



PART C – CITY OF KALGOORLIE-BOULDER

- 1. Declarations of Due Consideration**
- 2. Disclosure of Interests**
- 3. Form 1 DAP Applications**
 - 3.1 Lot 4565 Broadwood Street, Broadwood – Proposed workforce accommodation – DAP/23/02585
- 4. Form 2 DAP Applications**

Nil
- 5. Section 31 SAT Reconsiderations**

Nil

**PART C – ITEM 3.1 – LOT 4565 BROADWOOD STREET,
BROADWOOD – PROPOSED WORKFORCE
ACCOMMODATION**

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Regional Development Assessment Panel
Local Government Area:	City of Kalgoorlie-Boulder
Applicant:	Omni Design Australia
Owner:	Roger Scott Alter
Value of Development:	\$8 million
Responsible Authority:	City of Kalgoorlie-Boulder
Authorising Officer:	Paul Lees – Manager Development and Growth
LG Reference:	P136/23
DAP File No:	DAP/23/02585
Application Received Date:	26 October 2023
Report Due Date:	8 November 2025
Application Statutory Process Timeframe:	90 Days (excluding agreed extensions)
Attachment(s):	<ol style="list-style-type: none"> 1. Site Location Plan 2. Development Plans 3. Applicants Cover Letter 4. Transport Impact Statement 5. Landscaping Plan 6. Council resolution – Scheme Amendment: Ordinary Council Meeting 17 February 2025, item number: 15.4.1 (Extract) 7. City of Kalgoorlie-Boulder Local Planning Scheme 2; Clause 17 Zoning Table

Responsible Authority Recommendation

That the Regional Development Assessment Panel resolves to **refuse** DAP Application reference DAP/23/02585 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Kalgoorlie Boulder Local Planning Scheme No. 2, for the following reasons:

Reasons

1. The proposed Workforce Accommodation facility is an “X” use, meaning the land use is not permitted within the Mixed Use zone of the City of Kalgoorlie-Boulder Local Planning Scheme No. 2.

Advice Notes

Nil

Reasons for Responsible Authority Recommendation

Under Clause 67(1)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, an ‘X’ use cannot be granted unless:

- (i) *the development relates to land that is being used for a non-conforming use; and*
- (ii) *the local government considers that the proposed use of the land would be less detrimental than the non-conforming use.*

The site has not been used for workforce accommodation as a non-conforming use and as such, items (i) and (ii) do not apply.

In conclusion, the approval of workforce accommodation as an ‘X’ use (not permitted) within the Mixed Use zone of LPS2 cannot be granted

Details: outline of development application

Region Scheme	N/A
Region Scheme - Zone/Reserve	N/A
Local Planning Scheme	City of Kalgoorlie Boulder Local Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Mixed Use Special Control Area 2 – Height Restriction
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Workforce Accommodation – Class ‘X’ use
Lot Size:	16,031m ²
Existing Land Use:	Motor Vehicle Repair
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel

	<input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Workforce Accommodation
Proposed Net Lettable Area	N/A
Proposed No. Storeys	1
Proposed No. Dwellings	Nil

The application seeks approval for the development of the site for workforce accommodation. The proposed development comprises of the following (refer to **attachment 2**):

- i. Development of habitable rooms for accommodating 196 persons, in the following format: 2 x 2-bedroom units and 48 x 4-bedroom units.
- ii. Car parking in the following format: 39 standard car parking bays, two ACROD parking bays, and 17 minibus parking bays.
- iii. On-site amenities including a canteen and associated dining area, recreational zones including but not limited to a swimming pool and gym, waste storage areas, laundry and a maintenance depot.
- iv. Site landscaping including the provision of hard and soft landscaping.

Background:Application History

The proposal was first introduced to City officers in March 2023 during pre-application discussions. At the time Town Planning Scheme No. 1 (TPS 1) zoned the land as 'Extensive Residential'. The use of workforce accommodation was not defined in TPS1 and therefore the use was considered to be a 'use not listed'.

It should be noted that discussions about the possible development of the site continued between the "applicant" and City officers, however by the time the application was formally lodged, the new planning scheme had been gazetted.

The Development Application was formally lodged with the City on 8 November 2023 and sought approval from the Regional Development Assessment Panel for the proposed development of the site for workforce accommodation.

LPS2 came into force on 31 October 2023 with the subject land being zoned as 'Mixed use'; the proposed use of the site for 'Workforce Accommodation' is now an 'X' use within the Mixed Use zone.

Land Use Classification – Workforce Accommodation

Under LPS2 the land use of 'Workforce Accommodation' was introduced to the City's planning scheme; the definition aligned with the definition within the Deemed Provisions.

'Workforce Accommodation' within the Mixed Use zone of LPS2 is classified as an 'X' use (Not Permitted) under Clause 17 – Zoning Table (**refer to attachment 7**).

As such, the proposal is unable to be supported by the City or the RDAP in accordance with the provisions of LPS2 and the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Proposed Amendment to LPS2

Following the gazettal of LPS2, and after discussions with the Department of Planning, Lands and Heritage, the applicant requested of DAP that the application be placed on hold to allow time for the applicant to submit a privately led scheme amendment to the City. The proposed scheme amendment was lodged with the City on 18 March 2024 and sought to introduce the additional use of workforce accommodation within the subject site as an additional discretionary use ('D' use) subject to the condition "development as per standards of the Commercial zone".

The amendment was duly advertised and presented to Council on 17 February 2025 for consideration prior to referral to the Western Australian Planning Commission (WAPC) for determination, dependent on Council's determination.

At Council's meeting of 17 February 2025 (Item 15.4.1), Council resolved not to support the proposed scheme amendment (**refer to attachment 6**), for the reasons outlined below:

1. *The proposal undermines the objectives of the Mixed Use zone under LPS2 which is to allow for the development of a mix of varied but compatible uses, as the amendment is to facilitate workforce accommodation only over the entire site.*
2. *There is sufficient zoned land across the Kalgoorlie-Boulder district that enables workforce accommodation under LPS2.*
3. *The zoning of the area was recently changed to Mixed Use with the introduction of LPS2, and an amendment of this nature is not appropriate so soon after the scheme review, new scheme gazettal and consequent zone change.*
4. *There is a lack of particular site-specific circumstances that are unique, and the proposal is not of a special or urgent nature, which substantiates the adoption of the amendment.*
5. *The proposal is inconsistent with the City's local planning policy: Workforce Accommodation Policy, as it does not demonstrate that there is a need for workforce accommodation at Lot 4565 in the context of the (need) provisions of the policy.*
6. *The proposal is inconsistent with the orderly and proper planning of the area.*

As required by the *Planning and Development (Local Planning Schemes) Regulations 2015* the process of the scheme amendment was unable to proceed further.

Description of the Site

Lot 4565 is a freehold title lot of 1.6ha. The site is located approximately 4km south-west of the Kalgoorlie Central Business District, 5km west of the Boulder Town Centre; and approximately 1km north-west of the Kalgoorlie-Boulder Airport. The lot is privately owned and is used for motor vehicle repair (trailer and caravan repairs), has extensive

hardstand areas, and has a mix of structures used for various purposes not related to the vehicle repair activities including residential use. Surrounding the site are large scale residential properties, some with small scale commercial activities in the rear yards.

The north-western side of Broadwood Street is comprised of mostly light industry and service commercial uses, and a large office complex opposite the site is occupied by the Department of Mining, Industrial Regulation and Safety.



Figure 1. Locality Aerial Map

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Planning Regulations)*
- City of Kalgoorlie-Boulder Local Planning Scheme No. 2

State Government Policies

1) WAPC Position Statement: Workforce accommodation

The WAPC Position Statement provides guidance on the planning and development of workforce accommodation across Western Australia. It aims to:

- Clarify the development requirements under the *Planning and Development Act 2005*.
- Assist local governments in integrating workforce accommodation into their local planning frameworks.
- Promote sustainable development by encouraging accommodation in established towns where practicable.

The position statement sets out several items of which the decision maker can control through the assessment of a development application for workforce accommodation, as detailed below:

1) *Where a planning application is required, the terms of an approval related to:*

- (a) *timeframe*
 - (b) *setbacks*
 - (c) *landscaping*
 - (d) *parking and access*
 - (e) *location and appearance of buildings*
 - (f) *integration with surrounding areas*
 - (g) *any other land use planning matters relevant to the site.*
- 2) *Where a planning application is required, the ability to approve/refuse a proposal considering local planning scheme requirements.*

Where workforce accommodation is proposed in a zone where it is classified as an 'X' use (not permitted), such as the Mixed Use zone, the proposal cannot be approved by the local government under the City's LPS2 or the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Structure Plans / Activity Centre Plans

Not applicable

Local Policies

1) Local Planning Policy (LPP) 1: Workforce Accommodation Policy

The Workforce Accommodation Policy aims to guide the assessment and approval of temporary accommodation developments for workers involved in major projects. It seeks to balance the need for such facilities with the long-term planning goals of the City, particularly the promotion of permanent residential development and community integration. The policy sets out the below objectives:

1. *Support fixed-duration major construction projects where it can be substantiated that employment and/or accommodation cannot be locally sourced;*
2. *Discourage the construction of work camps or short-stay facilities used only to accommodate fly-in-fly-out (FIFO) employees/contractors;*
3. *Achieve reciprocal benefits for the local community and business from an integrated workforce accommodation facility;*
4. *Provide guidance and performance criteria to enable the preparation of applications by proponents and the assessment of proposals by the City;*
5. *Enable occupants of the accommodation facility to integrate with the community, local businesses and City services;*
6. *Acknowledge that workforce accommodation is by nature a temporary land use and that planning controls will be used to limit the period of use;*
7. *Post the use period for a workforce accommodation facility; a new land use is pre-planned and transition occurs seamlessly and in a timely manner; and*
8. *Encourage permanent housing type for workforce accommodation within the residential and rural townsite zone.*

The City acknowledges the necessity of workforce accommodation taking into consideration the foundations that the City was built. It is also recognised that the City's ongoing economic wealth is dependent on mineral extraction and processing.

However, under the City's Local Planning Scheme, Workforce Accommodation is classified as an 'X' use within the Mixed Use zone, meaning it is not permitted as detailed earlier in the report.

2) Other Considerations

The City's Strategic Community Plan 2020/30 includes the strategic objective of: "Capable - Combating fly-in-fly-out (FIFO) and targeting residential population growth of 3% per annum". It is considered that there is sufficient zoned land across the Kalgoorlie-Boulder district to enable the development of workforce accommodation.

Consultation:

The City did not advertise the application to potentially affected owners and occupiers as the proposed development is unable to be approved.

Referrals/consultation with Government/Service Agencies

Not applicable.

Design Review Panel Advice

The City of Kalgoorlie-Boulder does not operate a Design Review Panel.

Planning Assessment:

Land Use Permissibility

The subject site is zoned Mixed Use under LPS2. The objectives of the Mixed Use zone are as below

- *To provide for a wide variety of land uses which are compatible with residential uses.*
- *To allow for development of a mix of varied but compatible land uses, such as housing, offices, showrooms, amusement centres, eating establishments and appropriate activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*

The proposed use, Workforce Accommodation, is classified as an 'X' (Not Permitted) use within the Mixed Use zone under LPS2. In accordance with Clause 67(1)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, an 'X' use cannot be approved or supported by the local government unless the use is subject to non-conforming land use rights, which it is not.

The site, being located in proximity to the Kalgoorlie-Boulder Airport, is also partially located within the Special Control Area 2 – Height Restrictions under the LPS2. The proposed single-storey development complies with the height restriction for the area.

Accordingly, the proposal for workforce accommodation is inconsistent with the land use permissibility provisions of both the Mixed Use zone under LPS2 and the *Planning and Development (Local Planning Schemes) Regulations 2015*, and therefore cannot be considered for approval.

Conclusion:

The subject site is zoned Mixed Use under LPS2, which aims to support a mix of compatible commercial, residential, and community uses. The proposed use of Workforce Accommodation is classified as an 'X' (Not Permitted) use within this zone.

Under Clause 67(1)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, an 'X' use can only be approved under special circumstances as discussed above; these provisions do not apply to the site.

Therefore, the proposed development is inconsistent with the requirements of LPS2 and of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The use of the site as Workforce Accommodation is not permitted as such the application is recommended for refusal.



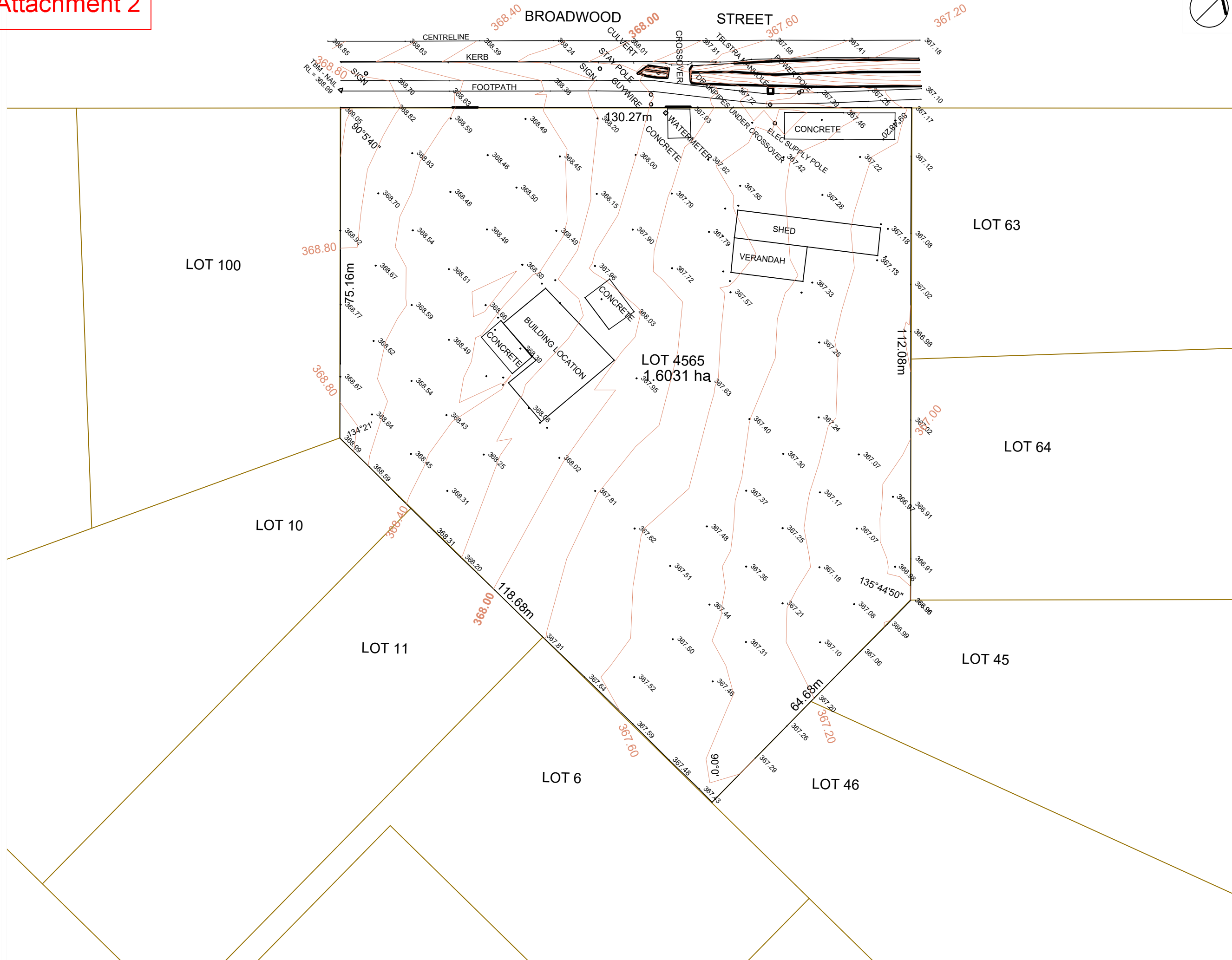
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Attachment 1 Site Location Plan

15/10/2025

Scale 1:1500





Revisions :		
No.	DATE	AMENDMENT
A	10.04.2023	ISSUE FOR PRE-LODGE
B	18.08.2023	ISSUE FOR QUOTATION
C	04.09.2023	ADD BIN ST/MAN DEPT/AC/RWT/BINS INFO
D	29.09.2023	CHANGES TO BIN ST 1, PUBLIC BIN LOCATIONS, CAR PARK 1 & LANDSCAPE

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NOTES:
 Builder and all subcontractors to verify all existing conditions, relevant levels and dimensions on site prior to commencement of any works or prefabrication.
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 Drawings to be read in conjunction with relevant Structural, Hydraulic, Mechanical &/or Electrical Engineers drawings and specifications.
 Electrician to supply & install approved hard wired smoke alarms in accordance with AS 3786.
 Electrician to supply & install mechanical ventilation to required wet areas in accordance with AS1668.2. ALL vents to be ducted outside.
 Supply and install 'Dursban' termite treatment (unless otherwise approved) to comply with AS3660.1 and manufacturer's specifications.

ISSUE-FOR DA

Attention to :
 Client
 1 Investment Holdings Pty Ltd
 City of Kalgoorlie - Boulder
 Planning Team

Project : Job No. : JOB-NO.
Proposed Project
 Workforce Accommodation (196 Units)
 @ Lot 4565 Broadwood Street
 West Kalgoorlie

Title :
Site Feature & Contour Survey

Drawing No. : A 1.01	Scale : A3 1:800
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing

OMNI design
 AUSTRALIA PTY LTD
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Revisions :

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SITE CRITERIA

1. Site Area		
a. Site Area		16,031m ²
b. Site Coverage		3,749m ² (23.4%)
2. Landscaping		
a. Required 5% of Site Area		801.6m ²
b. Provided		
Soft		5,984.3 m ² (37.3%)
Hard		3,593.5m ²
Total		9,577.8m²
3. Floor Area (GFA)		
a. Canteen Building (with Alfresco)		626m ²
b. Gym Building (with L'dry & Storage)		370m ²
c. Maintenance Depot		161.4m ²
d. Bin Stores		71.8m ²
e. Dongas (x50)		2,520m ²
Total		3,749.2m²
4. Carparking		
i. Cars Required (Draft LPS2)		
a. 1 Standard Bay per 2 Dwellings (Units)		25 Standard Cars
b. 1 Oversized Vehicle Bay per 10 Beds		20 Oversized Cars
Total Car required		45 Cars
ii. Cars Provided		
a. Standard Bays		39 Standard Cars
b. Disable Bays		2 Standard Cars
c. Mini Bus Bays (11 Passengers / Bus)		17 Mini Bus
Total Car provided		58 Cars
5. Bicycle Parking		
i. Parking Required (Draft LPS2)		
a. 1 Space per 4 employees (assumed 20 staff)		5 Bicycle Parking
b. 1 Space per 5 Units - Visitor Bicycle Parking		10 Bicycle Parking
Total Bicycle Parking required		15 Bicycle Parking
ii. Bicycle Parking Provided		
a. Bicycle Racks		15 Bike Racks
Total Bike Racks provided		15 Bike Racks

LEGEND

	EXTENT OF CONCRETE PAVING
	EXTENT OF CONCRETE PAVING - 2m WIDE FOOTPATH FOR UNIVERSAL ACCESS
	EXTENT OF BITUMEN PAVING
	EXTENT OF LANDSCAPING - SHRUB PLANTING
	EXTENT OF LANDSCAPING - ROLL ON TURF
	EXTENT OF LANDSCAPING - MULCH OR RAISED PLANTER

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Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder Planning Team

Project : Job No. : JOB-NO.
Proposed Project
Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed Site Plan

Drawing No. : A 1.02	Scale : A3 1:800
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing

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A	10.04.2023	ISSUE FOR PRE-LODGE
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Planning Team

Project : Job No. : JOB-NO.
Proposed Project

Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed Site / Floor Plan

Drawing No. : A 1.03	Scale : A3 1:800
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing

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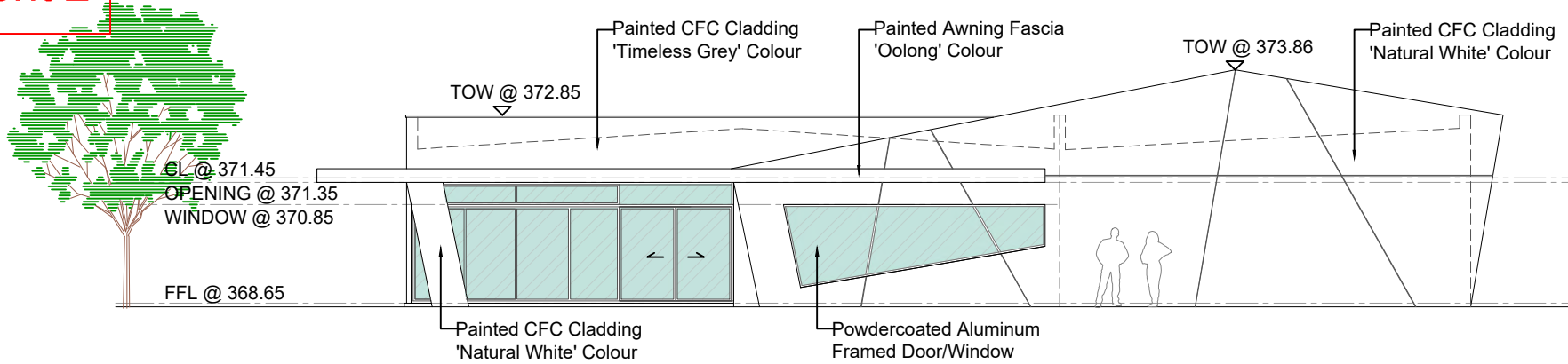
Project : Job No. : JOB-NO.
Proposed Project

**Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
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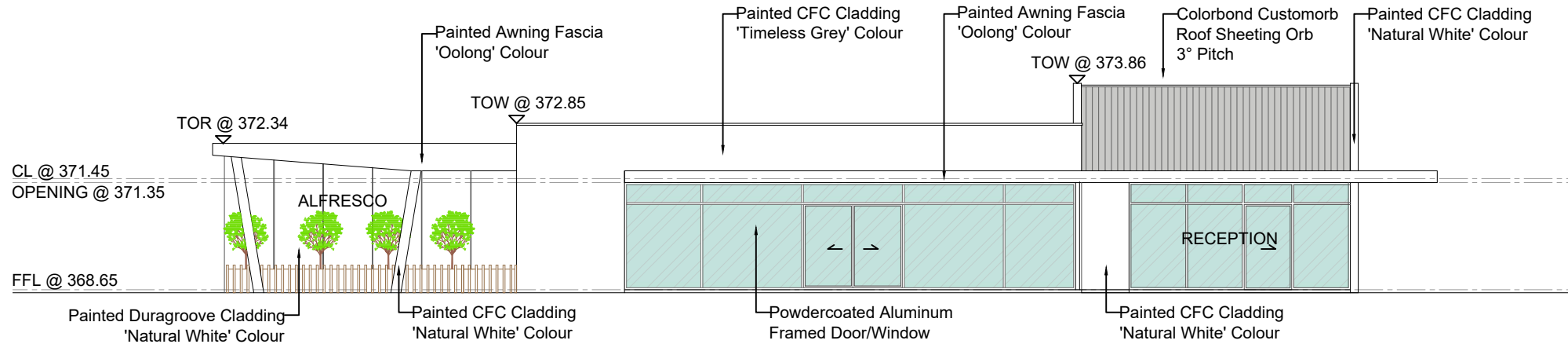
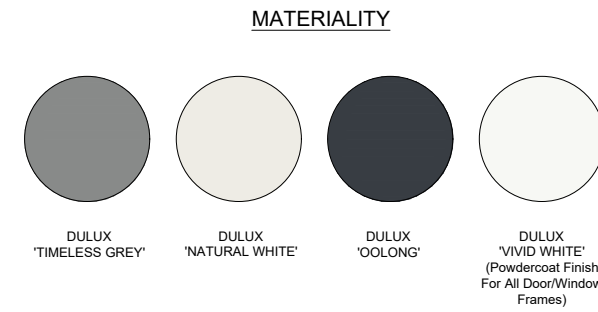
Title :
Proposed Canteen Building Floor Plan

Drawing No. : A 2.01	Scale : A3 1:150
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing

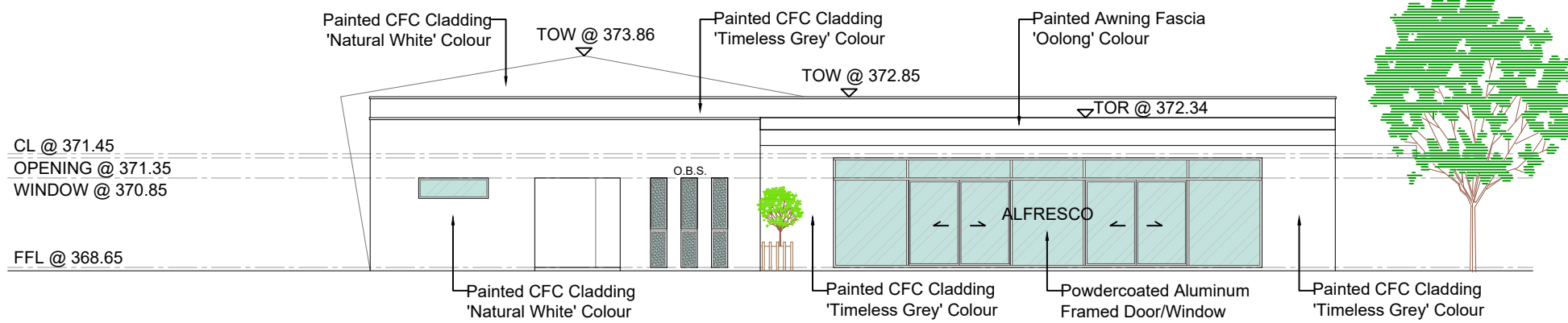




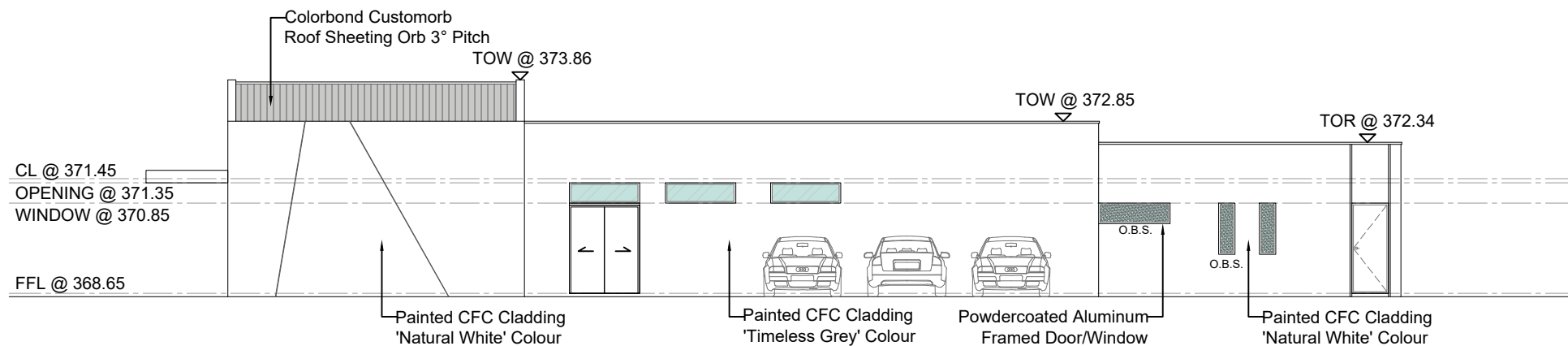
ELEVATION A
SCALE 1:150



ELEVATION B
SCALE 1:150



ELEVATION C
SCALE 1:150



ELEVATION D
SCALE 1:150

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ISSUE-FOR
DA

Attention to :
Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder
Planning Team

Project : Job No. : JOB-NO.
Proposed Project

Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

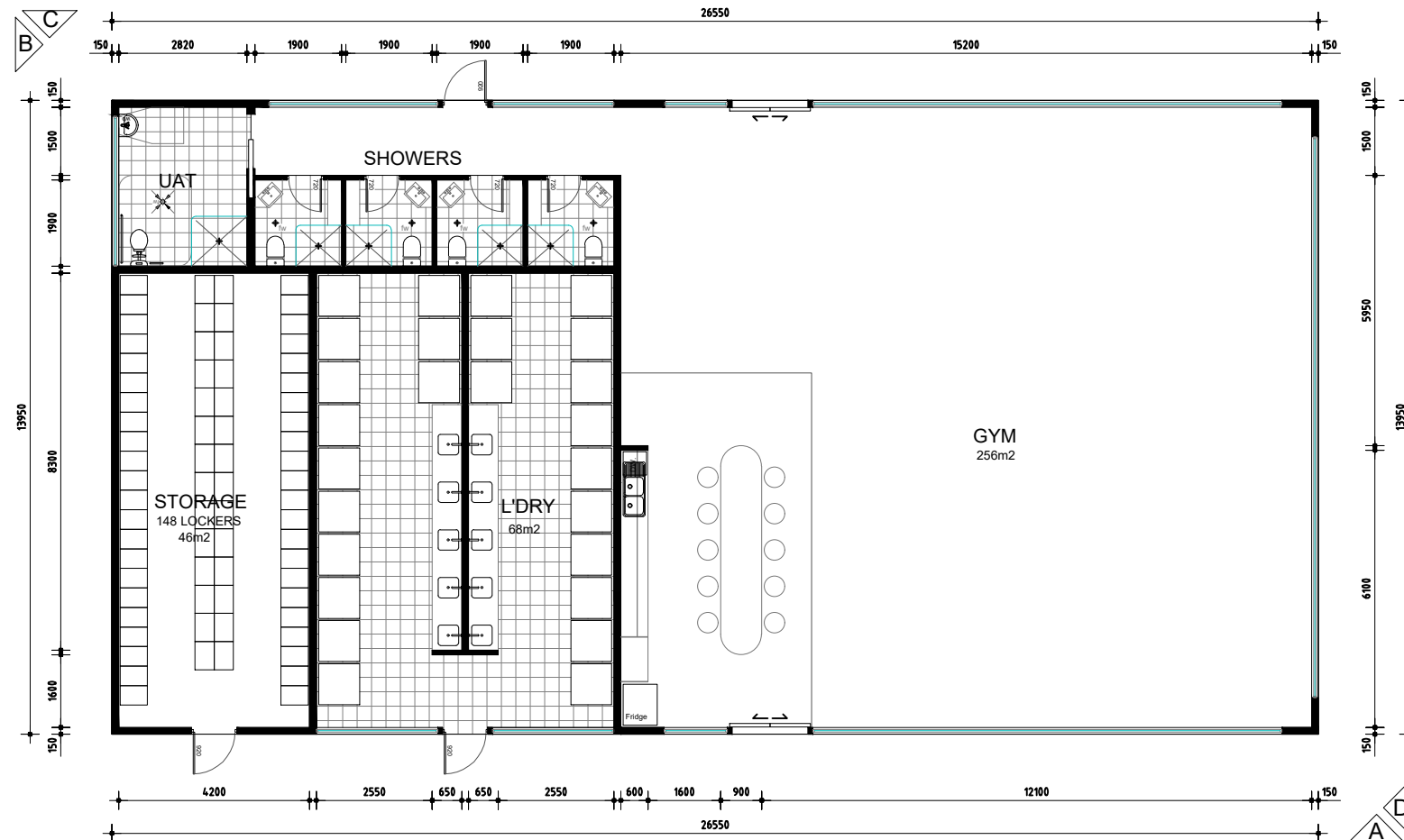
Title :
Proposed Canteen Building Elevations

Drawing No. : A 2.02	Scale : A3 1:150
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing





Revisions :		
No.	DATE	AMENDMENT
A	10.04.2023	ISSUE FOR PRE-LODGE
B	18.08.2023	ISSUE FOR QUOTATION
C	04.09.2023	ADD BIN ST/MAIN DEPOT/AC/RWT/BINS INFO
D	29.09.2023	CHANGES TO BIN ST 1, PUBLIC BIN LOCATIONS, CAR PARK 1 & LANDSCAPE



GYM BUILDING FLOOR PLAN
SCALE 1:150

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- NOTES:**
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Attention to :
Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder
Planning Team

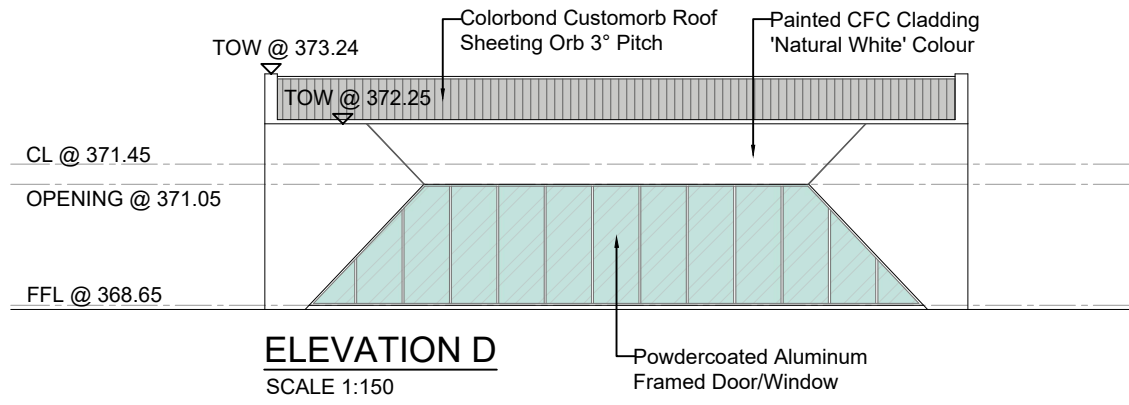
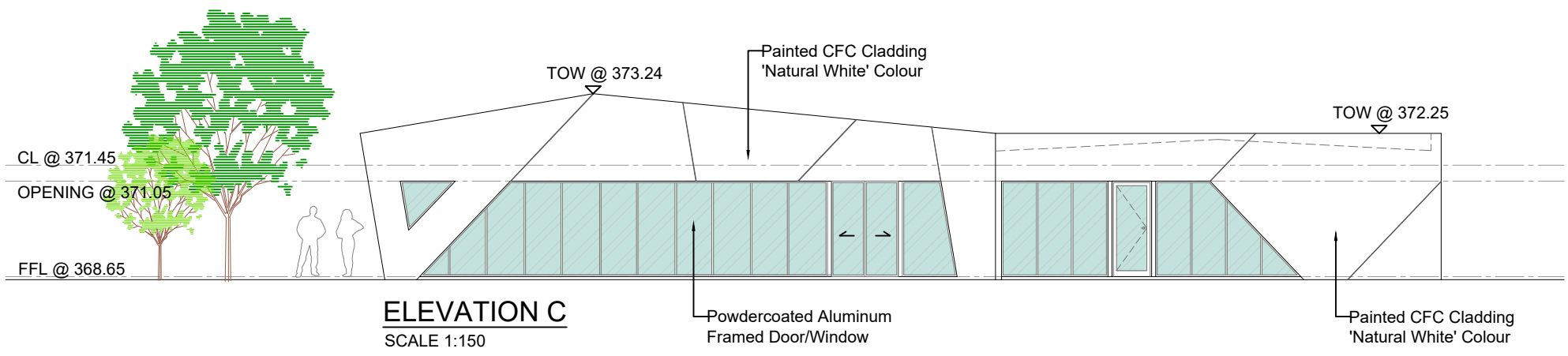
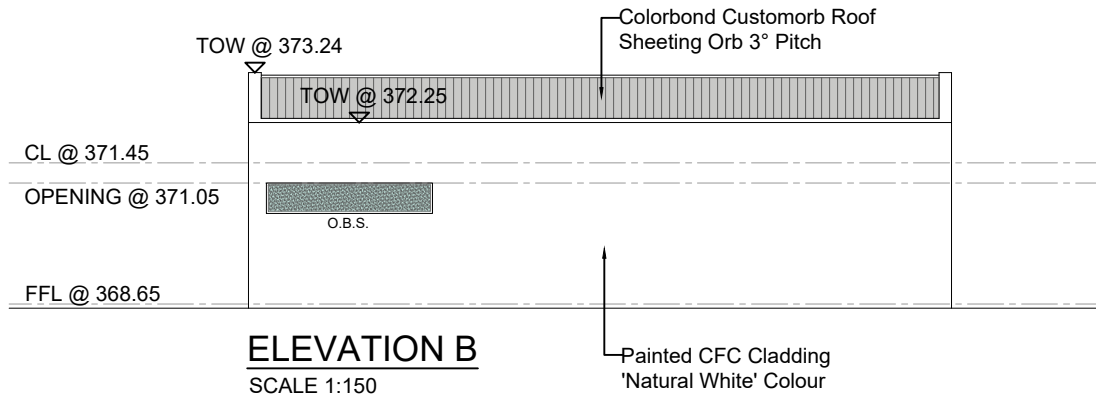
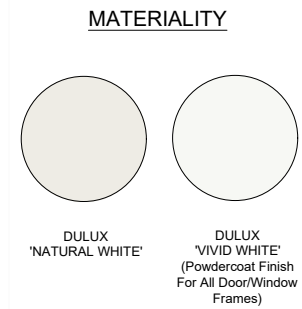
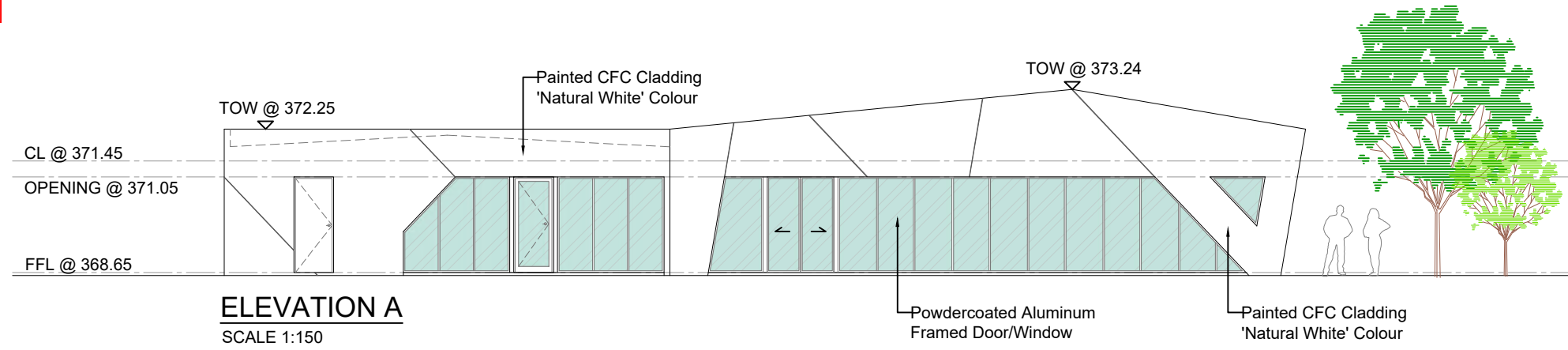
Project : Job No. : JOB-NO.
Proposed Project
Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed Gym Building Floor Plan

Drawing No. : A 2.03	Scale : A3 1:150
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing



195 Adelaide Tce, East Perth 6004
Email : omniwing1010@gmail.com
Mobile : 0430 986 388



Revisions :

No.	DATE	AMENDMENT
A	10.04.2023	ISSUE FOR PRE-LODGE
B	18.08.2023	ISSUE FOR QUOTATION
C	04.09.2023	ADD BIN ST/MAIN DEPOT/AC/RWT/BINS INFO
D	29.09.2023	CHANGES TO BIN ST 1, PUBLIC BIN LOCATIONS, CAR PARK 1 & LANDSCAPE

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ISSUE-FOR
DA

Attention to :
Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder
Planning Team

Project : Job No. : JOB-NO.
Proposed Project
Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed Gym Building Elevations

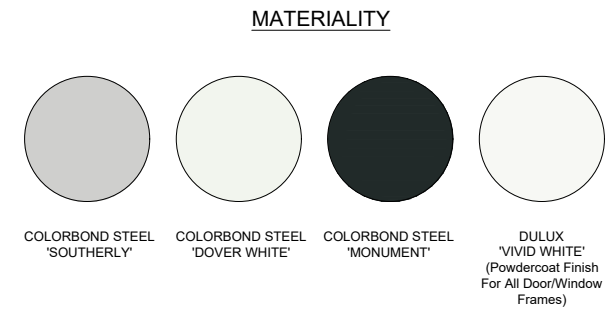
Drawing No. : A 2.04	Scale : A3 1:150
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing



Attachment 2



4 PERSON LIVING QUARTERS
SCALE 1:100



Revisions :		
No.	DATE	AMENDMENT
A	10.04.2023	ISSUE FOR PRE-LODGE MENT
B	18.08.2023	ISSUE FOR QUOTATION
C	04.09.2023	ADD BIN ST/MAN DEPO T/AC/RWT/BINS INFO
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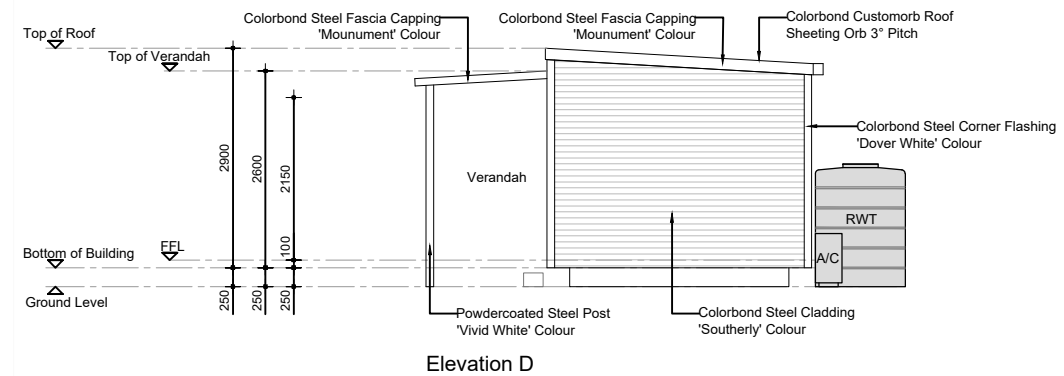
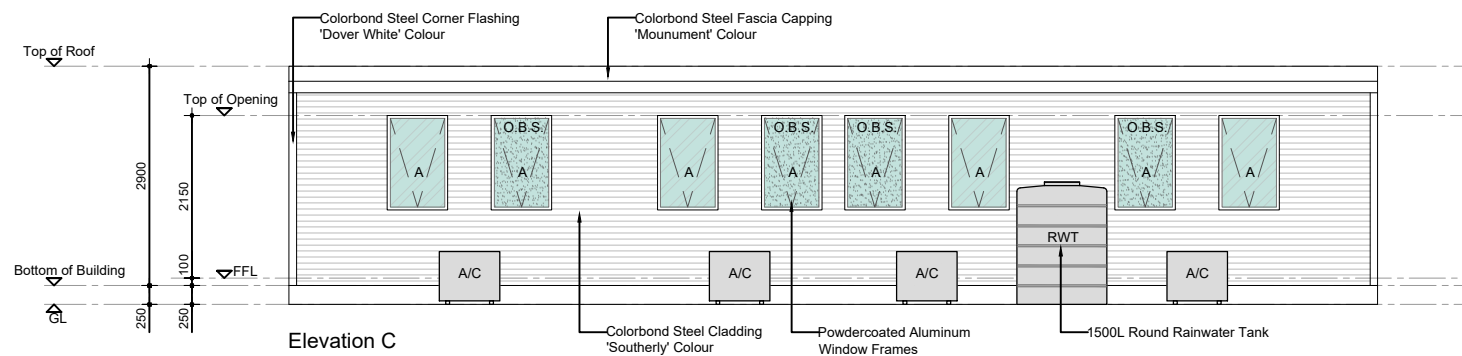
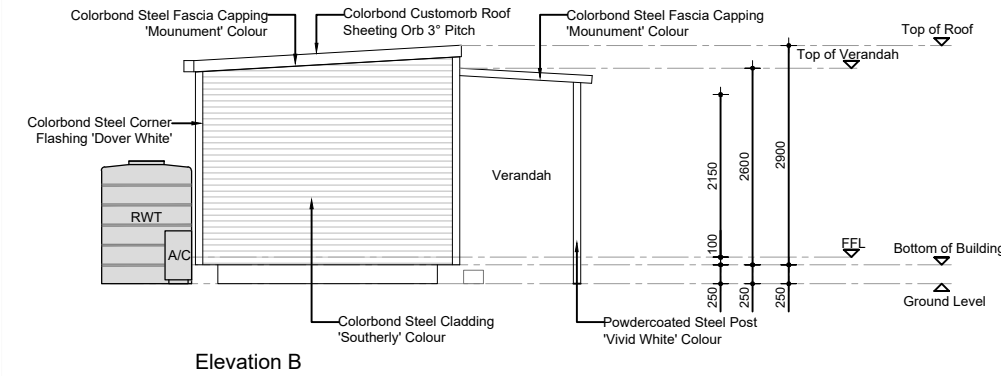
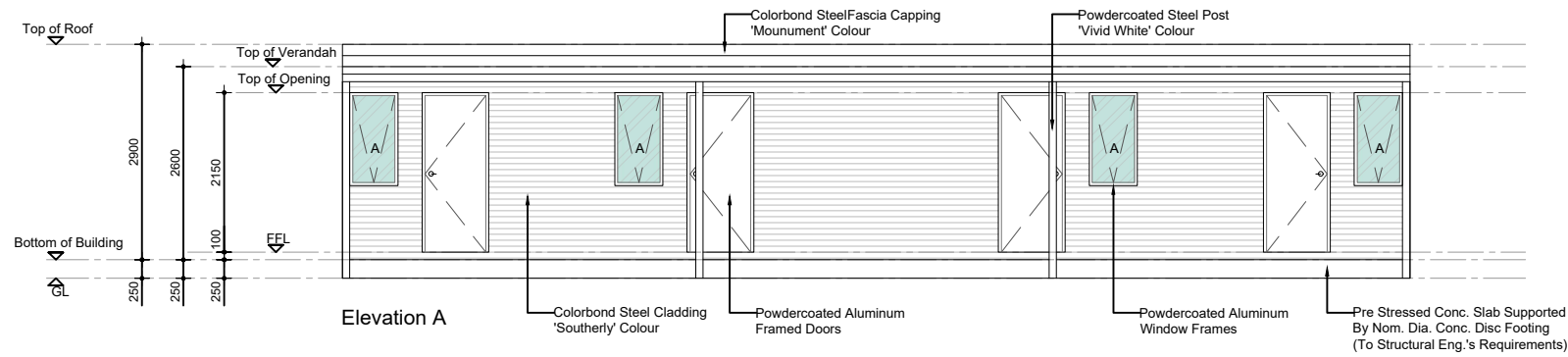
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ISSUE-FOR DA

Attention to :
Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder Planning Team

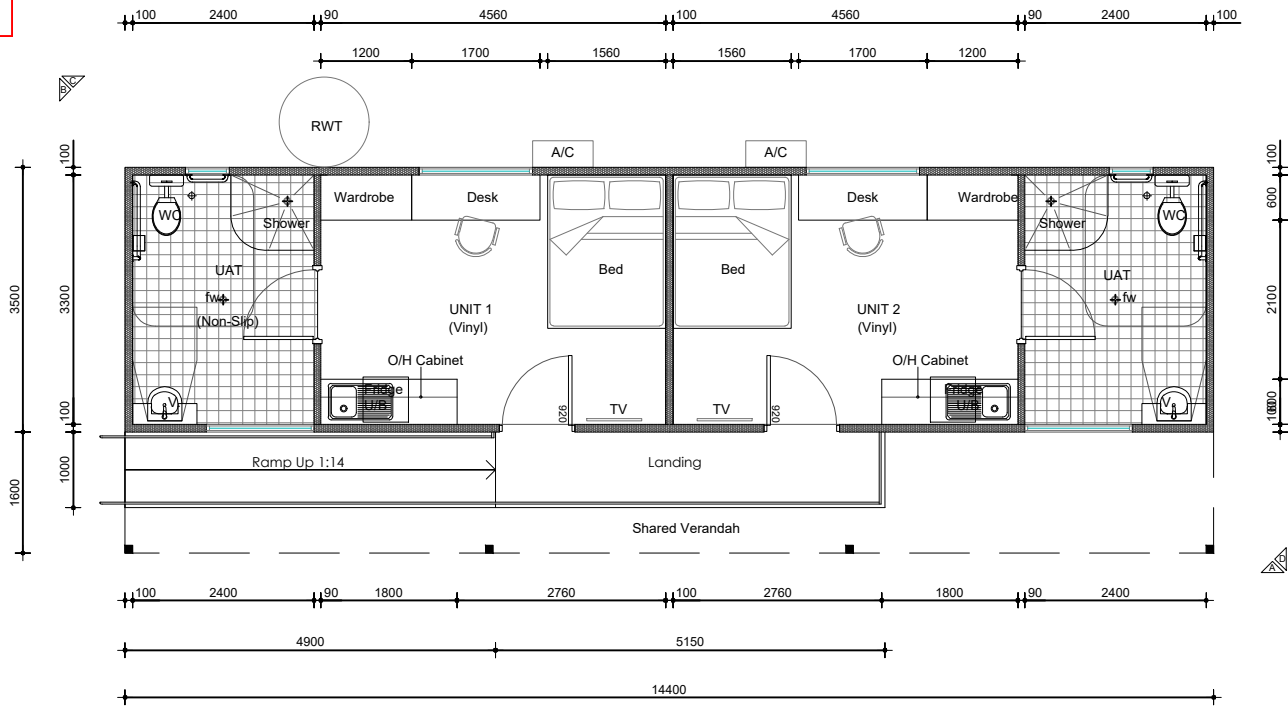
Project : Job No. : JOB-NO.
Proposed Project
Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed 4 Person Living Quarters

Drawing No. : A 2.05	Scale : A3 1:100
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing



Attachment 2



ACCESSIBLE 2 PERSON LIVING
SCALE 1:100

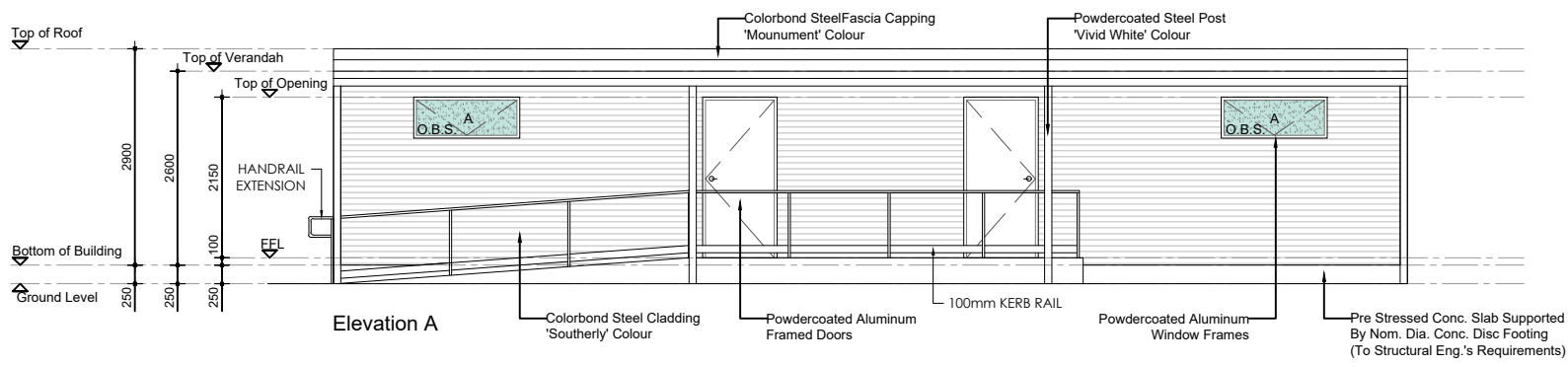


Revisions :		
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B	18.08.2023	ISSUE FOR QUOTATION
C	04.09.2023	ADD BIN ST/MAN.DEPOT/AC/RWT/BINS INFO
D	29.09.2023	CHANGES TO BIN ST 1, PUBLIC BIN LOCATIONS, CAR PARK 1 & LANDSCAPE

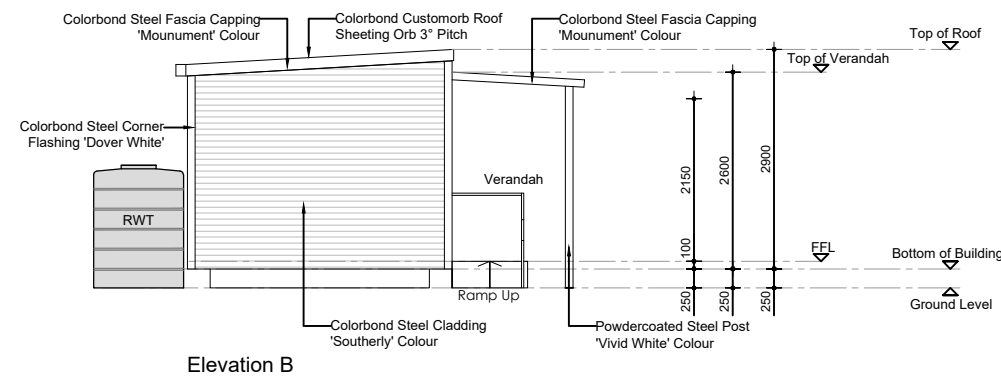
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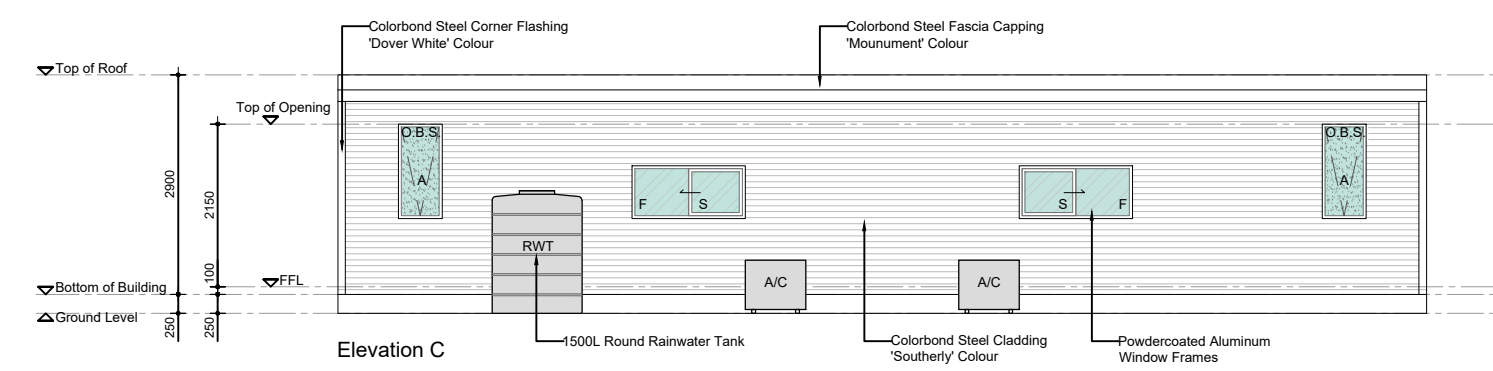
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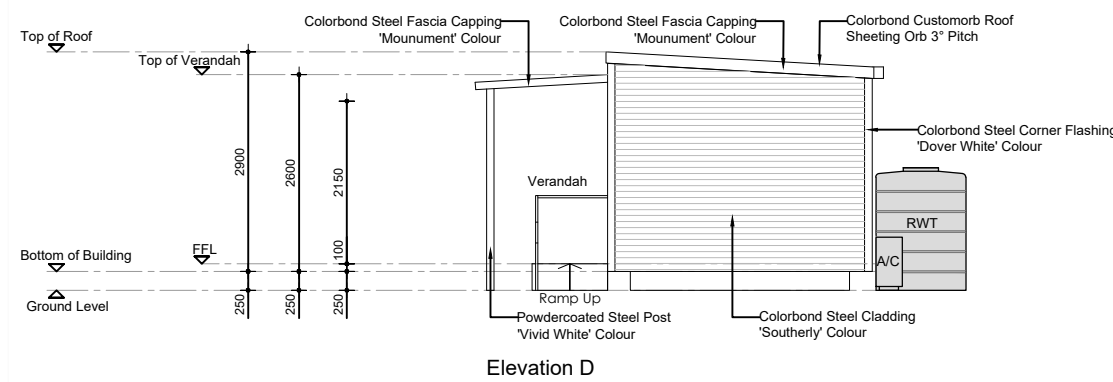
Elevation A



Elevation B



Elevation C



Elevation D

ISSUE-FOR DA

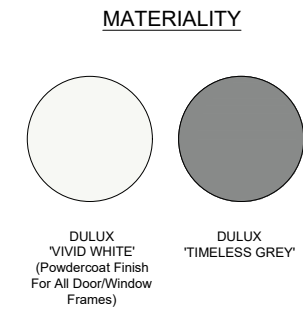
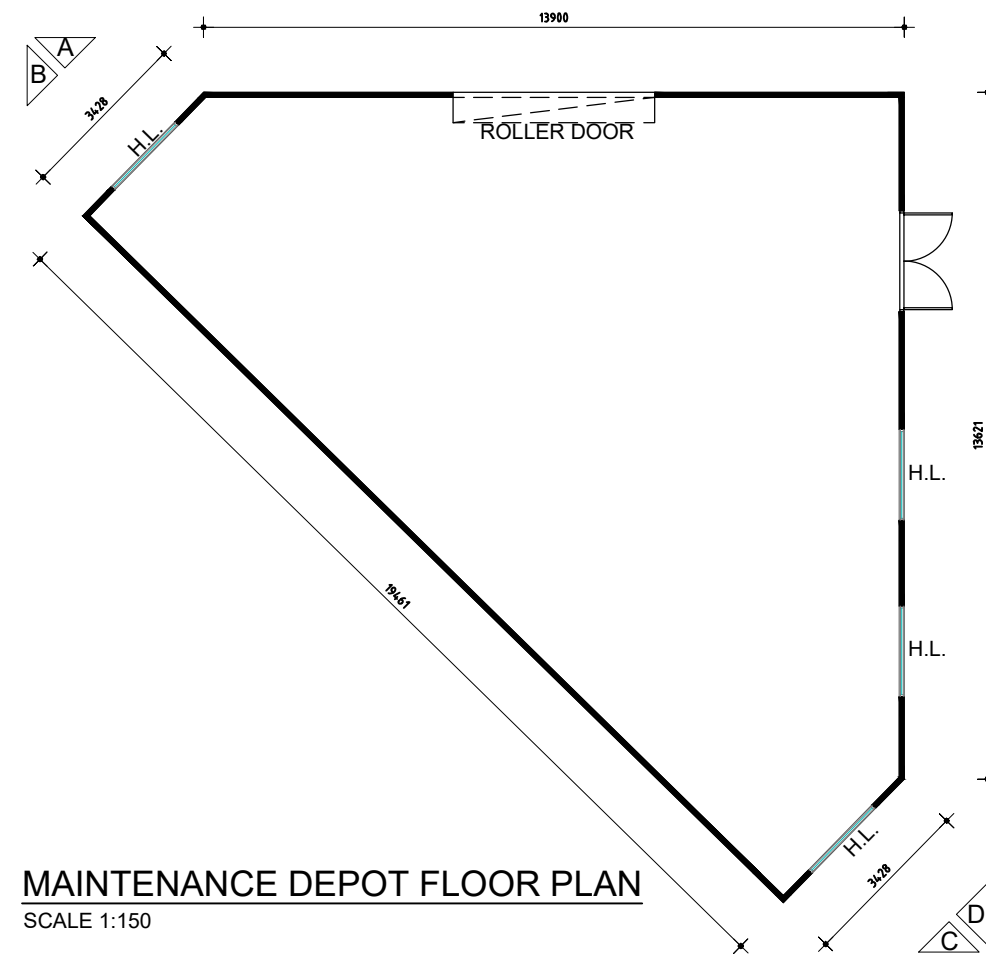
Attention to :
Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder Planning Team

Project : Job No. : JOB-NO.
Proposed Project
Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed Accessible 2 Person Living

Drawing No. : A 2.06	Scale : A3 1:100
Rev. : D	Date : 29 September 2023
Designed by : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing

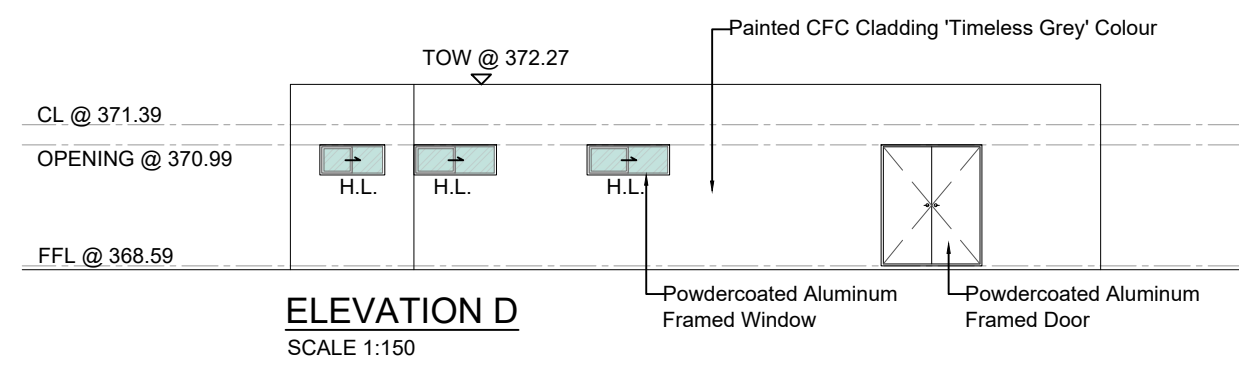
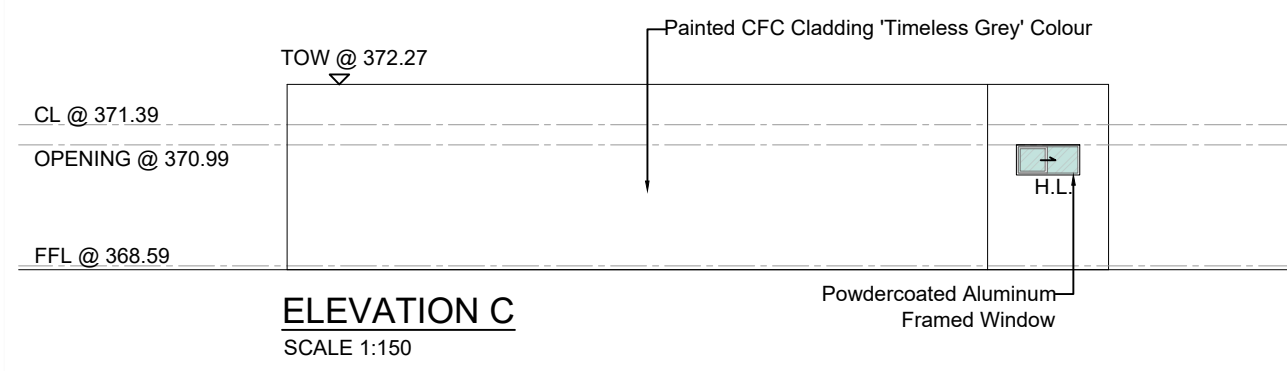
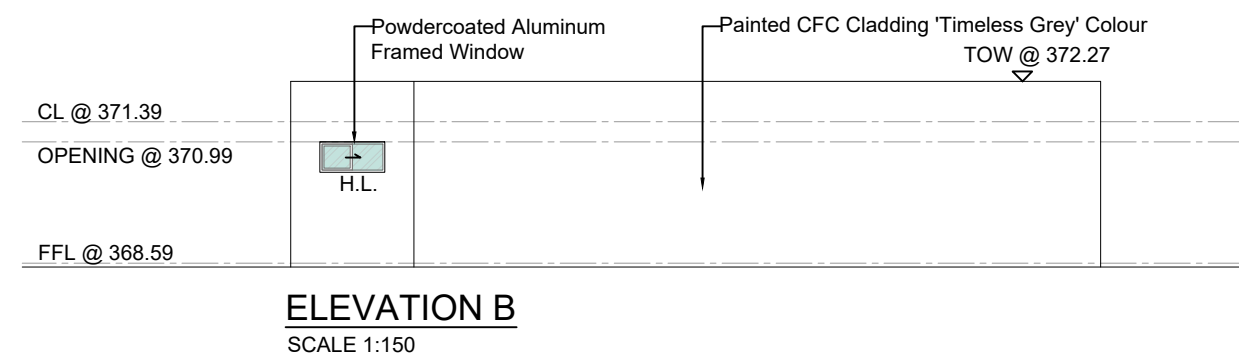
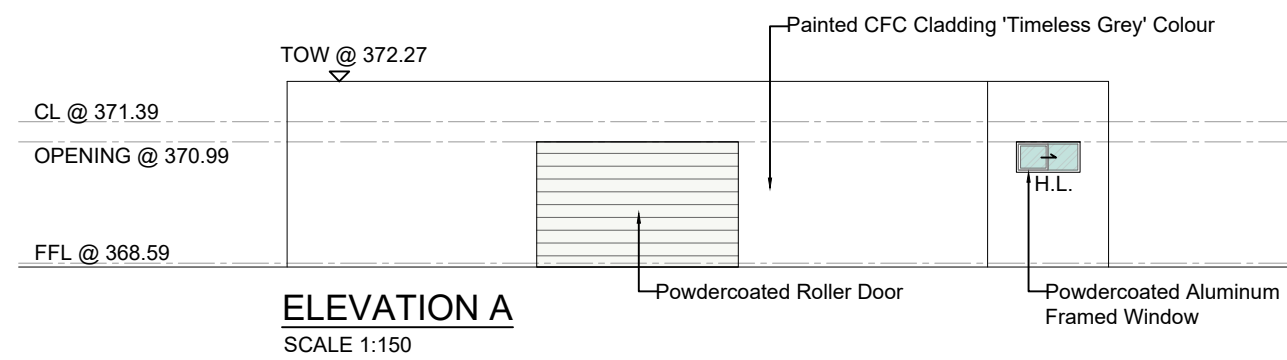




