

<i>Haliaeetus leucogaster</i>	White-bellied Sea-Eagle	-		--	May	Listed
<i>Calidris melanotos</i>	Pectoral Sandpiper	-	Migratory	Migratory Wetlands Species	May	Listed - overfly marine area
<i>Calidris ferruginea</i>	Curlew Sandpiper	Critically Endangered	Migratory	Migratory Wetlands Species	Likely	Listed - overfly marine area
<i>Calidris canutus</i>	Red Knot, Knot	Endangered	Migratory	Migratory Wetlands Species	Known	Listed - overfly marine area
<i>Thalasseus bengalensis</i>	Lesser Crested Tern	--	-	-	May	Listed (as <i>Sterna bengalensis</i>)
<i>Motacilla flava</i>	Yellow Wagtail	-	Migratory	Migratory Terrestrial Species	Known	Listed - overfly marine area
<i>Motacilla cinerea</i>	Grey Wagtail	-	Migratory	Migratory Terrestrial Species	May	Listed - overfly marine area
Fish						
<i>Natator depressus</i>	Flatback Turtle	Vulnerable	Migratory	Migratory Marine Species	May	Listed
<i>Chelonia mydas</i>	Green Turtle	Vulnerable	Migratory	Migratory Marine Species	Likely	Listed
<i>Eretmochelys imbricata</i>	Hawksbill Turtle	Vulnerable	Migratory	Migratory Marine Species	Known	Listed
<i>Caretta caretta</i>	Loggerhead Turtle	Endangered	Migratory	Migratory Marine Species	Known	Listed
<i>Dermochelys coriacea</i>	Leatherback Turtle, Leathery Turtle, Luth	Endangered	Migratory	Migratory Marine Species	Known	Listed
<i>Doryrhamphus negrosensis</i>	Flagtail Pipefish, Masthead	-	-	-	Known	Listed

	Island Pipefish					
<i>Bulbonaricus brauni</i>	Braun's Pughead Pipefish, Pug-headed Pipefish	-	-	-	Likely	Listed
<i>Thalassarche carteri</i>	Indian Yellow-nosed Albatross	Vulnerable	Migratory	Migratory Marine Birds	May	Listed
<i>Aipysurus duboisii</i>	Dubois' Seasnake	-	-	-	May	Listed
<i>Aipysurus eydouxii</i>	Spine-tailed Seasnake	-	-	-	May	Listed
<i>Aipysurus apraefrontalis</i>	Short-nosed Seasnake	Critically Endangered	-	-	May	Listed
<i>Acalyptophis peronii</i>	Horned Seasnake	-	-	-	May	Listed
<i>Doryrhamphus janssi</i>	Cleaner Pipefish, Janss' Pipefish	-	-	-	Likely	Listed
<i>Filicampus tigris</i>	Tiger Pipefish	--	-	--	May	Listed
<i>Festucalex scalaris</i>	Ladder Pipefish	-	-	-	May	Listed
<i>Charadrius leschenaultii</i>	Greater Sand Plover, Large Sand Plover	Vulnerable	Migratory	Migratory Wetlands Species	May	Listed
<i>Calidris acuminata</i>	Sharp-tailed Sandpiper	-	Migratory	Migratory Wetlands Species	May	Listed
<i>Choeroichthys suillus</i>	Pig-snouted Pipefish	-	-	-	Known	Listed

<i>Choeroichthys brachysoma</i>	Pacific Short-bodied Pipefish, Short-bodied Pipefish	-	-	-	Known	Listed
<i>Campichthys tricarinatus</i>	Three-keel Pipefish	-	-	-	May	Listed
<i>Leioselasma czeblukovi</i>	Fine-spined Seasnake, Geometrical Seasnake	-	-	-	May	Listed (as <i>Hydrophis czeblukovi</i>)
<i>Chitulia ornata</i>	Spotted Seasnake, Ornate Reef Seasnake	-	-	-	May	Listed (as <i>Hydrophis ornatus</i>)
<i>Bubulcus ibis</i>	Cattle Egret	-	-	-	May	Listed - overfly marine area (as <i>Ardea ibis</i>)
<i>Hydrophis elegans</i>	Elegant Seasnake	-	-	-	May	Listed
Mammals		-	-	-		--
<i>Charadrius veredus</i>	Oriental Plover, Oriental Dotterel	-	Migratory	Migratory Wetlands Species	May	Listed - overfly marine area
Reptiles		-	-	--		-
<i>Solenostomus cyanopterus</i>	Robust Ghostpipefish, Blue-finned Ghost Pipefish,	-	-	-	May	Listed
<i>Haliaeetus leucogaster</i>	White-bellied Sea-Eagle	-	-	-	Likely	Listed
<i>Hippocampus planifrons</i>	Flat-face Seahorse	-	-	-	May	Listed

<i>Calidris melanotos</i>	Pectoral Sandpiper	-	Migratory	Migratory Wetlands Species	Likely	Listed - overfly marine area
<i>Calidris ferruginea</i>	Curlew Sandpiper	Critically Endangered	Migratory	Migratory Wetlands Species	Known	Listed - overfly marine area
<i>Calidris canutus</i>	Red Knot, Knot	Endangered	Migratory	Migratory Wetlands Species	May	Listed - overfly marine area
<i>Hippichthys penicillus</i>	Beady Pipefish, Steep-nosed Pipefish	-	-	-	May	Listed
<i>Hippocampus angustus</i>	Western Spiny Seahorse, Narrow-bellied Seahorse	-	-	-	May	Listed
<i>Thalasseus bengalensis</i>	Lesser Crested Tern	-	-	-	Known	Listed (as <i>Sterna bengalensis</i>)
<i>Hippocampus histrix</i>	Spiny Seahorse, Thorny Seahorse	-	-	-	May	Listed
<i>Hippocampus kuda</i>	Spotted Seahorse, Yellow Seahorse	-	-	-	May	Listed
<i>Halicampus grayi</i>	Mud Pipefish, Gray's Pipefish	-	-	-	May	Listed
<i>Haliichthys taeniophorus</i>	Ribboned Pipehorse, Ribboned Seadragon	-	-	-	May	Listed
<i>Motacilla flava</i>	Yellow Wagtail	-	Migratory	Migratory Terrestrial Species	May	Listed - overfly marine area

<i>Motacilla cinerea</i>	Grey Wagtail	-	Migratory	Migratory Terrestrial Species	May	Listed - overfly marine area
<i>Halicampus nitidus</i>	Glittering Pipefish	-	-	-	May	Listed
<i>Halicampus spinostris</i>	Spiny-snout Pipefish	-	-	-	May	Listed
<i>Trachyrhamphus bicoarctatus</i>	Bentstick Pipefish, Bend Stick Pipefish, Short-tailed Pipefish	-	-	-	May	Listed
<i>Hippocampus trimaculatus</i>	Three-spot Seahorse, Low-crowned Seahorse, Flat-faced Seahorse	-	-	--	May	Listed
<i>Trachyrhamphus longirostris</i>	Straightstick Pipefish, Long-nosed Pipefish, Straight Stick Pipefish		-	-	May	Listed

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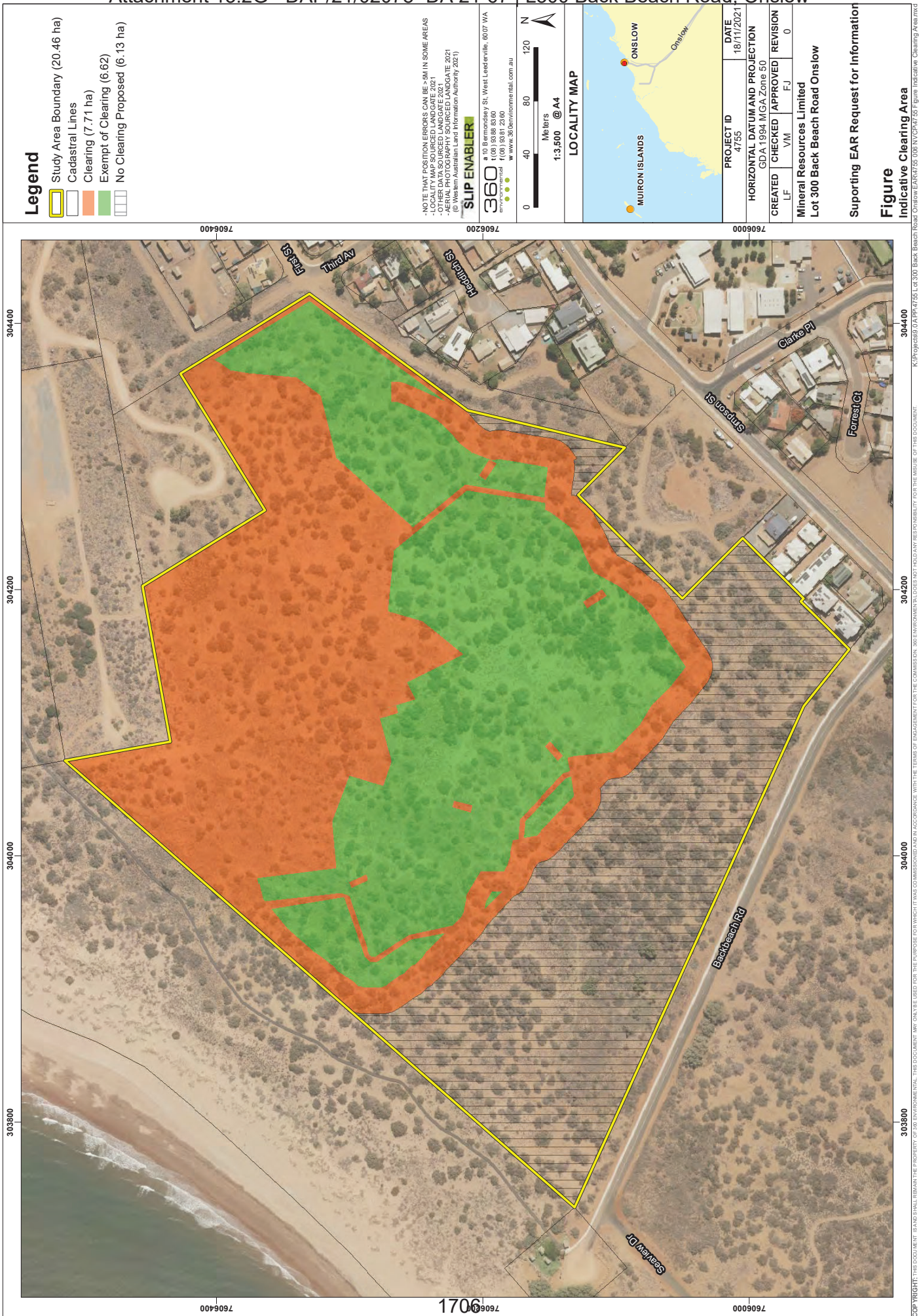
PO BOX 14, West Perth WA 6872

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● people ● planet ● professional
1704

Attachment Three

Indicative Native Vegetation Clearing Plan



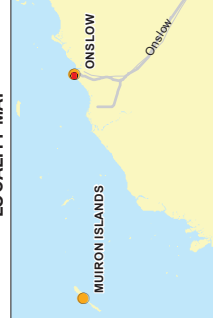
Legend

- Study Area Boundary (20.46 ha)
- Cadastral Lines
- Clearing (7.71 ha)
- Exempt of Clearing (6.62)
- No Clearing Proposed (6.13 ha)

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 (08) 9391 2500
 www.360environmental.com.au

NOTICE THAT POSITION ERRORS CAN BE > 5M IN SOME AREAS
 - LOCALITY MAP SOURCED LANDGATE 2021
 - HERE DATA SOURCED LANDGATE 2021
 - HERE DATA SOURCED LANDGATE 2021
 - HERE DATA SOURCED LANDGATE 2021
 (@ Western Australian Land Information Authority 2021)

LOCALITY MAP



PROJECT ID	DATE
4755	18/11/2021
HORIZONTAL DATUM AND PROJECTION	
GDA 1994 MGA Zone 50	
CREATED	CHECKED
LF	VM
	FJ
	0

Mineral Resources Limited
 Lot 300 Back Beach Road Onslow

Supporting EAR Request for Information

Figure
 Indicative Clearing Area

Attachment Four

Updated Traffic Impact Statement

Onslow Township Village - Lot 300 Back Beach Road, Onslow

TRANSPORT IMPACT STATEMENT



Updated 25 November 2021

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1. INTRODUCTION

Mineral Resources Limited is preparing for the Onslow Iron Project, which is located within the existing Pilbara Port Authority boundaries at the Port of Ashburton, approximately 12 kilometres south-west of Onslow. To accommodate the workers required for the proposed project, a 500-bed 'Resort Style FIFO Accommodation' facility is also proposed, at Lot 300 Back Beach Road, Onslow, which is located at the north-western end of the Onslow Townsite as shown in the Locality Plan in Figure 1.

A Development Application for the proposed 'Onslow Township Village' is currently being prepared by a project team including Milieu Creative architects and Rowe Group town planners, and Uloth and Associates has been appointed to review the various traffic and access issues associated with the proposal.

1.1 STUDY OBJECTIVES

The overall study objective is to identify the existing situation in the immediate vicinity of the proposed development site and to prepare a Transport Impact Statement to address the various traffic access, parking, and servicing requirements in support of the development application.

SOURCE: NEARMAP PTY LTD

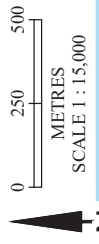


FIG. 1
Locality Plan and Proposed Development Site
 LOT 300 BACK BEACH ROAD, ONSLOW

2. EXISTING SITUATION AND PROPOSED DEVELOPMENT SITE

Onslow is located approximately 1,400 kilometres north of Perth in the Pilbara region, within the Shire of Ashburton. The existing situation within and around the Onslow Townsite is described in this chapter, together with additional detail in the vicinity of the proposed development.

- It can be seen in the Locality Plan in Figure 1 (in Chapter 1) that access for the Onslow Townsite is to/from the south via Onslow Road (which links to North West Coastal Highway approximately 75 kilometres to the south-east). It can also be seen that Onslow Road continues north to the western end of the Townsite (along the Onslow ring road, which was constructed in around 2016), with the former alignment of Onslow Road (now McAullay Road) providing access to the eastern end of the Townsite.
- Onslow Road is a 2-lane undivided road, which is identified as a Primary Distributor Road under the Main Roads WA functional road hierarchy up to the intersection of Back Beach Road where it continues as Simpson Street, a local Access Road. It has a speed limit of 80 kilometres per hour from south of McAullay Road to approximately 400 metres south of Back Beach Road where it drops to the default built-up area limit of 50 kilometres per hour.
- Traffic counts obtained from the Main Roads WA Trafficmap website show that Onslow Road carried up to 500 vehicles per day in 2019, approximately 10 kilometres south of McAullay Road.
- McAullay Road is also a 2-lane undivided road, which was downgraded to an Access Road under the Main Roads WA functional road hierarchy after the continuation of Onslow Road. It has an initial speed limit of 80 kilometres per hour from Onslow Road but drops to 60 kilometres per hour as it approaches the Townsite once past Onslow Airport.
- Second Avenue, the main street through the commercial area of the townsite, is identified as a Local Distributor road under the Main Roads WA road hierarchy, while all other roads in Onslow are identified as Access Roads, with a speed limit of 50 kilometres per hour (except for Seaview Drive which has a speed limit of 70 kilometres per hour).
- The existing road network within the overall Townsite is shown in the aerial photograph in Figure 2, while further detail in the vicinity of the proposed development site is shown in Figures A.1 and A.2 in the Technical Appendix.
- It can be seen in Figure 2 that the proposed development site is conveniently located at the northern end of the Townsite, within walking distance of commercial and local community facilities. The site is currently vacant and is bordered by Back Beach Road at the southern end, Simpson Street, First Street and Third Avenue on the eastern end, and by coastline along the remaining property boundary. The site is currently classed as Conservation, Recreation and Nature Landscape Land Use under Shire of Ashburton's Local Planning Scheme No.7.
- Figure A.1 (in Chapter A.1 in the Technical Appendix) then shows that most roads in the vicinity of the site are sealed roads. However, First Street west of Third Avenue and Third Avenue north of First Street, are both currently unmade, as also shown in Figure A.2.
- Onslow is not serviced by regular public transport. However, there are footpaths on at least one side of most roads in the vicinity of the proposed development, as shown in Figure A.3 in the Technical Appendix, providing good walking connectivity throughout the Townsite and convenient access to local amenities.

SOURCE: NEARMAP PTY LTD

FIG. 2
Existing Road Network
OVERALL ONSLOW TOWNSITE



3. **ONSLow TOWNSITE EXPANSION STRUCTURE PLAN**

The Onslow Townsite Expansion Structure Plan was prepared in 2016, around the time of construction of the Onslow ring road (now Onslow Road), to facilitate a strategic long-term population target of 3,500 people.

- The overall Structure Plan is shown in Figure A.4 in the Technical Appendix, identifying growth areas for residential development between Onslow Road and McAullay Road, together with the proposed road hierarchy and pedestrian/cyclist paths throughout the overall Townsite.
- It can be seen in Figure A.4 that the currently proposed development site, at the northern end of the Structure Plan area, is identified as ‘Area Subject to Further Investigation’.
- The plan also identifies the full length of Onslow Road plus Simpson Road up to Second Avenue as an Arterial/Primary Distributor Road, while McAullay Road and Second Avenue are both identified as Neighbourhood Connectors.
- It can also be seen that both Onslow Road - Simpson Street and Second Avenue are identified as part of the ‘Shared Path Network’, ensuring good pedestrian and cyclist accessibility throughout the Townsite.

4. **PROPOSED DEVELOPMENT**

Details of the proposed development are described in this chapter, together with calculations of overall parking requirements and trip generation.

4.1 **OVERALL SITE PLAN**

- The proposed Masterplan for the Onslow Township Village is shown in Figure A.5 in Chapter A.3 in the Technical Appendix, as prepared by architects Milieu Creative. Figure 3 then shows the proposed development plan superimposed on an aerial photograph, identifying the proposed development in the context of the adjacent road network. The proposal includes construction of 500 accommodation pods, plus Administration and Training facilities (including a Creche), a Medical Centre, a Restaurant and a Tavern, as well as recreational facilities including a Swimming Pool, Gym and Sports Hall.
- It can be seen in both Figure 3 and Figure A.5 that the accommodation pods are primarily located in the southern part of the site, while the administration and other facilities are located in the northern part adjacent to the proposed car park. Access for the site is proposed at the north eastern corner of the property, from the currently unmade extension of Third Avenue, following a detailed review of alternative access options affected by Aboriginal Heritage issues, risk of Coastal Inundation, and impacts on overland flow of stormwater.
- It can also be seen that on entering the site, the main access driveway curves around to provide direct access to the proposed car park, or to allow buses to proceed into the bus pick-up/drop-off area which then loops back onto the main access driveway. Paved walkways are then proposed throughout the various facilities, providing access also for motorised carts and maintenance vehicles (as well as for fire access), with elevated boardwalks providing further access into the accommodation areas.

- It is also important to note that to align with the Onslow Townsite Expansion Plan, it is proposed that both the Restaurant and Tavern will be made partially available to the local community.
- It is expected that the development will remain as Transient Workforce accommodation for a minimum of 20 years, for the duration of the mining project. Post operation, there is potential to convert the site into a permanent resort, reducing the number of accommodation pods to perhaps 100 units (with public access to on-site facilities continuing as currently proposed).

