

# Application for Development Approval

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Kalgoorlie Essential Workers Lifestyle Village  
Lots 9003, 9004 & 9005 on Deposited Plan 32844,  
Broadwood, City of Kalgoorlie – Boulder

OUR REF: 9787



**ROWE**  
GROUP



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4. Parking Assessment



# 1. Introduction

Rowe Group acts on behalf of M Group who are seeking to develop Lots 9003, 9004 and 9005 on Deposited Plan 32844, Broadwood (the 'subject site').

This report has been prepared in support of a Development Application ('Application') to the City of Kalgoorlie-Boulder ('City') for the development of the 'Kalgoorlie Essential Workers Lifestyle Village' comprising 393 Grouped Dwellings and associated communal open space, accessways, and administration/caretaker facilities.

This report includes a description of the following matters:

- Location of the subject site;
- Description of the existing land use;
- Overview of relevant planning and design issues;
- Detailed explanation of the proposed development; and
- Justification for the proposed development.

The Project Team for this development is outlined in Table 1 below.

Discipline	Company
Landowner	City of Kalgoorlie-Boulder
Town Planning	Rowe Group
Architect	Cameron Chisholm Nicol
Traffic Engineer	Donald Veal Consultants
Landscape Architect	EPCAD

**Table 1: Project Team**



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## 2. Description of Site

### 2.1 Location

The subject site is located in the Municipality of the City of Kalgoorlie-Boulder, approximately 543 kilometres east of Perth and 3km south of the Kalgoorlie Town Centre.

Refer **Figure 1 – Regional Location**.

The subject site is situated in the suburb of Broadwood and is bound by Gatacre Drive, Hart Kerpien Drive, and Kalgoorlie-Boulder Airport. Gatacre Drive and Hart Kerpien Drive are both sealed, gazetted roads. Residential development is located to the northern and south-west of the site and the O'Connor Local Centre is located to the north-east of the site, at the intersection of Gatacre Drive and O'Connor Street.

Refer **Figure 2 – Local Location**.

### 2.2 Cadastral Information

The subject site comprises three land parcels, being:

- Lot 9003 on Deposited Plan 32844 Certificate of Title Volume 2225 Folio 437
- Lot 9004 on Deposited Plan 32844 Certificate of Title Volume 2225 Folio 438
- Lot 9005 on Deposited Plan 32844 Certificate of Title Volume 2225 Folio 439

The subject site is owned in freehold by the City of Kalgoorlie-Boulder, however M Group have an option to purchase the property.

The subject site is triangular in shape and has a total combined land area of 17.8ha. The site is currently subject to a Crown land subdivision approval which will involve the amalgamation of all lots and the ceding of land for road reserve and drainage.

The implementation of this subdivision approval will create a 16.07ha land parcel of which this Application relates. The site will have frontages of 635m to Gatacre Drive and 547m to Hart Kerspien Drive.

Refer **Figure 3 – Site Plan**.

Refer **Attachment 1 – Certificates of Title**.

### 2.3 Existing Improvements

The subject site is predominantly vacant, however there are remnants of a former aircraft runway located centrally within the site.

### 2.4 Site Characteristics

#### 2.4.1 Topography

The subject site generally grades from the western and south-western boundaries, adjacent to Hart Kerspien Drive and its intersection with Gatacre Drive, with a maximum surface level of approximately RL 360m AHD, to the north-eastern corner of the site, adjacent to Gatacre Drive, to an elevation of RL 357m AHD.

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## 2.4.2 Soils

The site comprises predominately a valley plains and sediments of siliciclastic sedimentary rock and sandstone. Further geotechnical investigation will be required in future planning phases to confirm capability and requirements for residential development of the site.

## 2.4.3 Hydrology

The subject site currently drains overland to the north-eastern corner of the site, towards an existing drain extending along the eastern boundary of the site that drains to Gribble Creek downstream of the site. There is also an existing open drain along the north-eastern side of Hart Kerspien Drive, adjacent to the subject site.

