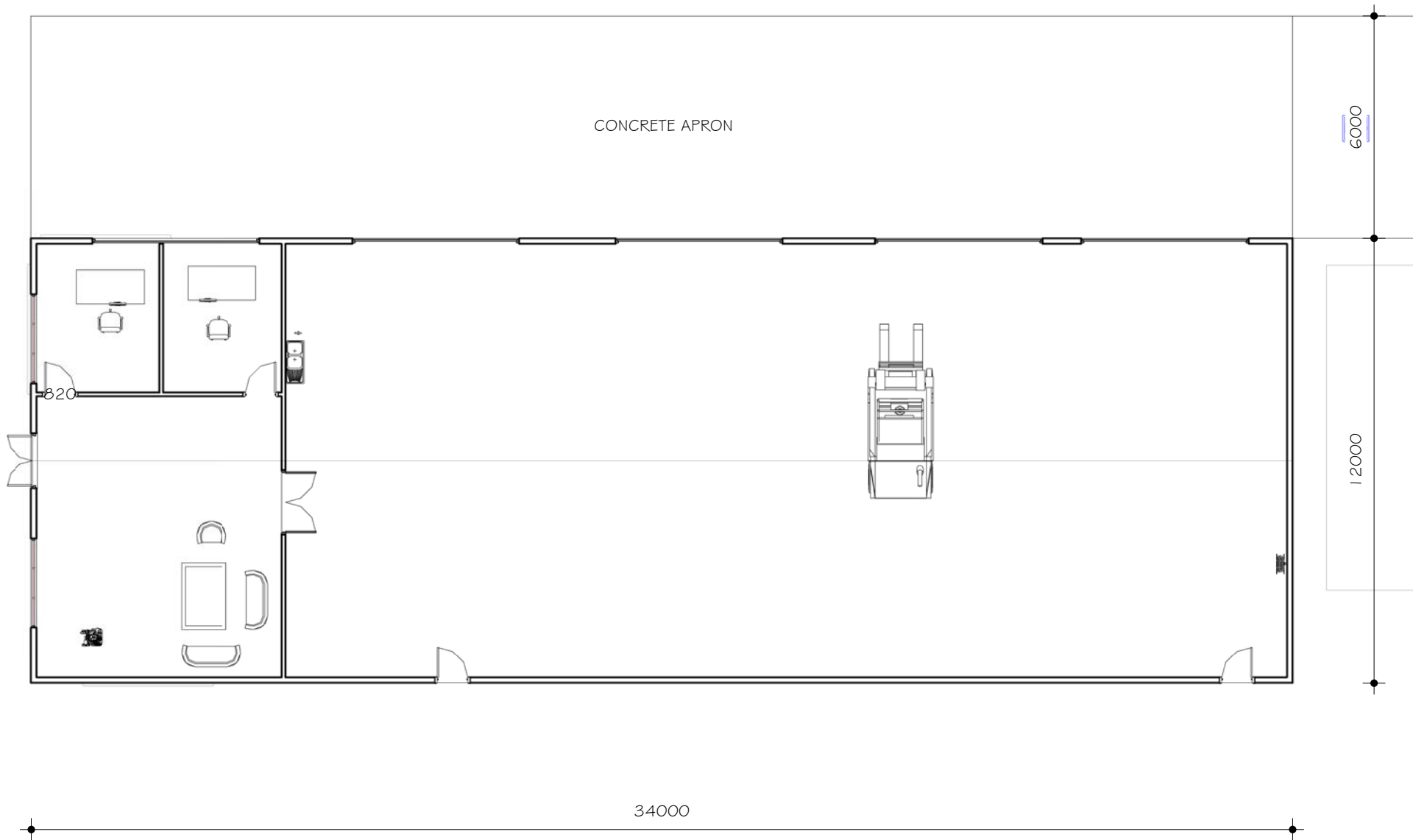
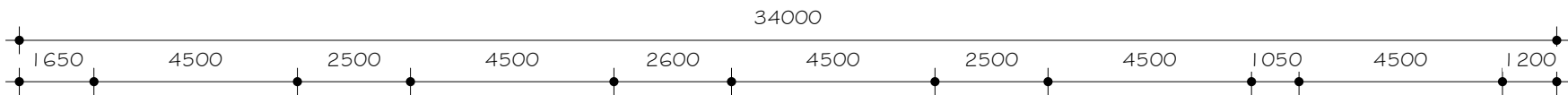
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TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A307 ELEVATIONS	21/1/2025







