

# Development Application Report

## Fabric Street Temporary Workforce Accommodation

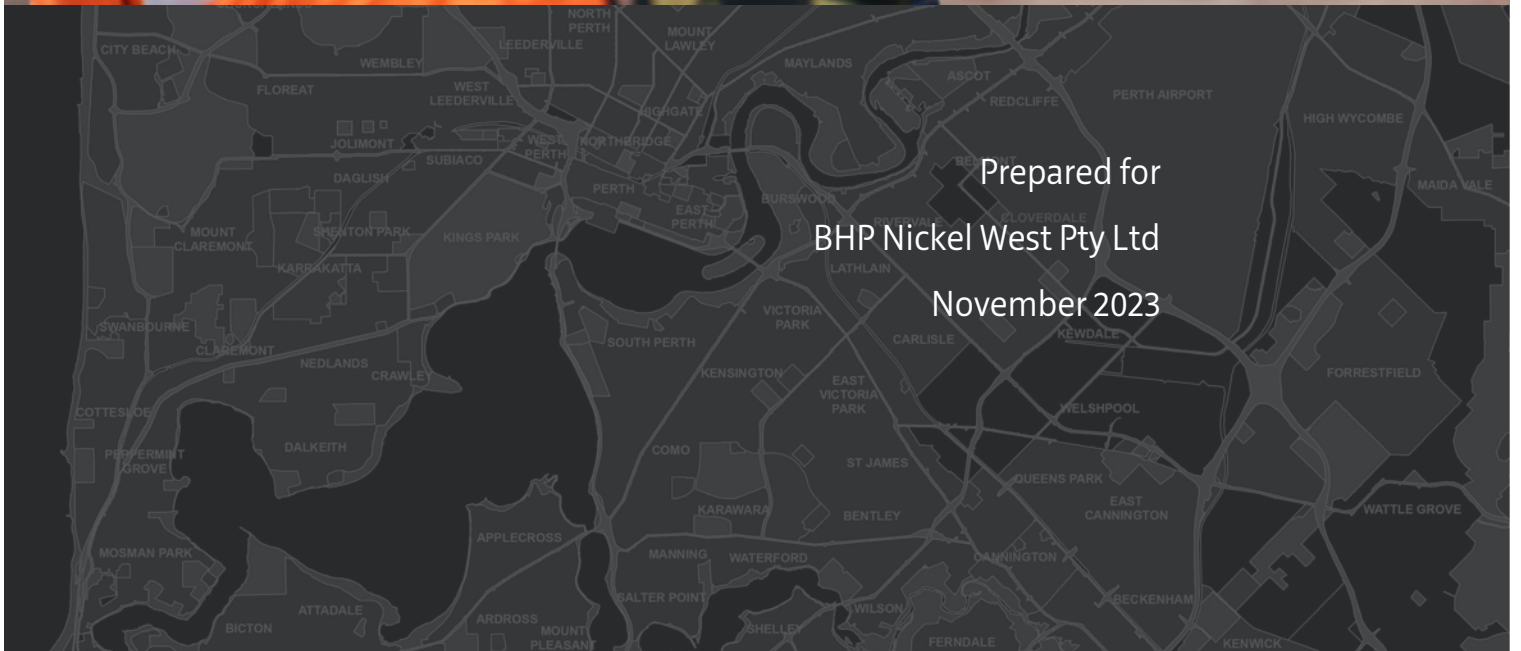
Lot 72 (1) Trasimeno Way and portion Lot 9000 (45) Bates Drive  
Somerville

PLANNING SOLUTIONS  
— URBAN & REGIONAL PLANNING

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Prepared for  
BHP Nickel West Pty Ltd  
November 2023



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## 1 PRELIMINARY

### 1.1 Introduction

Planning Solutions acts on behalf of BHP Nickel West Pty Ltd (**BHP**, or **BHP Nickel West**), the proponent of a proposed temporary workforce accommodation facility on Lot 72 (1) Trasimeno Way and portion Lot 9000 (45) Bates Drive, Somerville (**subject site**).

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Site details.
- Proposed development.
- Statutory planning framework.

### 1.2 Background

In May 2023 BHP responded to the City of Kalgoorlie Boulder's (**City's**) notice seeking expressions of interest for the development of residential housing on Lot 72 (1) Trasimeno Way, Somerville. BHP's expression of interest was for a 107,611.5m<sup>2</sup> area of land that included Lot 72 and portion of the adjoining Lot 9000 (45) Bates Drive, Somerville, for a temporary construction workforce accommodation development.

On 26 June 2023 the Council resolved to advertise BHP's expression of interest for 28 days. Advertising of the expression of interest concluded on 5 August 2023. The expression of interest was considered at the Council meeting of 28 August 2023, where councillors endorsed the officer's recommendation that Council enter into the proposed lease.

This development application applies to the land comprising BHP's expression of interest.

### 1.3 Company profile

BHP Nickel West is the world's leading nickel supplier to the battery metals market. Nickel is essential to a decarbonising world and BHP Nickel West has a global advantage in the sustainable production of nickel.

BHP supplies high quality nickel to world markets for use in electric vehicle batteries and other growing technologies that will support global decarbonisation.

The Kalgoorlie Nickel Smelter has been operating in Kalgoorlie for 50 years. It is part of an integrated mine to market supply chain that produces nickel matte at 67% nickel through a flash furnace. The primary demand for nickel is expected to increase by 500% over the next decade, driven in part by the demand for batteries and battery powered vehicles.

The smelter's workforce resides in Kalgoorlie and the upgraded smelter will continue to be staffed by a residential workforce.

The smelter has undergone regular campaign rebuilds since operations commenced. The last major campaign rebuild was 2008, and BHP forecasts end of the current campaign life in 2025. In addition to the scheduled campaign rebuild, BHP is considering additional upgrades that would modernise the facility, reducing emission sources and enabling increases in production.

A rebuild would involve a 6-month outage of the smelter, requiring a temporary construction workforce of up to 2,000; at least 20% of those people will be sourced from businesses in the Kalgoorlie-Boulder region.

The remaining personnel will require temporary accommodation during the peak of construction. BHP has conducted a review of current and forecast accommodation in the region, which has indicated a new temporary accommodation facility will be required for up to 60% of this peak workforce. The remaining 20% will be accommodated in other facilities.

## 1.4 Community Engagement

Refer Table for a summary of pre-lodgement consultation undertaken by BHP in regard to this proposal.

**Table 1: Summary of community and stakeholder consultation**

Targeted Stakeholder	Date, Time, Location	Forum / Method	Detail	Engagement summary / feedback
Member for Kalgoorlie	27/6	Phone / F2F	Provided overview of proposed development, provided contact for future queries	Query on controls to ensure safety of female workforce at the development.
Community – all	10 July, Hannan Street 1-3pm	Community Cuppa (community engagement forum)	Advertised prior via City website, social media.	Focus on economic opportunity for Kalgoorlie from BHP investment
Patroni Road residents - all	12 July	Letterbox drop	Informed of BHP EOI, provided QR code for stakeholder survey and contact details for BHP Community	N/A No responses received
Community – all	19 July, Hannan Street 5.30pm-7pm		Advertised prior City website, daily newspaper, social media	Queries regarding traffic and noise management, safety of local residents.
Patroni Road residents (2 individuals)	w/c 31 July	Phone / F2F	Follow-up to feedback provided at Community Cuppa. Addressed concerns about traffic management and proposed layout.	Acknowledgement.
Neighbouring businesses	w/c 31 July	Phone / F2F	Provided overview of proposed development, provided contact for future queries.	Acknowledgement of rationale given accommodation shortages in town. Interest in ongoing engagement.

Further engagement was undertaken by WSP – consultant engaged by Planning Solutions to prepare a social impact assessment for the proposed development. Refer **Appendix 8** for the social impact assessment containing details of engagement activities undertaken by WSP.

From 8 July 2023 to 5 August 2023 the City advertised BHP's expression of interest to lease the subject site. The City received 32 submissions in response to the expression of interest. The officers' report to the 28 August 2023 Council meeting provides the following summary:

*Of the 32 submissions, seven were in favour of the proposed disposition of property to BHP Nickel West and 25 were against it. The concerns of those opposing the proposal mainly related to dust, noise and traffic congestion they thought could potentially be created by the temporary workforce accommodation village; opposition to mining camps in residential areas; a concern the proposal would increase the number of FIFO workers in Kalgoorlie-Boulder; and concerns the location was inappropriate, being near residential dwellings. Those who were in favour of the proposal said the accommodation village would help alleviate housing supply issues, and would bring positive economic benefits to Kalgoorlie-Boulder.*

...

*This report only considers the lease of the land, and a development proposal from BHP (or its nominee or assignee) will be subject to normal Development Application (DA) processes, and would also be subject to the City's Workforce Accommodation Policy and public advertising. The DA process will address the majority of the concerns raised in the submissions, including amenity, dust, noise, traffic management, functionality, built quality, built form and scale, landscaping, safety, presentation to the street, and community integration, as they will all be considered and assessed as part of the DA process. This will include a public notice period, which provides the opportunity for community feedback.*

In response to concerns of dust and noise, the site plan (included with the expression of interest) has been amended to swap the car park with accommodation units, providing a better interface to the existing residences on Fabric Street.

The development application report responds to comments made by stakeholders and the community during pre-lodgement consultation and comments received during advertising of the expression of interest.

## 1.5 Pre-lodgement engagement with the City

On 29 June 2023 BHP and Planning Solutions met with the City's officers to discuss reporting requirements for the development application, and agreed the following information would be provided:

- Planning assessment report
- Social impact assessment / social impact management plan
- Transport impact assessment
- Noise impact assessment / road traffic noise assessment
- Accommodation (operations) management plan
- Architectural plans
- Waste management plan
- Stormwater management plan

City's officers provided an update on the status and progress of its draft local planning scheme and propose suite of local planning policies. The timing for processing a development application was also discussed.

On 5 July 2023 BHP and Planning Solutions met with the City's officers to discuss community engagement for the expression of interest and the proposed temporary workforce accommodation development. Timing for processing a development application was further discussed.

A Joint Technical Working Group was established between the City and BHP for strategic oversight for the successful delivery of agreed joint projects and programs between the two organisations, in line with similar groups established for other local government areas. Its inaugural meeting was held on 26 July 2023.

## 2 SITE DETAILS

### 2.1 Land description

Refer to **Table 2** below for the lot details and a description of the land on which the development is proposed.