4.2 PROPOSED FACILITIES AND PARKING REQUIREMENTS

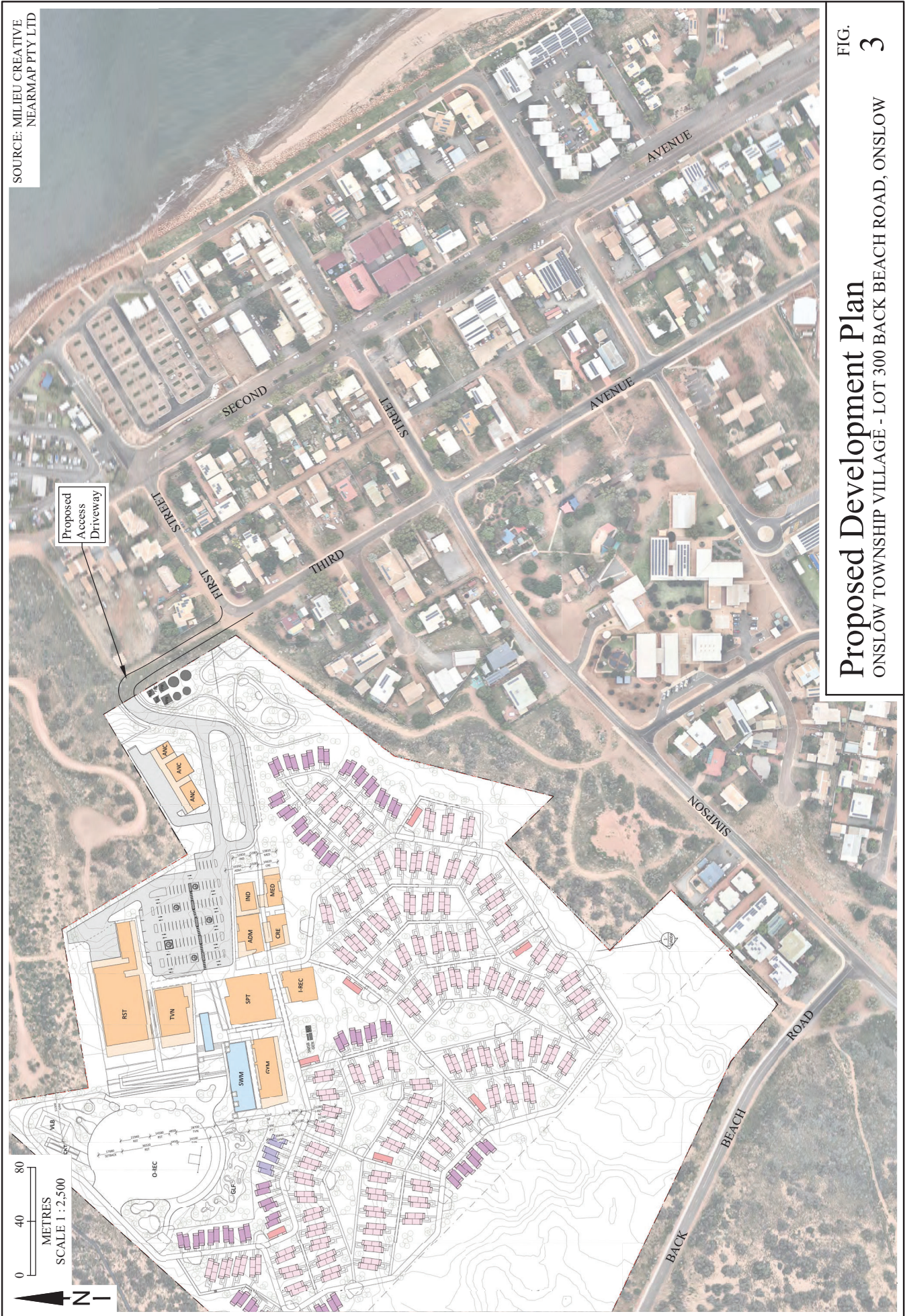
- Details of the proposed facilities are provided below in Table 1, together with calculations of Planning Scheme parking requirements and applied reductions to reflect the expected usage of each component. Initial parking requirements are based on the Table in Appendix 8 of Shire of Ashburton's Local Planning Scheme No. 8, except for the Public Recreation land uses, which have been based on the detailed individual requirements utilised by City of Stirling.
- Parking calculations for the Restaurant and Tavern are both based on the Shire of Ashburton's requirement of 1 space per 6 square metres of Dining Space. However, taking into account the indicative seating arrangements shown in the floor plans, it is conservatively estimated that the indoor seating areas (for parking calculation purposes) equate to approximately 40 percent of the indoor 'Dining' areas and 50 percent of the outdoor 'Alfresco' areas (due to the layout of walkways, buffet tables, pool tables, etc).
- It can be seen in Table 1 that an overall parking provision of 73 spaces is recommended, allowing for a 90 percent reduction for the accommodation units (to account for buses being used to transport most workers), a 70 percent reduction for Administration/Training and Medical Centre (to account for use predominantly by on-site staff, but allowing for some local staff) and a 70 percent reduction for the Restaurant and Tavern (to account for an intended 30 percent public-use for each of these facilities), and a 100 percent reduction for the Recreation facilities (as these will only service the on-site population). It is also assumed that the Creche will not contribute to any additional parking requirements, based on 100 percent usage by workers, staff and visitors.

TABLE 1
PARKING REQUIREMENT CALCULATIONS
PROPOSED ONSLOW TOWNSHIP VILLAGE

PROPOSED LAND USE	PLANNING SCHEME REQUIREMENTS		PARKING REQUIREMENTS	
	Parking Ratio	No. of Spaces	Assumed Operations	No. of Spaces to be provided
<ul style="list-style-type: none"> Accommodation Units - 500 Units, but max. 400 occupied at one time 	2 per 3 units + 1 Oversize Veh. per 10 units	267 car spaces + 40 oversize spaces	90 percent to travel only by Bus	27 car spaces + Bus/Coach spaces ¹⁾
<ul style="list-style-type: none"> Administration and Training - 453m² ²⁾ 	1 per 30m ² NLA	15 spaces	70 percent reduction for on-site operations	5 spaces
<ul style="list-style-type: none"> Medical Centre - Assume 5 Rooms, with 8 employees 	4 per Room for 1 st 2 Rooms + 1 per Room thereafter + 1 per max. employees on-site	19 spaces	70 percent reduction for on-site operations	6 spaces
<ul style="list-style-type: none"> Restaurant - 437m² Dining Area ³⁾ 	1 per 6m ² of Dining area	73 spaces	70 percent reduction for on-site operations	22 spaces
<ul style="list-style-type: none"> Tavern - 261m² Dining Area ³⁾ 	1 per 6m ² of Dining area	44 spaces	70 percent reduction for on-site operations	13 spaces
<ul style="list-style-type: none"> Public Recreation ⁴⁾ - Swimming Pool: 250m² - Gym: 560m² - Sports Hall: 708m² 	1 per 4 Swimmers ⁵⁾ + 1 per 20m ² public gym area + 1 per 20m ² Sportshall GFA	82 spaces	100 percent reduction for on-site operations	0 spaces
Total Parking Requirements				
73 car spaces + Bus/Coach spaces				

Notes: 1) Assumed combination of 50-seat coaches and 22-seat buses, as advised by Mineral Resource Limited
2) Includes Reception, Managers Offices, Open Plan Office, Meeting Room and Kitchen/Staff Break Room, plus Training Rooms.
3) Dining Area equals 40 percent of Indoor Areas plus 50 percent of Outdoor Areas.
4) Car parking calculations based on City of Stirling requirements.
5) Assumes 1 swimmer per 3.5m² pool area (72 swimmers maximum at any one time).

Source: Uloth and Associates



4.3 VILLAGE OPERATIONS AND RESULTING TRAFFIC GENERATION

Details regarding traffic generation for the proposed development are separated into ‘Worksite Operations’ and ‘Village Operations’.

4.3.1 Airport Transfers and Worksite Operations

- All workers accommodated at the proposed Village will be Fly-in/Fly-out (FIFO) workers, with a maximum occupancy of 250 minesite workers plus 50 village staff.
- Transport to/from the Airport from the Village will occur 7 days per week, with staff from inbound flights arriving around 9am, and staff for outbound flights departing at around 4pm daily. Airport transfers will be serviced by one 22-seat bus plus one light vehicle for each flight, resulting in a total of 8 vehicle trips per day.
- The mining worksite will operate 24 hours per day, 7 days per week, with two 12-hour shifts each day. Of the 250 workforce, it is expected that 150 will work the day shift from 6 am to 6pm, with the remaining 100 working night shift from 6pm to 6am.
- Provision has been made on site for pick-up and drop-off of workers via 4 coach sized Bus Bays (on the left-hand side of the 1-way Bus loop), in addition to 4 layover bus bays on the right-hand side. However, it is expected to utilise a maximum of two to three 55-seat coaches plus two to three 22-seat buses to transport workers to the work site for the start of each shift, before returning to the village with workers that just completed their shift. Together with a small number of workers driving ancillary vehicles, it is therefore estimated that a maximum of perhaps 70 to 80 vehicle trips per day will be generated by this component of the proposed development, with a proposed travel route via Third Avenue, Simpson Road and Onslow Road, as indicated in Figure 4.

4.3.2 Village Operations and Public Facilities

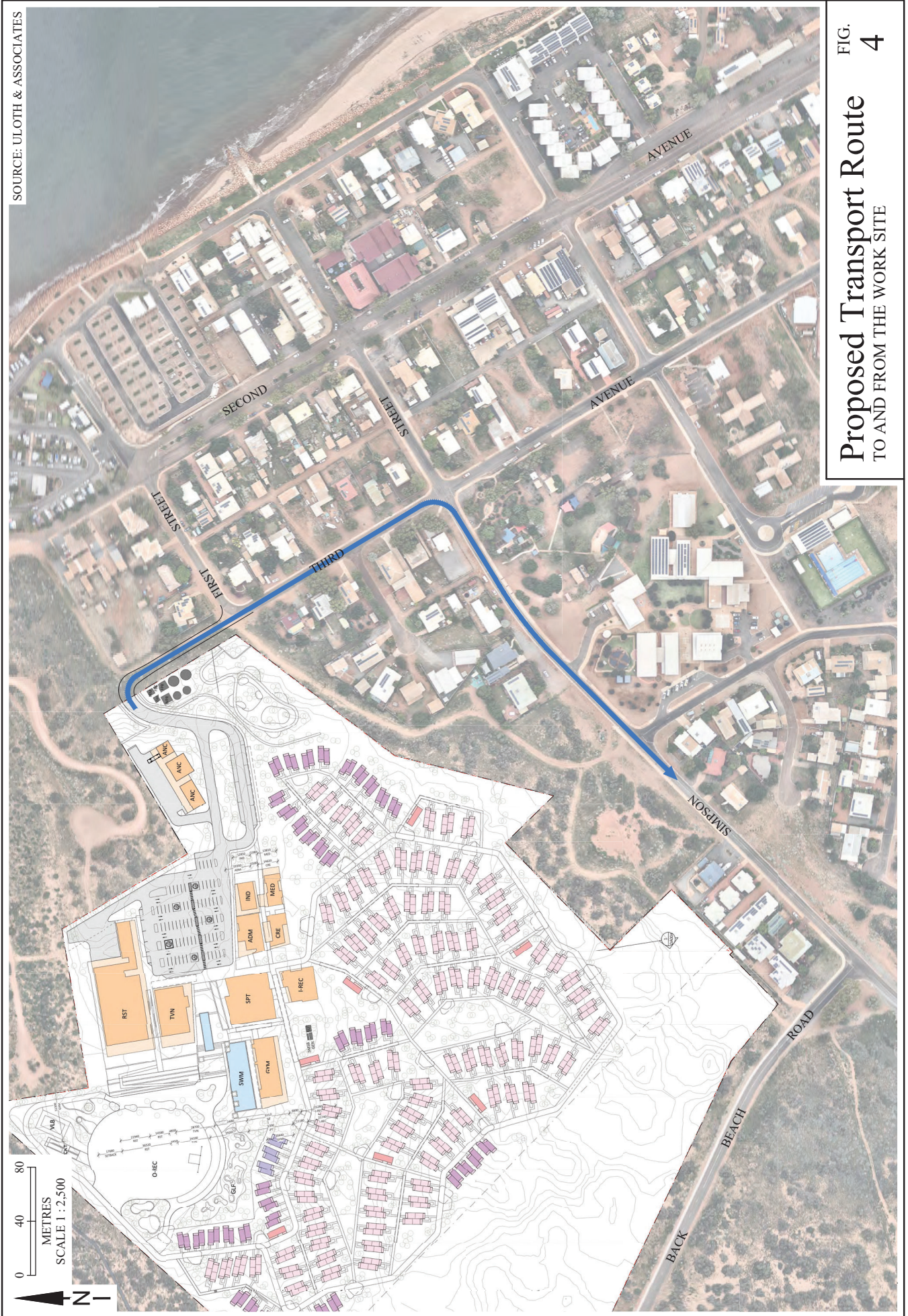
- In addition to Fly-in/Fly-out workers, it is also expected that the resort operational staff could include perhaps up to 10 staff that live locally, who will therefore travel to and from the site each work day for standard day-time shifts between 7am and 5pm.
- Service and delivery vehicles will also access the site, as follows:
 - General Waste Disposal: 1 Truck per Day
 - Other Waste/Recycling: 1 Truck per Week
 - Delivery Truck: 1 Truck, 2-3 times per Week
(Food, General Supplies & Disposables)
 - Maintenance: 1 Light Vehicle, 2 times per Week
 - Resort Cleaning: 1 Light Vehicle per Day
- Public access to on-site facilities is proposed as follows, noting that the hours of public-use availability have now been reduced in response to community concerns:
 - Restaurant: Breakfast 8 - 10.30am, Lunch 12 - 3pm
 - Tavern: 9am - 5pm
- For traffic generated by members of the public using the on-site facilities, standard trip generation calculations have been carried out with a similar methodology to the parking calculations identified above in Table 1, including reductions to account for on-site operations.
- Based on industry-standard trip generation rates for ‘High-turnover Sit-Down Restaurant’ and ‘Drinking Place’, it is estimated that the external-use component of the proposed on-site facilities will generate a maximum of 50 vehicle trips (in and out combined) during the overall peak hour. This would typically translate to an estimated 550 vehicle trips per day under normal commercial operations. However, with the proposed restriction of public-use availability, it is estimated that the

maximum flow of 50 vehicle trips accessing the site during the overall peak hour will translate to a maximum of approximately 250 vehicle trips per day.

- The anticipated travel routes and estimated daily traffic flows accessing the proposed public-use facilities are therefore as shown in Figure 5, with a traffic distribution based on expected travel routes to and from the existing residential areas, noting that only 30 vehicles per day are expected to travel past Onslow Primary School (with most of these outside of School pick-up and drop-off times).

SOURCE: ULOTH & ASSOCIATES

FIG. 4
Proposed Transport Route
TO AND FROM THE WORK SITE



SOURCE: ULOTH & ASSOCIATES



FIG. 5
Anticipated Future Traffic Flows
ACCESSING PUBLIC-USE FACILITIES AT PROPOSED DEVELOPMENT

5. ACCESS ARRANGEMENT, PARKING AND SERVICING

The recommended car park layout and access arrangement is shown in Figure 6 in Chapter 7 Overall Conclusions and Recommendations, while the recommended concept plan for access off Third Avenue is shown in Figure 7.

- Access to the development site is proposed via an extension of Third Avenue within the existing road reserve at the eastern edge of the development site. A 2-way internal road will then provide access to/from the centrally located parking area (with 76 car bays proposed), noting that the car park has been designed to allow all vehicles to both enter and exit all parking bays in forward gear, without the need to reverse. Access is also provided to a 1-way bus pick-up/drop-off area (on the south side) and a maintenance area (on the north side), as shown in Figure 6.
- Access to the proposed service yard, adjacent to the proposed restaurant at the northern end, is then also provided via the car park access road, which will also provide access to the proposed ambulance bay (adjacent to the Medical Centre), while also catering for Fire and Emergency Services access to the paved pathways that extend throughout the site.
- The recommended concept plan for access off Third Avenue (as shown in Figure 7 in Chapter 7) shows the layout required to accommodate a 12.5 metre Heavy Rigid Vehicle accessing the site at the same time as passing a B99 Car, as confirmed by the swept path diagrams in Figure A.6 in Chapter A.4 in the Technical Appendix.
- Figure A.7 in the Technical Appendix then shows the swept paths for Buses accessing the proposed pick-up/drop-off area, while Figure A.8 shows the swept path for a 12.5 metre Heavy Rigid Vehicle accessing the proposed service yard next to the restaurant, and Figure A.9 shows the swept paths for a 10-metre rubbish truck accessing the Bin Stores within both the service yard (next to the Restaurant) and the maintenance yard. Figure A.10 then confirms the swept paths for a Medium Rigid Vehicle accessing the proposed Maintenance Area and the Fire Access route via the internal pathways.

6. PEDESTRIANS AND CYCLISTS

To take advantage of the proposed development's proximity to the Onslow townsite, it is recommended to provide footpaths along the main access roadway and the extension of Third Avenue to connect with existing footpaths as identified in Figure A.3 (in Chapter A.1 in the Technical Appendix). It is also proposed to provide a footpath from the recreational buildings and accommodation areas to an alternative access at the corner of First Street and Third Avenue. The recommended future pedestrian/cyclist path network is therefore as shown in Figure 8 in Chapter 7, including connections to the 'future Shared Paths' identified within the Townsite Expansion Structure Plan.

7. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions and recommendations regarding the proposed development are detailed in this chapter, on the basis of the study findings and conclusions presented and discussed above in Chapters 2 to 6, and the additional information in the Technical Appendix, as follows:

- It is recommended to provide a minimum of 73 car parking spaces for the proposed operation of the Onslow Township Village as calculated in Table 1 in Chapter 4, in addition to parking for Buses transporting workers to and from the worksite.
- The recommended car park layout and internal access roads are as shown in Figure 6, including the proposed Bus pick-up/drop-off area, and the proposed service yard and maintenance area.
- It is recommended to provide access to/from the site via an extension of Third Avenue north of First Street, as also indicated in Figure 6, with a more detailed layout as shown in the concept plan in Figure 7.
- It is recommended to also construct footpaths along the proposed extension of Third Avenue, to provide connections to the existing and proposed paths within the adjacent areas, resulting in the future pedestrian/cyclist path network as shown in Figure 8.
- With most of the workforce population to be transported to/from the work site by bus, the proposed workforce operations are only expected to generate up to 70 or 80 vehicle trips per day, which will not have any significant impact on the adjacent roads and intersections.
- Additional traffic will also be generated by members of the public accessing the shared on-site facilities, with an estimated maximum of 50 vehicle trips (in and out combined) during the overall peak hour, and an estimated maximum of 250 vehicle trips per day.

SOURCE: ULOTH & ASSOCIATES

See Figure 7 for more detailed concept plan.

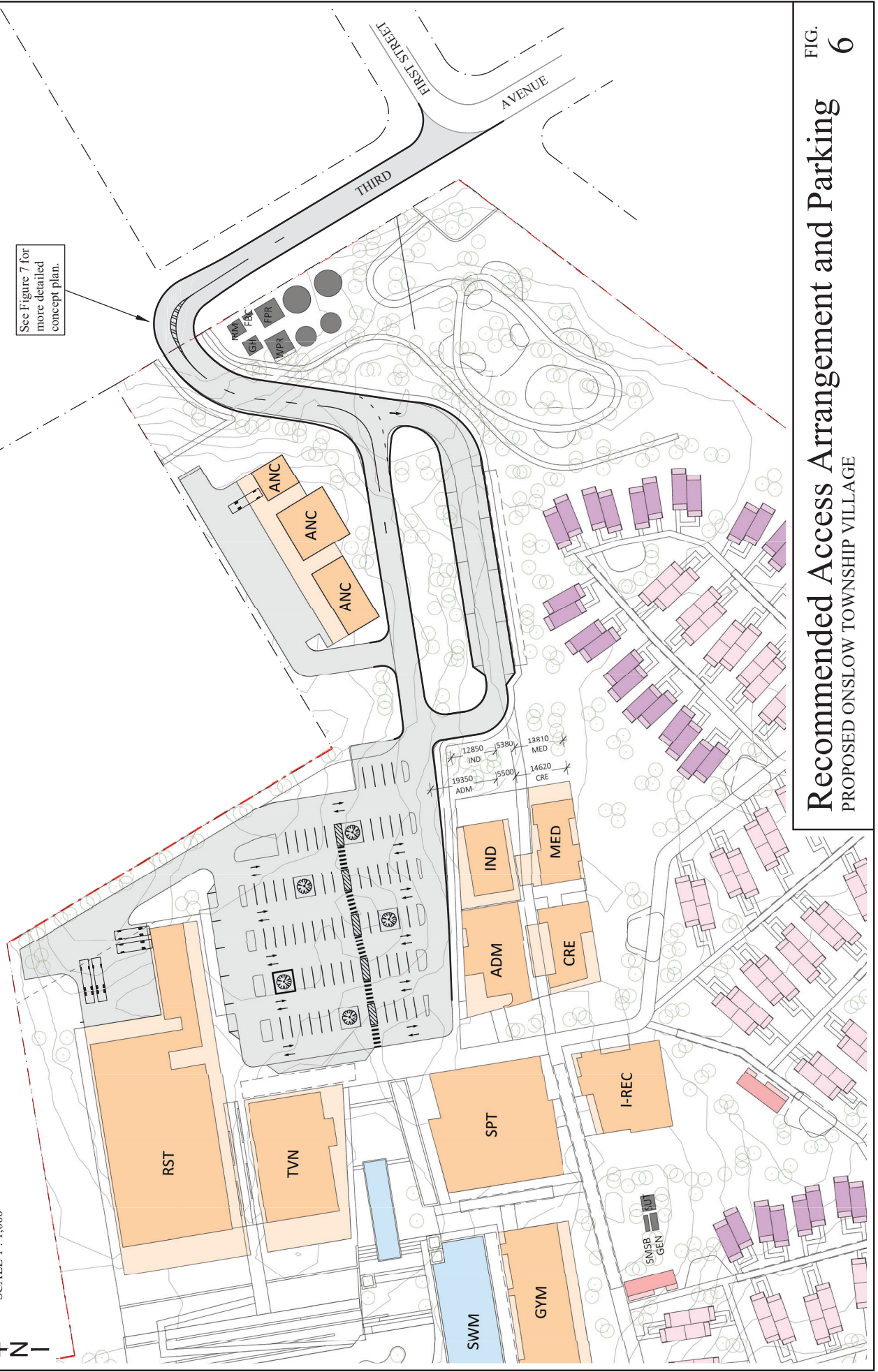


FIG. 6
Recommended Access Arrangement and Parking
PROPOSED ONSLOW TOWNSHIP VILLAGE