SHED N  
SHED E



SHED W

SHED S



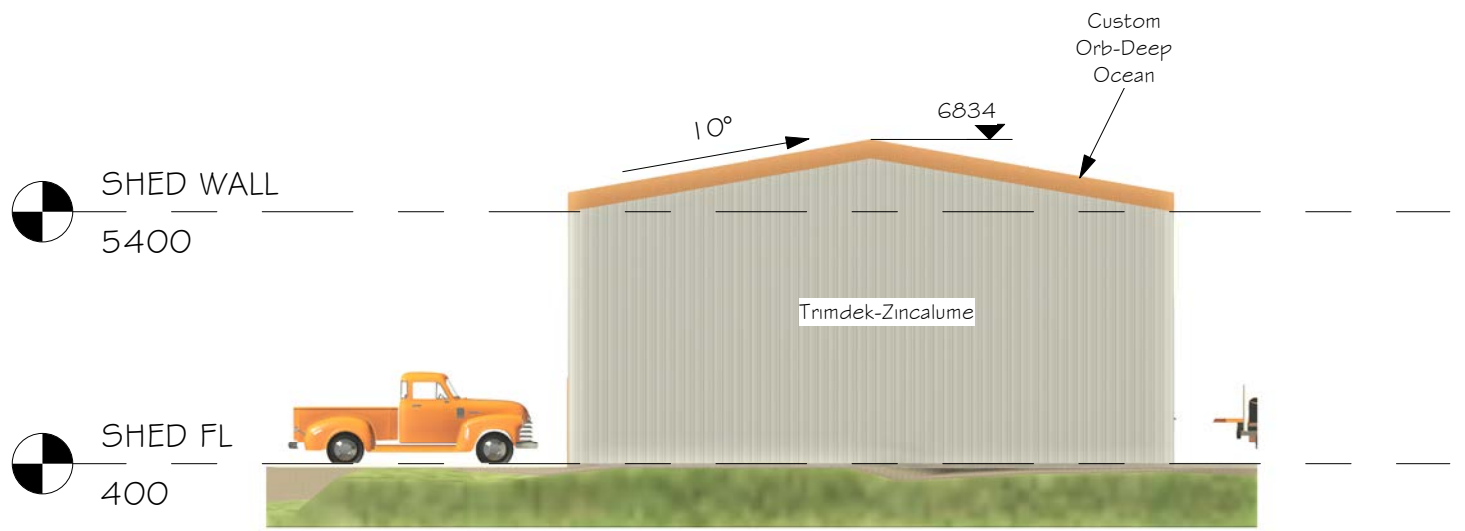
FLOORPLAN SHED

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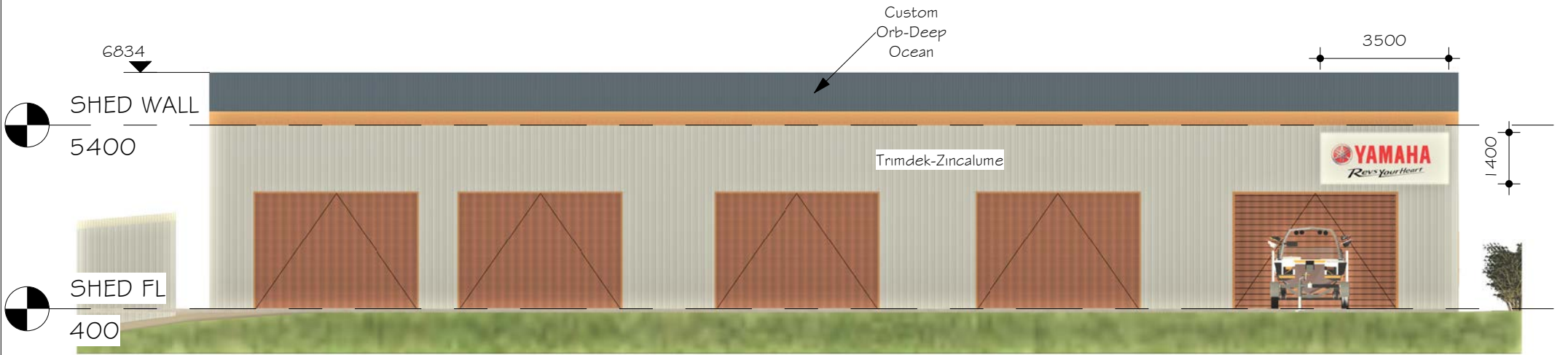
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3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A308 FLOORPLAN New Shed/2025	

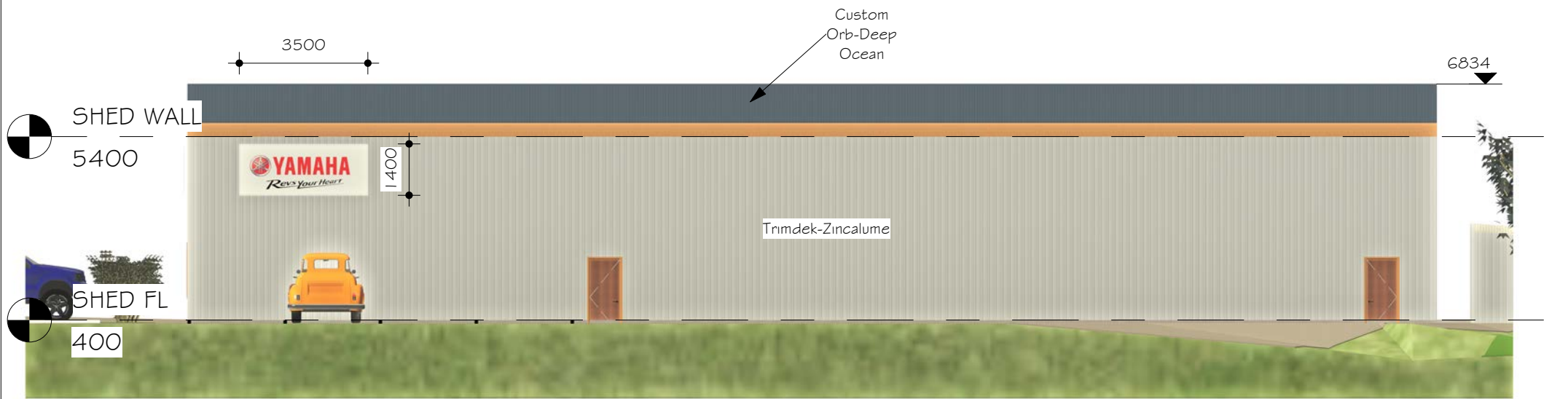




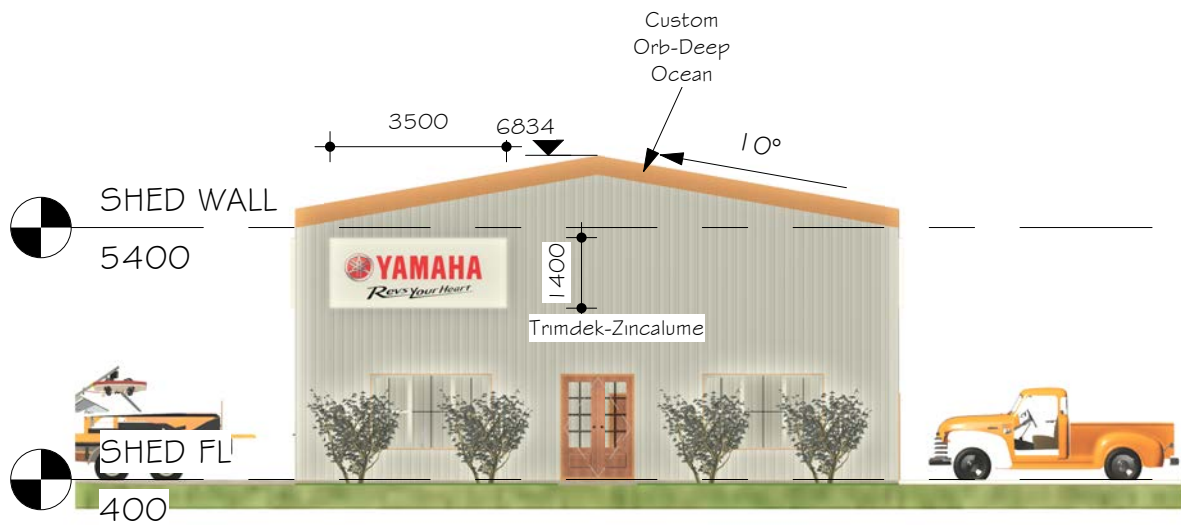
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2 SHED N  
1 : 150



3 SHED S  
1 : 150



4 SHED W  
1 : 150

4	21/1/2025	ELEVATIONS CARPARKINF LANDSCAPING
3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A309 ELEVATIONS	21/1/2025







