

**Blackwater Miners
Rest Motel Pty Ltd
PO Box 16
ESK QLD 4312
Phone: 0409 723 398
Facsimile: 5424 1776**

Your Ref: 13/4086

**Queensland Government Department
State Development Infrastructure and Planning
PO Box 2202
BRISBANE QLD 4001**

Dear Sir/Madam,

**RE: UNLAWFUL DEVELOPMENT
PTY: 4 DOON STREET, BLACKWATER**

- (1) Further to your letter 13 August 2013 we formally seek your retrospective approval of the 16 ensuited/accommodation units at the Rufus Street end of our Doon Street Motel Park Complex.
- (2) We confirm that the units were built off site and transported in sections and reassembled on site. In point of fact the entire motel complex was constructed off site, shipped in and then assembled on site.
- (3) We confirm that this exercise was undertaken on site between April 2012 and September 2012 although the off site works had been in play for the previous 12-18 months.
- (4) As was outlined in our earlier correspondence these upgraded ensuited/accommodation units were to replace:
 - A) 4 x forty foot long single style no ensuited accommodation (20 rooms).
 - B) A shower and toilet block.

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(5) There was also

A) MD1 and MD2 an accommodation unit with 2 way shower and toilet.

B) MD3 a cabin style unit ensuited and incorporating a kitchenette.

(6) There was also on the Rufus Street end of our motel complex cabin (9) and out kitchen kiosk, both of which are approved and remain on site.

For ease of reference Plan A is enclosed

(7) Additionally, there were several caravans/annexes and garden associated with these caravans. All of the above were in place prior to the appointment of the UDCA with jurisdiction over the town planning requirements of Blackwater.

(8) As and when we upgraded the accommodation units on the Rufus Street end of the complex we reduced the accommodation units by 4 in number and reconfigured the layout to as you now see it.

(9) As was pointed out in our earlier correspondence (which is all part of this application) the development of the motel park (as a replacement to the run down outdated caravan park) was constrained only by a perceived limitation on parking. We started under Dairinga Shire, then the Central Highland Council following the amalgamation.

(10) With that in mind the development was progressed in stages to see how it would evolve, meeting their requirements.

(11) The concept of a high rise for stage two was prompted by:

A) We ran into the first of two shower toilet and laundry brick structures existing as part of the original caravan park.

B) The location of on of the town's main sewage lines linking the hotel on Railway Street and the motel on McKenzie Street.

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In designing our motel/park we had to have the town's old ceramic and out dated sewage line, in the fore front of our plans and;

C) To address a water ponding and possible health future health issue. This use had occurred on the 2nd row facing Dean Street.

(12) All of the negative publicity as focused on our complex was all about the Rufus Street end and always depicted pictorials of caravans. As the vans residents have moved away we have progressively cleaned up the Rufus street end of our complex.

(13) All of the negative publicity as was focused by Mr Cracknell and his progress association was focused on the Rufus St end of the park.

(14) The hype which he sought to generate was focused on the caravans in Rufus St and their annexes. Each picture as was published was never the established gardens along the Doon St aspect of the park but of Rufus Street and the older style caravans and their homemade annex and garden.

(15) As part of the process of lifting the building to make it high rise accommodation to solve the above problems the concept of a high rise motel complex came into being.

(a) It added considerable cost to construction

(16) But on the upside it:

(a) Address a water ponding issue under stage one low sets which gave rise to potential health risk.

(b) The concrete slab created under cover parking for vehicles that would otherwise be subject to 40 degree plus temperatures.