**Table 2: Lot details**

Lot	Deposited Plan	Volume	Folio	Area (m <sup>2</sup> )
72	417561	4039	678	3,916

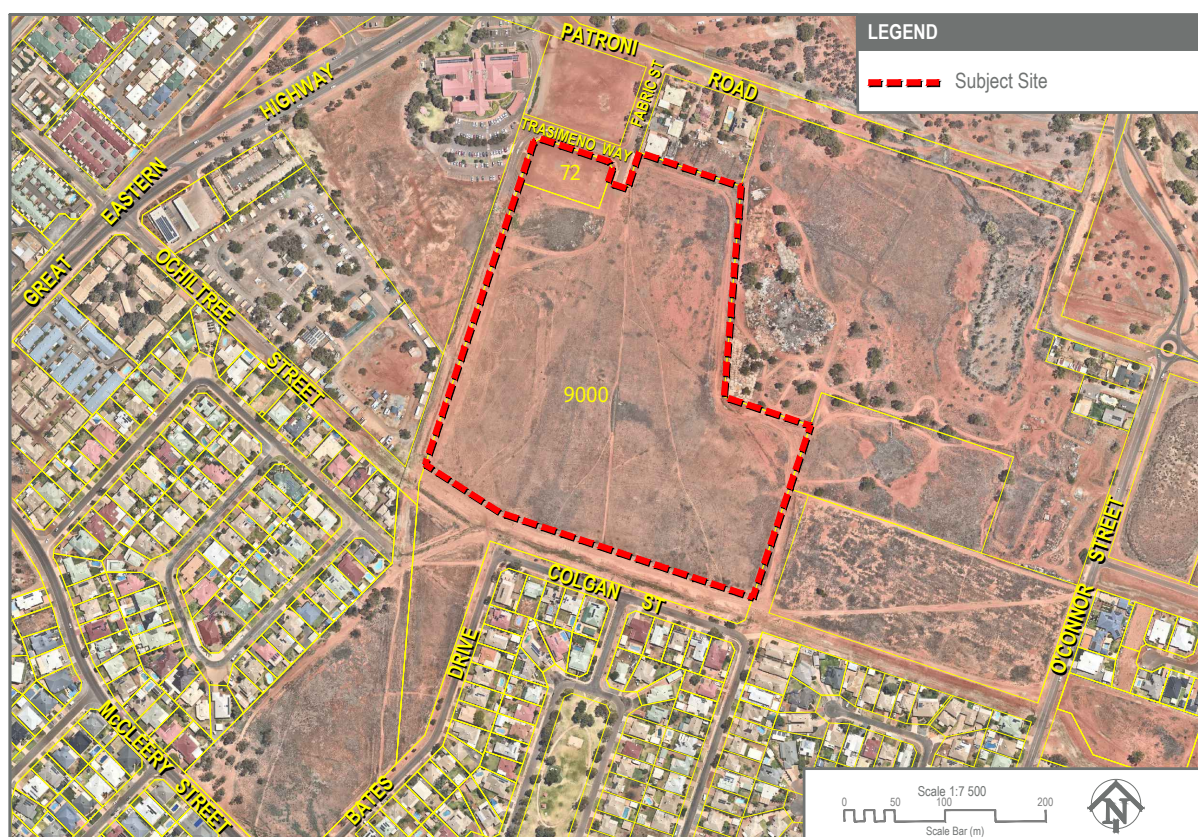


Lot	Deposited Plan	Volume	Folio	Area (m <sup>2</sup> )
9000 (portion only)	417561	4039	679	103,695.5 (approx.)
<b>Total</b>				<b>107,611.5 (approx.)</b>

Refer **Appendix 1** for a copy of the certificates of title and deposited plan.

Both lots are owned in freehold by the City. The Council at its ordinary meeting of 28 August 2023 resolved to lease Lot 72 and a portion of Lot 9000, being 107,611.5m<sup>2</sup> (i.e. the subject site), to BHP Nickel West Pty Ltd or its nominee or assignee for a temporary construction workforce accommodation development.

Refer **Figure 1** for a figure depicting the extent of the subject site.



**Figure 1: Extent of subject site**

## 2.2 Site context

The subject site is located approximately 2km southwest of the Kalgoorlie city centre, and is bound by the partially-constructed Trasimeno Way to the north and west, stormwater infrastructure parallel to Colgan Street to the south, and the future extension of Galbraith Street to the east.

Land to the south of Colgan Street and Ochiltree Street is developed with single residential housing. The Prospector Holiday Park caravan park is located to the west of the subject site. Land to the east of is largely vacant. There are residential dwellings to the north at the corner of Patroni Road and Fabric Street.

Centennial Park adjoins the north side of Patroni Road. A 24 hour rest stop has been established in the Park for a temporary period in response to the current shortage of tourist accommodation.

The subject site adjoins Trasimeno Way and Fabric Street, which connect to Patroni Road to the north. Patroni Road connects directly with Great Eastern Highway which provides access to the broader region. The smelter can be conveniently accessed via Great Eastern Highway, Anzac Drive, and Goldfields Highway (approximately 20-minute drive).

### 2.3 Land use and topography

The subject site was previously used in conjunction with the former Kalgoorlie Aerodrome (1928-1992), with the site being on the northern approach to runway 19 (extended c.1947). It was and remains cleared from that historic activity, and there are no structures on the land.

The site is largely flat with a gentle slope down from west to east, from a level of 358.1m AHD to 354.5m AHD (3.6m difference).

## 3 PROPOSED DEVELOPMENT

### 3.1 Development Summary

The application proposes a 1,152 person temporary workforce accommodation facility on the subject site, which will remain in place for up to five years before being decommissioned and buildings removed.

The facility will be used to accommodate a portion of the workforce associated with BHP's proposed Kalgoorlie Smelter Renewal project. An estimated workforce of 2,000 people will be required to complete this task, and BHP has identified a need to provide an accommodation facility for up to 60% of the peak workforce.

The subject site has been selected as the preferred site for this facility due to its proximity to the work site, and the benefit to the city in co-locating a temporary workforce accommodation facility within the townsite.

Key attributes to the proposed development are:

- The facility being fenced and self-contained for efficient and effective management of the facility.
- A 1.8m Colorbond fence inside the perimeter of the site, with a gate at the main entry.
- A single entry and exit point at Fabric Street, with a 4.2m x 12.0m gatehouse at the entry to oversee and direct incoming traffic.
- A centrally-located single-level reception building for the administration of the facility, with dimensions of 29.7m x 14.4m. The building (and all buildings proposed in this development) is of modular design facilitating transport of the building to and from site in portions. On the eastern side of the reception building is a recreation area and a 10m x 10m gazebo.
- A single-level kitchen diner building located to the east of the reception building, providing for the preparation and consumption of meals for occupants. The building has an overall dimension of 72.0m x 69.3 in an irregular shape. Other ancillary structures located with the kitchen diner include two ice rooms located on the south side of the kitchen diner, and a bin storage area located on the north side of the kitchen diner. Refer **Figure 2** for a typical perspective drawing of a kitchen diner.
- A single-level tavern building located to the east of the kitchen diner with bar, tavern seating area, and recreation area providing mid-strength alcoholic beverages for occupants. The building has a dimension of 37.2m x 18.0m. Refer **Figure 3** for a perspective drawing of a typical tavern.
- An outdoor area located on the south side of the tavern seating area with a dimension of 20.0m x 30.5m. The outdoor area will be lined with synthetic turf. Two gazebos with dimensions of 10m x 10m are located on the south side of the outdoor area and can be used in conjunction with the outdoor area and tavern.

- A single-level ablutions block located on the south side of the tavern's outdoor area with dimensions of 12.0m x 9.6m.
- A single-level gymnasium building located to the south side of the kitchen diner. The gymnasium will be equipped with exercise equipment for use by occupants. The building has a dimension of 24.0m x 21.1m, with a 3.0m wide verandah on its south side.
- A left luggage area to the south of the kitchen diner and to the west of the gymnasium comprising eight forty-foot shipping containers aligned on either side of a walkway.
- A maintenance dome workshop 6m to the west of the left luggage area comprising two forty-foot shipping containers placed 15.0m apart between which is an arched steel-framed structure with fabric roof. The maintenance dome workshop will be used by management for storing and undertaking minor maintenance activities associated with the upkeep and maintenance of the facility, the dome shelter providing a space for maintenance activities to be undertaken in shade and out of inclement weather.
- Two 3m high, 9m diameter water tanks located to the north of the tavern.
- Backup generators to the north of the tavern.
- 286 single-level "A"-type 4x single-bed plus ensuite accommodation modules with dimensions of 14.4m x 3.31m, and a 2.1m patio (1,144 beds in total). The modules are aligned in blocks comprising two back-to-back rows of modules (1.98m separation between back-to-back modules) in the southern and the northeastern portions of the facility. Blocks are typically separated from each other by 6.0m. The "A"-type modules are interspaced with type "B" and "C" modules. Refer **Figure 4** for a perspective drawing of the proposed accommodation modules.
- Four single-level "C"-type 2x single-bed plus ensuite accommodation modules with dimensions of 14.4m x 3.31m, and a 2.1m patio (8 beds in total). The "C" type modules are located to the west of the reception building.
- 16 single-level "B"-type laundry, linen & cleaner's modules with dimensions of 14.4m x 3.31m, and a 2.1m patio. The "B"-type modules are interspersed among the accommodation units.
- Five gazebos will be located around the facility for shared use by occupants.
- A carpark in the northwest of the facility comprising 123 car parking bays (including four accessible bays), access aisles, and footpaths.
- A bus drop-off, pick-up, and parking area with 21 bus bays along seven aisles, each aisle with a protected footpath, located to the north of the reception building. The bus parking area has been designed for the one-way movement of long rigid buses (14.5m) and allows each bus bay to be independently accessed so that buses can be parked in the bays while not in use without obstructing access to other bays.
- Service vehicle loading zone on the western side of the kitchen diner. The loading zone has been designed for access by 19m articulated vehicles.
- Vehicle circulation and parking areas will be constructed with hardstand (crushed blue metal).
- Internal paths of crushed blue metal or synthetic surface will be provided throughout the facility providing access for cleaner and maintenance electric vehicles.
- Landscaping comprising rows of shrubbery primarily around parts of the perimeter of the facility.
- A freestanding 2.4m high, 1.2m wide entry sign at the truncation of Fabric Street and Trasimeno Way.
- 600mm x 400mm signage panels affixed to the perimeter fence at regular intervals directing people to use the main entry to access the facility.



The facility has been designed to be temporary, and buildings are modular allowing for their transport to the site for erection and their disassembly and transport from the site.

Refer **Appendix 2** for development plans, and the following figures for perspective drawings.



**Figure 2: Perspective image of typical kitchen diner building**



**Figure 3: Perspective drawing of typical wet mess and outdoor facilities**



**Figure 4: Perspective drawing of proposed accommodation modules**

Various management plans and technical reports have been prepared in support of the application and are described below.

### 3.2 Landscaping

As the facility is temporary landscaping has been designed to provide targeted screening opportunities with minimal maintenance. The planting of trees is proposed on the outside of the perimeter fence along the frontage with the constructed portion of Trasimeno Way, and along the southern edge of the facility. Medium-size native shrubs are proposed on the inside of the fence in the southeast corner of the site, adjacent to the eastern boundary.

The species used in landscaping will be selected so they are not reliant on watering, and can remain in situ after the facility has been decommissioned.

Refer **Appendix 2** for the landscape plan included with the development plans.

### 3.3 Site management

An Operations Management Plan has been prepared for the facility depicting measures to demonstrate that the facility will not unduly impact the amenity of the locality. It addresses matters such as:

- Overview of the facility operations.
- Social engagement.
- Movement and access.
- Alcohol management.
- Internal issues management.
- External complaints management.

The Operations Management Plan is a truncated version of detailed BHP internal policies for managing the accommodation. Its purpose is to specify those elements which may have a bearing on the amenity of the locality and to ensure those aspects are reflected in the development approval.

Refer **Appendix 3** for a copy of the Operations Management Plan.

### 3.4 Transport

A Transport Impact Assessment (TIA) has been prepared in support of this application. It outlines the transport aspects of the proposed development focusing on traffic operations, access, and parking provisions, and has been prepared in accordance with the Western Australian Planning Commission's (WAPC's) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016).