## 2.4.4 Contamination

A search of the Department of Water and Environmental Regulation ('DWER') Contaminated Sites Database does not identify the subject site or immediate surrounds as being a known or suspected contaminated site.

## 2.4.5 Bushfire Hazard

The subject site is not identified as being 'bushfire prone' under the Department of Fire and Emergency Services (DFES) mapping.

## 2.4.6 Heritage

### 2.4.6.1 Aboriginal Heritage

A search of the Department of Planning, Lands and Heritage Aboriginal Cultural Heritage Inquiry System identified no registered sites on the subject site. To the north-west of the site, however, is Aboriginal Cultural Heritage Place No. 30639 – Gubrun Camp. The boundary of this Place is identified as being reliable, and does not extend into the subject site.

### 2.4.6.2 European Heritage

A search of the Western Australian Register of Heritage Places identified no sites of State heritage significance within the subject site or immediate surrounds. There are no local heritage places within or immediately surrounding the subject site.



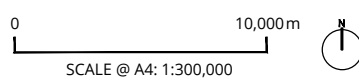


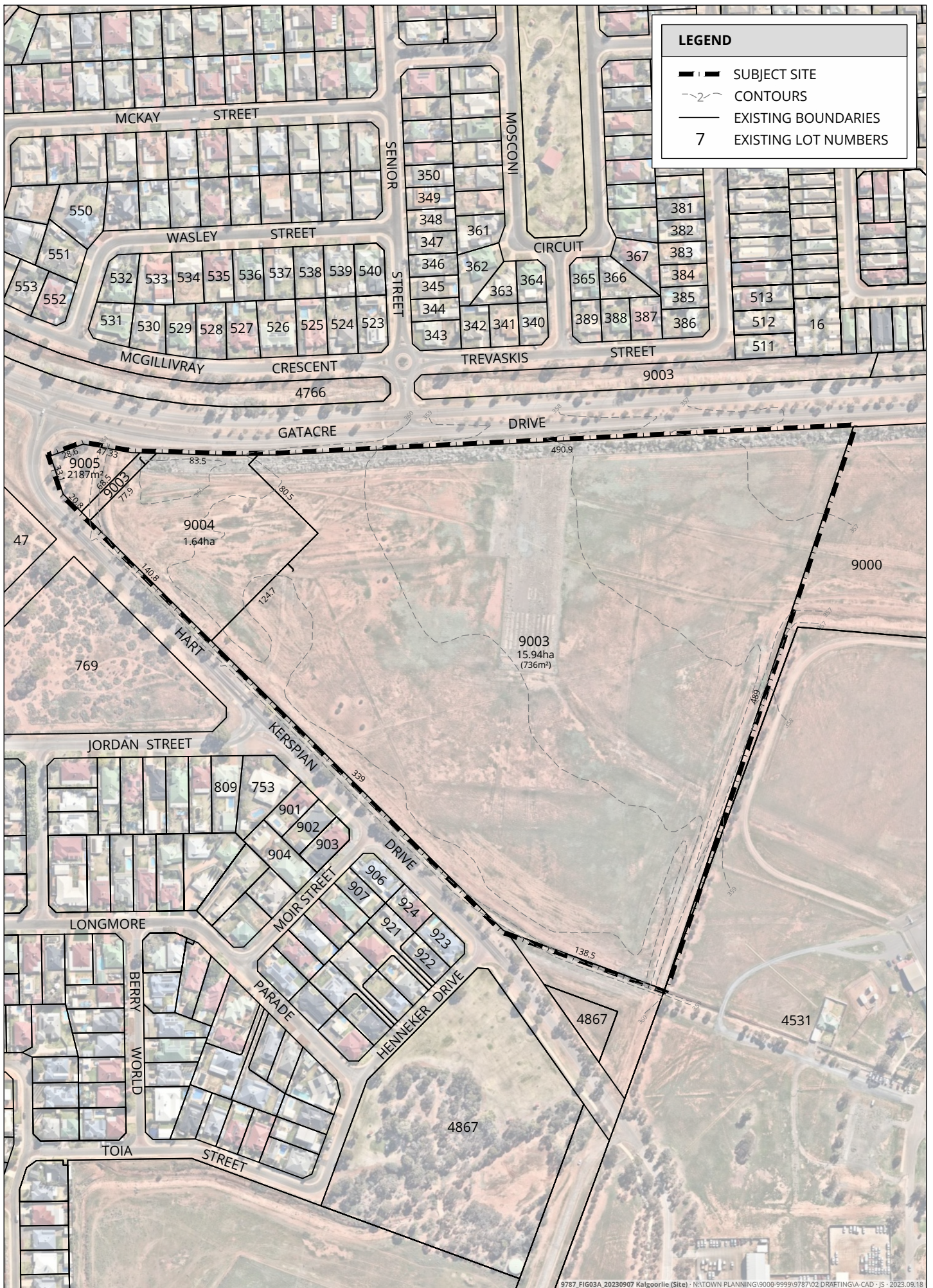
FIGURE 1  
REGIONAL LOCATION





**FIGURE 2**  
**LOCAL CONTEXT**







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## 3. Description of Proposal

### 3.1 Overview of Proposal

This Application proposes the development of the 'Essential Workers Lifestyle Village', a residential housing estate intended to provide affordable housing and accommodation for government and essential workers. The proposed development includes the following key elements:

- 397 'Grouped Dwellings' including 18 (36) 'dual key dwellings', being the combination of one (1) one-bedroom dwelling and one (1) two-bedroom dwelling, 253 standalone two-bedroom dwellings, and 108 standalone three-bedroom dwellings.
- Communal open space totalling 1.63ha across the development site, including a central 1.29ha 'Village Green'.
- Common vehicle access throughout the site, with access proposed via two crossovers to Hart Kerspien Drive and one crossover to the future airport road to the east of the site, which will provide connection to Gatacre Drive.
- Various pedestrian access links to Hart Kerspien Drive and Gatacre Drive.
- Caretaker facilities located near the eastern entry to the site.
- Administration and communal recreational facilities located centrally within the site, adjacent to the Village Green.

Refer **Attachment 2 – Development Application Plans**.

The design intent for this development is to create a residential community that is characterised by a high level of amenity through extensive landscape provision and focus on the central Village Green area.

Refer **Attachment 3 – Landscape Master Plan**.