1 3D View 5



2 3D View 6

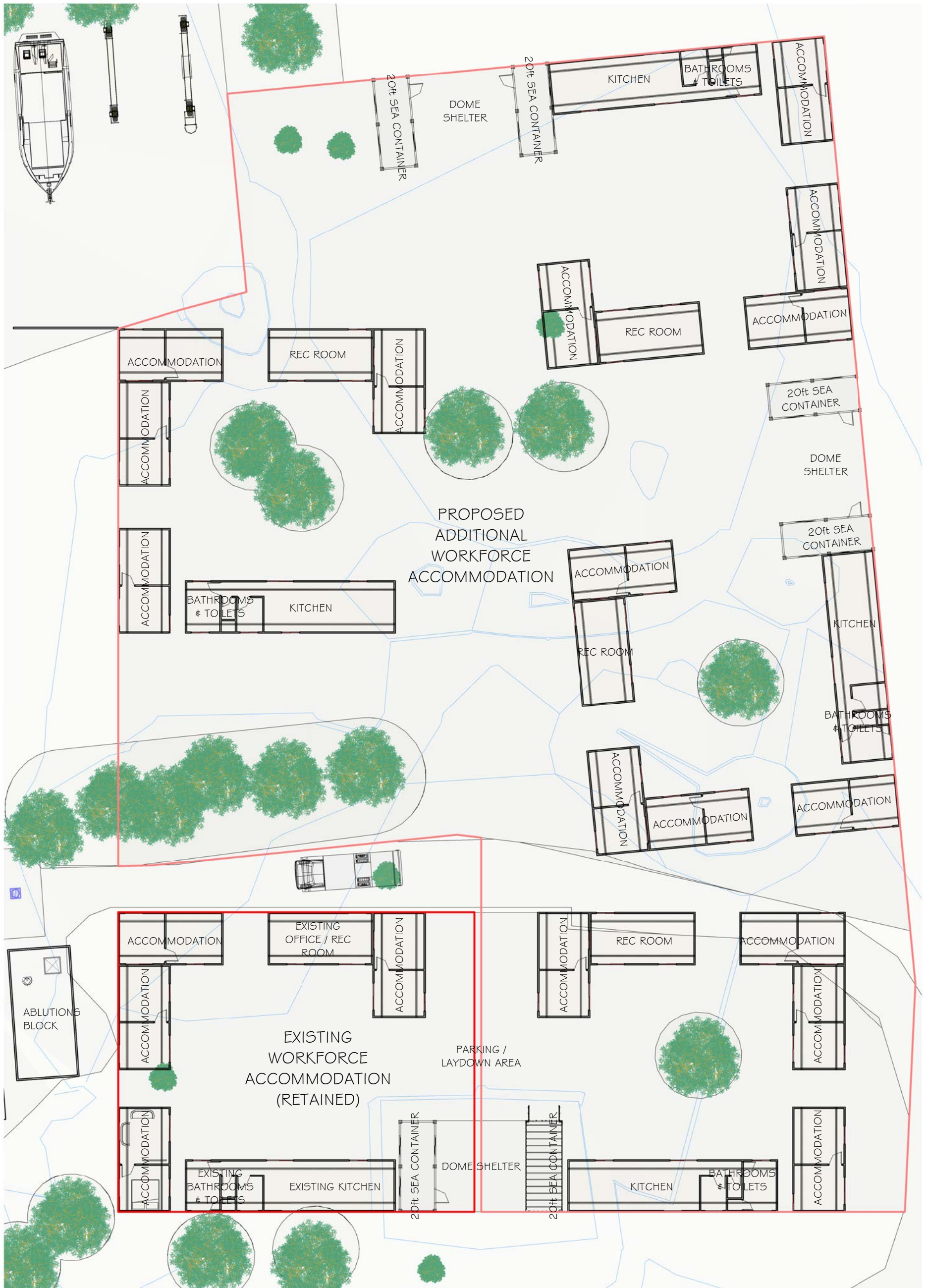
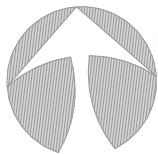
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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan  
LOT 90 MONKEY MIA ROAD  
DENHAM

TITLE: PROPOSED DEVELOPMENT REV 3  
DRAWING No A310 CAMERA SHOTS 16/12/2024







1

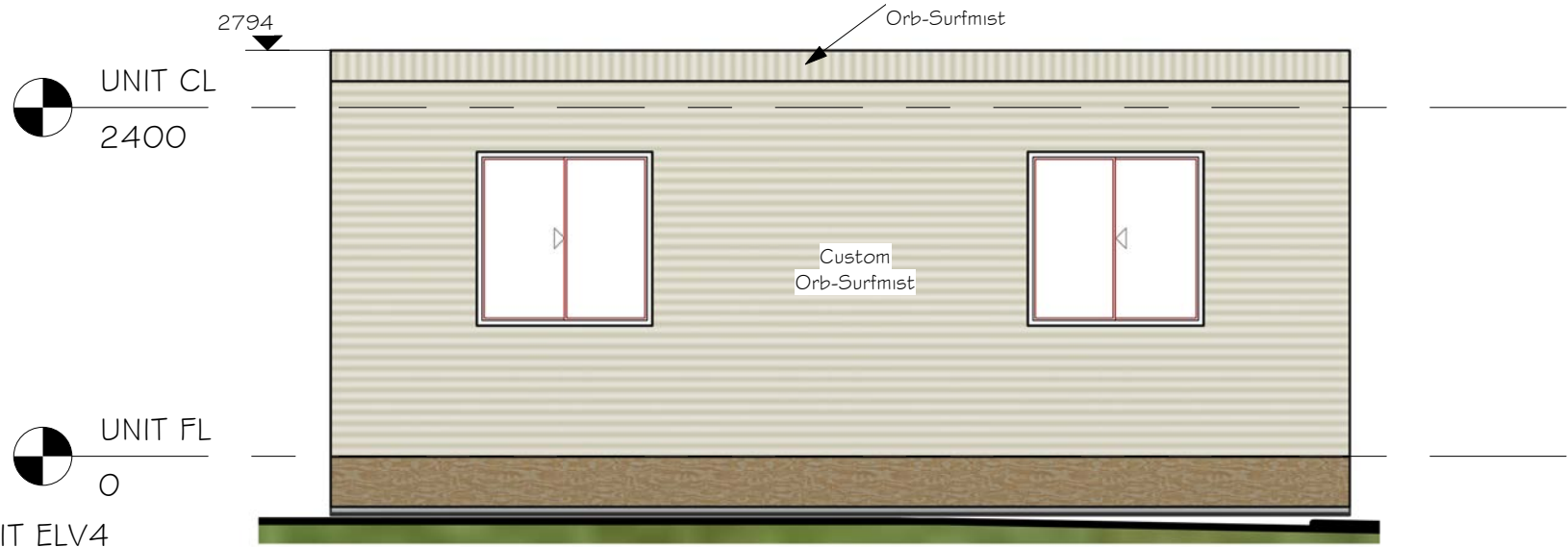
WORKERS  
ACCOMMODATION  
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2	25/11/2024	ADDITIONAL WORKERS ACCOM
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Rev	Date	Revisions