The TIA makes the following conclusions for the proposed development:

- The subject site is adequately accessible to pedestrians and cyclists via cycleways on Great Eastern Highway;
- The number of recorded crash incidents within the subject area is low and is unlikely to have a significant impact on the overall road safety in the area;
- Adequate car and bus parking bays are provided within the site;
- The swept path analysis has indicated that the B99 design vehicle, 19m articulated vehicles, and 14.5m buses are able to adequately manoeuvre through the relevant parking areas within the site;
- The proposed redevelopment is expected to generate 89 trips during the AM and PM peak hour periods;
- The SIDRA analysis showed that the impact of the estimated trips to be generated by the proposed development at the intersection of Great Eastern Highway and Patroni Road is negligible.

Overall, the proposed temporary construction accommodation is unlikely to cause a significant impact on overall safety and traffic operations on the surrounding road network.

Refer **Appendix 4** for a copy of the TIA.

### 3.5 Waste Management

A Waste Management Plan (WMP) has been prepared for the development to identify how waste is be collected onsite, stored onsite and transported offsite and handled appropriately.

The identifies a bin storage area designed to accommodate 24 x 4.5m<sup>3</sup> waste bins with lids, serviced weekly.

Refer **Appendix 5** for the WMP.

### 3.6 Noise Management

An acoustic assessment has been undertaken of the proposed development, and considers noise sources of mechanical plant, disposal of rubbish, car movements, car doors, car engines, bus movements, idling buses, and the tavern / outdoor area. It concludes noise from the development will comply with the *Environmental Protection (Noise) Regulations 1997*, and no amelioration measures are required.

Refer **Appendix 6** for a copy of the Environmental Noise Assessment.

A report was also prepared to consider the impact of road traffic noise from Great Eastern Highway / Hannan Street on the accommodation units. It concludes relevant internal and outdoor noise targets are achieved, and no amelioration measures are required to address road traffic noise.

Refer **Appendix 7** for a copy of the SPP5.4 Noise Management Plan.

### 3.7 Social Impact and Management

A Social Impact Assessment (SIA) has been prepared to analyse the potential social impacts associated with the construction and operation of the proposed development.

The SIA found the proposal could both positively and negatively impact the regional housing market. The leading negative impact is that the land proposed for this development could otherwise be used for residential building developments. However, the proposed development is essential to housing the workforce requires for the Kalgoorlie Smelter Renewal project. At present, the region cannot accommodate this influx of people. The positive is that when the leased area is returned to the City after the project is complete, the land will be available to contribute towards residential development in the future.

The SIA found the remaining potential impacts will have little to no impact on the local community.

Notably, the SIA found the proposed development would benefit from a community and stakeholder engagement plan, a workforce management plan, and a local procurement strategy to manage likely impacts and enhance benefits. Additionally, a community investment program would assist in mitigating potential impacts.

The SIA concludes the development is likely to have a net positive impact on the community.

The SIA appends a Social Impact Management Plan (SIMP) identifying management and mitigation measures to be applied for the development.

Refer **Appendix 8** for a copy of the SIA and SIMP.

### 3.8 Stormwater Management

A Hydrology and Drainage Concept has been prepared depicting the strategy for stormwater drainage for the development. It proposes a series of swales through the facility and along the southern and eastern boundaries of the site, with stormwater being discharged to the existing stormwater drain adjacent to the southern edge of the site.

Refer **Appendix 9** for the Hydrology and Drainage Concept.

## 4 STRATEGIC PLANNING FRAMEWORK

### 4.1 State Planning Strategy 2050

The WAPC's *State Planning Strategy 2050* was prepared in 2014 as an overarching strategic document that provides direction for all State, regional and local planning strategies, policies and approvals. It is divided into three parts – Economic development; Physical infrastructure; and Social infrastructure.

Section 1.1 of Economic development is concerned with 'the resources economy'. Under the heading 'State challenges: Regional attractiveness', is the statement:

*The attractiveness of regional living and settlements remains a challenge for the resources sector. Improving housing affordability, investment in infrastructure, including multi-use infrastructure, creating attractive places and the delivery of key services will enable a level of liveability that retains families, as well as attracting and growing a regional workforce.*

Section 1.5 of Economic development is headed 'Remote settlements'. Under the heading 'Overview', a 'remote settlement' is defined to include 'informal towns, remote road houses, Aboriginal communities, workers' camps, tourist camps and remote aerodromes'. Under the heading 'State challenges' the State Planning Strategy sets out a range of challenges associated with providing infrastructure and other services to remote settlements. It is then said:

*In addition, many regional towns have permanent workers' camps that are integrated into the social and economic life of the town. Such camps provide a catalyst for investment into a range of social services.*

*However, most workers' camps are based on the premise of a fly-in-fly-out (FIFO) workforce, which is a workforce that lives elsewhere but resides at the camp for the duration of a working term.*

*Balancing the needs of a region and its people with the operational imperatives of the resources sector ... presents a range of challenges and opportunities.*

Table 7, which immediately follows the above text, is titled 'A strategic approach to planning for remote settlements'. It provides, as an outcome for 2050 – 'Remote settlements have the capacity to accommodate and support FIFO workforces where relevant' and includes three aspirations:

- *All remote settlements that cater to FIFO have an acceptable level of support;*
- *The number and type of services provided for FIFO workforces in a remote settlement is comparable to similarly sized settlements elsewhere in the State; and*
- *All permanent workers' camps have the required physical and social infrastructure.*

For Social infrastructure, under the heading 'State challenges', it states:

*The provision of adequate social infrastructure and related services is also needed to support workforce accommodations that focus on the health and well-being of FIFO workers. The closer the distance between where FIFO workers live and work, the easier it becomes to promote the liveability of regional towns and centres.*

Section 3.2 of Social infrastructure is headed 'Affordable living'. The 'State challenges' section includes the following statement:

*The high demand for housing, coupled with building and infrastructure costs, particularly in the regions, means affordability is an ongoing challenge that impacts on the ability of some communities to attract and retain a stable population and a skilled workforce. ... In some regional areas, local affordability, housing issues and construction costs are creating labour market difficulties and discouraging people from moving to areas where there is demand for labour. The planning and development of compact structures, government buildings and housing precincts can be designed to include the capacity for transient workforce accommodation across the service, mining and agricultural sectors.*

The proposed development provides a suitable response to the issues of housing affordability, building and infrastructure costs, social infrastructure, and reducing the distance between accommodation and worksite. The location of the development within the Kalgoorlie urban area provides a suitable response to these issues and allows occupants staying in the facility to contribute to the local economy by visitation to local establishments and recreational facilities.



## 4.2 Goldfields-Esperance Regional Planning and Infrastructure Framework

The *Goldfields-Esperance Regional Planning and Infrastructure Framework* was prepared by the WAPC in June 2015 to provide the regional context for land-use planning in the Goldfields-Esperance region, provide an overview of the major regional issues facing the region including economic, social, cultural and environmental matters, and identify the priority actions required to enable comprehensive regional planning and to guide local planning processes. It states:

*In recent times there has been an increasing reliance on fly-in fly-out (transient) workforces to service resource projects in Western Australia including a number of current and proposed projects in the Goldfields-Esperance region. Fly-in fly-out workforces help accommodate constantly changing labour requirements, particularly for specialist skills and during the construction stages of projects. However, as those employment opportunities associated with the ongoing operations of resource projects are generally more long-term in nature, it would be preferable from a community-building perspective to increase the amount of mine workers living in the region.*

The proposed development is aligned to the Framework as it provides accommodation to cater for the temporary demand for the construction workforce associated with the Kalgoorlie Smelter Renewal project, and will be removed at the conclusion of the project.

## 4.3 Local Planning Strategy

The City's Local Planning Strategy (**Strategy**) was endorsed by the Western Australian Planning Commission (WAPC) in July 2013. It provides some guidance on the City's position regarding workforce accommodation. More specifically:

- Population: The Strategy refers to a KPMG report which notes approximately 25% of the City's population is transient.
- Housing: The Strategy states:

*To encourage commercial activity and investment back into the city through 'miner' accommodation, the City will consider including transient workforce accommodation as a discretionary (D) use on properties zoned 'Industrial,' and in the new Town Planning Scheme.*
- Tourism: The Strategy considers tourism and mining workforce accommodation are two separate aspects and the Strategy seeks to ensure there is enough land and facility provision for both. In addition, it provides:

*The City aims to ensure that there is a distinction between land used for tourism and land used for temporary workers accommodation and prevent the encroachment of temporary workers in such tourism facilities, thus removing the pressures currently existing on tourist facilities as a result of mining activity.*

The proposal makes land available in the Kalgoorlie townsite available for accommodation for BHP's construction workforce and minimises the need to use tourism accommodation facilities.

## 5 STATUTORY PLANNING FRAMEWORK

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

The City's Local Planning Scheme No. 2 (**LPS2**) applies to the subject site. The provisions of LPS2 are supplemented by the **deemed provisions** of Schedule 2 of the *Planning and Development (Local Planning Schemes) Provisions 2015*. Where a provision of LPS2 is in conflict with a deemed provision, the deemed provision prevails.

#### 5.1.1 Scheme aims

The aims of LPS2, as set out in clause 9, are:

- (a) *ensure there is a sufficient supply of serviced and suitable land for housing, commercial activities, community facilities, recreation, and open space;*
- (b) *support such expansion as is consistent with the provision and improvement of infrastructure, services and facilities;*
- (c) *provide for a range of accommodation choices that meets the needs and aspirations of the community;*
- (d) *provide for convenient, attractive and viable commercial areas and tourist facilities to serve the needs of the residents and visitors;*
- (e) *encourage the development of businesses that will strengthen the economic base of the City;*
- (f) *ensure that areas of environmental and cultural significance are protected and that land use and development within the City is environmentally sustainable.*
- (g) *ensure the use and development of land does not result in significant adverse impacts on the physical and social environment;*
- (h) *nurture new economic development opportunities through flexible land use planning controls;*
- (i) *ensure that development is performed in an orderly and proper manner;*
- (j) *protect, and where possible, enhance amenity by promoting high quality built formats;*
- (k) *conserve the non-indigenous and indigenous built and natural environments;*
- (l) *manage land use planning and development so that it does not diminish the mineral resource sector;*
- (m) *preserve the rare and valuable natural environment and promote the use of environmentally sustainable building design and materials;*
- (n) *facilitate a diverse and integrated network of open space catering for both the active and passive recreation needs of the community; and*
- (o) *protect remnant vegetation;*