### 3.2 Staging

The proposed development is expected to be constructed in stages, the timing and manner of which will be influenced by the following:

- The ability to construct, deliver and install the proposed dwellings on the subject site.
- The availability of utilities and servicing to support the proposed development.
- The construction of the proposed future airport road to the east of the subject site, to enable the provision of the proposed eastern access point to the development.

Based on the above, it is anticipated that staging of the proposed development will commence from the direction of Hart Kerspien Drive.

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## 4. Planning Framework

### 4.1 City of Kalgoorlie-Boulder Local Planning Strategy

The City of Kalgoorlie-Boulder Local Planning Strategy was endorsed by the Western Australian Planning Commission ('WAPC') on 9 July 2013, and forms as the principal strategic planning document for the district. The Strategy identifies key issues, objectives and actions relating to various planning matters such as housing, transport, utilities, heritage, open space, environment, and sustainability.

The Local Planning Strategy identifies various geographical 'planning areas' and provides recommendations in relation to the planning of each area to be considered in the preparation of a new local planning scheme. The subject site is identified within the 'O'Connor' planning area, the strategic direction of which is as follows:

*"Primarily mixed density residential development, the O'Connor planning area has a number of vacant Greenfield sites suitable for future residential development. Additional commercial land will be required for this area as residential development increases.*

*The longevity of the airport and its future expansion are key priorities for the City. Planning controls will be required to minimise the potential impact of any conflicting land uses to the surrounding residential development, in addition to facilitating land use for airport and 'air side access' supporting industry."*

The Local Planning Strategy identifies the subject site as 'Future Urban' and provides the following site-specific objective:

*"Develop this site as a mix of residential densities and include high standard tourism accommodation excluding caravan and/or camping facilities."*

Several key relevant planning matters, as identified in the Local Planning Strategy, including:

- The need to identify sufficient residential land to accommodate additional housing to support future growth.
- A proposal to rezone land which is not utilised or required for tourism purposes to an appropriate zoning, with an aim for land zoned 'Tourism' to only be developed for tourism purposes and not for residential or commercial uses.