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- (c) It made the issue of fire safety and security more visual and manageable.
 - (d) It broke up the flat maze like effect that was becoming apparent had we professed as entitled as low sets and the heat trap it would create.
 - (e) The aesthetics of the park took on a new dimension and complimented the residential sector which is composed of both high rise and low sets. (ie) No different to our motel park.
 - (f) It has created a cooling effect within the park and the buildings are purposely designed with breeze ways so as to take effect of the cooler air contours /flows.
 - (g) It has created good views of the Blacktown tablelands and surrounds.
- (17) As advised the motel park was progressed in stages toward Rufus Street and was progressively approved in each of those stages by Council.
- (18) As the development of row 4 was completed it was abundantly clear that we had a surplus of land which due to the earlier increased construction cost in going high rise and as such would have to be utilised so as to make us financially viable.
- (19) The sewage lines had of necessity been replaced and major drainage system installed, so as to accommodate the whole block not just the existing 5 rows progressively as we moved down what was once the caravan park.
- (20) We started dumping park owned vans, which had been severely damaged in the major hail storm of 2009. In addition we relocated the existing accommodation units towards Rufus Street and kept moving all caravan tenants, then remaining to the Rufus Street end.

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- (21) On the Rufus Street end we did end up with 4/40 foot room units, a unit block of shower and toilets, and 2 other buildings we call (MD1 and MD2 + MD3) and a number of caravans and their attachments.
- (22) In or about 2010/2011 we were made aware that the non-ensuited accommodation was becoming "a thing of the past". To ensure that we were on the forefront of modern accommodation we upgraded. We were also told that it was a legislative requirement.
- (23) Throughout 2010/2011 there was a row of caravans along the Rufus Street end as you address the street. They were owner occupied and the Motel Park development necessitated that we keep no less than 3 caravans. As people with van re-located we did not replace them.
- (24) It was the vans, their annexes and other outlying possessions confronting Rufus Street that drew the attention of the now councillor Cracknell.
- (25) Our Kitchen/Kiosk building on the western end of the Rufus Street are existing and have approval. They are building as were relocated onto the site quite early in the development. They are to be replaced in an upgrade as per the design previously submitted.
- (26) In keeping with the quality level in the parks development we would seek to upgrade this facility. The rebuild would be built in the cottage style but as a two storey so as to provide as much space as possible for relaxation lounges and whatever. The plan previously submitted would be reduced back to the existing length of the building now on site.
- (27) As occupancy rates run as low as 30% an average around 50% the earlier proposed in large/ kitchen and dining facility will not be necessary. There will not be any loss of existing car spaces and as our design plan for our Rufus Street layout shows there will in fact be additional spaces.

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Enclosed is Plan B as prepared by RPS Surveyors of Emerald.

(28) The landscaping as was offered to and accepted by both councils has been only recently transported in and installed. With the spring and summer 2013 and 2014 the screening effect as was the initial intention will be further progressed. We would also be prepared to undertake additional landscaping on the opposite side of Rufus Street on the 18m wide footpath. Both side of the street have 18m wide footpaths.

(29) We have to a large extent landscaped our 18m wide foot path on our side of Rufus Street. As to the north side of Rufus Street, that 18m wide footpath is largely exposed gravel and tufts of grass and is used by the residents to park ute's and trucks. The residents on the north side, the majority of homes have done little or no landscaping within their yards and definitely none on the 18m wide footpath.

(30) We would offer to landscape with some assistance from council (topsoil and irrigation system) the opposite side of the street (to our complex) in similar landscaping terms to that as we have created on our side of Rufus Street and which the other house proud residents to the east along Rufus Street have done.

(31) As part of our proposal we would repaint the existing lowset white building in the park (in the parks colours so as to blend in with the existing colour scheme). It would remove any stark contrast which the white has on the existing units and would further more disguise these low set accommodation blocks.

(32) As matters presently stand the motel complex has 171 car parks, of that 171 only 16 are as the Rufus Street end. It would subtract that 16 then existing complex has 155 car parks which is way more than is required for the existing approved Motel Park the revised plan of RDS Surveyors shows:

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- a) The removal of MD1 and MD2 from the site all together;
- b) The relocation of MD3 to a point directly behind cabin 9;
- c) The allocation of 22 car parks. This is in addition to the 155 allowed for the Doon Street complex;
See Plan B
- d) Increased landscaping.

(33) All of the structure on Rufus Street and of the park are connected to sewage and water the infrastructure had been passed by council inspectors.