SOURCE: ULLOTH & ASSOCIATES

FIG. 7

Recommended Concept Plan FOR PROPOSED ACCESS ONTO THIRD AVENUE

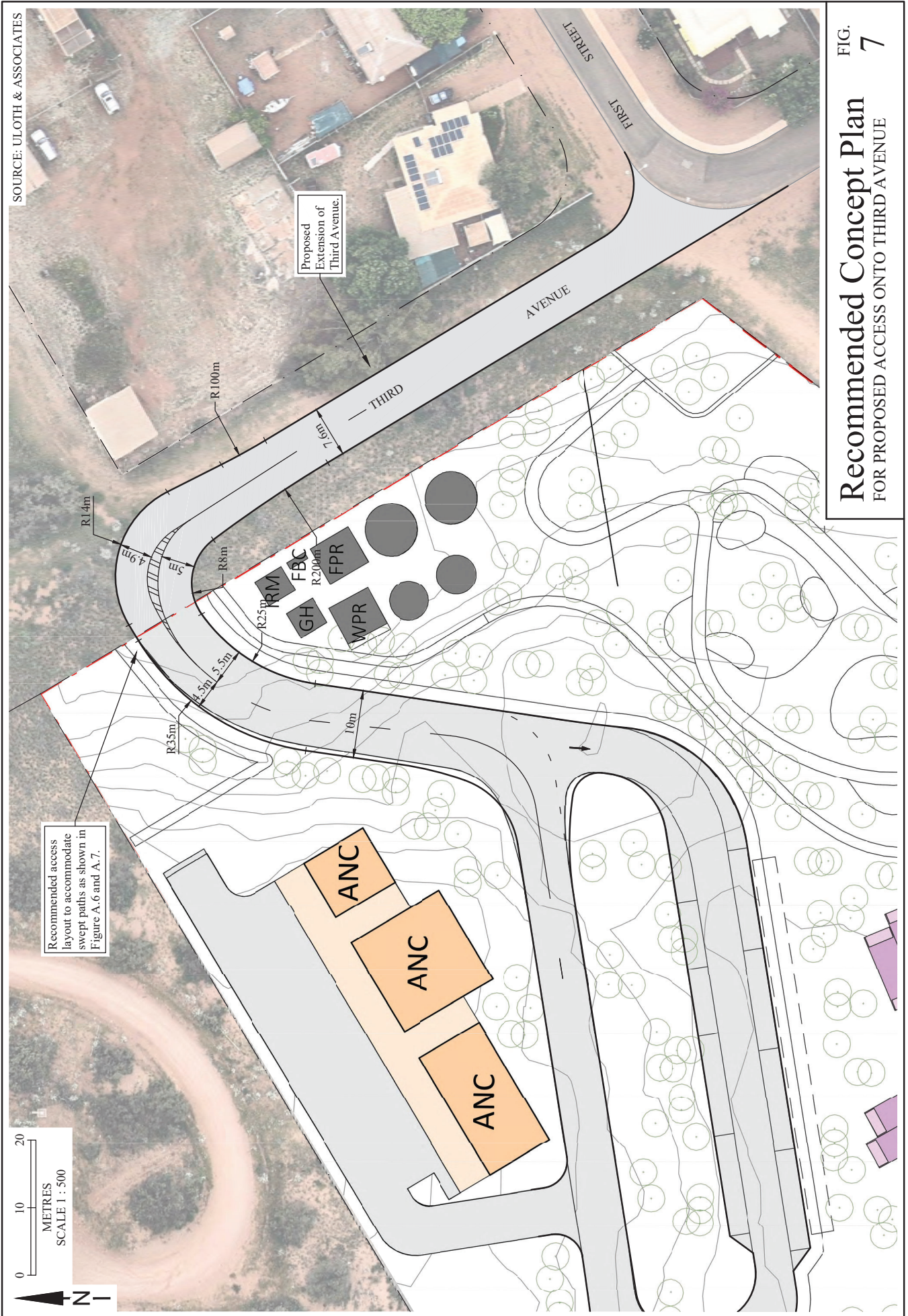




FIG. 8
Future Pedestrian / Cyclist Paths
 IN THE VICINITY OF THE PROPOSED DEVELOPMENT

TECHNICAL APPENDIX

The Technical Appendix documents the existing situation and the Townsite Expansion Structure Plan, as well as the proposed development plan and swept path diagrams.

A.1 EXISTING SITUATION

Figure A.1 shows the existing situation in the vicinity of the proposed development site, while Figure A.2 shows the existing roads and intersections immediately adjacent to the site.

Figure A.3 then shows the existing footpaths in the vicinity of the proposed development.

SOURCE: NEARMAP PTY LTD

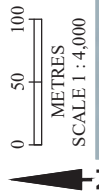


FIG. A.1
Existing Situation
IN THE VICINITY OF THE PROPOSED DEVELOPMENT



SOURCE: NEARMAP PTY LTD

FIG. A.2
Existing Roads and Intersections
ADJACENT TO THE PROPOSED DEVELOPMENT

SOURCE: NEARMAP PTY LTD
ULOTH & ASSOCIATES



FIG. A.3
Existing Footpaths
IN THE VICINITY OF THE PROPOSED DEVELOPMENT

A.2 OVERALL STRUCTURE PLAN

Figure A.4 shows the Onslow Townsite Expansion Structure Plan, as endorsed by Western Australian Planning Commission in 2016.

STRUCTURE PLAN REQUIREMENTS

- Residential Precinct**
- The provisions of the Residential Design Codes of Western Australia (R-Codes) shall apply to residential development in this Precinct unless otherwise specified under a Local Planning Policy or Residential Design Guidelines.
 - Development to be in accordance with the density coding identified on the Structure Plan.
 - Sites identified as grouped subdivision sites as part of any subsequent subdivision applications may be developed to a maximum density of R40 and the Shire may require the preparation of a Local Development Plan (LDP) to be prepared prior to the development of that site.
 - No development or subdivision shall occur within the Waste Water Treatment Plant buffer until the buffer is removed or reduced.
 - All use, subdivision and development shall be in accordance with relevant Structure Plan.
 - In accordance with the EPA Guidance Statement No.3, for any subdivisions within the 500m of the Onslow Salt operations, notifications are to be placed on the certificate of title of each new subdivided lot to notify prospective purchasers of the potential noise impacts.
 - In accordance with the EPA Guidance Statement No.3, for any new dwellings within 1km of the Onslow Salt operations, the facades of the buildings fronting or perpendicular to the Onslow Salt operations are to incorporate architectural treatments to minimise noise impacts.

Watson Drive Precinct

- For the Watson Drive Precinct development standards are defined in Part A, section 4.1.2.1 of the Structure Plan report.

Large Live Work Lot Precinct

- The development of the residential portion of the lot that faces a residential area in the Large Live-Work Lot Precinct shall be in accordance with the provisions of the Residential Design Codes of Western Australia (R-Codes) unless otherwise specified in this section.
- The development of the non-residential portion of the lot that faces non-residential areas in the Large Live-Work Lot Precinct shall be in accordance with the provisions of the Home Business Standards under the Shire of Ashburton Scheme in regards to employment, amenity, vehicles and car parking and servicing needs.
- Non-residential development in the Large Live-Work Lot Precinct shall be adequately landscaped and screened to maintain a lifestyle land use appearance as opposed to a commercial or industrial and use appearance.
- A Local Development Plan (LDP) shall be prepared identifying basic design requirements within this precinct, including building envelopes, types of land uses etc.

Public Open Space and Drainage

- The size and location of public open space shall be in accordance with the Structure Plan.
- The design of public open space shall assist in the protection and enhancement of indigenous and European heritage sites (where applicable).
- The design of public open space areas shall ensure appropriate provision for stormwater drainage management.
- The landscaping of public open space areas shall be suitable for an arid climate having regard to minimising maintenance and water use whilst providing areas of highly aesthetic and functional amenity.
- The design of these areas shall maximise the provision of shading to enhance amenity and promote social capital and walkability.

Education

- The development of the Education Precinct shall be in accordance with the meaning of an Education Establishment as defined under the Shire of Ashburton Local Planning Scheme.
- The external frontages of the Education Precinct shall be developed to a standard consistent with adjacent residential areas with regards to bulk and scale, setbacks and landscaping.
- The architectural style of any proposed buildings within this precinct are to be reflective of the Onslow Vernacular.

Area Subject to Further Investigation

- The provisions of the Residential Design Codes of WA (R-Codes) and Clause 4.1.1 of this report shall apply to areas suitable for residential development in this Precinct subject to approval of the Shire of Ashburton and WAPC.
- For areas not suitable for development in this Precinct the provisions of the Public Open Space and Drainage Precinct shall apply including:
 - The design of public open space areas shall ensure the protection and enhancement of indigenous heritage sites.
 - The design of public open space areas shall ensure appropriate provision for stormwater drainage management.
 - The landscaping of public open space areas shall be suitable for an arid climate having regard to minimising maintenance and water use whilst providing areas of highly aesthetic and functional amenity.
- The area within the WWTP Buffer shall be subject to a Local Development Plan (LDP) being prepared to the satisfaction of the Shire, prior to any development.

Land Use Permissibility

Land use permissibility shall generally be in accordance with the Land Use Permissibility table, as shown in Part A of the Onslow Townsite Expansion Structure Plan report.

Local Development Plans

A LDP may be required by the developer, an owner of the land or the Shire by Council prior to any subdivision and/or substantial development and used as the basis for the determination of all development applications to the Shire of Ashburton.

The LDP will enhance, elaborate and expand the details and provisions contained in this Part as well as supplement the provisions of the Scheme and the R-Codes. LDPs are required to address the following:

- building envelopes;
- setbacks;
- interfaces with public open space and drainage areas;
- distribution of land uses within a lot (Large Residential Lifestyle lots);
- vehicular access and parking;
- loading and unloading areas, storage yards and rubbish collection closures;
- the location, orientation and design of buildings and the space between buildings; and
- such other information considered relevant by the Shire of Ashburton. Variations to the provisions of the R-Codes (other than density) shall be allowed.

CERTIFICATION OF STRUCTURE PLAN

This Structure Plan is prepared under the provisions of the Shire of Ashburton Town Planning Scheme No. 7

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

Date:

Signed for and on behalf of the Western Australian Planning Commission:

.....

an Officer of the Commission duly authorised by the Commission pursuant to Section 16 of the Planning and Development Act 2015 for that purpose, in the presence of:

Witness:

Date:

Date of Expiry:

LEGEND	OVERALL YIELDS
	STRUCTURE PLAN AREA 199,136.3ha 100%
	RESERVE (PARKS, RECREATION & DRAINAGE) 10,135.4ha 5.0%
	EDUCATION 4,732.4ha 2.4%
	SPECIAL USE (PUBLIC PRECINCT) 9,000.0ha 4.5%
	SPECIAL USE (LARGE LIVE WORK LOTS) 14,068.0ha 7.1%
	RESIDENTIAL R30 91,932.8ha 46.1%
	AREA SUBJECT TO FURTHER INVESTIGATION 21,899.0ha 11.0%
	INVESTMENT (RETAIL) 3,486.0ha 1.8%
	RESERVE (INFRASTRUCTURE) 10,709.8ha 5.4%
	WATER CORP UTILITIES SITE 33,194.1ha 16.7%
	COMPATIBLE LAND USES ONLY N/A N/A
	BUFFER FROM TOWN WWTP N/A N/A
	EXISTING CADASTRE N/A N/A
	TOTAL 199,136.3ha 100%

ROAD HIERARCHY	
	ARTERIAL/PRIMARY
	NEIGHBOURHOOD CONNECTOR
	ACCESS STREET (HIGHER ORDER)
	GROUP HOUSING SITES

PEDESTRIAN AND CYCLE PATHS	
	SHARED PATH NETWORK AND FOOTPATH
	FOOTPATH BOTH SIDES
	SHARED PATH NETWORK BY OTHERS

FIG. A.4

ONSLow TOWNSITE EXPANSION STRUCTURE PLAN

This concept has been prepared for the purposes of meeting client specifications. It does not constitute an intention agreement or contract for any part thereof, if any, and is subject to the final approval of the Shire of Ashburton.

Although care has been taken in the preparation of this drawing by The Planning Group WA Pty Ltd, the Shire of Ashburton and the Planning Group WA Pty Ltd accept no liability for any errors or omissions. The right is reserved to change the plan at any time.

Liability is expressly disclaimed by The Planning Group WA Pty Ltd for any loss or damage which may be sustained by any person acting on any real information gained from this plan.

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A.3 PROPOSED DEVELOPMENT PLAN

Figure A.5 shows the overall Masterplan for the proposed Onslow Township Village, as prepared by Milieu Creative.

A.4 SWEPT PATH ANALYSIS

Figures A.6 to A.10 show a number of swept path diagrams, confirming the overall access arrangements and servicing requirements for the proposed development, as follows:

- Figure A.6 shows the swept paths confirming that the recommended concept plan for access off Third Avenue can accommodate a 12.5 metre Heavy Rigid Vehicle accessing the site at the same time as passing a B99 Car.
- Figure A.7 shows swept paths for a 12.5 metre Bus accessing and circulating around the proposed pick-up/drop-off zone, while Figure A.8 shows the swept paths for a 12.5 metre Heavy Rigid Vehicle accessing the proposed service yard and loading dock adjacent to the Restaurant.
- Figure A.9 then shows the swept paths for a 10-metre Rubbish Truck accessing the proposed service yard for bin collection adjacent to the Restaurant, before proceeding to the Maintenance Area for further collections.
- Figure A.10 then shows the swept paths for an 8.8 metre Medium Rigid Vehicle accessing the proposed Maintenance Area, and the proposed Fire Access route along the internal pathways.

SOURCE: ULOTH & ASSOCIATES

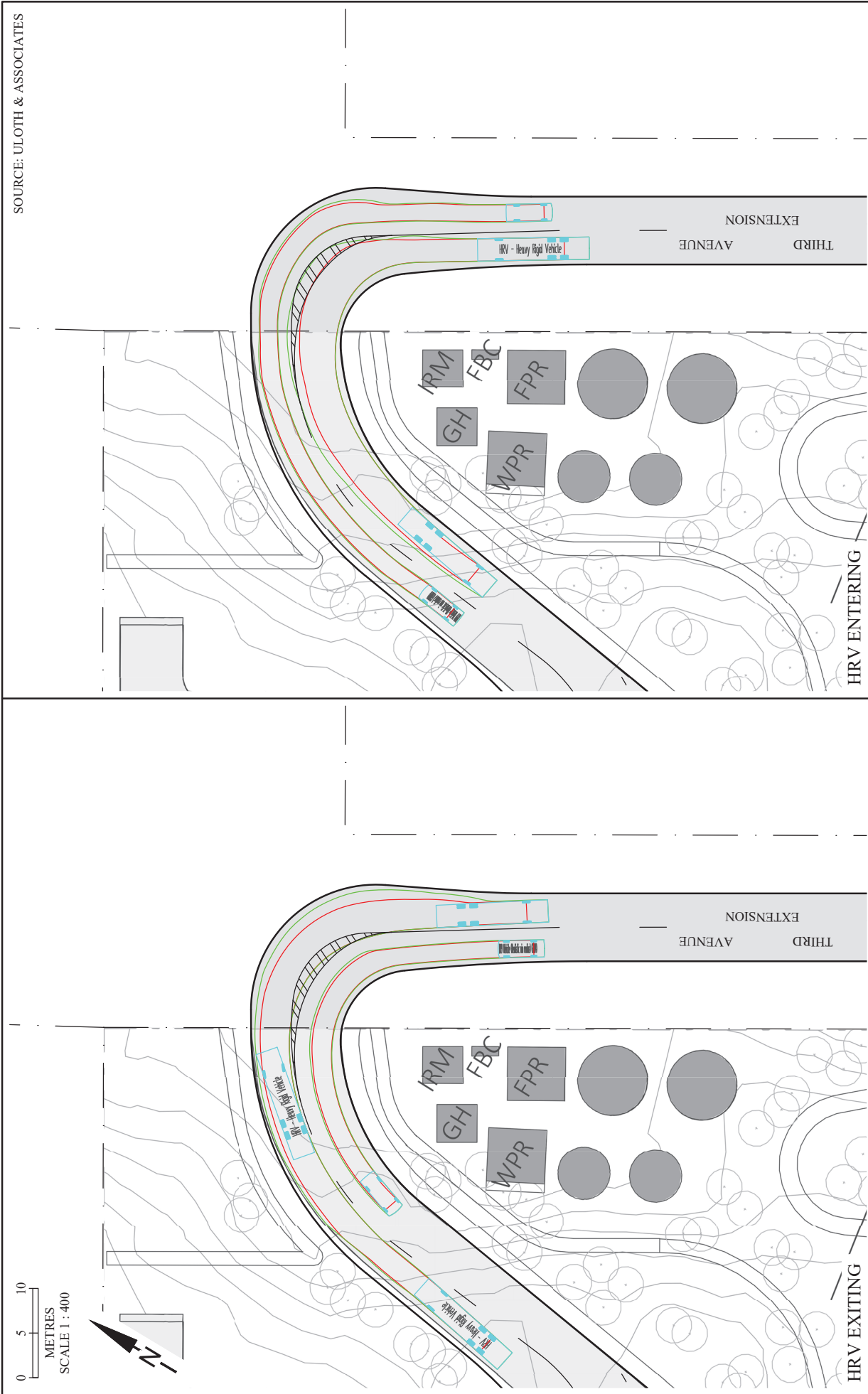
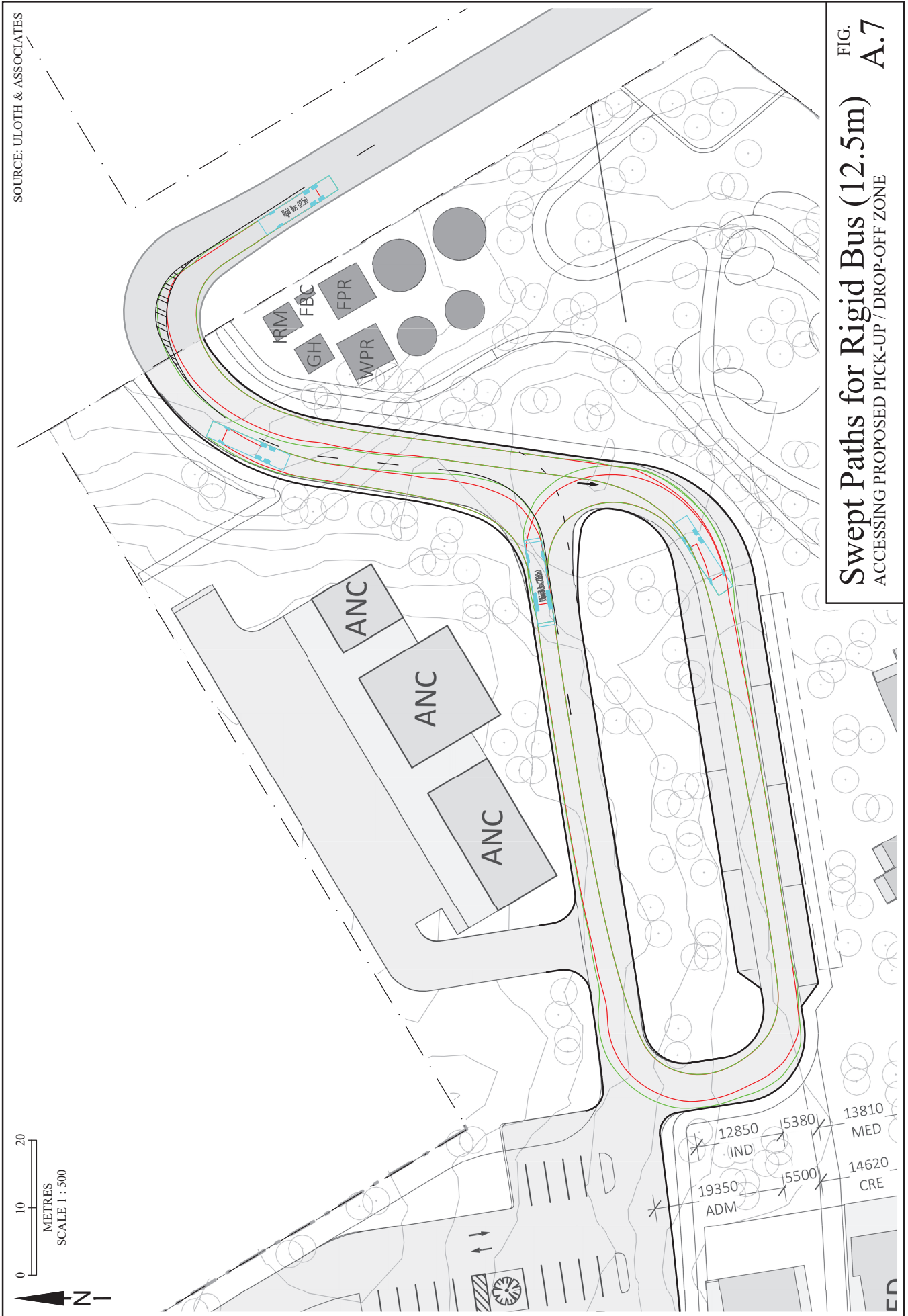


FIG. A.6
Swept Paths for HRV (12.5m) and B99 Car (5.2m)
ACCESSING THE SITE OFF THIRD AVENUE

SOURCE: ULOTH & ASSOCIATES

FIG. A.7
Swept Paths for Rigid Bus (12.5m)
ACCESSING PROPOSED PICK-UP / DROP-OFF ZONE



