

3.3 Existing Land Use, Development and Approvals

Lot 1449 contains various development envelopes, including residence and associated outbuildings. In addition, it contains the following approved development:

Hall/Function Centre: with commercial kitchen, storeroom, ablutions, covered outdoor area, all servicing and wastewater management systems. It is clad with colourbond custom-orb and hardi-plank in cream, with eucalyptus coloured roof and trim. It is surrounded by mature trees and vegetated garden areas. The function centre is licensed to hold 146 people and has hosted functions such as weddings, conferences etc. A copy of the local government Form 4 Certificate of Approval is included at Appendix D.

Chalets: three (3) self-contained cottages, 2 x 2 bedroom, and 1 x 5 bedroom. All operate under a Lodging House approval (latest registration issued by the City of Greater Geraldton March 2025 – see Appendix E). The finish for cottages is same as the function centre - cream walls cladding and eucalyptus roof and trim.

Both the cottages and function centre are accessed from the northern frontage of the lot to Giles Road and via internal driveways. They are surrounded by stands of mature trees commensurate with the rural setting.



Figure 5 Existing Chalet Development

3.4 Adjoining Land Use

The immediate locality is characterized by small rural lots ranging in size from 6ha to 120ha. The lots are predominantly used for a range of rural and various non-rural pursuits. A rural residential zone is located less than 1km from the subject land to the north.

Giles Road connects to Narra Tarra – Moonyoonooka Road which connects Geraldton Mt Magnet Road in the south to Chapman Valley Road to the north. Geraldton Mt Magnet Road provides easy access to the Geraldton urban area and particularly to the Narngulu, Meru and Deepdale industrial areas, where many mining and transport companies are based. Lot 1449 is 4km from Geraldton airport. Both roads are classified as Primary Distributor Roads in the City of Greater Geraldton Local Planning Scheme No1.

Reserves 21781 and 10162 are located to the south-west of Lot 1449. They are Reserved for Recreation and Historical Purposes and Conservation and Parklands respectively. Both are vested with the local government.

4.0 THE PROPOSAL

4.1 Overview

This proposal has been considered having regard to the State and local government planning frameworks to ensure land use suitability and compatibility with the location.

The development envelope will occupy an area of approximately 1.6ha of the overall lot area. The area is in the north-east section of the landholding with access from Giles Road via the northern crossover to the lot. No clearing is required for the proposal, and all existing vegetation will be retained. The proposal includes accommodation units, ancillary facilities and all service infrastructure, access and landscaping requirements.

The development is contended to be a low impact land use with occupancy varying due to workforce operational rosters and shift length. The worker accommodation will be available to a limited number of workers employed by industry operating in the region.

4.2 Approval Period

The proponent seeks approval without a time limitation.

The accommodation will service operational workforce. An operational workforce tends to be smaller in number, and employment is generally longer term, more stable, and greater job type, and demand is consistent over a longer period.

As the resources and construction sectors and associated industries expand in the Region to cater for critical demand for minerals, additional workforce accommodation developments will be necessary to cater for these projects. Demand in these industries are not expected to alter in the coming years.

Additionally, a permanent approval provides the proponents with the certainty to make a significant economic investment to create a high-quality permanent development (estimated \$1million to \$1.2million development cost).

It similarly provides potential clients (company employers) with the security they require to make investment in their businesses when they have security of tenure for workforce accommodation. A single location for employee workforce is a more efficient operational outcome, particularly for transporting workers.

It is contended the local government can exercise its discretion to consider approval timeframe where it is demonstrated the proposal is consistent with the relevant performance criteria, the objectives of the zone in which it is located are not compromised, and that there remains very limited capacity in the local housing and land supply markets for workforce accommodation.

The proponents can demonstrate demand and periods of potential occupancy/contracts to the local government, as detailed in section 2.

4.3 Existing Facilities

As detailed in section 3.3 the property houses existing facilities including an approved Function Centre. Its use as a function centre will cease, and the facility will provide catering and dining services for the workers' accommodation utilising its commercial kitchen, dining area, and outdoor area.

It will have area set aside for office/site management functions for the accommodation facility.

It is fully serviced with reticulated power, potable water, ablutions, and accessibility requirements, and is compliant with all required approvals.

4.4 Site Layout

The area of the lot chosen for the development is based on the following:

- No clearing or vegetation removal.
- Sited to provide maximum visual screening when viewed from external sites due to significant number of mature trees across the development area.
- Sited to ensure no conflict with adjoining properties eg noise, light, vehicle movements
- Proximity to existing facility to service the accommodation
- Relatively flat landform with minimal sitework required

Site layout is depicted on the Site Plan at Appendix G.