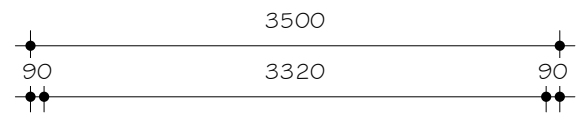
CLIENT: Stacey & Jamie Morgan	
LOT 90 MONKEY MIA ROAD	
DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A311 WORKERS ACCOMMODATION	



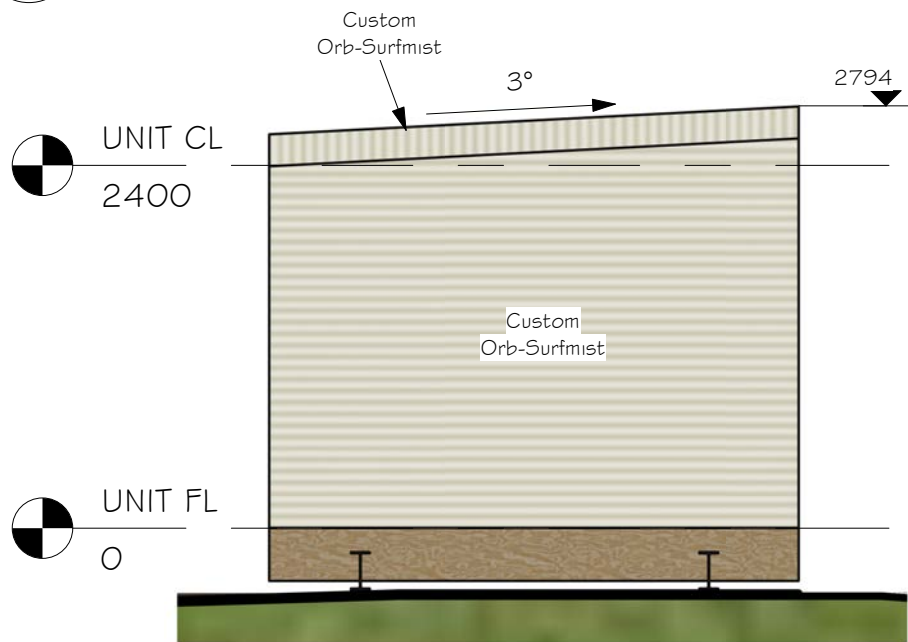




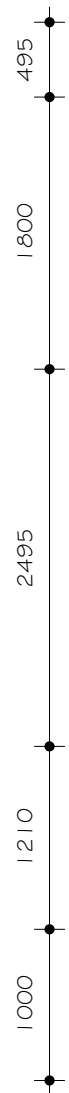
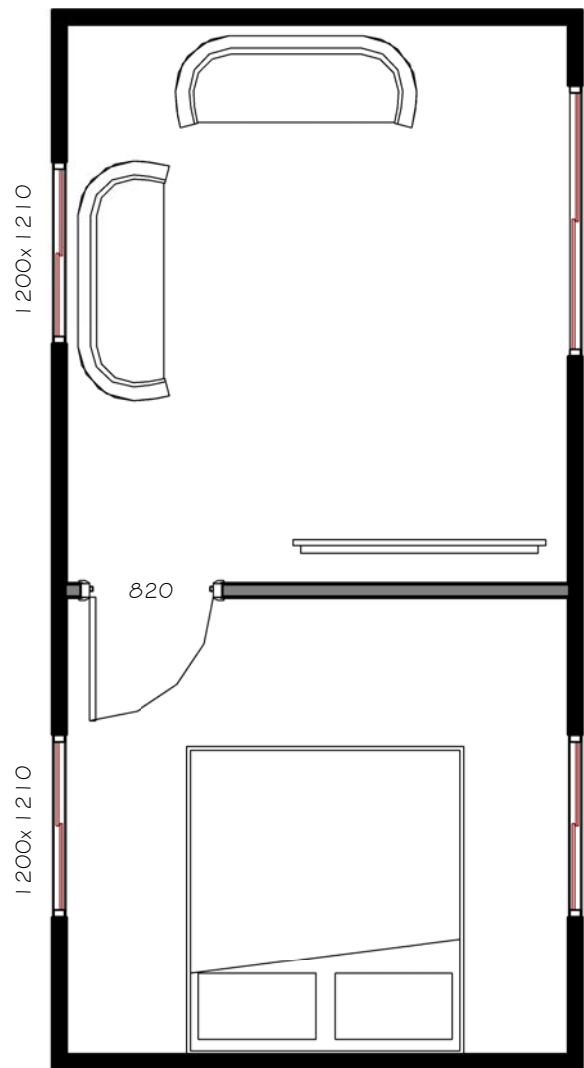
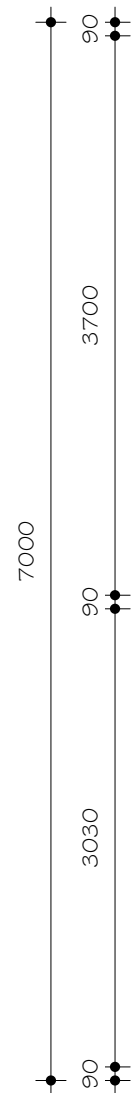
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UNIT ELV4  
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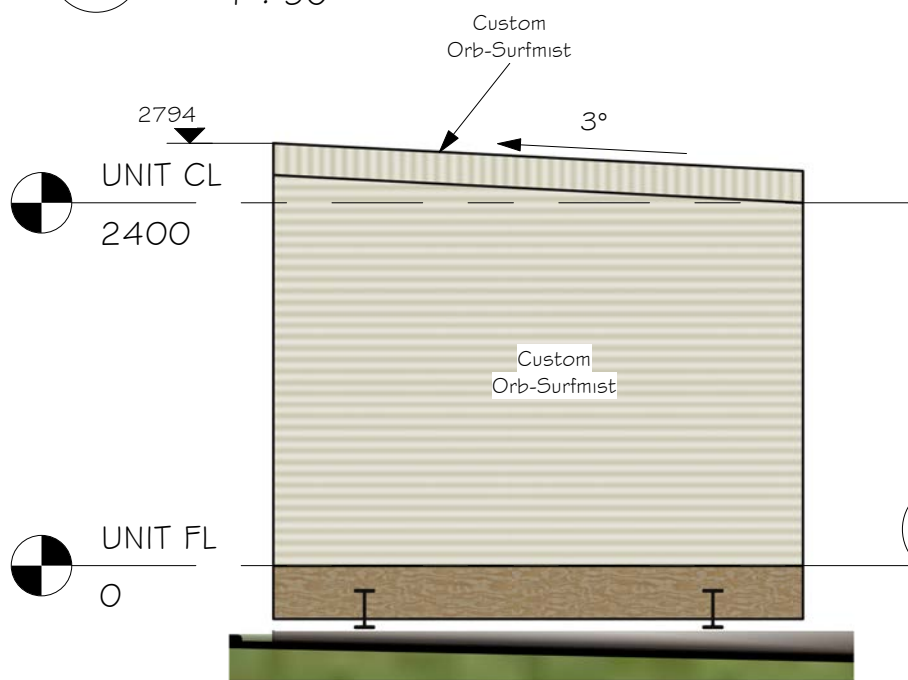
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UNIT ELV I