Revisions :		
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B	18.08.2023	ISSUE FOR QUOTATION
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ISSUE-FOR DA

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Client
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City of Kalgoorlie - Boulder Planning Team

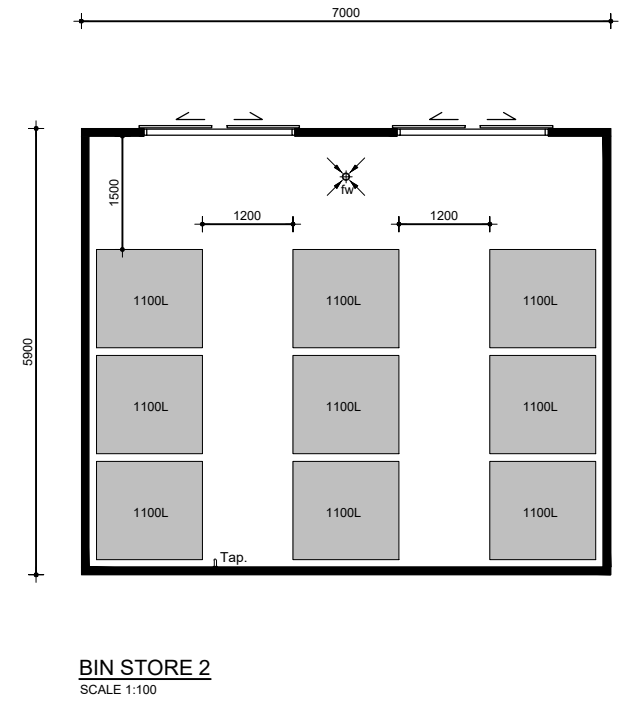
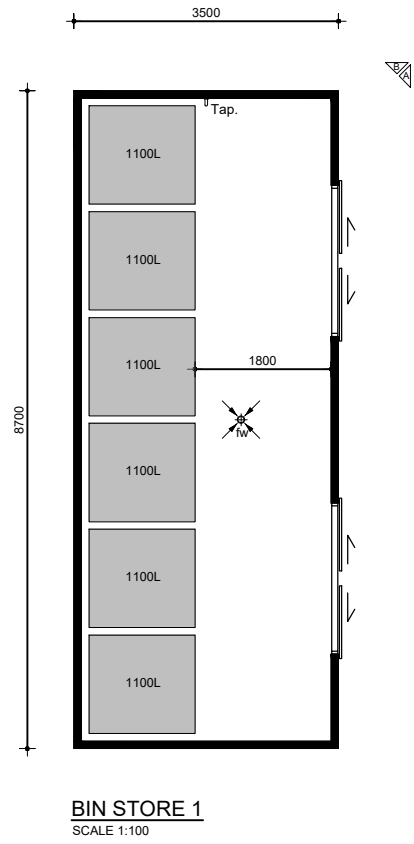
Project : Job No. : JOB-NO.
Proposed Project
Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed Maintenance Depot

Drawing No. : A 2.07	Scale : A3 1:150
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing



Attachment 2



MATERIALITY

● DULUX 'OOLONG' (Powdercoat Finish For All Door Frames)

● COLORBOND STEEL 'MONUMENT'



Revisions :		
No.	DATE	AMENDMENT
A	10.04.2023	ISSUE FOR PRE-LOGGEMENT
B	18.08.2023	ISSUE FOR QUOTATION
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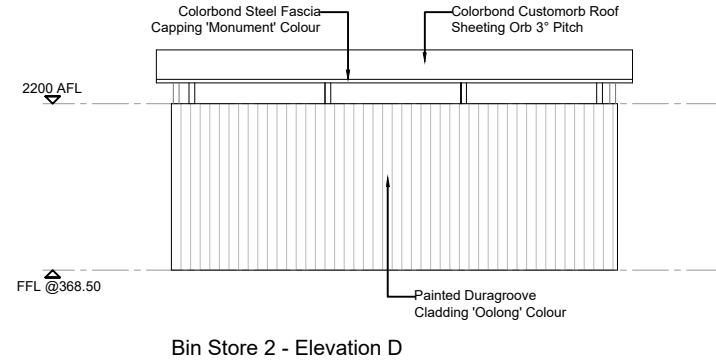
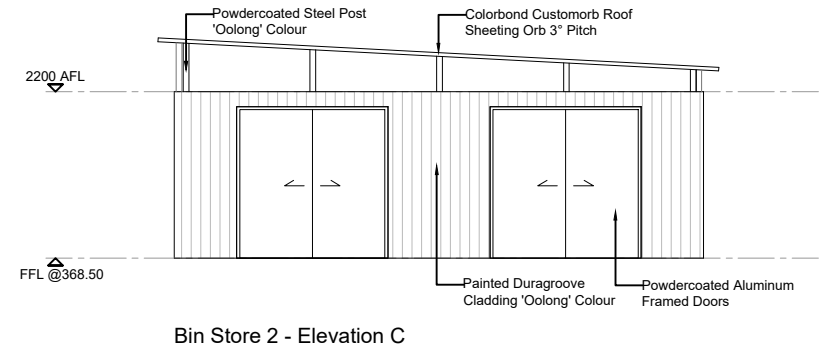
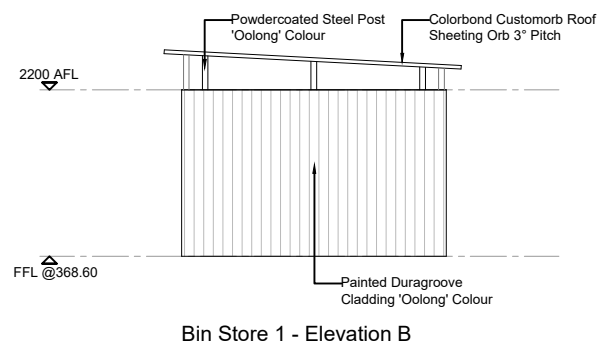
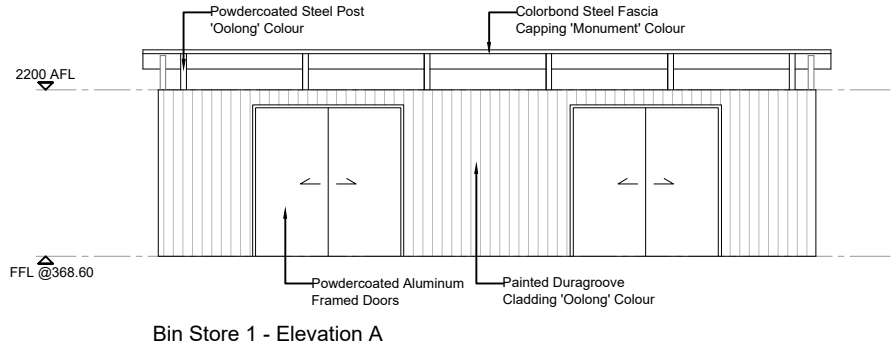
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ISSUE-FOR DA

Attention to :
Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder Planning Team

Project : Job No. : JOB-NO.

Proposed Project

**Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie**

Title :
Proposed Two Bin Stores

Drawing No. : A 2.08	Scale : A3 1:100
Rev. : D	Date : 29 September 2023
Designed by : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing

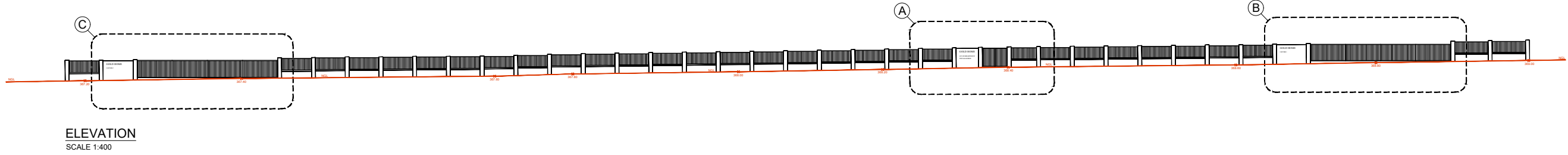
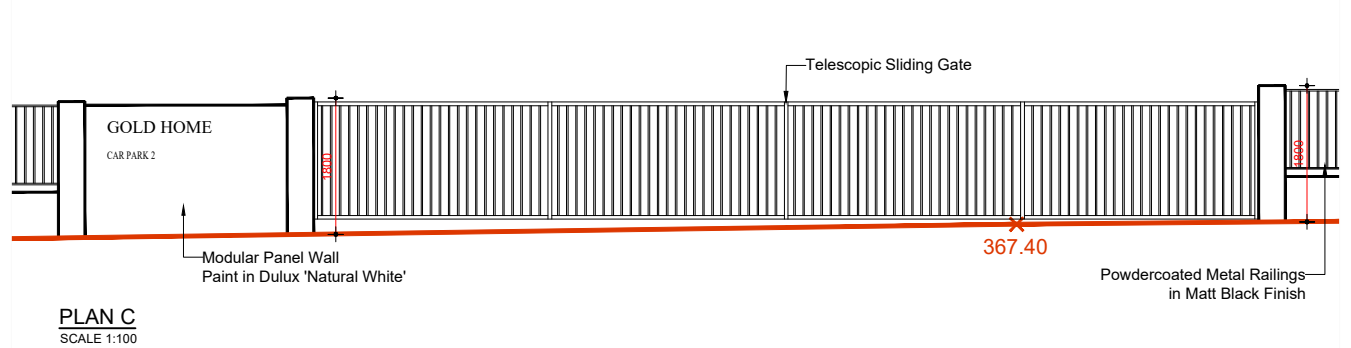
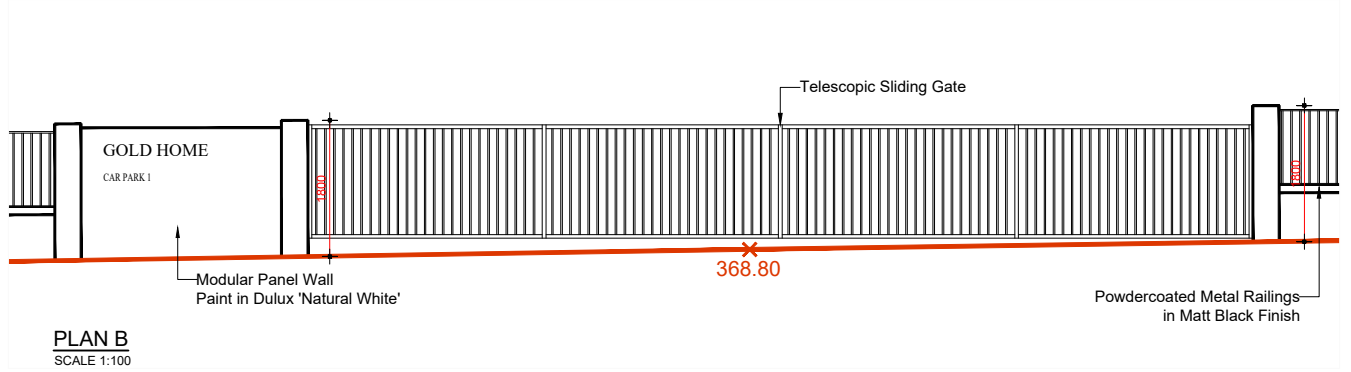
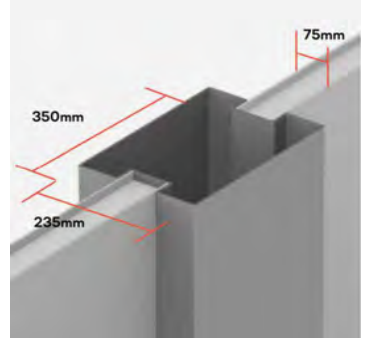
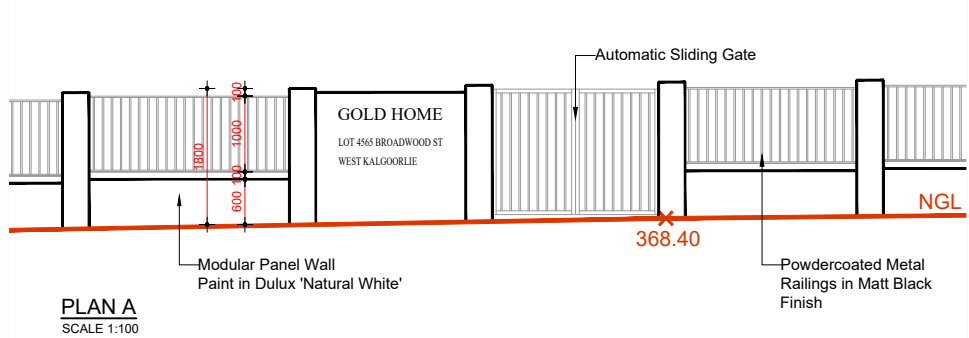
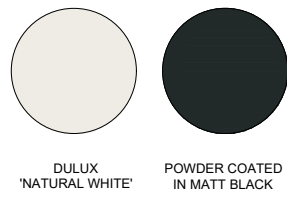
OMNI design
AUSTRALIA PTY LTD

195 Adelaide Tce, East Perth 6004
Email : omniwing1010@gmail.com
Mobile : 0430 986 388

Attachment 2



MATERIALITY



Revisions :		
No.	DATE	AMENDMENT
A	10.04.2023	ISSUE FOR PRE-LODGE
B	18.08.2023	ISSUE FOR QUOTATION
C	04.09.2023	ADD BIN ST/MAIN DEPOT/AC/RWT/BINS INFO
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ISSUE-FOR DA
Attention to :
Client
1 Investment Holdings Pty Ltd
City of Kalgoorlie - Boulder Planning Team

Project : Job No. : JOB-NO.
Proposed Project
Workforce Accommodation (196 Units)
@ Lot 4565 Broadwood Street
West Kalgoorlie

Title :
Proposed Boundary Fencing
Drawing No. : A 3.01
Scale : A3 Various
Rev. : D
Date : 29 September 2023
Designed : Wing
Drawn : Ashley
Checked : Wing
Approved : Wing



FRONT SIGNAGE

Attachment 2

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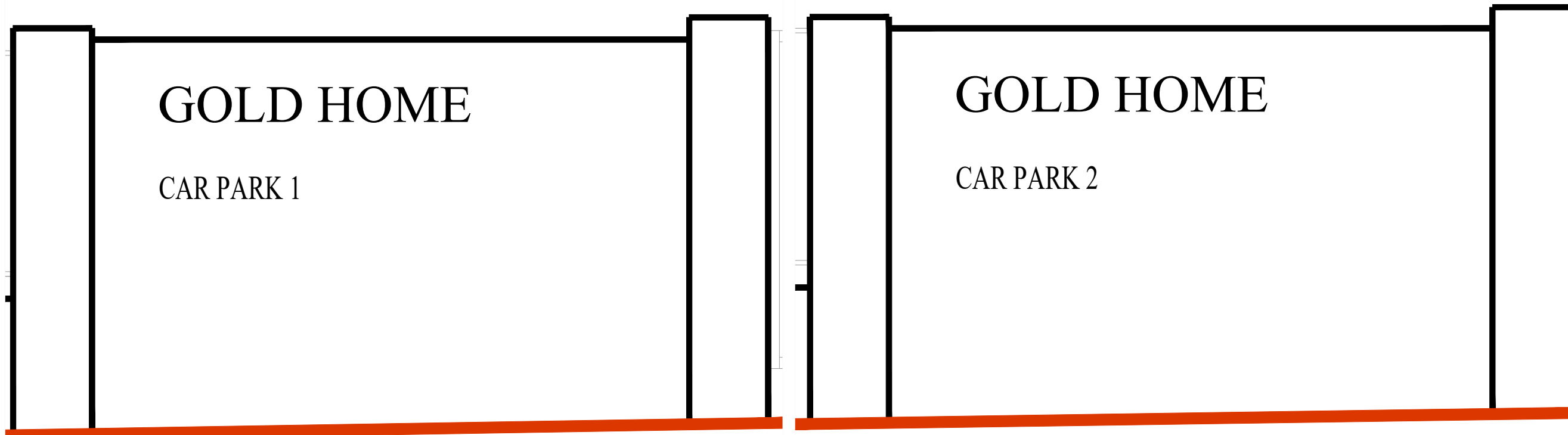
FONT: TIMES NEW ROMAN

FABRICATED METALLIC LETTERING
 ATTACHED TO WALL

COLOUR - DURATEC ELEMENTS TEXTURED
 RANGE - GOLD ORE

SCALE 1:20

MATERIALITY



Revisions :		
No.	DATE	AMENDMENT
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ISSUE-FOR
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Attention to :
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 City of Kalgoorlie - Boulder
 Planning Team

Project : Job No. : JOB-NO.
 Proposed Project
 Workforce Accommodation (196 Units)
 @ Lot 4565 Broadwood Street
 West Kalgoorlie

Title :
 Proposed Signage Plan

Drawing No. : A 3.02	Scale : A3 1:50
Rev. : D	Date : 29 September 2023
Designed : Wing	Drawn : Ashley
Checked : Wing	Approved : Wing





09 October 2023

Our Ref: LAM KAL/231009 LRGA_DA Cover Letter

Chief Executive Officer
PO Box 2042
Boulder WA 6432

Dear Sir/Madam

**RE: DEVELOPMENT APPLICATION
PROPOSED WORKFORCE ACCOMMODATION
LOT 4565 BROADWOOD STREET, BROADWOOD**

OMNI Design Group, on behalf of our client, 1 Investment Holdings Pty Ltd, is pleased to submit this Development Application for workforce accommodation on Lot 4565 Broadwood Street, Broadwood (subject “site” or “land”).

In support of our application, please find enclosed the following:

- One (1) signed Form 1 - Application for Planning Approval;
- One (1) Certificate of Title;
- One (1) electronic copy of Development Application Plans (Ref: LAM KAL 6-01);
- One (1) electronic copy of Transport Impact Statement;
- One (1) electronic copy of Landscape General Arrangement Plan & Maintenance Schedule;
- One (1) electronic copy of Environmental Acoustic Assessment;
- One (1) electronic copy of Stormwater Drainage Design; and
- One (1) electronic copy of Waste Management Plan.

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SITE DETAILS

The subject site is located in the suburb of Broadwood, within the municipality of the City of Kalgoorlie-Boulder (City). The subject site is situated approximately 4.5km south-west of Kalgoorlie town centre and 1.5km north-west of Kalgoorlie-Boulder Airport. The subject site is located approximately 600m southeast of the Great Eastern Highway, a State Road that connects the subject site and Kalgoorlie to the greater Goldfields Region.

At present, the site houses a 'Trailers and Caravan Repairs' mechanic shop along with associated structures. The surrounding area primarily consists of low-density residential land uses. Directly opposite the site, there is the Department of Mines building complex and several warehouse buildings.

In terms of topography, the subject site is generally flat, with a slight decline from AHD 368.80m on the west to AHD 367.20m on the east of the site.

The site can be legally described as:

- Lot 4565 on Deposited Plan 218423, Volume 2147, Folio 344

Refer to **Figure 1** below, which depicts the subject site and surrounds.