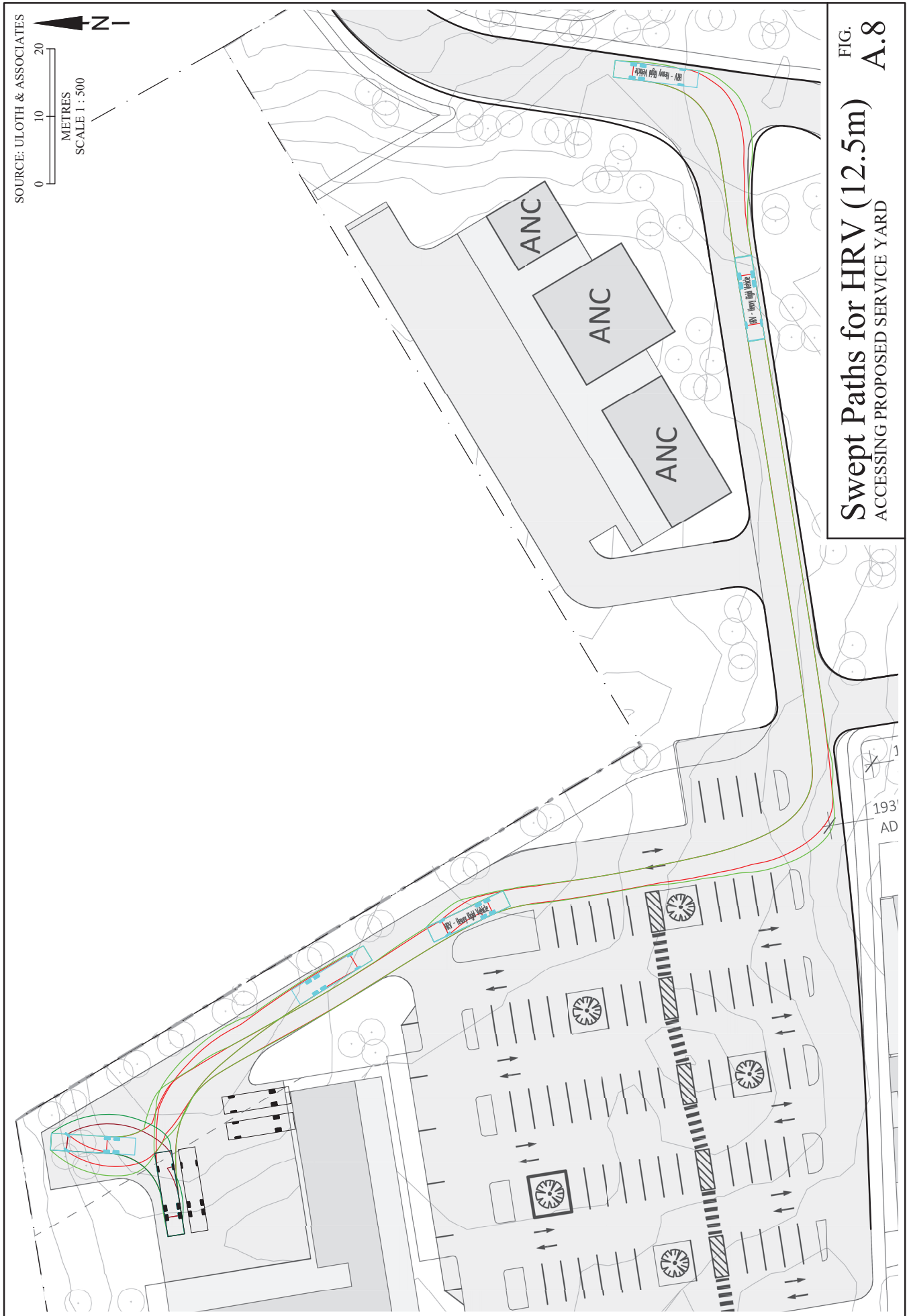


FIG. A.8
Swept Paths for HRV (12.5m)
ACCESSING PROPOSED SERVICE YARD

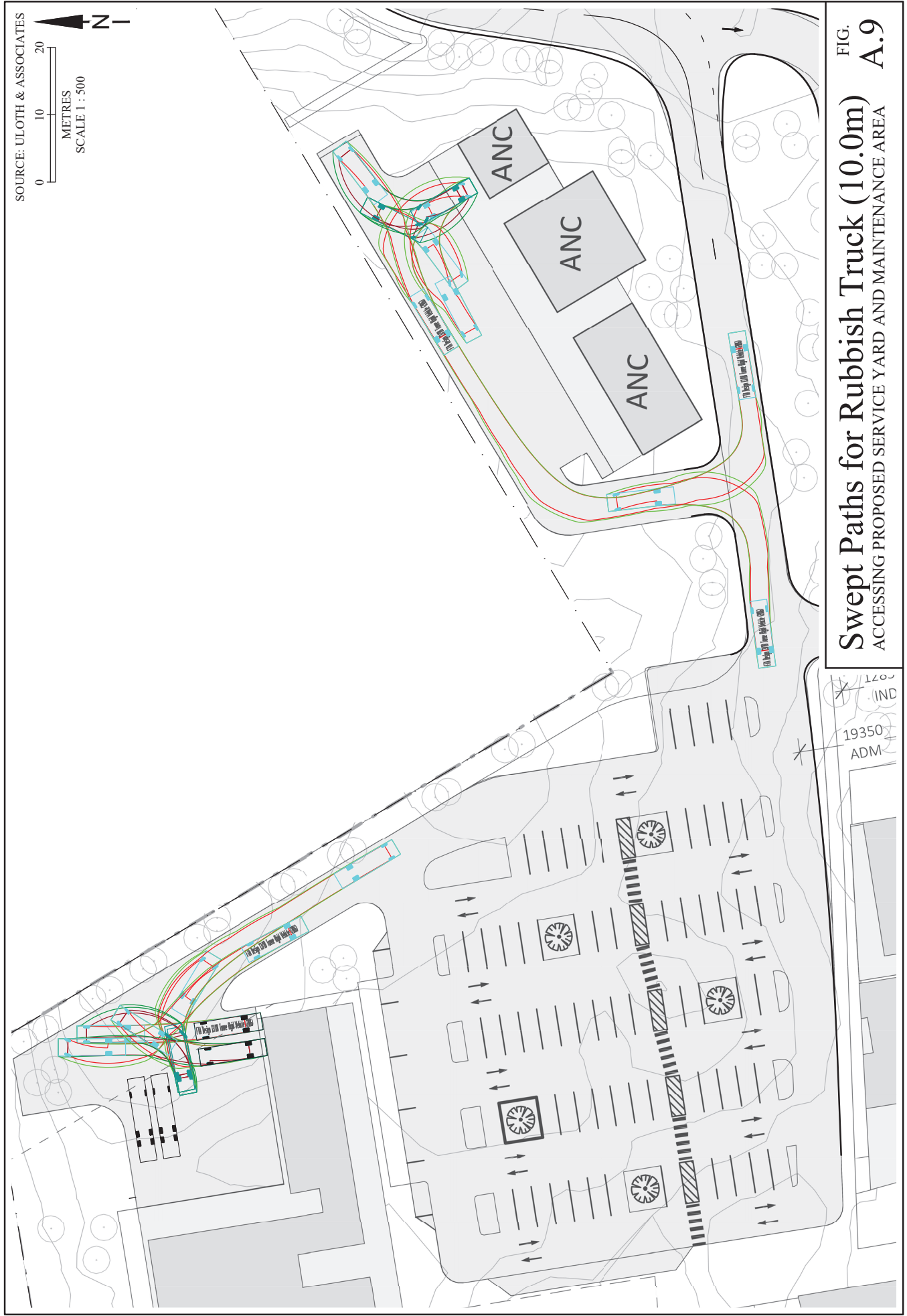


FIG. A.9
Swept Paths for Rubbish Truck (10.0m)
 ACCESSING PROPOSED SERVICE YARD AND MAINTENANCE AREA

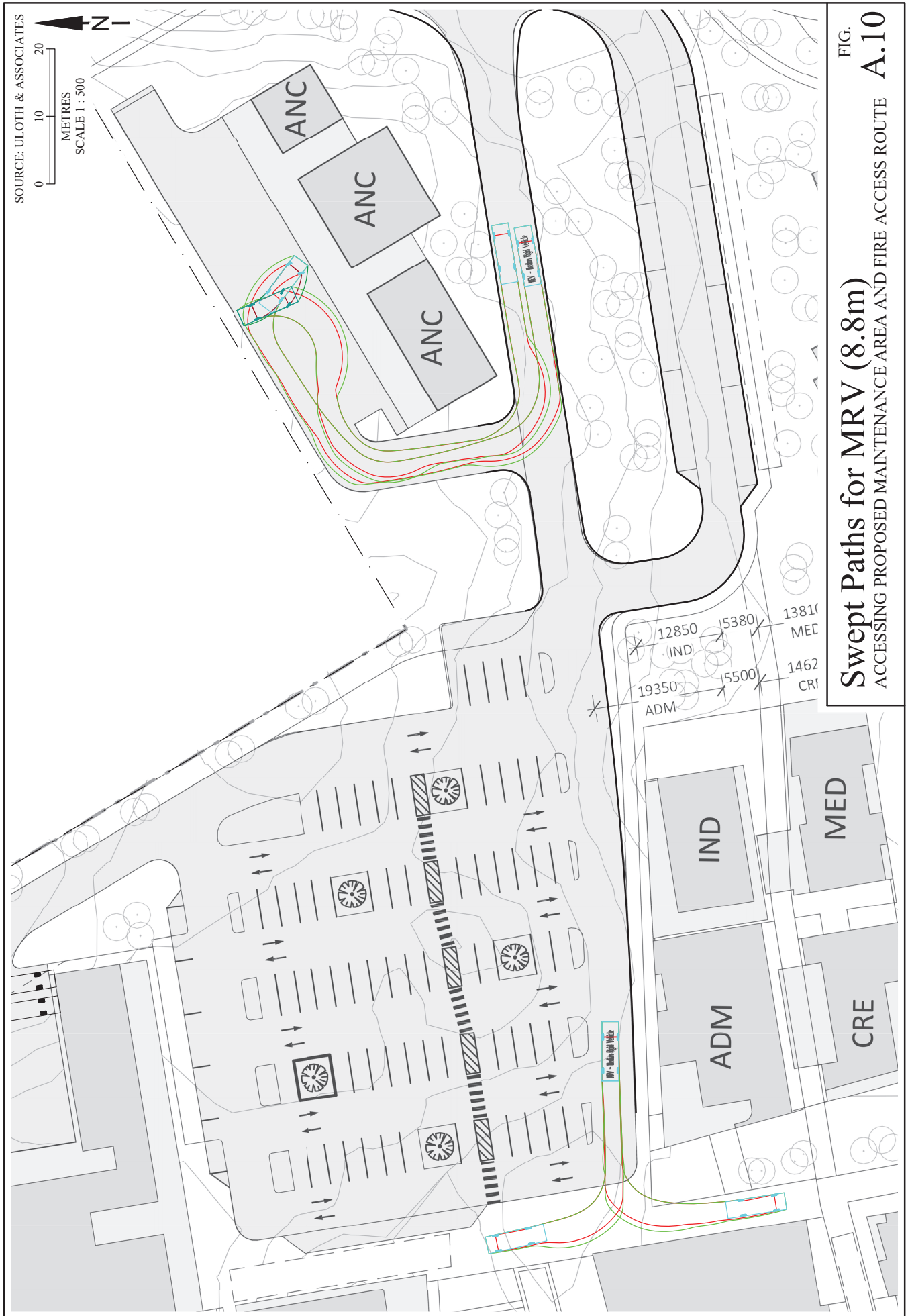


FIG. A.10
Swept Paths for MRV (8.8m)
 ACCESSING PROPOSED MAINTENANCE AREA AND FIRE ACCESS ROUTE

Attachment Five

Shawmac – Traffic Impact Statement Peer Review

Subject:	Peer Review of Transport Impact Statement for Onslow Township Village		
Date:	26 th November 2021		
Author:	Paul Nguyen	Reviewer:	Tony Shaw
Client:	Mineral Resources Limited c/- Thomson Geer		

1. Introduction

Thomson Geer, on behalf of Mineral Resources Limited, have engaged Shawmac to undertake a peer review of the Transport Impact Statement (TIS) prepared by Uloth and Associates for the proposed 500-bed 'Resort Style FIFO Accommodation' facility in Onslow.

The document is titled *Onslow Township Village – Lot 300 Back Beach Road, Onslow – Transport Impact Statement* and the report is dated 25 November 2021.

This TIS has been reviewed according to the Western Australian Planning Commission's *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (TIA Guidelines).

2. Peer Review

2.1. Level of Assessment

The TIA Guidelines advises on the level of assessment required based on the likely vehicle trip generation during the development's peak hour as shown in **Figure 1**.

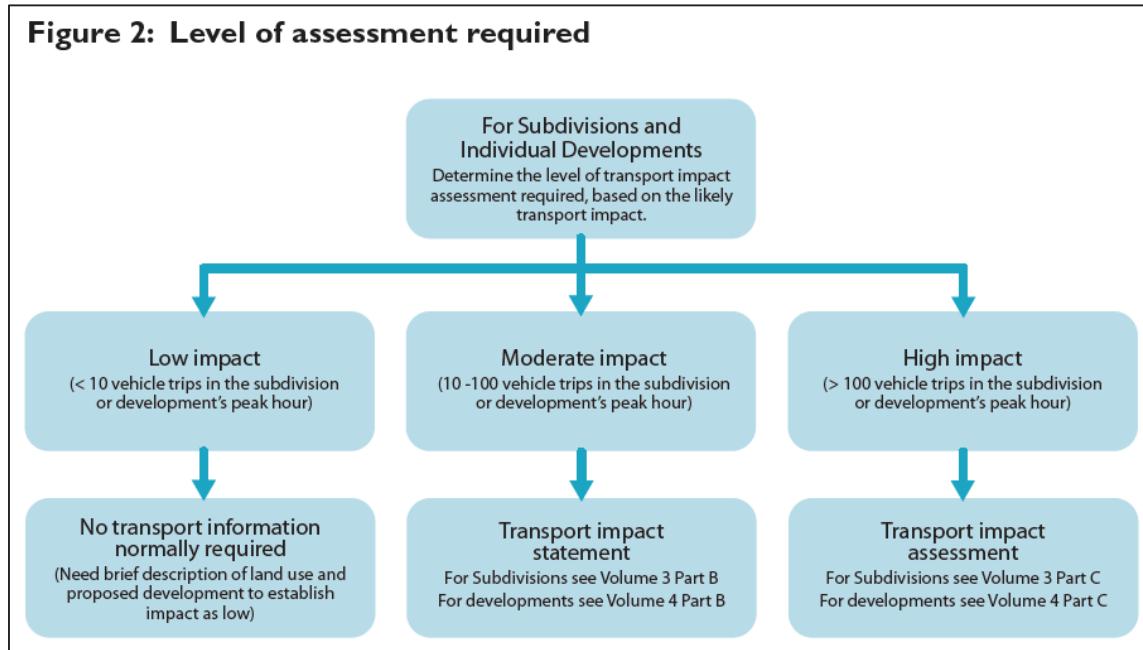


Figure 1: TIA Guidelines Level of Assessment

As the proposed development is estimated to generate between 10 and 100 vehicle trips during any peak hour, a TIS is considered appropriate.

2.2. Summary of Review

A summary of the peer review is outlined in **Table 1** which provides comments against the each of the items included in the TIS checklist from the TIA guidelines.

Table 1: Peer Review Summary

Item	Peer Review Comment
Proposed development	
Existing land uses	Included in Section 2 and Figure A.1.
Proposed land use	Included in Section 4, Table 1 and various figures throughout the report.
Context with surrounds	Included in Section 2.
Vehicular access and parking	
Access arrangements	Included in Section 4, Section 5 and various figures throughout the report.
Public, private, disabled parking, set down / pick up	Included in Section 4.2, Section 5 and Table 1. The proposed assumptions and parking reductions are considered to be reasonable based on the likely operations. It is also worth noting that a considerable proportion of the town is within reasonable walking distance of the site. The proposed 76 car bays satisfy the calculated parking demand of 73 bays. The number of bus layover bays (8 bays) also appears to be sufficient for the expected number of buses (4 to 6 buses).
Service vehicles (non-residential)	
Access arrangements	Included in Section 5 and swept paths included in the Technical Appendix.
On/off-site loading facilities	Included in Section 5 and swept paths included in the Technical Appendix. The Swept paths indicate that that there is adequate manoeuvring to/from and within the service areas.
Service vehicles (residential)	
Rubbish collection and emergency vehicle access	Not applicable. Waste collection is covered above.
Hours of operation	
Operating hours	Included in Section 4.3.
Traffic volumes	
Daily or peak traffic volumes	Included in Section 4.3.
Type of vehicles	Included in Section 4.3.
Traffic management on frontage streets	
Traffic management on frontage streets	Included in Section 2.
Public transport access	
Nearest bus / train routes	Included in Section 2.
Nearest bus stops / train stations	Not applicable. No public transport.
Pedestrian / cycle links to bus stops / train station	Not applicable. No public transport.

Item	Peer Review Comment
Pedestrian access / facilities	
Existing pedestrian facilities within the development	Not applicable.
Proposed pedestrian facilities within the development	Figure A.5 which is the site master plan shows the network of internal walkways.
Existing pedestrian facilities on surrounding roads	Included in Section 6, Figure 8 and Figure A.3.
Proposals to improve pedestrian access	Included in Section 6 and Figure 8.
Cycle access / facilities	
Existing cycle facilities within the development	Not applicable.
Proposed cycle facilities within the development	Not included. Recommend including some bicycle parking for employees and public users.
Existing cycle facilities on surrounding roads	Included in Section 6, Figure 8 and Figure A.3.
Proposals to improve cycle access	Included in Section 6 and Figure 8.
Site specific issues	
Site specific issues	No site specific issues identified.
Safety issues	
Identify issues	Not included. Recommend including crash history in order to identify any safety issues on the adjacent road network.
Remedial issues	Not included. Would depend on whether any safety issues are identified.

Overall, the TIS has covered the majority of information that is typically required under the TIA guidelines. The only missing items are:

- Proposed cycle facilities within the development – It is recommended that the applicant considers including bicycle parking in the development for any employees or town residents that may cycle to and from the development. This item is relatively minor and can be easily addressed.
- Crash history – It is recommended that the crash history of the adjacent road network is included, particularly along the proposed transport route. This would allow identification of any potential safety issues that may need to be addressed.

A preliminary search of the crash history along the main transport route (Third Avenue, Simpson Street, Onslow Road) identified only one crash along the route within the five year period between January 2016 to December 2020. The crash occurred on Onslow Road approximately 300 metres north of Blair Avenue at around 5:15pm on Monday 13th November 2017. The crash involved a single vehicle leaving the carriageway and ending up in the embankment.

The crash history does not appear to indicate any particular safety issue along the route.

2.3. Other Considerations

2.3.1. Car Parking Provision and Assumptions

The calculation of the parking requirements has mostly been based on the minimum parking ratios provided in the Shire's Local Planning Scheme which is standard practice. The only exception is the parking ratio for Public Recreation uses (swimming pool, gym and sports hall) which has been taken from the City of Stirling. As this land use will only be used by the mine workers and resort staff, these facilities will not generate any separate parking demand and the applicability of these rates is inconsequential.

The 90% reduction the parking requirement for the accommodation units is considered to be reasonable on the basis that the majority of workers will be transported by bus and only a small proportion will have access to a passenger vehicle. There is a discrepancy regarding the maximum number of occupied units stated throughout the report. Table 1 mentions a maximum of 400 occupied units while section 4.3.1 mentions a maximum occupancy of 250 mine site workers plus 50 village staff. It is understood that the correct maximum occupancy is 300 units and so the actual parking requirement would be reduced. On this basis, the discrepancy is not a major issue.

The 70% reduction to the remaining land uses is also considered to be reasonable on the basis that these uses will primarily serve the mine workers and on-site staff and that the public use would account for about 30% of customers/patrons.

The assumptions relating to the dining areas for the restaurant and tavern could not be verified as the floor plans used to derive the areas were not available. However, the calculations appear to be reasonable on the basis that a considerable proportion of food and beverage establishments typically comprises the 'back of house' area and other amenities such as toilets, store areas, pool tables, buffet tables etc. The calculated requirement of 35 bays for the public use of the restaurant and tavern appears to be a reasonable amount considering that a substantial proportion of the town site is within walking distance of the site.

2.3.2. Traffic Generation and General Traffic Impact

The TIS estimates that the transport of the mine workers between the site and the mine would generate approximately 70 to 80 vehicle trips per day which is considered to be reasonably representative of the proposed operations.

It is worth noting that these traffic movements will occur within a relatively brief period of time around the 6am and 6pm shift changes. During all other periods of the day, there is minimal traffic associated with mine workers. There are also opportunities to minimise the number of vehicle movements associated with transporting mine workers by:

- Using the larger capacity buses as much as possible and ensuring the buses are filled up before leaving.

- Allowing some buses to park at the mine site during the day rather than all returning to the accommodation site. As there are less night shift workers, less buses are required to transport these workers back to the accommodation in the morning.