Whilst the proposed development is not intended to serve a 'tourism' function, it will address the need for additional housing to address an accommodation shortage in the Kalgoorlie-Boulder region.

### 4.2 City of Kalgoorlie-Boulder Local Planning Scheme No. 2

#### 4.2.1 Zoning

Under the provisions of the City of Kalgoorlie-Boulder Local Planning Scheme No. 2 ('LPS 2'), the subject site is predominantly zoned 'Residential' with a density code of 'R40', with western and eastern portions of the site being reserved for 'Public Open Space'.

The objectives of the 'Residential' zone, as stated in LPS 2, reads:

- To provide for a range of housing and a choice of residential densities to meet the needs of the community.
- To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.



- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

The objectives of the 'Public Open Space' reservation, as stated in LPS 2, reads:

- *Set aside land for public open space, particularly those lands established under the Planning and Development Act 2005 section 152;*
- *Provide for a range of active and passive recreation uses such as recreation buildings and courts and associated car parking and drainage.*

The portion of the subject site reserved for 'Public Open Space' is intended to serve a drainage function, and will be ceded to the Crown prior to being purchased by M Group.

Refer **Figure 4 – LPS 2 Zoning Plan**.

#### 4.2.2 Land Use Permissibility

In accordance with Table 4 – Zoning Table of LPS 2, a 'Grouped Dwelling' is listed as a permitted ("P") use in the 'Residential' zone. This means that a 'Grouped Dwelling' is permitted if it complies with all relevant development standards and requirements of the Scheme.

#### 4.2.3 Development Standards

LPS 2 includes various development standards that are relevant to the preparation and assessment of this Application, including:

- The site and development standards in the 'Residential' zone shall be as per the Residential Design Codes ('R-Codes').
- A requirement to connect into the deep sewerage system where available, and where unavailable, an on-site effluent disposal system may be supported. In addition, where a development increases demand for sewerage reticulation services, a Sewer Headworks Contribution may be applied as a condition of development approval.
- Controls on vehicular access to adjoining road reserves.

The above matters are discussed further under the 'Planning Considerations' section of this report.

### 4.3 Local Planning Policy DS-DS-001 – Sewer Headworks Contributions

The City of Kalgoorlie-Boulder are responsible for developing, maintaining, and managing the reticulated sewer network within the district. To assist with funding the network, the City of Kalgoorlie-Boulder's Sewer Headworks Contributions Local Planning Policy outlines a requirement for developers to financially contribute towards sewer infrastructure. The contribution requirement applies to any proposed development that will place an increased demand for sewerage reticulation services.

### 4.4 Draft Local Planning Policy 10 – Landscaping

The City of Kalgoorlie-Boulder's draft Local Planning Policy 10 – Landscaping ('LPP 10') provides guidance on the minimum standards and expectations associated with development applications. The objectives of the draft LPP 10 are as follows:

- Enhance the visual amenity of the City through landscape beautification.

- Provide for shade and green relief in built up areas to minimise the effects of urban heat islands.
- Ensure landscaping is safe and accessible for the public.
- Minimise environmental health issues through dust suppression.
- Encourage the retention of existing native plant species to promote environmental sustainability.
- Enable landscape designs to be easily maintained and suitable for the environmental conditions.