Figure 1 – Aerial photography of the subject site and surrounds.

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DEVELOPMENT SUMMARY

The proposal seeks to develop a 196-person workforce accommodation facility on the subject site. The proposal involved the clearing the subject site and the placement of 50 transportable units, including 48 four-personals accommodation units and 2 two-personals accessible accommodation units, and associated catering, sporting and recreation facilities. The development is designed to provide accommodation resting facilities for up to 196 Fly In Fly Out (FIFO) workers.

Specifically, the proposal comprises of the following components:

1. Installation of transportable units in a perpendicular alignment to Broadwood Street. Each column will comprise of between five to six units.
 - a. Accommodation units design to accommodate four occupants (workers) each. The units will contain four bedrooms each with an attached ensuite.
 - b. Accessible accommodation units design to accommodate two occupants (workers) each. The units will contain two bedrooms each with an attached ensuite.
 - c. The accommodation units will have verandahs to provide shade and shelter to the front of each unit, particular to address summer season conditions.
 - d. Each accommodation unit has direct access to landscape areas to provide natural amenity immediately adjacent to each unit.
 - e. In terms of materials, the units will comprise of a steel frame structure, insulated wall panels with Colorbond claddings and Colorbond roofing.
2. Installation of the canteen building will utilize an insulated panel system featuring CFC sheeting, finished with a durable and contrasting Dulux exterior paint. This facility will encompass a welcoming lobby and administrative/reception area, standard commercial kitchen facilities, as well as indoor and outdoor dining spaces accompanied by necessary sanitary facilities including a unisex accessible sanitary facility. Strategically positioned adjacent to two car parks and facing the primary pedestrian gateway, the canteen building ensures a straightforward and convenient wayfinding experience for both occupants and visitors.
3. Implementation of a modern gymnasium building will employ an insulated panel system and CFC sheeting, adorned with a timeless white Dulux exterior paint. Within the facility, provisions will be made for essential sanitary facilities, incorporating a unisex accessible sanitary facility, laundry amenities, and storage options catering to the convenience of occupants.
4. Introduction of two bin storage units positioned in front of Car Park 1 near the vehicle entry/exit. These structures will be constructed with a steel stud frame and adorned with duragroove cladding,

finished with a dark Dulux exterior paint. The unenclosed skillion roof design serves to enhance ventilation within the bin storage area.

5. Introduction of a maintenance depot situated at the end of Car Park 1, employing a steel stud frame and CFC sheeting. The exterior will be adorned with a neutral grey Dulux color, adding a sleek and understated aesthetic to the structure.
6. Installation a 16x25m lap pool enclosed with fencing, providing occupants with an amenity to complement the adjacent gymnasium facility.
7. Incorporation of pedestrian footpaths, each with a minimum width of 1.8m, throughout the development. These pathways serve to connect all transportable units to each other, as well as to the catering, sporting, and utility facilities.
8. Two communal open spaces have been designated within the development, situated either near the south end of the subject site or adjacent to the gymnasium building and transportable units. These communal open spaces are designed to serve as meeting or 'catch up' points for occupants, fostering social interaction and contributing to the overall wellbeing of occupants.
9. Comprehensive landscaping will be integrated within and along the surrounding boundary of the development, extending to the street verge. Notably, feature plants will be strategically placed near the entry of the pedestrian gateway and the two vehicle access areas. The proposed landscaping plan encompasses communal lawn spaces with two covered BBQ pits, garden beds adorned with shrub planting and native trees, raised planters, as well as feature timber sleepers complemented by climbing plants.
10. The development includes two on-site car parking areas featuring a total of 39 standard car parking bays, 2 ACROD parking bays, and 17 minibus parking bays. Two crossovers connect to Broadwood Street. Notably, a service zone reserve is designated for certain vehicle users within the subject site, ensuring that only service vehicles, such as delivery trucks and bin trucks, may utilize the area for convenient access and egress.
11. The development integrates a modular panel wall system with metal railings along the primary street frontage area, complemented by 1800 high Colorbond perimeter fencing along all side boundaries. Access for both vehicles and pedestrians will be facilitated through secure gates, ensuring that only occupants and authorized visitors can gain entry.

The primary focus of the proposed development is to provide accommodation for Fly In Fly Out (FIFO) workers, specifically those employed within a 150km radius of Kalgoorlie town center. While the exact mine of employment is at the discretion of the operator/owner, indications suggest a proximity of about 15 minutes to one of the gold mines. The subject site is envisioned to serve as the residence for FIFO workers, none of whom

are expected to own a car on-site. The main mode of transportation to and from work will be a 12-seater minibus provided by the operator.

Operational arrangements will involve both Day and Night shifts. At any given time, the maximum occupancy of the site is anticipated to be 60%. For the Day Shift, the bus is scheduled to depart between 4:30 am and 5:10 am, returning to the camp around 6:15 pm. Conversely, the Night Shift will witness the bus leaving between 4:30 pm and 5:10 pm, returning to camp around 6:15 am the next day. Notably, the same bus will be shared by both shifts—a logistical approach where the bus shuttles the Day Shift workers to the mine site in the early morning and later transports the Night Shift workers back to the camp.

Additionally, a few utility vehicles (Utes), approximately 4 to 5, may be used by mechanics/fitters from the workshop. This implies that there could be a maximum of around 10 vehicles entering or leaving the camp during the early morning and evening hours.

PLANNING CONTEXT

CITY OF KALGOORLIE-BOULDER LOCAL PLANNING SCHEME NO.1

The subject site falls under the jurisdiction of the City of Kalgoorlie-Boulder Local Planning Scheme No.1 (LPS1). According to the provisions outlined in LPS1, the zoning assigned to the subject site is 'Extensive Residential.' Notably, 'Workforce Accommodation' is not explicitly listed as a designated use within LPS1. The approval for such a development is contingent upon the discretion of the City, requiring the granting of development approval.

Refer to **Table 1** below, which depicts the overview of the proposed development.

Proposed Use Class	Minimum Setbacks			Plot Ratio	Site Coverage	Parking	Building Height	Landscaping
	Street	Side	Rear					
Workforce Accommodation	9m	3m	3.1m	0.23	23.4%	41 cars plus 17 minibus	1 Level	37.3%

Table 1 – Development Overview.

Given that the LPS1 does not provide a specific minimum car parking rate applicable to the proposed development, the parking rate stipulated in the Draft Local Planning Scheme No.2 (Draft LPS2) will be considered for evaluating the parking requirements associated with the proposed development.

DRAFT CITY OF KALGOORLIE-BOULDER LOCAL PLANNING SCHEME NO.2

The City is currently in the process of advancing its draft Local Planning Scheme No.2 (draft LPS2). As of now, this document is considered to be a seriously entertained proposal, having concluded its advertising phase in December 2020. During its meeting on 27 June 2022, the Council made a resolution to endorse draft LPS2 along with the Schedule of Modifications, subsequently referring it to the Western Australian Planning Commission (WAPC) for approval and endorsement by the Minister.

According to the most recent and publicly available version of draft LPS2, the proposed zoning for the subject site is 'Residential.' Moreover, 'Workforce Accommodation' is categorized as an 'A' use, indicating that this particular use is not automatically permitted. Instead, it necessitates the local government's exercise of discretion by granting development approval, following the notice procedures outlined in clause 64 of the deemed provisions.

➤ **Zone objective and land use permissibility**

Under Table 3 of draft LPS2, the objectives of the 'Residential' zone are:

- a) *To provide for a range of housing and a choice of residential. Densities to meet the needs of the community.*
- b) *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- c) *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

The outlined objectives for the 'Residential' zone aim to promote high-quality design and built form that enhances the streetscapes within the residential locality. The proposed catering, recreation, and utility facilities buildings employ an insulated panel system with modern claddings, making a bold architectural statement that contributes positively to the streetscape. Simultaneously, the transportable units are thoughtfully accompanied by ample landscaping, mitigating their visual impact from the street to a minimum.

Moreover, these objectives emphasize the importance of developments that are not only compatible with but also complementary to the residential locality. The proposed development is situated amidst low-density residential land, with an industrial land use located on the opposite side of Broadwood Street. Designed exclusively for FIFO workers, the development forms a self-sufficient community with on-site catering, recreation, and utility facilities. This self-contained nature ensures compatibility with the surrounding area, resulting in minimal disruption to nearby residential amenities.

➤ **Special Control Area 2: Kalgoorlie-Boulder Airport-Building Height Restrictions**

The subject site falls within Special Control Area No.2 (SCA2) under draft LPS2, which imposes specific regulations on development height due to its proximity to the Kalgoorlie-Boulder Airport.

The SCA2 required development applications within the Special Control Area to be referred to the Airport Manager for advice and also required:

- a) *Development application plans are to state the ultimate heights of buildings/structures in Australian Height Datum (AHD).*

The proposed development adheres to these regulations, featuring one-story buildings throughout. The canteen building, being the tallest on-site, has a maximum height of 5.31 meters above the finished floor level, reaching an elevation of AHD 373.86 meters.

TECHNICAL CONSIDERATIONS

ACCESS

In terms of vehicle access to the subject site, two full movement crossovers are proposed along the primary street frontage facing Broadwood Street. These crossovers facilitate smooth access and egress between Broadwood Street and the on-site car parks. The selected crossover locations are strategically positioned to ensure a logical flow of vehicles to and from the subject site.

To enhance pedestrian access, a new footpath within the street verge will be introduced, connecting with the existing footpath. This ensures a safe and direct pedestrian route leading to the administrative/reception area. A pram ramp with pedestrian crossing markings is incorporated within the service zone, creating a secure access point for occupants.

Within the development, a network of paved pedestrian footpaths, each with a minimum width of 1.8m, is laid out. These pathways connect all units to each other and provide access to catering, recreation, and utility facilities.

The proposed layout has been designed to facilitate the efficient movement of both vehicles and pedestrians. Safety measures are implemented, ensuring minimal conflict between pedestrians and vehicles throughout the development.

PARKING

Under the provisions of LPS1, there is no specific minimum car parking rate applicable to the proposal as a Workforce Accommodation land use. However, in draft LPS2, within Schedule No. 08: Car Parking Requirement, the following standards are prescribed:

Workforce Accommodation:

- *Car Parking – (1) bay per 2 dwellings/units; and (1) oversized vehicle parking bay per 10 beds*
- *Staff Parking/Delivery or Queuing-N/A*

Refer to **Table 2** below, which depicts the overview of the vehicle parking calculation.

Land Use	Requirements	Yield	Total Parking
Workforce Accommodation	<i>1 bay per 2 dwellings/units; and</i>	50 dwellings	25
	<i>1 oversized vehicle parking bay per 10 beds</i>	196 persons/beds	19.6
Total Car Parking Required			45
Inclusive of:			25 car bays 20 oversized bay
Total Car Parking Provided			41 car bays plus 17 minibus bays

Table 2 – Calculation of Vehicle Parking.

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Based on the specified requirement, the proposed development necessitates a total of 25 car bays and 20 oversized vehicle bays to be provided on-site. The proposed development plans present a more extensive provision, including 41 car bays and 17 minibus bays.

It's important to note that the operator will have organized transportation to work, with 17 minibus bays catering to small buses capable of accommodating 11 passengers each. This arrangement ensures transportation for 187 persons at once, exclusively utilizing minibuses. Additionally, with the supplementary provision of 41 car bays (including 2 ACROD bays), it is reasonable to assume that the on-site car parking requirement is adequately addressed for any scenario.

Under the provisions of LPS1, there is no specific bicycle parking requirements applicable to the proposal as a Workforce Accommodation land use. However, in draft LPS2, within Schedule No. 09: Bicycle Parking Requirement, the following standards are prescribed:

Workforce Accommodation:

- *Employee Bicycle Parking – 1 space per 4 employees*
- *Visitor Bicycle Parking – 1 space per 5 units*

Refer to **Table 3** below, which depicts the overview of the bicycle parking calculation

Land Use	Yield	Total Bicycle Parking Requirement	
		Minimum Long-term Parking (Employee Resident Spaces)	Minimum Short-term Parking (Visitor/Shopper spaces)
Workforce Accommodation	50 dwellings	<i>1 space per 4 employees</i>	<i>1 space per 5 units</i>
	Assume 20 staff		
Total Car Parking Required		5	10
Total Car Parking Provided		15	

Table 3 – Calculation of Bicycle Parking.

Given the nature of the development, there is a perceived low demand for bicycle parking. It can be reasonably assumed that patrons may bring their bicycles and store them in their designated storage areas. The proposed provision of 15 bike racks aligns with the requirements outlined in LPS2 and contributes to promoting active transport for recreational purposes.

LANDSCAPING

The development will feature extensive landscaping integrated within and along the surrounding boundary, extending to the street verge. Notably, strategically placed feature plants near the entry of the pedestrian gateway and the two vehicle access areas will enhance the overall aesthetics. The proposed landscaping plan includes communal lawn spaces with two covered BBQ pits, garden beds adorned with selective shrub planting and native trees, raised planters, as well as feature timber sleepers complemented by climbing plants. The selection of tree and shrub species aligns with those described in LPS1 Schedule 6 – Native Vegetation for this development.

ENVIRONMENTAL ACOUSTIC CONSIDERATIONS

Acoustic engineers were engaged to conduct a study evaluating compliance with the Environmental Protection (Noise) Regulations 1997 for the proposed development. Based on the provided information, noise emissions associated with the site's operation align with the stipulations of the Environmental Protection (Noise) Regulations 1997.

The assessment encompasses detailed analyses of noise arising from mechanical plant operations, the beer garden and tavern, the use of cars and buses, as well as the disposal of rubbish—specifically the dropping of glass bottles into bins. It's noteworthy that all assessments are conducted for the worst-case scenario of each operation to ensure a conservative evaluation.

STORMWATER AND DRAINAGE

The stormwater and drainage design for the proposed development incorporates a sealed system with a controlled outlet to the open drain. This design choice prevents direct exposure of stormwater to the environment. By utilizing a sealed system, the design facilitates the controlled release of stormwater, effectively mitigating the risk of flooding and erosion.

This drainage design is implemented to efficiently manage stormwater runoff, ensuring that it is channeled and released in a controlled manner. This not only safeguards the development's infrastructure but also contributes to environmental protection by minimizing the impact of stormwater on surrounding areas.

In summary, the chosen stormwater and drainage design is a proactive measure aimed at both preventing potential flooding and erosion issues and maintaining a balance between urban development and environmental preservation.

WASTE MANAGEMENT

The Waste Management Plan (WMP) for the proposed development has been prepared by a waste consultant with a specific focus on estimating general waste and recycling volumes. The plan adheres to the guidelines outlined in WALGA's Waste Management Plan Guidelines and encompasses recommendations for the proper collection, storage, handling, and transportation of waste and recycling.

It's important to note that estimations for volumes of liquid waste, such as wastewater and cooking oil, are not included in the WMP. For the handling and disposal of liquid waste, the development operators are advised to engage specialist contractors as needed.

The WMP ensures that the proposed development allocates a sufficiently sized bin storage area for the storage of general and recyclable waste, aligning with the estimated waste generation. The configuration of bins is designed to meet the needs of the development.

The collection of general and recyclable waste is achieved using:

- 11x 1100L general waste bins for collection three times a week; and
- 4x 1100L recycling waste bins to be collected three times a week.

Waste collections will be managed by a private contractor, with efforts made to schedule collections during off-peak hours. This strategy aims to minimize disruptions to traffic operations and reduce impacts on staff and visitors. The waste collection vehicle is expected to collect the general and recycling bins on-site. To facilitate this process, the facility manager and staff will grant access to the private contractor, who will transport the bins to the waste vehicle on collection days and return the empty Mobile Garbage Bins (MGBs) to their designated enclosures.

CONCLUSION

As detailed throughout the above, the application seeks approval for a self-sufficient workforce accommodation housing 196 FIFO workers on the subject site, with the goal of operating as an independent small community.

In summary, the proposed development is justified and considered appropriate for the following reasons:

- The proposal aligns with the development intent outlined in the City's Local Planning Scheme No.1 without causing prejudice.
- The proposal is capable of approval under the City's draft Local Planning Scheme No.2 and is compliant with the relevant development requirements of draft LPS2.
- The proposal will not have any adverse impacts on the streetscape or the amenity of the locality.
- The proposal places a significant emphasis on providing a high level of amenity, particularly focusing on the well-being of FIFO workers.

It is considered the proposal should be favorably determined, on individual merit, recognizing the proposal is consistent with the statutory planning framework for the subject site. We respectfully request the Regional Joint Development Assessment Panel 's favorable assessment of our proposal at its earliest convenience.

Should you require any additional information or wish to discuss this matter further, please do not hesitate to contact Wing Lam or Ashley Chen of our Office on 0430 986 388 and 0415 929 932.

Your faithfully

OMNI DESIGN AUSTRALIA



WING LAM

DIRECTOR

TRANSPORT IMPACT STATEMENT

Lot 4565 Broadwood Street,
West Kalgoorlie

October 2023

Rev A



HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A Draft	12.09.2023	M Kleyweg	M Kleyweg	12.09.2023	Issued for Review
Rev A	2.10.2023	M Kleyweg	M Kleyweg	2.10.2023	Proposed layout amended

DISTRIBUTION OF COPIES

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Appendices

Appendix 1 - The layout of the proposed development

Appendix 2 - Transport Planning and Traffic Plans

Appendix 3 - Vehicle Turning Circle Plans

1. Executive Summary

Site Context

- The subject site currently features Trailers and Caravan Repairs Servis, which will be replaced with the proposed Workforce Accommodation Camp for 196 persons and ancillary facilities such as a cantina, gym and pool.
- Access to the proposed development will be via two proposed crossovers on Broadwood Street.

Technical Findings

- KCTT have checked the navigability of the parking area with B99 passenger vehicle (5.2m), Mercedes Sprinter (5.93m) and Service Vehicle (8.8 m). No navigability issues were found.

Relationship with Policies

- Proposed land use is not listed in Table 2 - Development Standards Table, where parking rates for different use classes are prescribed. While, according to the draft version of LPS No 2 the proposed development requires a total of 25 car bays and 20 oversized vehicle bays provided on site. The vehicle provision as shown on the proposed development plans includes 41 car bays plus 17 minibus bays. Patrons will have organised collective transport to work. Having 17 minibus bays provided for small buses (11 passengers each), transport for 187 persons is available at once only using minibuses. With the additional provision of 41 car bays (inclusive 2 ACROD bays), it is reasonable to assume that the car parking requirement on site is adequately catered for any arrangement.
- Building Code of Australia ACROD Provision – The subject development proposes provision of 2 accessible units (for 2 persons each) and 2 ACROD bays, therefore the provision align with the needs.

Conclusion

- Proposed development could be expected to generate up to an additional 10 vehicular movements per hour in the peak hour and approximately an additional 104 vehicular movements per day.
- As previously explained, the estimated impact above is applicable only if a total parking provision is utilised for access and egress of the vehicles for one day. Therefore, the forecasted traffic impact of the development could be considered much lower than in the calculation.
- According to WAPC guidelines, all developments generating 10-100 VPH can be deemed to have a moderate impact on the network. The impact of the developments that generates less than 10 VPH could be considered low.
- In summary, KCTT believe that the proposed development will not negatively impact the surrounding road network.

2. Transport Impact Statement

2.1 Proposal

Omni Design engaged KCTT to prepare a TIS for the proposed workers' accommodation camp at Lot 4565 Broadwood Street, West Kalgoorlie.

The proposed development comprises a total of 50 accommodation units for 196 workers and ancillary facilities such as a cantina, gym and pool.

This report will primarily address the level of impact of the proposed development and the requirements for integration of the proposed development with the surroundings, namely the existing and planned immediate road network.

2.2 Location

Lot Number	4565
Street Number	n/a
Road Name	Broadwood Street
Suburb	West Kalgoorlie
Description of Site	Subject site currently features a Trailers and Caravan Repairs Servis planned to be replaced with the proposed Workforce Accommodation Camp for 196 persons and ancillary facilities such as Cantina, gym and pool. Access to the proposed development will be through two proposed crossovers on Broadwood Street.

2.3 Technical Literature Used

Local Government Authority	City of Kalgoorlie-Boulder
Type of Development	Workforce Accommodation Camp
Are the R-Codes referenced?	NO
If <u>YES</u> , nominate which:	-
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments
Are there applicable LGA schemes for this type of development?	YES
If <u>YES</u> , Nominate:	
Name and Number of Scheme	<ul style="list-style-type: none">Local Planning Scheme No.1 (Updated to include AMD 96 GG 24/09/2019)Local Planning Scheme No. 2 (Draft)

Are Austroads documents referenced? YES
 Is the Perth Transport Plan for 3.5 million and Beyond referenced? NO

2.4 Land Uses

Are there any existing Land Uses YES
 If YES, Nominate:

Proposed Land Uses

How many types of land uses are proposed? **Workforce Accommodation** (196 persons)
 Nominate land use type and yield

- Canteen Building (with Alfresco) - 626m²
- Gym Building (with L'dry & Storage) - 370m²
- Maintenance Depot - 161.4m²
- Bin Stores – 71.8m²
- Dongas x 50 (4 Person Living x 48
 + Accessible 2 Persons Living x 2) = 2,520m²

Total GFA Area - 3,749.2m²

Are the proposed land uses complementary with the surrounding land-uses? Workforce-Accommodation land use is marked as an "A" use within Residential Zone.
 "A" use means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions.