The TIS estimates that the public use of the on-site facilities may generate up to 250 vehicle trips per day. Although the traffic generation rates used and other assumptions were not included in the assessment, this figure is considered to be relatively high for the following reasons:

- A considerable proportion of the town site is within reasonable walking distance of the site and so many public users may choose to walk or cycle to and from the site.
- Not all vehicle trips associated with public use of the on-site facilities will be new vehicle trips. Some vehicle trips will be existing traffic movements on the road network that are redistributed to the site (e.g. a town resident that currently visits a different restaurant in the town may instead drive to the proposed on-site restaurant).

Based on the above, the actual traffic impact of the proposed development is considered to be lower than indicated by the TIS or as perceived by the public.

The TIS does not indicate the likely post-development traffic volumes on the road network which is likely due to the limited availability of traffic count data in regional areas. The closest available count is on Onslow Road approximately 10km south of the town site where there was approximately 500 vehicles per day (vpd) in 2019.

The daily traffic volumes on the roads within the townsite are likely to be lower than 500 vpd. According to the Western Australian Planning Commission's (WAPC) *Liveable Neighbourhoods*, the indicative target maximum daily traffic volume for a standard residential access road is 3,000 vpd. Even if the maximum daily traffic volumes calculated in the TIS were to eventuate, the resulting daily traffic volumes on the road network would likely remain well below 3,000 vpd and on this basis, the traffic impact of the development would be considered acceptable.

2.3.3. Traffic Impact on Onslow Primary School

It is understood that many of the public submissions objecting to the development have raised concerns regarding the traffic impact of the development on Onslow Primary School.

The school hours are from 8:15am to 2:15pm and so the peak periods of school traffic (including pedestrians and cyclists) are likely to be from 8 to 8:30am and from 2 to 2:30pm.

For the proposed mine workers, the shift changes are at 6am and 6pm and so transport movements between the site and the mine will occur well outside of the school peak periods. Airport transfers are also likely to occur outside of the school peak periods on the basis that inbound flights will arrive around 9am and outbound flights will depart at around 4pm. Resort staff will typically work from 7am to 5pm and so vehicle movements generated by resort

staff would also largely occur outside of school peak periods (it is estimated that up to 10 staff may live locally and the remainder would be fly-in/fly-out). Based on the proposed hours that the public can access the on-site facilities, vehicle movements associated with public use would also occur outside of the school peak periods.

Based on the above, there is likely to be minimal overlap between school traffic and traffic generated by the development.

2.3.4. Traffic Noise

Some of the public submissions raised concerns regarding traffic noise, particularly reversing beacons which are common on mine sites and workers accommodation sites. The car park has been modified to create mostly single rows of parking bays which eliminates the need the reversing and so the use of reversing beacons at the development site will be minimised.



**13.2H - DAP Application – DAP/21/02078 -Da 21-67 | L300 Back Beach Road,
Onslow - Transient Workforce Accommodation (500 Persons)**

SCHEDULE OF SUBMISSIONS						
Submission Number (Records No.)	Submission Name	Description of Affected Property (if relevant)	Support, Object, Comment	Submission Details	Applicant's (Mineral Resources Limited) Comment	Officer Recommendation (No Change, or Modify)
1	Luke Strahan	2 HEDDITCH STREET, ONSLOW WA 6710	SUPPORT	<p>A. My submission is in support of the development of Lot 300, (DA 21-26- DAP/21/02078- TRANSIENT WORKERS ACCOMMODATION- ONSLOW VILLAGE (600 PERSON)</p> <p>A. I am writing to you to object to this above mentioned application to develop a five hundred transient workforce accommodation in the town of Onslow.</p> <p>My interests would be affected as a private citizen and as an owner/ occupier of a private residence in Onslow at 15 Clarke Place.</p> <p>My objections are the environmental and social impacts to the town that this development will bring being.</p> <p>The site chosen being Lot 300 in Onslow to many of the Onslow residents is considered to be our park area and buffer zone where the birds and animals can survive and breed. Some of these birds and animals can be seen whilst taking a quiet scenic walk on the boardwalk from the memorial to the back beach. This proposed development is very large and the impact to the environment during construction and use will decimate the flora and fauna in that area and will never recover. After reading the planning proposals Attachment 3 Environmental Assessment report I believe the report is not a true indication of what birds and animals live in the area. In the report it lists fauna that lives in the area as Mammals 4 Research shows 10. Reptiles 8 including 5 turtles Research shows 46 plus the 5 turtles. Amphibians 0 Research shows 5. Included in the reptile list is a sand swimmer Leista Onslowiana which only occurs from Onslow to Giralia station and Barridale</p> <p>B. I understand that the workforce will be mixed but historically it will be mainly men, and this will create a heavily unbalanced mix of the sexes in the small town of approximately 850 people.</p> <p>C. To access the development, the extra traffic involved will have to travel from the town access ring road, along Simpson Street, turn left into Third Avenue and into the site, passing the Onslow School and residential housing. I believe the risk to our school children from the hazard of the large amount of extra vehicular traffic will be greatly enhanced. This is a 40 km per hour zone at certain times of the day. The extra noise this traffic will generate will greatly disturb the residents of Simpson Street, Third Avenue, the school, and other close by residents. The other option is that all the traffic will have to pass through the town centre.</p>	<p>Noted.</p> <p>The numbers stated in this submission are from the "desktop assessment" section of the Environmental Assessment Report (Section 3.10.1) which is only concerned with "Conservation Significant" species known to occur in the surrounding area and is based on the Department of Biodiversity, Conservation and Attractions (DBCA), NatureMap and PMST database searches.</p> <p>Field surveys identified 14 bird species, 3 mammal taxa and 1 reptile species occurring in Lot 300. None of the recorded species were Conservation Significant Species.</p> <p>A full breakdown of Conservation Significant fauna species identified through the desktop assessment can be found in Appendix C of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of recorded fauna species can be found in Appendix D of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of potential fauna species can be found in Appendix A of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B).</p> <p>While the comment notes the presence of the Onslow broad-blazed slider, <i>Leista onslowiana</i>, it is not a listed Conservation Significant species. NatureMap has 167 records of the species on Onslow to Marrilla Road (~ 160 km southwest of Onslow). There are no records of the species occurring in Lot 300, there are 32 records of the species within 2km of the site (1 record from 1982, 13 records from 1983, 17 records from 1993 and 1 record from 2012). A Targeted Terrestrial Survey shall be undertaken to confirm the presence and significance of <i>Leista onslowiana maryam</i> species.</p> <p>A full breakdown of the 'Marine' and 'Shorebird' species identified through an additional desktop assessment can be found Section 3.10.1 of the EAR and Appendix F. A Targeted Fauna Survey shall be undertaken to confirm the presence and significance of these species.</p> <p>Demographic mix is not a relevant planning consideration as a result of the proposed development.</p>	<p>No Change.</p> <p>This has been discussed within the report.</p>
2	Brian Winsor and Eileen Glynn	15 CLARKE PLACE, ONSLOW WA 6710	OBJECT	<p>B. I understand that the workforce will be mixed but historically it will be mainly men, and this will create a heavily unbalanced mix of the sexes in the small town of approximately 850 people.</p> <p>C. To access the development, the extra traffic involved will have to travel from the town access ring road, along Simpson Street, turn left into Third Avenue and into the site, passing the Onslow School and residential housing. I believe the risk to our school children from the hazard of the large amount of extra vehicular traffic will be greatly enhanced. This is a 40 km per hour zone at certain times of the day. The extra noise this traffic will generate will greatly disturb the residents of Simpson Street, Third Avenue, the school, and other close by residents. The other option is that all the traffic will have to pass through the town centre.</p>	<p>Demographic mix is not a relevant planning consideration as a result of the proposed development.</p> <p>Onslow Road and Simpson Street are both identified as Arterial / Primary Distributor Roads in the Onslow Townsite Expansion Structure Plan. On this basis, the Onslow Road and Simpson Street are capable of catering for the expected traffic to be generated by the Onslow Village.</p> <p>It is also noted that the separate submission received from the Department of Education confirms that "the proposal is unlikely to have any significant impact on the Primary School".</p>	<p>Noted.</p> <p>This has been discussed within the report.</p>

<p>Noted.</p>	<p>As outlined in the Development Application Report, with respect to building scale, the strategy has been effectively stitching the new development into the fabric of the Onslow town site by ensuring building height and size is at human scale. All buildings proposed are single storey, with floor levels to respond to the existing terrain. Where possible, larger buildings are broken up with laneways, landscaping and view corridors, further integrating them into the landscape. On this basis, the scale of the development will not impact the surrounding community.</p> <p>Visualisation Renders are also provided at Attachment 1 of this correspondence indicating the impact of the facility when viewed from the beach, boardwalk and edge of town.</p>	<p>D. This development will be constructed for a large part right near the town's boardwalk which is used extensively by locals and tourists alike. This boardwalk takes the user through some quiet and pristine coastal fragile dunes and this is a large part of Onslow's attractions. If this development occurs, the users view will be of buildings and accommodation units and lots of people. The town's tourism will be greatly affected.</p>	
<p>Noted.</p>	<p>An Acoustic Report was prepared in support of the Development Application, to satisfy the requirements stated in the relevant policies and guidelines applicable to the project. The Acoustic Report addressed the noise from vehicles and residential which are predicted to comply with the <i>Environmental Protection (Noise) Regulations 1997</i> (Noise Regulations), given the management measures provided.</p> <p>Mechanical plant noise assessment (i.e. refrigeration, air-conditioning units) will be undertaken as part of the design development phase post approval. The Acoustic Report notes that appropriate treatments for such elements to ensure compliance with the Noise Regulations (i.e. solid barriers, acoustic coverings/lowers, low noise fans) will be recommended if required.</p>	<p>E. The proposed development will increase Onslow's population by over half again in a dense area so therefore the extra noise created by machinery such as refrigeration, air-conditioning units, vehicles and the residents themselves will greatly affect the local residents and tourists.</p>	
<p>Noted.</p>	<p>As outlined within the Development Application report, the Onslow Village is required in order to facilitate the existing and proposed mining operations within the region being undertaken by the Applicant.</p>	<p>F. I believe that a transient workforce accommodation village, especially of this size does not fit in a small town.</p>	
<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>	<p>Refer to Submission No. 2 Item F above.</p>	<p>G. Notes: There is a large company operating in the area that has a mix of workers living in company housing in a designated residential area and transient workforce accommodation located close to their operations near site, which I believe works really well. Other companies in the area use full residential workforce which has enhanced the town greatly.</p>	
<p>This has been discussed within the report</p>	<p>Access is proposed via Simpson Street (which is an Arterial/Primary Distributor Road within the Onslow Townsite Expansion Structure Plan) and Third Avenue, which was identified as the preferred overall solution, taking into account a detailed review of alternative access options affected by Aboriginal Heritage issues, risk of Coastal Inundation, and impacts on overland flow of stormwater.</p> <p>Following a review of the anticipated number of people onsite post-construction, the overall traffic generation is estimated at 70 - 80 vehicle trips per day for the Mining operations workforce, plus a maximum of approximately 330 vehicles per day generated by members of the public accessing the various shared facilities.</p> <p>In response to community concern, it is also now proposed to restrict the extent of access to shared facilities throughout the day in order to minimise the overall traffic impacts. In this regard, a Technical Memorandum has been prepared by Uloth and Associates to reflect these changes and is appended to this correspondence.</p>	<p>A. I'd like to express my deepest concerns about the above development plan proposed as it totally disregards and disrespects the residents of our town, their safety and their quality of life.</p> <p>The idea of having the access to the camp through Simpson St, Third Avenue and First Street is the worst possible option especially since there is a perfectly less devastating option from Backbeach road.</p> <p>Having the access to camp as proposed, means that during and after the construction, Third Avenue, Simpson Street and First Street will become a major traffic corridor with buses, cars, trucks and heavy machinery going in and out through these streets 24/7.</p> <p>It also means that the same traffic will move through Simpson Road Street, next to our school.</p> <p>The constant traffic through residential areas will effect the life quality of residents (noise and air pollution) and will increase the danger to road users - drivers and pedestrians.</p> <p>I hope that the access will be shifted to the logical option.</p>	<p>3 21100416 Sharon Eren-Hoffman 13 THIRD AVENUE, ONSLOW WA 6710 OBJECT</p>

4	21100417	Leah McTaggart	2 HEDDITCH STREET, ONSLOW WA 6710	SUPPORT	<p>A. My interest are as a private citizen and current owner/occupier of the above address.</p> <p>My submission is in support of application number DA 21-67 but I would like to make a suggestion that the main entrance not be made off Third Avenue and rather from Simpson St in the vacant land across from Clark place. I believe this may be lot 23 Simpson St.</p> <p>This would avoid such large numbers of traffic passing through community areas of town i.e. past the school, community garden and church. I think a public walking entrance from Third Avenue would be sufficient for public access purposes but I feel the traffic would be better managed with as little interruption through town as possible.</p>	<p>As part of the design of the development the Applicant considered various vehicular access routes. Due to the potential impact on Aboriginal Heritage and the risk of Coastal Inundation (refer to MP Rogers Coastal Hazard Risk Assessment), the vehicle access route as proposed was considered as the most appropriate.</p> <p>Access from Back Beach Road would also have a significant impact on the existing overland flow of stormwater and the approach to hydrology and Urban Water Management (Refer to 360 Environmental Assessment Report – Figures 8 and 9). The 360 Environmental Urban Water Management Plan also addresses this matter (refer to Appendix E of the Environmental Assessment Report).</p>	<p>This has been discussed within the report</p>
5	21100439	Sandra McAulley	3/20 SECOND AVENUE, ONSLOW WA 6710	OBJECT	<p>A. I was born and raised in Onslow, I have lived here for a large portion of my life and have seen many changes to the town over my lifetime. Some good, some not so good and believe that this development is the latter.</p> <p>As a child, the 'bush' was a place to go exploring and should be left for future generations to do the same. I personally, go up to the 'Look out' (old water tank hill) on a regular basis, it's a place of peace and serenity to watch mother nature in all its glory as the sun sets. It's an area where locals and tourists alike go to visit to watch the sunset, this will now be diminished if the workers camp is located in this area. Therefore, I object to the proposed 'Resort Style 500 Room Transient Work Camp' – it doesn't matter how much it is styled and landscaped, it is still a worker's camp.</p> <p>It is noted as being 'Lot 300 Back Beach Road' but entrance is on Third Avenue so development/construction will interfere with the residents in this area and the school being close by, does NOT make this an ideal place to have a 'work camp'.</p> <p>Environmental impact on the Fauna and Flora on said area – Terrestrial Ecosystems outline numerous species in the Onslow area which will be affected.</p>	<p>Clearing of 14.33ha of land (within the 20.45ha parcel) will not impact the regional populations of any flora and fauna found in the area, as better habitat occurs in the surrounding area. No 'Conservation Significant' species were found during the survey area. Based on the field survey no 'Conservation Significant' flora species and no 'Conservation Significant' fauna species have a high likelihood of occurrence within Lot 300.</p> <p>Section 4.3.3 of the EAR notes various management measures that can be implemented to minimise the impact on flora and fauna.</p> <p>A full breakdown of Conservation Significant fauna species identified through the desktop assessment can be found in Appendix C of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of recorded fauna species can be found in Appendix D of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of potential fauna species can be found in Appendix A of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B).</p> <p>A Targeted Terrestrial Survey shall be undertaken to confirm the presence and significance of <i>Leirista onslowian maryani</i>.</p> <p>A full breakdown of the 'Marine' and 'Shorebird' species identified through an additional desktop assessment can be found in Section 3.10.1 of the EAR and Appendix F. A Targeted Fauna Survey shall be undertaken to confirm the presence and significance of these species.</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>

	<p>A significant portion of the proposal is comprised of accommodation units that have been designed to be fully transportable steel framed units. These are to be installed onto stumps with concrete pad footings on site. The Village is linked by raised walkways.</p> <p>Whilst the Applicant acknowledges that there will be disturbance to the development as part of the construction process, the Architect has used this design driver to achieve the following outcomes:</p> <ul style="list-style-type: none"> • Develop a design that works with the sites natural topography. • Sets pedestrian paths and accommodation units off the ground to minimise the construction footprint. • Minimise site benching and retaining walls. • Maintain topography, overland flows, fauna routes, water infiltration and vegetation. • Guide the sympathetic revegetation of the site where disturbance has occurred. • Develop a construction methodology to minimise disturbance where feasible. <p>The landscape design includes opportunity for seed collection and repopulating of existing flora species.</p>	<p>B. In reference to landscaping 'Touch the ground lightly' — how is that possible! There will be numerous machinery and roadworks to develop the area before the building starts (presuming the buildings are cyclone rated). The whole natural bushland area will be destroyed for the development of the camp.</p>	
<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>	<p>The Applicant investigated various locations for the proposed development as part of its initial planning phase. This phase considered a range of potential opportunities including existing accommodation facilities as well as vacant land holdings for development.</p> <p>Lot 300 was determined by the Applicant and its consultant team as the most suitable (and available site) that aligns with the development intent for reasons that include:</p> <ul style="list-style-type: none"> • The use of the Site for the proposal is consistent with the Shire's strategic planning framework which identifies the potential under provision workers' accommodation, concluding that high-quality accommodation ought to be provided within the Onslow Village. • The location of the village within the Onslow town site, coupled with the Applicants' ambition to redefine workers accommodation and facilities in the industry, has resulted in a project that breaks down perceived barriers and seeks to integrate into the local community. • The location offers the opportunity to provide a range of facilities for use by the wider community to encourage inclusion, social interaction, and assimilation. The intent being to strike a balance with community in Onslow to provide improved amenity, retail, hospitality, and recreation destinations that encourage community use, increased local tourism, and provide reciprocal benefits back into existing businesses. • The location allows for a significant outdoor recreation precinct that supports Cricket, Australian Rules, mini golf, volleyball and offers outdoor gyms. • The location allows for the Applicant's to provide 'resort style' accommodation and facilities to a level of comfort and amenity not seen in the mining industry which will provide its users and workforce with an environment that fosters productivity, engagement, and good mental health outcomes. 	<p>C. An obvious alternative is Discovery Park which is already set up otherwise the land opposite Bindi Bindi Village could be utilised.</p>	

<p>D. Though I feel that this is already a forgone conclusion, and if that is the case, I strongly propose that after the 'life' of the project – the 'resort style' village should be dismantled, and the land put back to its natural habitat to regenerate as is the case with other transient work camps. It should not be gifted to Thalayni. Onslow does not need a 500-room accommodation facility (in 30 years' time) when the accommodation that is available now does not get used to its full capacity. The town is too small (it will never be a Broome) the population will never increase to warrant a need for this, so it needs to go.</p>	<p>The construction strategy allows for a future use of this site beyond its function as workers accommodation. It is anticipated that the development could be reimagined as a tourist accommodation hub.</p> <p>Accommodation units have been designed to be fully transportable steel framed units, installed onto stumps and footings on site. Linked by raised walkways and broken up into distinctive communities, the design and construction of the accommodation units, their installation methodology and the master planning strategy allows for the number of accommodation units to be scaled back at any time either during or at the conclusion of its operational life – with minimal impact on the existing landscape.</p>	<p>Noted.</p>
<p>A. This is to advise that I am an owner and occupier of property on Second Avenue in Onslow and am definitely not in favour of the proposed development known as the "Onslow Township Village" also known as a Transient Work Camp to be built on Lot 300 on the Back Beach Road.</p> <p>Having read through Mineral Resources- Rowe Group - Application for Development Approval of Onslow Village, Landscaping Plans and various other attachments relating to this, it is stated that this huge tract of land being Lot 300, is bound by State owned Conservation, Recreation and Natural Landscape reservation to the north and north west. Before it mysteriously became Lot 300, this too fell into that category! It was our "park land" that we all enjoyed overlooking from the towns look out!</p> <p>They also state that public landscape spaces have been designed to provide a place where the community can gather for play and recreation, catering for the needs of residents, visitors and the broader community. It seems to me that they intend to build a town within a town!</p> <p>The facility's that they want in their village we already have in our town, these being a beautifully kept town Oval and Aquatic Centre which I might add are often and currently underutilised!</p>	<p>The Applicant acknowledges that the users of the Village are likely to spend a significant portion of time at this site and, as such, the intent is to build community, ownership, and a sense of belonging. This is achieved through providing significant amounts of amenity with shared gathering spaces, places for quiet reflection, outdoor recreation spaces and other amenities.</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>
<p>B. Construction of something this size worries me greatly. The mobilisation of this camp will be coming in, no doubt, through the ring road, into Simpson Street, then Third Avenue. This is a residential area and includes passing the Primary School. Other access would be through the town and I will definitely be complaining if this does eventuate.</p> <p>The tract that has been made at the end of 3rd Avenue will obviously be the entrance to this Village and continue on as 3rd Avenue. Will it wipe out what were once sandhills that now have bush and vegetation growing on them as well as the all fauna. Of course it will!</p>	<p>Noted - Refer to response to Submission No. 2 Item C.</p>	<p>This has been discussed within the report</p>
<p>C. As for BTAC letter of consent (being attachment 2) and who were soon to become registered proprietors of this land (letter dated 27/08/21). Are we the ratepayers of Onslow going to be told how and why that was given to them on a silver platter, so to speak?</p>	<p>The transfer of Lot 300 Backbeach Road, Onslow by the State of Western Australia (State) to Bururabalyi Thalayni Aboriginal Corporation (BTAC) is a matter between the State and BTAC to which the Applicant is not privy.</p>	<p>Noted.</p>