2  
UNIT ELV I  
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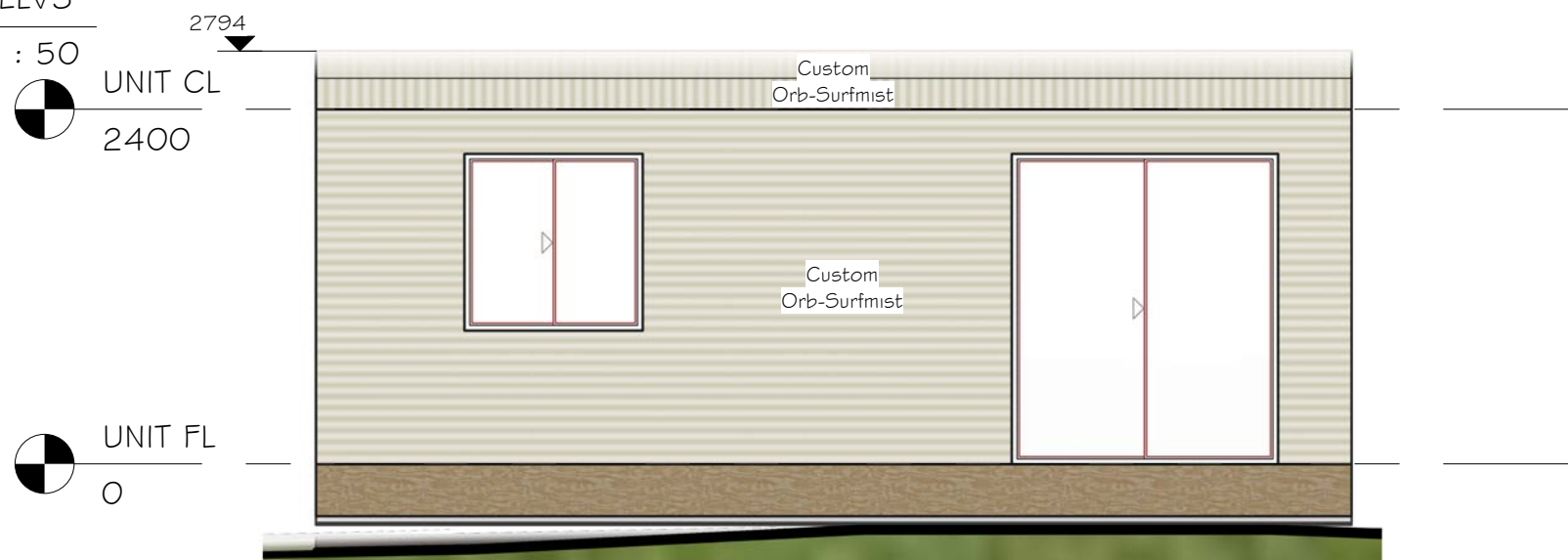
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UNIT ELV2