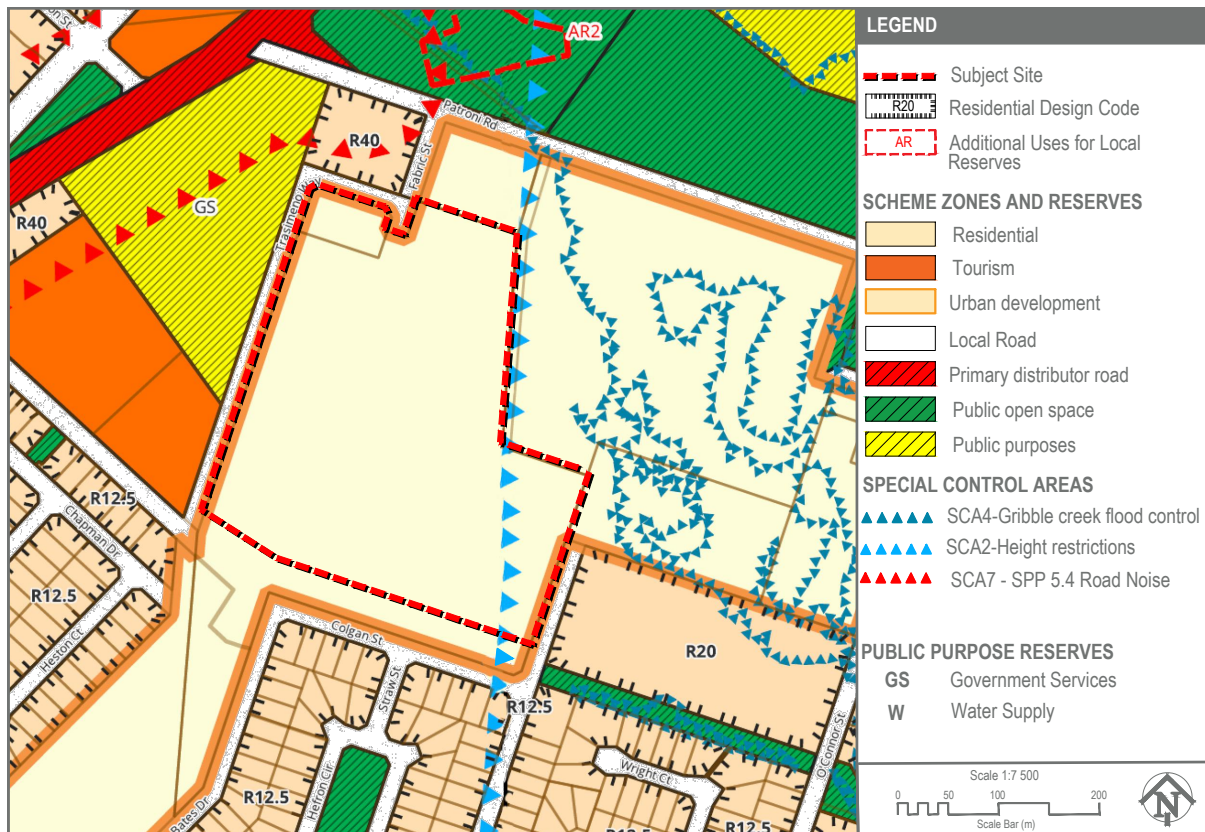
Many of the LPS2 aims reflect the considerations in clause 67(2) of the deemed provisions; refer **section 5.1.5** of this report. Of the other aims, the development is consistent with them as it:

- Does not diminish the supply of land for housing; in fact it reduces demand on existing housing stock, and the temporary nature of the development allows the land to be developed for housing after the facility has been decommissioned.

- Provides employment for local businesses, in catering, cleaning, and other services.
- Employs a construction methodology that allows reuse of buildings on future accommodation sites and minimises disturbance of the land.

### 5.1.2 Zoning and land use permissibility

The subject site is zoned Urban Development under LPS2. Portion of the subject site is within a height restriction special control area under the LPS2 map. Refer **Figure 5**.



**Figure 5: LPS2 map**

LPS2 does not specify land use permissibility in the Urban Development zone. Instead, LPS2 requires due regard is given to a structure plan and/or local development plan when considering development applications in the Urban Development zone.

### 5.1.3 Special Control Area 2 - Kalgoorlie-Boulder Airport – Building Height Restrictions

The eastern portion of the subject site falls within Special Control Area 2 - Kalgoorlie-Boulder Airport – Building Height Restrictions (**SCA2**), the purpose for which is to control height of structures to protect operations of Kalgoorlie-Boulder Airport. SCA2 provision 1 requires development applications to state the ultimate heights of buildings/structures in Australian Height Datum (**AHD**), excluding single and grouped dwellings and associated structures.

As the proposed structures are of a similar height and scale as a single house or grouped dwelling, and without masts or other tall structures, the proposed development is consistent with the purpose of the SCA2 provisions.

#### 5.1.4 General development standards and requirements

Table 7 and 8 and clauses 33 to 49 of LPS2 set out general development standards and requirements. Refer below an assessment against the various standards.

**Table 3: Assessment of LPS2 development standards**

Development standard	Provided / Comment	Compliance
<b>33. Amenity of Non-Residential Development</b>		
<i>1. The amenity of non-residential development shall be in accordance with the following:-</i>		□
<i>(a) the form, bulk and scale of development is to be compatible with surrounding land uses; and</i>	<p>The development is designed as a low scale development with open spaces between buildings and landscaping around parts of the perimeter of the facility to complement the existing character of the area.</p> <p>Land uses and developments in the locality are described in <b>section 2.2</b> of this report. The buildings in this locality are low in scale. They include:</p> <ul style="list-style-type: none"> <li>• Single-storey homes on Fabric Street which are of brick or steel construction with steel roofs, in open settings, and with high steel fences along much of the Fabric Street frontage.</li> <li>• City administration offices in a large brick building with steel roof, in car park and landscaped surrounds.</li> <li>• Tourist park on Ochiltree Street with caravan pad sites. Some sites have fabricated transportable chalet units erected on them.</li> <li>• Contemporary single-storey houses with well-maintained landscaped front yards on Colgan Street.</li> <li>• Large expanses of vacant rural or undeveloped land, particularly to the east of the subject site.</li> </ul> <p>The scale of the proposed development – low, transportable buildings, in a site with open spaces, circulation areas, behind a perimeter fence, is complementary to most other development in the locality. The area that is perhaps at odds with the development is the residential area on Colgan Street, and in this respect there is a wide separation between the development and Colgan Street which ameliorates any possible conflict of character. In any event, and in regard to future character, the facility is temporary and will be removed from the land, and so it has no impact on the future character of the locality.</p>	✓□
<i>(b) the impacts of the development are to be contained on site and/or suitably managed to limit impacts on adjoining properties; and</i>	The development will not cause detriment or nuisance to the amenity of the locality by way of noise, odours, light, or other offsite impact.	✓□

Development standard	Provided / Comment	Compliance
<i>(c) the impact of the development on the road network and traffic management is to be consistent with the road function and hierarchy; and</i>	Refer <b>Appendix 4</b> for a TIA considering traffic generated by the proposed development. It concludes the development is unlikely to cause a significant impact on overall safety and traffic operations on the surrounding road network.	✓□
<i>(d) adequate and safe provision and access is to be made for parking and service, haulage and waste vehicles, and loading areas where required; and</i>	Refer <b>Appendix 4</b> for a TIA considering access arrangements and vehicle movements and parking.	✓□
<i>(e) storage of plant and equipment, services and areas for waste management and essential services to be screened or separated from public areas, particularly from street frontages; and</i>	The development will be screened from view from outside the facility.	✓□
<i>(f) external lighting of public spaces is to be provided and designed to minimise light spill and glare on adjoining properties; and</i>	Lighting will be provided within the facility, and will comply with Australian standards relevant to the control of obtrusive outdoor lighting.	✓□
<i>(g) visual impacts are to be minimised by the use of vegetation screening and tree retention; and</i>	The planting of trees is proposed along Trasimeno Way and the southern boundary to provide visual relief and shade, to improve the amenity of those frontages.	✓□
<i>(h) buildings are to have coordinated or complementary materials, colours and styles and be reflective of the character of the locality.</i>	Buildings are screened by a Colorbond fence along the perimeter of the site – a fencing material common to the locality.	✓□
<b>34. Landscaping and Site Maintenance</b>		
<i>1. Where required under this Scheme, landscaping shall be predominantly street facing, installed prior to occupancy, and maintained thereafter to the local government's satisfaction which may require a landscape management plan as a condition of development approval.</i>	Landscaping is proposed primarily on the external side of the perimeter fence. It is expected conditions will be imposed requiring installation and maintenance of landscaping.	✓□
<i>2. Street setback areas shall not be used for any purpose other than a means of access; daily parking of vehicles; loading and unloading of vehicles; and/or landscaping but may include an awning, pergola, or similar structures.</i>	While there are no setbacks prescribed under the planning framework, areas adjacent to Trasimeno Way are to be developed with parking and landscaping.	✓□
<b>35. Vegetation Protection</b>		
<i>1. Unless approved by the local government, no clearing or destruction of remnant vegetation or revegetation shall be permitted. The following clearing does not require the approval of the local government: (b) clearing as may reasonably be required to accommodate an approved building and curtilage, access, and/or other land use/s approved by the local government;</i>	The subject site has been historically cleared of vegetation and the land has been managed with slashing of grass and weeds as required. No additional clearing is proposed.	✓□
<b>36. Wastewater and stormwater disposal</b>		
<i>1. All development generating wastewater shall connect to reticulated sewerage where available to the lot. Where reticulated sewerage is not available, wastewater disposal shall be in accordance with the Government's sewerage policy and the local government and Department responsible for Health must be satisfied that onsite wastewater disposal will not result in adverse health or environmental issues.</i>	The development will be connected to the deep sewerage network.	✓□



Development standard	Provided / Comment	Compliance														
3. Stormwater discharge is to be uncontaminated and discharged to the street or to an alternative location to the satisfaction of the local government and any relevant authority but is not to be discharged into the City's reticulated sewer network or onto adjoining properties.	Refer <b>Appendix 9</b> for a stormwater management plan.	✓□														
37. Parking																
<p>1. Car and bicycle parking bays and end of trip facilities are to be provided in accordance with Schedule 1. The required number of bays shall be round up to the nearest whole number and where multiple uses are proposed, the number of bays shall be calculated separately for each use and rounded to the nearest whole number and then added together.</p> <p><b>Schedule No.1 –Parking Requirements</b></p> <p><b>Workforce accommodation</b></p> <p><u>Car parking:</u> (1) bay per dwelling/unit; and (1) oversized vehicle parking bay per 10 beds;</p> <p><u>Staff parking:</u> N/A</p> <p><u>Delivery or queuing:</u> N/A</p> <p><u>Employee bicycle parking:</u> 1 space per 4 employees</p> <p><u>Visitor bicycle parking:</u> 1 space per 5 units</p> <p><u>End of journey facility Requirements</u></p> <table><tr><th>Number of Long-term Bicycle Bays Provided</th><th>Number of Showers / Change Room Required</th></tr><tr><td>1 to 2 bicycles</td><td>No requirement</td></tr><tr><td>3 to 10 bicycles</td><td>1 male / 1 female</td></tr><tr><td>11 to 20 bicycles</td><td>2 male / 2 female</td></tr><tr><td>21 to 30 bicycles</td><td>3 male / 3 female</td></tr><tr><td>31 to 40 bicycles</td><td>4 male / 4 female</td></tr><tr><td>41 bicycles and over</td><td>5 male / 5 female</td></tr></table>	Number of Long-term Bicycle Bays Provided	Number of Showers / Change Room Required	1 to 2 bicycles	No requirement	3 to 10 bicycles	1 male / 1 female	11 to 20 bicycles	2 male / 2 female	21 to 30 bicycles	3 male / 3 female	31 to 40 bicycles	4 male / 4 female	41 bicycles and over	5 male / 5 female	<p><u>Car parking</u> Based on the LPS2 parking rate, the facility would require 1,152 car parking bays plus 116 oversized vehicle parking bays (total 1,268). The application proposes 123 car parking spaces. Workers will be transported to the worksite and airport by bus, and there is no utility in providing every unit with a parking space. The LPS2 parking rate can be varied under clause 77D of the deemed provisions, provided the decision-maker is satisfied: <i>the lower number of car parking spaces would be adequate for the demands of the development, having regard to the likely use of the car parking spaces, the availability of off-site parking facilities and the likely use of alternative means of transport.</i></p> <p>In this regard, alternative means of transport is provided by way of buses to transport workers to and from the airport and worksite. Refer section 3.4.1 of the TIA at <b>Appendix 4</b> which includes a detailed analysis on car parking. It concludes there will be a healthy surplus of car parking on the site based on expected demand for parking generated by occupants and staff of the facility.</p> <p><u>Bicycle parking</u> Bicycle parking is not provided for in the development, due to a historic lack of take up of bicycles in other accommodation facilities and safety issues associated with their use travelling to and from licensed venues, helmet compliance, and bicycle maintenance. Shops and licensed premises are within walking distance of the facility, workers staying in the facility will be provided with meals and recreation facilities and will be transported to the worksite by bus.</p> <p><u>End of journey facilities</u> n/a – no bicycle parking proposed.</p>	discretion required
Number of Long-term Bicycle Bays Provided	Number of Showers / Change Room Required															
1 to 2 bicycles	No requirement															
3 to 10 bicycles	1 male / 1 female															
11 to 20 bicycles	2 male / 2 female															
21 to 30 bicycles	3 male / 3 female															
31 to 40 bicycles	4 male / 4 female															
41 bicycles and over	5 male / 5 female															