	7	21100441	Rob & Joanne Foley	19 CLARKE PLACE, ONSLOW WA 6710	SUPPORT	<p>D. I feel for the ratepayers of Onslow. Those who have done the hard yard for their achievements and without handouts! Therefore it does annoy me that this prime tract of bushland that has been given away is going to be used for a Transient Work Camp.</p> <p>When and if the Resort handover happens at the end of the 30 year period, The only blessing in this debacle is that I won't be around to see it!</p> <p>As a footnote I would like to add that in 2019 our Shire requested that the towns boundaries be expanded. Whether to do with coastal hazard, you would be more aware of that than me. Therefore there must be other land more suited for a Transient Work Camp.</p> <p>I do hope that MRL will take up the alternative sites they have been offered.</p> <p>I have no objections to MRL coming to Onslow and wish them well in their endeavours as long as they keep away from Lot 300.</p> <p>A. Thank you for the DA notice issued recently and we have reviewed the DA documentation and can offer the following comments for the above proposed project.</p> <p>As a property and land owner in the town of Onslow WA, we think such an opportunity to develop the transient workforce Onslow Village (DA 21-67) on Back Beach Road will have an overwhelmingly positive outcome for the community as a whole and for the further development and subsequent investment within the town Onslow as a port hub serving the West Pilbara region, and we support the approval of the application made by the Rowe Group on behalf of Mineral Resources Limited.</p>	<p>Noted - Refer to response to Submission No. 5 Item C above</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>
8	21100563	Paul Davidson	1 FIRST AVENUE, ONSLOW WA 6710	COMMENT	<p>A. I feel that there are better locations for this camp. But if they were to build in that location entry into the camp should be of back beach rd. There would be minimal impact on our school and residents in the area if we could change their entry point.</p>	<p>Noted - Refer to response to Submission No. 5 Item C above and Submission No. 10 C.</p>	<p>This has been discussed within the report</p>	

<p>9 21100564</p>	<p>Peter Kalalo – Onslow Tourism & Progress Association</p>	<p>PO BOX 24, ONSLow WA 6710</p>	<p>OBJECT</p>	<p>A. Lot 300 Back Beach Road Onslow site is included within the "Conservation, Recreation and Nature Landscape".</p> <p>We do not want the proposed MRL FIFO development anywhere, under any circumstances near our most popular tourist attractions. The Onslow War Memorial [visitors came from all over Australia to watch the sun rise through this iconic memorial], the Ian Blair Memorial Boardwalk, Ocean View Caravan Park and Lot 381 Second Avenue purchased by the Shire of Ashburton 2021 and currently used as overflow for caravan park. Residents are hopeful Council will budget for a proposed new caravan park extension due to the increased tourist numbers over the past four (4) years.</p> <p>Our small burgeoning tourism industry is highly dependent on the natural environment and cultural assets. Our heritage tourism focuses on local history and historical events that occurred in our area and is intended to promote education as well as general enjoyment.</p> <p>Tourism potential arises from protected areas and benefits from achievement in conservation and the development of protected areas to preserve the original natural beauty and provide visitors a satisfying trip.</p> <p>Tourists usually do not enjoy a trip with high vehicular movement, noise from construction, noise from reverse beepers, inundation of high viz wearing apparel or a landscape of miners, which was very evident during the Chevron Construction phase. Tourist numbers were down considerable and the word on the caravanners network along the Northwest Coastal Highway was "do not call into Onslow".</p> <p>A FIFO camp is not an environment-friendly development and will push tourism away by destroying the resource base our tourism relies on.</p> <p>Tourism provides seasonal economic stimulus to allow for diversification of employment and income potential and develops resources within the community. Improvements in infrastructure and services have benefited both the locals and the tourists and promoted travel into Onslow town site.</p> <p>The renewed mining fervour in Western Australia has had far reaching impacts in rural regions. Some communities are overwhelmed by a new population connected with mining, bringing with it a range of social and economic stresses and strains that small communities, in particular, are struggling to cope with.</p> <p>With such nomadic populations, regional Councils struggle to maintain a sense of community and infrastructure without a rate-paying resident population, while local resources are stretched and often unable to cope with the increased FIFO population using them.</p> <p>Onslow is a small rural host community and residents generally believe that FIFO workers do not contribute to local community organisations or participate in activities such as sporting groups or volunteering and take from the community with minimum return.</p> <p>New comers do not value the town and community the same way as long-term residents and returning tourists do. FIFO workers essentially "sit outside" the residential community and do not contribute to the functioning of the town.</p>	<p>As outlined within the Development Application Report, the intent of the "Conservation, Recreation and Natural Landscapes" Reserve is as follows:</p> <p><i>The "Conservation, Recreation and Natural Landscapes" reserve is intended to accommodate a broad range of natural and modified land uses and development and may, subject to relevant approvals, include extractive or resource processing industry and infrastructure. Where applications for such development are considered by Local Government, it shall have regard for other legislation and/or the advice of the relevant landowner/manager.</i></p> <p>Having consideration to the intent of the "Conservation, Recreation and Natural Landscapes" reservation, there are two (2) relevant matters which are to be given regard:</p> <ul style="list-style-type: none"> - A detailed on-site Environmental Assessment has been completed by 360 Environmental confirming that Lot 300 is not identified as containing features that are of significance (i.e. TEC's or significant vegetation), and - The Onslow Village is infrastructure (accommodation and amenity facilities) that are associated with and required for the Applicants extractive industry operators in the Region. <p>The proposed development is therefore consistent with the intent of the subject site's reservation and is therefore capable of approval.</p> <p>With respect to the impact on tourism, it is noted that the development offers a range of facilities for use by the wider community to encourage inclusion, social interaction, and assimilation. The intent is to strike a balance with the community in Onslow to provide improved amenity, retail hospitality, and recreation destinations that encourage community use, increased local tourism and provide reciprocal benefits back into the existing businesses.</p> <p>Furthermore the Applicant is committed to handing over the facilities to the local Thalayji people once the mining operation reaches its 'end-of-life', providing an accommodation facility within the Town Centre and will become a location to foster tourist activity. Accommodation units have been designed to be fully transportable steel framed units, installed onto stumps and footings on site. Linked by raised walkways and broken up into distinctive communities, the design and construction of the accommodation units, their installation methodology and the master planning strategy allows for the number of accommodation units to be scaled back at any time either during or at the conclusion of its operational life – with minimal impact on the existing landscape.</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>
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<p>Noted.</p>	<p>Noted - Refer to response to Submission No. 5 Item C above.</p>		
<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>	<p>Noted - Refer to response to Submission No. 4 above.</p>		
<p>Noted.</p>	<p>A separate submission received from the Department of Education confirms that "the proposal is unlikely to have any significant impact on the Primary School".</p>		
<p>This has been discussed within the report</p>	<p>The number of vehicle movements per day quoted in the initial Traffic Impact Statement was based on an initial estimate to transport the full quota of 500 workers to / from the site. Following a review, the Applicant expects the maximum peak occupancy of 300 persons. These 300 people will be progressive and gradual over several years post construction. The Applicants immediate occupancy forecast upon construction completion is 150 persons. On this basis, the Traffic Impact Statement prepared by Uloth and Associates has been amended to reflect the actual transport requirements, being a maximum of 150 workers for the day shift and 100 for the night shift, thus requiring a maximum of 2 to 3 56-seat Coaches with perhaps 2-3 22-seat buses.</p> <p>In response to public submissions, it is also proposed to restrict the level of public access to the shared facilities throughout the day, resulting in reduced overall traffic flows of an estimated maximum 330 vehicle trips per day generated by members of the public accessing the shared facilities.</p>		
<p>This has been discussed within the report</p>	<p>The field survey undertaken was a detailed vegetation and basic fauna survey. The field survey consisted of traversing the site (effort can be seen in Figure 3 of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B), sampling 6 flora quadrats, making opportunist flora records, undertaking 6 fauna habitat assessments, 6 20min bird surveys, and opportunistic fauna signs (sightings, calls, scats, tracks and diggings) were recorded throughout the site. A total of 30 person hours were spent on site, breaking down to 0.8 hrs per hectare.</p> <p>The detailed flora and basic fauna surveys were carried out in accordance with the relevant Environmental Protection Authority (EPA) guidelines.</p>		

					<p>F. Cannot find any information amongst the paperwork when the Fauna survey was completed if it was at all or was it only a "desktop assessment"? I would have thought surveyors would have been there for days and days, assessing the site several times per day at different times to look at the impact of wildlife (morning, midday and evening).</p> <p>A basic fauna survey was undertaken between 19th & 21st July, the ecologist on site traversed the site, undertaking 6 fauna habitat assessments and 6 20min bird surveys, and opportunistic fauna signs (sightings, calls, scats, tracks and diggings) were recorded throughout the site. 15 person hours were spent conducting the fauna survey, breaking down to 1.7 hrs per hectare.</p> <p>The basic fauna survey was in accordance with the EPA technical guidance for Terrestrial vertebrate fauna surveys for environmental impact assessment. The survey intensity was determined to not be a constraint on the field survey.</p> <p>A full breakdown of Conservation Significant fauna species identified through the desktop assessment can be found in Appendix C of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of recorded fauna species can be found in Appendix D of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of potential fauna species can be found in Appendix A of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B).</p> <p>A Targeted Terrestrial Survey shall be undertaken to confirm the presence and significance of <i>Lerista onslowian maryeni</i>.</p> <p>A full breakdown of the 'Marine' and 'Shorebird' species identified through an additional desktop assessment can be found in Section 3.10.1 of the EAR and Appendix F. A Targeted Fauna Survey shall be undertaken to confirm the presence and significance of these species.</p>	<p>This has been discussed within the report</p>
<p>G. There are so many other places in town available for use other than land that is zoned Conservation and Recreation and right beside a residential area. Example the Chevron block is already cleared, levelled and fenced and will not impact Onslow residents as it is on the town outskirts. Or why do they not purchase Discovery Parks already a transient workforce accommodation facility with 300 rooms and empty? No impact on Onslow residents.</p>	<p>Refer to previous comments to Submission No. 5 Item C regarding the location of the development.</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>				

11	21100646	Janette Bevan	17 FIRST AVENUE, ONSLOW WA 6710	OBJECT	<p>A. As a long-term resident of Onslow, I am strongly against the construction of the above village on our only strip of natural coastal bushland above our iconic Ian Blair Boardwalk.</p> <p>The proposed village is within a 2km radius of our school, most of the children that attend the school either walk or ride their bikes, I can't imagine the impact on this school zone with an extra 850 vehicular movement per day as quoted in attachment 9 traffic impact assessment.</p> <p>The small town of Onslow is an attraction to tourists and locals alike due to the quiet natural laid back coastal town with one supermarket (under pressure in the tourist season) a hardware and small chemist, hotel, Onslow Beach Resort and one service station. All these venues are within walking distance to residential areas. Why would the Shire or State Government allow the impact of a 500 person camp which would be right in the middle of this quiet iconic coastal town, when other venues with a lot less impact are available.</p> <p>During our busy tourist season our main street and facilities just cope with the influx, with cars and caravans 8-10 deep lined up outside the service station daily. Another 850 vehicular movement as quoted in attachment 9 traffic impact assessment in these streets per day is not possible.</p> <p>I am not closed to the idea of new industry coming into town but please do not allow a 500 person camp within a 2km radius of school, town and most popular tourist attractions being the Ian Blair Boardwalk, War Memorial and the water front park area in First Ave. Especially with other venues being available</p>	<p>Refer to response to Submission No. 2 Item D with respect to traffic considerations.</p> <p>Furthermore, following a review by the Applicant, the Applicant expects a maximum peak occupancy of 300 persons. These 300 people will be progressive and gradual over several years post construction. The Applicants immediate occupancy forecast upon construction completion is 150 persons.</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>
12	21100647	Rob Wilkin	PO BOX 105, ONSLOW WA 6710	OBJECT	<p>A. As a nearby landowner, I do not want the development to proceed, the noise and dust pollution during construction will be unbearable and I do not want to live anywhere near 500 FIFO construction workers.</p> <p>Picked my house back in 1988 because it was close to the bush during my time, I have seen quolls, kangaroos, bush mice, brown frogs, lizards, skinks and geckos, so I cannot understand the Environmental Report Attachment 3 Table 6 overview of vertebrate fauna species found i.e., 14 Birds, 3 Mammals, 1 Reptile, 0 Amphibians</p> <p>Attachment 3.4.1 Limitations & Constraints Associated with the Survey does state that the basic fauna survey consisted of six fauna habitat assessments, six 20-minute bird surveys, three hours of active searching and opportunistic records. Not very much time allocated to a 20.45-hectare block.</p>	<p>Refer to response to Submission No. 10 Item F.</p>	<p>This has been discussed within the report</p>
				B.	<p>There was so much contradictory information in all the Attachments 1 to 10 particularly Attachment 9 Traffic Impact Assessment where it states "it is therefore reasonable to expect that the proposed development will generate no more than perhaps 850 vehicles per day which will have no significant impact on the surrounding road network". Well it will certainly impact on my life</p>	<p>Refer to response to Submission No. 10 Item D.</p>	<p>This has been discussed within the report</p>

13	21100649	Peter Kalalo	52 SECOND AVENUE, ONSLOW WA 6710	OBJECT	<p>A. I do not want any development on Lot 300 Back Beach Road as I do not want an eye sore near any of our tourist sites or in our town</p> <ul style="list-style-type: none"> ▲ Locals and tourist use the boardwalk daily and will not want to look at a construction camp ▲ The ANZAC Memorial brings a great deal of tourists to our town as now do the Paparazzi Pups and we do not want to spoil any of our attractions ▲ Lot 300 is our only natural landscape within the town site and I do not want it changed in any way ▲ I do not want to see an increase of motor vehicles on Third Avenue and Simpson Street ▲ Any such development would be a great detriment to our town ▲ The damage to the sand dunes, vegetation, and loss of any bird life, echindas, reptiles and kangaroos would be irreversible <p>Why would Council or the State Government give Mineral Resources Limited and any Chinese / Korean Consortium one of Onslow's most valuable assets?</p> <p>The proponent maintains the Onslow Village will provide much needed, high-quality transient workers accommodation, why do we need a FFO construction camp in our town? We already have Discovery Park on Beadon Creek Road that has all the necessary amenities, restaurant, bar, swimming pool approx. three hundred [300] empty rooms and fifty [50] caravan sites it is used as workforce accommodation and is not near residential homes.</p>	<p>Refer to response to Submission No. 5 Item C with respect to the location of the Onslow Village.</p> <p>It is also that the Onslow Village has been architecturally designed to feel like an inherent part of Onslow through integration material, forms and colours to reflect the existing character of Onslow, in addition to appropriate site planning and building scale. The Applicant is committed to maintaining the facility as a high-quality, industry leading workers accommodation village, ensuring that it will not convert to an 'operational camp'. It is intended that all facilities will be handed over to the local Thalerayji people once the mining operation reaches its 'end-of-life', providing an accommodation facility within the Town Centre, supporting and boosting the future tourism industry within the Shire of Ashburton.</p>
14	21100650	John Cullen	PO BOX 227 ONSLOW WA 6710	OBJECT	<p>A. I do not want any development because I live right next door</p> <ul style="list-style-type: none"> - Do not want the noise, dust, vehicles or increase in number of people Just do not need it! 	<p>Matters such as noise, dust and vehicle movements will be controlled through a Construction Management Plan during the construction process. It is anticipated that the requirement for a Construction Management Plan to be finalised and approved prior to the commencement of site works would be imposed on any planning approval.</p> <p>As outlined in the Economic Impact Assessment, there will be a range of qualitative economic, social and environmental benefits generated as a direct and indirect consequence of the development, and in particular the increase in population. For example, Macropian research suggests that in the order of up to 5% of the income of the workers who are living and working in the Onslow Village could be spent off site in local businesses.</p> <p>Onslow's businesses could therefore expect a new annual spending injection in the order of approximately \$3.4 million from the new population / workforce.</p> <p>Further, the location of the Onslow Village is consistent with the Shire of Ashburton Local Planning Strategy which promote the development of extractive industries' workforce accommodation in already established towns (i.e. Onslow) to promote workers contributing to and benefitting from the local socio-economic opportunities in the town.</p>

<p>15</p> <p>21100651</p> <p>Jennifer- Marlene & Stanley Carson</p> <p>7 FIRST AVENUE, ONSLOW WA 6710</p> <p>OBJECT</p>	<p>A. To Whom it May Concern</p> <p>Turtles - Reference Planning Application DA 21-67</p> <p>With regards the abovementioned application we do not want it to go ahead at all. We walk the boardwalk every single morning, down Back Beach Road and along Third Avenue to First Street and home. Sounds boring but every morning from 5am to 6am that is what we do. Jennifer-Marlene has been doing the loop for the past 8 years and myself the past 5 years regardless of the weather.</p> <p>Birds, kangaroos and echidnas [we have only actually come across the echidnas on the road not in the bush] we love it. It is the best time of day; we have even gotten used to Gotham City [over the way] and the massive red gas flare and orange horizon.</p> <p>To people from the city Lot 300 Back Beach Road is just sand hills and scrub to Onslow residents it is our "Kings Park" it is a unique natural landscape and very popular with the tourists.</p> <p>We are very worried about the nesting turtles, they need a quiet dark beach to nest, if the development goes ahead the brightness from the camp will discourage females from nesting. If a female fails to nest after multiple false crawls, she will resort to less-than-optimal nesting spots or deposit her eggs in the ocean. In either case, the survival outlook for hatchlings is slim.</p> <p>Lighting near the shore also can cause hatchlings to become disoriented and wander inland, where they often die of dehydration or predation. Hatchlings have an innate instinct that leads them in the brightest direction, which is normally moonlight reflecting off of the ocean. Excess lighting from the nearshore buildings and streets draws hatchlings toward land, we need to reduce not increase the amount of artificial light that is visible from nesting beaches, we need to ensure there is no light pollution that will affect our precious turtles.</p> <p>There are a thousand other reasons why Lot 300 Back Beach Road is not an appropriate place for a 500-man Transient Workforce Camp that we are sure others will address.</p>	<p>Nesting and inter-nesting areas identified as habitat critical to the survival of marine turtles near Onslow: Green Turtles - Thevenard Island, Serruiter Island (nesting Nov - March), Flatback turtles - coastal islands from Cape Preston to Locker Island (nesting Oct - March).</p> <p>Turtles are unlikely to nest on the mainland beaches around Onslow, preferring the sandy beaches of offshore islands such as Thevenard and Direction Island.</p> <p>DBCA database records 1 Green Turtle on Sunrise Beach (2012, certainty - 'Not Sure'), 2 Green Turtles on Sunset Beach (2013, certainty - 'Not Sure'), 1 Flatback Turtle on Sunset Beach (2014, certainty - 'Certain'), 3 Flatback Turtles on Sunset Beach (2013, certainty - 'Certain'), 2 Flatback Turtles on Sunset Beach near Four Mile Creek boatramp (2017, certainty - 'Not Sure'). Only a single record of the previously mentioned records is of a turtle nest (Flatback Turtles on Sunset Beach near Four Mile Creek boatramp). The main mainland Flatback Turtle nesting area appears to be the east west aligned beach between the Wongaharra Pool and Oakover River outlets, 18 km west southwest of Onslow (S21.689431, 114.940490). Thus, based on DBCA records it appears that use of the beaches near Lot 300 for nesting are minimal.</p> <p>If Green, Logghehead or Flatback turtles were to nest on the Onslow beaches, light pollution may disorientate and effect the success of hatchlings reaching the water. However, it is likely these hatchlings are already impacted by predation from cats, dogs, dingoes, gannams, and silver gulls.</p> <p>The design incorporates lighting directed away from the shoreline and lighting that can be dimmed over the peak nesting seasons to minimize light pollution.</p> <p>Pendoley, K., Vitenbergs, A., Whitlock, P., & Bell, C. (2016). <i>Twenty years of turtle tracks: marine turtle nesting activity at remote locations in the Pilbara region, Western Australia</i>. Australian Journal of Zoology, 64, 10.1071/ZO16021.</p> <p>Kregor, G., Stanley, F., & Liddell, J. (2005) Aerial survey of beaches between Onslow to Port Hedland for marine turtle nesting. https://library.dbca.wa.gov.au/state/FullTextFiles/065546.pdf</p> <p>Recovery Plan for Marine Turtles in Australia (2017), Commonwealth of Australia. https://www.awe.gov.au/sites/default/files/documents/recovery-plan-marine-turtles-2017.pdf</p>	<p>This has been discussed within the report.</p>
<p>16</p> <p>21100658</p> <p>Joseph Freeman</p> <p>UNIT 1, 52 SECOND AVENUE, ONSLOW WA 6710</p> <p>OBJECT</p>	<p>A. THE PROPOSED 500 MAN WORKERS CAMPSITE AT LOT 300 BACK BEACH ROAD IS UNACCEPTABLE ON ENVIRONMENTAL GROUNDS</p> <ol style="list-style-type: none"> I. DESTRUCTION OF FRAGILE GROUND II. NOISE AND DUST DURING CONSTRUCTION III. DISRUPTIVE TRAFFIC THROUGH TOWN IV. SAFETY ISSUE <p>B. QUESTIONS</p> <ul style="list-style-type: none"> - WHERE IS THE WORKSITE AND WHY HAS THE CAMP TO BE IN TOWN? PLEASE EXPLAIN - DOES THE COMPANY BUY THE LAND OR LEASE IT? - AND HEY! LAST NOT LEAST WHERE IS THE FRESH WATER COMING FROM? 	<p>As outlined within the Environmental Assessment Report (EAR), the environmental issues identified in the EAR do not pose a significant constraint to the development of Lot 300. All environmental features can be managed through further technical investigations and / or the implementation of a Construction Environmental Management Plan during the construction phases of the development.</p>	<p>This has been discussed within the report</p>
			<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>

