

Late Item - Ordinary Meeting of Council - 23 January 2023 Attachments

15.1.1 RESPONSIBLE AUTHORITY REPORT - PROPOSED LODGING

HOUSE - LOT 302 (NO. 1) PORTER STREET KALGOORLIE (P135/22).....2

15.1.1.1 RESPONSIBLE AUTHORITY REPORT - P 135-22 - LOT 302 (NO.
1) PORTER STREET KALGOORLIE.....2

15.1.1.2 ATTACHMENT 1. LOCATION PLAN AND CONTEXT PLAN.....16

15.1.1.3 ATTACHMENT 2. DEVELOPMENT PLANS.....18

15.1.1.4 ATTACHMENT 3. PLANNING CONSULTANT REPORT AND
ADDITIONAL INFORMATION.....29

15.1.1.5 ATTACHMENT 4. ACOUSTIC REPORTS.....63

15.1.1.6 ATTACHMENT 5. TRAFFIC IMPACT STATEMENT.....87

15.1.1.7 ATTACHMENT 6. WASTE MANAGEMENT PLAN.....112

15.1.1.8 ATTACHMENT 7. LANDSCAPING PLAN.....128

15.1.1.9 ATTACHMENT 8. DEVELOPMENT PERSPECTIVES.....131

**PORTER STREET, LOT 302 (NO. 1), KALGOORLIE –
DEMOLITION OF EXISTING LODGING HOUSE AND
PROPOSED CONSTRUCTION OF LODGING HOUSE**

**Form 1 – Responsible Authority Report
(Regulation 12)**

DAP Name:	Joint Development Assessment Panel	
Local Government Area:	City of Kalgoorlie-Boulder	
Applicant:	Planning Solutions	
Owner:	Anthony and Marcelle Caputo	
Value of Development:	\$3 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Kalgoorlie-Boulder	
Authorising Officer:	Director Development and Growth	
LG Reference:	P135/22	
DAP File No:	DAP/22/02360	
Application Received Date:	27 October 2022	
Report Due Date:	20 January 2023	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	<ol style="list-style-type: none"> 1. Location Plan and Context Plan 2. Development Plans 3. Applicant's Planning Report and Additional Information 4. Acoustic Reports 5. Transport Impact Statement 6. Waste Management Plan 7. Landscaping Plan 8. Development Perspectives 	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Regional Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/22/02360 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 6.9 of the City of Kalgoorlie-Boulder Town Planning Scheme No. 1, subject to the following conditions:

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially

commenced within the specified period, the approval shall lapse and be of no further effect.

2. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City of Kalgoorlie-Boulder. The plans approved as part of this application form part of the development approval issued.
3. Prior to the lodgement of an application for a building permit, updated development plans must be submitted to and approved by the City to show:
 - (a) The removal of two accommodation modules
 - (b) The provision of a communal open space in place of the removed accommodation modules
 - (c) The provision of one additional parking bay onsite
 - (d) The provision of a bicycle rack onsite

As marked on the approved site plan.

4. Prior to the lodgement of an application for a building permit, an updated Noise Emissions assessment undertaken by a suitably qualified noise consultant is to be submitted to and approved by the City. The noise assessment must assess the forecast noise emissions of the approved development, including mechanical services (e.g. ventilation, air conditioning) and vehicles starting, stopping and sitting idle; and identify appropriate siting, design and noise mitigation measures to minimise impact and ensure compliance with the *Environmental Protection (Noise) Regulations 1997*. Any building or design requirements are to be shown as part of the building permit application.
5. Prior to a building permit being issued, the development must demonstrate the incorporation of noise insulation measures in accordance with the requirements of Quiet House Design Package A or other such package as demonstrated by a Noise Emissions assessment to the satisfaction of the City and unless otherwise approved by the City.
6. Prior to a building permit being issued, stormwater disposal plans, details and calculations must be submitted for approval by the City of Kalgoorlie-Boulder and thereafter implemented, constructed and maintained on-site to the satisfaction of the City of Kalgoorlie-Boulder.
7. A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding area must be lodged with and approved by the City prior to the issuing of a building permit (including demolition and/or forward works). The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:
 - (a) Public safety, amenity and site security;
 - (b) Contact details of essential site personnel;
 - (c) Construction operating hours;
 - (d) Noise control and vibration management;
 - (e) Air, sand and dust management;
 - (f) Stormwater and sediment control;
 - (g) Soil excavation method;
 - (h) Waste management asbestos removal and materials re-use;
 - (i) Traffic and access management;
 - (j) Parking arrangements for contractors and subcontractors;

- (k) Community information, consultation and complaints management plan; and
 - (l) Compliance with AS4970-2009 relating to the protection of trees on the development site.
8. Prior to a building permit being issued, a revised Waste Management Plan must be submitted to and approved by the City of Kalgoorlie-Boulder. The plan must include the following details to the satisfaction and specification of the City:
- (a) The location of bin storage areas and bin collection areas;
 - (b) The number, volume and type of bins, and the type of waste to be placed in the bins;
 - (c) Details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (d) Frequency of bin collections;
- The Waste Management Plan must be implemented at all times to the satisfaction of the City of Kalgoorlie-Boulder.
9. Prior to a building permit being issued, hydraulic drawings detailing how the proposed development will connect to the City's sewer main must be submitted to and approved by the City.
10. Prior to occupation, sewer headworks charges are to be paid to the City in accordance with the City's Sewer Headworks Contributions Policy (DS-DS001) and current Fees and Charges schedule.
11. Prior to occupation, this development shall be connected to the City's sewer system to the specifications of the City.
12. Prior to occupation of this development, all driveways, parking and manoeuvring areas must be constructed, drained and maintained to the satisfaction of the City.
13. Prior to occupation, the eastern laneway is required to be sealed at the applicant's cost in accordance with plans that are approved and works completed to satisfaction of the City.
14. Prior to occupation, a crossover is to be constructed at the junction of the eastern laneway and Porter Street at the applicant's cost to the satisfaction of the City.
15. Prior to occupation, car parking is to be constructed in the following locations:
- (a) 15 on-site car parking bays
 - (b) 6 on-street car parking bays
- The design of on-site and on-street car parking bays are to be provided in accordance with Australian Standards AS 2890.1, 2890.5 and 2890.6.
16. The approved landscaping and reticulation plan must be fully implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the City of Kalgoorlie-Boulder. Any species which fail to establish within the first two planting seasons following implementation must be replaced in consultation with and to the satisfaction of the City of Kalgoorlie-Boulder.
17. External lighting must comply with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.

Advice Notes

1. The headworks charges amount to satisfy Condition 10 is estimated to be \$42,409.00, however may vary once hydraulic drawings are supplied. This is based on the City's 22/23 Schedule of Fees and Charges. Please note this amount will change if the fee is not paid by 30 June 2023.
2. With regard to Condition 9, the hydraulic drawings must include a detailed floor plan showing all fixtures and any pre-treatment devices.
3. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.
4. This approval does not authorise commencement of any building and/or demolition works. In accordance with the *Building Act 2011* and Building Regulations 2012, a building and/or demolition permit must be obtained prior to the commencement of any works.
5. The carrying on of the development must not cause a dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner directed by the City's Environmental Health Services if it is considered that a dust nuisance exists.
6. In accordance with the provisions of the *Health (Miscellaneous Provisions) Act 1911*, an application to register the lodging house must be submitted to and approval granted by the City prior to the use of the development hereby permitted.

Details: outline of development application

Region Scheme	N/A
Region Scheme - Zone/Reserve	N/A
Local Planning Scheme	City of Kalgoorlie Boulder Local Planning Scheme No.1
Local Planning Scheme - Zone/Reserve	General Residential – R40
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Lodging House 'SA'
Lot Size:	2747m ²
Existing Land Use:	Lodging House
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A

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

Proposal:

Planning approval is sought for a 60 bed “Lodging House” at Lot 302 (No.1) Porter Street, Kalgoorlie. The key details of the proposed development are as follows:

- Demolition of all existing lodging house structures and fencing
- Construction/installation of fourteen (14) 4-bedroom single person units, a two (2) universally accessible rooms, two (2) single rooms and a managers quarters
 - Accommodation modules are to be constructed from a steel frame, insulated wall panels and weatherboard facings (Duragroove Cladding) painted in ‘Dulux Surfemist’
 - The modules are to be installed on concrete foundations, in a parallel alignment to Porter Street
 - All accommodation modules will have awnings and shade sails to provide shelter from the elements
- Construction/installation of a laundry unit and dining/kitchen/amenity building. These will also be constructed of a steel frame, insulated wall panels and customer orb cladding painted in ‘Dulux Surfemist’.
- The overall development is to be single storey.
- Concrete footpaths and communal lawn areas and garden beds
- Twenty-two (22) parking bays; 15 onsite including an ACROD bay and 7 on-street including an ACROD bay and a temporary drop off bay
- Vehicular access to the internal carpark is proposed via the south-eastern laneway
- Fencing
 - 1.8m high perimeter fencing along the primary street boundary made up of a 0.75m solid portion on the bottom and 1.05m aluminium powder coated perforated mesh on top.
 - 1.8m high aluminium fencing to match perforated mesh running remaining portion of south east boundary adjacent laneway
 - All other boundary fencing to be 1.8m high Colorbond fencing with ‘Woodland Grey’ finish

Proposed Land Use	Lodging House
Proposed Net Lettable Area	NA
Proposed No. Storeys	1 Storey
Proposed No. Dwellings	60 beds for lodgers and one room for caretaker.

Background:

The subject site is located at the junction of Porter Street and Dugan Street and is bound by two laneways to the east and west. The development site has a total site area of 2747m², is irregular in shape and is generally slopes to the West. The site currently comprises two (2) relatively dilapidated single storey buildings approved for use as a lodging house, with the rear of the site used for informal vehicle parking. The site is currently accessed via the eastern laneway.

The development site broadly sits within a mix of commercial, community and residential developments. Low density, single storey residential development are located to the North, East and West of the subject site. Two rehabilitation centres and the Goldfields Catholic Community Presbytery are located to the southeast. St Mary's Catholic Church and St Mary's Primary School are located to the south and south west of the site respectively.

Legislation and Policy:

The following legislation is considered relevant to the proposed development by City Staff;

Legislation

- *Planning and Development Act (2005)*
- *Planning and Development (Local Planning Schemes) Regulations (2015)*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- City of Kalgoorlie-Boulder Town Planning Scheme No.1 (1997)

State Government Policies

- State Planning Policy 5.4 – Road and Rail Noise
- State Planning Policy 7.0 – Design of the Built Environment
- State Planning Policy 7.3 – Residential Design Codes of Western Australia

Structure Plans/Activity Centre Plans

NA

Local Policies

- Local Planning Policy No. 1 – Variations of Development Standards and/or Requirements of the Town Planning Scheme.
- Local Planning Policy No. 2 – Supplementary Development Standards and Use Classes
- Local Planning Policy No.8 – Residential Design Codes Policy
- DS-DS-001 – Sewer Headworks Contribution

Consultation:

Public Consultation

The application underwent the following public consultation process for a period of 14 days between 25 November 2022 and 9 December 2022:

- Written notice to 74 owners and occupiers within a 50m radius
- Publication of the application on the City's website

During this period, four (4) submissions of objection were received. The key issues raised are summarised below.

Issue Raised	Officer comments
The development is intended to provide workforce accommodation for FIFO workers and is therefore not correctly described as a 'Lodging House'	Disagree. The applicant contends that the most appropriate use for the development is lodging house – the accommodation facility will provide accommodation for more than 6 guests (not intended to specifically be workforce). Further the development has been designed to meet the requirements of a lodging house under the environmental health legislation. City staff are satisfied that the most appropriate use class for the proposed development is 'Lodging House'.
The proposed development will impact on the heritage value of the surrounding area	Disagree. While there are a number of properties surrounding the site listed on the City's Local Heritage inventory, the subject site is not located directly adjacent to these properties, nor is it located within a designated heritage precinct.
The proposed development is not consistent with the character and scale of the area which is defined by low density residential development.	Disagree. The subject site and broader area is afforded a residential density of R40. The proposed development is considered to be consistent with the character of the area and generally consistent with the development standards for a lodging house with regard to built form.
The number of parking bays provided for the development is inadequate.	Agree. The proposed parking does not comply with the recommended parking standard for 'Lodging Houses'. City staff are not satisfied that the number of parking bays is sufficient to cater for the development when operating at full capacity. This issue is addressed in the report recommendation.
Increased traffic as a result of the proposal will create traffic safety issues and congestion on the surrounding road network.	Not supported. A Transport Impact Statement (TIS) was prepared for the development by Cardno. City staff have reviewed the report and accept the findings.
Noise associated with the development will impact on the amenity of the area.	Uncertain. The acoustic assessment for the development does not consider all aspects of noise that may be generated by the intended development. It is recommended a further acoustic assessment be undertaken to ensure these aspects of the development will comply with the <i>Environmental Protection (Noise) Regulations 1997</i> . This issue is addressed in the report recommendation.
The laneway is not wide enough to accommodate a waste vehicle and waste vehicles will not be able to manoeuvre safely.	Agree. City staff do not consider the intended arrangement to be acceptable as it will result in the laneway being obstructed which may pose a safety risk to users of the laneway including vehicles intending to access or egress the site the subject of this development as it is not

	<p>considered to be wide enough for service vehicles. This issue is addressed in the report recommendation.</p>
--	---

Referrals/consultation with Government/Service Agencies

No consultation with external authorities was considered necessary by City Staff.

Planning Assessment:

Zoning and Land Use Permissibility

The subject site is zoned ‘General Residential’ with a residential density of R40 under Local Planning Scheme No. 1 (LPS1). The proposed use is considered to be a ‘Lodging House’ which is taken to have the same meaning given to it under the *Health (Miscellaneous Provisions) Act 1911*:

“Lodging House” means *any building or structure, permanent or otherwise, and any part thereof, in which provision is made for lodging or boarding more than 6 persons, exclusive of the family of the keeper thereof, for hire or reward; but does not include –*

- (a) *Premises licensed under a publican’s general licence, limited hotel licence, or wayside-house licence, granted under the Licensing Act 1911; or*
- (b) *residential accommodation for students in a non-government school within the meaning of the School Education Act 1999; or*
- (c) *any building comprising residential flats;*

A ‘Lodging House is an ‘SA’ use within the General Residential zone; in other words is not permitted unless the local government has exercised its discretion and has given notice of the application to nearby owners and occupiers who in the opinion of the Council are likely to be affected.

The objectives of the ‘General Residential’ zone are as follows:

- (a) *To enhance the character and amenity of existing residential areas and to facilitate new residential development which is compatible with this existing development.*
- (b) *To facilitate a high standard of residential development while providing housing choice, suited to the needs of the Kalgoorlie-Boulder Community.*
- (c) *To ensure both the architectural and subdivisional heritage character of residential areas are retained.*
- (d) *To facilitate appropriate non-residential development to meet the day to day needs of surrounding residents*

The proposal is considered against the objectives as follows:

Objective (a) seeks to ensure that any new development is consistent with the expectations of the character and amenity of the area. The development proposes to enhance the amenity of the streetscape by replacing the existing dilapidated buildings with a contemporary single storey development. The applicant submits that the

modular design alleviates what could otherwise be a concentrated building mass which in turn also allows for more opportunities for landscaping. Further, the development is proposed to be clad in similar colours and materials as that of the existing development within the area.

Objectives (b) and (c) are not considered to be relevant to this application.

Objective (d) provides capacity to accommodate non-residential development that meets the needs of local communities provided they are appropriate to the area. The proposed development is considered to contribute to a locally acknowledged accommodation shortage. It is inferred that compliance with objective (d) is a question of compatibility of the non-residential land uses/development in terms of safety and amenity of the residential environment. This is considered in the following sections of this report.

Built Form and Design

Local Planning Scheme No. 1 (LPS1) and Local Planning Policy 02 Supplementary Development Standards and Use Classes (LPP02) prescribe the development standards for the relevant use classes.

Provision	Recommended	Proposed
Primary Street Setback	(As per R-Codes) 4m	Caretaker dwelling – 0.43m Reception – 0.2m Dining – 0.97m
Side Setback	As per R-Codes	<ul style="list-style-type: none"> All units setback 1.51m from NW boundary Accommodation and laundry module setback 1.88m from E boundary
Rear Setback	As per R-Codes	Most northern accommodation module setback 1.0m in lieu of recommended 1.5m
Maximum Plot Ratio	0.5	0.43% (1205.28m ²)
Maximum Site Coverage	50%	43.88% (1205.28m ²)
Landscaping	5%	11%

The applicant submits that the development is oriented on an angle in relation to the primary street boundary and therefore despite the minimum setbacks noted above, the average across the buildings is 4m. Further, it is noted that the existing lodging house buildings are located on the primary street boundary. It is considered the proposed development reduces the building bulk present within the streetscape and is therefore less visually intrusive than the existing buildings.

It is considered that the proposed reduced rear setback will not generate any overlooking or overshadowing to the adjoining property to the rear. Further, it is noted that existing vegetation on the adjoining property and proposed vegetation on the subject site will generally screen the proposed development from view of the adjoining dwelling to the north.

Although the development proposes 11% of landscaping on the subject site, City staff note that this is generally made up of small garden beds and narrow landscape strips. It is considered that the development does not provide a usable open space area which

provides guests meaningful opportunities to interact and obtain access to sunlight. As a minimum a single open space area should be included that can be used for sitting/link to BBQ facility.

Traffic, Access and Provision of Parking

A Transport Impact Statement (TIS) was prepared by Cardno (October 2022). The TIS concludes that the proposed development will have no material impact on traffic operations and safety on the surrounding road network. The TIS was reviewed by City staff who did not raise any concerns with the assessment.

Parking

Local Planning Policy No. 2 – Supplementary Development Standards and Use Classes (LPP02) specifies parking standards for 'Lodging Houses'.

Land Use	Parking Ratio	Required Bays	Proposed
Lodging House	1 bay per 2 beds + 1 bay for Manager	60 rooms / 2 = 30 1 bay for Manager	
	TOTAL	31 bays	21 parking bays shown on development plans; only 19 are considered usable by City staff

The requirements for minimum sight distances at the road interface are set out in Australian Standard AS2890.1, Figure 3.2. Based on a speed limit of 50km/hr, egress from the laneway to Porter Street requires a minimum stopping sight distance of 45m. The proposed drop off bay and bay 16 are considered to present a sight obstruction and are therefore not supported by City staff. Further, the proposed universal shared car bay is not supported by City staff as it is located within 6m of the curvature of the road.

Of the 19 bays that are considered usable by the City, the applicant notes that bays 14 and 15 will be used as temporary waiting bays, available for use outside the waste and delivery periods. Based on the above, the number of permanent parking bays for the development is considered to be 17, presenting a technical shortfall of 12 parking bays.

The applicant contends that the proposed car parking is appropriate as majority of the guests will utilise ride share, taxi or shuttle services. City staff note that there are no ride share services currently operating within the Goldfields area. There are no existing operating shuttle services between the airport and locations within the Kalgoorlie-Boulder townsite. The existing TransGoldfields bus services only operate 7am-6pm Monday to Saturday, excluding public holidays. Based on this, it is difficult to substantiate the practical reality of the applicant's contention.

The applicant also contends that the City agreed to consider a reduced parking ratio of 1 bay for every 3 beds prior to submitting the formal application. City staff note that consideration of a parking concession may be discussed prior to submitting a formal application but simply cannot be agreed to until such time that an application for planning approval is made. Further, if parking were calculated at the reduced ratio, the development would still have a shortfall of 4 parking bays.

City staff are not satisfied that the number of parking bays is sufficient to cater for the development when operating at full capacity and that the proposed development will negatively impact on the amenity and safety of the area. For this reason, the proposed development is considered to be inconsistent with the objectives of the 'General Residential zone to facilitate appropriate non-residential development.

City staff are of the opinion that this issue may be overcome by undertaking the following modifications:

- Remove of 2 accommodation modules (8 rooms) as marked on the development plans,
- Provision of an additional car bay adjacent to parking bay 7 in lieu of landscaping,
- Provision of a bicycle rack adjacent to parking bay 6 and
- Utilising bays 14 and 15 as permanent parking bays.

These modifications will reduce the calculated parking requirement to 27 and increase the number of provided bays to 20. Despite a parking shortfall of 7 bays, City staff consider that the proposal can be supported on the basis that the location of the site is in close proximity to the Kalgoorlie town centre and therefore in close proximity to key services and amenities, and the provision of a bicycle rack provides an alternate method for travelling around town.

Waste

A Waste Management Plan (WMP) was prepared by Talis Consultants (November 2022). The WMP indicates that the site will be serviced by private contractor once a week for recycling and twice per week for refuse. The waste vehicle is proposed to service the site via the eastern laneway in reverse and exit in forward gear; the applicant has modelled both an 8.8m long truck and a 10.1m long truck undertaking this arrangement. The subject laneway is 3m in width while the proposed waste service vehicle is 2.5m in width. City staff recommends at least 0.5m clearance either side of the service vehicle to allow safe access as well as driver movement and accessibility.

The intended method for waste collection will result in traffic difficulties within the laneway and may pose a safety risk as it is not considered to be wide enough for service vehicles. City staff recommend that waste vehicles stand within the Porter Street road reserve and the refuse and recycling bins be wheeled to the bin via the sealed laneway/crossover to the street. This is addressed in the recommendation.

Noise

Noise from the proposed development

The application was accompanied by an acoustic report which considered the noise emissions from the proposed development to adjoining properties. The submitted acoustic report was considered to be lacking as the assessment does not consider noise associated with the propulsion and breaking of vehicles utilising the onsite car parking facilities, especially if those vehicles are being operated outside normal operating hours (7pm-7am). Several objections were raised on the grounds that the noise generated by vehicles accessing and egressing the site will create a nuisance to the residents within the locality. It is recommended that an updated site-specific noise assessment consider these matters and what mitigation methods, if any, are required.

State Planning Policy 5.4 – Road and Rail Noise

The application proposes a noise sensitive development within 200m of a nearby freight railway and 300m of a key transport corridor (Hannan Street); as such, the development must be considered against State Planning Policy 5.4 (SPP5.4). The applicant has submitted a report entitled “State Planning Policy 5.4 Noise Management Plan” prepared by Herring Storer Acoustics (September 2022).

City staff note that the assessment only considers the impact of noise associated with vehicles travelling on Hannan Street and does not consider the effect of the freight railway on the proposed development. A desktop study of the proposal suggests several of the accommodation units will need to be constructed to Quiet House Package ‘A’. It is recommended that a condition of any planning approval be applied such that the required units are constructed to such standard or a revised site specific assessment be provided to the satisfaction of the City.

State Planning Policy 7.0 – Design of the Built Environment

The following assessment against the design principles of SPP7.0, which provide framework to guide the design, review and decision-making process for planning proposals;

Design Element	City's Comments
<i>Context and character</i>	The development site broadly sits within a mix of commercial, community and residential developments. These developments are predominantly single storey and constructed of various building materials. The applicant submits that the development responds to the characteristics of the surrounding area by incorporating colour and cladding materials consistent with the surrounding residences and being constructed at a similar scale. Further it is considered that the development enhances the area by replacing run-down buildings characterised by blank and inactive facades with new buildings which address the street and new landscaping.
<i>Landscape quality</i>	City staff note that 11% of the site is to be landscaped. Although this is greater than the requirements for landscaping for lodging houses, it is considered that the proposed landscaping does not provide a usable open space for guests that offer opportunities for people to meet and socialise. City staff are of the opinion that by removing two accommodation modules to assist in reducing the parking requirements, this portion of the site can be dedicated to a meaningful and usable communal open space capable of accommodating groups of guests at a time.
<i>Built form and scale</i>	The built form and scale of the development is consistent with its immediate locality, and broader development in residential zones in Kalgoorlie.
<i>Functionality and Build Quality</i>	City staff have concerns over the functionality of the site, specifically regarding the parking layout and servicing of the site. A significant parking deficit of on-site parking is proposed, with a lack of overall parking likely to impact on the functionality of the site. City staff consider that the site cannot be

	<p>adequately serviced, with the eastern laneway not wide enough for service vehicles to safely access/egress. Insufficient manoeuvring areas are provided for service vehicles which will be unable to enter and exit onto the street in forward gear. The proposed reversing of service vehicles is considered to be a risk to human health and safety. The quality of built structures on site is to the City's satisfaction</p>
<i>Sustainability</i>	<p>The proposed development will facilitate the redevelopment of an existing lot within the central Kalgoorlie-Boulder area. Rainwater is proposed to be collected and utilised onsite to water the gardens.</p> <p>The applicant submits that guests of the lodging house will have convenient access to shopping and amenities without reliance on private vehicles. City staff cannot substantiate the practical realities of this given the lack of public transportation and other services such as ride share.</p> <p>It is noted that there may be opportunities to employ locally for the on-site manager and roles within the kitchen/reception.</p>
<i>Amenity</i>	<p>The development incorporates communal spaces such as a dining area and communal BBQ facilities. Shade trees are proposed to be located along the walkways to provide shelter from seasonal conditions (rain and direct UV rays).</p> <p>The development proposes universally accessible rooms, communal areas and parking spaces.</p> <p>City staff note that each room is only afforded a single door and window in the same orientation making it difficult to determine the level of daylight and natural ventilation experienced in each room.</p> <p>City staff consider that a usable area of open space needs to be included in the proposal.</p>
<i>Legibility</i>	<p>The overall layout of the development and facilities on the site promotes pedestrian movements over those of motor vehicles. The development is arranged with a primary paved access which acts as a spine connecting all other pathways.</p>
<i>Safety</i>	<p>Passive surveillance of communal areas and the site entrance is encouraged through the design. The applicant submits that the exterior of the development will be well lit.</p> <p>This design principle encourages vehicular transport routes that integrate safety requirements in a manner that mitigates negative impacts on pedestrian amenity. As detailed in the sections above, it is considered that the intended waste management and the number of parking bays would pose a safety issue for pedestrians and road users within the broader area.</p>
<i>Community</i>	<p>The proposed development is responsive to the broad demand for accommodation facilities in Kalgoorlie-Boulder. The location of the communal facilities behind the front fence suggests little</p>

	encouragement for social interaction between the development and the wider community. The applicant notes that the proposed development is not an isolated development that requires a range of facilities and amenities given it's location within Kalgoorlie.
<i>Aesthetics</i>	The proposal is significantly more aesthetically pleasing than the existing dilapidated structure on site and will offer a more visually appealing presentation to the streetscape.

Conclusion:

Development approval is sought for a proposed 'Lodging House' to be located at Lot 302 (No. 1) Porter Street, Kalgoorlie. City staff are not satisfied that the proposed development is compatible with the safety and amenity expected within the residential environment as a result of insufficient parking; inadequate usable open space and the intended waste disposal methods.

City staff are of the opinion that these issues may be overcome by:

- Removing 2 accommodation modules (8 rooms) which in turn creates an opportunity for a meaningful and usable open space
- Providing one additional parking bay next to parking bay 7
- Providing a bicycle rack on site adjacent to parking bay 6
- Proposing waste disposal from the Porter Street road reserve

Alternatives

It is recommended that the Regional Joint Development Assessment Panel resolves to:

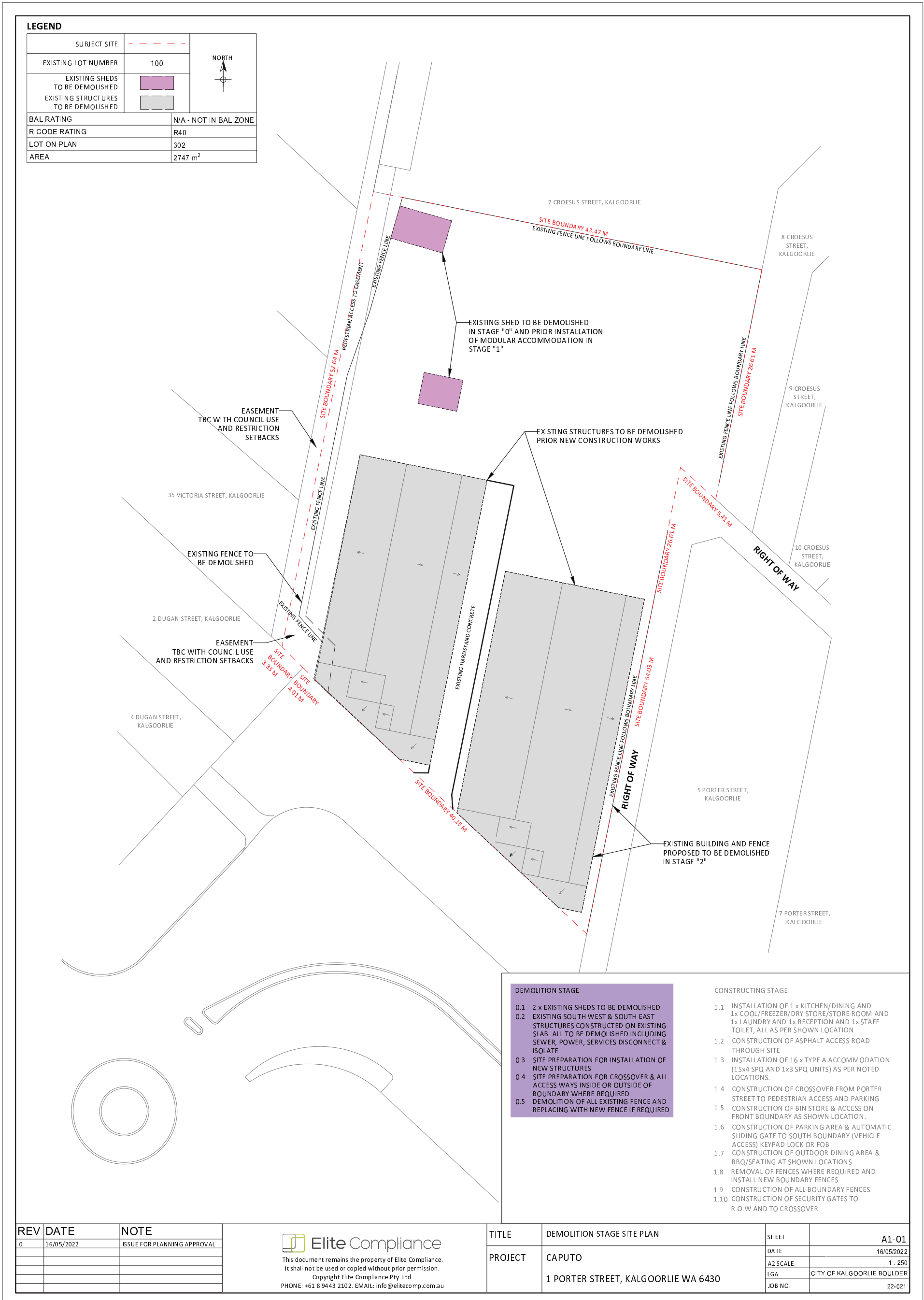
1. **Refuse** DAP Application reference DAP/22/02360 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of Clause 6.9 of the City of Kalgoorlie-Boulder Local Planning Scheme No. 1, for the following reasons:
 1. The proposed 'Lodging House' development is considered to be inconsistent with the objectives of the 'General Residential' zone in that insufficient onsite parking will have an adverse impact on the amenity of the immediate locality.
 2. The intended method for waste collection will result in traffic difficulties within the laneway and poses a safety risk to pedestrians and vehicle using the area.
 3. The applications failure to model all noise impacts associated with the proposed development prevents proper consideration as to the effect of the development on the surrounding residential properties.
 4. Insufficient provision of usable open space for the needs of residents.