In addressing the abovementioned objectives, draft LPP 10 outlines guidance to be considered when developing a landscaping plan. Notably, a key guidance point is giving priority to landscaping in areas visible to the streetscape. Whilst draft LPP 10 has not yet been adopted, consideration has been given to the draft policy in preparing the accompanying Landscape Master Plan.

## 4.5 State Planning Policy 7.3 – Residential Design Codes – Volume 1

State Planning Policy 7.3 – Residential Design Codes – Volume 1 ('R-Codes') outlines standards for the assessment of Single Houses, Grouped Dwellings, and Multiple Dwellings in areas coded less than R40. This Application involves the development of Grouped Dwellings and the subject site is proposed to be coded 'R40', and therefore Volume 1 of the R-Codes applies.

For the purposes of assessment, the R-Codes include various Design Elements with associated 'Deemed-to-Comply' requirements and 'Design Principles'. Proposals that comply with the 'Deemed-to-Comply' requirements and any relevant requirements of the local planning scheme and planning framework are required to be approved by the decision-maker. Proposals that do not comply with the 'Deemed-to-Comply' requirements can be assessed against the relevant 'Design Principles' as a performance-based approach.

A detailed assessment of the proposed development against the provisions of the R-Codes is provided as **Attachment 4 – R-Codes Assessment**. A summary of the key assessment parameters under the R-Codes is provided under the 'Planning Considerations' section of this report.



CITY OF KALGOORLIE-BOULDER LOCAL PLANNING SCHEME No.2 ZONING

## 5. Planning Considerations

### 5.1 Development Standards

The Application has been assessed against Volume 1 of the R-Codes, which is detailed in **Attachment 4 – R-Codes Assessment**. A summary of the key assessment parameters and considerations are detailed below.

#### 5.1.1 Site Area

The R-Codes stipulates a minimum and average site area requirement of 180m<sup>2</sup> and 220m<sup>2</sup>, respectively, for the 'R40' density code. In the case of single bedroom dwellings, the R-Codes provides for the site area requirement to be reduced by up to one-third, which would allow for a reduced minimum lot size of 120m<sup>2</sup>.

As assessment of the development against the site area requirements of the R-Codes is provided in Table 2 below.

Site Area Consideration	Provision
Site Area	16.07ha
Proposed Dwellings	397 dwellings
Dual Key Dwellings	36 dwellings
1-bedroom dwellings	18 dwellings
2-bedroom dwellings	18 dwellings
2-bedroom dwellings	253 dwellings
3-bedroom dwellings	108 dwellings
Average Site Area	404.78m <sup>2</sup>
Minimum Site Area (1-Bedroom Component of Dual Key Dwelling)	136.38m <sup>2</sup>
Minimum Site Area (2-Bedroom Component of Dual Key Dwelling)	188.88m <sup>2</sup>

**Table 2: Site Area Assessment**

As outlined above, the proposed development complies with the Deemed-to-Comply site area requirements of the R-Codes.

#### 5.1.2 Setbacks

The R-Codes stipulates the following setback requirements:

- A minimum 2.5m building setback to the communal street, and 1.5m to a porch, balcony, verandah, or equivalent.
- A 1.5m lot boundary setback for walls associated with single-storey buildings with major openings, or 1m where the wall contains no major openings and does not exceed 9m in length.

The proposed development complies with the communal street setback Deemed-to-Comply requirement. In terms of lot boundary setbacks, Elevation 2 of both the 2-Bedroom and 3-Bedroom Dwellings propose walls setback from lot boundaries at 1m in lieu of the Deemed-to-Comply 1.5m requirement. Assessment has therefore been undertaken against the Design Principles, noting the following:

- The setback allows adequate sun and ventilation to the related dwelling and adjoining dwellings.

- The walls, in containing minor openings, minimise the extent of 'perceived' privacy protection for adjoining properties.
- The setbacks support more appropriately sized outdoor living areas.

For the above reasons, the proposal is compliant with Clause 5.1.3 Design Principle P3.1.