<p>17</p>	<p>21100659</p>	<p>Michael McKay</p>	<p>UNIT 4, 62 SECOND AVENUE, ONSLow WA 6710</p>	<p>OBJECT</p>	<p>A. Our infrastructure will not handle another 500 people; power, water, sewerage, shops etc.</p> <p>B. MRL's environmental assessment is very obscure, some of the information is very doubtful and does not address all issues i.e., increase in traffic, will we have enough water? The increase of waste water/ sewerage, can the Water Corporation manage the increase? The underground pipes from the old WW2 bulk fuel infrastructure. Are any of the pipes full of old diesel or oil? Are they safe? Will they be disturbed during construction?</p>	<p>As outlined within the Engineering Servicing Report prepared by Pritchard Francis, following a review of the existing physical conditions and infrastructure, the subject site can be served with roads, power, water, sewer, stormwater drainage and communications infrastructure.</p> <p>Refer to response to Submission No. 16 Item B.</p> <p>360 Environmental's recommendation also includes the development and implement an Unexpected Finds Protocol (UFF). The UFF should provide advice and procedures for managing potential contamination during the construction, and includes wording such as:</p> <p>For all excavations, construction personnel are to continuously monitor excavations for signs of contamination, including:</p> <ul style="list-style-type: none"> • Unusual odour (e.g. fuel, rotten egg or sewage smells) • Change in colour (e.g. dark staining, yellow or other unusually coloured material) • Changes in consistency (e.g. layers of gravelly material) • Foreign objects (e.g. construction waste, possible asbestos containing materials, military items) • Oily sheens on collected rain or groundwater • Ash or tar in the soil • Anything different or unusual with respect to the surrounding soils. <p>The design of the accommodation modules is engineered to be low impact and on pad footings with access to be taken via elevated boardwalks so as to limit the impact of erosion / destabilisation and maintain the existing ecology corridors and overland flow paths.</p> <p>The Landscaping scope will include seed collection of existing established vegetation present on site and subsequent re-population of local flora to assist in stabilisation and to reduce erosion.</p>	<p>Noted.</p>
<p>18</p>	<p>21100708</p>	<p>Hugh & Sheryle Hamner</p>	<p>25 SIMPSON STREET, ONSLow WA 6710</p>	<p>OBJECT</p>	<p>A. More traffic to pass the primary school</p> <p>B. More traffic noise and more reversing beepers noise so close to my back yard (will be hearing reversing beepers when I will be putting the children to bed)</p> <p>C. A camp near the hotel would invite difficult social behaviour</p>	<p>Refer to response to Submission 10 Item C.</p> <p>The car park noise emissions (from reverse beacons, car idling points, ignitions, door slams etc.) were considered as part of the preparation of the Acoustic Assessment prepared by Slantec. As outlined in Section 5.4.2 of the Acoustic Assessment, the noise levels received at the nearby sensitive receivers from the car park are compliant with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>Slantec also recommended that following management measures to reduce the impact on surrounding sensitive areas:</p> <ul style="list-style-type: none"> - Vehicles using the site carpark should be fitted with broadband type reversing alarms (referred to as "quakers" or "croakers") as opposed to "beepers". - Personnel may be notified in the site induction to arrive and leave the car park in an orderly fashion, to minimise / manage noise (i.e. no slamming of doors) so as to not disrupt colleagues or the community. <p>It is noted that antisocial behaviour cannot be controlled through the planning framework. The Applicant will implement and enforce its Code of Conduct Policy with regards to anti-social behaviour of its workforce.</p> <p>The Applicant's operates various existing mining and construction operations that are located in, or in close proximity to other Towns of similar size to Onslow within the State of Western Australia – the Applicant has implemented and enforced its Code of Conduct Policy successfully at these locations.</p>	<p>This has been discussed within the report.</p>

19	21100709	Wendy Carson	PO BOX 105, ONSLow WA 6710	OBJECT	<p>A. The contradictions are recorded within the documents. A great many of the reports are desktop assessments and reviews of "available information" some of the references used by the consultant's date back to 1991, 2001, pre-Onslow Salt Pty Ltd building 72 residential houses in town, 2009, 2012, & 2017 which predate the completion of the SO Cheriton Australia homes including swimming pools. They have plagiarized references and other historical reports completed for past Onslow projects on sites unlike Lot 300 Back Beach Road.</p> <p>B. Desktop Contamination Assessment, Desktop Flora and Fauna Surveys, six 20-minute bird surveys, three hours of active searching and opportunistic records. Flora field survey completed between 19th & 21st July for a 20.45-hectare site is not acceptable.</p> <p>No soil or groundwater investigations were undertaken at the site.</p> <p>There is also the assumption that offsite contamination and possible remediation associated with former fuel infrastructure has occurred. The consultants have been unable to locate any reports outlining scope of work, effectiveness of remediation or if in fact it has ever been instigated. But the risk to the site according to the consultant is considered to be LOW.</p> <p>C. The estimation that 100 to perhaps 850 vehicles per day will have no significant impact on surrounding road network. They fail to mention Onslow Primary School on Simpson Street, the school and kindergarten complex is not fenced or gated unlike most Perth schools.</p>	<p>The information contained in the development application has been sourced from available databases and includes the most up-to-date information available at the time of preparing the application documentation.</p> <p>For the purposes of a development application the information submitted is consistent with the standard required for submission.</p>	<p>The field survey undertaken was a detailed vegetation and basic fauna survey. The field survey consisted of traversing the site (effort can be seen in Figure 3 of the Fauna and Fauna Report – Appendix B), sampling 6 flora quadrats, making opportunistic flora records, undertaking 6 fauna habitat assessments, 6 20min bird surveys, and opportunistic fauna signs (sightings, calls, scats, tracks and diggings) were recorded throughout the site. A total of 30 person hours were spent on site, breaking down to 0.8 hrs per hectare.</p> <p>The detailed flora and basic fauna surveys were carried out in accordance with the relevant EPA guidelines.</p> <p>A Targeted Terrestrial Survey shall be undertaken to confirm the presence and significance of <i>Leptista onslowian manyanti</i>.</p> <p>A full breakdown of the 'Marine' and 'Shorebird' species identified through an additional desktop assessment can be found in Section 3.10.1 of the EAR and Appendix F. A Targeted Fauna Survey shall be undertaken to confirm the presence and significance of these species.</p> <p>The risk was assessed as low based on the fact that the former tanks to the north were previously classified as Contaminated – Remediation required, that AECOM (2010) indicated remediation was being undertaken. Also the site is no longer classified/listed in the Contaminated Sites Database, suggesting that remediation has been undertaken to the satisfaction of the Department of Water and Environmental Regulation (DWER).</p>	<p>This has been discussed in the report.</p>
					<p>This has been discussed within the report.</p>			

					<p>D. Water Servicing - Potable Water Supply and Wastewater Disposal</p> <p>The proposal states the Onslow Water Supply Scheme is operating close to full capacity and the current water supply scheme can supply the expected occupancy rate of around 300 workers residing on-site at any one time. Approvals for connection the Water Corporation reticulated sewerage system is based on the same 300 people residing on-site at any one time</p> <ul style="list-style-type: none"> Do the other 200 workers not have showers and cross their legs for the duration of their work cycle? Does the water supply and disposal also include the 20 new homes [presumably with swimming pools] MRL intend to build? [Onslow Salt Pty Ltd is also adding to their housing stock and propose a further 5 new builds 2022] Without available water how will dust suppression during bulk earthworks and building construction be managed? Without adequate scheme water supply how will the proposed "water efficient irrigation system" work? How would plants, trees and an oval be established and maintained or is the intention to use artificial turf and plants? If so, this is not evident in the proposal. <p>MRL maintain groundwater for irrigation has not been considered as it has been identified as an unfeasible source and the water quality is poor.</p> <p>Greywater and blackwater have been considered as potential sources but calculated volumes will not significantly reduce the scheme water use demand [there is currently not enough scheme water available for humans let alone irrigation purposes]. The conclusion that the high capital costs associated with a greywater system construction and the associated stringent maintenance and operational requirements make it a non-cost-effective solution and unfeasible.</p> <p>There are no guarantees the Water Corporation proposed desalination plant will be operational by 2024.</p>	<p>Refer to the referral comments provided by the Water Corporation below. Water and wastewater services are available to the subject site and the Applicant has been in contact and is working closely with the Water Corporation to provide servicing to the development site.</p> <p>The Applicant is committed to continue liaising with the Water Corporation and relevant stakeholders to ensure the development is adequately serviced.</p>	<p>Noted.</p>
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If more people come to town looking for work, where will they live?</p> <p><input type="checkbox"/>3. Onslow Village, once developed, will accommodate up to 500 persons employed by large-scale resource projects - so the accommodation is not for MRL direct employees? It is intended for use by others in resource industries?</p> <p><input type="checkbox"/>4. The shared recreational facilities within the Onslow Village will assist in contributing to positive social outcomes - it is a fenced facility with a manned gatehouse. Accessed by employees by swipe card. Swipe cards were invented to prevent unauthorised access and provide increased security. How will the general public get access to amenities like the tavern or restaurant?</p> <p>Will RG&L permit a Tavern Licence?</p> <ul style="list-style-type: none"> The density of existing liquor licenses in Onslow (currently there are 6 - Beadon Bay Hotel, Onslow Supermarket & Liquor Store, Onslow Sports Club, Discovery Parks, Onslow Beach Resort & Mackenel Island) The close proximity of a liquor venue to MRL's proposed on-site child day care center/ creche Existing alcohol-related problems in the area <p>[5] Other Comments in the Social Impact Assessment prepared by EMM</p> <p>3.1 Population Change Will the development result in significant change/s to the local area's population (either permanently and/or temporarily)?</p> <p><i>Negative impacts: No negative impacts associated with population increase have been identified.</i></p> <p>3.2 Housing Will the proposal result in a positive or negative impact on the availability and affordability of housing in the locality/and/or Shire?</p> <p><i>Negative impacts: No negative impacts on housing have been identified.</i></p> <p>3.3 Accessibility Will the development improve or reduce physical access to and from places, spaces and transport?</p> <p><i>This question was not answered perhaps it was too hard?</i></p>	<p>EMM Consulting was engaged by the Applicant to conduct a desktop Social Impact Statement (SIS) based on information outlined in Section 2.1 of the SIS. This included engagement specifically with BTAC as the registered native title holders, in addition to the outcomes of a community session held on 16 August 2021, whereby the Applicant presented the concept plans to the community.</p> <p>With respect to referring to Onslow as a suburb, it is noted 'suburb' is the Australian Bureau of Statistics (ABS) Classification assigned to Onslow for the purposes of data collection and is a valid use in the context of the SIS.</p> <p>[1] As previously outlined, the provision of nearby high-quality workers' accommodation is required in order to facilitate the Applicant's existing and propose mining operations within the region.</p> <p>The Applicant considered various potential locations for the development – including both vacant land and existing buildings as options.</p> <p>Lot 300 has been selected as the most suitable (and available site) that provides the Applicant the ability to:</p> <ul style="list-style-type: none"> Conservatively develop and enhance an area within the Town of Onslow – allowing the community and the Applicant's workforce to integrate. Provide the community with new and state of the art facilities. Provide the Applicant's workforce with an environment that is community and neighbourhood orientated and breaks away from traditional FIFO accommodation. <p>As outlined in the Servicing Report prepared by Pritchard Francis, the Water Corporation data indicates that the development can be serviced by the existing services.</p> <p>[2] As outlined in Section 3.2 of the SIS, there is currently no existing housing shortage in Onslow with approximately 11 properties for rent and 27 available for purchase.</p> <p>[3] The accommodation on Lot 300 is intended to be for the Applicant's direct employees only.</p> <p>[4] The facilities (i.e. restaurant and tavern) are available for community use to encourage inclusion, social interaction and assimilation. Therefore, it is intended that the community will be granted access for these purposes.</p> <p>The Applicant has considered an amendment to the proposal for facility access based on feedback received to date.</p> <p>With respect to the Department of Racing, Gaming and Liquor, these permits are subject to a separate approval process, which will be assessed at the time of the relevant application(s) being lodged with the DRG&L.</p> <p>Accessibility was assessed as not having an impact.</p> <p>Following the completion of the SIS, the Applicant also undertook a Community Engagement Session which was held on 26 October 2021. The Applicant is committed to continuing to engage with BTAC and the community.</p>	<p>Noted.</p>
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					<p>3.4 Community and Recreation Services/Facilities Will the development increase, decrease or change the demand or need for community, cultural and recreation services and facilities? <i>It is also recommended that MRL liaise with Ashburton Shire Council and health service providers in Onslow</i></p> <p>3.5 Cultural and Community Significance Is the development likely to impact on any items or places of cultural or community significance? <i>MRL should continue their engagement with BTAC to ensure consent is maintained throughout the application and development process, including reaching compensation agreements, where required</i></p>		
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		<p>3.6 Community Identity and Sense of Belonging <i>Negative impacts: No negative impacts related to community identity have been identified.</i></p> <p>3.7 Health and Well-being: Is the development likely to increase or reduce opportunities for healthy lifestyles, healthy pursuits, physical activity, and other forms of leisure activity? <i>Negative impacts: No negative social impacts related to health and wellbeing have been identified.</i></p> <p>3.8 Crime and Safety: Is the development likely to increase or reduce crime or safety in the community? Positive impacts: The Project may have a positive social impact in reducing crime in the community</p> <p>3.9 Local Economy and Employment Opportunities: Will the development increase or reduce the quantity and/or diversity of local employment opportunities (temporary or permanent)? <i>Negative impacts: No negative social impacts on the local economy or employment opportunities have been identified.</i></p> <p>3.10 Needs of Specific Population Groups: Will the development impact on specific population groups including an increase or decrease in social, cultural, recreational, employment, governance, transport opportunities? <i>Negative impacts: No negative social impacts related to the needs of specific population groups have been identified.</i></p> <p>3.11 Impact on amenity of place and surroundings (pleasantness): Will the development impact on the amenity or enjoyment of the area by the existing/future community? <i>Negative impacts: there is a potential to cause minor negative social impacts related to the amenity and enjoyment of the site for a short time period.</i></p> <p>4. Outcome of assessment</p> <p>3.5 Cultural and Community Significance: Is the development likely to impact on any items or places of cultural or community significance? <i>MRL should continue their engagement with BTAC to ensure consent is maintained throughout the application and development process, including reaching compensation agreements, where required</i> <i>If the recommended measures to avoid, reduce, or mitigate the potential negative social impacts are considered and applied, the likelihood of any negative social outcomes from the development of the Onslow Village facility will be significantly reduced.</i> <i>Someone is attempting to present us an entire bucket full of excrement with this report</i></p>	Noted.
		<p>I. Onslow Township Village Engineering Servicing Report Pritchard Francis (Civil and Structural Engineering Consultancy)</p> <ul style="list-style-type: none"> State a site visit has not been conducted as part of this desktop study (another desktop review). 	<p>The desktop review is capable of indicating the existing services and their associated capacity for the purposes of the Engineering Servicing Report. Detailed civil engineering designs and documentation will be necessary to validate all design levels and gradients to ensure compliance with the Australian Standards, Austroroads and relevant authority Guidelines.</p>

			<p>The Development contains a mixture of:</p> <ul style="list-style-type: none"> Traditional In situ Buildings (Central Facilities); and Modular Buildings (Accommodation) <p>Modular Buildings must meet the same construction standards as traditional buildings by law and must be designed and constructed to meet:</p> <ul style="list-style-type: none"> the National Construction Code requirements; and applicable Australian Standards and state building codes. <p>In addition to the legislative responsibility to achieve (at minimum) the requirements of the relevant Construction Codes and Australian Standards - as part of the design development process the Applicant has further tasked its design team to identify and recommend key materials and finishes that may be suitable to an increase in specification to improve longevity based on the location of Lot 300 – and that would otherwise not be required if the same Modular Buildings were located elsewhere.</p> <p>The consistent design requirements across the building types (Modular and Traditional In situ Buildings) would by design maintain an equal life expectancy.</p> <p>In relation to <i>Service Life</i>, all buildings are designed to a 'structural design life' that is determined by the applicant depending on their needs. Transportable buildings have capacity to be designed to a structural design life equal to in-situ buildings</p> <p>Following on from structural design, all equipment, materials, and finishes have an inherent life expectancy that is generally shorter than the structural design life - as a result most buildings (both in situ and modular) are generally refurbished at some point in their structural lifetime.</p> <p>All buildings are engineered in response to local context – being cyclone region D, climate zone 1, coastal proximity (~250m from ocean). Materials have been carefully selected to ensure low maintenance and to maximise longevity.</p> <p>All transportable buildings are being designed to allow for removal and relocation.</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p>
<p>J. <i>The project incorporates the provision of a 500-person permanent Onslow Village style accommodation and facilities, which will eventually be repurposed for tourism use and will therefore contribute to boost tourism to Onslow and the broader region generally.</i></p> <p><i>How long do portable buildings last?</i></p> <p><i>With proper care, temporary modular buildings have a service life of at least 25 to 30 years, after which the components are typically repurposed or recycled.</i></p> <p><i>Who are MRL trying to kid? Why would we sanction the destruction of a beautiful, natural - Conservation, Recreation and Nature Landscape precinct, an existing tourism attraction that Onslow has for visitors to enjoy in exchange for a FIFO camp with 143 accommodation pods? After 30 years what condition do they expect the transportable buildings to be in, particularly with our harsh climatic conditions. They will just be handing over end-of-cycle rubbish and walking away scot-free. This will not be an asset for tourism in any way, shape or form.</i></p>			<p>A. The flora and fauna native to this conservation area will not survive if this footprint was to go ahead and our nesting turtles on that part of the beach would be seriously compromised by light and noise.</p> <p>B. A proposed 500-man FIFO camp should not take precedence over our beautiful piece of nature right in our town. There are other land options around town that would suffice or a camp at the Red Hill mine site like most mines have would be fine also. This would prevent some 850 extra vehicular movements a day around our school and quiet residential streets.</p>	<p>Refer to response to Submission No. 15 Item A.</p>
<p>20</p>	<p>21100710</p>	<p>Fiona Allen</p>	<p>8 CAMERON AVENUE, ONSLOW WA 6710</p>	<p>OBJECT</p>
				<p>This has been discussed within the report.</p>
				<p>This has been discussed within the report.</p>

21	21100711	Felicity Brennan	71 SECOND AVENUE, ONSLOW WA 6710	<p>OBJECT</p>	<p>A. The site chosen for this development is totally unacceptable for so many reasons, the following being just a few of my concerns.</p> <p>Like many, I consider this a local park area close to town, and love walking through and observing the animals and bird life. It's very peaceful and that won't be the case if this development is allowed to be constructed.</p> <p>I walk through the area every day, I see how the tourists love it as well, so it would affect the tourism aspect as well.</p> <p>I believe this development would destroy this area.</p> <p>There are so many conflicting statements right across the Mineral Resources submission, it's beyond crazy to submit the community to this, no one wants it.</p> <p>The Environmental Assessment - Att: 3.</p> <p>I believe it to be totally incorrect as to what Fauna inhabits the area, 24 hrs and no trapping or cameras does not cut it. I have observed way more fauna than is counted.</p> <p>It does not address Light Spill and it's affects on Turtles which nest on the beach below the proposed Camp area.</p> <p>B. The traffic to and from the Camp is unacceptable for a quiet Residential area and don't even start me about going past the School.</p> <p>A. As a property and landowner in the town of Onslow WA, we welcome a development in Onslow & the positive outcomes likely to follow such a development, however, we oppose the location put forward for the Onslow Village (DA 21-67) on Back Beach Road within this submission due to the proximity of the school, beach & damage likely to occur to native bushland.</p>	<p>The proposed use of the site is compatible with the strategic planning undertaken for the area.</p> <p>Refer to responses to Submission No. 5 Item C and No. 15 Item A.</p>
22	21100712	Todd & Nicole Morley	19 CLARKE PLACE, ONSLOW WA 6710	<p>OBJECT</p>	<p>A. Will the Social Impact Statement and its current list of perceived impacts be revised based on community consultation engagement?</p>	<p>This has been discussed within the report.</p> <p>Noted.</p>
23	21100713	Chevron		<p>SUPPORT</p>	<p>The Social Impact Statement (SIS) was prepared by EMM Consulting in accordance with the requirements of the Shire of Ashburton Local Planning Policy – Social Impact Assessment (LPP 20). In this regard, it is not a requirement of LPP 20 for the SIS to be revised following the outcomes of community consultation.</p> <p>Notwithstanding, specific matters raised with respect to the SIS (as a result of public advertising) have been addressed by the Applicant and its consultant team as part of this response to the schedule of submissions.</p> <p>The Applicants personnel and transition roster is not fixed and will be subject to change to suit the operational requirements of the business.</p> <p>The Development Application includes Modular Accommodation Buildings with a total of 500no. beds.</p> <p>However, within its application and considering R&R, the Applicant has nominated a <u>maximum peak occupancy</u> of 300 persons, to include:</p> <ul style="list-style-type: none"> ▪ 50 resort operational staff ▪ 250 mine operational staff <p>The Applicant expects that peak occupancy will be progressive and gradual over several years post construction. The Applicants immediate occupancy forecast upon construction completion is 150 persons.</p>	<p>Noted.</p>