	<p>DISCLAIMER: Information shown hereon is a composite of information from various different data sources. Users are warned that the information is provided by the City of Kalgoorlie Boulder in this format as a general resource on the understanding that it is not suitable as a basis for decision making without verification with the original source.</p>	<p>18 January 2023</p>	
		<p>1:500</p>	







LEGEND

SUBJECT SITE	---	NORTH ↑
EXISTING LOT NUMBER	100	
EXISTING SHEDS TO BE DEMOLISHED	■	
EXISTING STRUCTURES TO BE DEMOLISHED	■	
BAL RATING	N/A - NOT IN BAL ZONE	
R CODE RATING	R40	
LOT ON PLAN	302	
AREA	2747 m ²	

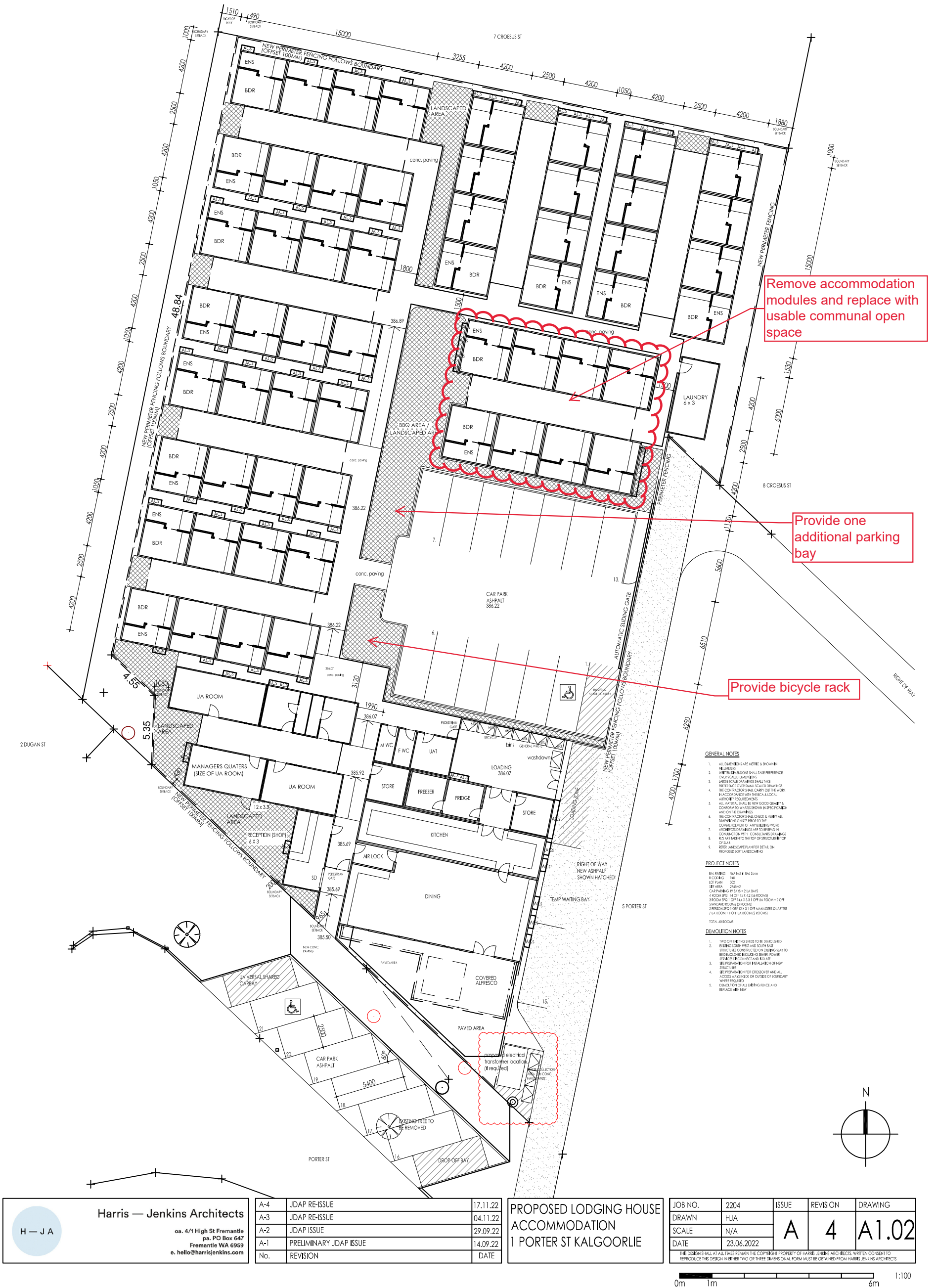
DEMOLITION STAGE	CONSTRUCTING STAGE
0.1 2 x EXISTING SHEDS TO BE DEMOLISHED	1.1 INSTALLATION OF 1 x KITCHEN/DINING AND 1x COOL/FREEZER/DRY STORE/STORE ROOM AND 1x LAUNDRY AND 1x RECEPTION AND 1x STAFF TOILET, ALL AS PER SHOWN LOCATION
0.2 EXISTING SOUTH WEST & SOUTH EAST STRUCTURES CONSTRUCTED ON EXISTING SLAB. ALL TO BE DEMOLISHED INCLUDING SEWER, POWER, SERVICES DISCONNECT & ISOLATE	1.2 CONSTRUCTION OF ASPHALT ACCESS ROAD THROUGH SITE
0.3 SITE PREPARATION FOR INSTALLATION OF NEW STRUCTURES	1.3 INSTALLATION OF 16 x TYPE A ACCOMMODATION (15x4 SPQ AND 1x3 SPQ UNITS) AS PER NOTED LOCATIONS.
0.4 SITE PREPARATION FOR CROSSOVER & ALL ACCESS WAYS INSIDE OR OUTSIDE OF BOUNDARY WHERE REQUIRED	1.4 CONSTRUCTION OF CROSSOVER FROM PORTER STREET TO PEDESTRIAN ACCESS AND PARKING
0.5 DEMOLITION OF ALL EXISTING FENCE AND REPLACING WITH NEW FENCE IF REQUIRED	1.5 CONSTRUCTION OF BIN STORE & ACCESS ON FRONT BOUNDARY AS SHOWN LOCATION.
	1.6 CONSTRUCTION OF PARKING AREA & AUTOMATIC SLIDING GATE TO SOUTH BOUNDARY (VEHICLE ACCESS) KEYPAD LOCK OR FOB
	1.7 CONSTRUCTION OF OUTDOOR DINING AREA & BBQ/SEATING AT SHOWN LOCATIONS
	1.8 REMOVAL OF FENCES WHERE REQUIRED AND INSTALL NEW BOUNDARY FENCES
	1.9 CONSTRUCTION OF ALL BOUNDARY FENCES
	1.10 CONSTRUCTION OF SECURITY GATES TO R.O.W AND TO CROSSOVER

REV	DATE	NOTE
0	16/05/2022	ISSUE FOR PLANNING APPROVAL

Elite Compliance
 This document remains the property of Elite Compliance. It shall not be used or copied without prior permission. Copyright Elite Compliance Pty. Ltd. PHONE: +61 8 9443 2102. EMAIL: info@elitecomp.com.au

TITLE	DEMOLITION STAGE SITE PLAN
PROJECT	CAPUTO 1 PORTER STREET, KALGOORLIE WA 6430

SHEET	A1-01
DATE	16/05/2022
A2 SCALE	1 : 250
LGA	CITY OF KALGOORLIE BOULDER
JOB NO.	22-021



GENERAL NOTES

1. ALL DIMENSIONS ARE METRIC & SHOWN BY DIM LINES.
2. DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS.
3. DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS.
4. THE CONTRACTOR SHALL VERIFY THE WORK IS ACCORDANCE WITH THE BCA & LOCAL AUTHORITY REQUIREMENTS.
5. ALL MATERIAL SHALL BE NEW GOOD QUALITY & CONFORM TO THE SPECIFICATIONS AND ON THE DRAWINGS.
6. THE CONTRACTOR SHALL OBTAIN & VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
7. ARCHITECT'S DRAWINGS ARE TO BE USED IN CONJUNCTION WITH CONSULTANTS DRAWINGS.
8. ALL WORK SHALL BE TO THE TOP OF FINISH UNLESS OTHERWISE SPECIFIED.
9. REFER LANDSCAPE PLAN FOR DETAILS ON PROPOSED SOFT LANDSCAPING.

PROJECT NOTES

- BALANCING: 15A NORTH BAL Zone
- FLOORING: 150
- CEILING: 300
- WALL AREA: 220-250
- CAR PARKING: 15 x 3.0 BAYS
- 4 ROOMS: 14 (11 x 1.2 SA ROOMS)
- 3 ROOMS: 10 (11 x 1.2 SA ROOMS)
- STANDARD ROOMS: 13 ROOMS
- RECEPTION: 1 OFF (11 x 3.3) OFF MANAGERS QUARTERS
- UA ROOM: 1 OFF UA ROOM (6 ROOMS)
- TOTAL: 46 ROOMS

DEMOLITION NOTES

1. TWO OFF FINEST FISH TO BE DEMOLISHED (EAST AND WEST AND SOUTH EAST)
2. STRUCTURES CONSTRUCTION ON THE SITE AS TO BE DEMOLISHED INCLUDING SERVICE POWER SERVICES (ELECTRICAL & MECHANICAL) SEE PREP AREA FOR INSTALLATION OF NEW STRUCTURES.
3. SEE PREP AREA FOR INSTALLATION OF NEW STRUCTURES.
4. SEE PREP AREA FOR CROSSOVER AND ALL ACCESS WAY BEHIND OR OUTSIDE OF ROADWAY WHERE REQUIRED.
5. DEMOLITION OF ALL EXISTING FENCE AND REPLACE WITH NEW.

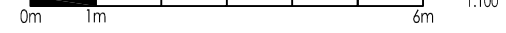
Harris — Jenkins Architects
 H — J A
 oa. 4/1 High St Fremantle
 po. PO Box 647
 Fremantle WA 6959
 e. hello@harrisjenkins.com

No.	REVISION	DATE
A-4	JDAP RE-ISSUE	17.11.22
A-3	JDAP RE-ISSUE	04.11.22
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

**PROPOSED LODGING HOUSE
 ACCOMMODATION
 1 PORTER ST KALGOORLIE**

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	4	A1.02
SCALE	N/A			
DATE	23.06.2022			

THE DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS — JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THIS DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS — JENKINS ARCHITECTS.

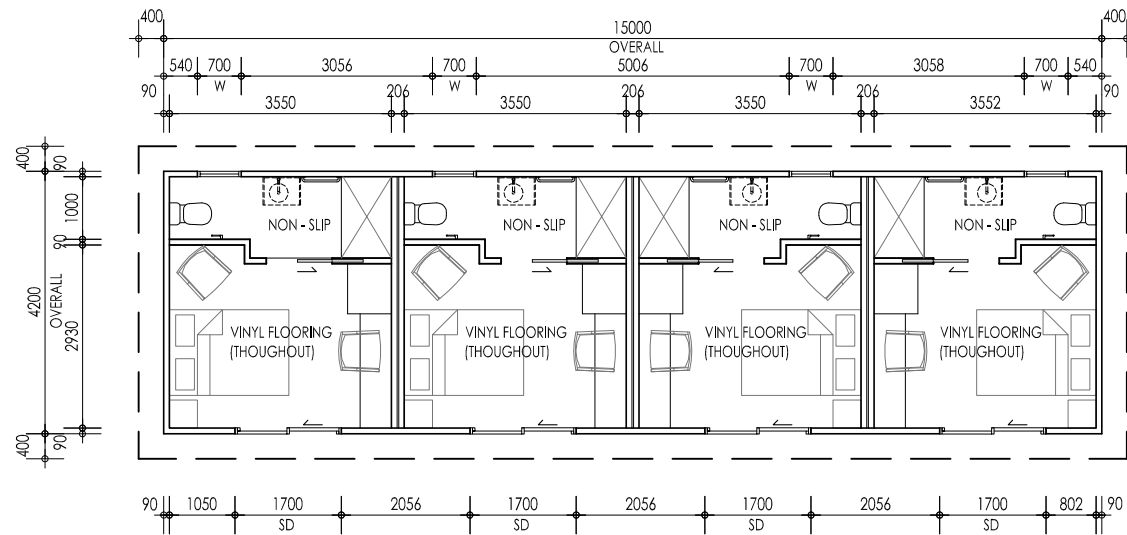


MATERIALITY

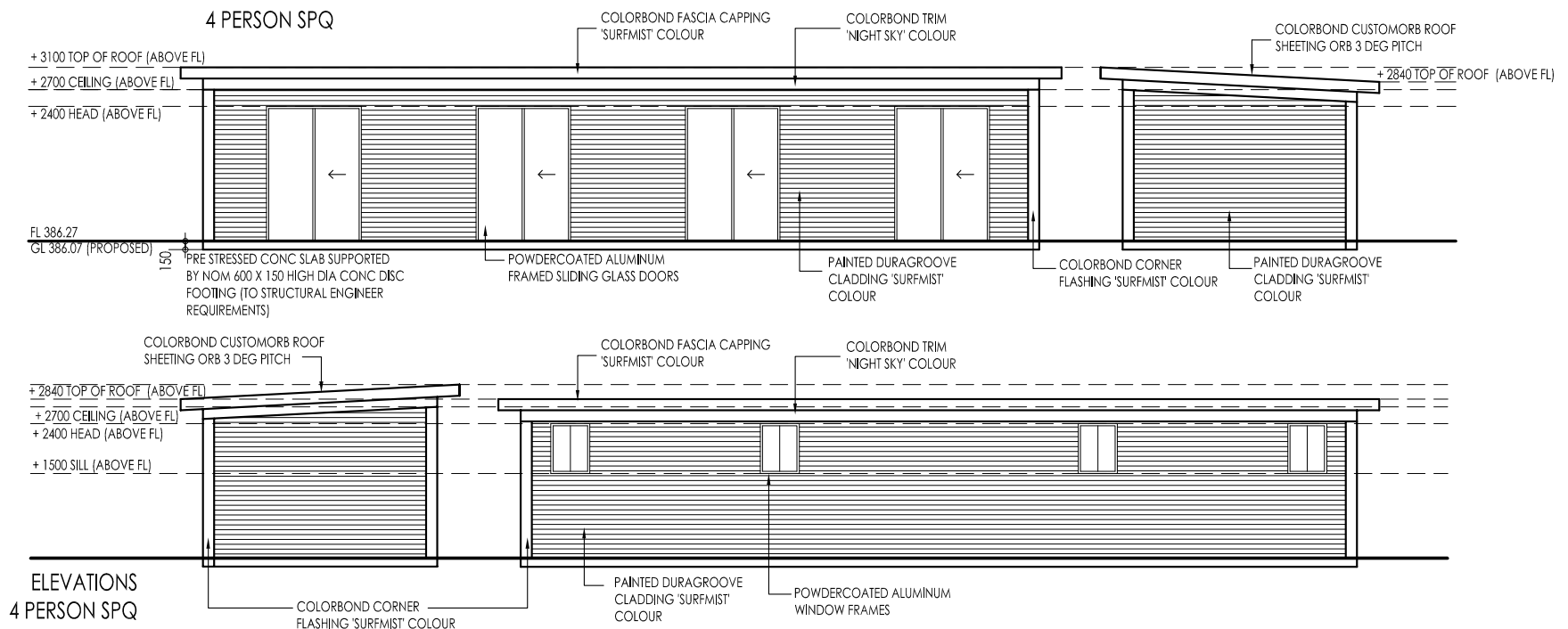
DULUX 'SILVER KINETIC SATIN' POWDERCOAT FINISH FOR ALL DOOR/WINDOW FRAMES

DULUX 'SURFMIST'

DULUX 'NIGHT SKY'



PLAN
4 PERSON SPQ



ELEVATIONS
4 PERSON SPQ

Harris — Jenkins Architects

H — J A

ca. 4/1 High St Fremantle
ps. PO Box 647
Fremantle WA 6959
e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

PROPOSED LODGING HOUSE
ACCOMMODATION
1 PORTER ST KALGOORLIE

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A2.01
SCALE	1:100			
DATE	08.09.2022			

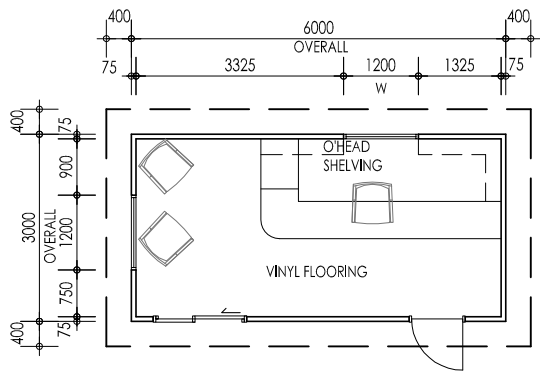
THE DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THE DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS JENKINS ARCHITECTS

MATERIALITY

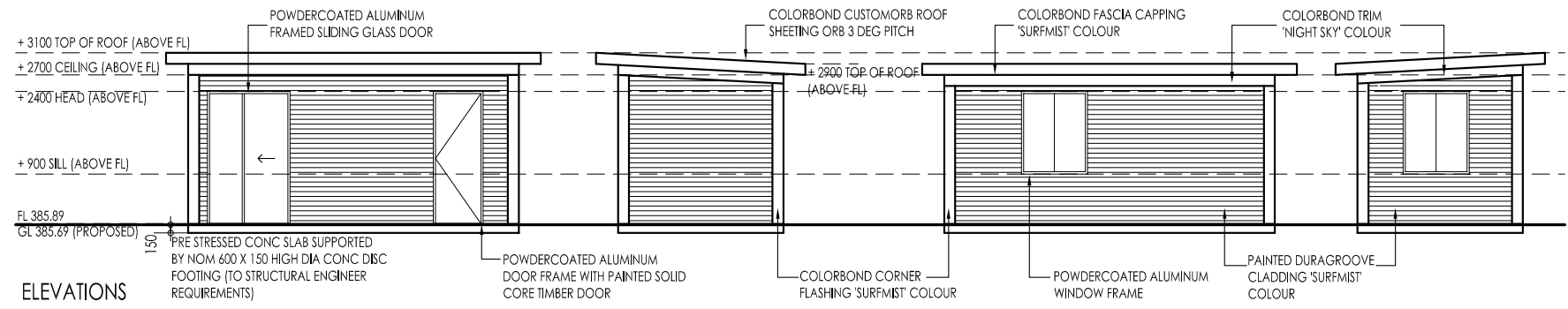
DULUX 'SILVER KINETIC SATIN' POWDERCOAT FINISH FOR ALL DOOR/WINDOW FRAMES

DULUX 'SURFMIST'

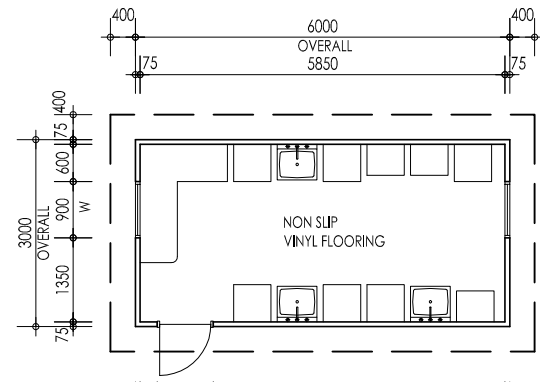
DULUX 'NIGHT SKY'



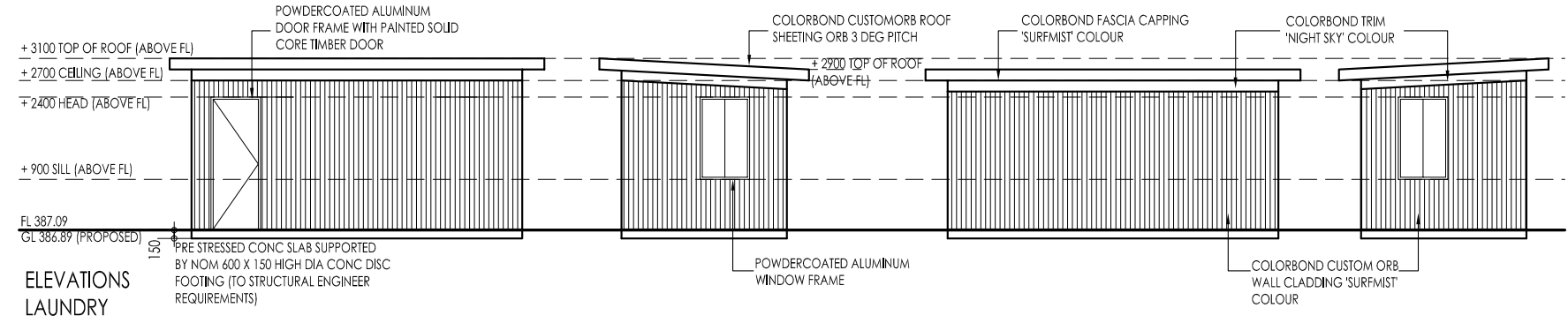
PLAN
RECEPTION / STORE



ELEVATIONS
RECEPTION / STORE



PLAN
LAUNDRY



ELEVATIONS
LAUNDRY

H — J A

Harris — Jenkins Architects

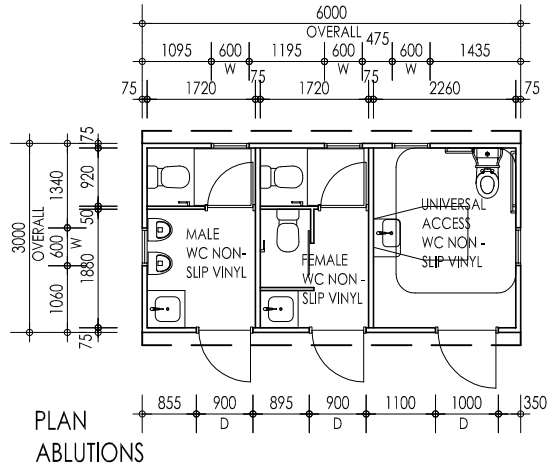
oa. 4/1 High St Fremantle
pa. PO Box 647
Fremantle WA 6959
e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

**PROPOSED LODGING HOUSE
ACCOMMODATION
1 PORTER ST KALGOORLIE**

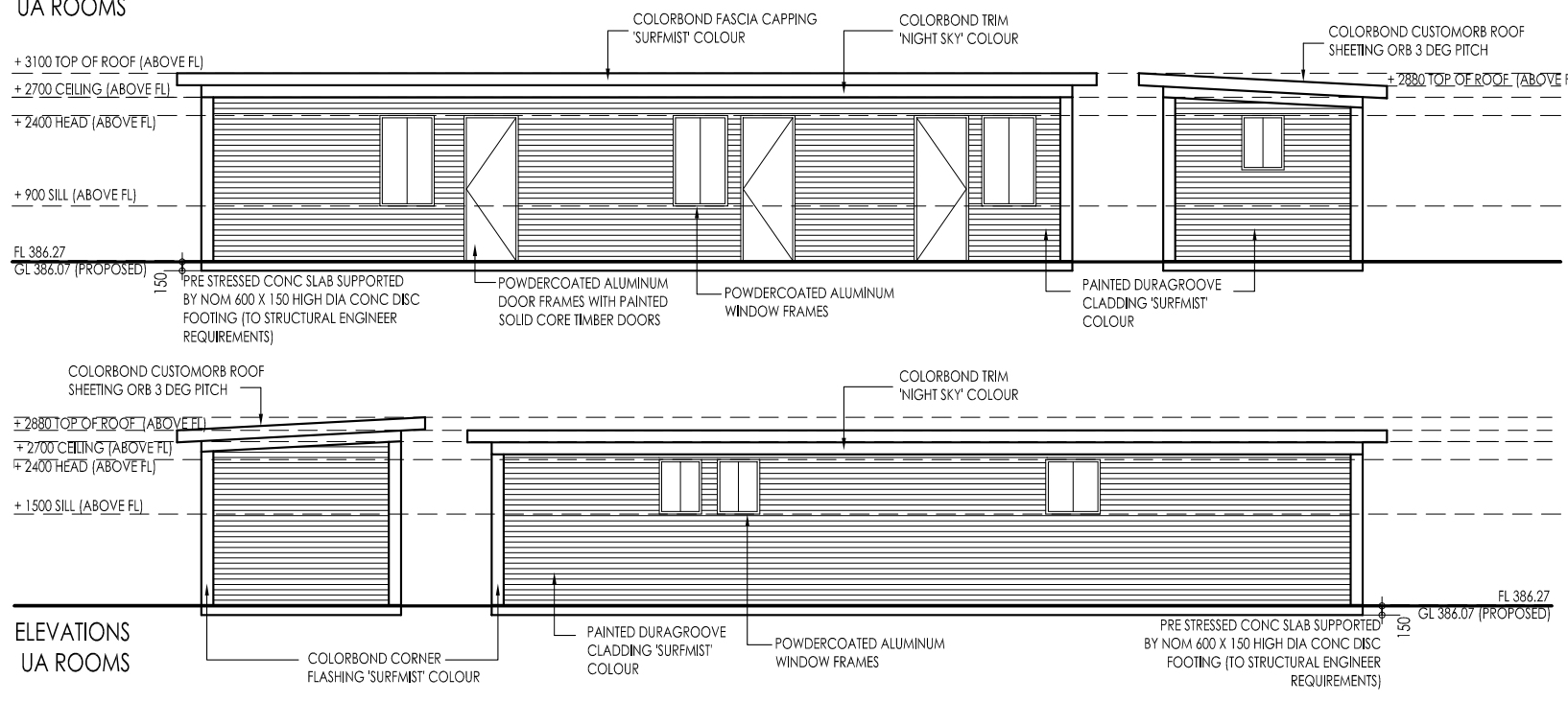
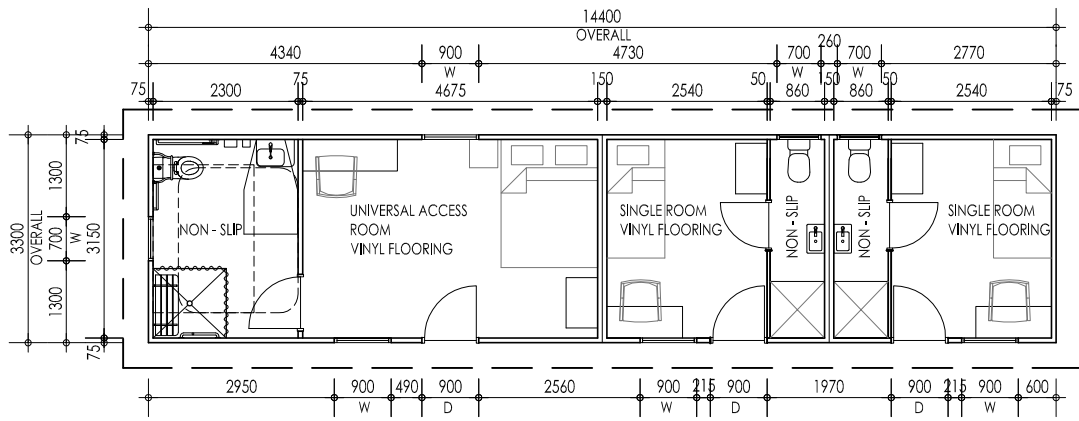
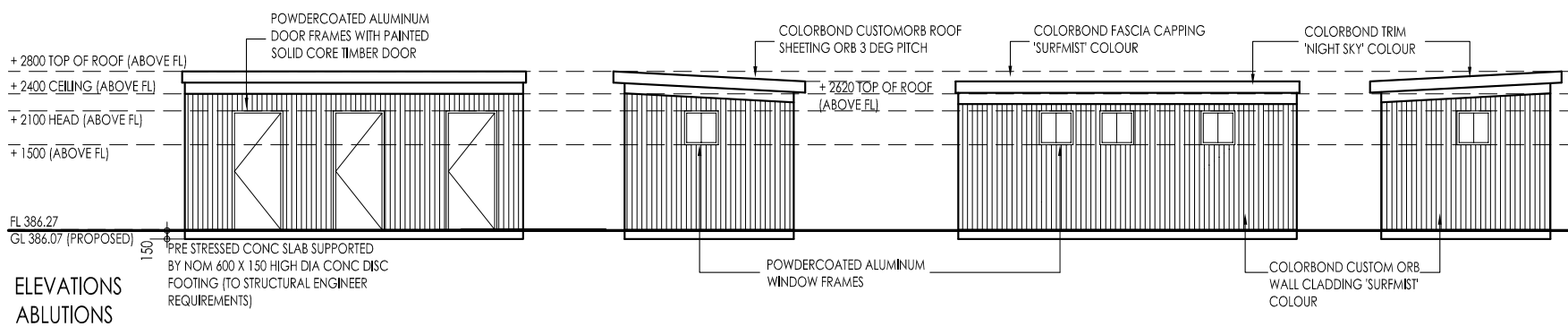
JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A2.02
SCALE	1:100			
DATE	08.09.2022			

THIS DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THE DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS JENKINS ARCHITECTS.