(34) As advised and evidenced on the enclosed plan B the Rufus Street end of the complex will have available some 22 car parks and we will have the ability to create 2 or 3 motor cycle spaces. If any additional car parking were to be required we would ask for a relaxation or alternatively we would be prepared to pay for such additional off street car parks as deemed necessary. Again keeping in mind the Motel has surpassed its requirements.

(35) Adjacent to our Motel on our western boundary we have a motel complex; their Rufus Streetscape presents a 2m high long paling fence with no landscaping, again in Rufus to our immediate west we have:

- (A) NAB;
- (B) Industrial work wear;
- (C) Pizza Shop;

All with no landscaping

(36) There is no landscaping as the 18m footpath has been converted into bitumen road surface so as to create angle parking for those shops.

Those shops and the stark shop glass frontage face north to the residents occupying the opposite side of Rufus Street.

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(37) In the last 2 or 3 rates periods CHRC have increased the quarter rates from approximately \$19,000 to \$28,000 and notwithstanding that we are a motel rate us (as general rate workers accommodation 86-152 rooms).

(38) Clearly the aesthetics as presented by our complex to the Rufus Street residents on the northern side are far more attractive and softer than that as presented by:

- A) The other commercial operators on the same side of the street;
- B) Than as presented by the residences on the north side of Rufus Street facing the motel complex.

(39) We ask you to also keep in mind that the caravan park as we acquired in the first instant was built by Council and was progressively allowed to run down while they owned in and subsequently, while the owners prior to use who was the district buyer from council.

(40) As when we acquired the site we had a pre purchase meeting with Council who supported us 100% as it got rid of the festering eyesore which was the caravan park and also addressed some of the town social problems relating to drugs and alcohol. The only identified issue was, as stated, car parking is limiting the site.

(41) We would respectfully request that you take all of the above under consideration and grant us a retrospective approval subject to our above condition and any other reasonable conditions.

In the alternative we would ask that you consent to the subdivision of the Rufus Street end of the park onto a separate title.

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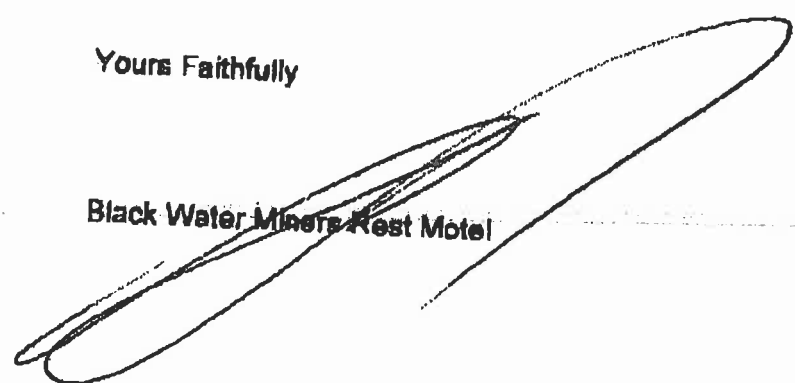
That separate title would incorporate the building there on for which we seek approval subject to your reasonable conditions as well as the kitchen/kiosk facility.

The separate title would have an easement access across the back end of the motel complex. See Plan C

In due course we would be pleased to hear from you.