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UNIT ELV3  
1 : 50

A3 I 2  
UNIT ELV4

A3 I 2  
UNIT ELV3

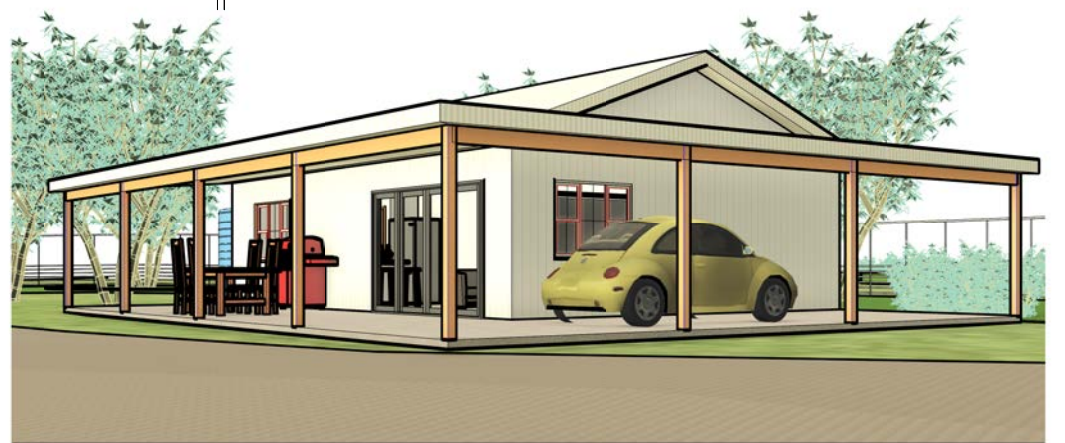


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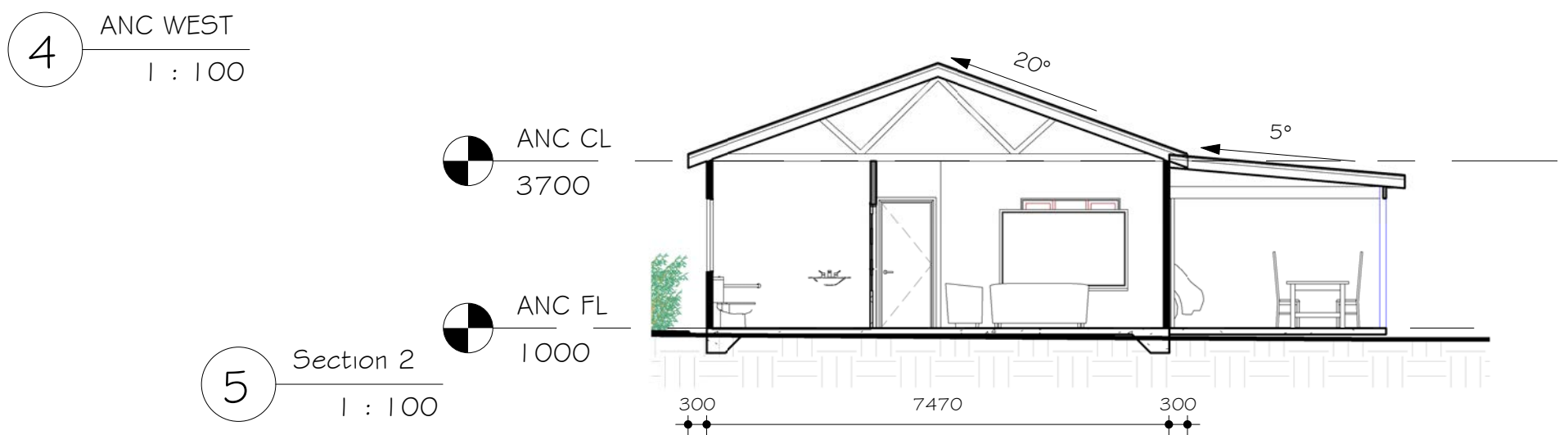
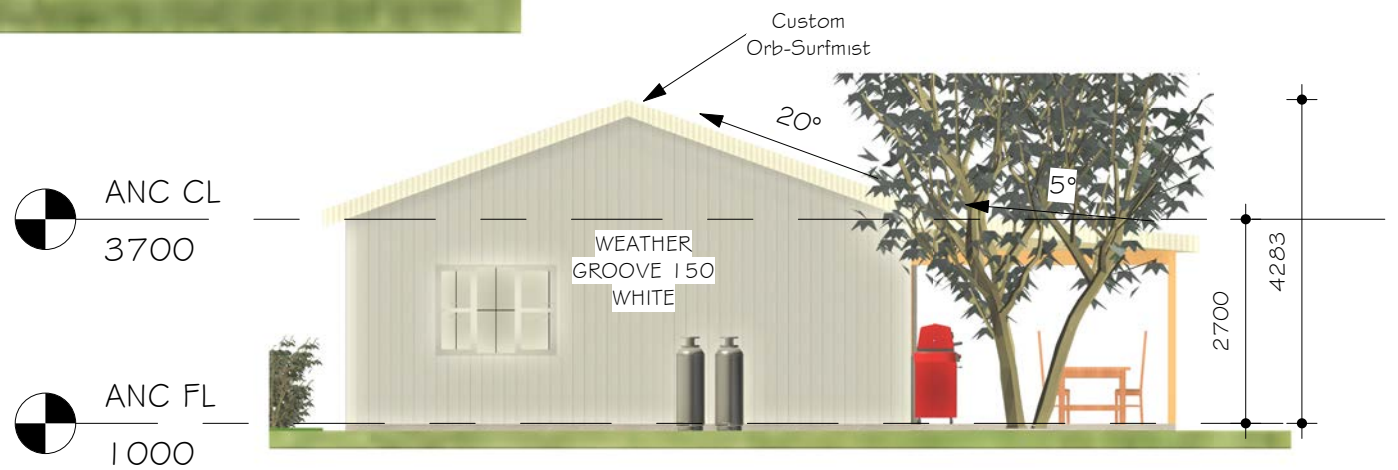
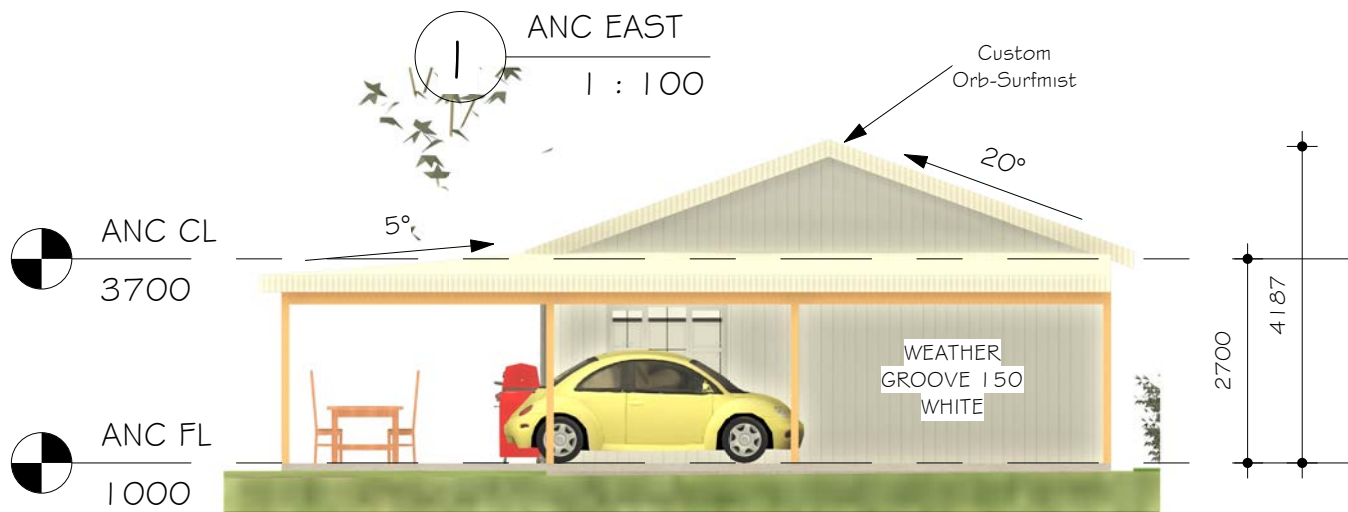
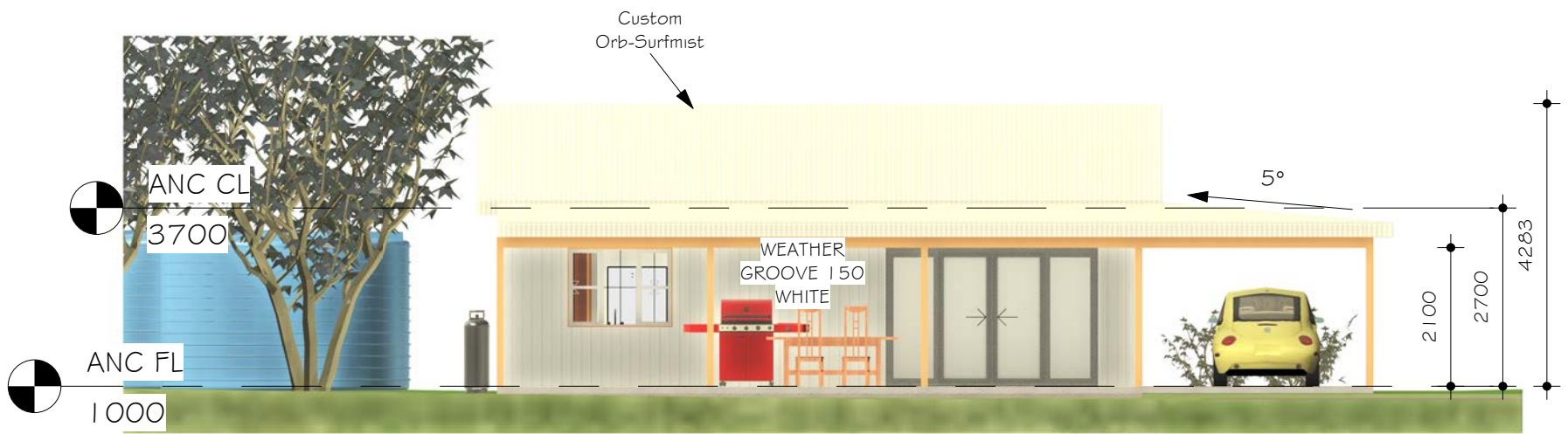
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3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A3 I 2 WORKERS UNIT	21/1/2025