### 5.1.3 Open Space

The R-Codes require a minimum of 45% open space (55% site coverage) to be provided for each dwelling, which is calculated based on the following:

- The area allocated for the exclusive use of the dwelling and the proportionate share of any associated common property.
- Where communal open space is provided, the open space required for any grouped dwelling may be reduced by up to 20% providing that:
  - The aggregate of deducted area does not exceed the area of communal open space; and
  - The outdoor living area for any dwelling is not reduced in area.

Table 3 below provides an assessment of open space based on the minimum lot size for each dwelling type proposed by this Application.

Dwelling Type	Site Cover Area	Minimum Lot Size	Minimum Open Space
Dual Key Dwellings	171m <sup>2</sup>	326m <sup>2</sup> (20m x 16.3m)	45.34%
1-Bedroom Component	70m <sup>2</sup>	136.38m <sup>2</sup>	50%
2-Bedroom Component	94.5m <sup>2</sup>	188.88m <sup>2</sup>	53%
2-Bedroom Dwelling	118m <sup>2</sup>	207m <sup>2</sup> (17m x 12.2m)	43% (70% with CP share)
3-Bedroom Dwelling	135m <sup>2</sup>	244m <sup>2</sup> (20m x 12.2m)	44.7% (68.6% with CP share)

**Table 3: Open Space Assessment**

As outlined above, the proposed development complies with the open space Deemed-to-Comply requirements of the R-Codes.

### 5.1.4 Outdoor Living Areas

The R-Codes stipulate the following outdoor living area requirements for each dwelling:

- A minimum area of 20m<sup>2</sup>;
- Behind the street setback area;
- Directly accessible from the primary living space of the dwelling;
- Have a minimum length and width dimension of 4m; and
- Be provided with at least two-thirds of the required area (i.e. 13.3m<sup>2</sup>) without permanent roof cover.

The proposed development complies with the abovementioned outdoor living area Deemed-to-Comply requirements, except for the minimum dimension requirement of 4m, where a dimension of 3.9m in proposed



for the 1-Bedroom Dwelling and 3.4m for the 2-Bedroom and 3-Bedroom Dwellings. It should also be noted that some variation to these dimensions occurs on lots that are irregular in shape.

This has been assessed against the Design Principles of the R-Codes, noting that the proposed outdoor living areas are:

- Substantially larger in area than the minimum required and are sufficiently sized, including in dimension, to be functional and useable.
- Accessible from the primary living spaces of the dwellings and are capable of being used in conjunction with the primary living space.
- Comply with the minimum required uncovered area, thereby allowing access to winter sun and natural ventilation.
- Appropriately sized to provide landscaping, including a tree planting area of 2m x 2m.

For the above reasons, the proposed outdoor living areas are considered to be compliant with Clause 5.3.1 Design Principle P1.1.

### 5.1.5 Landscaping

The R-Codes includes various landscaping requirements for grouped dwelling developments, including:

- Pedestrian access providing wheelchair accessibility connecting dwellings to the public footpath and car parking areas.
- Shade trees in car parking areas at a rate of one tree for every four uncovered car parking spaces.
- Lighting to pathways, communal open space, and car parking areas.
- Clear line of sight between areas designated as communal open space and at least two habitable room windows; and
- The requirement for one tree per dwelling with a minimum planting area of 2m x 2m.

The Development Plans and/or the Landscape Master Plan address the abovementioned requirements.

**Refer Attachment 2 – Development Plans and Attachment 3 – Landscape Master Plan.**

### 5.1.6 Parking

The Application has been assessed against the parking requirements outlined by the R-Codes, a summary of which is outlined below.

Dwelling Type	Standard	Assessment
1 bedroom dwelling	1 bay per dwelling	Each 1-bedroom dwelling is provided with 1 bay.
2+ bedroom dwelling	2 bays per dwelling	Each 2- and 3-bedroom dwelling is provided with 2 bays.
Visitor	1 bay per four dwellings	Based on 397 dwellings, a total of 100 visitor bays are required. The Application proposes a minimum of 100 visitor bays.