MATERIALITY

- DULUX 'SILVER KINETIC SATIN' POWDERCOAT FINISH FOR ALL DOOR/WINDOW FRAMES
- DULUX 'SURFMIST'
- DULUX 'NIGHT SKY'



Harris — Jenkins Architects

H — J A

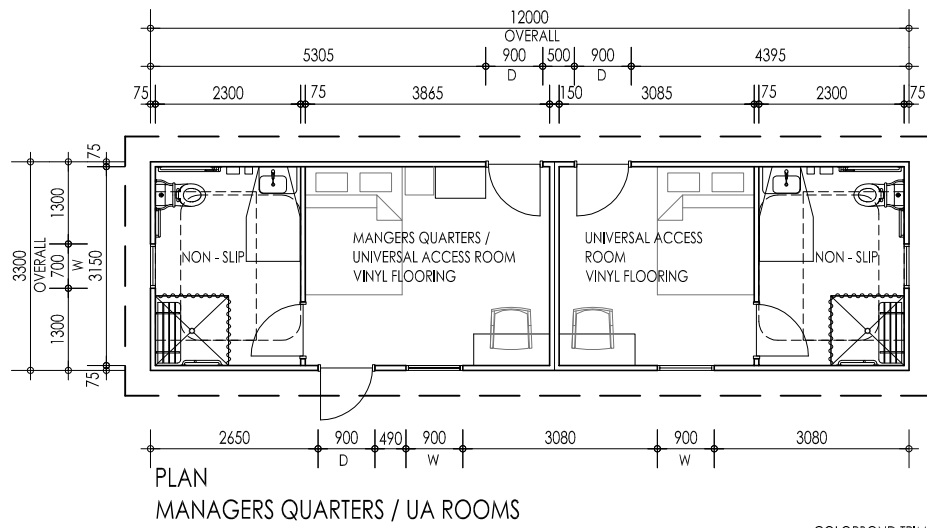
oa. 4/1 High St Fremantle
 ps. PO Box 647
 Fremantle WA 6959
 e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

PROPOSED LODGING HOUSE ACCOMMODATION
 1 PORTER ST KALGOORLIE

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A2.03
SCALE	1:100			
DATE	08.09.2022			

THE DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS, JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THE DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS, JENKINS ARCHITECTS

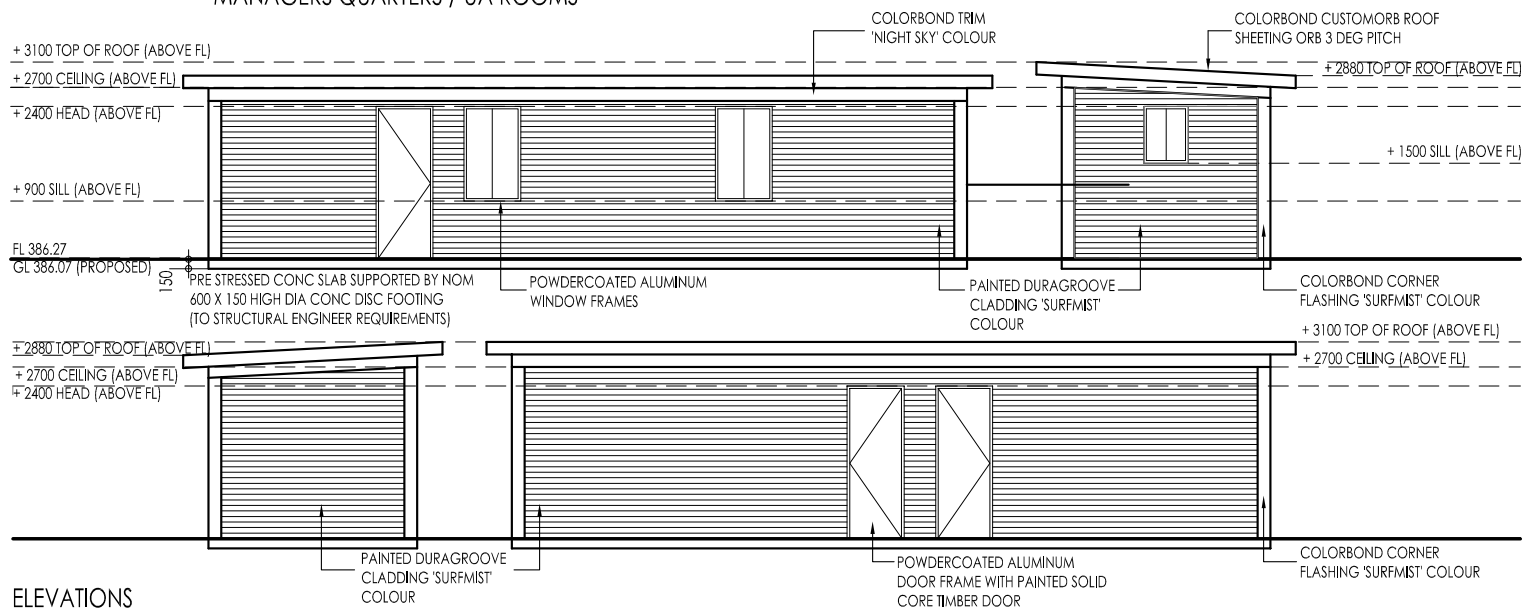


MATERIALITY

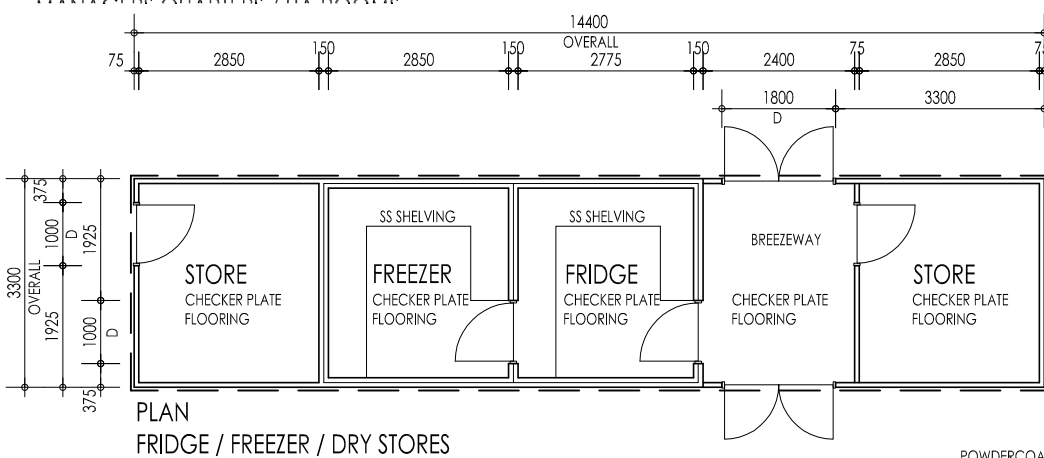
DULUX 'SILVER KINETIC SATIN' POWDERCOAT FINISH FOR ALL DOOR/WINDOW FRAMES

DULUX 'SURFMIST'

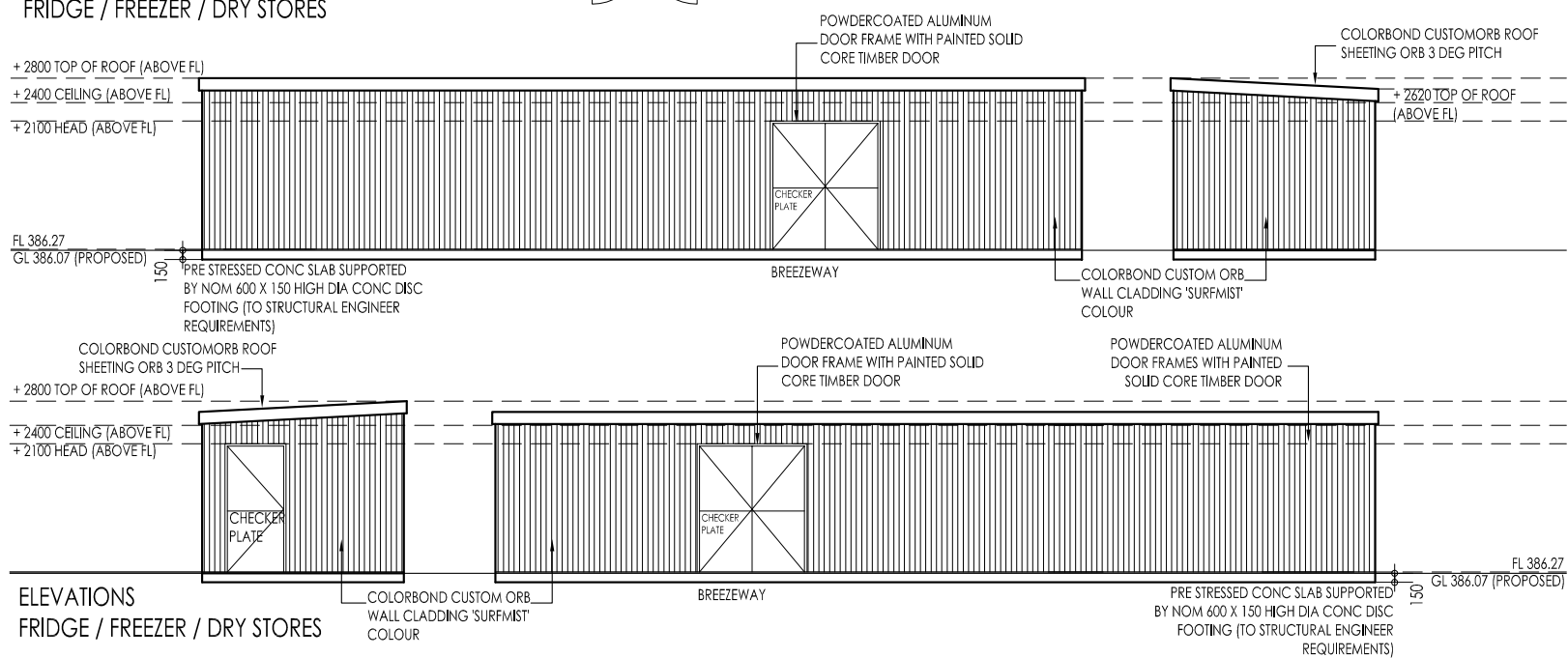
DULUX 'NIGHT SKY'



ELEVATIONS



PLAN
FRIDGE / FREEZER / DRY STORES



ELEVATIONS
FRIDGE / FREEZER / DRY STORES

Harris — Jenkins Architects

H — J A

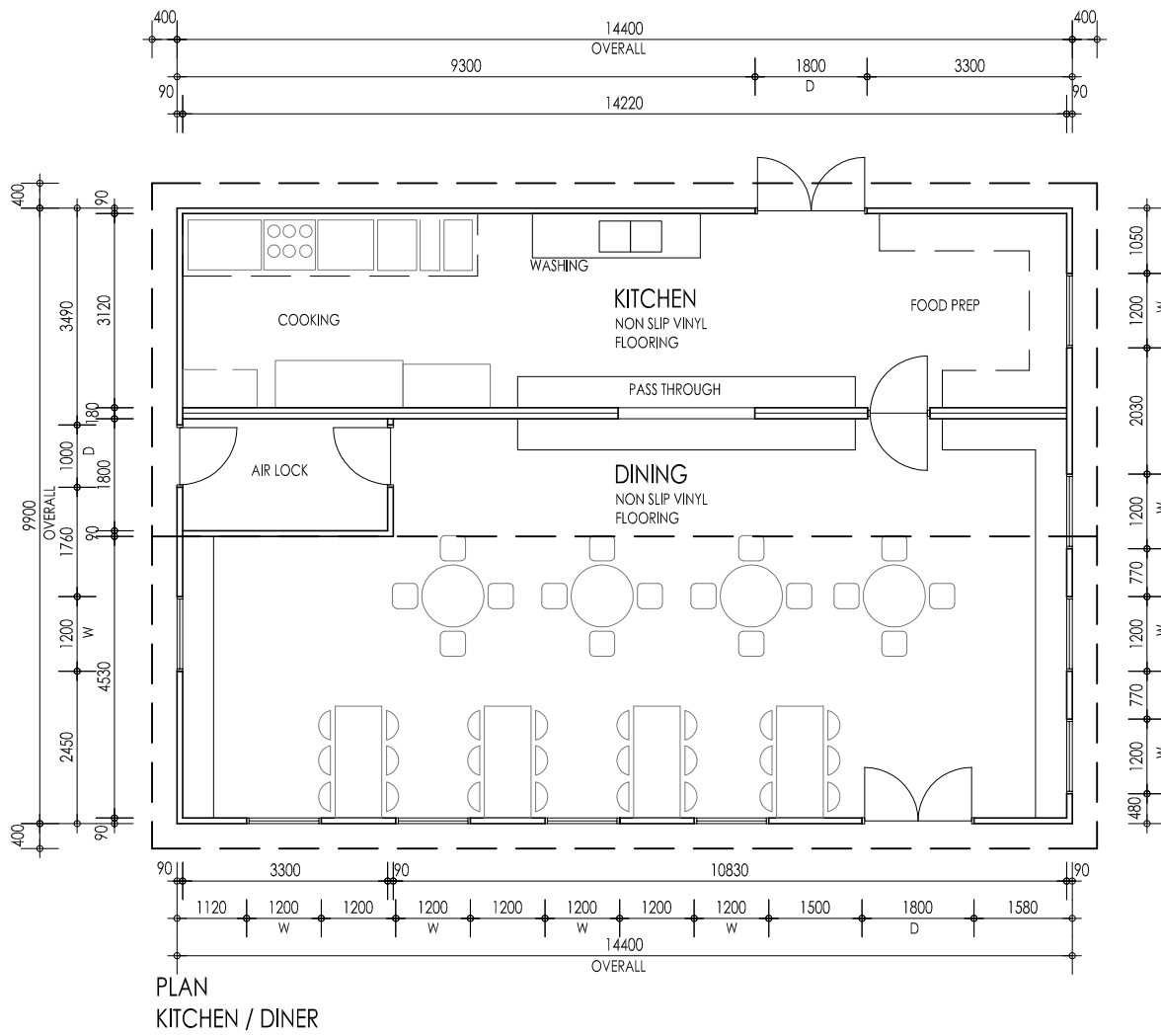
ca. 4/1 High St Fremantle
wa. PO Box 647
Fremantle WA 6959
e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

PROPOSED LODGING HOUSE
ACCOMMODATION
1 PORTER ST KALGOORLIE

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A2.04
SCALE	1:100			
DATE	08.09.2022			

THE DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THE DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS JENKINS ARCHITECTS

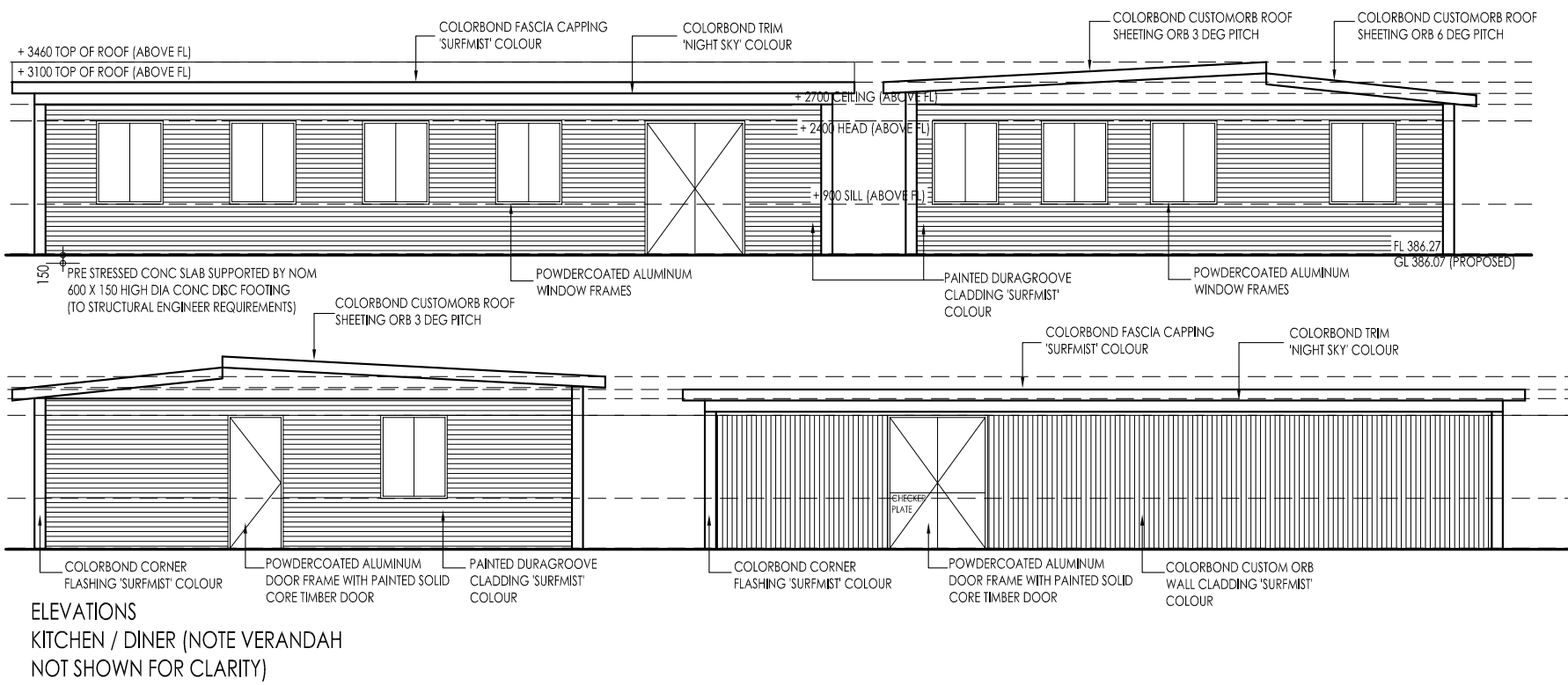


MATERIALITY

DULUX 'SILVER KINETIC SATIN' POWDERCOAT FINISH FOR ALL DOOR/WINDOW FRAMES

DULUX 'SURFMIST'

DULUX 'NIGHT SKY'



Harris — Jenkins Architects

oa. 4/1 High St Fremantle
ps. PO Box 647
Fremantle WA 6959
e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

PROPOSED LODGING HOUSE
ACCOMMODATION
1 PORTER ST KALGOORLIE

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A2.05
SCALE	1:100			
DATE	08.09.2022			

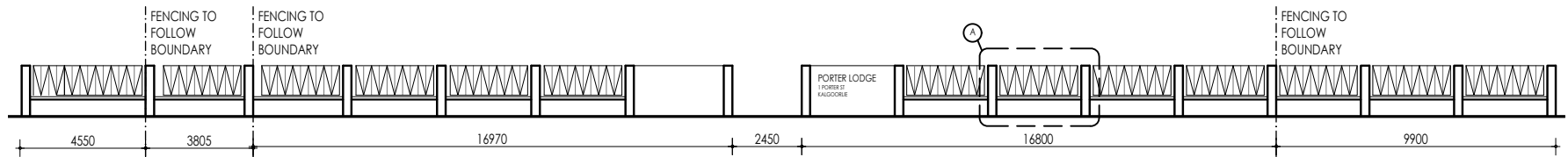
THE DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS, JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THE DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS, JENKINS ARCHITECTS

PROPOSED LODGING HOUSE ACCOMMODATION FENCING EXTENT

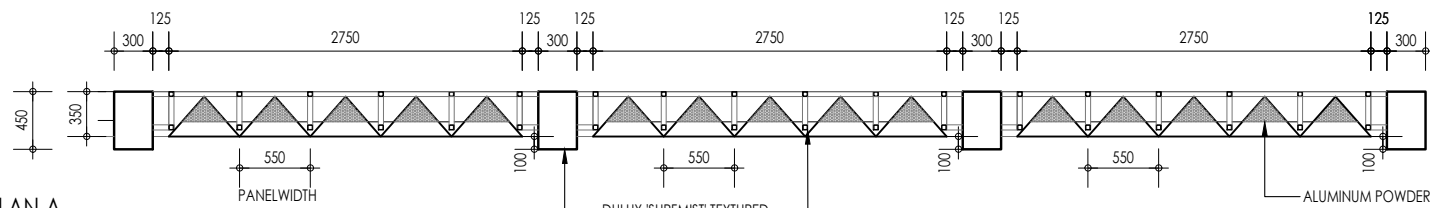


PLAN - FENCING EXTENT
SCALE 1:200

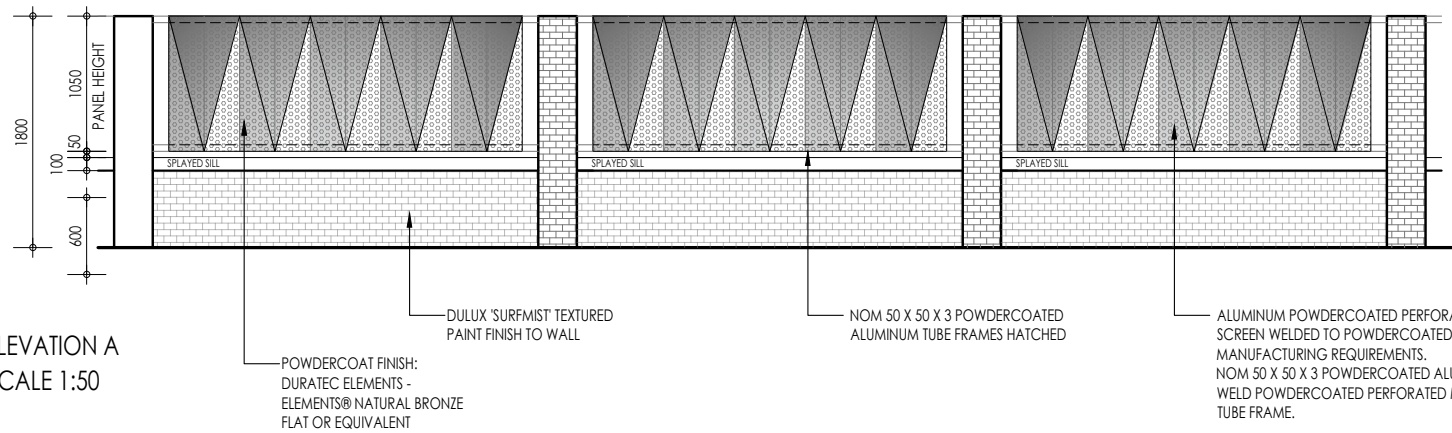
RED : POWDERCOAT METAL MESH FENCE
 BLUE: 1800MM HIGH VERTICAL ALUMINUM FENCING COLOUR TO MATCH METAL MESH
 NOTE: REMAINING PERIMETER FENCING NOT HATCHED TO BE 1800MM HIGH COLORBOND FENCING COLOUR - WOODLAND GREY



ELEVATION
SCALE 1:200



PLAN A
SCALE 1:50



ELEVATION A
SCALE 1:50

MATERIALITY

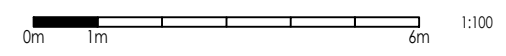
- DULUX 'SURFMIST' TEXTURED PAINT FINISH
- DULUX 'NATURAL BRONZE' POWDERCOAT FINISH

Harris — Jenkins Architects
 H — J A
 oa. 4/1 High St Fremantle
 po. PO Box 647
 Fremantle WA 6959
 e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

PROPOSED LODGING HOUSE
 ACCOMMODATION
 1 PORTER ST KALGOORLIE

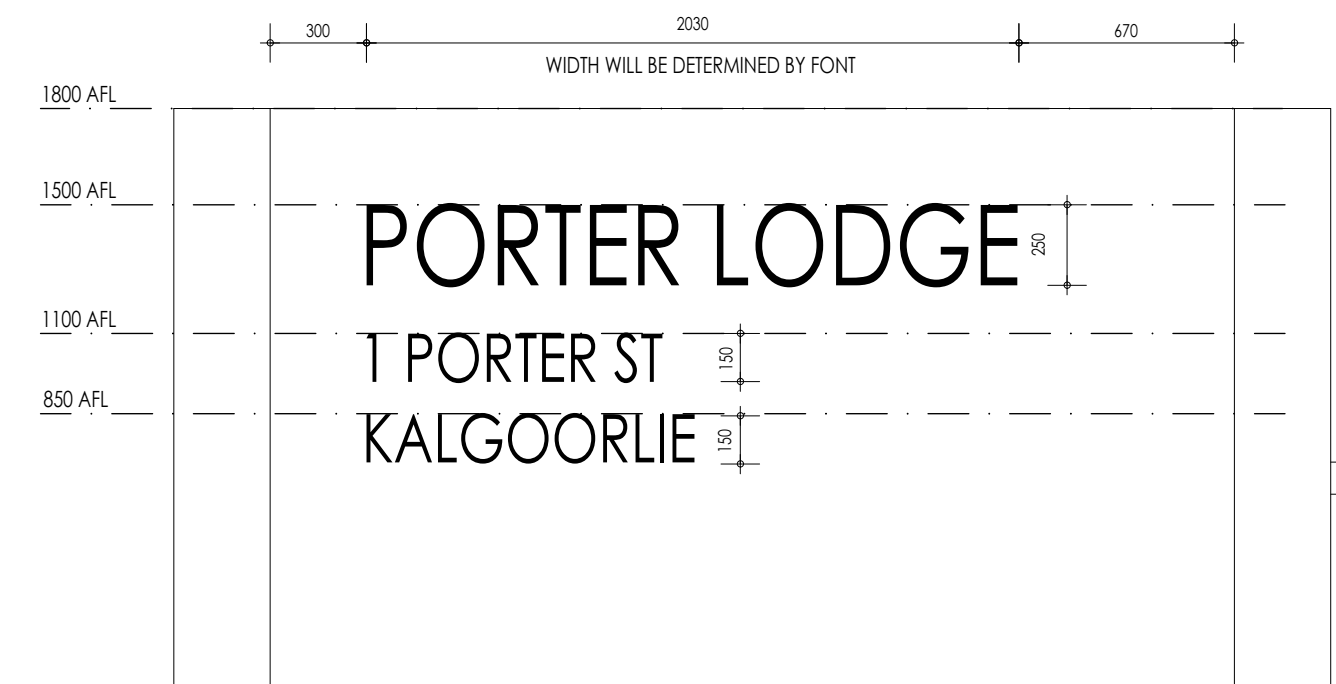
JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A3.01
SCALE	N/A			
DATE	23.06.2022			



PROPOSED LODGING HOUSE ACCOMMODATION FRONT SIGNAGE

AaBbCcDdEeFfGgHhIiJjKkLlMmNn
OoPpQqRrSsTtUuVvWwXxYyZz
123456789&%\$@

FONT: CIRCULAR STD BOOK



FABRICATED METALLIC LETTERING
ATTACHED TO WALL

COLOUR - DURATEC ELEMENTS - ELEMENTS® NATURAL BRONZE FLAT
OR EQUIVALENT



SCALE - 1:20

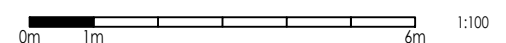
Harris — Jenkins Architects
H — J A
oa. 4/1 High St Fremantle
pa. PO Box 647
Fremantle WA 6959
e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