Development standard	Provided / Comment	Compliance
2. <i>Parking bays shall be designed, paved or sealed, drained, marked in accordance with AS 2890.1, AS 2890.3, AS 2890.6 and AS2890.5 and maintained to the local government's satisfaction and a minimum of one tree is to be planted for every six carparking bays.</i>	Vehicle circulation areas be constructed with hardstand (compacted crushed blue metal). Given the development is a temporary one and will be decommissioned and removed at the end of its lifespan, the use of hardstand surface is appropriate. Car parking has been designed to the relevant standards, with the exception of the bollards in shared spaces which can be addressed at detailed design stage. Refer section 3.4.2 of the TIA at <b>Appendix 4</b> . Discretion is sought in respect of the requirement for 1 tree per 6 car parking bays, as the development is temporary and the facility (including carpark) will be decommissioned once the use ceases.	discretion required <input type="checkbox"/>
5. <i>Where a parking reduction is sought and/or any circumstance where on-street parking is to be utilised in lieu of on-site parking in accordance with subclause (3), the applicant is to demonstrate to the satisfaction of the local government there will be sufficient availability of bays during the hours of operation of the proposed use which may require a parking management plan as a condition of approval.</i>	Refer section 3.4.1 of the TIA at <b>Appendix 4</b> which includes a detailed analysis on car parking. It concludes there will be a healthy surplus of car parking on the site based on expected demand for parking generated by occupants and staff of the facility. Accordingly a parking management plan is not required.	✓ <input type="checkbox"/>
<b>42. Shipping Containers</b>		
1. <i>A shipping container must be out of public view or constructed or upgraded and maintained to a standard that ensures the visual amenity of the area is not adversely impacted to the local government's satisfaction.</i>	The facility is screened from public view.	✓ <input type="checkbox"/>
<b>47. Workforce Accommodation</b>		
1. <i>Notwithstanding any other provision of the Scheme, the following development provisions apply to Workforce Accommodation proposals:</i>		<input type="checkbox"/>
(a) <i>buildings and structures shall be designed and configured, including form and scale that contributes to the amenity and desired character of the surrounding area.</i>	The development is designed as a low scale development with open spaces between buildings and landscaping around parts of the perimeter of the facility to complement the existing character of the area. Land uses and developments in the locality are described in <b>section 2.2</b> of this report. The buildings in this locality are low in scale. They include: <ul style="list-style-type: none"> <li>• Single-storey homes on Fabric Street which are of brick or steel construction with steel roofs, in open settings, and with high steel fences along much of the Fabric Street frontage.</li> <li>• City administration offices in a large brick building with steel roof, in car park and landscaped surrounds.</li> <li>• Tourist park on Ochiltree Street with caravan pad sites. Some sites have fabricated transportable chalet units erected on them.</li> </ul>	✓ <input type="checkbox"/>

Development standard	Provided / Comment	Compliance
	<ul style="list-style-type: none"> <li>Contemporary single-storey houses with well-maintained landscaped front yards on Colgan Street.</li> <li>Large expanses of vacant rural or undeveloped land, particularly to the east of the subject site.</li> </ul> <p>The scale of the proposed development – low, transportable buildings, in a site with open spaces, circulation areas, behind a perimeter fence, is complementary to most other development in the locality. The area that is perhaps at odds with the development is the residential area on Colgan Street, and in this respect there is a wide separation between the development and Colgan Street which ameliorates any possible conflict of character. In any event, and in regard to future character, the facility is temporary and will be removed from the land, and so it has no impact on the future character of the locality.</p>	
<i>(b) the primary street setback areas shall only be used for landscaping, parking and access, unless otherwise approved by the local government.</i>	While there are no setbacks prescribed under the planning framework, areas adjacent to Trasimeno Way are to be developed with parking and landscaping.	✓□
<i>(c) Front fences shall be visually permeable, and the design, height, colour and materials used should reflect the local character.</i>	Impermeable fencing is proposed to screen the development from view from the street and surrounding areas and to improve amenity outcomes for occupants of the facility and the surrounding areas. The use of high solid fencing is consistent with existing fencing along Fabric Street and it warrants approval accordingly.	discretion required
<i>2. Where workforce accommodation is proposed to be located on site for a finite period of time, development applications shall be accompanied by information demonstrating suitable arrangements for the removal of structures and/or rehabilitation of the site; and proposals may be subject to a time-limited development approval.</i>	The subject site will be developed under a short-term lease arrangement with the City, and the rehabilitation and return of the lease area will be included in the lease documents. It is also expected a condition requiring a site decommissioning program to be provided to the City 12 months prior to expiry of the development application will be imposed on the development approval.	✓□

The development is consistent with the development standards of LPS2 and variations to the development standards warrant approval on application of discretion per the variation provisions of clause 50 of LPS2, in that non-compliance will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.

### 5.1.5 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out matters to be considered by the decision-maker under LPS2. Refer to **Table 4** for consideration of the relevant matters pertinent to this application.



**Table 4: Matters to be considered**

Matter to be considered	Applicant comment
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	Refer <b>section 5.1</b> for an assessment of the aims and provisions of LPS2.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	This development application report above comprehensively addresses the relevant planning framework. By nature of the development proposed, being temporary accommodation units, the proposal does not prejudice the ultimate development potential of the area. Consideration has also been given to draft local planning policies – refer <b>section</b> Error! Reference source not found. of this report.
(c) <i>any approved State planning policy</i>	Refer to <b>section 5.3</b> below.
(d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d)</i>	None relevant to this development.
(e) <i>any policy of the Commission</i>	Refer <b>section 5.5.1</b> for consideration of the WAPC position statement on workforce accommodation.
(f) <i>any policy of the State</i>	BHP has committed to implement recommendations of the Western Australian Government response to the <i>Community Development and Justice Standing Committee Report 2: 'Enough is Enough' - Sexual harassment against women in the FIFO mining industry</i> (September 2022). The development has been designed with the intent of ensuring the workplace is safe, healthy and respectful.
(fa) <i>any local planning strategy for this Scheme endorsed by the Commission</i>	Refer <b>section 4.3</b> of this report.
(g) <i>any local planning policy for the Scheme area;</i>	Refer <b>section 5.4</b> of this report.
(h) <i>any structure plan or local development plan that relates to the development</i>	There is no approved structure plan or local development application applicable to the subject site. Refer <b>section 5.2</b> for consideration of a draft structure plan.
(i) <i>any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015</i>	None identified.
(j) <i>in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve</i>	Not applicable.
(k) <i>the built heritage conservation of any place that is of cultural significance</i>	There is no known cultural heritage place affecting the subject site.
(l) <i>the effect of the proposal on the cultural heritage significance of the area in which the development is located;</i>	The subject site is not in a known or mapped area of cultural heritage significance.
(m) <i>the compatibility of the development with its setting, including –</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The development is designed as a low scale development with open spaces between buildings and landscaping around parts of the perimeter of the facility to complement the existing character of the area.

Matter to be considered	Applicant comment
	<p>Land uses and developments in the locality are described in <b>section 2.2</b> of this report. The buildings in this locality are low in scale. They include:</p> <ul style="list-style-type: none"> <li>• Single-storey homes on Fabric Street which are of brick or steel construction with steel roofs, in open settings, and with high steel fences along much of the Fabric Street frontage.</li> <li>• City administration offices in a large brick building with steel roof, in car park and landscaped surrounds.</li> <li>• Tourist park on Ochiltree Street with caravan pad sites. Some sites have fabricated transportable chalet units erected on them.</li> <li>• Contemporary single-storey houses with well-maintained landscaped front yards on Colgan Street.</li> <li>• Large expanses of vacant rural or undeveloped land, particularly to the east of the subject site.</li> </ul> <p>The scale of the proposed development – low, transportable buildings, in a site with open spaces, circulation areas, behind a perimeter fence, is complementary to most other development in the locality. The area that is perhaps at odds with the development is the residential area on Colgan Street, and in this respect there is a wide separation between the development and Colgan Street which ameliorates any possible conflict of character.</p> <p>In any event, and in regard to future character, the facility is temporary and will be removed from the land, and so it has no impact on the future character of the locality.</p>
<p>(n) <i>the amenity of the locality including the following –</i></p> <ul style="list-style-type: none"> <li>(i) <i>environmental impacts of the development;</i></li> <li>(ii) <i>the character of the locality;</i></li> <li>(iii) <i>social impacts of the development;</i></li> </ul>	<p>The development will not cause detriment or nuisance to the amenity of the locality by way of noise, odours, light, or other offsite impact. In respect of the three items listed in this subclause:</p> <ul style="list-style-type: none"> <li>(i) No environmental impacts have been identified.</li> <li>(ii) As described above, the development is in keeping with the character of the locality.</li> <li>(iii) Refer <b>Appendix 8</b> the SIA which considers the social impact of the development.</li> </ul>
<p>(o) <i>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource</i></p>	<p>No known impact on the natural environment or water resources has been identified. The land has historically been cleared for the Kalgoorlie Aerodrome and does not contain native vegetation. No watercourse runs through the site.</p>
<p>(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i></p>	<p>Landscaping around portions of the perimeter of the site is proposed.</p>
<p>(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i></p>	<p>No risk of flooding, bushfire, or the like has been identified.</p>
<p>(r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety</i></p>	<p>No land uses have been identified in the neighbourhood around the subject site, or on the site itself, that would cause a possible risk to health or safety.</p>

Matter to be considered	Applicant comment
(s) <i>the adequacy of –</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	Refer <b>Appendix 4</b> for a TIA considering access arrangements and vehicle movements and parking.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	Refer <b>Appendix 4</b> for a TIA considering traffic generated by the proposed development. It concludes the development is unlikely to cause a significant impact on overall safety and traffic operations on the surrounding road network.
(u) <i>the availability and adequacy for the development of the following –</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	(i) There is limited public transport in the area. TransGoldfields route 863 provides a commuter bus service along Hannan Street / Great Eastern Highway which connects to the Boulder and Kalgoorlie town centres on an infrequent basis (hourly weekdays, three services on Saturdays, and no services on Sundays or public holidays). Workers staying in the facility will be provided with meals and recreation facilities and will be transported to the worksite by bus. (ii) The project team has made enquiries with service providers with regard to connecting to and capacity of utilities. (iii) Refer <b>Appendix 5</b> for a waste management plan. (iv) The development is connected to the path network on Fabric Street. Bicycle parking is not provided for in the development, due to a historic lack of take up of bicycles in other like facilities and safety issues associated with their use travelling to and from licensed venues, helmet compliance, and bicycle maintenance. (v) Accessible paths link all buildings and parking areas. All buildings will be accessible. Four accessible car parking spaces are provided.
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	Refer <b>Appendix 8</b> for the SIA and SIMP.
(w) <i>the history of the site where the development is to be located;</i>	The subject site was previously used in conjunction with the former Kalgoorlie Aerodrome (1928-1992), with the site being on the northern approach to runway 19 (extended c.1947).
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	Refer <b>Appendix 8</b> for the SIA and SIMP.
(y) <i>Any submissions received on the application</i>	To be addressed following public consultation. Refer also <b>section 1.4</b> for a description of pre-lodgement consultation undertaken by BHP.
(za) <i>the comments or submissions received from any authority consulted under clause 66;</i>	To be addressed based on referrals undertaken (if any).
(zb) <i>any other planning consideration the local government considers appropriate.</i>	None identified.