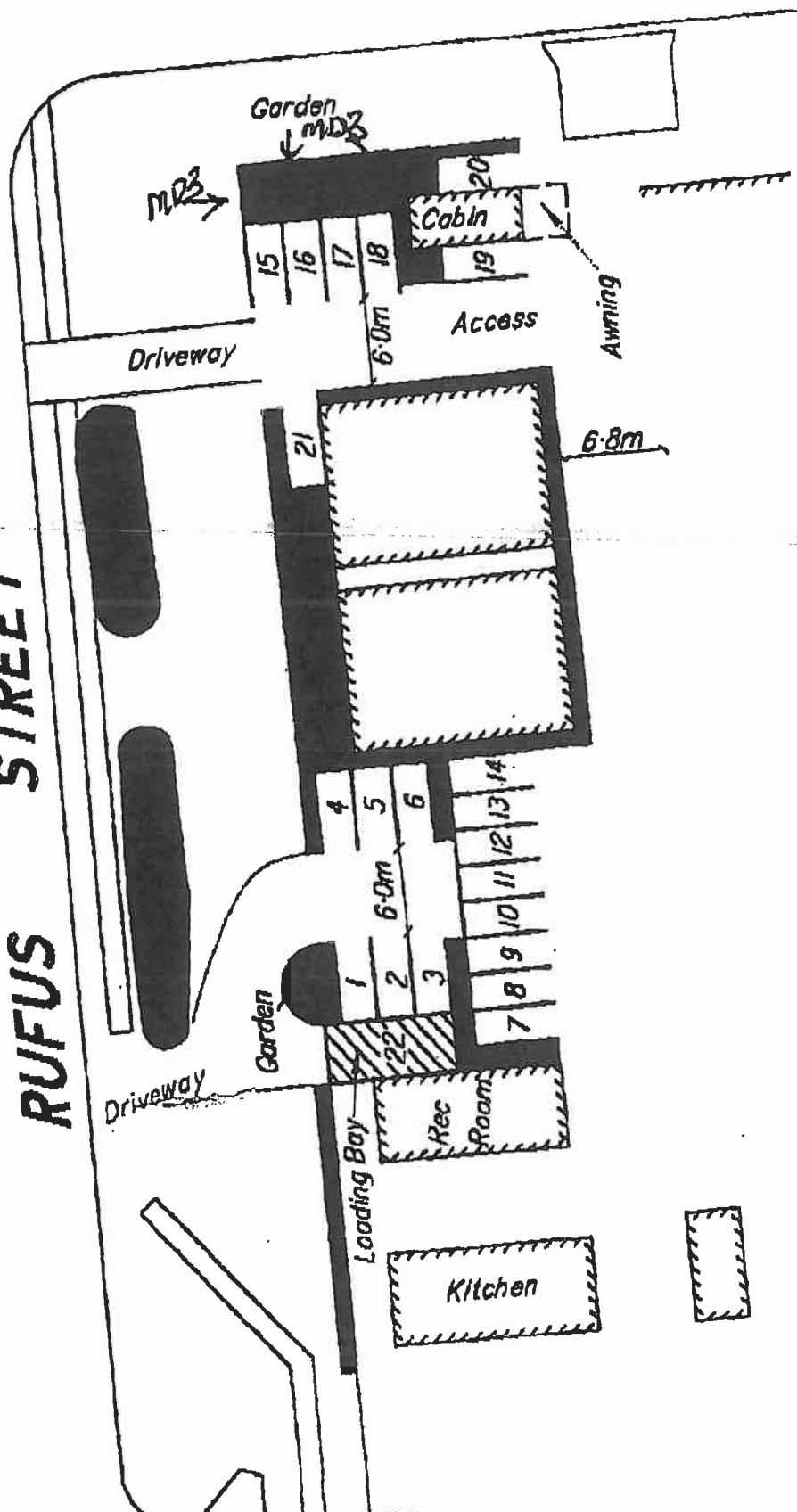
Yours Faithfully

Black Water Miners Rest Motel



COLUMBA STREET

RUFUS STREET