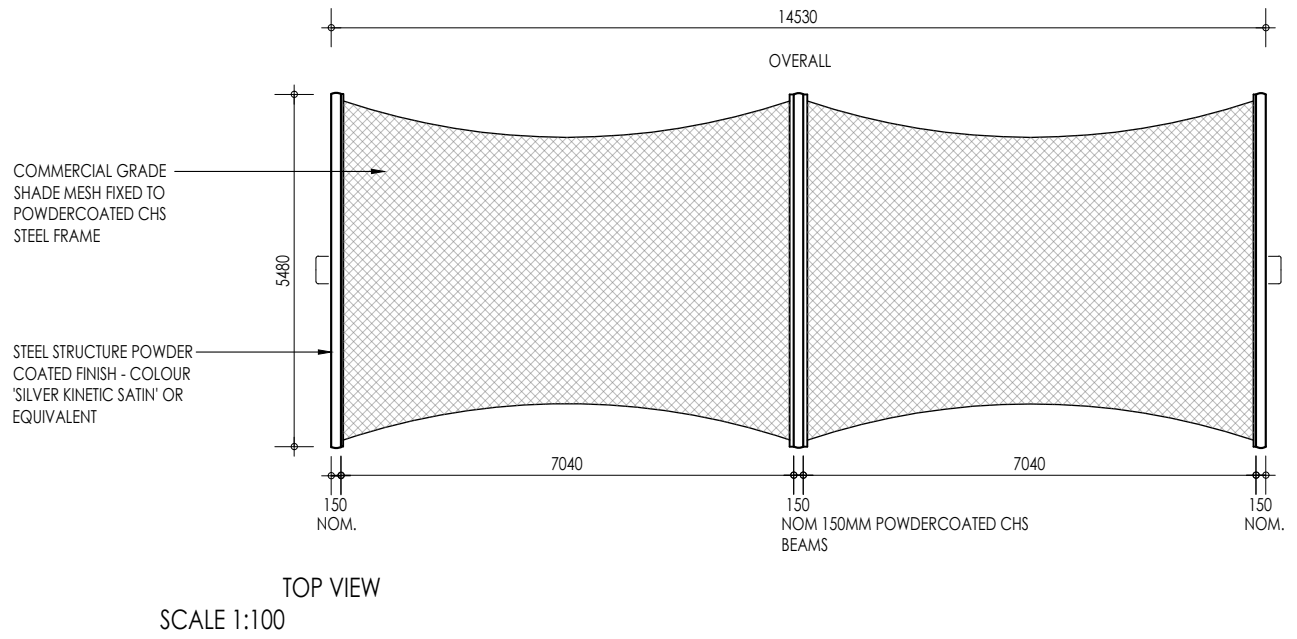
PROPOSED LODGING HOUSE
ACCOMMODATION
1 PORTER ST KALGOORLIE

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A3.02
SCALE	N/A			
DATE	23.06.2022			

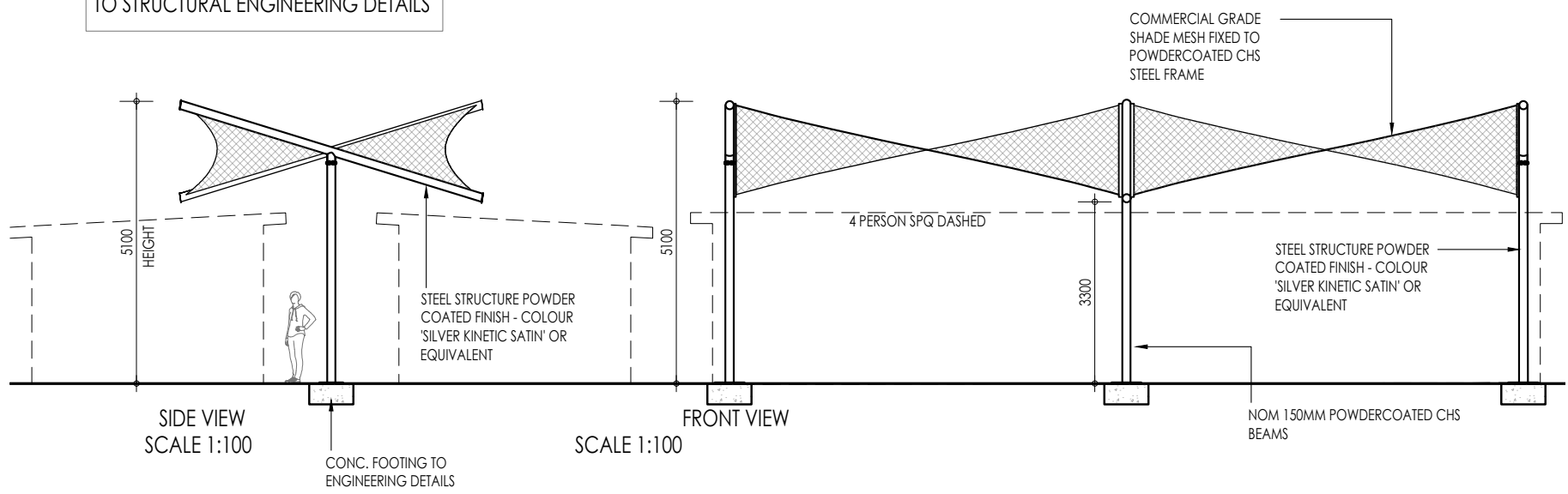
THIS DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS, JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THIS DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS, JENKINS ARCHITECTS



PROPOSED LODGING HOUSE ACCOMMODATION SUN SHADE (BETWEEN LODGING HOUSE UNITS)



NOTE : OVERALL SIZING ARE SUBJECT TO STRUCTURAL ENGINEERING DETAILS



PROPOSED KITCHEN/DINING VERANDA ROOF

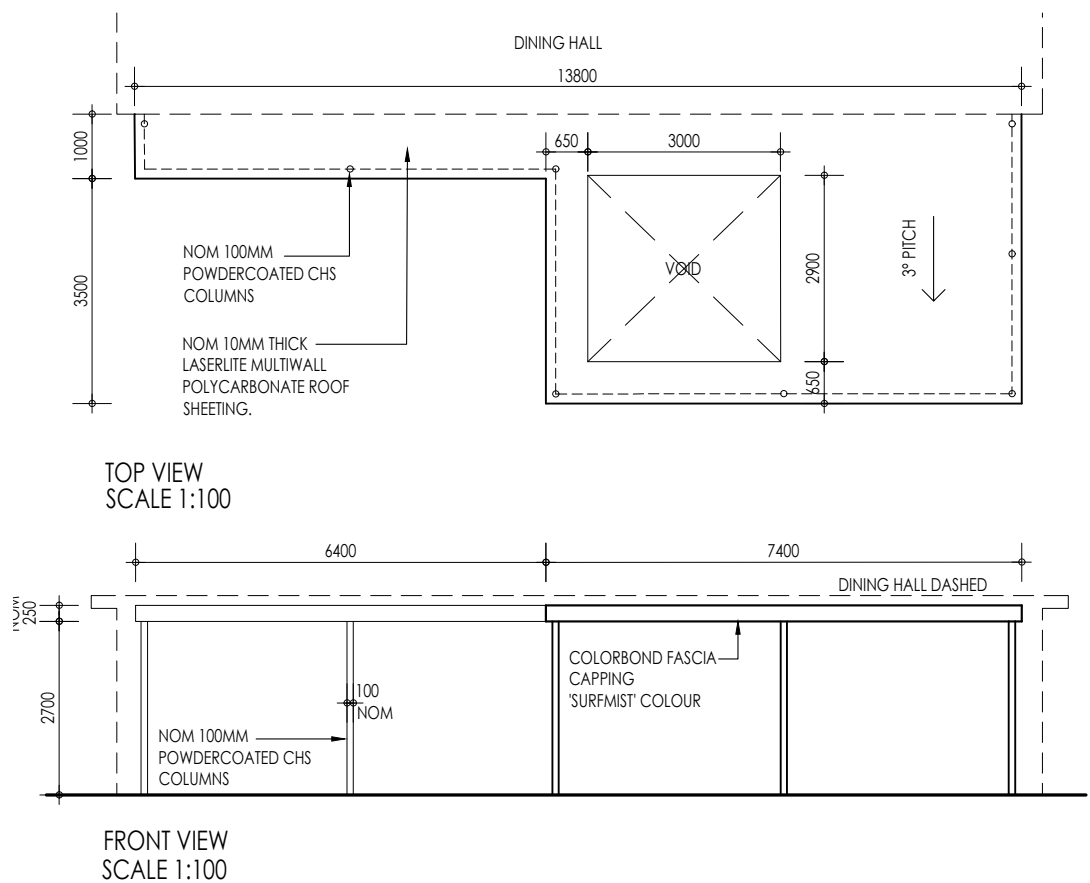
MATERIALITY

DULUX 'SILVER KINETIC SATIN' POWDERCOAT FINISH

COMMERCIAL GRADE SHADE MESH FIXED COLOUR 'SILVER' OR EQUIVALENT

DULUX 'SURFMIST'

LASERLITE MULTIWALL POLYCARBONATE ROOF SHEETING.



Harris — Jenkins Architects

H — J A

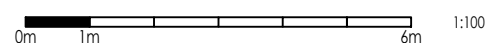
oa. 4/1 High St Fremantle
pa. PO Box 647
Fremantle WA 6959
e. hello@harrisjenkins.com

No.	REVISION	DATE
A-1	JDAP ISSUE	29.09.22

PROPOSED LODGING HOUSE
ACCOMMODATION
1 PORTER ST KALGOORLIE

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	1	A3.05
SCALE	N/A			
DATE	23.06.2022			

THIS DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS, JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THIS DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS, JENKINS ARCHITECTS

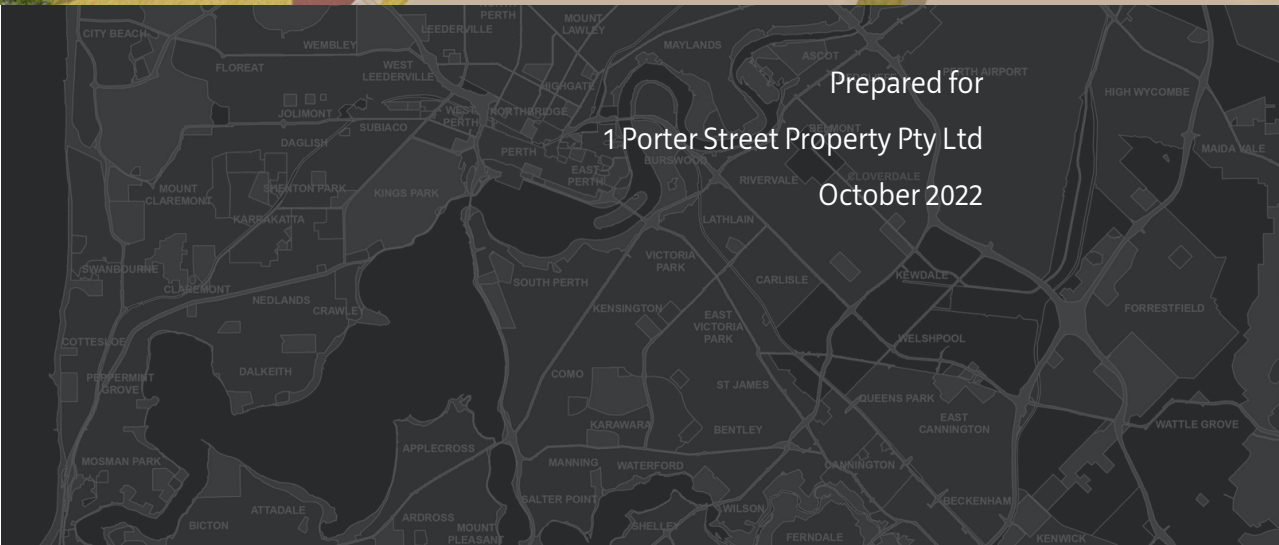


Development Application Report

60-Bed Lodging House Development

Lot 302 (1) Porter Street, Kalgoorlie

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS



Prepared for
1 Porter Street Property Pty Ltd
October 2022

Copyright Statement 2022

© Planning Solutions (Aust) Pty Ltd

All rights reserved. Other than for the purposes of and subject to the conditions prescribed under the *Copyright Act 1968* (Cth), no part of this report may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic or otherwise, without the prior written permission of Planning Solutions (Aust) Pty Ltd.

No express or implied warranties are made by Planning Solutions (Aust) Pty Ltd regarding the information and analysis contained in this report. In particular, but without limiting the preceding exclusion, Planning Solutions (Aust) Pty Ltd will not verify, and will not assume responsibility for, the accuracy and completeness of information provided to us.

This report has been prepared with particular attention to our Client's instructions and the relevant features of the subject site. Planning Solutions (Aust) Pty Ltd accepts no liability whatsoever for:

- a third party's use of, or reliance upon, this report;
- use of, or reliance upon, this report in relation to any land other than the subject site; or
- the Client's implementation, or application, of the strategies recommended in this report.

Direct all enquiries to:

Planning Solutions
Level 1, 251 St Georges Terrace
Perth WA 6000

All correspondence to:
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

Phone: 08 9227 7970
Fax: 08 9227 7971
Email: admin@planningsolutions.com.au
Web: planningsolutions.com.au

Project Details

Job number	8176	
Client	1 Porter Street Property Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Design and Landscaping Design Traffic Engineering Acoustic	Planning Solutions Harris-Jenkins Architects Cardno Herring Storer Acoustics

Document Control

Revision number	File name	Document date	Prepared by	Checked by
Rev 1	221011 8176 DA Report - Porter Street Rev 1	11 October 2022	SM	RH

Contents

1	PRELIMINARY.....	1
1.1	Introduction.....	1
1.2	Background.....	1
1.2.1	Pre-lodgement consultation with the City of Kalgoorlie-Boulder.....	1
2	SITE DETAILS.....	2
2.1	Land description.....	2
2.2	Location and context.....	2
2.2.1	Context, land use and topography.....	2
3	PROPOSED DEVELOPMENT.....	5
3.1	Development summary.....	5
3.2	Acoustic.....	7
3.3	Landscaping.....	7
3.4	Traffic and access.....	8
4	STATUTORY PLANNING FRAMEWORK.....	9
4.1	State Planning Policies.....	9
4.1.1	State Planning Policy 5.4: Road and Rail Noise.....	9
4.1.2	State Planning Policy 7: Design of the Built Environment.....	9
4.2	City of Kalgoorlie Boulder Local Planning Scheme No. 1.....	11
4.2.1	Zoning.....	11
4.2.2	Land use classification and permissibility.....	12
4.2.3	Objectives of the zone.....	12
4.2.4	Development standards and requirements.....	13
4.3	Matters to be considered.....	16
4.4	Draft Local Planning Scheme No. 2.....	20
5	CONCLUSION.....	21

Figures

- Figure 1 – Aerial photograph of the subject site and surrounds (source: *Nearmaps 2022*)
- Figure 2 – Render of aerial view of the proposed development looking in a northern direction
- Figure 3 – Render of view from Porter Street, looking north-east towards the subject site
- Figure 4 – Render of internal view of the proposed development, looking north
- Figure 5 – LPS1 zoning map

Appendices

- Appendix 1: Certificates of Title and Diagram
- Appendix 2: Development Plans
- Appendix 3: Landscaping Plans
- Appendix 4: Traffic Impact Statement
- Appendix 5: Noise Management Plan and Mechanical Noise Acoustic Report

1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of 1 Porter Street Property Pty Ltd, the proponent of the proposed development at Lot 302 (1) Porter Street, Kalgoorlie (**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 proposed development, including:

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

The proposed development seeks to demolish the existing lodging house development and construct a new 60-bed lodging house development on the subject site, providing essential urban support services to residents, visitors, tourists and/or workers within Kalgoorlie and the broader Goldfields Region. The proposed development will result in a substantial community benefit through the provision of essential accommodation facilities, and will generate local employment and spending opportunities.

The development is designed and configured to respond to the site's immediate context, within the Kalgoorlie town centre. Combined with appropriate landscaping, the modular structures proposed are designed to blend with the surrounding built form and streetscape. The site is generally surrounded by a mix of residential and commercial developments, including other accommodation facilities.

The modular design of structures follows extensive design consideration by the project team and consultation with the City of Kalgoorlie-Boulder. Unlike other accommodation facilities which may comprise temporary 'dongas' or transportable buildings, the modules proposed provide a long-term and viable solution to accommodation shortages within Kalgoorlie. The proposed development as a whole is capable of accommodating all essential lodging house amenities and facilities such as laundry, dining, resting and kitchen facilities. The construction of the proposed development also will create substantial employment opportunities, within Kalgoorlie and throughout the State.

The proposed development has benefitted from the expert input of architectural, traffic, and acoustic consultants to ensure the lodging house will not create any unwarranted amenity impacts.

We respectfully request the Regional Joint Development Assessment Panel grant approval for the proposed development.

1.2 Background

1.2.1 Pre-lodgement consultation with the City of Kalgoorlie-Boulder

On 15 September 2022, Planning Solutions attended a pre-lodgement meeting with the City of Kalgoorlie-Boulder (**City**) to discuss the characteristics of the site and key planning considerations associated with the proposed development, including parking, access, stormwater, waste collection, landscaping, and design features. The key considerations and outcomes discussed in the meeting have informed the finalisation of the proposed development and development plans enclosed.

Subsequently, email advice was also obtained from the City on 19 September 2022, advising the proposed laundry, kitchen and dining facilities are sufficient in size to operate as a lodging house for 60-persons.

2 SITE DETAILS

2.1 Land description

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1 - Lot details

Lot	Diagram	Volume	Folio	Area (m ²)
302	97417	2183	622	2,747

Diagram 97417 depicts two Rights of Way (ROWS) – one adjacent to the eastern boundary of the subject site, and another which runs adjacent to the western boundary of the subject site.

The eastern ROW connects to Porter Street at its southern end, runs adjacent to the eastern boundary of the subject site, and then extends east away from the site, servicing other developments and residences. The subject site is currently accessed directly from Porter Street and the existing eastern ROW.

The western ROW connects to Porter Street at its southern end, and Victoria Street at its northern end.

Running along the western property boundary within the subject site is also a 1.51m-wide Right of Carriageway (ROC). This ROC is delineated on the Sketch Title and the development plans discussed further below. The ROC benefits the owner of the land contained within Certificate of Title Volume 127 and Folio 64.

As it will be demonstrated further below within this report, no structures or built form is proposed within either of these ROWs or the ROC.

Refer **Appendix 1** for a copy of the Certificate of Title and Diagram.

2.2 Location and context

2.2.1 Context, land use and topography

The subject site is located within the municipality of the City of Kalgoorlie-Boulder (City), approximately 600 kilometres east of Perth City, within the northern aspect of the Kalgoorlie town centre.

The subject site is in close proximity to Goldfields Highway, a State Road and Primary Distributor Road which connects the subject site and Kalgoorlie to the greater Goldfields Region. The subject site fronts Porter Street, which terminates to the south of the subject site, at the intersection of Dugan Street and Shamrock Street. Dugan Street extends south of the subject site into the Kalgoorlie town centre.

Broadly, the subject site is surrounded by a mix of commercial, community and residential developments, comprising single and double-storey structures. St Mary's Primary School is located approximately 80m south-west, and Kalgoorlie Health Campus is located approximately 300m north-west. Further along the northern side of Porter Street to the south-east of the subject site are single-storey dwellings, a rehabilitation centre and a church.

The subject site has direct frontage to Porter Street to the south, ROWs to the west and east, and a large residential landholding to the north (rear). Single storey low density residences are located either side of the ROWs. Low density residential land uses generally surround the subject site.

The subject site contains a degraded single-storey lodging house development within its southern aspect and is clear of development within its northern aspect. The existing lodging house development comprises two buildings. The rear of the site is clear of built form, utilised for informal vehicle parking. The rear parking area is accessible via the eastern ROW connecting to Porter Street.

In terms of topography, the subject site is generally flat.

Refer Figure 1 and Photographs 1-4 below which depict the subject site and surrounds.

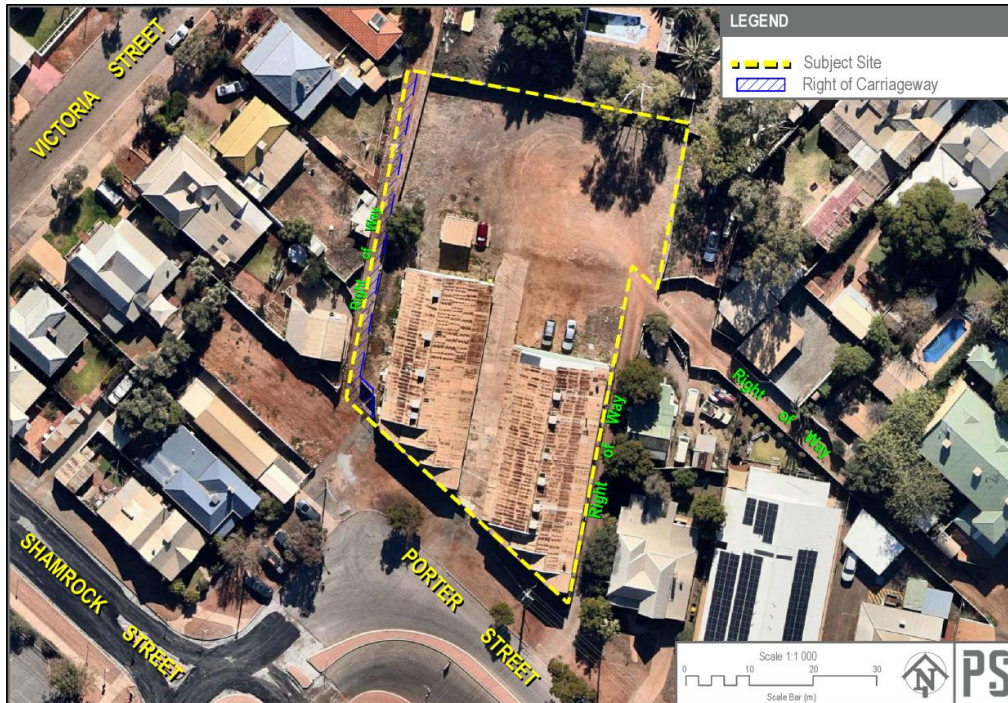


Figure 1 – Aerial photograph of the subject site and surrounds (source: Nearmaps 2022)



Photograph 1: Subject site, as viewed from Porter Street looking north-east

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie



Photograph 2: Subject site and eastern ROW, as viewed from Porter Street looking north



Photograph 3: Eastern ROW and subject site, looking south



Photograph 4: Existing development, as viewed from rear of subject site looking south-west

3 PROPOSED DEVELOPMENT

3.1 Development summary

The proposed development involves the demolition of all structures on the subject site, and the development of a new 60-bed lodging house.

All structures which form the proposed development are of a modular built form, and will be placed on a concrete foundation. The modular design alleviates what could otherwise be more concentrated building mass, and provides the proponent with flexibility to retrofit the internals of each module in the future.

A total of 18 modules will be placed on the subject site, accommodating 56 standard rooms (14x4 person modules), two universal access rooms, one manager's quarters room, a laundry module, and dining/kitchen module for guests. All essential health services and facilities are proposed, to ensure the proponent meets the requirements for lodging houses under the *Health Act 1911*.

Specifically, the proposed development comprises the following components:

- Demolition of all structures and fencing which comprise the existing lodging house development.
- Construction / installation of modules on concrete foundations, in a parallel alignment to Porter Street. Each row will comprise four modules as follows:
 - Each module is split into four (4) rooms. Each room contains a double bed and adjoining ensuite.
 - One (1) laundry module is located on the eastern side of the proposed development.
 - The accommodation modules will have awnings and shade sails to provide shade and shelter to the front of each module, particularly to address summer conditions.
 - Each room has visual access to landscaped areas, to provide natural amenity immediately adjacent to each room.
 - In terms of materials, each module will comprise a steel frame structure, insulated wall panels, with weatherboard facings (Duragroove Cladding) for the accommodation modules and custom orb cladding for utilities modules. The exterior of the modules will be painted in the colour 'Dulux Surfmist'.
 - Window and door frames will comprise powder coated aluminium. Trims will comprise Colorbond capping.
- Paved pedestrian pathways with a width of 1.9 metres are provided throughout the proposed development, connecting all modules to each other and the pedestrian access entrance to the development along Porter Street.
- One (1) barbeque/landscaped area is provided within the proposed development, located nearby or adjacent to accommodation modules and the laundry room. This communal area is designed to create a meeting or 'catch up' point for guests for the purpose of enhancing occupant social and mental wellbeing.
- Landscaping will be located throughout and along the surrounding boundary of the proposed development. The proposed landscaping will include communal lawn and garden beds with shrubbery and trees.
- A total of 22 car parking bays will be provided, including 15 car parking bays within the subject site (including one universal access parking bay), and an additional seven car parking bays (including one universal access parking bay, and one temporary drop-off parking bay) within Porter Street, abutting the southern property boundary.

- One (1) loading bay will be provided within the subject site, adjacent to the eastern ROW and module containing storage, kitchen and dining facilities.
- Construction of new perimeter fencing and walls.

The southern property boundary addressing Porter Street will comprise a 1.8m-high wall, finished in textured paint of a 'Dulux Surfmist' colour. The upper portion of the wall will comprise semi-permeable aluminium powder coated metal mesh. As delineated on drawing A3.01 at **Appendix 2**, this wall will also extend along a portion of the eastern ROW from Porter Street, to the extent it abuts the proposed alfresco area. Identification signage reading the text 'Porter Lodge' and the subject site address will be placed on the wall for visibility to Porter Street, adjacent to the pedestrian access point.

The eastern aspect of the proposed development from the dining facilities to the car park will comprise 1.8m-high vertical aluminium fencing.

The remainder of perimeter fencing will comprise 1.8-high Colorbond fencing, coloured 'Woodland Grey'.

- Allocation of hardstand to the south-eastern corner of the site for a future electrical transformer, if required.

Refer to **Appendix 2** for a copy of the Development Plans. **Figures 2-4 below** provide a visual representation of the built form proposed (which are also contained within the Development Plans).



Figure 2 – Render of aerial view of the proposed development looking in a northern direction



Figure 3 – Render of view from Porter Street, looking north-east towards the subject site



Figure 4 – Render of internal view of the proposed development, looking north

3.2 Acoustic

The proposed development site is in proximity to residential properties. Accordingly, a Noise Management Plan (NMP) and Mechanical Plant Noise Acoustic Report (Noise Report) have been conducted by Herring Storer Acoustics.

The assessments consider the noise impacts associated with the proposed lodging house and demonstrate the proposed development will comply the requirements of State Planning Policy 5.4 Road and Rail Noise (SPP5.4), and the *Environmental Protection (Noise) Regulations 1997*, at all times.

The NMP identifies that the proposed development is compliant with the requirements of SPP 5.4 during night and day assessment periods. Further, the assessment concludes that no 'quiet house' design measures are required under the provisions of SPP5.4

The separate Noise Report considers noise originating from the proposed development, including air conditioning units, kitchen exhaust(s), and the disposal of glass into bins. The Noise Report confirms the development will comply with the *Environmental Protection (Noise) Regulations 1997* during day and night periods, subject to the following mitigation measures:

- Implementation of enclosures around air conditioning units.
- Disposal of glass during daytime periods only.

The above recommendations can be applied to the proposed development by way of a suitably worded condition of planning approval.

Refer **Appendix 5** for a copy of the above mentioned NMP and Noise Report.

3.3 Landscaping

The proposed development provides extensive landscaping and open space throughout the site and along the property boundaries. The landscaping will complement the built form. The landscape design includes an appropriately located communal lawn area to encourage guests to interact.

Native trees will be provided predominately along the boundaries of the subject site, with a feature *Jacaranda* proposed in the centre of the proposed development to provide visual interest and amenity for guests. Native and exotic shrubs are to be planted adjacent paved areas, to soften the visual impact of the pedestrian paths and provide a pleasant environment. A communal barbeque area is proposed, along with the provision of benches under the canopies of the various native trees.

Any proposed verge planting will be in accordance with the City Kalgoorlie Verge Planting Guidelines.

Refer to **Appendix 3** for a copy of the landscaping plan and planting strategy.

3.4 Traffic and access

The proposed development is supported by a Traffic Impact Statement (TIS) prepared by Cardno (refer to **Appendix 4**), in accordance with WAPC guidelines.

The TIS confirms the access arrangements are sound, and the resultant traffic generated from the proposed development is minimal. As outlined within the TIS, the estimated trip generation is *"32 vehicles in the AM Peak Hour, 36 vehicles in the PM Peak Hour and 376 Daily trips. Based on the numbers above, this low volume of trip generation is anticipated to have no material impact on the surrounding road network"*.

Swept path plans are also included within the TIS, depicting the movements of waste collection vehicles and standard passenger vehicles. Waste collection vehicles (up to 8.8m in-length), will travel along the eastern ROW abutting the site and cross into the subject site, where a loading zone is provided to collect and empty bins. Once complete, waste collection vehicles will proceed north along the ROW before headings east away from the site and rejoin the road network at Brookman Street (consistent with the current arrangements for waste collection vehicles). Passenger vehicles can safely traverse the car park or easternmost car parking bays, without conflicting with kerbing structures, and/or landscaping.

Refer **Appendix 4** for a copy of the Traffic Impact Statement

4 STATUTORY PLANNING FRAMEWORK

4.1 State Planning Policies

4.1.1 State Planning Policy 5.4: Road and Rail Noise

The Western Australian Planning Commission (**WAPC**) *State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)* applies to all stages of planning in Western Australia, where a noise sensitive land use is proposed within the policy's trigger distance of specified transport routes.