Design considerations:

- Servicing requirements.
- Utilise existing crossover which services the current short-term accommodation; sufficient sight distance in both directions (115m to west, 300m to east/north-east).
- No prominent external signage – small sign on fence, to identify the entrance only.
- All vehicle movements can be undertaken on site.
- Primary access road minimum 6m wide to allow for two-way traffic.
- Carpark – 16 bays including 2 accessibility bays. Greater than minimum requirement.
- Bus parking – 2 bays.
- Harstand/delivery area.
- Access road and carparking areas sealed with stormwater management as required.
- Internal footpath network provided to connect each accommodation unit with common buildings, vehicle and bus parking areas. Constructed to meet accessibility standards either paths on ground or elevated to suit building entrances.
- Accommodation – 5 x 4 single bedroom units; 2 x accessibility units/double bedroom units.
Final internal layout may vary due to availability.
- Laundry – with capacity for 4 stations; storage facilities.
- Accommodation units to be orientated east-west, minimising long wall exposure to the prevailing directions for sunrise and sunset which minimises heat gain. Allows for verandahs to provide maximum shading opportunities.
- Landscaping adjoining buildings, and strategic placement elsewhere for a screening function to complement existing mature trees.
- Water tanks located on higher elevation east of accommodation units to allow for gravity feed. Sized for sufficient storage capacity. Tank colour ironstone or similar to prevent reflection/glare and to visually blend into the landscape.
- Boundary setbacks compliant with scheme requirements.

4.5 Built Form

The proposed accommodation will consist of modular units comprising five (5) x 4-bedroom units and two (2) x 1-bedroom accessible units. Each unit has an ensuite.

A similar sized ancillary building will be provided as laundry for occupants and operational storage.

A verandah will span the full length of each unit to 2m width, with sealed footpath access

All units will be low profile and non-reflective material and colour to ensure development has a low level of visibility. The proposed colour palette is Colourbond “Shale Grey” with “Ironstone” trim. A darker cool colour palette will absorb light, rather than reflecting light as do lighter/brighter colours, making the buildings less prominent in the environment.

The Finished Floor Level of all units will be no more than 0.8m above natural ground level.

Individual building layout and indicative built form are demonstrated on Appendix G.

4.6 Facility Management

The facility will be managed by the proponents who reside on-site.

Management of the facility will include (but may not be limited to):

- Management contact details
- Reporting of, and addressing complaints/concerns
- Maintenance of an appropriate level of service
- Maintenance of facilities and surrounds
- Fire prevention and protection measures
- Noise control
- Light Spill and Dust control
- Rubbish collection and disposal
- Pest control
- Sanitation and hygiene
- Security
- Implementation of and monitoring rules of occupancy eg occupier responsibilities for use of facilities, noise and conduct, compliance with accommodation rules, security and privacy and emergency plans.

Additional staff will be employed for catering, cleaning and all maintenance requirements.

Wherever possible, proponents will partner with local business to sources produce and consumables.

4.7 Landscaping

Landscaping will be used around individual buildings to screen these and provide wind break and privacy for individual units.

To assist with screen the proposed development from external view corridors, larger sized quick growing species will be placed strategically to create a visual barrier between the Giles Road frontage and the development envelope as indicated on Plan A.05. The planting placement will be informal to replicate a natural landform.



Figure 6 Indicative Screening of Development Area as indicated on Landscaping Plan A.05.

Where required, additional tree planting can be undertaken at other strategic locations, to minimise potential for visual intrusion of the development to adjoining lots.

Elsewhere, the existing grasses coverage will be maintained to minimise dust generation and reduce the visual impact of trafficable surfaces.

4.8 Servicing and Waste Management

4.8.1 Water

Potable water for consumption purposes will be sourced via existing bore on site. Supply can be supplemented with external bulk water delivery as required. Water to be treated before being conveyed to units.

The accepted minimum requirement for potable water is 80lt/person/day. For the development, this equates to:

Table 2

80l/person/day x 22 people (maximum capacity)	1,760lt /day	1,760l x 30 days	52,800lt/mth
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Two tanks each 54,000 litres are indicated on the Site plan with sufficient capacity for 2 months' supply.

The Function Centre/kitchen/dining already has its own independent storage capacity of 30,000lt

Other rainwater tanks to capture runoff from buildings for rainfall capture to use for landscaped areas etc as indicated on the site plan.

4.8.2 Wastewater

The proponents have obtained a preliminary assessment of hydraulic load for the proposed development by consultant, Coerco. The assessment is based on the WA Department of Health loading rates Regulations.

Two options are considered, and this information is included at Appendix F.

** The assessment is based on 20person capacity. As indicated in section , maximum occupancy will usually be 70% based on rostering of proposed workers. This equates to 15.4people (22 x 70% occupancy).

Estimated daily hydraulic loading is based soil category 3/4 (loamy clay soil) to AS1547:2012.

The final method of disposal will be determined at the detailed design phase following a detailed assessment including SSE. The system will be required to be compliant with Department of Health Regulations.

4.8.3 Reticulated Power

New development will be connected via an extension of internal consumer mains with upgrading as required to SMSB to always ensure continuous power supply.

4.8.4 Stormwater

Indicative stormwater design for sealed areas is shown on Plan 04 together with calculations for minimum capture requirement.

Stormwater will be directed to landscaping areas, combined with soak well capture in the parking area. or the sealed access road.

Individual buildings will have stormwater capture via rainwater tank (for reuse on landscaped areas), and soakwells as required. Paved areas adjoining buildings will fall to landscaping. Refer individual building plans for calculation of minimum capture requirement.