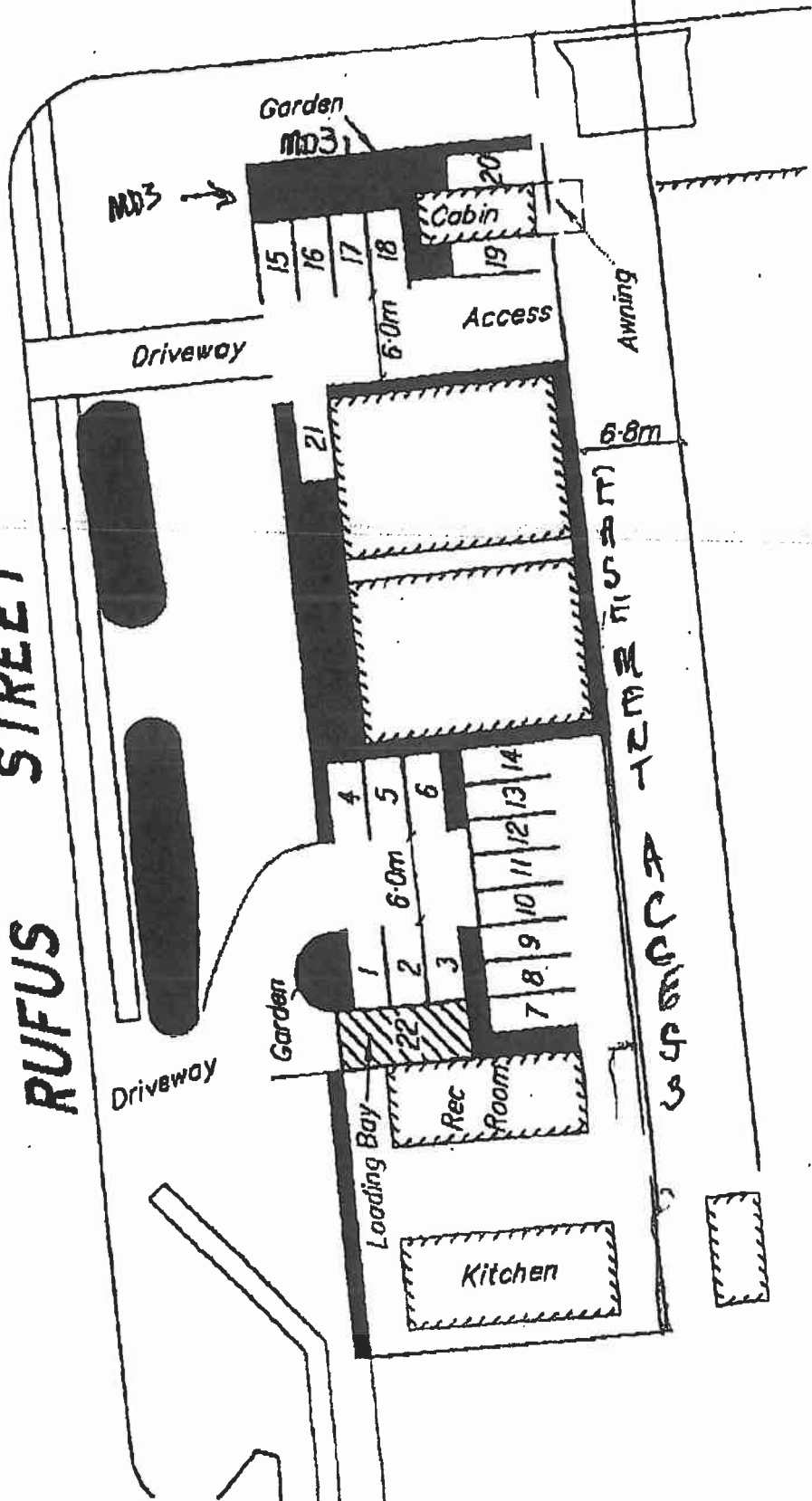
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COLUMBA STREET