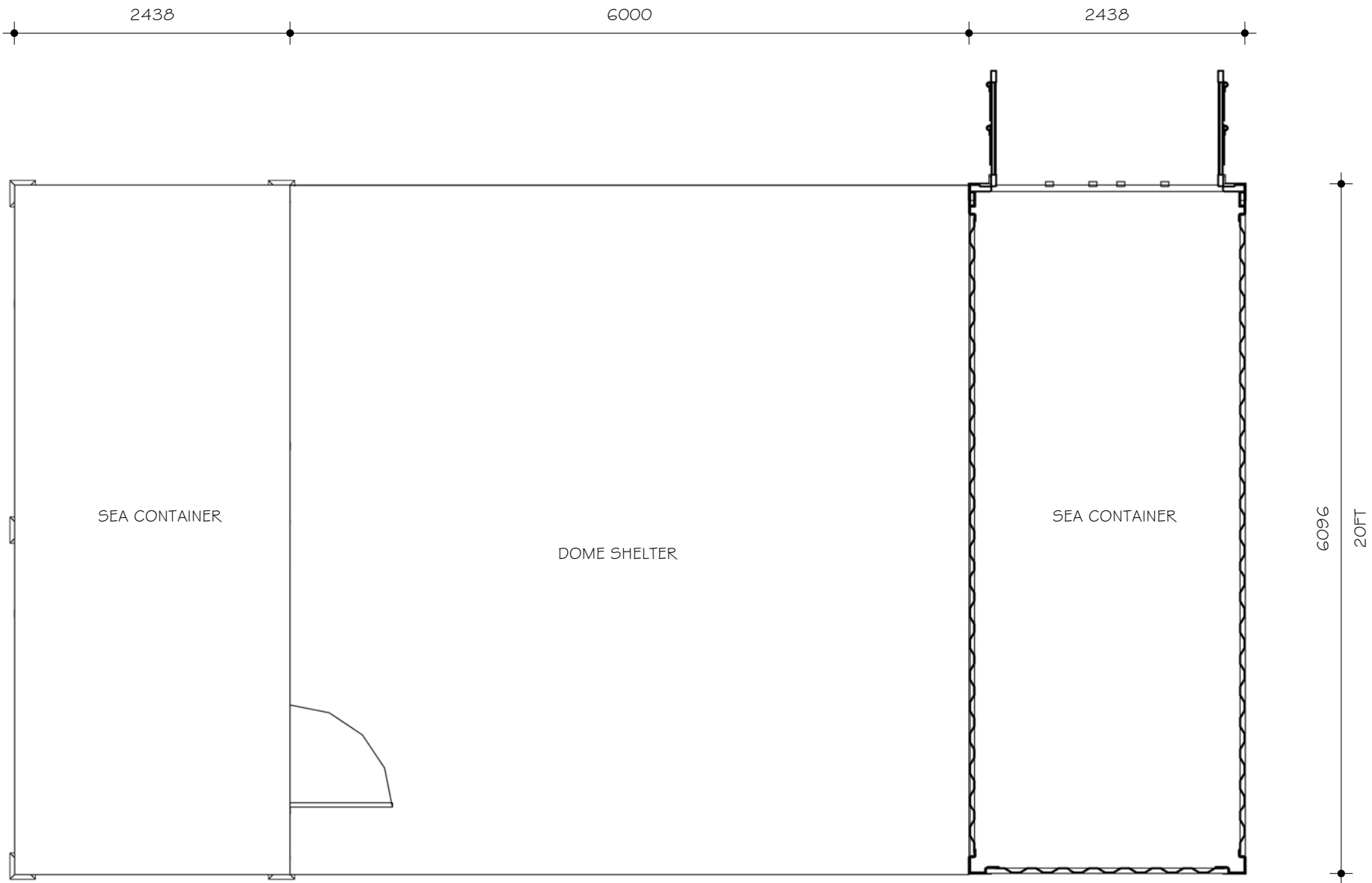


4	21/1/2025	ELEVATIONS CARPARKIN LANDSCAPING
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2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

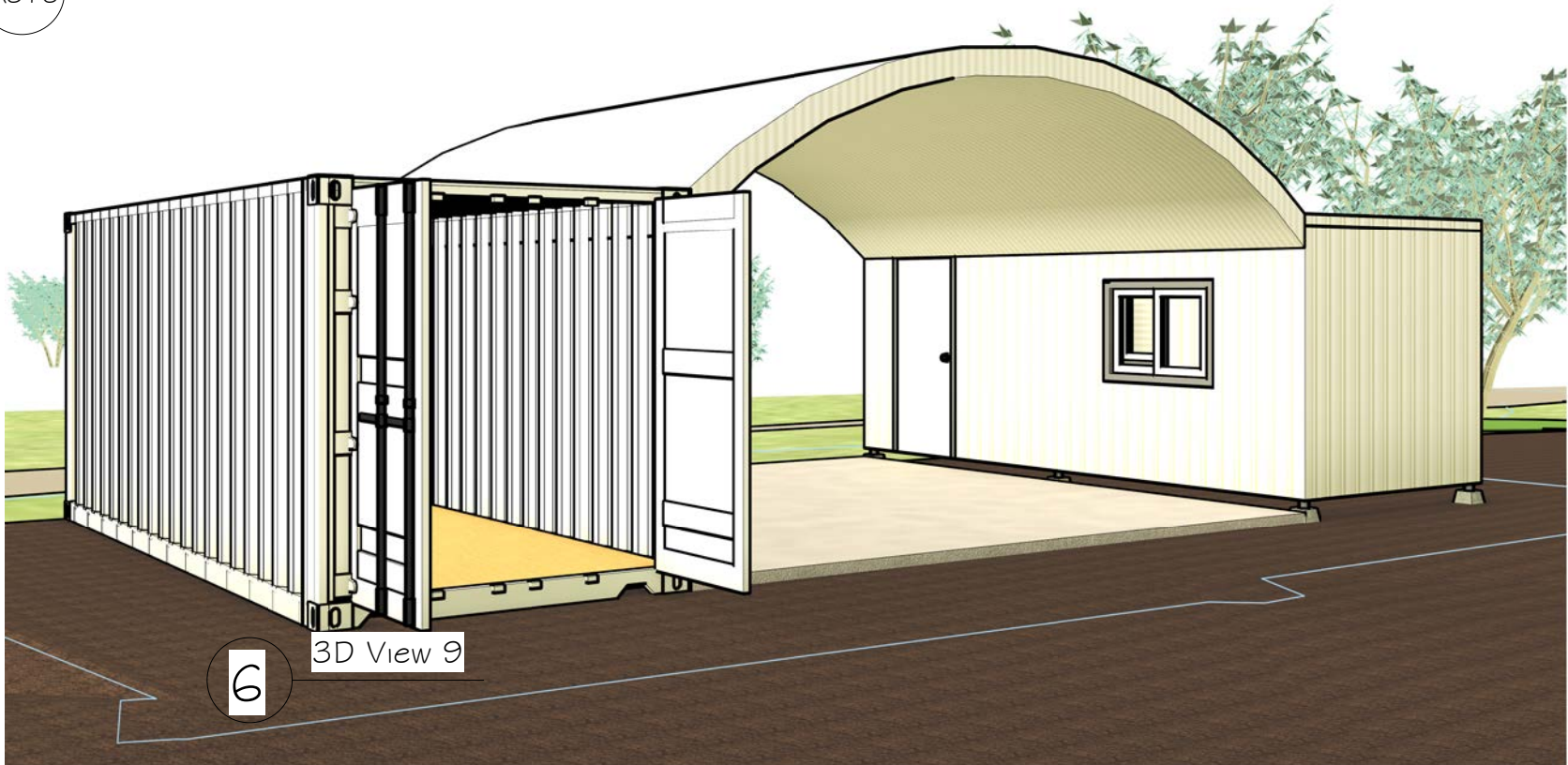
CLIENT: Stacey & Jamie Morgan	
LOT 90 MONKEY MIA ROAD	
DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A314 ANCILLARY ELEV	21/1/2025