With reference to the information contained within **Table 4** above, the proposed development warrants approval having regard to the relevant considerations set out in clause 67(2) of the Deemed Provisions.

## 5.2 North Somerville District Structure Plan

The City has prepared a draft North Somerville District Structure Plan (**Structure Plan**). Advertising of the draft Structure Plan concluded September 2022. The draft Structure Plan identifies the majority portion of the proposed lease area for residential uses, with a small area designated public open space in the eastern corner of the lease area. An access street straddles the eastern edge of the proposed lease area. Refer the following extract from the Structure Plan.

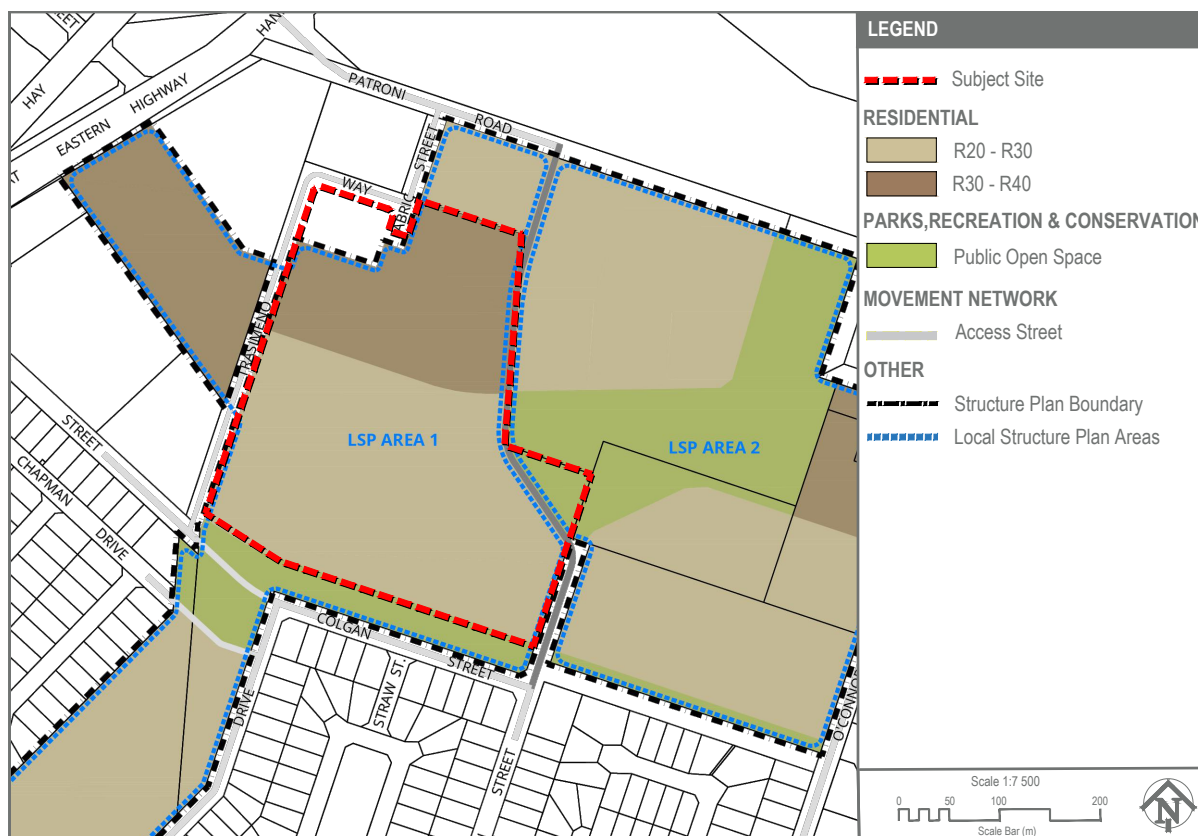


Figure 6: Draft North Somerville District Structure Plan

The proposed lease is for a temporary use of the land; all structures will be removed from the land at the end of the lease term. It therefore does not inhibit or prejudice the future residential and public open space use of the land as depicted in the draft Structure Plan.

## 5.3 State Planning Policies

### 5.3.1 State Planning Policy 3: Urban Growth and Settlement

The WAPC's *State Planning Policy 3: Urban Growth and Settlement (SPP3)* was prepared in March 2006. It includes the following in its 'introduction and background' section:

*In the mining and resource sector, improvements in mobility brought about by more cost effective travel, has seen the growth of the fly-in fly-out workforce often accommodated at mine sites. There are concerns that fly-in fly-out working arrangements do little to contribute to the local economy and the viability of regional towns and communities. The resources sector, however, regards fly-in fly-out as critical for remote mining operations and in attracting skilled workers. There is a need to promote investment in regional communities whilst recognizing that fly-in fly-out arrangements will often be necessary due to remoteness and to attract skilled workers.*

SPP3 includes the following policy measure under clause 5.1 'Creating Sustainable Communities':

*New settlements may be necessary to provide accommodation for mineral and resource projects in remote locations. For existing settlements, the preference is to accommodate the mining workforce in nearby communities, where the mine site is in reasonable proximity of the town, and there is available housing land, infrastructure and facilities. In this way the mining workforce will support the economy of the town and have access to the services and facilities which the town provides. It is recognized, however, that it may not always be practical to accommodate the mining workforce in existing communities. Regional and local planning strategies need to find a balance between accommodating the mining workforce in regional communities, and fly-in fly-out arrangements where necessary due to remoteness or labour shortages. State and local governments also need to consider the standard of available housing and access to education, health and recreation opportunities.*

The proposed development is entirely consistent with the provisions of SPP3 in that the facility is located within the Kalgoorlie urban area, rather than being attached to the worksite (smelter) or other remote location. This allows people staying in the facility and persons employed at the facility to contribute to the local economy.

### 5.3.2 State Planning Policy 5.4 Road and Rail Noise

The purpose of State Planning Policy 5.4 Road and Rail Noise (**SPP 5.4**) is to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes. SPP 5.4 seeks to ensure that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of these transport corridors.

Refer **Appendix 7** for a noise management plan addressing the requirements of SPP5.4. It concludes the development will meet noise targets under SPP5.4 and no amelioration measures are required.

## 5.4 Local Planning Policies

There are a number of local planning policies prepared under the previous town planning scheme; LPS2 does not contain transitional provisions carrying over those policies, and consequently they have no effect under LPS2.

The City has advertised a number of new local planning policies for public comment, and it intends to adopt them under LPS2. Per clause 67(2)(b) of the deemed provisions due regard should be given to the draft policies. Refer below an assessment against the draft policies.

### 5.4.1 Local Planning Policy LPP1 – Workforce Accommodation

The City's draft Local Planning Policy LPP1 Workforce Accommodation (**LPP1**) provides guidance on development applications for workforce accommodation and manages the development of workforce accommodation with a longer-term aim to maximise the residential workforce and ensure that, where workforce accommodation is provided, it is designed appropriately and contributes to the City's vision to be a place people call home. The objectives of LPP1 are to:

- a) *Support fixed-duration major construction projects where it can be substantiated that employment and/or accommodation cannot be locally sourced.*
- b) *Discourage the construction of work camps or short-stay facilities used only to accommodate fly-in-fly-out (FIFO) employees/contractors.*
- c) *Achieve reciprocal benefits for the local community and business from an integrated workforce accommodation facility.*

- d) *Provide guidance and performance criteria to enable the preparation of applications by proponents and the assessment of proposals by the City.*
- e) *Enable occupants of the accommodation facility to integrate with the community, local businesses and City services.*
- f) *Acknowledge that workforce accommodation is by nature, a temporary land use and that planning controls will be used to limit the period of use.*
- g) *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.*
- h) *Encourage permanent housing type for workforce accommodation within the residential and rural townsite zone.*

The proposed development satisfies the objectives of LPP1 as it supports the Kalgoorlie Smelter Renewal project for which there is insufficient housing in town to accommodate workers without having adverse and detrimental impacts on access to housing for locals and key workers. LPP1 expressly supports fixed duration construction projects. The project will require accommodation for a workforce well beyond the capacity of the city to deliver, with an estimated 2,000 workers employed during shutdown.

The facility will be used for BHP's workforce. With the scale of Kalgoorlie Smelter Renewal project and workforce required, to minimise sharp price increases and accommodation shortages on housing and tourist accommodation in the city it is preferable that the facility accommodates BHP's workforce, freeing up other accommodation within the city for other uses.

The development is located within the Kalgoorlie urban area, rather than being attached to the worksite (smelter) or other remote location. This allows people staying in the facility and persons employed at the facility to contribute to the local economy. There are licensed premises and shops in walking distance, and public transport services along Hannan Street linking to the Boulder and Kalgoorlie town centres.

The development has been designed as a temporary facility, and buildings are in modular form allowing the facility to be dismantled and transported from the site at the end of the development term, and vacant possession handed back to the City as landowner. The City has progressed a Structure Plan over the land to facilitate longer-term residential subdivision of the subject site and surrounds.

The development meets the objectives of LPP1 and warrants approval.

#### Policy provisions

LPP1 sets out a series of standard development design guidelines to be considered for workforce accommodation proposals. **Table 5** below provides an assessment against the design guidelines to this proposed development.