2.5 Local Road Network Information

How many roads front the subject site? one

Name of Roads Fronting Subject Site / Road Classification and Description:

Road Name	Broadwood Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	app. 30m
Road Pavement Width	app, 10m
Classification	Access Road/ Industrial
Speed Limit	60kph
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	YES

Name of Other Roads within 400m radius of site, or roads likely to take increased traffic due to the development:

Road Name	Hunter Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	app. 30m
Road Pavement Width	app. 8m
Classification	Access Road/ Industrial
Speed Limit	50kph
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	YES

2.6 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle % <i>If HV count is Not Available, are HV likely to be in higher volumes than generally expected?</i>	Date of Traffic Count	<i>If older than 3 years multiply with a growth rate</i>
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH			
Broadwood Street	Between Anzac Drive and Kayili Road	1,627	10:00 – 110		16:00 – 154		n/a	Dec 2021	–
	Between Gatacre Drive and Atabara Street	4,637	07:00 – 327		16:00 – 467		n/a	Oct 2020	–
Great Eastern Highway	East of Atbara Street (SLK 587.92) *	10,539	06:30 – 815		16:15 – 986		11.1	2022 /23	–

Note* - These traffic counts have been obtained through Main Roads. Other data are received via email from the Local Government

2.7 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1 Broadwood Street (SLK 0.66 to 1.02)

Period of crash data collection 01/01/2017 - 31/12/2021

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Broadwood Street	0.66 to 1.02	Access Road	60kph	0	0	1	0
MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway		Other / Unknown
Count	0	0	1	0	0		0
No of MVKT Travelled at Location				App.4,500VPD * 365 * 5 years * 0.36 km = 2.96 MVKT			
KSI Crash Rate				0 KSI crashes/MVKT			
All Crash Rate				1 crashes / 2.96 MVKT =0.51 crashes/MVKT			
Comparison with Crash Density and Crash Rate Statistics				All Crash rate of 0.34 crashes/MVKT is lower than the network average of 0.95 crashes / MVKT.			

The following tables show crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31st May 2022 by email request:

Crash Density and Crash Rate on Metropolitan Local Roads Network only				
	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro Local Roads - Midblock	2.51	0.95	0.12	0.05
Metro Local Roads - All	5.23	1.98	0.24	0.09

Note: Based on 5-years data for the period 2017 to 2021.

2.8 Vehicular Parking

Local Government

City of Kalgoorlie-Boulder

Local Government Document Utilised

- Local Planning Scheme No.1
- Local Planning Scheme No. 2 (Draft)
- State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments Gazetted on 24 May 2019

Description of Parking Requirements in accordance with Scheme:

Proposed land use is not listed in the Table 2 - Development Standards Table of the City of Kalgoorlie-Boulder's LPS No1 where parking rates for different use classes are prescribed. However, draft version of the Local Planning Scheme No. 2, within Schedule No 08: Car Parking Requirement (pg.70) prescribed the following:

Workforce- Accommodation:

- Car parking - (1) bay per 2 dwellings/units; and (1) oversized vehicle parking bay per 10 beds.
- Staff parking/ Delivery or queuing- N/A

The required number of car parking bays shall be round up to the nearest whole number.

Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Workforce- Accommodation	1 bay per 2 dwellings/units; and	50 dwellings	25
	1 oversized vehicle parking bay per 10 beds	196 persons / beds	19.6
Total Car Parking Requirement			45 vehicles
inclusive of:			25 car bays 20 oversized vehicles
Total Volume of Parking Provided by Proponent		41 car bays plus 17 minibus bays	

Justification

Based on the above-mentioned requirement, the proposed development requires a total of 25 car bays and 20 oversized vehicle bays provided on site. While the vehicle provision as shown on the proposed development plans includes 41 car bays plus 17 minibus bays.

Patrons will have organised transportation to work. Having 17 minibus bays provided for small buses (11 passengers each), transport for 187 persons is available at once, only using minibuses. With the additional provision of 41 car bays (inclusive 2 ACROD bays), it is reasonable to assume that the car parking requirement on site is adequately catered for any arrangement.

2.9 Compliance with AS2890 Parking facilities

- Which Austroads documents are referenced?**
- Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - AS 2890.01
 - Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities – AS2890.06
- Number of Parking Bays on-site**
- 41 car bays
- Proposed development User Class**
- 1 - Employee and commuter parking (generally, all-day parking)
 - 1A - Residential, domestic and employee parking
 - 4 - Parking for people with disabilities
- Driveway category and dimensions**
- 2 Category 1 access driveways
 - 10,95 m driveway width (each)
 - App.10 m driveway length (each)

2.9.1 Compliance Overview

	FULL COMPLIANCE	PARTIAL DEPARTURE	FULL DEPARTURE	NOT APPLICABLE
Element			Compliance	Comment
Car Bay Class 1A			FULL COMPLIANCE	
Car Bay Class 1			FULL COMPLIANCE	
Car Bay Class 2			NOT APPLICABLE	
Car Bay Class 3			NOT APPLICABLE	
Car Bay Class 3A			NOT APPLICABLE	
Car Bay Class 4 (ACROD)			FULL COMPLIANCE	
Aisle width			FULL COMPLIANCE	
Blind Aisle Extension			FULL COMPLIANCE	
Single-sided aisle width			FULL COMPLIANCE	
Reversing bay			FULL COMPLIANCE	
Driveway grade			NOT APPLICABLE	
Parking grade			NOT APPLICABLE	
Ramp grade			NOT APPLICABLE	
Column's location			NOT APPLICABLE	
Vertical Clearance			NOT APPLICABLE	
Location of driveway			FULL COMPLIANCE	
Sight distance requirements at access driveways			FULL COMPLIANCE	
Minimum sight lines for pedestrian safety			FULL COMPLIANCE	

2.9.2 Comparison of proposed layout to AS2890.01 requirements

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) STAFF	5.4m	5.5m	2.4m	2.5/2.6/2.7m	5.8m	6.5/7.7m
ACROD Parking	5.4m	5.5m	2.4m-ACROD 2.4m-shared space	2.6/2.7m-ACROD 2.8m-shared space	5.8m	6.5m

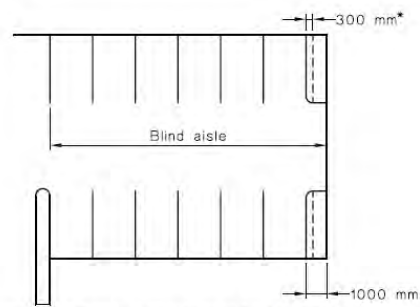
City of Kalgoorlie-Boulder, Local Planning Scheme No.1 prescribes the following:

- "The minimum internal dimensions of any car bay for non-residential development shall be 5.5m x 2.5m wide provided that: where a bay abuts a wall or other barrier the minimum width shall be not less than 2.8m;"
- The minimum width of 2-way access drives for 90° (right angle) parking is 6m.

According to the above table, car parking provision on site is in line or above both regulatory requirements.

Blind aisles

At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence. In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.



*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii).

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

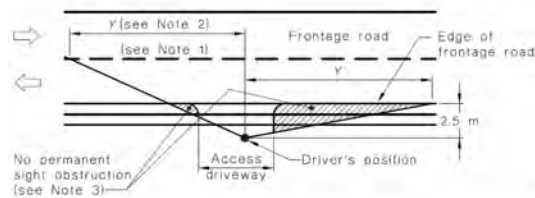
Single-sided aisles

Where there is angle parking on one side of an aisle only and the other side is confined by a wall or other high vertical obstruction closer than 300 mm to the nominal edge of the aisle, to provide maneuvering clearance, the aisle width shall be increased by 300 mm, measured to the vertical obstruction."

Blind aisle	provided
Single sided aisles	provided
Reversing bay	provided

Entering sight distance

Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2."

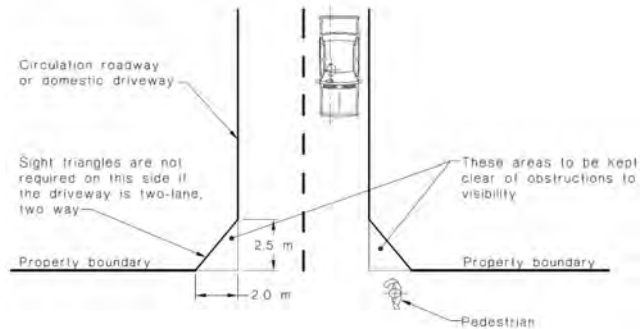


Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40

Sight distance requirements at access driveways 40m sight distance achievable as required.

“ Sight distance to pedestrians

Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath.”



Minimum sight lines for pedestrian safety

Clear pedestrian sightlines provided for both crossovers.

“ Width requirements at low volume (Category 1) access driveways and connecting roadways:

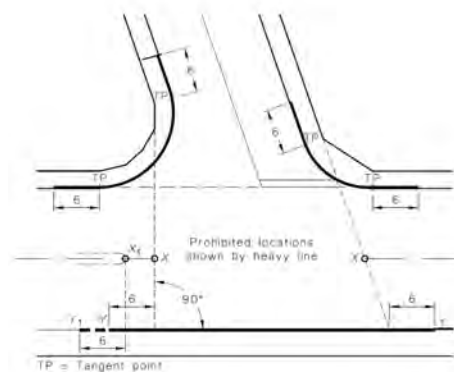
Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m. Reversing movements to public roads shall be prohibited wherever possible.”

Access driveway width

10.95m

“ Access driveway location

Driveway Categories 1 and 2 At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement.”



Access driveway location

Western crossover is situated approximately 19m west, while Eastern crossover is approximately 20m east of the intersection with Hunter Street.

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

KCTT have checked the navigability of the parking area with B99 passenger vehicle (5.2m), Mercedes Sprinter (5.93m) and Service Vehicle (8.8 m). No navigability issues were found. Plans are enclosed in Appendix 3 for clarity.

2.10 Bicycle Parking

Local Government City of Kalgoorlie-Boulder
 Reference Document Utilised Local Planning Scheme No.1
 Local Planning Scheme No.2 (Draft)

Description of Parking Requirements in accordance with Scheme:

City of Kalgoorlie-Boulder currently does not provide bicycle parking requirements in the LPS No. 1, while the draft version of LPS No 2 prescribes the following:

Workforce- Accommodation:

- Employee Bicycle Parking - 1 space per 4 employees
- Visitor Bicycle Parking - 1 space per 5 units

Parking Requirement in accordance with regulatory documents

Land Use	Yield	Total Bicycle Parking requirement	
		Minimum Long-term Parking Employee Resident Spaces	Minimum Short-term Parking Visitor/Shopper spaces
Workforce- Accommodation:	50 dwellings assumed 20 staff	1 space per 4 employees	1 space per 5 units
Total Bicycle Parking Requirement		5	10

Justification

KCTT believe that due to the nature of the development, there is not a high demand for bicycle parking. It can be assumed that patrons may require bicycles and they could store bicycles in their respective storage areas. Proposed provision of 15 bike racks is in lie with the requirements set in the LPS No2 and will help promote active transport for recreational purposes.

2.11 ACROD Parking

Class of Building Class 1a;
 Does this building class require specific provision of ACROD Parking? YES
 Reference Document Utilised Building Code of Australia

Justification

The plans show 2 accessible units, for 2 persons each and 2 ACROD bays. Generally, each accessible unit requires the provision of 1 ACROD bay, so its provision align with the requirement.

2.12 Delivery and Service Vehicles

Guideline Document used as reference NSW RTA Guide to Traffic Generating Developments Requirements
Other Uses (50% of spaces adequate for trucks): 1 space per 2,000m² GFA.

Justification

Proposed plans indicate Service zone area adjacent to the cantina. This area and internal circulation need to be designed to accommodate the movement of service vehicles, as a minimum. Swept path analysis through this area is conducted with Service vehicle 8.8m and identified no issues.

2.13 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation? not applicable

What are the likely peak hours of operation? AM peak: 04:30-05:30
 PM peak: 16:30-17:30

Do the development generated peaks coincide with existing road network peaks? YES

If YES, Which: PM peak

Guideline Document Used **Transportation Engineers (ITE) Common Trip Generation Rates (9th edition)**

Rates from above document:

- Automobile Care Centre:**
- Daily – 12.48 VPD per service bay
 - AM Peak – 1.52 VPH per service bay (68%IN / 32%OUT)
 - PM Peak – 2.17 VPH per service bay (48%IN / 52%OUT)

- Automobile Sales:**
- Daily – 21.14 VPD per employee
 - AM Peak – 0.67 VPH per employee (44%IN / 56%OUT)
 - PM Peak – 0.96 VPH per employee (48%IN / 52%OUT)

Guideline Document Used **WAPC Transport Assessment Guidelines for Developments**

Rates from above document:

Residential

0.8 vehicle trips per dwelling for the AM and PM peak hours, split as follows:
 AM peak 25 per cent IN:75 per cent OUT
 PM peak 67 per cent IN:33 per cent OUT
 KCTT proposed using 1 vehicle trip per dwelling per hour because all units will have only one vehicle available due to the limited number of parking bays.

Guideline Document Used **NSW RTA Guide to Traffic Generating Developments**

Rates from above document:

Residential

The NSW RTA Guide to Traffic Generating Developments suggests developments of this type in Sydney tend to generate between 4 and 5 vehicular trips per dwelling for medium to high density developments. In Perth, the Department of Planning and Infrastructure conducted a series of studies in the late 1990's / early 2000's which showed that higher density dwellings tended to average closer to 5.5 vehicle trips per day. These studies assumed that anywhere between 50% and 70% of commuters were travelling to work by car as a driver.
 KCTT propose to use an average VPD 6.7 vehicular trips per day per residential unit.

Justification

Both existing and proposed land uses of the subject site are very specific and none of the above-mentioned guidelines do not prescribe traffic generation rates that would refer to them. Rates from the abovementioned documents are shown for some similar land uses, but KCTT believes that none of the above rates match likely traffic generation of any of the proposed land uses.

Based on the publicly available information, sourced from Google, existing Kalgoorlie Trailers and Caravan Repairs Service has a very good reputation and well-established business. It's clear that the frequency of vehicular arrivals and departures is not consistent through the week or specific days but for the purpose of calculation within this report, KCTT would adopt the assumption that up to 12 vehicular movements per day and 2 vehicular movements in a peak hour are generated in average from this site.

The proposed Workforce Accommodation is expected to have its traffic peak in an hour when organised transportation of workers to their place of work is conducted. According to the information received from the proponent, patrons would work in 2 shifts, and it could be expected that only up to 60% of the patrons are in the camp at any given time. The same buses would be shared by both shifts (for example: the first shift would be taken to the place of work, and the second would be taken back to the camp by the same bus). Additionally, it is expected that 4 to 5 Utes are used by the mechanics/fitters from the workshop. Therefore, a maximum peak hour generation from the proposed development would be:

$$(40\% \text{ of } 196 \text{ workers})/12 \text{ persons per bus} + 5 \text{ Utes} = 78.4/12+5 = 12 \text{ VPH}$$

Some of the senior employees, consultants or guests may use personal vehicles as opposed to the organised transport. In order to calculate the maximum traffic generation of the subject development, we would assume that a total car parking provision is utilised at the same time when all minibuses are used. The assumption is that all vehicles arriving at the subject development site will depart it and reverse. Therefore, a total daily traffic generation of the site would be as follows:

$$(41 \text{ car vehicular movements} + 17 \text{ minibus vehicular movement}) \times 2 = 116 \text{ VPD}$$

Based on the current car parking provision, this is a theoretical maximum and is hardly achievable.

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Existing					
Kalgoorlie Trailers and Caravan Repairs	<i>as above</i>	-	12 VPD	2VPH	2VPH
Proposed					
Workforce Accommodation	<i>as above</i>	-	116 VPD	12VPH	12VPH
Total of existing traffic (A)			12 VPD	2VPH	2VPH
Total Expected Traffic Generation from the proposed development (B)			116 VPD	12VPH	12VPH
Total Additional Traffic Generation from the proposed development (B-A)			104 VPD	10VPH	10VPH

Does the site have existing trip generation/attraction?

YES (Given that existing land use is planned to be replaced, existing trip generation is deducted in the calculation above)

What is the total impact of the new proposed development?

Proposed development could be expected to generate up to an additional **10 vehicular movements per hour in the peak hour** and approximately an additional **104 vehicular movements per day**.

As previously explained, the estimated impact above is applicable only if a total parking provision is utilised for access and egress of the vehicles for one day. Therefore, the forecasted traffic impact of the development could be considered lower than in the calculation.

According to WAPC guidelines, all developments generating 10-100 VPH can be deemed to have a moderate impact on the network. The impact of the developments that generate less than 10 VPH could be considered low.

2.14 Traffic Flow Distribution

How many routes are available for access / egress to the site? 2 main routes

Route 1 / Movement 1

Provide details for Route No 1 Approach to the subject development site via Broadwood Street from the west and reverse
 Percentage of Vehicular Movements via Route No 1 **70%**

Route 2 / Movement 2

Provide details for Route No 2 Approach to the subject development site via Broadwood Street from the east and reverse
 Percentage of Vehicular Movements via Route No 2 **30%**

There are two proposed crossovers that connect the subject development site to the external road network (via Broadwood Street). KCTT expected there would be utilised as follows:

- **On daily basis**
 - 80% of daily vehicular movement would utilise the western crossover.
 - 20% of daily vehicular movement would utilise the eastern crossover.
- **In a peak hour**
 - 95% of vehicular movement would utilise the western crossover.
 - 5% of vehicular movement would utilise the eastern crossover.

For a more detailed plans of the estimated vehicular traffic volumes and distribution, please refer to the plans provided in Appendix 2.

2.15 Vehicle Crossover Requirements

Are vehicle crossovers required onto existing road networks? YES

How many existing crossovers? 2 existing full movement crossovers on Broadwood Street planned to be removed

How many proposed crossovers? 2 proposed full movement crossovers on Broadwood Street
 If there are greater numbers of new crossovers, than existing, provide justification:

-

How close are proposed crossovers to existing intersections?

Western crossover is situated approximately 19m west, while Eastern crossover is approximately 20m east of the intersection with Hunter Street.

Does this meet existing standards?

YES

Justification

According to AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking the user class of the access point is: User Class 1A - Residential, domestic and employee Proposed development plans indicate a total of 41 car parking bays and 2 crossovers.

Each crossover serves between 25 and 100 parking bays from a local road, making it a "Category 1 driveway".

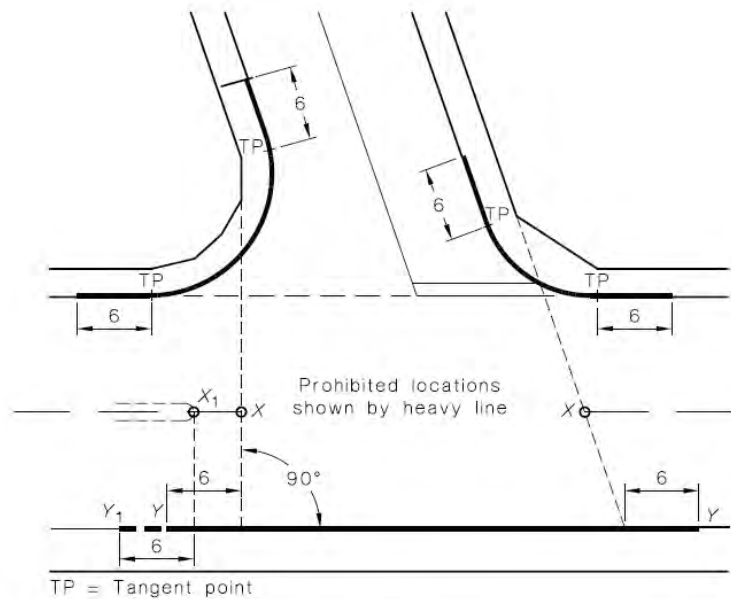
Therefore, the following requirements from AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking apply.

TABLE 3.1
 SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.



NOTES:

- 1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked Y-Y (see Clause 3.2.3(a)).
- 2 The points marked X₁ and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y₁.

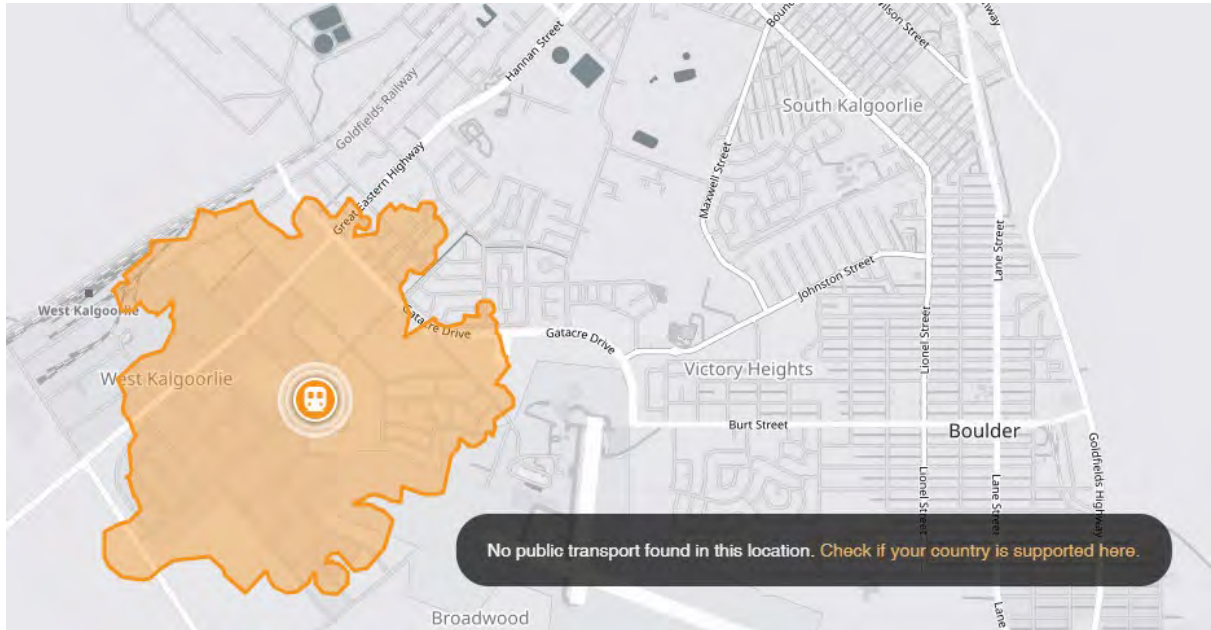
DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

The proposed crossovers are not located in any of the areas shown by thicker lines and therefore complies with the AS/NZS 2890.1:2004 requirements.