RUFUS STREET



05/08/2006 17:03

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DES SKINNER DESIGN

PAGE 02

Ref. Description
Lot 1
SP 224375
Parish of Bucklebury
Parish of Marlborough

Knotenlosh

N
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Mo 182

No 3

CARFOLANS

R U F U S

STREET

CABIN 9

ROA 12
A 12
D 12

LOADING

EASEMENT ACCESS

COLONIA

STREET

D O N

S T R E E T

U-1117

EXISTING SITE PLAN

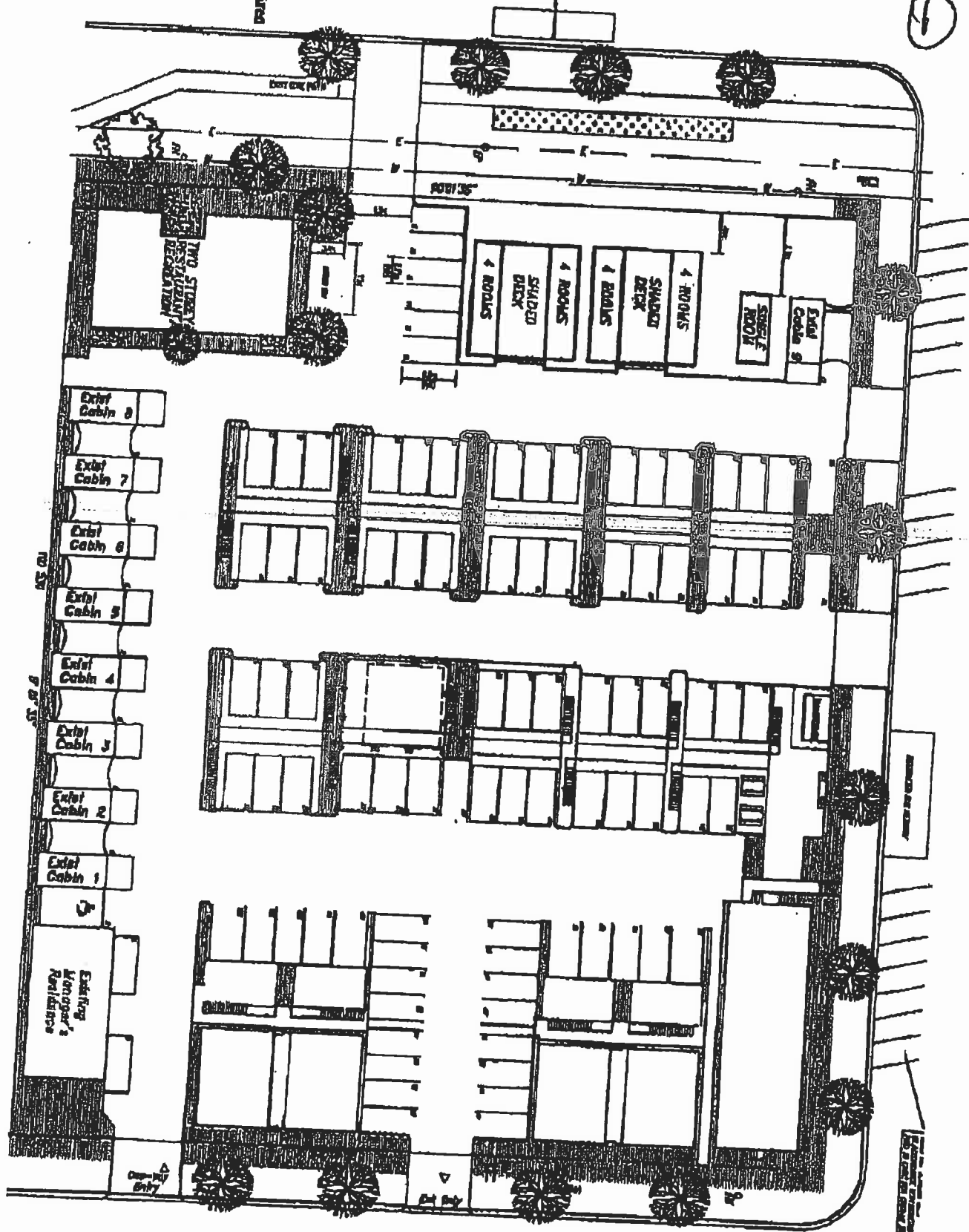
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PAGE 01