**Table 5: Assessment against the policy provisions of LPP1**

Policy provision	Provided / Comment	Compliance
<b>1. Workforce use classification</b>		
<p><i>In considering a development as falling within the Workforce Accommodation definition the City will consider the merits of the proposal including site configuration; building form and design, floor layout and size; on-site amenity; parking; and landscaping, including the following:</i></p> <ul style="list-style-type: none"> <li><i>Proposals that comprise more than 60% room typologies, where the room size is 10m<sup>2</sup> or less (excluding bathrooms/ensuites) or 14m<sup>2</sup> in total size;</i></li> <li><i>Floor layout and site amenities (walkways, signage, landscaping and leisure/recreation spaces) and guest reception that do not include a mix of accommodation types catering for a range of short stay occupants including couples or families;</i></li> <li><i>Streetscape interface and guest parking locations and transport facilities; and</i></li> <li><i>Proposals that are predominantly for single occupant typology may be considered acknowledging their use as workforce accommodation.</i></li> </ul>	<p>The proposal is accommodation for temporary workforce that is consistent with contemporaneous workforce accommodation for single occupants. Room sizes are approximately 11.9m<sup>2</sup> including en suite, and the facility is provided with recreational and dining facilities for occupants. Retail facilities have not been included to encourage visitation to local businesses.</p>	✓□
<b>2. Time limited approvals</b>		
<p><i>Workforce Accommodation is by its definition a temporary land use and therefore, unless otherwise specified below, planning approval will be conditioned for the use to cease within a specified time-period.</i></p> <p><i>b. Planning approval will not exceed a period greater than ten (10) years. Any renewal or extension will require a further planning application and be subject to the provisions of this policy.</i></p>	<p>Noted. BHP has sought a lease of the subject site for a term of 3 years, with three one-year options to extend (i.e. up to six years). BHP will cease operation of the workforce accommodation within 5 years of commencing the use. The facilities will be removed within remainder of the lease term.</p>	✓□
<p><i>d. Workforce accommodation built for a specific project shall have time-limited planning approval generally in accordance with its duration.</i></p>	<p>As above.</p>	✓□
<p><i>e. Development applications are required to identify the period for which they are seeking planning approval.</i></p>	<p>The development application timeframes will be per the lease terms.</p>	✓□
<p><i>f. 12 months prior to the expiry of the planning approval the landowner must provide to Council for approval a site decommissioning program or a plan to transition to a permanent land use.</i></p>	<p>To be a condition of approval.</p>	✓□
<p><i>g. At the conclusion of the approved timeframe, the planning approval will expire.</i></p>	<p>Noted.</p>	✓□
<b>3. Need</b>		
<p><i>Proposals for new workforce accommodation facilities, requests to extend approval periods for existing workforce accommodation facilities or proposals to increase the number of beds associated with existing facilities must be accompanied by information that demonstrates need.</i></p>	<p>The proposed development is required to accommodate the construction workforce for BHP's Kalgoorlie smelter renewal. The smelter has undergone regular campaign rebuilds since operations commenced. The last major campaign rebuild was 2008, and BHP forecasts end of the current campaign life in 2025. In addition to the scheduled campaign rebuild, BHP is considering additional upgrades that would modernise the facility, reducing emission sources and enabling increases in production.</p>	✓□

Policy provision	Provided / Comment	Compliance
<p><i>Major projects that require review of workforce demands should be the catalyst for review of workforce practices. The potential for existing settlements to accommodate workers should be considered as part of the workforce model for any such project. As such, the need for additional beds must be considered against the capacity of existing settlements to meet the accommodation demands. The following provisions guide how need will be assessed:</i></p> <ul style="list-style-type: none"> <li><i>A proponent of new workforce accommodation, or an increase in the number of beds for an existing facility, must demonstrate a need for the development, as part of their proposal. The need for beds must be demonstrated in the context of workforce accommodation provision across the City and across industry demands.</i></li> <li><i>Proponents must demonstrate liaison with the City and evaluation of options regarding capacity in local housing and land supply markets, prior to applying for workforce accommodation facilities associated with major projects.</i></li> <li><i>Assertions that there is adequate demand for workforce accommodation to support business investment which are not substantiated with demonstrable demand are not accepted as the basis for demonstrating need for workforce accommodation.</i></li> <li><i>Advocating for new workforce accommodation in conjunction with a reduction of workforce accommodation beds elsewhere, is insufficient by itself to demonstrate need for workforce accommodation.</i></li> <li><i>Evidence of occupancy, contracts or bookings may contribute to the demonstration of demand for workforce accommodation.</i></li> <li><i>Assessment of workforce accommodation proposals must consider the cumulative impacts of multiple workforce accommodation developments on the sustainability and liveability of affected towns and the City generally.</i></li> </ul>	<p>A rebuild would involve a 6-month outage of the smelter, requiring a temporary construction workforce of up to 2,000 people; at least 20% of those people will be sourced from businesses in the Kalgoorlie-Boulder region.</p> <p>The remaining personnel will require temporary accommodation during the peak of construction. BHP has conducted a review of current and forecast accommodation in the region, which has indicated a new temporary accommodation facility will be required for up to 60% of this peak workforce. The remaining 20% will be accommodated in other facilities. A recent survey by the CME identified a number of major capital projects in the Kalgoorlie-Boulder region over FY23-26, each requiring between 300 and 2,000 personnel, resulting in a significant increase in demand for construction accommodation.</p> <p>Studies undertaken to date have indicated that the existing available accommodation in the region to support the project is approximately 470 rooms – hotels and motels. The availability could be further impacted by other regional developments within the resource sector as well as community demands driven by ongoing events.</p>	
<b>4. Location</b>		
<p><i>Workforce accommodation facilities are to be suitably located to deliver the objectives of this policy. In determining a suitable location for development, the following should be considered:</i></p> <ul style="list-style-type: none"> <li><i>Accommodation at locations that lend itself to community integration and utilisation of local businesses.</i></li> <li><i>If community integration is unachievable, the planning approval will be conditioned to leverage development contributions to reinvest in community infrastructure.</i></li> </ul>	<p>The subject site is located in the city's urban area, allowing the facility and its occupants to contribute to the local economy and community.</p>	✓□
<ul style="list-style-type: none"> <li><i>Evidence of engagement with neighbouring properties has been undertaken by the proponent prior to lodgement of a development application.</i></li> </ul>	<p>Refer <b>section 1.4</b> of the report for details of engagement with neighbours.</p>	✓□



Policy provision	Provided / Comment	Compliance
<b>5. Design</b>		
<i>The development bulk, scale and streetscape appearance contribute to the amenity and desired character of the surrounding area.</i>	<p>The development is designed as a low scale development with open spaces between buildings and landscaping around parts of the perimeter of the facility to complement the existing character of the area.</p> <p>Land uses and developments in the locality are described in <b>section 2.2</b> of this report. The buildings in this locality are low in scale. They include:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Single-storey homes on Fabric Street which are of brick or steel construction with steel roofs, in open settings, and with high steel fences along much of the Fabric Street frontage.</li> <li><input type="checkbox"/> City administration offices in a large brick building with steel roof, in car park and landscaped surrounds.</li> <li><input type="checkbox"/> Tourist park on Ochiltree Street with caravan pad sites. Some sites have fabricated transportable chalet units erected on them.</li> <li><input type="checkbox"/> Contemporary single-storey houses with well-maintained landscaped front yards on Colgan Street.</li> <li><input type="checkbox"/> Large expanses of vacant rural or undeveloped land, particularly to the east of the subject site.</li> </ul> <p>The scale of the proposed development – low, transportable buildings, in a site with open spaces, circulation areas, behind a perimeter fence, is complementary to most other development in the locality. The area that is perhaps at odds with the development is the residential area on Colgan Street, and in this respect there is a wide separation between the development and Colgan Street which ameliorates any possible conflict of character. In any event, and in regard to future character, the facility is temporary and will be removed from the land, and so it has no impact on the future character of the locality.</p>	✓
<i>Predominant building materials and features found in the locality are incorporated into the design.</i>	The development is of modular construction, similar to other buildings found in the locality.	✓
<i>The building features and design to include wall height and roof pitch to match existing and surrounding buildings and desired character under the site zoning and streetscape interest and activation.</i>	The development is of low scale buildings similar to other buildings found in the locality.	✓□

Policy provision	Provided / Comment	Compliance
<i>Active building frontages positioned at the street front boundary, including building height and setbacks relative to the site zoning and scheme objectives and amenity.</i>	The nature of the facility, and its setting on a residential street, does not lend itself to having forward-facing 'active' buildings. The active elements of the facility such as the kitchen and diner, tavern, gymnasium, and reception are centrally located for efficient management and to minimise distance between accommodation units and site facilities. The location of active facilities at the Fabric Street frontage may not be appropriate if it introduces noisier activities in close proximity to existing residents. For these reasons, it is appropriate to exercise discretion and approve the development without an 'active' frontage.	Discretion required □
<i>The primary street setback areas shall only be used for landscaping, parking and access, unless otherwise approved by the local government.</i>	While there are no setbacks prescribed under the planning framework, areas adjacent to Trasimeno Way are to be developed with parking and landscaping.	✓
<i>Landscaping to be provided as a minimum 2m wide strip along the street frontage.</i>	A 2.0m wide strip of landscaping is proposed along the Trasimeno Way frontage.	✓ □
<i>The provision of awnings to accommodation units/pods entrances and walkways.</i>	Verandahs are provided for all accommodation units.	✓ □
<i>Front fences shall be visually permeable, and the design, height, colour and materials used should reflect the local character.</i>	Impermeable fencing is proposed to screen the development from view from the street and surrounding areas and to improve amenity outcomes for occupants of the facility and the surrounding areas. The use of high solid fencing is consistent with existing fencing along Fabric Street and it warrants approval accordingly.	Discretion required
<i>Occupant and visitor car parking facilities must be located within the street setback.</i>	While there are no setbacks prescribed under the planning framework, areas adjacent to Trasimeno Way are to be developed with parking and landscaping.	✓
<i>Signage and advertisement devices will not be supported, unless used for information or safety purposes.</i>	The only signage proposed is a sign adjacent the main entry to identify the name of the facility, and sign panels on the perimeter fence directing people to use the Fabric Street entry.	✓
<i>Adequate and safe provision and access is to be made for parking and service, and waste vehicles.</i>	Adequate provision is made for parking and service vehicles.	✓ □
<b>6. Communal facilities and amenities</b>		
<i>Adequate provision to be made for internal occupant amenities relative to the scale of the facility and number of rooms/beds including outdoor landscape courtyard areas,</i>	The design of accommodation units is commensurate with typical single-occupant worker accommodation, where to encourage social interaction and engagement communal facilities are provided for food and recreation rather than internal spaces. Further, given the scale of the facility, increasing the size of rooms and/or courtyards would reduce the number of beds capable of being developed on the site, which in turn would exacerbate the shortage of accommodation in the region.	✓ □