2.16 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site? none
 How many rail routes are within 800 metres of the subject site? none



Is the development in a Greenfields area? NO

2.17 Pedestrian Infrastructure

Describe existing local pedestrian infrastructure within a 400m radius of the site:

Classification	Road Name
Pedestrian Path	Broadwood Street

Does the site have existing pedestrian facilities? NO

Does the site propose to improve pedestrian facilities? YES

If YES, describe the measures proposed.
 Proposed internal pedestrian network.

What is the Walk Score Rating?

17 | Car-Dependent. Almost all errands require a car.

2.18 Cyclist Infrastructure

Are there any Cyclist Routes within an 800m radius of the subject site? YES

If YES, describe:

Classification	Road Name
" Off Road Cycleway"	Gatacre Drive, Jordan Street
" On Road Cycleway"	Great Eastern Highway

Are there any PBN Routes within a 400m radius of the subject site? NO

Does the site have existing cyclist facilities? NO

Does the site propose to improve cyclist facilities? NO

2.19 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?

Site-Specific Issue No 1	Traffic generation
Remedial Measure / Response	<p>Proposed development could be expected to generate up to an additional 10 vehicular movements per hour in the peak hour and approximately an additional 104 vehicular movements per day.</p> <p>As previously explained, the estimated impact above is applicable only if a total parking provision is utilised for access and egress of the vehicles for one day. Therefore, the forecasted traffic impact of the development could be considered lower than in calculation.</p> <p>According to WAPC guidelines, all developments generating 10-100 VPH can be deemed to have a moderate impact on the network. The impact of the developments that generate less than 10 VPH could be considered low.</p>



Legend

- Property boundary
- - - Service zone reserve
- - - Indicative location of pool fence
- Existing trees canopy
- Proposed trees (irrigated)
- Roll on turf (irrigated)
- Shrub planting (irrigated)
- Location of litter bins



Note:

- This drawing must be read in conjunction with all relevant schedules, reports, drawings and project specifications.
- For all finished levels, planter heights, drainage design and water connection points refer to associated project documentation (by others).
- All scales are as noted to suit A1 paper size.
- All dimensions are in meters, unless otherwise noted.
- Existing trees to be trimmed, cut back or removed as required. All existing verge trees are to be retained.
- All Trees within 1m of kerb / footpath / hard surface to be installed with root barrier as specified.
- For all associated irrigations design refer to irrigation documentation and specification.
- All planting to be irrigated via a full automatic system from mains.
- For groundcovers are spaced at 1.0 m centres, shrub size min. 150mm pot size. For shrub or group of shrubs are spaced at 2.0 m centres, shrub size min. 300mm pot size. For tree or group of trees are spaced at min. 5.0 m centres, tree size min. 45L pot size.
- No more than 750mm mature height shrub species along Broadwood Street verge.
- 1m wide mulch pedestrian refuge strip along the kerb line of Broadwood Street. A minimum 600mm mulch strip setback to be applied for the remaining area back of kerb.
- For planting media and mulches are to be provided in accordance with AS4454-2012 (as amended) Compost, Soil Conditioners and Mulches and AS4419-2003 (as amended) Soils for Landscaping and Garden Use.



Trees



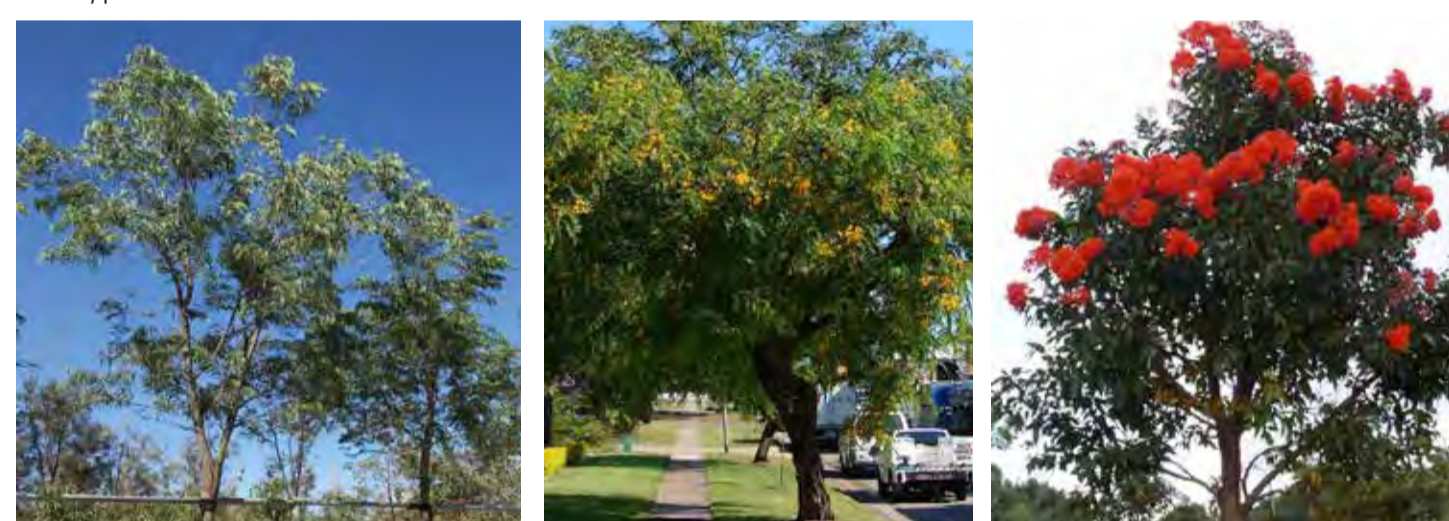
Eucalyptus campaspe Eucalyptus yilgarnensis Callistemon 'KPS'



Eucalyptus eremophila Eucalyptus torquata Santalum acuminatum



Eucalyptus woodwardii Acacia acuminata



Agonis flexuosa Tipuana tipu Corymbia ficifolia

Note:

For tree or group of trees are spaced at min. 5.0 m centres, tree size min. 45L pot size.

Tree Species List

Trees (Verge)

Agonis flexuosa
Callistemon viminalis
Corymbia ficifolia
Eucalyptus campaspe
Eucalyptus diptera
Eucalyptus eremophila
Eucalyptus lesouefii
Eucalyptus salubris
Eucalyptus sargentii
Eucalyptus torquata
Eucalyptus woodwardii
Eucalyptus yilgarnensis

Trees (Other)

Acacia acuminata
Agonis flexuosa
Callistemon Kings Park Special
Callistemon viminalis
Corymbia ficifolia
Eucalyptus torquata
Santalum acuminatum
Santalum spicatum
Tipuana tipu

Shrub

Groundcover



Grevillea Green Carpet Grevillea 'Gin Gin Gem' Hemiantra pungens Myoporum parvifolium Eremophilla Kalbarri Carpet



Kennedia prostrata Running Postman Acacia lasiocarpa Prostrate Calothamnus quadrifidus 'Emerald Carpet' Grevillea crithmifolia prostrate Swainsona formosa

Shrubs



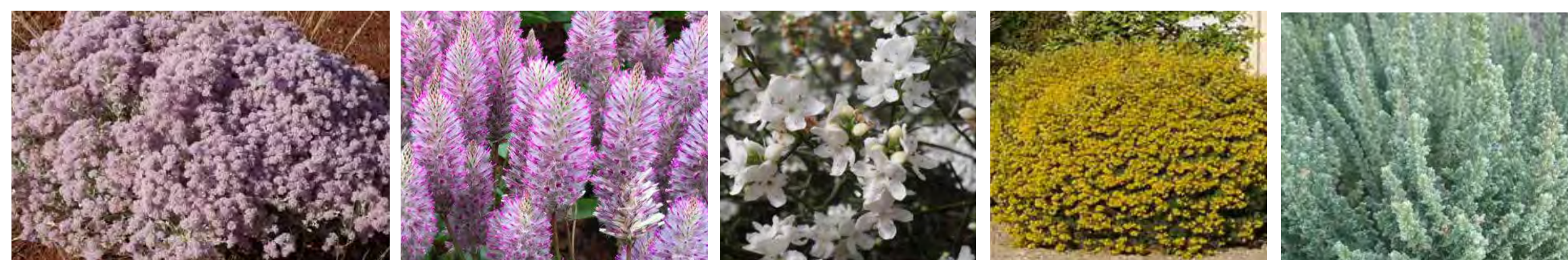
Acacia cognata Limelight Agonis flexuosa nana Anigozanthos humilis Anigozanthos Bush Pearl Callistemon 'Little John'



Calothamnus quadrifidus Prostrate Dianella Little Rev Dianella Little Jess Dodonaea lobulata Enchylaena tomentosa



Eremophila Pink Pantha Grevillea lan Mt Tamboritha Leptospermum Pink Cascade Lomandra Little Con Rhampholepis indica 'Cosmic White'

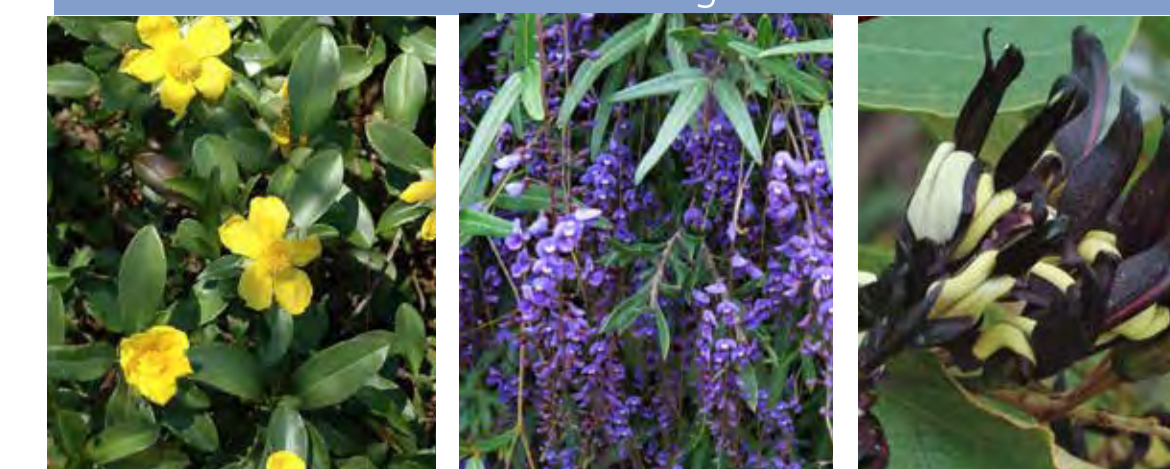


Ptilotus Obovatus Ptilotus exaltatus Westringia rigida Senna artemisioides Maireana oppositifolia

Note:

For groundcovers are spaced at 1.0 m centres, shrub size min. 150mm pot size. For shrub or group of shrubs are spaced at 2.0 m centres, shrub size min. 300mm pot size.

Climbing



Hibbertia scandens Hibbertia scandens Kennedia nigricans

Shade



Liriope muscari Amethyst

Shrub Species List

Acacia saligna prostrate (CASCADE)
Acacia cognata Limelight (CASCADE)
Acacia hemiteles
Acacia 'Honey Bun' (CASCADE)
Acacia lasiocarpa Prostrate (GC)
Acacia tetragonophylla
Agonis flexuosa nana (HEDGE)
Anigozanthos Bush Pearl
Anigozanthos humilis
Atriplex nummularia
Callistemon Little John
Calothamnus quadrifidus Emerald Carpet (GC)
Calothamnus quadrifidus Prostrate (HEDGE)
Calytrix tetragona prostrate
Cassia helmsii
Cassia nemophila
Casuarina glauca Cousin It (GC)
Dianella caerulea Little Jess
Dianella revoluta Little Rev
Dodonaea lobulata
Enchylaena tomentosa
Eremophila alternifolia
Eremophila glabra Amber Carpet (GC)
Eremophila glabra compactum
Eremophila glabra 'Kalbarri Carpet' (GC)
Eremophila glabra prostrata
Eremophila maculata
Eremophila maculata Red
Eremophila oldfieldii
Eremophila Pink Pantha
Eremophila Red Desert
Eremophila scoparia
Grevillea Carol Ann
Grevillea Cherry Cluster
Grevillea crithmifolia prostrate (GC)
Grevillea Gold Cluster
Grevillea Green Carpet (GC)
Grevillea lan Mt Tamboritha
Grevillea obtusifolia
Grevillea obtusifolia Gin Gin Gem (GC)
Hardenbergia comptoniana (CLIMB)
Hemiantra pungens alba (GC)
Hemiantra pungens purpurea (GC)
Hibbertia scandens (CLIMB)
Kennedia nigricans (CLIMB)
Kennedia prostrata Running Postman (GC)
Leptospermum flavescens Cardwell (CASCADE)
Leptospermum Pink Cascade (CASCADE)
Liriope Just Right (SHADE)
Liriope muscari Amethyst (SHADE)
Lomandra Little Con
Maireana oppositifolia
Maireana sedifolia
Myoporum parvifolium (GC)
Ptilotus exaltatus
Ptilotus obovatus
Ptilotus rotundifolius
Rhampholepis indica Cosmic Pink (HEDGE)
Rhampholepis indica Cosmic White (HEDGE)
Senna artemisioides
Swainsona formosa (GC)
Thysanotus multiflorus
Westringia rigida

15.4 Development and Community

**15.4.1 Proposed Amendment to Local Planning Scheme No 2 – Lot 4565
Broadwood Street, Broadwood**

Debate on this matter was adjourned at the 20 January 2025 Ordinary Council Meeting with no members having yet spoken on the item.

Responsible Business Unit:	Development and Growth
Disclosure of Interest:	Nil
Application Number:	N/A
Owner’s Name:	Roger Scott Alter
Applicant’s Name:	CLE Town Planning + Design
Voting Requirements:	Simple
Nature of Council’s Role in Decision-Making:	Legislative
Attachments:	<ol style="list-style-type: none"> 1. Planning Report March 2024 [15.2.2.1 - 287 pages] 2. Planning Report November 2024 [15.2.2.2 - 429 pages] 3. Application for Planning Approval P/136 23 [15.2.2.3 - 144 pages] 4. CONFIDENTIAL - Mining Operator [15.2.2.4 - 4 pages]

SUMMARY STATEMENT

Council is asked to consider an application for the adoption (to initiate) a proposed scheme amendment to Local Planning Scheme No. 2 (LPS2) by adding ‘Workforce Accommodation’ as a discretionary use over Lot 4565 Broadwood Street, Broadwood 6430 (Lot 4565).

The proposed scheme amendment, if it is approved, will allow Council to consider for approval a 50-unit (196 person) workforce accommodation development, for which planning and design by the proponent has been underway for some time, noting that ‘Workforce Accommodation’ is currently an “X” (prohibited use) in the ‘Mixed Use Zone’ of LPS2.

REPORT

Summary

A timeline on the assessment and background of the scheme amendment is provided as follows:

- November 2023 – an application for development approval for a workforce accommodation facility was lodged with the City. The application is currently on hold pending Council’s decision on the scheme amendment;
- March 2024 – original scheme amendment report was submitted to the City by CLE Town Planning + Design (the applicant);
- May 2024 – a draft Ordinary Council Meeting (OCM) report on the scheme amendment was being prepared with the proposed recommendation communicated to the applicant;
- May 2024 – applicant advised the City that additional information will be submitted; and
- November 2024 – Amended scheme amendment report was submitted.

On 18 March 2024, the applicant wrote to the City requesting consideration of the following:

“An amendment to LPS2 to amend Table 4: Specified additional uses for zoned land in Scheme area, to include Lot 4565 Broadwood Street, Broadwood as A7, with an additional discretionary – ‘D’ use of ‘Workforce Accommodation’ subject to the condition development as per standards of the Commercial zone; and amend the Scheme Map accordingly”.

At that time, a planning application was also lodged with the City (refer to attachment 1 (original scheme amendment report) and attachment 2 (amended scheme amendment report)).

The applicant’s position is that their client’s designer (Omni Design) had engaged with the City during the planning and design of a 50-unit (196 persons) workforce accommodation development proposed for Lot 4565. While this is correct, the applicant was informed and aware of the advanced nature of LPS2 in late 2023, and that a failure to lodge and receive determination prior to the gazettal of the new planning scheme could affect the application and its permissibility. Under Western Australia law, planning applications are determined under the local planning scheme that has effect at the time of the decision.

The Joint Development Assessment Panel (JDAP) application has been put on hold pending the decision of Council regarding the private scheme amendment application. The application contains a full set of plans (as included in the development application) including concept and landscape plans and perspectives, as well as an environmental acoustic assessment, a transport impact assessment, a waste management plan, and stormwater drainage design.

Refer to attachment 3 for a copy of the development application as lodged.

Background

Site and Location

Lot 4565 is a freehold title lot with an area of 1.6ha. The site is located approximately 4km south-west of the Kalgoorlie Central Business District, 5km west of the Boulder Town Centre; and approximately 1km north-west of the Kalgoorlie-Boulder Airport.

The lot is privately owned and contains a motor vehicle repair (trailer and caravan) business, extensive hardstand areas, and a mix of structures used for various purposes not related to the vehicle repair activities. The site is generally flat and is connected to City services; it fronts Broadwood Street.

The surrounding area is surrounded by large scale residential properties with established single houses and some light industrial and commercial service

Development Proposal

The proposed amendment is intended to facilitate a workforce accommodation development as shown in the development concept plans contained in attachment 3, including:

- 50 transportable units providing accommodation for 196 persons;
- A communal kitchen facility, gymnasium, outdoor pool and associated amenities;
- Landscaped boundaries with special frontage landscaping and internal communal open space areas across the site; and
- 39 standard car parking bays, two ACROD parking bays, 17 minibus parking bays and two vehicle entry points.

The applicant was advised during several pre-lodgement meetings and written communication in early and mid-2023 that the site was zoned 'Extensive Residential' under Local Planning Scheme No. 1, and that it was proposed to be zoned 'Residential' under the draft LPS2, with the caveat that the ultimate zoning is determined by the Minister for Planning. The applicant has provided a timeline of the process relating to the proposed development in their private scheme amendment application.

Amended Report

In late November 2024 the applicant submitted to the City an amended report which included a discussion on post lodgement liaison, a range of visual representations of the proposed development (Figures 3-9 of the amended report) and emails between the applicant and a mining operator expressing the need for additional beds relating to their mining operation (refer to attachment 4).

The amended application in particular attempts to address the matters raised in the officer's report prepared for the May OCM being, as expressed in the application:

- *“Reason 1 – The proposed amendment to LPS2 undermines the objectives of the Mixed Use zone by facilitating only one land use, over the entirety of the subject site;*
- *Reason 2 – Sufficient zoned land across the LPS2 area that enables Workforce Accommodation;*
- *Reason 3 – Gazettal date of LPS2 and subsequent zoning of the site as mixed Use;*
- *Reason 4 – Site-specific circumstances that are unique and/or urgent;*
- *Reason 5 – Inconsistent with 'need' provisions of the City's LPP1 – Workforce Accommodation policy; and*
- *Reason 6 – Proper and orderly planning”.*

Whilst the applicant has included a comprehensive response to the matters raised in the May 2024 report, the planning concerns relating to the proposed amendment remain unchanged, being that the development proposal resulting from the private scheme amendment if approved will:

- Undermine the objectives of the Mixed Use zone of LPS2 which seeks to encourage the development of a mix of varied but compatible land uses;
- Encourage a currently prohibited use for which the City's land use zoning adequately provides, across several zones in the District;
- Undermine the scheme's zoning so soon after LPS2 was gazetted;

- Potentially allow an application to proceed for which the applicant has not demonstrated the site-specific circumstances that are unique to the proposal;
- Potentially allow an applicant to proceed where it has not been demonstrated there is a direct connection between the proposed provision of workforce accommodation and the industry need/duration of the development; and
- Not represent an orderly and proper planning outcome for the area.

Planning Considerations

The proposed amendment has been considered in the context of the local planning framework including the Local Planning Strategy 2013-2033, LPS2, and the City's local planning policies, particularly the Workforce Accommodation Policy as outlined above.

Local Planning Strategy

The City's Local Planning Strategy (the strategy) was endorsed by the Western Australian Planning Commission on 9 July 2013 and sets the strategic direction for land use management and planning for the 2013-2033 period.

Lot 4565 is adjacent to the West Kalgoorlie general industrial area which has continued to develop as a principal industrial area for Kalgoorlie-Boulder.