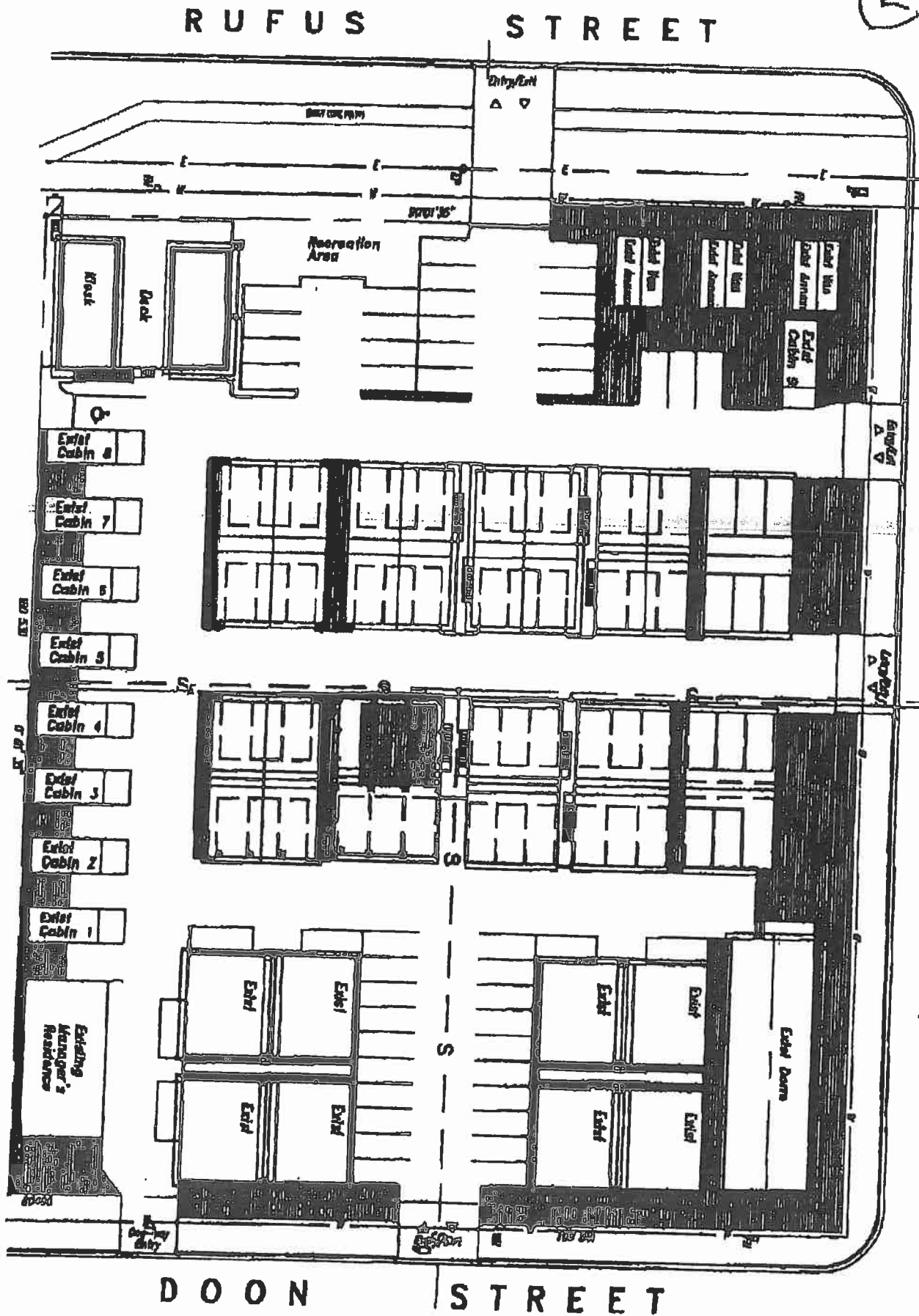
RUFUS STREET



Revised AS WAS Submitted to COG

(2)

This layout was approved by the City of Columbus. Note: Motorist Exit is shown to be a possibility.



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DES SKINNER DESIGN

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BB Designation
Lod 1
SP 224373
Parish of Blackwater
Parish of Blackwater



R U F U S S T R E E T

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Ernst Cossack

EXISTING CURRENTLY

COLOMBA STREET

DOON STREET

ERASEMENT ACCESS

LOADING

ROA 12
ROA 12

EXISTING SITE PLAN