A316  
SHELTER 1  
SHELTER 2  
A316



A316  
SHELTER 4  
SHELTER 3  
A316



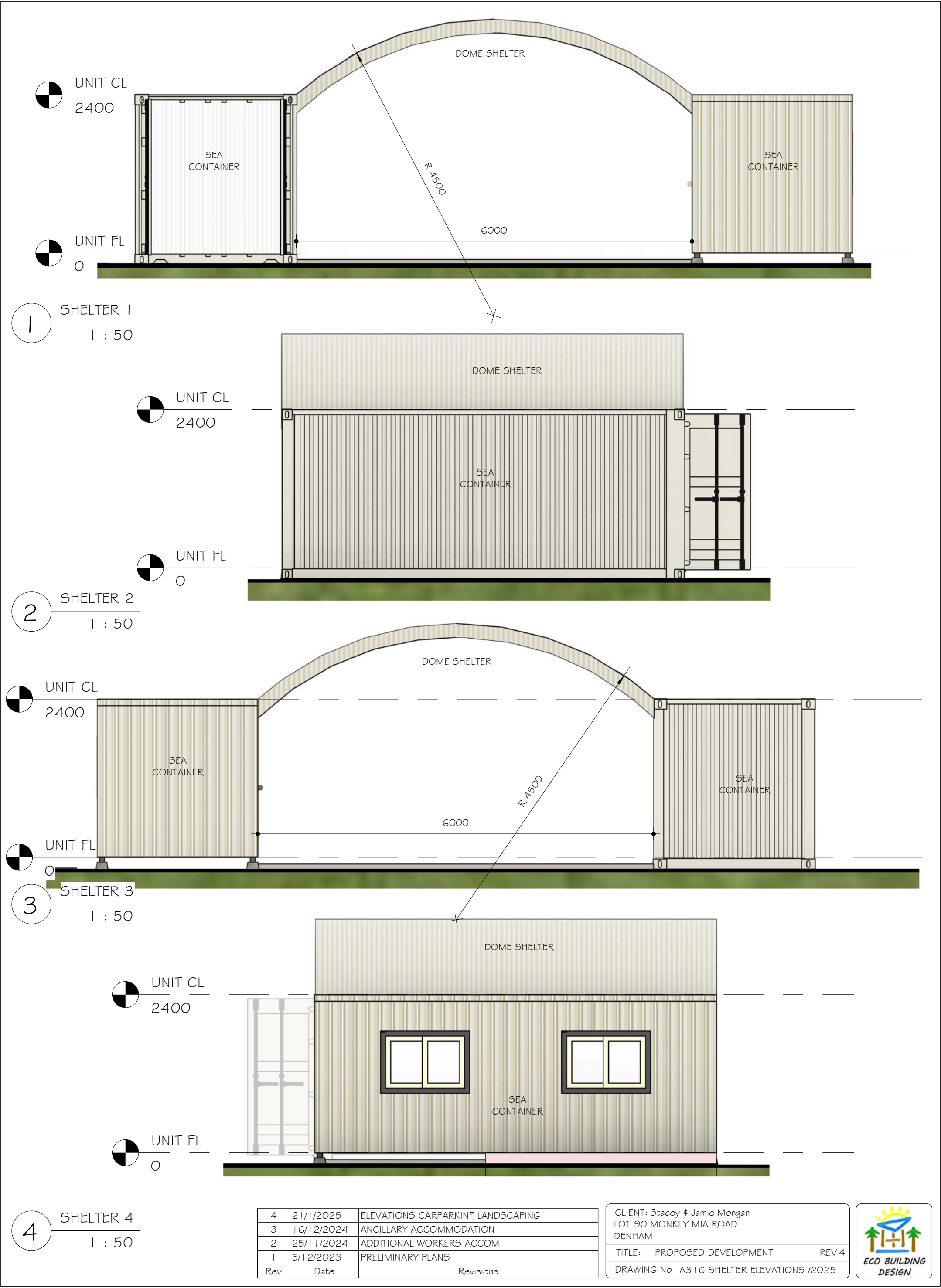
SC SHELTER FL  
1 : 50

4	21/1/2025	ELEVATIONS CARPARKINF LANDSCAPING
3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan LOT 90 MONKEY MIA ROAD DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A315 SEA CONTAINER SHELTERS/5	







4	21/11/2025	ELEVATIONS CARPARKINF LANDSCAPING
3	16/12/2024	ANCILLARY ACCOMMODATION
2	25/11/2024	ADDITIONAL WORKERS ACCOM
1	5/12/2023	PRELIMINARY PLANS
Rev	Date	Revisions

CLIENT: Stacey & Jamie Morgan	
LOT 90 MONKEY MIA ROAD	
DENHAM	
TITLE: PROPOSED DEVELOPMENT	REV 4
DRAWING No A316 SHELTER ELEVATIONS /2025	