The applicant is of the view that:

- The strategy discusses that a portion of the City's population is transient, and therefore suitable accommodation for mining workforces should be provided to ensure that the industry does not impact on available accommodation for tourism;
- The amendment is consistent with the strategy's identification of the area as industry/light industry; and
- The Mixed Use zone in LPS2 appears contradictory to the strategy's objectives, as a mix of commercial and residential uses in this location may conflict with the existing uses in the area.

The response to these matters is discussed under the section 'Strategic Context' below.

Local Planning Scheme No. 2

LPS2 was gazetted on 31 October 2023, with the zoning of the area bordered by Broadwood Street, O'Byrne Crescent and Atbara Street changing to Mixed Use zone from the previous zoning of 'Extensive Residential' in the former Town Planning Scheme No. 1 (TPS1); and the R2 density coding (minimum 5000m2 lot size) remaining the same.

The draft LPS2, when originally advertised, zoned the area 'Residential', however the Department of Planning, Lands and Heritage, the Western Australian Statutory Planning Committee, and the Minister for Planning; Lands; Housing; Homelessness considered this would have had an unintended consequence of making many uses in the area non-conforming. Therefore, the zoning of the area was gazetted as Mixed Use to maintain the existing land use permissibility for a mix of non-residential uses and is the most suitable zone to reflect the intended land use mix for the area.

Workforce accommodation is a new land use in LPS2 and is an 'X' use (not permitted) in the Mixed Use zone. The use was determined as 'not permitted' as it had generally not been supported in the more built-up areas of the City.

Previously, workforce accommodation was not listed in TPS1, and in such cases there was a possible pathway to approval subject to advertising the proposal. It is an 'A' use in the Residential Zone as originally proposed in advertised LPS2.

Due to modifications which sought to address broader zoning matters that changed the zoning of Lot 4565 and adjacent areas to Mixed Use, workforce accommodation became a use 'not permitted' on Lot 4565 in the final gazettal of LPS2.

The objectives for the Mixed Use zone are as follows:

- *"To provide for a wide variety of land uses which are compatible with residential uses.*
- *To allow for development of a mix of varied but compatible land uses, such as housing, offices, showrooms, amusement centres, eating establishments and appropriate activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents."*

The applicant is of the view that:

- The primary objective of the amendment is to facilitate a workforce accommodation facility to support the industrial, commercial and mining uses in the locality.
- The amendment is consistent with the objectives of the Mixed Use zone, facilitating temporary residential accommodation that further diversifies the uses in the zone.

The proposed workforce accommodation has been planned by the proponent for some time, and the impacts of the zoning transition of Lot 4565 is acknowledged. However, the key consideration of the proposed amendment is whether workforce accommodation is an appropriate use that could be developed on the land, especially having regard to the orderly and proper planning framework of the area.

Lot 4565 has significant redevelopment potential given its proximity to the Kalgoorlie-Boulder Airport, the Kalgoorlie and Boulder town centres, its land size and the availability to services. It is considered that the site is not uniquely suitable for workforce accommodation but rather is appropriate for a range of uses that are currently possible under the Mixed Use zoning.

Workforce accommodation is possible under numerous zones in LPS2, and it is considered that there is sufficient zoned land within Kalgoorlie-Boulder to accommodate the proposed use.

The zoning of the area was changed to Mixed Use with the introduction of LPS2 only recently, and a scheme amendment of this nature is not considered appropriate so soon after the review of the previous scheme.

Having regard to the above, it is considered that there is a lack of any site-specific circumstances that are unique to the proposal, and the proposal is not of a special or urgent nature that substantiates the adoption (initiation) of the proposed scheme amendment.

Local Planning Policy: Workforce Accommodation Policy

The City's Workforce Accommodation Policy provides guidance on assessing and determining development applications for workforce accommodation and managing the development of workforce accommodation to maximise the City's residential workforce; and to ensure it is designed appropriately and contributes to the City's vision to be a place people call home.

In relation to the policy provisions, the applicant is of the view that:

Attachment 6

- Workforce use classification - the development concept demonstrates that the amendment area is capable of workforce accommodation designed in accordance with the policy.
- Time limited approval - the temporary approval period needs to consider the operator and decommission program which cannot be resolved until detailed designs have been finalised and as part of the development application process.
- Need - as this amendment seeks to enable proposals to be considered by the City, the potential impact on the demand for and current capacity of existing workforce accommodation facilities across the City will ultimately be confirmed.
- Location - the amendment area is a suitable location for workforce accommodation, being in an established light industrial area, adjacent to a General Industry zone, and near the regional transport network. The amendment seeks to consolidate complementary uses within an urban area and encourage integration with the surrounding area and businesses.
- Design - as this amendment seeks to enable the use to be considered, details of a proposal's compliance with the development standards will be resolved.
- The amendment area's character and setting are largely single storey with minimal landscaping within the streetscape or street setbacks, and informed by the General Industry zoned land and uses on the opposite side of Broadwood Street, and proximity to the airport and light industrial uses. The use is consistent with this and is able to achieve the built form outcomes identified in the policy.
- Communal facilities and open space - details of the amenities will be addressed by a comprehensive future development proposal and are considered to be achievable within the amendment area.

Whilst the policy is focused on development applications for workforce accommodation, the policy also applies to providing guidance for the consideration of workforce accommodation proposals under other legislation, and as the proposed scheme amendment is to enable workforce accommodation on the site through the approval of a development application, due regard should be given to the policy in consideration of the proposed amendment.

The application does not demonstrate that there is a need for workforce accommodation at Lot 4565 in the context of the need provisions of the policy, including the workforce accommodation provision and capacity such as permissibility in other zoned land; and approved developments that are yet to be constructed in the district; and industry demand.

Other Considerations

The City's Strategic Community Plan 2020/30 includes the strategic objective of: "Capable - Combating fly-in-fly-out (FIFO) and targeting residential population growth of 3% per annum". It is considered that there is sufficient zoned land across the Kalgoorlie-Boulder district that enables workforce accommodation under LPS2; the proposed amendment is inconsistent with this strategy.

Conclusion

In consideration of the above matters, including that planning of the proposed workforce accommodation development that has been underway for some time by the proponent, and the context of transition in zoning of Lot 4565 and the adjacent

area, and the local planning framework, it is recommended that the proposed scheme amendment not be adopted (initiated) for the reasons contained in the officer's recommendation.

Attachment 6

On the basis that there is a lack of site-specific circumstances that are unique to the site, and the proposal is not of a special or urgent nature, which substantiates a scheme amendment, it is recommended that the amendment not be adopted (initiated).

INTERNAL CONSULTATION

This report relates to the possible commencement of the process relating to a private scheme amendment to LPS2. No internal consultation relating to the first stage of this process is considered necessary.

COUNCIL CONSULTATION

Council has been fully briefed on the proposed private scheme amendment and the associated development application.

PUBLIC CONSULTATION

Should Council resolve to initiate the amendment, public consultation for the proposed scheme amendment is required to be undertaken in the following manner:

Statutory Requirement

In accordance with section 84 of the *Planning and Development Act 2005* and Part 5, Division 3, regulation 47 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Duration:

42 days

Method:

- Notification of the amendment published in the *Kalgoorlie Miner* newspaper.
- Impacted landowners and relevant public authorities notified in writing of the amendment details.
- Amendment details placed on the City's website.
- Hard copies of the amendment documentation available for inspection at the City's administration building.

BUDGET IMPLICATIONS

There are no financial implications resulting from the recommendations of this report.

STATUTORY IMPLICATIONS

The City may amend LPS2 by adopting (initiating) a proposed scheme amendment, and the amendment being approved by the Minister for Planning (the Minister) and published in the Government Gazette under section 75 of the *Planning and Development Act 2005*.

Part 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015* details the process for amending a local planning scheme.

If a proposed amendment is adopted (initiated) by the City, it must be advertised following the Minister's approval for advertising.

After advertising, the City can provide a recommendation to the Minister to support the amendment without modification; support the amendment with proposed modifications to address issues raised in the submissions; or not support the amendment.

The Minister may approve the adopted (initiated) amendment (even if the City subsequently does not wish to proceed with the amendment) or require the amendment to be modified prior to being approved or refused.

The proposed amendment is considered to be a standard amendment in terms of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

POLICY IMPLICATIONS

The proposed scheme amendment has been assessed against the City's Workforce Accommodation Policy. It is considered that the proposal undermines the intent of the policy as the City's longer-term aim is to maximise the residential workforce with the vision for the district to be a place people call home. The proposal is also inconsistent with the policy objectives of discouraging work camps or short-stay facilities used only to accommodate FIFO employees/contractors.

As noted above, the application does not demonstrate that there is a direct need for the proposed workforce accommodation should the scheme amendment proceed. The policy requires that the documentation supporting workforce accommodation provides justification of the need, by demonstrating that the accommodation needs for workforce relating to the industry or project cannot be found within the City, and therefore the demand must be met through the development of the special project related accommodation.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

SAFE: We support families and youth.

SUSTAINABLE: We advocate for the provision of land use.

CAPABLE: We are combating Fly-In Fly-out (FIFO) and targeting residential population growth of 3% per annum.

STRATEGIC CONTEXT

The proposed scheme amendment, if approved, will allow the possibility of workforce accommodation within an area only recently zoned as 'Mixed Use' under LPS2.

The City's Local Planning Strategy 2013 – 2023, whilst encouraging economic development and employment opportunities within the City, also requires that the location of development is appropriate to ensure the avoidance of land use conflicts; it also requires the effective integration of land use and infrastructure planning.

Regarding industrial land supply, the Strategy states that one of the primary concerns is ensuring that an adequate supply of industrial land is reserved, particularly for general/light industrial land uses. The proposed scheme amendment will facilitate the transition from current and future light industry uses to workforce accommodation for a 10-year term if approved. For the reasons stated above, the proposed scheme amendment is considered to be inconsistent with the objectives of the Local Planning Strategy 2013–2023.

RISK ASSESSMENT

The table below shows the City officer’s risk assessment of the recommendation to Council, undertaken using the City’s Risk Management Framework and taking into account current controls.

	Assessment of consequence	Assessment of likelihood	Comments on Council’s tolerance for any related risk, and controls where outside of tolerance
Health/injury	N/A	N/A	N/A
Financial loss	N/A	N/A	Council’s refusal to initiate the proposed amendment will not result in any financial loss to the City.
Service interruption	N/A	N/A	The Council’s refusal to initiate the proposed scheme amendment will not result in any interruption of service to the City.
Legislative breach	Minor	Rare	The assessment of the application includes an assessment against the requirements of the relevant planning legislation. The recommendation of this report is consistent with the <i>Planning and Development Act 2005</i> and the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
Reputational damage	Negligible	Rare	The recommendation associated with this report is unlikely to result in any reputational damage to the City.
Property damage	N/A	N/A	N/A
Environmental damage	N/A	N/A	N/A

Project time	N/A	N/A	N/A
Project cost	N/A	N/A	N/A

The overall risk score is minor and the likelihood for occurrence is rare. The City anticipates minimum risks associated with the officer’s recommendation.

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Kyran O'Donnell
Seconded By: Cr Linden Brownley

That Council does not adopt (initiate) an amendment to the City of Kalgoorlie-Boulder Local Planning Scheme No.2 (LPS2) to amend Table 4: Specified additional uses for zoned land in Scheme area, to include Lot 4565 Broadwood Street, Broadwood as A7, with an additional discretionary – ‘D’ use of ‘Workforce Accommodation’ subject to the condition “development as per standards of the Commercial zone”, and amend the Scheme Map accordingly; for the following reasons:

1. The proposal undermines the objectives of the Mixed Use zone under LPS2 which is to allow for the development of a mix of varied but compatible uses, as the amendment is to facilitate workforce accommodation only over the entire site.
2. There is sufficient zoned land across the Kalgoorlie-Boulder district that enables workforce accommodation under LPS2.
3. The zoning of the area was recently changed to Mixed Use with the introduction of LPS2, and an amendment of this nature is not appropriate so soon after the scheme review, new scheme gazettal and consequent zone change.
4. There is a lack of particular site-specific circumstances that are unique, and the proposal is not of a special or urgent nature, which substantiates the adoption of the amendment.
5. The proposal is inconsistent with the City’s local planning policy: Workforce Accommodation Policy, as it does not demonstrate that there is a need for workforce accommodation at Lot 4565 in the context of the (need) provisions of the policy.
6. The proposal is inconsistent with the orderly and proper planning of the area.

CARRIED
(8 / 0)

For:	Mayor Glenn Wilson, Deputy Mayor Kirsty Dellar, Cr Deborah Botica, Cr Terrence Winner, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Nardia Turner and Cr Carla Viskovich
Against:	Nil

17. Zoning table

The zoning table for this Scheme is as follows –

Land Uses	Rural	Rural Townsite	Residential	Urban Development	Development in accordance with the approved Structure plan							Industrial Development
					Private Clubs Institutions and Places of Worship	Commercial	Mixed Use	Tourism	Service Commercial	Light Industry	General Industry	
Abattoir	A	X	X	Development in accordance with the approved Structure plan	X	X	X	X	X	X	D	Development in accordance with the approved Structure plan
Agriculture-extensive	P	X	X		X	X	X	X	X	X	X	
Agriculture-intensive	P	X	X		X	X	X	X	X	X	X	
Airfield	A	X	X		X	X	X	X	X	X	X	
Amusement parlour	X	X	X		A	D	A	P	P	A	X	
Ancillary dwelling	P	P	P		X	X	D	X	X	X	X	
Animal establishment	D	D	X		X	X	D	X	X	X	X	
Animal husbandry—intensive	D	X	X		X	X	X	X	X	X	X	
Art gallery	D	P	X		D	D	A	P	X	X	X	
Bed and breakfast	D	P	D		X	A	A	X	X	X	X	
Betting agency	X	I	X		A	D	X	I	X	X	X	
Brewery	D	P	X		X	A	X	D	A	P	D	
Bulky goods showroom	X	D	X		X	D	A	X	P	D	X	
Car park	X	D	X		X	D	D	D	P	P	X	
Caravan park	X	P	X		X	X	X	P	X	X	X	
Caretaker's dwelling	I	I	X		X	X	I	X	X	I	X	
Child care premises	X	D	A		X	D	A	X	X	X	X	
Cinema/theatre	X	X	X		X	D	X	D	D	X	X	
Civic use	X	D	X		D	D	D	A	D	D	D	
Club premises	A	D	A		P	D	A	X	X	X	X	
Commercial vehicle parking	P	P	A		X	D	A	X	P	P	P	
Community purpose	D	P	A		D	D	D	D	P	X	X	
Consulting rooms	X	A	A		X	D	A	X	D	D	X	
Container deposit recycling centre	X	D	X		D	D	A	X	P	P	P	
Convenience store	X	P	D		X	P	A	I	P	X	X	
Corrective institution	A	X	X		X	X	X	X	X	A	X	
Educational establishment	X	P	A		X	D	A	X	X	A	X	
Exhibition centre	X	A	X		P	D	X	A	X	X	X	
Family day care	X	A	A		X	D	D	X	X	X	X	
Fast food outlet	X	D	X		X	D	A	X	D	X	X	
Fuel depot	A	X	X		X	X	X	X	X	D	P	
Funeral parlour	X	X	X		X	D	X	X	D	D	D	
Garden centre	A	P	X		X	X	A	X	D	D	D	
Grouped dwelling	D	D	P		X	X	D	X	X	X	X	
Holiday accommodation	X	D	D		X	X	A	X	X	X	X	
Holiday house	X	P	D		X	X	A	X	X	X	X	
Home business	A	A	A		X	X	A	X	X	X	X	
Home occupation	P	P	P		X	P	P	X	X	X	X	
Home office	P	P	P		X	P	P	X	X	X	X	
Home store	A	A	A		X	P	A	X	X	X	X	
Hospital	X	X	X		X	A	A	X	X	X	X	
Hotel	X	A	X		X	D	A	P	X	X	X	

Land Uses	Rural	Rural Townsite	Residential	Urban Development	Private Clubs Institutions and Places of Worship	Commercial	Mixed Use	Tourism	Service Commercial	Light Industry	General Industry	Industrial Development
Industry	A	X	X		X	X	X	X	X	D	P	
Industry—extractive	A	X	X		X	X	X	X	X	X	X	
Industry—light	D	A	X		X	X	A	X	X	P	P	
Industry—rural	P	X	X		X	X	X	X	X	X	D	
Liquor store—large	X	X	X		X	A	X	X	A	A	X	
Liquor store—small	X	A	X		X	A	X	I	A	X	X	
Lunch bar	X	P	X		X	P	A	D	D	D	D	
Market	X	P	X		I	A	X	I	X	X	X	
Medical centre	X	D	A		X	D	D	X	D	X	X	
Mining operations	A	A	A		A	A	A	A	A	A	A	
Motel	X	D	X		X	D	D	P	A	X	X	
Motor vehicle repair	X	D	X		X	D	A	X	P	P	P	
Motor vehicle wash	X	D	X		X	A	A	X	P	P	D	
Motor vehicle, boat or caravan sales	X	D	X		X	X	A	X	P	D	D	
Multiple dwelling	X	X	P		X	D	D	X	X	X	X	
Nightclub	X	X	X		X	A	X	X	X	X	X	
Office	X	D	X		I	P	A	I	I	I	I	
Park Home Park	X	A	X		X	X	X	X	X	X	X	
Place of Worship	A	A	A		X	A	A	X	A	A	X	
Reception centre	X	D	X		P	D	A	P	D	X	X	
Recreation—private	X	D	A		P	D	D	D	D	D	X	
Renewable energy facility	A	X	X		X	X	X	X	X	D	P	
Repurposed dwellings	D	D	D		X	X	D	X	X	X	X	
Residential aged care facility	X	D	P		X	D	P	X	X	X	X	
Residential building	D	P	D		X	D	D	X	X	X	X	
Resource recovery centre	A	X	X		X	X	X	X	X	A	A	
Restaurant /café	D	P	A		I	P	A	P	D	D	X	
Restricted premises	X	X	X		X	A	X	X	A	A	X	
Road house	D	D	X		X	X	X	X	D	D	D	
Rural home business/ industry-cottage	P	P	X		X	X	D	X	X	X	X	
Rural pursuit/hobby farm	P	D	X		X	X	D	X	X	X	X	
Second hand dwellings	D	D	D		X	X	D	X	X	X	X	
Service station	D	D	X		X	A	X	I	P	P	D	
Serviced apartment	X	X	X		X	D	A	P	X	X	X	
Shop	X	P	X		I	P	A	I	P	D	X	
Single house	P	P	P		X	X	D	X	X	X	X	
Small bar	X	A	A		I	P	A	D	X	A	X	
Tavern	X	P	X		I	D	X	D	X	X	X	
Telecommunications infrastructure	A	A	A		A	A	A	A	A	A	A	
Tourist development	X	D	X		X	D	X	P	X	X	X	
Trade display	D	D	X		D	D	D	D	P	D	D	
Trade supplies	D	P	X		X	D	D	X	P	D	D	
Transport depot	A	A	X		X	X	X	X	X	P	P	

Land Uses	Rural	Rural Townsite	Residential	Urban Development	Private Clubs Institutions and Places of Worship	Commercial	Mixed Use	Tourism	Service Commercial	Light Industry	General Industry	Industrial Development
Tree farm	P	X	X		X	X	X	X	X	X	X	
Veterinary centre	X	D	X		X	D	D	X	P	P	D	
Warehouse/storage	I	X	X		X	D	A	X	P	P	P	
Waste disposal facility	A	X	X		X	X	X	X	X	D	P	
Waste storage facility	A	X	X		X	X	X	X	X	D	P	
Winery	P	D	X		X	X	A	X	X	X	X	
Workforce accommodation	D	A	A		X	X	X	X	D	D	X	

18. Interpreting zoning table

- (1) The permissibility of uses of land in the various zones in the Scheme area is determined by cross-reference between the list of use classes on the left-hand side of the zoning table and the list of zones at the top of the zoning table.
- (2) The symbols used in the zoning table have the following meanings—
 - P—means that the use is permitted if it complies with all relevant development standards and requirements of this Scheme;
 - I—means that the use is permitted if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land and it complies with all relevant development standards and requirements of this Scheme;
 - D—means that the use is not permitted unless the local government has exercised its discretion by granting development approval;
 - A—means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions;
 - X—means a use that is not permitted by the Scheme.

Notes for this clause—

1. The development approval of the local government may be required to carry out works on land in addition to any approval granted for the use of land. In normal circumstances one application is made for both the carrying out of works on, and the use of, land.
2. Under clause 61 of the deemed provisions, certain works and uses are exempt from the requirement for development approval.
3. Clause 67 of the deemed provisions deals with the consideration of applications for development approval by the local government. Under that clause, development approval cannot be granted for development that is a class X use in relation to the zone in which the development is located, except in certain circumstances where land is being used for a non-conforming use.
- (3) A specific use class referred to in the zoning table is excluded from any other use class described in more general terms.
- (4) The local government may, in respect of a use that is not specifically referred to in the zoning table and that cannot reasonably be determined as falling within a use class referred to in the zoning table—
 - (a) determine that the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions imposed by the local government; or
 - (b) determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or
 - (c) determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.
- (5) If a use of land is identified in a zone as being a class P or class I use, the local government may not refuse an application for development approval for that use in that zone but may require works that are to be undertaken in connection with that use to have development approval.
- (6) If the zoning table does not identify any permissible uses for land in a zone, the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land—
 - (a) a structure plan;
 - (b) a local development plan.



PART D – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**