The subject site is located within a SPP5.4 trigger distance of a major traffic route, being Great Eastern Highway / Hannan Street. Where any part of the subject site is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise on sensitive land uses and any management/mitigation measures required.

As outlined at section 3.2 above, an Environmental Noise Assessment and Noise Management Plan (**NMP**) has been prepared in support of the proposed development and in accordance with the provisions of SPP5.4. The NMP concludes that the proposed development will not require any mitigation measures or 'quiet house' design features to achieve the noise targets of SPP5.4.

4.1.2 State Planning Policy 7: Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (SPP 7) establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. Refer **Table 2** below for an assessment against the ten design principles of SPP7.

Table 2 – Assessment against the SPP7.0 design elements

Design element	Design outcome / applicant comment
1. <i>Context and character</i> <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	<p>The development responds to the characteristics of the surrounding area by:</p> <ul style="list-style-type: none"> Incorporating colour and cladding materials (weatherboard appearance cladding to external facades) consistent with surrounding residential housing. New front boundary fencing is proposed of solid masonry to a height of 0.75m, consistent with the height of surrounding front boundary fences. The upper portion of the fence (reaching to fencing height of 1.8m) will comprise semi-permeable aluminum powder coated metal mesh. Carparking areas on the subject site are located internally and sleeved behind buildings allowing the built form to address the street. <p>The development enhances and contributes to the sense of place as follows:</p> <ul style="list-style-type: none"> The existing run-down buildings with blank and inactive facades fronting Porter Street will be replaced by new buildings enhanced by landscaping and which address the street. The existing gravel verge is proposed to be sealed and finished with coloured bitumen, improving the overall street presence of the proposed development. A dining room is located within a module fronting Porter Street, with an outdoor dining area located within the front setback, providing activity and surveillance of the street.

Design element	Design outcome / applicant comment
<p>2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>Landscape elements are integrated with the built form as follows:</p> <ul style="list-style-type: none"> • Tree and plant species have been selected in accordance with the City of Kalgoorlie – Boulder policy ENG-PR-002. • Species are typically native, water wise and have been selected for their rich colour palette and shade quality. • In addition, a large jacaranda tree is proposed for the alfresco dining area, and is intended to provide an inviting presence to the street.
<p>3. Built form and scale <i>Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>	<p>The proposed development comprises clusters of smaller, single-storey modules, consistent with the scale of the houses in the surrounding residential area.</p>
<p>4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full lifecycle.</i></p>	<p>Appropriate materials have been proposed for the entire development and are consistent with prevailing standards and expectations for accommodation in these areas. The accommodation modules themselves are predominately constructed from steel framing and finished in weatherboard cladding to external facades, appropriate to withstand Kalgoorlie's varying weather conditions. Insulation between the wall panels allows the rooms to achieve good passive thermal performance. Shade structures over the pedestrian pathways and portion of roofs reduces overall heating loading.</p>
<p>5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>Economic and environmental sustainability objectives are achieved as follows:</p> <ul style="list-style-type: none"> • The redevelopment of an existing lot in the town centre achieves increased land use efficiency and the rehabilitation of a currently dilapidated site. • Residents of the lodging house will have convenient access to shopping, services and amenities without reliance on a private vehicle. • Rainwater collection will allow for watering of the proposed gardens. • The development will provide local employment opportunities including an on-site manager and roles within the reception and kitchen / diner. • Guests will contribute to the local economy through the purchase of goods and services. The location of the lodging house within the town centre will support the local economy and the provision of community services.
<p>6. Amenity <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.</i></p>	<p>The development achieves good design outcomes for the guests as follows:</p> <ul style="list-style-type: none"> • Bedrooms, common areas, and car parking spaces are designed to be universally accessible in accordance with the National Construction Code. • Shade trees are proposed to be located along walkways and around the carparking area to make movement through the development more comfortable. • A communal BBQ area provides opportunities for the guests to relax and 'mingle' with each other. • The proposed development is within walking distance of the Kalgoorlie town centre (less than 300m), providing guests with convenient access to a broad range of local businesses and community facilities. This includes gyms, sporting clubs, pubs, restaurants, cafes, shops and personal services.

Design element	Design outcome / applicant comment
7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.</i>	<ul style="list-style-type: none"> Wayfinding is clearly identified via a primary paved access way acting as the spine connecting to all secondary access ways. All paths are wide enough for accessibility. Street access to the lodging house is clearly defined between pedestrian and vehicle. <p>The proposed development promotes legibility through clear connective pathways and signage to create eased of access for guests and visitors</p>
8. Safety <i>Good design optimises safety and security, minimizing the risk of personal harm and supporting safe behaviour and use.</i>	<p>Safety measures have been implemented throughout the proposed development to minimise the risk of personal harm and responds well to safe behaviour and use of facilities within the development. Such measures include:</p> <ul style="list-style-type: none"> All modules are lockable and secure, and the site layout maximises sightlines throughout the subject site, including the sightlines from the internal carparking and communal areas. The proposed development will be well lit to the exterior of each module and along pathways to ensure any guests arriving at different points throughout the day/night feel safe on arrival. Lighting internal to the development will also ensure the proposed development is consistent with the provisions of the <i>Health Act 1911</i>. The kitchen and dining module is located at the site entrance to the proposed development, ensuring that a level of activity and surveillance is provided between the subject site and Porter Street. The implementation of additional safety measures will be the responsibility of the operator to minimise the risk of personal harm and to ensure safe behaviour and use of facilities.
9. Community <i>Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.</i>	<p>The proposed development responds to the surrounding environment by providing essential accommodation for those supporting the local economy and provides an array of social spaces to facilitate interactions between guests.</p> <p>The proposed development is not an isolated development that requires a range of facilities and amenities to also be provided on site, for use by guests. The proposed development is located in close proximity to the Kalgoorlie town centre, where guests may access local gyms, sporting facilities, cafes, pubs, shops and more. The proposed development therefore facilitates social interaction within and beyond the subject site.</p>
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	<p>The proposed development achieves an attractive built form supplemented by landscaping that complements and enhances the overall amenity of the site and improves the presentation to the street.</p>

In light of the statement in the table above demonstrating that the design elements have been satisfactorily achieved, the proposed development warrants approval accordingly.

4.2 City of Kalgoorlie Boulder Local Planning Scheme No. 1

4.2.1 Zoning

Under the City of Kalgoorlie-Boulder's *Local Planning Scheme No.1 (LPS1)* the subject site is zoned 'General Residential' (refer **Figure 5**) and has a designated residential density coding of R40.

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie

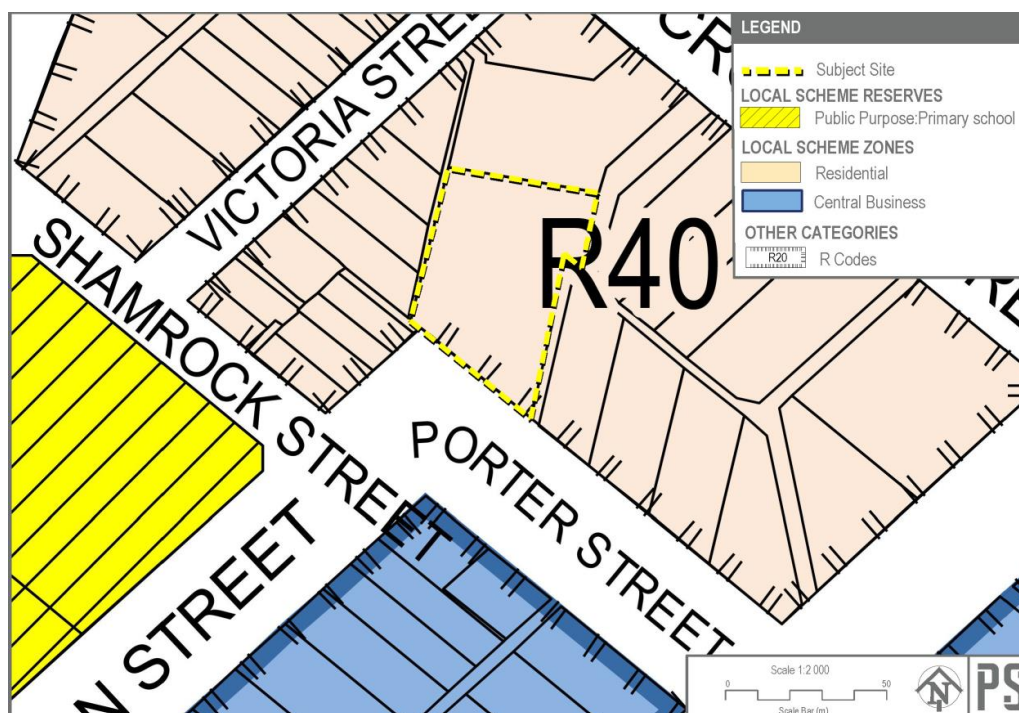


Figure 5 – LPS1 zoning map

4.2.2 Land use classification and permissibility

The proposed development is appropriately classified as 'Lodging House' under LPS1. A Lodging House is defined as follows:

Lodging House has the meaning given to it under the Health Act 1911.

Note from Schedule 1 of LPS1:

Lodging House means any building or structure, permanent or otherwise, and any part thereof, in which provision is made for lodging or boarding more than 6 persons, exclusive of the family of the keeper thereof, for hire or reward; but the term does not include –

- a) *premises licensed under a publican's general licence, limited hotel licence, or wayside-house licence, granted under the Licensing Act 1911; or*
- b) *residential accommodation for students in a non-government school within the meaning of the School Education Act 1999; or*
- c) *any building comprising residential flats;*

Lodging House is an 'SA' use within the 'General Residential' zone, meaning that the development is capable of approval subject to Council exercising their discretion, and consulting with relevant stakeholders in accordance with Clause 6.6 of the LPS1.

4.2.3 Objectives of the zone

In exercising their discretion, the City is required to consider the proposed development against the objectives of the 'General Residential' zone, which are as follows:

- To enhance the character and amenity of existing residential areas and to facilitate new residential development which is compatible with this existing development.
- To facilitate a high standard of residential development while providing housing choice, suited to the needs of the Kalgoorlie-Boulder Community.
- To ensure both the architectural and subdivisional heritage character of residential areas are retained.
- To facilitate appropriate non-residential development to meet the day to day needs of surrounding residents.

The proposed development enhances the amenity of the surrounding residential area by replacing the currently derelict buildings with a wholly new development built to contemporary standards and consistent with contemporary expectations for development of this nature. The development will be consistent with the height and scale of the surrounding houses, being a single-storey development comprising a cluster of smaller accommodation modules, consistent with the prevailing built form of the area.

Architecturally, the buildings are clad in similar colours and materials to the surrounding housing (weatherboard-like materials to external facades) and extensive landscaping and tree planting is provided throughout the development improving the overall amenity of the site. Moreover, the existing gravel verge area will be sealed with coloured bitumen for car parking which will improve the overall amenity of the streetscape.

The proposed development for Lodging House is entirely consistent with the objectives of the 'General Residential' zone, has historically been utilised for the use of Lodging House, and warrants approval accordingly.

4.2.4 Development standards and requirements

Table 2 of LPS1 contains development standards applicable to various uses permitted within the Scheme area. Table 2 does not include the 'Lodging House' land use. Clause 3.19(3) states that "[w]here a particular use is not mentioned in the Development Standards Table, the development requirements shall be determined by the Council".

Given that LPS1 does not contain any specific requirements applicable to the subject site, the following table contains an assessment and justification of the development on individual merit.

Table 3- Consideration of development elements

Development outcome	Applicant comment / assessment
Street setback	As a guide, the street setback for residential development under the R40 density code is an average of 4m (although the Residential Design Codes do not apply). The proposed development includes buildings which are located on an angle to the street, with setbacks ranging from 0.2 to 8.3m. When the setbacks are considered together with the distance between the road pavement and the front boundary, the actual separation distances are consistent with the residential setbacks entertained by the R-Codes consistent with the surrounding residential houses.
Side setbacks	Although the R-Codes do not apply, the 1.8m setback from the <u>eastern boundary</u> exceeds the 1m minimum that would be applied to residential development. Buildings along the western edge of the site are setback from the <u>western boundary</u> in excess of 1m by a 1.5m-wide Right of Carriageway, and then setback a further 0.49m from the Right-of-Carriageway.
Rear setback	The proposed development has a minimum rear setback of 1m, which is consistent with the 1m minimum that would be required by the R-Codes.
Plot ratio / Site coverage	The development provides open space of 56% (excluding shade structures and verandahs) which exceeds the R-Codes 'deemed to comply' minimum open space of 45%..

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie



Development outcome	Applicant comment / assessment
Parking	The proposed development includes 22 car parking bays to meet the demand generated by the proposed accommodation. As outlined within the TIS at Appendix 4 , the majority of guests are likely to shuttle or utilise taxi or ride-share services to the site. Car parking bays are provided for such services.
Landscaping	The development includes landscaping provision of approximately 11%, consistent with the general expectation that non-residential development provides 5-10% of the lot area for landscaping. The proposed landscaping is sufficient to screen street and lot boundaries, increases canopy shade coverage and provides attractive and functional communal areas, as demonstrated on the landscaping plan provided.

Part 4 of LPS1 outlines general development requirements applicable to all development within the city. **Table 4** below provides an assessment against the requirements relevant to this proposed development

Table 4- Assessment against the general development requirements of LPS1

LPS1 clause	Applicant comment / provided	Compliance
4.5 Car Parking		
<i>(1) Car parking shall be provided for each development in accordance with the requirements of the Residential Planning Codes and Part 4 of this Scheme</i> <i>(3) Car parking calculations shall be calculated by rounding up to the nearest whole number</i>	Neither the R-Codes nor LPS1 contain an applicable minimum requirement for car parking provision, which is left to the Council's discretion. The amount of car parking provided by the proposed development has been demonstrated in the previous section and TIS prepared by Cardno to be appropriate and capable of meeting the anticipated demand.	Acceptable
<i>(2) The minimum internal dimension of any car bay for non-residential development shall be 5.5m x 2.5m wide provided that:</i> <i>(a) where a bay abuts a wall or other barrier the minimum width shall be not less than 2.8m;</i> <i>(b) where a parallel parking bay is provided the minimum length shall not be less than 7.0m</i>	All car parking proposed on site will be marked to meet the required dimensions. These requirements can be enforced through a suitably worded condition of development approval.	✓
<i>(4) The minimum width of access drives shall be as described in Table 3 of LPS1</i>	The proposed development utilises the existing eastern ROW as an access drive. The development does not propose to amend the long-standing eastern ROW.	✓
4.7 Construction and Maintenance		
<i>(1) Parking areas shall be constructed, sealed and line marked in accordance with the plan approved by Council and thereafter maintained to the satisfaction of the Council.</i> <i>(2) All car bays shall be marked to the satisfaction of the Council.</i>	All proposed car parking areas within the subject site will be sealed and line-marked to Council specifications.	✓
4.9 Service Areas		
<i>(1) Unless otherwise approved by Council, all development other than residential shall include a service area of not less than 9 square metres for the purposes of loading and unloading goods.</i>	A service area and loading zone will be located at the south-eastern aspect of the site along the eastern property boundary. The room containing the service area (which abuts the loading zone) measures 40m ² in area. This room will be utilised for loading and unloading of goods, and waste storage.	✓

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie



LPS1 clause	Applicant comment / provided	Compliance
<i>(3) The accessway to any service area shall be so constructed that vehicles using it may return to the street in forward gear.</i>	Service vehicles will enter the eastern ROW in forward gear and proceed straight to the loading zone. Once ready, service vehicles will continue to proceed in forward gear and exit the ROW onto Brookman Street.	✓
<i>(5) All servicing areas and other parts of land or buildings which in the opinion of the Council detract from the amenity of the area shall be screened from public view and from view from adjoining properties, to the satisfaction of the Council.</i>	Bins and deliveries will be stored and processed (respectively) through the service area which is contained within a building, and therefore will not be visible from public view. The service area is located mid-way along the eastern ROW, providing more than adequate separation from Porter Street views.	✓
4.10 Access – Vehicular		
<i>(2) Any part of the vehicular access to any lot shall not be within 9 metres of an intersection.</i>	The proposed access is not within 9 metres of an intersection.	✓
<i>(3) Where a lot has access to more than one street, access shall be to and from the minor street, as determined by the Council, unless otherwise approved.</i>	N/A – the lot is only accessed via the eastern ROW by vehicles.	✓
<i>(6) Each development lot shall have a constructed crossover from the primary or secondary street.</i>	A single crossover to the eastern ROW is proposed as part of this development.	✓
<i>(7) in the case of non-residential uses: the minimum width of a crossing at property alignment shall be 2.75 metres and the minimum width at kerb line shall be 5.0 metres; the maximum width of a crossing at property alignment shall be 11.0 metres and the maximum width at kerb line shall be 13.0 metres.</i>	The single crossover to the eastern ROW is wider than the minimum 2.75m width stipulated.	✓
4.11 Access – Pedestrian		
<i>All building other than single houses and utility installations shall be provided with pedestrian access separate from or adjacent to vehicular access, unless otherwise approved by the Council.</i>	The proposed development features paved pedestrian access throughout the entirety of the development. Pedestrian access to the development is obtained directly from the Porter Street frontage.	✓
4.13 Landscaping		
<i>(1) The Council may require that some or all of the landscaping provision shall be in-ground.</i>	As demonstrated on the landscape plans at Appendix 3 , the proposed development provides extensive landscaping and green open space throughout the development and along the property boundaries. This includes communal lawn areas, trees and garden beds with shrubbery.	✓
<i>(2) The Council may restrict the use of concrete, gravel, pebble and similar hard materials and require planting of lawns, trees or shrubs in lieu thereof or may encourage the use of hard materials and the planting of natural trees, shrubs and ground cover that require little maintenance. The planting of native species prevalent in the locality shall be promoted.</i>	Noted	✓

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie



LPS1 clause	Applicant comment / provided	Compliance
4.15 Effluent Disposal		
(1) Where deep sewerage is available, all development and building approvals shall be conditional upon connection into the deep sewerage system.	Sewer infrastructure exists within the Porter Street verge and both ROWs. The final sewer design will be confirmed through the building permit documentation stage.	✓
(2) Subject to subclauses (3) and (4) where deep sewerage is not available, development may be approved with on-site effluent disposal.		
(3) All on-site effluent disposal systems require the approval of the Health Department of Western Australia to the satisfaction of the Council.	Noted – the relevant Department of Health approval(s) will be obtained following the grant of development approval.	✓

4.3 Matters to be considered

Clause 67 (2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer to Table 5 below for an assessment of the relevant matters.

Table 5 – Matters to be considered

Matter to be considered	Applicant comment
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The aims and provisions of LPS1 are considered and have been addressed above. The proposed development demonstrates it will not prejudice the ultimate development potential of the area under the zoning proposed by virtue of LPS1
(b) 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;	This development application report comprehensively addresses the relevant planning framework. By nature of the development proposed, being new modular structure, the proposed development does not prejudice the ultimate development potential of the area or zoning under LPS1. Consideration has also been given to the City's draft LPS2.
(c) any approved State planning policy	Refer to section 4.1 above.
(m) the compatibility of the development with its setting including 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;	As outlined above and within this development application report, the proposed development is compatible with its setting, including its relationship to adjoining land and the surrounding locality, noting the existing lodging house has occupied the subject site for over 70 years. The subject site is mostly surrounded by low density residential development with scattered vegetation. The proposed development will form part of the streetscape. In consideration of this, the height, bulk, scale, orientation, and appearance of the proposed development is suitable in its context.

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie



Matter to be considered	Applicant comment
<p>(n) <i>the amenity of the locality including the following –</i></p> <ul style="list-style-type: none"> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i> 	<p>The proposed development does not create any unwarranted impacts by virtue of traffic or noise, nor is a use that creates unwarranted impacts on developments surrounding.</p> <p>The surrounding area is characterised by low density residential land uses further to the north and east. Several parks, reserves and community facilities are located within walking distance of the subject site. The proposed development is compatible with these existing operations and land uses.</p> <p>The development is designed to a high standard and provides optimal facilities for guests such as green open space and communal areas, laundry facilities and kitchen and dining facilities, enhancing social interactions for guests. No development exists on the subject site that may otherwise have a social impact.</p> <p>The development will positively contribute to social interaction within the site and promote guests traveling into the town centre.</p>
<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>The proposed development will have no significant impact on the natural environment or water resources. The proposed development simply entails the placement of accommodation modules, designed to accommodate resting facilities for guests within the area.</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>Sufficient landscaping will be provided throughout the development and along the perimeter boundaries. The proposed landscaping will include communal lawn areas, garden beds with shrubbery and trees. Substantial landscaping and trees are also located along the southern property boundary to enhance the appearance of the development from the streetscape.</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>The subject site is suitable for development, and is not prone to major risk from flooding, inundation, subsidence, bushfire, soil erosion, or any other risk. Notably the subject site is already occupied by lodging house development.</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>The proposed development is highly suited to the land and currently contains a long-standing lodging house development. The development proposes to be a facility that provides contemporary accommodation and associated communal uses. There is no risk to human health or safety because of the proposed development.</p>

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie



Matter to be considered	Applicant comment
<p>(s) <i>the adequacy of –</i></p> <p>(i) <i>the proposed means of access to and egress from the site; and</i></p> <p>(ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i></p>	<p>A Traffic Impact Statement has been prepared for the proposed development and forms part of this development application submission. The TIS confirms access to and egress from the site is acceptable.</p> <p>Access and egress to the site will be via one full movement crossover to the eastern ROW. Temporary stopping bays are also provided for taxi and ride-share services, which is quite common for new developments in built-up areas.</p> <p>Swept path plans are also included within the TIS, depicting that the internal car parking and eastern ROW are suitable for access by passenger vehicles and waste collection vehicles.</p> <p>One delivery / service bay and one stopping bay are proposed along the eastern property boundary, adjacent to the building containing bins and storage space for goods. This stopping bay provides adequate room for delivery / service vehicles to remain stationary, and conduct deliveries without protruding and blocking the eastern ROW (which provides access to the subject site, residences and other businesses located further along the eastern ROW).</p>
<p>(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i></p>	<p>The TIS accompanying this development application confirms that the estimated trip generation during the AM peak hour would be 32 trips, and 36 trips in the PM peak hour. It is considered that these volumes generated by the proposed development will have no material impact on the surrounding road network.</p>

Matter to be considered	Applicant comment
<p>(u) the availability and adequacy for the development of the following –</p> <ul style="list-style-type: none"> (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability; 	<p>Guests will likely move on and off the site in standard passenger vehicles, shuttle, or ride-share services.</p> <p>Public transport services are also available in the area should guests wish to travel around the Kalgoorlie town centre. TransGoldfields bus route 861 stops in walking distance in Hannan Street. The Transwa Kalgoorlie Bus/Train terminal is also within walking distance to the subject site.</p> <p>Essential power, water, waste and effluent disposal will all be provided for on site.</p> <p>A room is proposed at the south-eastern aspect of the site for the sole purpose of storage, and waste storage and collection. A stopping bay is provided to the eastern side of the room for service vehicles to remain stationary during the act of deliveries and/or waste collection. This room measures 40m² in area, designed to accommodate six (6) 660L bins, a wash down area, and storage. This room conveniently connects to the proposed development's kitchen and dining rooms which can be accessed by all guests.</p> <p>Pathways are provided throughout the proposed development measuring 1.9m in width. All pathways provide access to all modules and facilities provided within the subject site, and connect to Porter Street. Pedestrians and cyclists can access the site directly from Porter Street. Storage and shower facilities are provided within each room for guests to utilise during their stay. Bicycle bays will be incorporated in appropriate locations prior to occupation of the proposed development.</p> <p>Three rooms at the southern aspect of the proposed development are designed and oversized for universal access. These rooms are positioned at the southern aspect of the site for convenient access to Porter Street, and car parking areas. These rooms will be provided with ramps from the finished ground level, and uninterrupted pathways to car parking within the subject site and Porter Street (at the same level).</p>
<p>(v) 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;</p>	<p>The proposed development will not result in the loss of a community service, as the subject site is currently an existing lodging house facility, expected to be cleared for the proposed development. The proposed development will provide accommodation, which is in high demand in the area, and will contribute towards local spending on businesses within the Kalgoorlie City Centre</p>
<p>(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</p>	<p>The proposed development will provide accommodation for visitors, workers, tourists and other guests within the area. The proposed development will relieve extreme accommodation pressures within the Kalgoorlie town centre. The proposed lodging house development provides much greater capacity than the existing lodging house development, and significantly improved quality and amenity.</p> <p>The proposed development will also highly encourage guests to travel into the Kalgoorlie town centre, and inject funds into the local economy and businesses. Unlike other isolated developments, the proposed development benefits from a wide range of personal, retail, and food and beverage business within very close proximity to the proposed development. This will encourage guests to interact with the broader community and local business owners.</p>

Development Application Report – Lodging House
Lot 302 (1) Porter Street, Kalgoorlie



Matter to be considered	Applicant comment
(y) any submissions received on the application;	Any submissions received by the community or other agencies will be considered if any are received, and prior to determination of the application.

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

4.4 Draft Local Planning Scheme No. 2

At the 27 June 2022 Ordinary Council meeting, the Council of the City resolved to endorse draft Local Planning Scheme No.2 (**draft LPS2**). The draft LPS2 is considered a seriously entertained planning instrument to be given due regard in the assessment of the proposed development.

Under the most recent and publicly available version of draft LPS2, the subject site will continue to be zoned Residential.

A Lodging House land use is not defined within draft LPS2, however similar (but not identical) land use classifications such as Holiday Accommodation, Workforce Accommodation, and Residential Building may be applicable with remaining capable of approval within the Residential zone.

The proposed development remains consistent with the future planning framework entertained by the draft LPS2 and warrants approval accordingly.

5 CONCLUSION

By way of conclusion, this application seeks approval for the redevelopment of an existing lodging house development, with a new 60-bed lodging house development. The proposed development comprises a contemporary modular design, considered appropriate to blend with the subject site's immediate context and surrounding built form, whilst also presenting appropriately to the Porter Street streetscape. The contemporary design and scale of the proposed development also ensures all essential amenities and facilities can be incorporated, per the requirements of the *Health Act 1911*.

The proposed development is entirely appropriate for the following reasons:

- The proposed development is capable of approval under the City's LPS1, and demonstrates to be largely compliant with the relevant development requirements.
- The proposed development will replace a formerly derelict lodging house development, and will be built to contemporary standards and prevailing community expectations. Each module will be constructed of steel framing and finished in weatherboard cladding. Weatherboard cladding provides contemporary and viable finish to the external facades of the accommodation modules.
- Construction of the proposed development will result in extensive employment opportunities within Kalgoorlie and throughout the state.
- The accommodation has been designed to provide a high-level of amenity to guests, whilst also encouraging local community spending and interaction within the Kalgoorlie town centre.
- The proposed development is supported by an appropriate level of traffic and acoustic reporting which demonstrates that the development will not result in any adverse impacts upon the amenity of the surrounding area.
- The proposed development will contribute towards a well-known accommodation shortage within Kalgoorlie.

It is considered that the proposed development should be favourably determined, on individual merit, recognising the proposed development is consistent with the local planning framework and provides an accommodation facility broadly beneficial to the needs of the area.

We therefore respectfully request the application for development approval be approved by the Regional Joint Development Assessment Panel.

PS ref: 8176

24 November 2022

City of Kalgoorlie-Boulder
 PO Box 2042
 Boulder WA 6432

Attention: Kaitlin Redmond-Ball - Coordinate Planning and Development

Dear Madam,

**LOT 302 (1) PORTER STREET, KALGOORLIE
 APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
 PROPOSED LODGING HOUSE - RESPONSE TO CITY'S REQUEST FOR INFORMATION**

Planning Solutions acts on behalf of 1 Porter Street Property Pty Ltd, the proponent of the proposed lodging house development at Lot 302 (1) Porter Street, Kalgoorlie (**subject site**).

INTRODUCTION

We refer to the City's request for further information (RFI) dated 2 November 2022. The matters raised in the City's RFI have arisen following assessment of the development application. This letter responds to the City's RFI correspondence.

To be read in conjunction, please find attached:

- [Attachment 1](#) - Updated site plan;
- [Attachment 2](#) - Updated waste collection vehicle swept path plans; and
- [Attachment 3](#) - Waste Management Plan.

RESPONSE TO CITY'S RFI

An itemised response to the City's RFI dated 2 November 2022 is detailed within **Table 1** below.

Table 1 - Response to City's RFI

City of Kalgoorlie-Boulder RFI Comment	Applicant Response / Comment
<p>1. Use</p> <p><i>It is understood approval is sought for use of the proposed development as a 'Lodging House'. Please provide further detail as to how/why this proposal is considered to be a 'Lodging House' and not any other accommodation type land use listed or not listed in Local Planning Scheme No. 1.</i></p>	<p>A comprehensive overview of the proposed development and operations is provided within section 3 of Planning Solutions' development application report. The proposed development is also considered against the Lodging House land use of Local Planning Scheme No.1 (LPS1) at section 4.2.2 of the development application report.</p>



Level 1, 251 St Georges Tce, Perth WA
 (08) 9227 7970
 GPO Box 2709
 Cloisters Square PO 6850

admin@planningsolutions.com.au
 www.planningsolutions.com.au
 ACN 143 573 184 ABN 23 143 573 184
 Planning Solutions (Aust) Pty Ltd

PROPOSED LODGING HOUSE
 Lot 302 (1) Porter Street, Kalgoorlie



The proposed development comprises 18 modules on the subject site for guests to stay onsite. The site will accommodate up to 60 guests, thus being more than 6 guests as required by the Lodging House land use.