Policy provision	Provided / Comment	Compliance
<i>Communal outdoor landscaped areas to be provided for occupant amenity and use, the design to include landscaped gardens, outdoor seating, lighting, shelter, and other amenities such as outdoor dining and BBQs, to support informal social use and interaction and wellbeing.</i>	Outdoor facilities are provided including beer garden, synthetic grassed areas near the gymnasium and reception buildings, and eight covered seating areas through the facility. Occupants can also access the nearby Centennial Park.	✓□
<i>Landscape gardens utilise local plant species where possible, and is regularly maintained to a high standard.</i>	Landscaping is proposed using native species, and will be maintained for the life of the development.	✓
<i>Communal leisure and recreation indoor and outdoor facilities for occupation amenity given the regularity and frequency and associated proposals of stay at the facility.</i>	Sufficient provision is made for communal facilities including kitchen / diner, gymnasium, and tavern.	✓□
<b>Social impact and community integration</b>		
<p><i>All workforce accommodation applications are required to be accompanied by a Social Impact Assessment and Social Impact Management Plan. If the Social Impact Management Plan does not include contributions, then other management measures need to be considered satisfactory for the purposes of offsetting any relative net loss in community service and benefit.</i></p> <p><i>Measures to counterbalance any social impact need to be considered in the context of the broader community rather than a specific locality and detail how the measures will offset the identified effect. Contributions should address the adverse cumulative impacts of workforce accommodation on current and future generations.</i></p> <p><i>In considering applications for development approval, the community impacts associated with the development must be taken into consideration. Contributions may be in the form of:</i></p> <ul style="list-style-type: none"> <li><i>The ceding of land for an agreed public purpose;</i></li> <li><i>Construction of infrastructure works that are to be transferred to public authorities on completion;</i></li> <li><i>Monetary contributions to acquire land, community infrastructure and/or facilities; and</i></li> <li><i>Monetary contributions to Council programs and/or services.</i></li> </ul>	Refer <b>Appendix 8</b> for the SIA and SIMP prepared in support of this application. The SIA concludes the development will have a net positive impact on the community.	✓□

#### 5.4.2 Local Planning Policy LPP9 Signage

The City's draft Local Planning Policy LPP9 Signage (**LPP9**) provides clear direction on the design and application process for advertising signs to protect the amenity of the existing streetscape while providing appropriate exposure of activities or services. The policy objectives are to:

- Ensure businesses can display advertising signs without, in certain circumstances, the need to obtain development approval;*
- Ensure the display of advertising signs does not adversely impact on the amenity of surrounding land and streetscapes;*
- Ensure advertising signs are appropriately scaled for their setting;*
- Avoid the proliferation of advertising signs on individual sites and buildings to minimise visual clutter;*

- e) *Encourage the incorporation of advertising signs into the design consideration of buildings and avoid obscuring or detracting from prominent architectural features;*
- f) *Ensure advertising signs only relate to services and products available on the site; and*
- g) *Ensure advertising signs do not pose a safety threat, a hazard or obstruction to pedestrians or block motorists' views of traffic information, signs or traffic lights, and do not prevent passive surveillance.*

The general guidelines for all signage and the proposed specific sign types are addressed in **Table 6**.

**Table 6: Assessment of LPP9 requirements**

Policy provisions	Provided / Comment	Compliance
<b>1. Design and content</b>		
<i>Signs should:</i>	Signage is well spaced around the perimeter of the site.	✓□
<i>a. Be appropriately located so that they are effective without cluttering a building, site or street;</i>		
<i>b. Be compatible with the scale and architecture of the building and the character of the street;</i>	The 2.4m high main entry sign is appropriate given the 1.8m high fence and the scale of the development. Other signs are fixed to the fence and have no scale or character impacts.	✓□
<i>c. Not be located in any position wherein it unreasonably obstructs or obscures a person's view from a dwelling;</i>	Signs do not obstruct views.	✓□
<i>e. Not extend beyond any boundary of a Lot;</i>	Signage is located within the site boundaries.	✓□
<i>f. Not resemble emergency lights or beacons, including Ambulance, Police, Department of Fire and Emergency Services (DFES) and other emergency or essential services vehicles; and</i>	Not proposed.	✓□
<i>g. Will be subject to a maintenance condition.</i>	Noted.	✓□
<b>3. Safety</b>		
<i>Signs and sign structures are to:</i>	Signs do not obstruct movements.	✓□
<i>a. Not obstruct any access or manoeuvring areas for vehicle or pedestrian;</i>		
<i>b. Not create a hazard or intrude into pedestrian areas or road reserves.</i>	Signs do not obstruct pedestrian paths or road reserves.	✓□
<i>c. Not be located within 1.5m of any part of a street truncation, unless attached flush to an authorised building or solid fence;</i>	The main entry sign is located on the truncation at the corner of Fabric Street and Trasimeno Way. It will, however, be positioned on the fenceline.	✓□
<i>d. Maintain clear vehicle and pedestrian sightlines within a 2m (along the street boundary) x 2.5m (into the property) truncation where vehicle access points meet the Lot boundary, unless attached flush to an authorised building or solid fence;</i>	Signs do not obstruct sightlines.	✓□
<i>e. Not interfere with or imitate traffic control signals or signage;</i>	Signs do not imitate traffic control signals or signs.	✓□
<i>f. Have a minimum ground clearance of 2.75m where projecting over or encroaching on a public thoroughfare, unless attached flush to an authorised structure;</i>	Signs do not overhang.	✓□

Policy provisions	Provided / Comment	Compliance
<i>g. Not interfere with the airport or aircraft safety. Consideration may be required for building floodlighting, illuminated or digital signage; and</i>	Signs do not impact or affect aircraft activity.	✓□
<i>h. Have electrical connections and support structures hidden from view, where possible.</i>	No electrical connections proposed.	✓□
<b>Fence sign</b>		
<i>a. Not to obstruct a fence required to be visually permeable or open</i>	The fence is not open or visually permeable.	✓□
<i>b. Where not located in the Residential Zone i. Are limited to a maximum one sign per Lot; ii. To have a maximum vertical dimension of 2m; iii. To have a maximum area of 5m²; and iv. To have a maximum height of 3m from ground level.</i>	Given the circumference of the facility's perimeter wall, multiple signage panels are necessary to direct people approaching on foot from the west, south, or east to the main entry on Fabric Street. The eight signs are affixed to the 1.8m high fence, and cumulatively total approximately 2.0m².	Discretion required□
<b>Free standing signs</b>		
Controls apply to Residential zones, Commercial and Mixed Use zones, Industrial zones, and Scheme Reserves.	No controls apply to the Urban Development zone.	n/a

With respect to the number of fence signs proposed, LPP9 provides that the requirement may be varied where:

- Approval of the variation will not set an undesirable precedent;*
- The applicant demonstrates exceptional circumstances warranting support of a variation;*
- Approval of the application does not contravene the overall objectives for signage contained within the Scheme.*
- Where a sign is proposed to be located on a business adjacent to a residential area, the impact of the signage is not significantly detrimental to the residential amenity of that area.*
- Applications for variation of standards shall include a sign strategy for the whole of the subject site.*

The signage warrants approval as it is not unobjectionable in itself and so does not set an undesirable precedent, is not detrimental to the nearby residential area, and is developed in accordance with a whole-of-site strategy. The signage does not contravene planning objectives for signage and meets the requirement of LPP9 for signage for workforce accommodation to be for information or safety purposes only. As for the objectives of LPP9, the signage is entirely appropriate for this size of temporary workforce accommodation facility and does not adversely impact on the amenity of surrounding land. The signage relates to the development itself, and does not pose a safety hazard or obstruction. The number of signage panels proposed on the perimeter fence therefore warrants approval.

#### 5.4.3 Draft Local Planning Policy LPP10 – Landscaping

The City's draft Local Planning Policy LPP10 - Landscaping (LPP10) is a proposed new policy to provide guidance on the minimum standards and expectations for landscaping associated with development applications. This policy serves to set out design considerations that will create attractive, functional, safe, low maintenance, low water tolerant and desirable landscape outcomes that will assist to:

- Incorporate landscaping as a fundamental element of the design process to ensure integration with development in a meaningful and functional manner;*

- Ensure a suitable provision of landscaping relative to development size to complement and soften the built environment, reduce the dominance of hard surfaces and articulate open space;
- Provide for shade and green relief in built up areas to minimise the effects of urban heat island;
- Minimise environmental health issues through dust suppression;
- Encourage the retention of existing native plant species to promote environmental sustainability; and
- Enable landscaping designs to be easily maintained and suitable for the environmental conditions.

LPP10 provides guidelines for due consideration for achieving these objectives. The proposed landscaping achieves the objectives as it:

- Incorporates local species to enhance the visual landscape of the locality and provide drought-tolerant, readily maintained, environmentally sustainable vegetation.
- Includes the planting of trees along Trasimeno Way and the southern boundary to provide visual relief and shade, to improve the amenity of those frontages.
- The tree planting areas are outside the facility fence, accessible to the public.

A landscape plan is included with the application. It does not include the full list of detail included in LPP10, but LPP10 provides that *"the level of detail required for landscaping plans may be varied by the City on a case by case basis with consideration to the scape and nature of the development being proposed."* If further detail is required, this can be provided as a condition of approval.

## 5.5 Other relevant policies and/or guidelines

### 5.5.1 WAPC Position Statement: Workforce Accommodation

The Commission published Position Statement – Workforce Accommodation in January 2018.

Its purpose includes to 'provide guidance to local governments on the role of the local planning framework in the planning and development of workforce accommodation'.

Clause 2 (Position Statement) includes the following:

*Where practicable, workforce accommodation should be provided in established towns, in locations suitable to its context, to facilitate their ongoing sustainability.*

The proposed development is consistent with this statement, the development being located in the Kalgoorlie urban area.

## 6 CONCLUSION

As detailed throughout the above, this development application seeks approval for a 1,152-bed workforce accommodation development on the subject site.

This report identifies a number of instances where discretion is required for variations to provisions of the planning framework. They include:

- The requirement for one car parking bay to be provided for every unit plus one oversized bay per 10 beds (equivalent to 1,126 bays). A total of 123 bays are proposed.
- The requirement for bicycle parking and end-of-trip facilities to be provided. No bicycle parking facilities are proposed.

- The use of compacted crushed blue metal for the carpark and circulation areas in lieu of a sealed surface.
- The requirement for one tree to be planted in the carpark for every six bays.
- A 1.8m high Colorbond fence is proposed along the Fabric Street frontage, in lieu of the requirement for a visually permeable fence to the primary street.
- The requirement in LPP1 for active building frontages to be positioned at the street front boundary, and for front fences to be permeable. The application proposes a 1.8m high Colorbond fence along the boundary.
- More than one information signage panels on the facility's perimeter fence.

Discretion exists in the planning framework for these requirements to be departed from where the intent and objectives of the provisions, the matters listed at clause 67(2) of the deemed provisions, and the impact of non-compliance on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality have been considered and taken into account. Per the justification provides against each of the above elements in this report, the variations warrant approval.

A number of items have been identified to be addressed as conditions of approval. They are:

- If required, a more detailed landscape plan.
- Installation and maintenance of landscaping in accordance with the approved landscape plan.
- Car parking being designed in accordance with Australian Standards, including bollards in shared spaces.
- Maintenance of signage.
- The use to cease within five years of commencing the use.
- A site decommissioning program to be provided to the City 12 months prior to expiry of the development application.
- The submitted management plans (operations, transport, waste, environmental acoustic, SPP5.4 noise, and social impact) being implemented.

It is considered the proposal should be favourably determined, on individual merit, recognising the proposal is broadly consistent with the statutory planning framework for the subject site and specific provisions for which a variation has been sought have been sufficiently addressed in this report. The development application therefore warrants support and approval by the Regional Joint Development Assessment Panel.

## **Appendix 1: Certificate of Title**



## **Appendix 2: Development plans**

## **Appendix 3: Operations Management Plan**

## **Appendix 4: Transport Impact Assessment**

## **Appendix 5: Waste Management Plan**

## **Appendix 6: Environmental Acoustic Assessment**

## **Appendix 7:**

### **SPP5.4 Noise Management Plan**



## **Appendix 8:** **Social Impact Assessment and Social Impact Management Plan**

## **Appendix 9: Hydrology and drainage concept**