**Table 4: Parking Assessment**

As indicated above, the Application complies with the parking requirements of the R-Codes.

It should be noted that the R-Codes require visitor parking bays to be located close to, or visible from the point of entry to the development and outside any security barrier. The Application proposes visitor parking within and throughout the proposed development, located to be conveniently accessible to the dwellings for which they are visiting. Visitor bays will therefore be located behind a security barrier, which is necessary for the security of the development. This arrangement is considered acceptable under the related Design Principle of the R-Codes.

### 5.1.7 Storerooms

The R-Codes require each dwelling to be provided with an enclosed, lockable storage area, accessible from outside the dwelling, with a minimum dimension of 1.5m and an internal area of 4m<sup>2</sup>. In this regard, all dwellings are proposed to include a storeroom that meets the Deemed-to-Comply requirements of the R-Codes, except for the 1-Bedroom Dwelling component of the 'Dual Key Dwellings', which will have a 3m<sup>2</sup> storeroom. This departure is considered minor and is consummate to the small nature of the proposed 1-Bedroom Dwellings, and is therefore acceptable from a Design Principles perspective.

### 5.1.8 Single Bedroom Dwellings

The Application proposes 1-Bedroom Dwellings as part of the 'Dual Key Dwelling' concept, which is required to be assessed against the 'Single Bedroom Dwelling' standards of the R-Codes. More specifically, the R-Codes stipulates the following requirements in relation to Single Bedroom Dwellings:

- A maximum plot ratio area of 70m<sup>2</sup>.
- Outdoor living area can be reduced by one-third in area.
- One (1) parking bay per dwelling.
- Compliance with all other aspects of the R-Codes, including open space and landscaping.

The proposed 1-Bedroom Dwellings comply with all the abovementioned Deemed-to-Comply requirements of the R-Codes.

## 5.2 Public Realm Interface

EPCAD have prepared a Landscape Master Plan for the proposed development site having regard to the requirements of the R-Codes and the City's draft LPP 10. The Landscape Master Plan outlines the proposed landscaping treatment across the site and within the adjacent road reserves, with particular focus given to the interface of the development to Hart Kerspien Drive.

The Hart Kerspien Drive frontage of the proposed development benefits for the existence of mature trees, which are proposed to be retained, and in the case of the interface north of Jordan Street, an existing footpath. There is also an existing open drain that extends along the full frontage of the development to Hart Kerspien Drive, which serves as a barrier to pedestrian access.

The proposed development is intended to 'back onto' Hart Kerspien Drive, with the provision of uniform fencing along the entire frontage and hedge planting with low groundcovers placed in front of the fencing. The existing footpath network is proposed to be extended south-eastwards along Hart Kerspien Drive from Jordan Street. Consolidated pedestrian access points to Hart Kerspien Drive from the development will be provided opposite Jordan Street, Moir Street, and Henneker Drive.

The proposed vehicle entries to the development from Hart Kerspien Drive, at the existing intersections of Jordan Street and Henneker Drive will be landscaped to provide an attractive entrance to the development. Provision will be made for some visitor parking to be provided at these entrance points, to assist with overall movement and management considering the proposed gated arrangement.

**Refer Attachment 3 – Landscape Master Plan.**

## 5.3 Traffic & Access

Donald Veal Consultants have prepared a Transport Impact Assessment ('TIA') in support of the proposed development. The purpose of the TIA is to assess the impact of the proposed development upon the adjacent road network, with a focus on capacity, access and safety. The TIA has been prepared in accordance with the Western Australian Planning Commission's ('WAPC') Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

The key findings of the TIA are as follows:

- The village will display trip generation characteristics typical of a residential neighbourhood.
- The internal roads, being 12m wide with a 5.5m-6m wide road pavement, can readily accommodate the low traffic volumes anticipated i.e. significantly less than 1,000 vehicles per day.
- The proposed narrow roads will encourage a low-speed traffic environment, which together with low volumes of traffic, will deliver a safe environment.
- The proposed development is estimated to generate approximately 3,600 vehicle trips per day, with an estimated 318 trips during peak periods.
- No significant levels of congestion are forecast to occur at the Hart Kerspien Drive intersections with Jordan Street and Henneker Drive, with the introduction of the proposed development.
- The delivery of roundabouts at the proposed four-way intersections along Hart Kerspien Drive with Jordan Street and Henneker Drive, will assist with managing traffic speeds.
- Some congestion and delays are expected at the intersection of Gatacre Drive and Hart Kerspien Drive ahead of the introduction of the Airport Northern Access Road, with or without the proposed development, largely due to growth in airport traffic.
- The crash record for the surrounding road network does not identify any road safety issues.

The TIA concludes that the proposed development is appropriate from a traffic operational and road safety perspective.

**Refer Attachment 5 – Transport Impact Assessment.**

## 5.4 Servicing

### 5.4.1 Water

An existing reticulated water network exists along the southern side of Hart Kerspien Drive. Further investigations will be required into the capacity of the reticulated water network to support the proposed development and the requirement for any extensions and/or upgrades.

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### 5.4.2 Sewer

The City of Kalgoorlie Boulder are responsible for managing the local sewer network in accordance with a licence granted under the *Water Services Act 2012*. The subject site is not currently connected to this sewer network.

The existing reticulated sewer network is available within the Hart Kerspien Drive road reserve, however upgrades will be required to the regional network to accommodate the proposed development. At the time of writing this report, grant funding has been obtained to undertake these required upgrades.

### 5.4.3 Power

In terms of the electricity network, the existing low voltage underground power network extends along the Hart Kerspien Drive and Gatacre Drive frontages of the subject site. A high voltage underground network also extends along a portion of the northern boundary, fronting Gatacre Drive. Further investigations will be required into the capacity of the electrical network to support the proposed development.

## 5.5 Stormwater Management

The subject site grades from the western and south-western boundaries, adjacent to Hart Kerspien Drive, down to the north-eastern corner of the site, adjacent to Gatacre Drive. Aligning with this topography, the site currently drains overland to the north-eastern corner of the site, towards an existing drain extending along the eastern boundary that drains eastwards to Gribble Creek downstream.

The proposed stormwater management approach will be to detain stormwater on site and discharge to the existing drain along the north-eastern boundary of the site. The site plan indicatively shows various drainage basins within areas of communal open space. The ultimate design of these basins will be confirmed through the preparation of a Stormwater Management Plan required as a condition of development approval.

## 5.6 Waste Management

The collection of waste arising from the proposed development is anticipated to occur on-site via the City's collection service or through a private contractor. Each dwelling will be provided with their own waste and recycling bins, which will be placed at the front of each dwelling for collection. Turning templates demonstrating the ability for a rubbish truck to manoeuvre through the site to undertake waste collection services is included within the TIA.

Details of proposed waste management across the site will be confirmed through the preparation of a Waste Management Plan required as a condition of development approval.

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## 6. Conclusion

This report has been prepared in support of the proposed development of 393 Grouped Dwellings over Lots 9003, 9004 and 9005 on Deposited Plan 32844, Broadwood.

This Application and accompanying technical reports demonstrating the appropriateness of the development, as follows:

- The residential nature of the proposed development is consistent within the surrounding residential context.
- The development of the site for urban purposes is consistent with the objectives under the City's Local Planning Strategy and will facilitate additional housing to support future growth in the region.
- The proposed development complies with the requirements of LPS 2 and associated local planning policies.
- Compliance against the R-Codes is generally achieved, and where non-compliant, the variations are considered acceptable against the Design Principles.
- The proposed development is appropriate from a traffic operational and road safety perspective.
- Subject to further investigations, servicing is available in the locality to enable development of the site.

On the basis of the above, it is requested that the City of Kalgoorlie-Boulder provide a favourable recommendation for the proposed application and that the Regional JDAP approve the proposed development at the subject site.