All essential health services and facilities are also proposed, to meet the specific requirements of the *Health Act 1911*. A full-time caretaker will also reside on site.

Again, per the land use definition of Lodging House, no facilities are proposed that are:

- a) *premises licensed under a publican's general licence, limited hotel licence, or wayside-house licence, granted under the Licensing Act 1911; or*
- b) *residential accommodation for students in a non-government school within the meaning of the School Education Act 1999; or*
- c) *any building comprising residential flats;*

By virtue of the development plans and description of the proposed development, it is very clear that the proposal most appropriately aligns with the land use definition of Lodging House, defined within LPS1.

The Lodging House definition is the land use for which the application is submitted, and is the correct land use classification. The City and determining authority (Joint Development Assessment Panel in this instance) must consider the land use before them, and not an alternative.

The proposed development is compatible with its setting, including its relationship to adjoining land and the surrounding locality, noting the existing lodging house has occupied the subject site for over 70 years.

2. Traffic/Parking

The City's Local Planning Policy No.2 – Supplementary Development Standards and Use Classes recommends parking for lodging houses be provided at a rate of one bay per two beds and 1 bay for the manager. This application proposes a total of 21 bays (15 on site and 6 in the road reserve) in lieu of the recommended 31 bays. Please provide justification for why the proposed number of bays is acceptable in lieu of the recommended development standards.

Fundamentally, Local Planning Scheme No.2 is a draft Local Planning Scheme and is not a gazetted Scheme. The City's LPS1 is the Scheme in effect at the time of assessing this development application. Accordingly, the proposed development must, and should be, assessed against the provisions of LPS1. This includes car parking.

Car parking is considered at section 4.2.4 of Planning Solutions' development application report, and section 5.1 of the Traffic Impact Statement prepared by Cardno. Both reports outline the appropriateness of the proposed quantity of car parking, particularly factoring in that the majority of guests will utilise ride share or taxi services.

PROPOSED LODGING HOUSE
 Lot 302 (1) Porter Street, Kalgoorlie



	<p>Notwithstanding the above, the proposed parking areas have been designed at a rate of one bay per three beds, following pre-lodgement engagement with the City's (former) Manager for Planning in mid-2022. During preliminary engagements, it was identified that LPS1 does not contain car parking standards for the Lodging House land use and accordingly, the proponent and City mutually agreed on a rate of 1 bay per 3 beds as being appropriate. The agreed rate of one bay per 3 beds considers the nature of the use, the subject site's inner town centre location, and ample street and verge parking.</p>
<p><i>For safety, it is recommended on street parking be 60/45-degree angle parking. Please provide updated plans demonstrating that parking within the road reserves is shown as such.</i></p>	<p>The site plan has been updated in response to this request. Please refer to the updated site plan at Attachment 1. The update has not resulted in a loss or increase in car parking bays.</p>
<p><i>The submitted Transport Impact Statement is not sufficient for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>The swept path analysis for the service vehicle shows the truck utilising private property to manoeuvre which is not permitted.</i> • <i>The TIS does not provide a swept path analysis for service vehicles exiting the ROW onto Brookman Street.</i> • <i>It is unclear how service vehicles will access the bin storage area if bays No.14 and No.15 as shown on the plan are occupied.</i> • <i>The TIS does not demonstrate a swept path analysis of vehicles entering and exiting the onsite car park.</i> <p><i>It is recommended the following be demonstrated:</i></p> <ul style="list-style-type: none"> • <i>One way access from Porter Street via the right of way to Brookman Street.</i> • <i>A swept path analysis demonstrating vehicles can safely turn left into the onsite carpark and left out onto the ROW.</i> 	<p>Following receipt of the City's RFI, waste collection arrangements have been revised. Due to the constrained width and geometry of the right of way, it is not possible for a waste collection vehicle to travel east along the right of way, away from the subject site, without crossing into private property.</p> <p>Waste collection vehicles will now reverse a short distance into the right of way from Porter Street, to the new waste collection area (at the south-eastern corner of the subject site). This movement is elaborated further below under section (4) Waste Management. Updated swept path plans are also provided at Attachment 2. These swept paths do not necessitate any updates to the submitted Traffic Impact Statement.</p> <p>The updated site plan includes the provision of a waste collection pad, for bins to be temporarily placed for collection. A waste collection vehicle will remain stationary adjacent to the collection pad during collection.</p> <p>For deliveries, vehicles (standard B99 vehicles and courier vans/utes) will enter the eastern right of way in forward gear, and remain stationary within the temporary stopping bay (to the eastern side of the kitchen/dining module). Once a delivery is complete, delivery vehicles will drive into the car parking area, turn around, and travel south along the eastern right of way to egress onto Porter Street in forward gear. Delivery vehicles do have the option following a delivery, to travel east along the right of way, away from the subject site, to re-join the road network at Brookman Street.</p> <p>To manage car parking bays 14 and 15, the full time caretaker will manage the availability of these bays prior to a delivery. In advance of a delivery, the caretaker will place cones within these bays, to ensure passenger vehicles do not occupy these bays for a scheduled delivery. Deliveries will occur approximately twice per week.</p>

PROPOSED LODGING HOUSE
Lot 302 (1) Porter Street, Kalgoorlie



	<p>In terms of vehicles entering and existing the onsite car park, the appointed architect has designed the car park entranceway in accordance with the <i>Australian Standards</i>, to ensure the turning circles can be met.</p>
<p>3. Noise</p>	
<p><i>The acoustic report ref: 30072-1-22292 does not address car/vehicle/bus movements within the car park area, particularly if this is going to be a multi-party lodging house.</i></p>	<p>Fundamentally, only guests of the lodging house will be granted access to the car parking areas provided within the subject site. Advice received from the appointed noise consultant (Herring Storer Acoustics) confirms that noise associated with the propulsion and braking of individual cars is exempt. The following is stated at Part 1, Section 3, of the <i>Environmental Protection (Noise) Regulations 1997</i>:</p> <p>(1) <i>Nothing in these regulations applies to the following noise emissions</i></p> <p>a. <i>Noise emissions from the propulsions and braking systems of motor vehicles operating on a road;</i></p>
<p>4. Waste Management</p>	
<p><i>It is unclear as to whether the proposed bin storage area is sufficient to accommodate the required number of bins. It is recommended that a Waste Management Plan be submitted prior to determination of this application which demonstrates:</i></p> <ul style="list-style-type: none"> • <i>The location of bin storage areas and bin collection areas;</i> • <i>The number, volume and type of bins, and the type of waste to be placed in the bins;</i> • <i>Details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas and frequency of bin collections;</i> • <i>Adequate access for maximum dimensions of servicing vehicles being accommodated;</i> • <i>Manoeuvrability of waste collection vehicles demonstrating that they can safely service the site</i> • <i>For waste collection via the ROW, details of a commercial bin arrangement for the site with a waste service provider for the lot.</i> 	<p>A Waste Management Plan (WMP) has been prepared by Talis Consultants (refer Attachment 3). The WMP has been prepared in direct response to the City's queries contained within the preceding cell.</p> <p>The WMP outlines that the development will require three 660L refuse bins to be collected twice a week, and three 660L recyclable bins to be collected once a week. As demonstrated on the updated site plan at Attachment 1, sufficient space is provided to the rear of the kitchen and dining module, where six 660L bins (and potentially more) can be stored.</p> <p>The updated site plan also delineates the inclusion of a waste collection pad, to the south-eastern corner of the subject site, adjacent to the eastern right of way. The full time care taker on site will wheel refuse or recycling bins from the bin storage area to the collection pad, prior to the scheduled waste collection time slot (between 7am and 7pm, Monday to Friday – to be confirmed prior to occupation of the development). Immediately after waste collection, the caretaker will return the bins to the storage area. As no more than three bins would be collected at one point in time, waste collection by a private contractor will take no more than 5-10 minutes.</p> <p>Swept paths plans for the waste collection vehicle are included at Attachment 2 of this correspondence and Talis' WMP. The 8.8m waste collection vehicle will approach the site and reverse into the right of way from Porter Street. The collection vehicle will only need to reverse over the verge, and no more than 10m into the right of way. Bins will be emptied immediately, before the vehicle proceeds forward onto Porter Street (in forward gear). The swept paths plans also confirm that the waste collection vehicle will not traverse into private property (that is not under ownership of the proponent).</p>

PROPOSED LODGING HOUSE
 Lot 302 (1) Porter Street, Kalgoorlie



	<p>Although waste collection will take no more than 5-10 minutes, if a waste collection vehicle is present within the laneway, guests arriving to the site via a standard passenger vehicle can elect to utilise verge parking, or traverse the road network to the opposite end of the right of way.</p>
<p>5. For Noting</p>	
<ul style="list-style-type: none"> <i>If meals are being prepared and provided by the lodging house, this premise will be captured as a Food Premises in accordance with the Food Act 2008 and therefore must meet commercial standards as per Food Standards Code 3.2.3. This will require the submission of a fit-out plan, including location of mechanical extraction on any fryers, cook tops and commercial dishwashers etc. including suitable trade waste device(s).</i> 	<p>These comments are noted and acknowledged by the proponent. Such information will be submitted under separate cover, separate to the development application process.</p>
<ul style="list-style-type: none"> <i>The proposed development will be required to be registered as a 'Lodging House' with the City's Environmental Health team. Based upon 60-bed number accommodation, the registration will need to demonstrate that 4 laundry units available as per the local health laws.</i> 	<p>These comments are noted and acknowledged by the proponent. Once development approval has been obtained, and prior to occupation of the development, the Lodging House development will be registered with the City's Environmental Health team. The laundry module proposed (as detailed on the submitted development plans) has been designed to accommodate a mix of approximately nine (9) washers and dryer units.</p>
<ul style="list-style-type: none"> <i>The entire ROW will be recommended to be sealed to the satisfaction of the City.</i> 	<p><u>We do not agree with the recommendation that the entire right of way is to be sealed.</u> The entire right of way is accessed by numerous commercial and residential properties further along the right of way. As historically undertaken, passenger vehicles and waste collection vehicles will access the subject site from the eastern property boundary that abuts the eastern right of way. Further, the development does not generate a significant increase in traffic, as demonstrated by the submitted Traffic Impact Statement (TIS). The estimated trip generation is 32 vehicles in the AM Peak Hour, 36 vehicles in the PM Peak Hour and 376 Daily trips. Based on the numbers above, this low volume of trip generation is anticipated to have no material impact on the surrounding road network.</p> <p>The development plans submitted, including the updated site plan at Attachment 1, delineates that the right of way to the extent that it abuts the eastern boundary of the subject site will comprise new asphalt. Given the subject site will be accessed from Porter Street via the eastern right of way, it is reasonable and proportionate (to the proposed development) that the proponent proposes new asphalt to the extent that the right of way abuts the eastern property boundary. It will also be an appropriate treatment/finish that meets the proposed car park within the subject site and to the eastern side of the dining/kitchen module.</p>

PROPOSED LODGING HOUSE
Lot 302 (1) Porter Street, Kalgoorlie



The development plans would form part of any development approval, meaning the proponent would need to develop in accordance with the approved development plans. Approved plans which would depict new asphalt along the eastern right of way, to the extent that it abuts the eastern boundary of the subject site.

CONCLUSION

In summary, the information provided above and attached, addresses the City's various internal assessment comments.

The proposed 60-bed lodging house development has been designed and specifically aligns in accordance with the land use definition of 'Lodging House', as defined within LPS1. The proposed development does not closely or strictly, align with any other land use definition contained within LPS1. The proposed development is generally consistent with the relevant provisions and requirements of the applicable planning controls.

The revised waste collection arrangements demonstrate that a waste collection vehicle does not need to cross into private property, and sufficient space is provided for waste storage and collection.

The relevant sources of noise have been considered through the submitted noise assessments and demonstrate compliance with the *Environmental Protection (Noise) Regulations 1997*.

Accordingly, we respectfully request that the application for development approval be considered on its merits and recommended favourably for approval to the Regional Joint Development Assessment Panel.

We further request the City proceed immediately with publicly advertising the development application, in order for potential community submissions to be received and responded to before the Responsible Authority due date on **20 January 2023**.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

REECE HENDY
SENIOR PLANNER

221114 8176 Letter to Ckb - RFI Response

PS ref: 8176

22 December 2022

City of Kalgoorlie-Boulder
PO Box 2042
Boulder WA 6432

Attention: Kaitlin Redmond-Ball – Coordinate Planning and Development

Dear Madam,

**LOT 302 (1) PORTER STREET, KALGOORLIE
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
PROPOSED LODGING HOUSE - RESPONSE TO COMMUNITY SUBMISSIONS**

Planning Solutions acts on behalf of 1 Porter Street Property Pty Ltd, the proponent of the proposed lodging house development at Lot 302 (1) Porter Street, Kalgoorlie (**subject site**).

We acknowledge receipt of four community submissions arising from the consultation period (25 November 2022 – 9 December 2022). Please find an itemised response to the submissions in **Table 1** below.

Table 1 – Response to Community Submissions

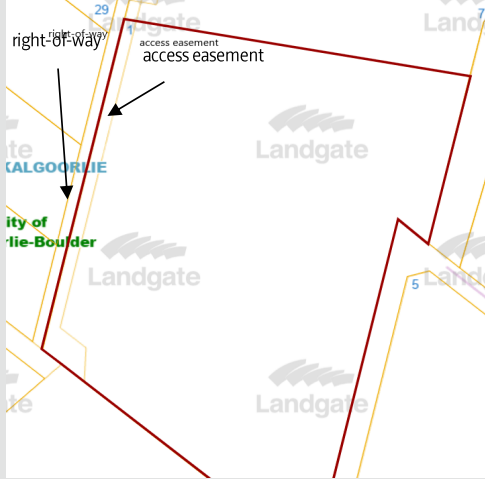
Submission No	Applicant Response / Comment	
1.0	Land use and proposed development	
3.1	Several objections to the proposed development being described as a "Lodging House" on the grounds that it is intended to provide workforce accommodation for FIFO workers.	With respect, the proponent does not agree with this. As outlined in our detailed response to the City dated 24 November 2022 (and also within our planning report) the most correct land use classification for the proposed development is "Lodging House".
2.0	Noise and amenity impacts	
2.1	Objection to the proposed occupancy numbers (60 people) on the grounds of amenity impacts associated with lots of people talking, gathering, smoking, opening and closing doors during the night and potential for arguments, drinking, music, etc.	These concerns are noted and acknowledged by the proponent—however these kinds of noise impacts are fully capable of being managed by the full-time caretaker in accordance with the Noise Management Plan provided in support of the development. Guests would clearly not be permitted to undertake some of these activities.
2.3	Concerns that the noise impact of AC units has not been considered by the acoustic report.	This matter was considered by the acoustic report which concluded that compliance with the noise regulations would be achieved provided that enclosures were installed around the AC units. This is capable of being addressed via a condition of approval.
2.4	Concerns raised surrounding the overall adequacy of the acoustic report and supporting appendices in analysing use patterns of the proposed development, as well as social impact on surrounding residents.	The acoustic report considers all applicable noise impacts associated with the proposed lodging house and demonstrates compliance with the applicable noise regulations. The submitter has not stated whether they have any qualifications or expertise in the modelling and assessment of environmental noise. The submitted report is prepared by an expert with recognised qualifications and experience, using accepted methodology. The submitters unsupported claims should be dismissed.



Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850

admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Submission No		Applicant Response / Comment
2.6	Concerns regarding the impact of smells arising from rotted wasted and garbage on adjoining properties.	Waste is to be stored within an enclosed bin store and only placed outside when it is to be collected. Any waste bins waiting for collection will have their lids closed. The waste management plan sets out procedures to manage waste storage and collection minimise potential for odour impacts on surrounding properties
3.0 Traffic impacts		
3.1	Questions raised regarding the conclusions of the Traffic impact statement that the development will have no material impact on the road network.	The submitter has not stated whether they have any qualifications or expertise in the modelling and assessment of traffic. The submitted report is prepared by an expert with recognised qualifications and experience, using accepted methodology consistent with the WAPC Guidelines. The methodology has not been questioned by the City and there are no grounds to suggest that the development will materially impact the surrounding road network. The submitters unsupported claims should be dismissed
3.2	Objection to the use of the rear lane for waste collection on the grounds that it will have a significant impact on surrounding properties if the bins are placed for removal in this constrained area where there is not a sufficient turning circle.	The bin truck will not need to turn within the collection area as detailed in our response dated 24 November 2022.
4.0 Parking		
4.1	Assertion that the amount of parking provided (21 bays) is inadequate.	Not accepted for the same reasons outlined in our response dated 24 November 2022—namely: that a ratio of one bay per 3 beds was entirely appropriate for the reasons set out in our development application report and supported by the TIS.
5.0 Laneway / Rights of way		
5.1	Concerns regarding servicing of the subject site including lack of turning space for the garbage truck, and the frequency of deliveries (refrigeration food trucks, linen, etc).	Concerns noted and addressed by changes to the proposed waste collection arrangements and amendments to the plans. Further detail is provided in our response dated 24 November 2022.
5.2	Various objections to vehicular access via the side laneway to the internal carpark and the additional vehicular parking proposed in Porter Street Reserve on the grounds of noise impacts arising from vehicles accessing the site.	Concerns noted, however fundamentally, only guests of the lodging house will be granted access to the car parking areas provided within the subject site.
5.3	Questions raised in regard to proposed fence line being moved into the public ROW, reducing the width of the ROW to 1.51m, essentially cutting off vehicle access to the rear of adjacent properties.	Not accepted, the following clarification is provided: Due to a wording anomaly within the plans, where the easements along the western boundary was described as a Right-of-Way, the submitter assumed the ROW would be impacted by the construction of the new fence line. The proposed fence line will have no impact of the lawfully trafficable aggregate width of the right of way and easement, which will remain at approximately 3.5m.

Submission No	Applicant Response / Comment
	<p>Refer below for Landgate imagery depicting the right-of-way and easement in their correct locations.</p>  <p>Source: Landgate Map View Plus (2022)</p>
7.0	Architecture and heritage values
7.1	<p>Concerns regarding the impact of the development on the heritage value of the surrounding area, including the compatibility of the new buildings with the predominant aesthetic style of the surrounding houses.</p> <p>The development's responsiveness to the surrounding residential context is detailed in section 4.1.2 of the development application report provided.</p>

CONCLUSION

In summary, the response provided above addresses objections, concerns and questions raised in the four community submissions, arising from the consultation period (25 November 2022 – 9 December 2022)

Should you have any queries or require further clarification regarding the above response, please do not hesitate to contact the writer.

Yours faithfully,



BEN DOYLE
DIRECTOR

221222 8176 Submission Response Letter to CKB



**PLANNING SOLUTIONS
1 PORTER STREET
KALGOORLIE**

**STATE PLANNING POLICY 5.4
NOISE MANAGEMENT PLAN**

SEPTEMBER 2022

OUR REFERENCE: 30071-1-22292

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

ACOUSTIC ASSESSMENT
 1 PORTER STREET
 KALGOORLIE

Job No: 22292

Document Reference: 30071-1-22292

FOR

PLANNING SOLUTIONS

DOCUMENT INFORMATION				
Author:	Geoffrey Harris		Checked By:	Tim Reynolds
Date of Issue:	15 September 2022			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Planning Solutions Attn: Jozef Ewing Email: jozef.ewing@planningsolutions.com.au		✓

Herring Storer Acoustics

CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	2
3.1	Noise	2
3.2	Appropriate Criteria	4
4.	MEASUREMENTS AND OBSERVATIONS	5
5.	MODELLING	5
6.	DISCUSSION / RECOMMENDATION	6

APPENDICIES

A	Subdivision Plan
B	MRWA Future Traffic Data

1. INTRODUCTION

Herring Storer Acoustics was commissioned by Planning Solutions to undertake an acoustical assessment of noise received within the proposed development at 1 Porter Street, Kalgoorlie.

As part of the study, the following was carried out:

- Obtain noise levels associated with vehicle movements on Hannan Street.
- Determine by noise modelling the noise levels that would be received within the development from vehicles travelling on Hannan Street.
- Assess the predicted noise levels received at residence for compliance with the requirements of the WAPC State Planning Policy 5.4 “Road and Rail Noise” (SPP 5.4).
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

For information, the development plan is attached in Appendix A.

2. SUMMARY

Under the WAPC State Planning Policy 5.4, for this development, the appropriate “Noise Targets” to be achieved under SPP 5.4, external to a residence are:

External	
Day	Maximum of 55 dB(A) L_{Aeq}
Night	Maximum of 50 dB(A) L_{Aeq}

The policy states that the “outdoor targets are to be met at all outdoor areas as far as reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines”. The Policy also states, under Section 6 – Policy Measures that “a reasonable degree of acoustic amenity for living areas on each residential lot”. The policy recognises that “it may not be practicable to meet the outdoor noise targets”.

The Policy states the following acceptable internal noise levels:

Internal	
Living and Work Areas	$L_{Aeq(Day)}$ of 40 dB(A)
Bedrooms	$L_{Aeq(Night)}$ of 35 dB(A)

For this development, compliance with the requirements of SP 5.4, noise modelling and assessment are based on the day period for residence located adjacent to the Hannan Street, as compliance with the day period would yield compliance with the night period.

Noise associated with vehicles travelling on Hannan Street, would be at maximum 43 dB $L_{Aeq(Day)}$ and as a result no “Quiet House” design is required for this development.

3. CRITERIA

3.1 NOISE

The Western Australian Planning Commission (WAPC) released on 6th September 2019 State Planning Policy 5.4 "Road and Rail Noise". The requirements of State Planning Policy 5.4 are outlined below.

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:

- a) noise-sensitive land-use within the policy's trigger distance of a transport corridor as specified in **Table 1**;
- b) New or major upgrades of roads as specified in **Table 1** and maps (**Schedule 1, 2 and 3**); or
- c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3**); or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.

Policy trigger distances (Section 4.1.2)

Table 1 identifies the State's transport corridors and the trigger distances to which the policy applies.

The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.

Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent."

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

Transport corridor classification	Trigger distance	Distance measured from
Roads		
Strategic freight and major traffic routes Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume	300 metres	Road carriageway edge
Other significant freight/traffic routes These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either >=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)	200 metres	Road carriageway edge
Passenger railways		
	100 metres	Centreline of the closest track
Freight railways		
	200 metres	Centreline of the closest track

Proponents are advised to consult with the decision making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

POLICY MEASURES (Section 6)

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

Noise Targets (Section 6.1)

Table 2 sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

In the application of the noise targets the objective is to achieve:

- indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and
- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

TABLE 2: NOISE TARGETS

Proposals	New/Upgrade	Noise Targets		
		Outdoor		Indoor
		Day ($L_{Aeq}(\text{Day})$ dB) (6 am-10 pm)	Night ($L_{Aeq}(\text{Night})$ dB) (10 pm-6 am)	(L_{Aeq} dB)
Noise-sensitive land-use and/or development	New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor	55	50	L_{Aeq} (Day) 40(Living and work areas) L_{Aeq} (Night) 35 (bedrooms)
Roads	New	55	50	N/A
	Upgrade	60	55	N/A
Railways	New	55	50	N/A
	Upgrade	60	55	N/A

Notes:

- *The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.*
- *For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.*
- *The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.*
- *Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.*

Noise Exposure Forecast (Section 6.2)

*When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2**: noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:*

- *no further measures are required.*
- *noise-sensitive land-use and/or development is acceptable subject to deemed-to-comply mitigation measures; or*
- *noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/or development is subject to mitigation measures outlined in a noise management plan.”*

3.2 APPROPRIATE CRITERIA

Based on the above, the following criteria are proposed for this development:

External

Day	55 dB(A) L_{Aeq}
Night	50 dB(A) L_{Aeq}

Internal

Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

Additional to these criteria, noise received at an outdoor area, where practicable, should also achieve an L_{Aeq} of 50 dB(A) during the night period.

4. MEASUREMENTS AND OBSERVATIONS

Due to the location of the development, no measurements were taken to calibrate the noise model.

Typically, the noise modelling software SoundPlan overpredicts noise levels, and this approach is generally considered conservative.

Similarly, the development is approximately 250m at the closest point to the road, which would relate to a 43 dB $L_{Aeq(day)}$ based on a noise screening survey, without adjustment for buildings and barriers in the way. Regardless, the full noise model was conducted for thoroughness.

If confirmation measurements are required, these can be completed at a later date.

5. MODELLING

To determine the noise levels from traffic from the Hannan Street, acoustic modelling was carried out using SoundPlan, using the Calculation of Road Traffic Noise (CoRTN)¹ algorithms.

The input data for the model included:

- Topographical data, with the ground level within the development based on natural ground levels as per Google Earth.
- Development layout as supplied by client (Shown in Appendix A).
- Road Traffic data as per Table 5.1.
- Adjustments as listed in Table 5.2.

TABLE 5.1 - NOISE MODELLING INPUT DATA

Parameter	Hannan Street (Current) 2020*	Hannan Street (Future) 2042*
Traffic Volumes	10,008 vpd	15,472 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	18.9%	18.9%
Speed (km/hr)	50km/hr	50km/hr
Road Surface	Chip Seal	Dense Grade Asphalt

* From MRWA, shown in Appendix B

TABLE 5.2 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from L_{A10} (18 hour) to L_{Aeq} (16 hour) (Day)	-0.9 dB*
Adjustment for Future Modelled Noise	-1.7 dB

* Based on DEFRA Calculation.

Based on the DEFRA Calculation, the difference between the $L_{Aeq,(16hr)}$ and $L_{Aeq,(8hr)}$ is -8.4 dB, hence, the day period is the critical period for compliance. Hence, achieving compliance with the day period criteria would also result in compliance with the night period criteria.

¹ Calculation of Road Traffic Noise UK Department of Transport 1987

6. DISCUSSION / RECOMMENDATION

Under the WAPC State Planning Policy 5.4, for this development, the appropriate “Noise Targets” to be achieved under SPP 5.4, external to a residence are:

External	
Day	Maximum of 55 dB(A) L_{Aeq}
Night	Maximum of 50 dB(A) L_{Aeq}

The policy states that the “outdoor targets are to be met at all outdoor areas as far as reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines”. The Policy also states, under Section 6 – Policy Measures that “a reasonable degree of acoustic amenity for living areas on each residential lot”. The policy recognises that “it may not be practicable to meet the outdoor noise targets”.

The Policy states the following acceptable internal noise levels:

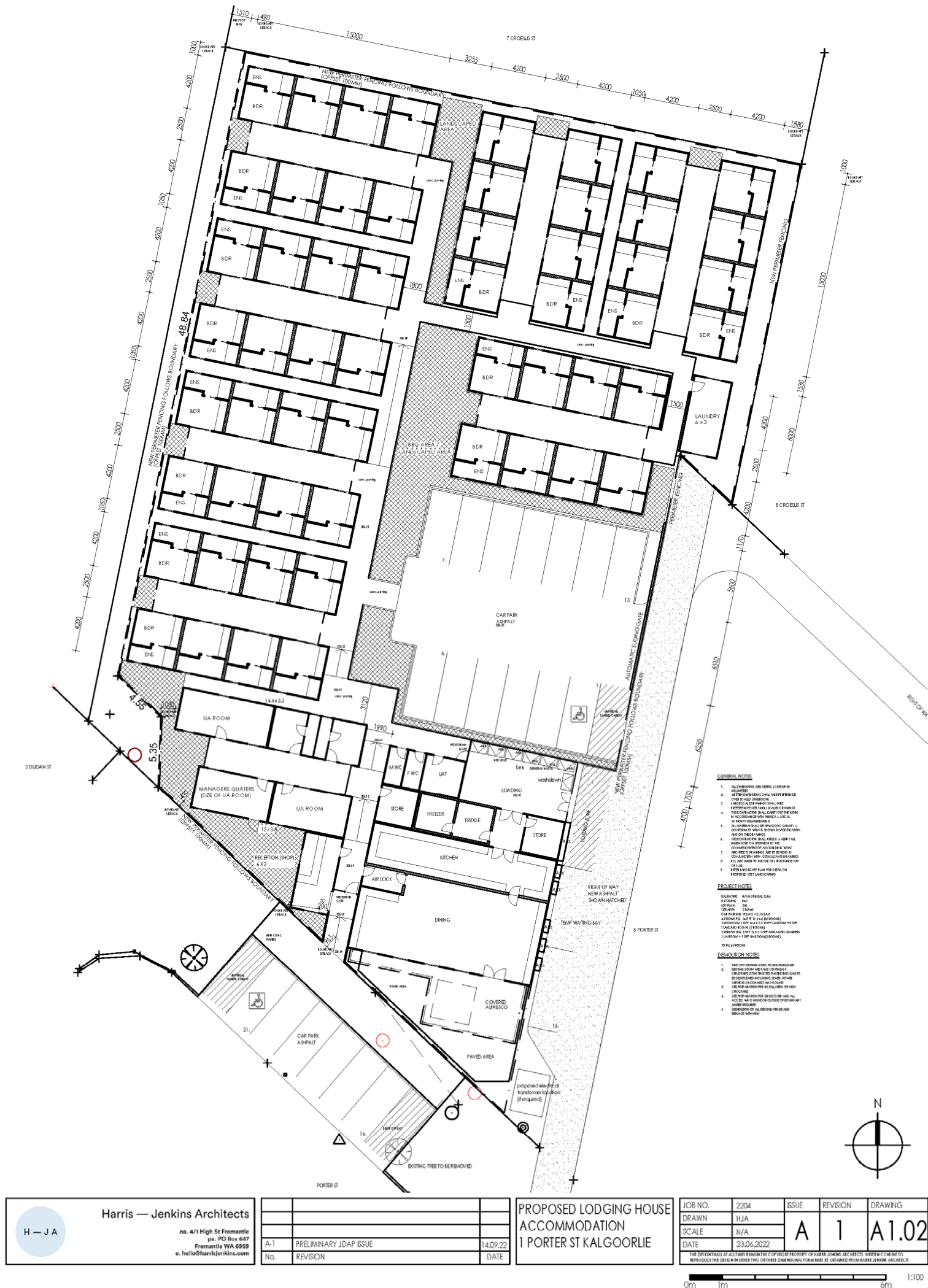
Internal	
Living and Work Areas	$L_{Aeq(Day)}$ of 40 dB(A)
Bedrooms	$L_{Aeq(Night)}$ of 35 dB(A)

For this development, compliance with the requirements of SP 5.4, noise modelling and assessment are based on the day period for residence located adjacent to Hannan Street, as compliance with the day period would yield compliance with the night period.

Noise associated with vehicles travelling on Hannan Street, would be at maximum 43 dB $L_{Aeq(Day)}$ and as a result no “Quiet House” design is required for this development.

APPENDIX A

DEVELOPMENT PLAN



APPENDIX B

MRWA FUTURE TRAFFIC DATA



SITE 16193

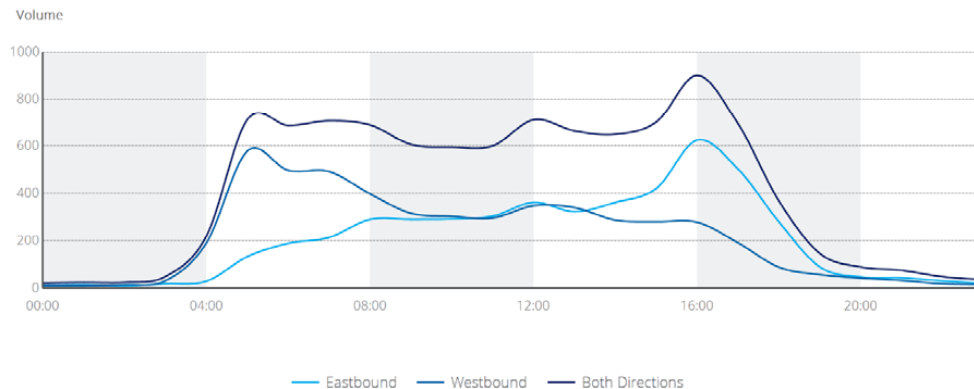
Hourly Volume

Great Eastern Hwy (H005)
East of Atbara St (SLK 587.92)

2020/21
Monday to Friday

	All Vehicles			Heavy Vehicles			
	E	EB	W	WB	Both	Both	%
00:00		11		10		21	
01:00		14		10		24	
02:00		10		14		24	
03:00		18		31		49	
04:00		29		191		220	
05:00		133		578		711	
06:00		189		497		686	
07:00		214		492		706	
08:00		290		398		688	
09:00		290		316		606	
10:00		292		303		595	
11:00		304		296		600	
12:00		362		348		710	
13:00		323		340		663	
14:00		362		287		649	
15:00		421		280		701	
16:00		624		278		902	
17:00		502		191		693	
18:00		279		88		367	
19:00		89		57		146	
20:00		47		42		89	
21:00		43		32		75	
22:00		30		18		48	
23:00		20		15		35	
TOTAL		4896		5112		10008	

		Peak Statistics					
AM	TIME	11:45	06:30	06:45	11:30	06:30	06:45
	VOL	364	588	762	80	116	172
PM	TIME	16:15	12:30	16:15	16:15	13:15	13:15
	VOL	659	363	928	90	86	156





Our ref: 30072-1-22292

15 September 2022

Planning Solutions
Level 1, 251 St Georges Terrace
Perth, WA 6000

Attention: Jozef Ewing
Address: jozef.ewing@planningsolutions.com.au

Dear Jozef,

**1 PORTER STREET, KALGOORLIE – MECHANICAL PLANT
ACOUSTIC CONSULTANCY**

SUMMARY

Based on information provided, noise emissions from mechanical plant associated with the development at 1 Porter Street, Kalgoorlie would meet the *Environmental Protection (Noise) Regulations 1997* when enclosed.

With regards to glass dropping into bins, to meet the *Environmental Protection (Noise) Regulations 1997* during the day period, an enclosure would be required. Thus, the emptying of glass into the bins needs to be managed to occur during the day period only.

CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern.

TABLE 1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Commercial premises	All Hours	60	75	80

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax Slow} is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3dB L_{A Fast} or is more than 3 dB L_{A Fast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3dB when the sound pressure levels are determined as L_{Aeq,T} levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{A Slow} levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 2 below.

TABLE 2 – ADJUSTMENTS TO MEASURED NOISE LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

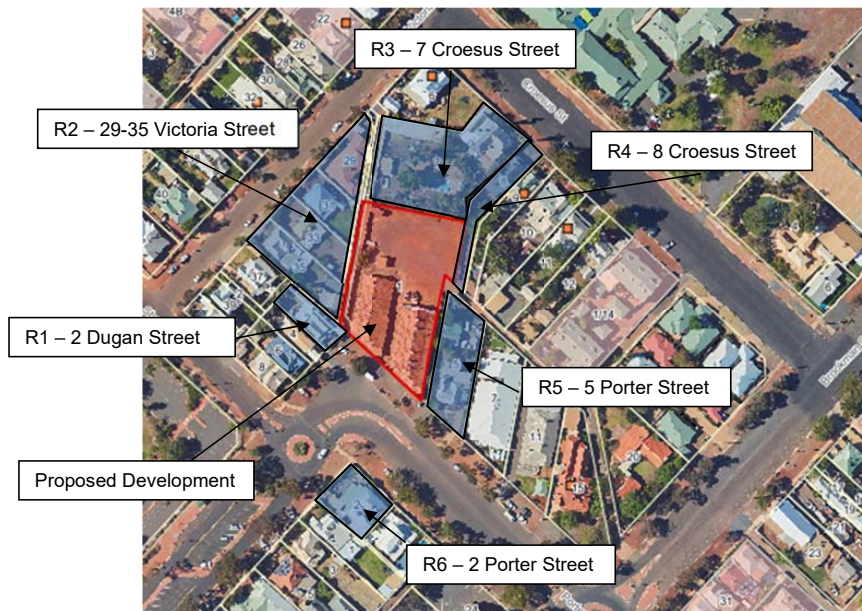
The nearest affected locations have been identified as:

- R1 – Residential Premises at 2 Dugan Street
- R2 – Residential Premises at 29-35 Victoria Street
- R3 – Residential Premises at 7 Croesus Street
- R4 – Residential Premises at 8 Croesus Street
- R5 – Residential Premises at 5 Porter Street
- R6 – Residential Premises at 2 Porter Street

The influencing factor at the residential premises has been conservatively estimated at + 1 dB as follows:

Commercial Premises within the Inner Circle	10%	+0.5
Commercial Premises within the Outer Circle	10%	+0.5
TOTAL		+1

FIGURE 1 – AREA MAP



Accordingly, the Assigned Noise Levels are as per Table 4 below.

Herring Storer Acoustics
Our Ref: 30072-1-22292

4

TABLE 4 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Residential Premises	0700 – 1900 hours Monday to Saturday	46	56	66
	0900 - 1900 hours Sunday and Public Holidays	41	51	66
	1900 – 2200 hours all days	41	51	56
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	46	56

Notes: L_{A10} is the noise level exceeded for 10% of the time.

L_{A1} is the noise level exceeded for 1% of the time.

L_{Amax} is the maximum noise level.

CALCULATED NOISE LEVELS

Based on information provided we believe that the development will have an air-conditioning unit for each module (total 56), the UA rooms and dining room, as well as a single kitchen exhaust associated with the kitchen.

Similarly, it is understood that the disposal of rubbish from the dining area, specifically noise associated with the dropping of glass bottles within the bins is of potential concern.

As this development is posited as a multi-party lodging house, it has been assumed that the occupants would provide their own transportation, and as a result noise from busses idling have not been assessed. If required, this can be assessed in a separate acoustic assessment and addressed in a noise management plan.

TABLE 5 – SOUND POWER LEVEL

Item	Sound Power Level dB(A)
Air conditioning Unit	64 (61 Night Mode)
Kitchen Exhaust	75
Glass Dropping in Bin	110 L _{Amax}

Using the above sound power level and development plans (Attached), modelling software “SoundPLAN” was utilised to calculate the noise highest noise level at each of the premises, shown below.

TABLE 6 – CALCULATED NOISE LEVELS

Item	Noise Level dB(A)			
	Mechanical Plant*	Mechanical Plant Barrired/Enclosed	Glass Dropping in Bin	Glass Dropping in Bin (With Enclosure)
R1 - 2 Dugan Street	34 (31)	28 (25)	59	49
R2 - 29 Victoria Street**	40 (37)	33 (30)	59	49
R3 - 7 Croseus Street	31 (28)	27 (24)	56	46
R4 - 8 Croseus Street	34 (31)	29 (26)	57	48
R5 - 5 Porter Street	41 (38)	30 (27)	73	56
R6 - 2 Porter Street	30 (27)	22 (19)	56	50

*Noise level in brackets () indicates “Night Mode”

** For R2, the highest noise level at all locations has been utilised.

ASSESSMENT

Due to the nature of noise emissions, it is unlikely for the emissions to contain annoying characteristics, however, to ensure a conservative assessment the penalty associated with “Tonality” has been applied. For Mechanical Plant and Vehicles Idling. Similarly, for Glass Dropping, the penalty associated with “Impulsiveness” has been applied. These adjustments are listed in Table 7 below.

TABLE 7 – APPLICABLE ADJUSTMENTS NOISE LEVELS, dB(A)

Item	Noise Level dB(A)			
	Mechanical Plant*	Mechanical Plant Barriered/Enclosed	Glass Dropping in Bin	Glass Dropping in Bin (With Enclosure)
R1 - 2 Dugan Street	39 (36)	33 (30)	69	59
R2 - 29 Victoria Street	45 (42)	38 (35)	69	59
R3 - 7 Croseus Street	36 (33)	32 (29)	66	56
R4 - 8 Croseus Street	39 (36)	34 (31)	67	58
R5 - 5 Porter Street	46 (43)	35 (32)	83	66
R6 - 2 Porter Street	35 (32)	27 (24)	66	60

*Noise level in brackets () indicates “Night Mode”

Table 8, 9, 10 and 11 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenario associated with the mechanical plant.

As mechanical plant noise is continuous throughout the day and night, it has been assessed against the L_{A10} assigned noise level for all time periods, only utilising “night mode” during the night time period. As noted above the emissions are for all units operating simultaneously, even though in reality there will be a degree of diversity in operation, ie likely 40-60% of units operating at the same time. As a result, the assessment of mechanical plant would be deemed conservative.

Herring Storer Acoustics
Our Ref: 30072-1-22292

6

TABLE 8 – ASSESSMENT OF MECHANICAL PLANT

Measurement Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L _{A10} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1 - 2 Dugan Street	39	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	39	1900 – 2200 hours all days	41	Complies
	36	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R2 - 29 Victoria Street	45	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	45	1900 – 2200 hours all days	41	+1
	42	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	+6
R3 - 7 Croseus Street	36	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	36	1900 – 2200 hours all days	41	Complies
	33	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R4 - 8 Croseus Street	39	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	39	1900 – 2200 hours all days	41	Complies
	36	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R5 - 5 Porter Street	46	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	46	1900 – 2200 hours all days	41	+5
	43	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	+7
R6 - 2 Porter Street	35	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	35	1900 – 2200 hours all days	41	Complies
	32	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies

Herring Storer Acoustics
Our Ref: 30072-1-22292

7

TABLE 9 – ASSESSMENT OF MECHANICAL PLANT WITH ENCLOSURES

Measurement Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L _{A10} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1 - 2 Dugan Street	33	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	33	1900 – 2200 hours all days	41	Complies
	30	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R2 - 29 Victoria Street	38	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	38	1900 – 2200 hours all days	41	Complies
	35	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R3 - 7 Croseus Street	32	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	32	1900 – 2200 hours all days	41	Complies
	29	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R4 - 8 Croseus Street	34	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	34	1900 – 2200 hours all days	41	Complies
	31	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R5 - 5 Porter Street	35	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	35	1900 – 2200 hours all days	41	Complies
	32	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies
R6 - 2 Porter Street	27	0700 – 1900 hours Monday to Saturday, 0900 - 1900 hours Sunday and Public Holidays	46	Complies
	27	1900 – 2200 hours all days	41	Complies
	24	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	Complies

As dropping of glass dropping into bins is infrequent, it has been assessed against the L_{AMax} assigned noise level for all time periods.

TABLE 10 – ASSESSMENT OF GLASS DROPPING

Measurement Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L_{AMax} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1 - 2 Dugan Street	69	0700 – 1900 hours Monday to Saturday	66	+3
		0900 - 1900 hours Sunday and Public Holidays	66	+3
		1900 – 2200 hours all days	56	+13
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+13
R2 - 29 Victoria Street	69	0700 – 1900 hours Monday to Saturday	66	+3
		0900 - 1900 hours Sunday and Public Holidays	66	+3
		1900 – 2200 hours all days	56	+13
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+13
R3 - 7 Croseus Street	66	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	+10
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+10
R4 - 8 Croseus Street	67	0700 – 1900 hours Monday to Saturday	66	+1
		0900 - 1900 hours Sunday and Public Holidays	66	+1
		1900 – 2200 hours all days	56	+11
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+11
R5 - 5 Porter Street	83	0700 – 1900 hours Monday to Saturday	66	+17
		0900 - 1900 hours Sunday and Public Holidays	66	+17
		1900 – 2200 hours all days	56	+27
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+27
R6 - 2 Porter Street	66	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	+10
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+10

Herring Storer Acoustics
Our Ref: 30072-1-22292

9

TABLE 11 – ASSESSMENT OF GLASS DROPPING WITH ENCLOSURE

Measurement Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L _{AMax} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1 - 2 Dugan Street	59	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	+3
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+3
R2 - 29 Victoria Street	59	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	+3
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+3
R3 - 7 Croseus Street	56	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	Complies
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	Complies
R4 - 8 Croseus Street	58	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	+2
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+2
R5 - 5 Porter Street	66	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	+10
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+10
R6 - 2 Porter Street	60	0700 – 1900 hours Monday to Saturday	66	Complies
		0900 - 1900 hours Sunday and Public Holidays	66	Complies
		1900 – 2200 hours all days	56	+4
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	56	+4

Herring Storer Acoustics
Our Ref: 30072-1-22292

10

CONCLUSION

Noise from the proposed development to the adjacent premises associated with mechanical play would comply with the *Environmental Protection (Noise) Regulations 1997* during day time without enclosures, and at all day and evening periods with an enclosure.

It is recommended that the enclosures implemented exceed the height of mechanical plant by at least a metre and be placed as close to plant as practicable.

Noise from the proposed development to the adjacent premises associated with glass dropping into the bins would comply with the *Environmental Protection (Noise) Regulations 1997*, during the day time period, if enclosed with a roof around the bin.

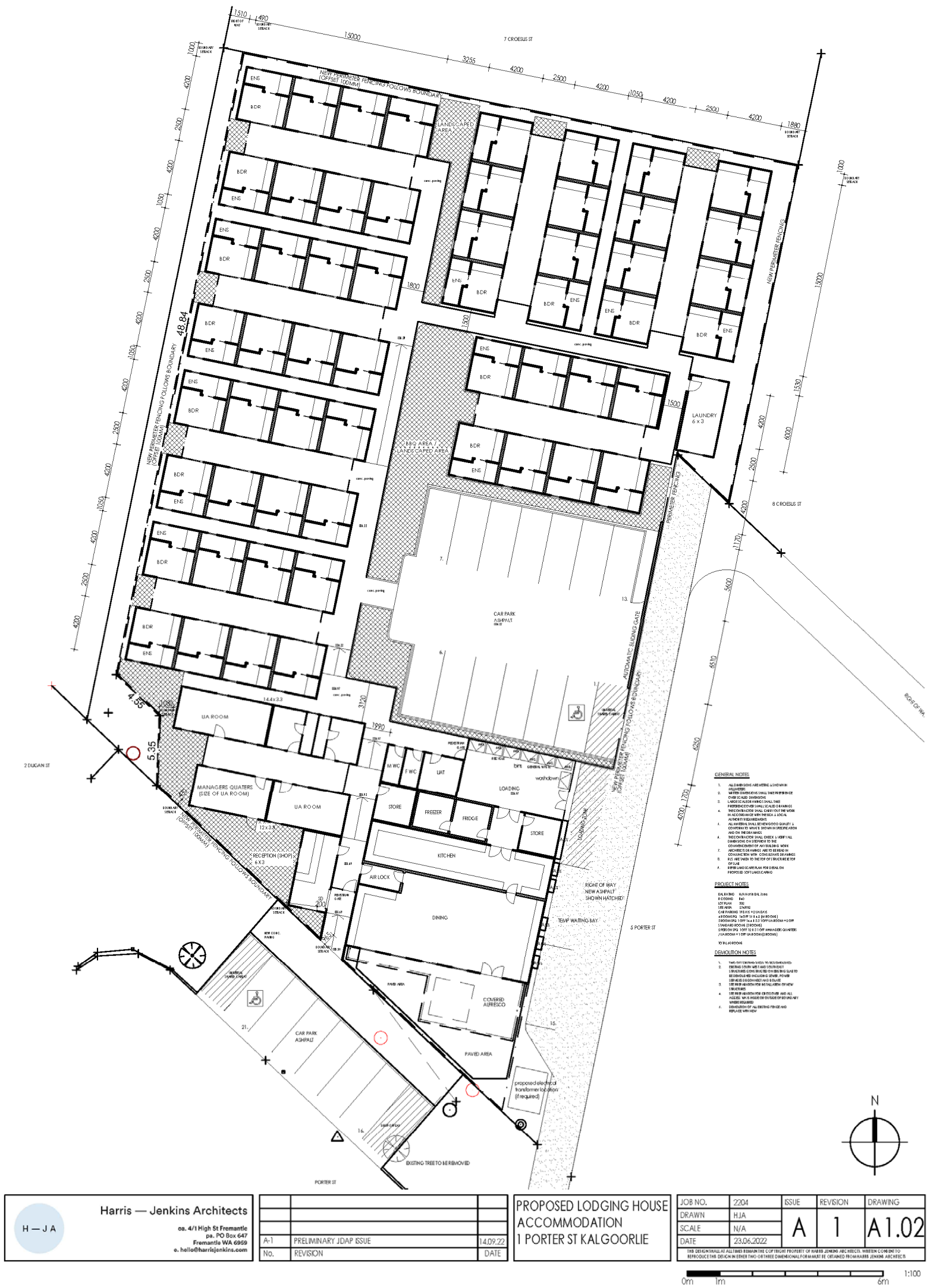
It is recommended that disposal of bottles be only conducted during the day time period via management. Alternatively, other noise control measures such as use of a glass crusher, or a more complete bin enclosure be utilised.

We trust the above meets your requirements on this matter. Should you have any queries, please do not hesitate to contact this office.

Yours faithfully,
For **HERRING STORER ACOUSTICS**

Geoffrey Harris

Att.



Transport Impact Statement

Proposed Lodging House
Accommodation - No. 1 Porter Street,
Kalgoorlie

CW1200501 / 304900830

Prepared for
1 Porter Street Property Pty Ltd

6 October 2022



 **Cardno**

now

 **Stantec**



Contact Information

Cardno (WA) Pty Ltd
ABN 77 009 119 000

11 Harvest Terrace
Suburb State 6005
PO Box 447

www.cardno.com
www.stantec.com
Phone +61 8 9273 3888
Fax +61 8 9468 9664

Document Information

Prepared for 1 Porter Street Property Pty Ltd

Project Name Proposed Lodging House Accommodation - No. 1 Porter Street, Kalgoorlie

File Reference CW1200501-TR-R001-A-TIS-No. 1 Porter Street, Kalgoorlie

Job Reference CW1200501 / 304900830

Date 6 October 2022

Version Number B

Author(s):

Dana Romic
Transport Planner

Effective Date 6/10/2022

Approved By:

Ray Cook
Business Leader – Traffic and Transport Planning

Date Approved 6/10/2022

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	28 September 2022	For Issue	DR	SJL
B	6 October 2022	Minor Updates	DR	SJL

Table of Contents

1	Introduction	1
	1.1 Background	1
	1.2 Existing Site Context	1
	1.3 Surrounding Land Uses	2
	1.4 Existing Road Network	3
	1.5 Traffic Volumes	4
2	Public Transport Facilities	5
	2.1 Existing Public Transport Facilities	5
	2.2 Future Public Transport Facilities	6
3	Pedestrian/Cycle Network Facilities	7
	3.1 Existing Pedestrian/Cycle Network Facilities	7
	3.2 Future Pedestrian/Cycle Network Facilities	7
4	Proposed Development	8
	4.1 Proposed Development	8
	4.2 Access Arrangements	9
	4.3 Waste Collection	9
	4.4 Traffic Generation	9
5	Parking Supply	11
	5.1 Parking Requirements	11
	5.2 Swept Path Analysis	11
6	Summary	13

Appendices

Appendix A WAPC Checklist

Appendix B Site Plan

Appendix C Swept Paths

Tables

Table 1-1	Road Network Classification	3
Table 4-1	Adopted Trip Generation Rates	9
Table 4-2	Trip Directionality Rates	9
Table 4-3	Estimated Trip Generation	10

Figures

Figure 1-1	Aerial Image of Site	1
Figure 1-2	City of Kalgoorlie-Boulder Zoning	2
Figure 1-3	Road Hierarchy	4
Figure 2-1	Nearest Public Transport Facility	5
Figure 2-2	Existing Bus Routes	6
Figure 4-1	Ground Floor Plan	8
Figure 4-2	Swept Path – 8.8m Waste Vehicle	9
Figure 5-1	Swept Path – B85 / B99	11
Figure 5-2	Swept Path – B85 / B99	12
Figure 5-3	Swept Path – B85 / B99	12

1 Introduction

1.1 Background

Cardno now Stantec was commissioned by 1 Porter Street Property Pty Ltd (“the Client”) to prepare a Transport Impact Statement (TIS) for a proposed Lodging House Accommodation at No. 1 Porter Street, Kalgoorlie.

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

1.2 Existing Site Context

The Site is located at No. 1 Porter Street, Kalgoorlie. **Figure 1-1** shows an aerial image of the Site.

Figure 1-1 Aerial Image of Site



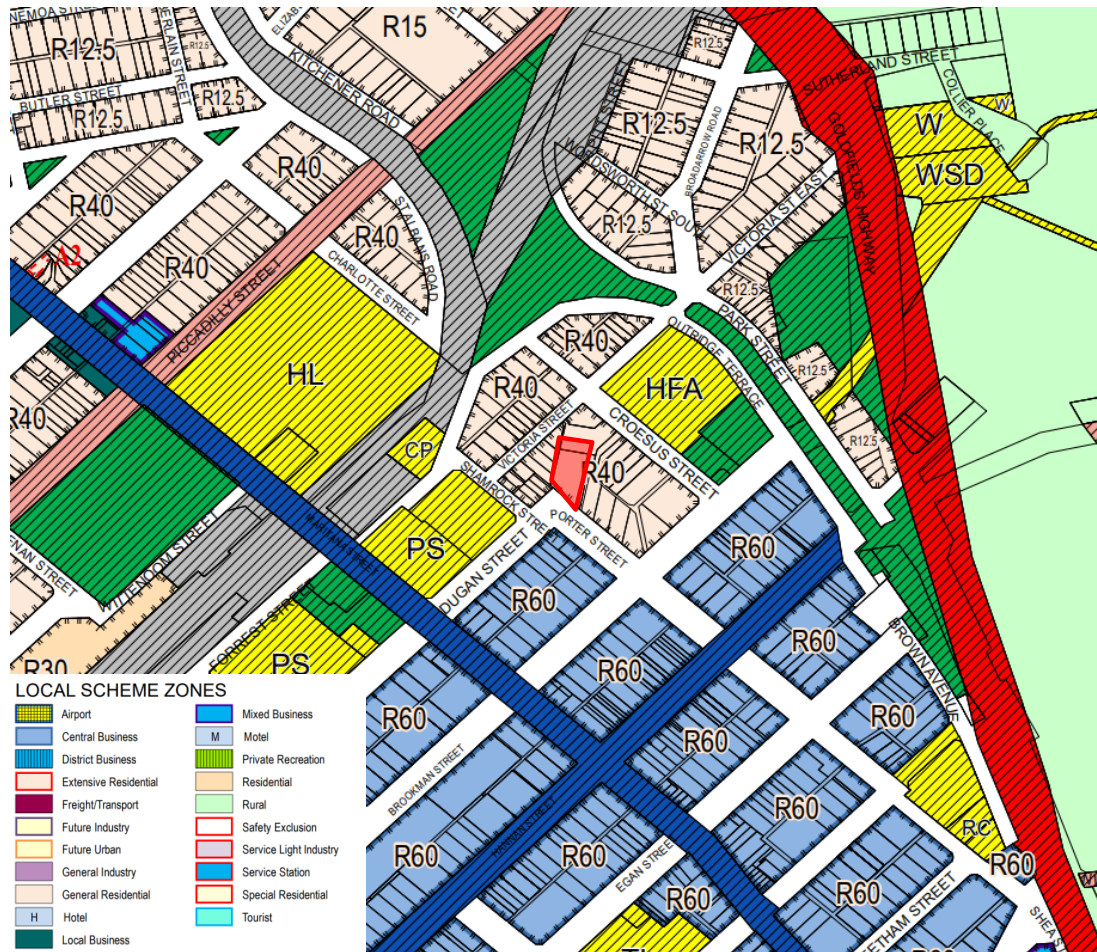
Source: Metromap (2022)

1.3 Surrounding Land Uses

Pursuant to the provision of the *City of Kalgoorlie-Boulder Town Planning Scheme No. 1 (TPS1)*, the Site is zoned “*General Residential*” as shown in **Figure 1-2**.

The Site is primarily surrounded by other general residential and central business land uses.

Figure 1-2 City of Kalgoorlie-Boulder Zoning



Source: City of Kalgoorlie-Boulder

1.4 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State Roads.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government
- > **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- > **Distributor B (dark blue):** perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- > **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The Site is bounded Porter Street to the south. The surrounding road network is further described in **Table 1-1** shows the road hierarchy as per the Main Roads WA Road Information Mapping System and **0** shows the road hierarchy.

Table 1-1 Road Network Classification

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Speed Limit
Porter Street	Access Road	Local Government	2	1	21m	50 km/h
Brookman Street	Access Road	Local Government	2	2	21m	50 km/h
Dungan Street	Access Road	Local Government	2	1	22m	50 km/h

Figure 1-3 Road Hierarchy



Source: Road Information Mapping System

1.5 Traffic Volumes

Cardno now Stantec contacted the City of Kalgoorlie-Boulder, however no traffic volumes were available within close proximity to the Site.

2 Public Transport Facilities

2.1 Existing Public Transport Facilities

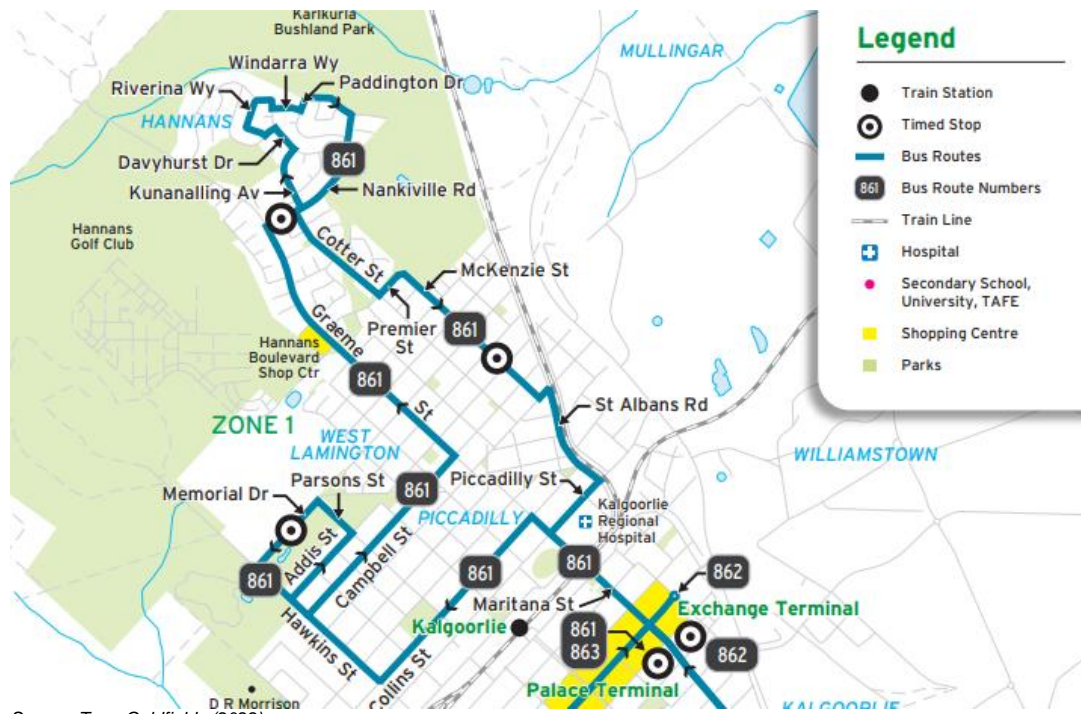
The nearest bus stops to the Site are located approximately 240m from the Site, along Maritana Street as shown in **Figure 2-1**. Bus route 861 operates from these stops, as shown in **Figure 2-2** and travels to the Exchange Hotel. Services operate once every hour, between 7:00AM – 5:45PM.

Figure 2-1 Nearest Public Transport Facility



Source: Metromap (2022)

Figure 2-2 Existing Bus Routes



Source: TransGoldfields (2022)

2.2 Future Public Transport Facilities

With further development occurring throughout the City, future changes to routes and timetables are being considered within Kalgoorlie-Boulder, however there is currently no timeframes for their implementation in the short term.

3 Pedestrian/Cycle Network Facilities

3.1 Existing Pedestrian/Cycle Network Facilities

A footpath is provided along Poter Street. The Site is surrounded by low quality pedestrian/cycle network facilities.



Source: City of Kalgoorlie-Boulder

3.2 Future Pedestrian/Cycle Network Facilities

Cardno now Stantec contacted with City of Kalgoorlie-Boulder and confirm no changes and proposed to the existing pedestrian/cycle networks within the short term.

4 Proposed Development

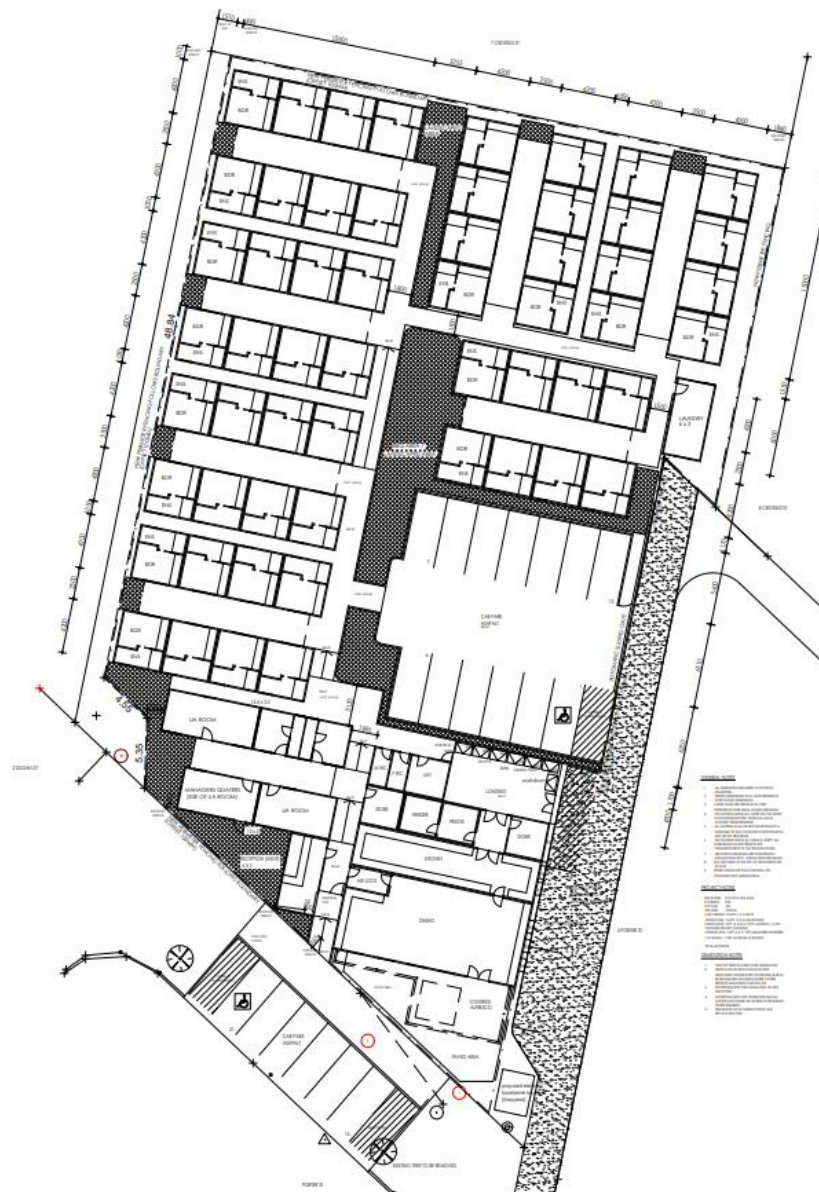
4.1 Proposed Development

The proposal is for a proposed Lodging House accommodation, comprising of the following site-specific design components:

- > 60 rooms
- > 21 car parking bays (including 2 ACROD bay).

The layout of the proposed lodging house accommodation at the Site is shown below in **Figure 4-1**. Please note, larger versions are included in **Appendix B**.

Figure 4-1 Ground Floor Plan



Source: Harris – Jenkins Architects (2022)

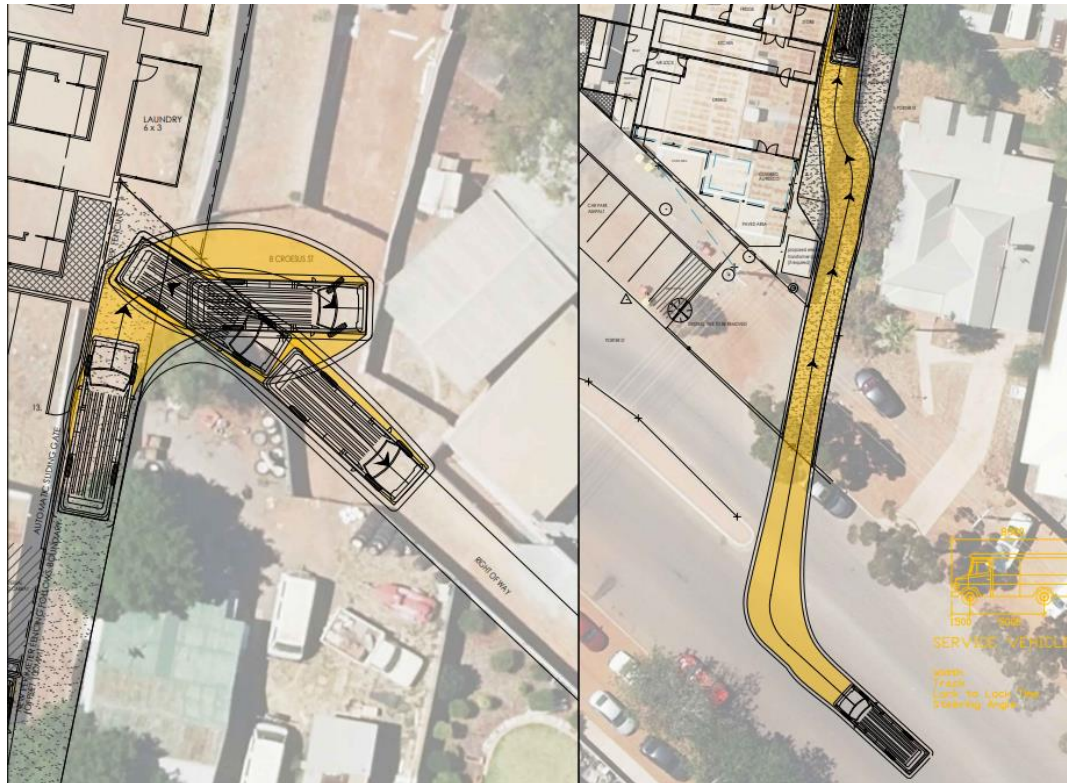
4.2 Access Arrangements

Vehicular access to/from the Site is proposed via an existing crossover on Porter Street.

4.3 Waste Collection

Waste collection is proposed at the Site using an 8.8m waste vehicle, as shown in Figure 4-2. The waste vehicle will enter the Site via Porter Street, travel along the existing ROW and make a three point turn to access the Site. The waste vehicle will then exit the Site via the ROW and onto Brookman Street.

Figure 4-2 Swept Path – 8.8m Waste Vehicle



4.4 Traffic Generation

Trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Edition* were used to estimate the number of vehicle trips generated by the subject site. The trip generation rate, distribution and development trip generation for the proposed child care centre is summarised in **Table 4-1**, **Table 4-2** and **Table 4-3**.

Table 4-1 Adopted Trip Generation Rates

Land Use	ITE Code/Source	AM Peak	PM Peak
Hotel	310 ITE	0.54 per room	0.61 per room

Table 4-2 Trip Directionality Rates

Land Use	ITE Code/Source	AM Peak		PM Peak	
		In	Out	In	Out
Hotel	310 ITE	54%	46%	58%	42%



Table 4-3 Estimated Trip Generation

Land Use	ITE Code/Source	AM Peak		PM Peak	
		In	Out	In	Out
Hotel	310 ITE	17	15	21	15
Total		32		36	

The estimated peak hour trip generation is 32 vehicles in the AM Peak Hour, 36 vehicles in the PM Peak Hour and 376 Daily trips. Based on the numbers above, this low volume of trip generation is anticipated to have no material impact on the surrounding road network.

5 Parking Supply

5.1 Parking Requirements

According to the City of Kalgoorlie-Boulder Town Planning Scheme No. 1 (TPS1), there are no car parking requirements for a lodging house accommodation.

A total of 21 car parking bays are proposed on-site. The on-site car parking bays will primarily be used for staff and short-term pick-up/drop-off for visitors.

The vast majority of visitors staying at the lodging house accommodation are likely to be arriving and departing via shuttle busses, taxi and ride share to places of employment, tourism interest and/or airport.

The parking supply on-site is therefore considered adequate for the proposed use.

5.2 Swept Path Analysis

A swept path assessment was conducted using a B85 and B99 vehicle as illustrated in **Figure 5-1**, **Figure 5-2** and **Figure 5-3**. Please note, larger swept paths are provided in **Appendix C**.

Figure 5-1 Swept Path – B85 / B99



Figure 5-2 Swept Path – B85 / B99



Figure 5-3 Swept Path – B85 / B99



6 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle and public transport considerations.

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

The following conclusions are evident about the proposal:

- > The proposal is for Lodging House Accommodation at the Site;
- > The development is expected to have a total trip generation of approximately 32 vehicles in the AM peak hour and 36 vehicles in the PM peak hour. This level of traffic generation is anticipated to have no material impact on the surrounding road network;
- > The Site is located approximately 240m from bus stops that service routes 861; and
- > 21 car parking bays are proposed on-site;

Overall, the Site is anticipated to have no material impact on the surrounding road network and no material impact on residential amenity.

Proposed Lodging House
Accommodation - No. 1 Porter Street,
Kalgoorlie

APPENDIX

A

WAPC CHECKLIST



now



Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 4	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	Section 4	
Service vehicles (non-residential)		
access arrangements	Section 4	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 4	
Hours of operation (non-residential only)		
	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 1	
type of vehicles (e.g. cars, trucks)	Section 1	
Traffic management on frontage streets		
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 2	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	Section 3	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
Site specific issues		
	N/A	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

Proposed Lodging House
Accommodation - No. 1 Porter Street,
Kalgoorlie

APPENDIX

B

SITE PLAN



now





G:\shortcut-targets-by-14\30\F3\H\N2\2\p25e\14r\5e2\p4\gr\X-Vernis Jenkins ADMIN.DRAWING TITLE.rvt		
A-5	ISSUED FOR CLIENT REVIEW	23.08.22
No.	REVISION	DATE

PROPOSED LODGING HOUSE ACCOMMODATION 1 PORTER ST KALGOORLIE		
JOB NO. 2204		
DRAWN HJA		
SCALE N/A		
DATE 23.06.2022		
THIS DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THIS DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS JENKINS ARCHITECTS		

ISSUE	REVISION	DRAWING
A	5	A1.03

0m 1m 6m 1:100				
----------------	--	--	--	--

Proposed Lodging House
Accommodation - No. 1 Porter Street,
Kalgoorlie

APPENDIX

C

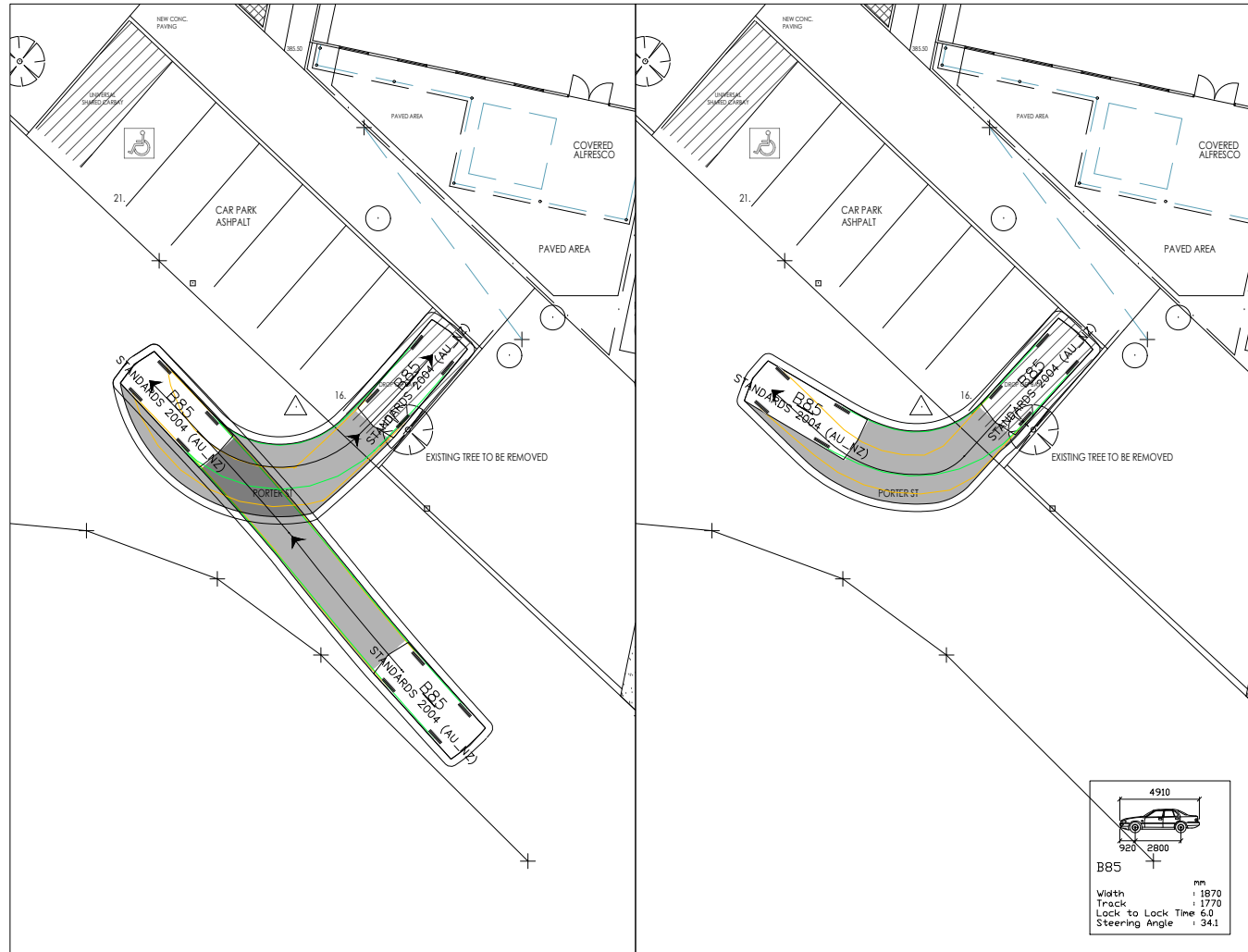
SWEPT PATHS



now











Waste Management Plan

1 Porter Street, Kalgoorlie

Prepared for 1 Porter Street Property Pty Ltd

24 November 2022

Project Number: TW22172

Assets | Engineering | Environment | Noise | Spatial | Waste

Waste Management Plan
 1 Porter Street, Kalgoorlie
 1 Porter Street Property Pty Ltd



DOCUMENT CONTROL					
Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	24/11/2022	DP	AB	DP
Approval for Release					
Name	Position	File Reference			
Dilan Patel	Project Manager – Waste Management Consultant	TW22172-01_Waste Management Plan_1.0			
Signature					
<p>Copyright of this document or any part of this document remains with Talis Consultants Pty Ltd and cannot be used, transferred or reproduced in any manner or form without prior written consent from Talis Consultants Pty Ltd.</p>					

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



Executive Summary

1 Porter Street Property Pty Ltd is seeking development approval for the proposed 60-bed lodging house located at 1 Porter Street, Kalgoorlie (the Proposal).

To satisfy the conditions of the development application the City of Kalgoorlie-Boulder (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area					
Refuse	3,570	660	Three	Two times each week	Private Contractor
Recycling	1,351	660	Three	Once each week	Private Contractor

A private contractor will service the Proposal utilising a rear loader waste collection vehicle. The private contractor's waste collection vehicle will collect the bins from the Bin Presentation Area on the verge of the R.O.W.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



Table of Contents

1	Introduction	1
1.1	Objectives and Scope	1
2	Waste Generation	2
2.1	Proposed Tenancies	2
2.2	Waste Generation Rates	2
2.3	Waste Generation Volumes	2
3	Waste Storage	3
3.1	Internal Bins	3
3.2	Bin Sizes	3
3.3	Bin Storage Area Size	3
3.4	Bin Storage Area Design	4
4	Waste Collection	5
4.1	Bulk and Speciality Waste	6
5	Waste Management	2
6	Conclusion	3

Tables

Table 2-1: Waste Generation Rates	2
Table 2-2: Estimated Waste Generation	2
Table 3-1: Typical Bin Dimensions	3
Table 3-2: Bin Requirements for Bin Storage Area	3

Diagrams

Diagram 1: Bin Storage Area
Diagram 2: Bin Presentation Area
Diagram 3: Swept Path Analysis

Figures

Figure 1: Locality Plan

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



1 Introduction

1 Porter Street Property Pty Ltd is seeking development approval for the proposed workers accommodation development located at 1 Porter Street, Kalgoorlie (the Proposal).

To satisfy the conditions of the development application the City of Kalgoorlie-Boulder (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by residential properties to the north, east, and west and Porter Street to the south, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of rooms at full capacity at the and the front of house floor area (m²) of the Dining Room at the Proposal. The Proposal consists of the following:

- Rooms – 63; and
- Dining Room (FOH) – 65m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Perth's Waste Guidelines for New Developments (Revision 5, effective from June 2019).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Perth Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Rooms	Hotel/Motel	5L/bed/day	1L/bed/day
Dining Room (FOH)	Café (Dine In)	300L/100m ² /day	200L/100m ² /day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown in Table 2-2. It is estimated that the Proposal will generate 3,570L of refuse and 1,351L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancies	Number of Rooms / Floor Area (m ²)	Waste Generation Rate	Waste Generation (L/week)
REFUSE			
Rooms	63 Rooms	5L/bed/day	2,205
Dining Room (FOH)	65m ²	300L/100m ² /day	1,365
Total			3,570
RECYCLABLES			
Rooms	63 Rooms	1L/bed/day	441
Dining Room (FOH)	65m ²	200L/100m ² /day	910
Total			1,351

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the cleaners/site managers and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist in disposing of waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bins Sizes		
	240L	660L	1,100L
Depth	0.730	0.905	1.505
Width	0.585	1.805	1.805
Height	1.060	0.910	1.225

Reference: SULO and Veolia Bin Specifications

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse twice each week and recyclables once each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Three 660L refuse bins; and
- Three 660L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	3,570	8	3	2
Recycling	1,351	6	3	2

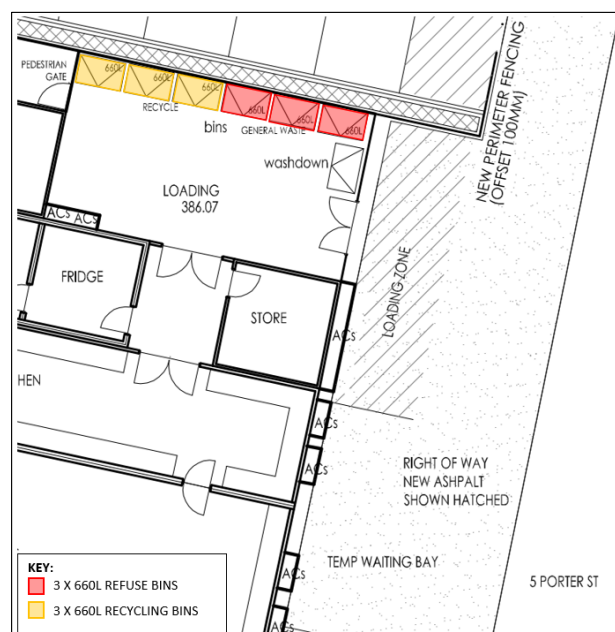
The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and one collection each week of recyclables.

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements and collection frequencies may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the site manager during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

Waste Management Plan
 1 Porter Street, Kalgoorlie
 1 Porter Street Property Pty Ltd



4 Waste Collection

A private waste collection contractor will service the Proposal and provide three 660L bins for refuse and three 660L bins for recyclables.

The private contractor will collect refuse twice each week and recyclables once each week utilising a rear loader waste collection vehicle.

The private contractor’s rear loader waste collection vehicle will service the bins from the Bin Presentation Area on the verge of the front of the Proposal, as shown in Diagram 2. The building manager/caretaker will ferry the bins to and from the Bin Storage Area and the Bin Presentation Area on collection days. The private contractor’s rear loader waste collection vehicle will enter the R.O.W in reverse gear and pull up beside the Bin Presentation Area for servicing, as shown in Diagram 3.

Once servicing is complete the private contractor’s rear loader waste collection vehicle will exit in a forward motion, turning left onto Porter Street moving with traffic flow, as shown in Diagram 3. The building manager/caretaker will return the bins to the Bin Storage Area as soon as possible on the same day following collection.

Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

The ability for the private contractor’s rear loader waste collection vehicle to access the Proposal in a safe manner has been assessed by Stantec. For further information refer their traffic impact statement.

Diagram 2: Bin Presentation Area

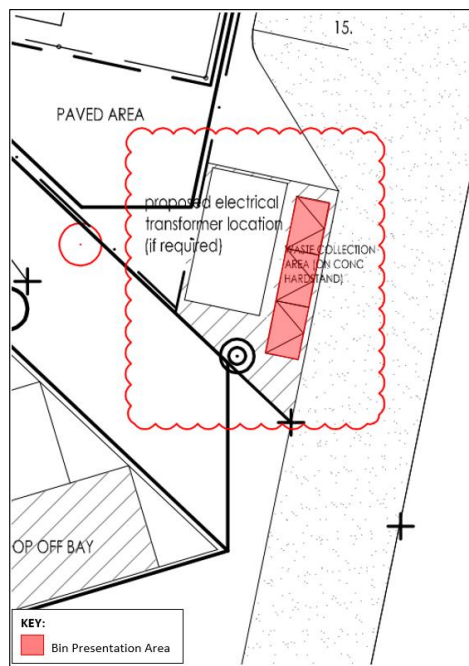


Diagram 3: Swept Path Analysis



4.1 Bulk and Speciality Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and speciality wastes that are unable to be disposed of within the bins in the Bin Storage Area. These may include items such as:

- Refurbishment wastes from fit outs;
- Mattresses;
- Batteries and E-wastes;
- White goods/appliances;
- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. Bulk and specialty waste collection will be monitored by the building manager/caretaker who will organise their transport to the appropriate waste facility, as required.

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



5 Waste Management

A building manager/caretaker will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ferrying of bins to and from the Bin Storage Area and Bin Presentation area on collection days;
- Ensure all tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor tenant behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with tenants to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Three 660L refuse bins, collected two times each week; and
- Three 660L recycling bins, collected once each week.

A private contractor will service the Proposal utilising a rear loader waste collection vehicle. The private contractor's waste collection vehicle will collect the bins from the Bin Presentation Area on the verge of the R.O.W.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

Waste Management Plan
1 Porter Street, Kalgoorlie
1 Porter Street Property Pty Ltd



Figures

Figure 1: Locality Plan





Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

Head Office
Level 1, 604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW Office
5/62 North Street, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

P: 1300 251 070
E: info@talisconsultants.com.au



PROPOSED LODGING HOUSE ACCOMMODATION
1 PORTER STREET
KALGOORLIE

PLANTING STRATEGY

PROPOSED TREES INCLUDE:



01_Eucalyptus torquata



02_Callistemon



03_Agonis flexuosa



04_Jacaranda (exotic)

Trees _ Street Trees_City of Kalgoorlie-Boulder Policy
<https://www.ckb.wa.gov.au/documents/291/street-trees-policy>

PROPOSED LODGING HOUSE ACCOMMODATATION
1 PORTER STREET
KALGOORLIE

PLANTING STRATEGY

PROPOSED PLANTING INCLUDES:



Eremophila glabra



06_Trachelospermum jasminoides



Eremophila glabra



Grevillea 'juniperina' 'Gold Cluster'



Correa pulchella



Westringia 'grey box'



Dampiera diversifolia



Pennisetum alopecuroides



Aloe (Accent plants)

Verge Planting Guidelines_ City of Kalgoorlie-Boulder

(NOTE: PROPOSED PLANTING ADJACENT TO PUBLIC FOOTPATHS WILL LIKELY FALL INTO THIS CATEGORY)

GUIDLINE:

Planting shall not:

- _Exceed 0.75 m in height
- _Pose a hazard to the public (be poisonous or irritating)
- _Obstruct pedestrian access

DETAILED PLANTING DESIGN MAY BE PROVIDED UPON REQUEST

PROPOSED LODGING HOUSE ACCOMMODATION
1 PORTER STREET
KALGOORLIE

LANDSCAPE PLAN

KEY

- 01_Eucalyptus torquata
- 02_Callistemon
- 03_Agonis flexuosa
- 04_Jacaranda (exotic)
- 05_Paved links
- 06_Trachelospermum jasminoides
- 07_Communal lawn
- 08_Seating under Jacaranda
- 09_BBQ area
- 10_Seating areas



1. LANDSCAPEWORKS

1.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
1.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METER.

2. SOIL PREPARATION

2.1 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm
2.2 TURF AREAS SHALL BE EVENLY SPREAD WITH MIN. 30mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 100mm

3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MIN. DEPTH OF 70mm.
3.2 ADVANCED TREES SHALL BE STAKED WITH 50/50mm DIA JARRAH POLES. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN. DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES WITH RUBBER TIES IN FIGURE 8.

4. IRRIGATION


4.1 ALL PLANTING AND TURF AREAS TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 ALL TURF TO BE IRRIGATED VIA ARTICULATED RISERS. ALL GARDEN BEDS TO BE IRRIGATED VIA POLY RISER JETS. ALL TREES TO BE IRRIGATED VIA BUBBLERS.
4.3 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT.
4.4 EACH LOT TO HAVE ITS OWN RETIC CONTROLLER. LOCATION TO BE CONFIRMED WITH BUILDER. CAR PARK RETICULATION CONTROLLER TO BE LOCATED IN PUMP ROOM UNLESS OTHERWISE DIRECTED.
4.5 RETIC SLEEVES BY BUILDER. QUANTITY AND LOCATION TO BE CONFIRMED.
4.6 IRRIGATION SYSTEM SHALL BE DUAL PROGRAM TO ALLOW TURF AND PLANTING AREAS TO BE WATERED SEPARATELY.
4.7 ASCON DRAWINGS, MANUALS AND 12MONTH WARRANTY SHALL BE SUPPLIED TO CLIENT UPON PRACTICAL COMPLETION.



PERSPECTIVE



AERIAL VIEW

	Harris — Jenkins Architects oa. 4/1 High St Fremantle po. PO Box 647 Fremantle WA 6959 e. hello@harrisjenkins.com	

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

PROPOSED LODGING HOUSE
 ACCOMMODATION
 1 PORTER ST KALGOORLIE

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A3.03
SCALE	1:250 @ A3			
DATE	23.06.2022			
<small>THIS DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS, JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THIS DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS, JENKINS ARCHITECTS</small>				



VIEW FROM ENTRY



STREET VIEW

Harris — Jenkins Architects
 H — J A
 oa. 4/1 High St Fremantle
 po. PO Box 647
 Fremantle WA 6959
 e. hello@harrisjenkins.com

No.	REVISION	DATE
A-2	JDAP ISSUE	29.09.22
A-1	PRELIMINARY JDAP ISSUE	14.09.22

**PROPOSED LODGING HOUSE
 ACCOMMODATION
 1 PORTER ST KALGOORLIE**

JOB NO.	2204	ISSUE	REVISION	DRAWING
DRAWN	HJA	A	2	A3.04
SCALE	N/A			
DATE	23.06.2022			

THIS DESIGN SHALL AT ALL TIMES REMAIN THE COPYRIGHT PROPERTY OF HARRIS, JENKINS ARCHITECTS. WRITTEN CONSENT TO REPRODUCE THIS DESIGN IN EITHER TWO OR THREE DIMENSIONAL FORM MUST BE OBTAINED FROM HARRIS, JENKINS ARCHITECTS