<p>C. What are the perceived impacts on the current flight schedule to Onslow and public seat availability? The statement that Onslow is also accessible via plane through Onslow Airport which provides direct flight routes to Perth, Brisbane, Sydney, and Melbourne is incorrect. Flights only occur between Perth and Onslow.</p>	<p>The Applicant will consult with the airlines about opportunities to add additional commercial services The Applicant also intends to charter non-commercial flights to and from Onslow from various locations. The Applicant anticipates that it will use a combination of existing and additional commercial and non-commercial flight services - the balance and mix between commercial and non-commercial will be developed based on the Applicants operational requirements.</p>	<p>Noted.</p>
<p>D. How is the establishment of facilities such as an additional pool and gym likely to affect the patronage of Shire-run community facilities? Has there been a consideration of the impacts to the Shire and local rate payers if an increase in fees and charges is required to keep these existing facilities operational if competing facilities are available in a small town?</p>	<p>It is the intent of the Applicant to provide the community with access to facilities that improve well-being and lifestyle to its residents on a best-for-Onslow basis. The Applicant is mindful of not having a detrimental impact to existing facilities of similar nature and will continue to engage with and consider feedback from the community and Shire with regards to facility access. The Applicant has considered an amended proposal for facility access based on feedback received to-date.</p>	<p>Noted.</p>
<p>E. Will Village residents be able to have personal vehicles and boats at the camp? If so, have the recreational impacts to other parts of town and surrounding areas been assessed and provision for parking included?</p>	<p>The Applicant does not anticipate for its workforce to require private vehicles (or boats) when accommodated at the resort.</p>	<p>Noted.</p>
<p>F. Has the impact on fish stocks been assessed and the impact 500 people may have on access to the Beaton Creek jetty, 4 Mile, local islands, and other recreational locations? Water supply is an issue in Onslow which is being addressed via a new desalination plant led by the Water Corporation. Has the proponent engaged the Water Corp to ensure their project planning caters for an additional oval, 50m pool and accommodation camp?</p>	<p>Refer to response to Submission No. 19 Item D.</p>	<p>Noted.</p>
<p>G. There is no mention of engagement around the significance of this area for non-indigenous Onslow residents. This is potentially an unknown impact.</p>	<p>As previously outlined, during the public advertising period on 26 October 2021, a community session was held at the Onslow Community Resource Centre to engage with the wider Onslow community. Approximately 100 community representatives attended the community engagement sessions.</p>	<p>Noted.</p>
<p>H. Social stratification is a key issue in a small community, even with residential workforces. What are the considerations for integrating the FIFO workforce into the town's community? What additional community services will the proponent be supporting in addition to their Onslow Village?</p>	<p>The Applicants proposal to provide community access to the resort facilities are a key part to promote the integration of the community and the Applicant's direct workforce. The Applicant strives to develop and maintain strong community and stakeholder relationships as part of its social licence to operate and to build capacity. The Applicant is committed to community sponsorship. The Applicant makes a significant positive contribution to the community by capacity-building in the not-for-profit and charitable sectors. All corporate charitable contributions, sponsorships and in-kind services promote our business goals, create positive visibility and demonstrate our social responsibility. It is the Applicant's intention to build on its relationship with the Shire of Ashburton, the community and other stakeholders to identify and contribute to community investment opportunities that fit within the Applicant's sustainability profile.</p>	<p>Noted.</p>
<p>I. What are the projected impacts around the increased pressure on Health services? What measures will be put into place to mitigate the potential for a FIFO workforce introducing COVID-19 to a vulnerable community?</p>	<p>The Applicant will comply with State Government mandated vaccinations for workers on mining and resources sites, people who work in remote operations, or on critical infrastructure, including remote train and port control, as well as workers engaged in building, maintenance or construction services. In addition to State Government mandates, the Applicant has implemented its own mitigation strategies, including the engagement of dedicated team of nurses to continually monitor the health of the Applicant's employees via temperature checks and other methods.</p>	<p>Noted.</p>

<p>J. It is important to note that crime and safety is not solely based on the boredom of local residents. There is a risk of an increase in antisocial behaviours of transient workers being located in town. How will the project manage the potential antisocial behaviour of a transient workforce including the Village's construction workforce?</p>	<p>The Applicant will implement and enforce its Code of Conduct Policy with regards to anti-social behaviour of its workforce. The Applicant operates various existing mining and construction operations that are located in, or in close proximity to other Towns of similar size to Onslow within the State of Western Australia – the Applicant has implemented and enforced its Code of Conduct Policy successfully at these locations.</p>	<p>Noted.</p>
<p>K. Regarding road safety, an influx in What are the 100 vehicle movement projections based on? What are the traffic movement projections during construction? Are there any perceived impacts to town parking constraints, eg outside the supermarket?</p>	<p>The projected traffic volumes are based on the anticipated transport operations, as described within the Application. Construction traffic has not yet been determined, however, construction traffic will be the subject of a separately approved Construction Management Plan prior to the issuance of the relevant Building Permit.</p>	<p>This has been discussed within the report.</p>
<p>L. What measures will be taken to ensure there is no site contamination prior to construction works commencing?</p>	<p>Regarding measures to be taken to ensure no site contamination prior to construction, a number of recommendations were provided in the Environmental Assessment Report. For example:</p> <ul style="list-style-type: none"> • A UXO survey • A HAZMAT survey • Review of available reports describing investigation and/or remediation associated with former fuel infrastructure • Review site development plans to determine if ASS would be disturbed by development. • Depending on the above, we then recommended consideration of intrusive investigations onsite to look at potential contamination associated with the former bulk fuel storage areas and pipelines and assess for potential asbestos presence <p>As outlined within the response to the Shire's Request for Additional Information, the abovementioned matters can be conditioned as part of the planning approval.</p> <p>360 Environmental's final recommendation includes the development and implement an Unexpected Finds Protocol (UFF). The UFF should provide advice and procedures for managing potential contamination during the construction, and includes wording such as:</p> <p>- For all excavations, construction personnel are to continuously monitor excavations for signs contamination, including:</p> <ul style="list-style-type: none"> • Unusual odour (e.g. fuel, rotten egg or sewage smells) • Change in colour (e.g. dark staining, yellow or other unusually coloured material) • Changes in consistency (e.g. layers of gravelly material) • Foreign objects (e.g. construction waste, possible asbestos containing materials, military items) • Oily sheens on collected rain or groundwater • Ash or tar in the soil • Anything different or unusual with respect to the surrounding soils. <p>The UFF then outlines the process to follow if suspected contamination is identified, which includes:</p> <ul style="list-style-type: none"> • Stop the excavation/construction • Inform the responsible person/site manager • Make the area safe (there are further details on what this entails) • If safe and practicable remove the suspected contaminated material, place on an impervious material and cover • A nominated environmental consultant should inspect the suspected contaminated material and collect samples for analysis if applicable • Assess results of analysis against relevant criteria and advise on appropriate action (there are further details based on the various potential outcomes) • Provide a final clearance report on completion. 	<p>This has been discussed within the report.</p>

	<p>The Applicant has not received an objection, comment or proposed amendment from WA Police in response to its Development Application.</p> <p>The Applicant expects the maximum peak occupancy of 300 persons will be progressive and gradual over several years post construction. The Applicants immediate occupancy forecast upon construction completion is 150 persons.</p> <p>The Applicant's intention to progressively and gradually increase resort occupancy will provide for ongoing consultation and as may be required by WA Police.</p>	<p>M. Has the proponent engaged WA Police on additional law enforcement for Onslow to accommodate the projected increase in population?</p>	
<p>Noted.</p>		<p>N. Has there been consideration of the potential impacts during construction as well as during steady state operations?</p>	
<p>Noted.</p>	<p>Matters such as noise, dust and vehicle movements will be controlled through a Construction Management Plan during the construction process.</p>	<p>O. Given the proximity to the Onslow School, what strategies are in place to ensure behaviour is well managed during construction?</p>	
<p>This has been discussed within the report.</p>	<p>The Applicant and any associated contractors during construction will implement and enforce its Code of Conduct Policy with regards to anti-social behaviour of its workforce.</p>	<p>P. How does the proponent intend to balance the provision of local employment opportunities, with the impact on local businesses retaining staff? Are there any further details around Australian Industry Participation commitments for Mineral Resources, Village Management etc?</p>	
<p>Noted.</p>	<p>The Applicant's recruitment process will provide for a number of permanent, project and fixed term opportunities – the Applicant will advertise employment vacancies nationally and will not sole source from the existing local employment pool only. As part of the Applicants strategy to integrate within the community – the Applicant will however encourage locals to apply for employment opportunities.</p> <p>The Applicant's offers apprenticeship, trainee and graduate programs as part of its existing training and development program – these opportunities are available for locals to apply.</p>	<p>A. Access to and from the proposed development is to be from an extension to Third Avenue. During construction we will be subjected to heavy haulage trucks bringing in large earth moving equipment for uplift and exceeding a year. The ensuing machinery noise and the enormous amount of dust that will be generated by the earthworks will be extremely detrimental to the quality of our lifestyle.</p>	
<p>This has been discussed within the report.</p>	<p>Refer to response to Submission 23 Item K.</p>	<p>B. Then we have heavy haulage trucks bringing the buildings and infrastructure to site as well as the associated trade vehicles going to site each day. May we also point out that the shire has just paid to have Third Avenue and Heddtich Street and Simpson Street repaved because heavy trucks ripped the road surface up.</p>	
<p>This has been discussed within the report.</p>	<p>A Construction Management Plan (which includes traffic movements during construction) will be prepared and approved prior to any construction works commencing onsite.</p> <p>The Construction Management Plan will include a diapidation report that records the condition of existing infrastructure in proximity to the site including any pre-existing damage. Any further damage to this infrastructure that has been caused by construction activities will be remediated by the Applicant.</p>	<p>C. Once completed I believe that the work shifts wanted by MRL are 12hrs (6am-6pm, 6pm-6am) with the fleet of 16 large buses to transport the workers to site. Now allowing for standard 'toolbox' handover at the change of shift we will have buses and heavy vehicles using Third Avenue and Simpson Street at possibly 4.30am to 5.30am in the morning 7 days a week. The amount of noise from this amount of traffic will be extremely detrimental to sleeping in ours and other residential houses.</p>	<p>24</p> <p>21100714</p> <p>Bryan & Dianne Sheehan</p> <p>14 THIRD AVENUE, ONSLOW WA 6710</p> <p>OBJECT</p>
<p>This has been discussed within the report.</p>	<p>Refer to response to Submission 10 Item D.</p>	<p>D. For the day to day running of the associated accommodation and infrastructure we will have heavy delivery trucks bringing food and supplies to site on a constant basis. Also there will be private and company vehicles using Third Avenue and Simpson Street at all hours of the day and night because they will be a 24hr operation.</p>	
<p>This has been discussed within the report.</p>	<p>The Applicant's traffic impact statement has considered its operational delivery requirements which has been included in the reported maximum vehicle trips to the site. Typical delivery vehicles will be consistent in size and weight to those that currently operate within the current town road network (i.e., no heavy haulage vehicles for bulk supply deliveries).</p> <p>Refer to response to Submission No. 23 Item E in response to private vehicles.</p> <p>Refer to response to Submission No. 24 Item C in response to proposed workforce transport arrangements.</p>		

	<p>E. The operating noise from the infrastructure (which is all on the town side of the proposed development) will be extremely disruptive to our lifestyle because they will need to cater for half of the shift crews that will be offshoot.</p>		<p>Refer to response to Submission No. 2 Item E.</p>	<p>Noted.</p>
<p>25</p>	<p>21100716</p>	<p>James Britton</p>	<p>9 SIMPSON STREET, ONSLOW WA 6710</p>	<p>OBJECT</p>
	<p>A. traffic down Simpson street</p>		<p>Simpson Street is identified as an Arterial/Primary Distributor Road in the Onslow Townsite Expansion Structure Plan and is therefore, capable of withholding the anticipated traffic volumes.</p>	<p>This has been discussed within the report.</p>
	<p>B. underground services that are not on the plans and will impact my both of the property's</p>		<p>Detailed civil (services) design will be undertaken post-approval as part of the building permit process. This will include the identification of any existing / underground services.</p>	<p>Noted.</p>
	<p>C. noise form services in the camp</p>		<p>Refer to response to Submission No. 2 Item E.</p>	<p>Noted.</p>
	<p>D. ratio of men to women in the town</p>		<p>Refer to response to Submission No. 2 Item B.</p>	<p>Noted.</p>
	<p>A. Noise during construction and after construction as my house is no more than forty metres from the site I will have to endure the constant movement of machinery and extra vehicles driving past my house.</p>		<p>During construction noise and vehicle movements will be controlled through a Construction Management Plan.</p>	<p>Noted.</p>
	<p>B. Traffic up Simpson Street past the school and into Third Avenue, Attachment 7, page 4 EST. 100 vehicle trips per day but could be up to 850 vehicles per day, can the applicant please clarify, Please take note the width of Third Avenue would not allow for trucks and road trains usage of this road. Trucks would be constantly be using this road bringing in supplies in and after construction. The Traffic management plan fails to recognise travelling past the school.</p>		<p>Simpson Street is identified as an Arterial/Primary Distributor Road in the Onslow Townsite Expansion Structure Plan. Post-construction delivery vehicles will generally be consistent in size and type to those that currently operate within the current town road network.</p> <p>The additional 750 vehicles per day relate to members of the public accessing the various shared facilities within the site. However, in response to public submissions it is now proposed to limit the extent of public access throughout the day, resulting in a reduced traffic flow of a maximum of 350 vehicles per day accessing these facilities.</p> <p>A Construction Management Plan (which includes traffic movements during construction) will be prepared and approved prior to any works commencing onsite.</p>	<p>This has been discussed within the report.</p>
<p>26</p>	<p>21100748</p>	<p>Kerry White</p>	<p>OBJECT</p>	<p>This has been discussed within the report.</p>
	<p>C. Environmental Assessment</p>		<p>The field survey undertaken was a detailed vegetation and basic fauna survey. The field survey consisted of traversing the site (effort can be seen in Figure 3 of the Fauna and Fauna Report – Appendix B), sampling 6 flora quadrats, making opportunist flora records, undertaking 6 fauna habitat assessments, 6 20min bird surveys, and opportunistic fauna signs (sightings, calls, scats, tracks and diggings) were recorded throughout the site. A total of 30 person hours were spent on site, breaking down to 0.8 hrs per hectare.</p> <p>The detailed flora and basic fauna surveys were carried out in accordance with the relevant EPA guidelines.</p> <p>A full breakdown of Conservation Significant fauna species identified through the desktop assessment can be found in Appendix C of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of recorded fauna species can be found in Appendix D of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B). A full breakdown of potential fauna species can be found in Appendix A of the Lot 300 Back Beach Road, Onslow, Flora and Fauna Survey (EAR Appendix B).</p> <p>A Targeted Terrestrial Survey shall be undertaken to confirm the presence and significance of <i>Lerista onslowian maryari</i>.</p> <p>A full breakdown of the 'Marine' and 'Shorebird' species identified through an additional desktop assessment can be found in Section 3.10.1 of the EAR and Appendix F. A Targeted Fauna Survey shall be undertaken to confirm the presence and significance of these species.</p>	<p>This has been discussed within the report.</p>

	<p>The Applicant has conducted preliminary investigations into solar contribution for the development – the Applicant’s subject expert consultant has at this time made the following commentary regarding the suitability of a solar for the development.</p> <p>General</p> <ul style="list-style-type: none"> ▪ Given the location of the site (being in a cyclonic region) the extra requirements for structural robustness of the solar panel array support system may become unviable ▪ Initial investigations have revealed that a large “solar field” area would be required <p>Specifically</p> <ul style="list-style-type: none"> ▪ Solar for Hot Water: Considered not the most viable solution given the inherent energy efficiencies associated with the proposed alternatives. ▪ Solar for Power Generation and Storage: Noted that additional switchboards for interfaces with solar and diesel generation systems may be required as design development (potential). <p>The Applicant notes that these are preliminary investigations and further determination on solar suitability will be determined during detailed design.</p> <p>The Applicant cannot provide comment on the reasons why a report from Horizon Power has not been provided.</p> <p>The Applicant acknowledges the Horizon Power Onslow Distributed Energy Resource (DER) Project – it is noted that it’s Project relates to the Horizon’s network infrastructure.</p>	<p>D. Electricity. Fails to mention Horizon Powers report regarding the town being a state trail to run the town completely on solar. States in their report that they will not be going solar because of the cost. Why is there not a full report from Horizon Power?</p>	
	<p>It is the intent of the Applicant to provide the community with access to facilities that improve well-being and lifestyle to its residents on a best-for-Onslow basis.</p> <p>The Applicant is mindful of not having a detrimental impact to existing facilities of similar nature and will continue to engage with and consider feedback from the community and Shire with regards to facility access.</p> <p>The Applicant has considered an amended proposal for facility access based on feedback received to-date.</p> <p>The facilities available to the community and their operating hours will be confirmed following the consultation and feedback process.</p>	<p>D. We have been informed that these facilities are not for the use of the public, the tavern and restaurant hours are 6am to 9am. And 5 to 9 pm. The tavern hours are 4 to 8pm these are wet mess hours not Tavern Normal hours.</p> <p>Attachment 3 point 4 states that the proposed facilities will be made available to the local community including restaurant, gym multipurpose sports hall and outdoor pool.</p> <p>Page 33 states that the site will be gated FIFO accommodation.</p>	
	<p>1. Cyclone Shelter</p> <p>The Development Application nominates the Restaurant as the proposed designated ‘Cyclone Shelter’ - the necessity for a nominated and designated cyclone centre as well as its design guidelines, will be established during design development in collaboration with the Applicant and its design consultant team.</p> <p>It is noted that there is no statutory requirement to nominate a building as designated cyclone shelter in developments of this nature. The nomination of designated cyclone centre within the Development Application is in response to the Applicant’s design brief requirements.</p> <p>All buildings at the development (both in situ and modular) will be designed and constructed to Region D – Severe Cyclonic and engineered to withstand up to Region D cyclonic winds.</p> <p>2. Cultural Centre</p> <p>There is no Cultural Centre facility proposed as part of this Development Application.</p>	<p>E. Critical Issues.</p> <p>Point 3 - Point 7 operational requirements of the cyclone shelter, note on the development plan 4.33 point 4 allocation of requirement for back up around the cyclone shelter? I cannot find any cyclone shelter on the development plan nor can I find the proposed culture centre.</p>	

<p>27</p>	<p>21101011</p>	<p>Onslow Salt</p>	<p>COMMENT</p>	<p>Thank you for providing Onslow Salt with an opportunity to respond to application DA 21-67 residing on Lot 300 Back Beach Road, Onslow with reference DAP/21/02078 – Transient Workers Accommodation – Onslow Village (herein Lot 300).</p> <p>In providing comments on proposed purpose of Lot 300, Onslow Salt wishes to point out that it seems that on the surface Onslow Salt has not been appropriately consulted, only first being notified of Lot 300 at the evening community briefly which have been limited.</p> <p>Please understand that Onslow Salt is not simply a nearby landowner or occupier, Onslow Salt holds the largest residential workforce and property portfolio within the Onslow township and Onslow Salt ought to be consulted in advance where there is reasonable expectation that impact may occur to its residents given the volume of residents that Onslow Salt holds.</p> <p>With this in mind, we note the following:</p> <ol style="list-style-type: none"> 1. Onslow Salt carries out noise generating activities which is within close proximity to Lot 300. Given that Lot 300 would likely include a transient workforce that includes shift workers, Onslow Salt is concerned that Mineral Resources Limited (MRL) have failed to appropriately consider the impact of this, as Onslow Salt existing activities are unlikely to change and Onslow Salt will not be expected to adjust its operations as a result of Lot 300. 2. It is reasonable to consider that during Construction and post Construction phase of Lot 300 that traffic within Onslow School and the surrounding areas will substantially increase. These concerns are real and critical as the risk profile and impact would need to be strongly considered. MRL had advised Onslow Salt that to address these concerns activities around Lot 300 would only take place outside of school hours, drop off's and pick up's and as such MRL see limited risks associated to school children. <ol style="list-style-type: none"> a. Onslow Salt asks that MRL substantiate this point further and identify how they come to the conclusion that there would be limited risks to Onslow school children and when activities will take place for Lot 300? b. Onslow Salt also asks the Shire of Ashburton to identify what risk assessments they have undertaken as custodians of the Onslow township? 3. It is inevitable that during construction at Lot 300 the Onslow township will be inundated with visitors and workers which will impact the facilities. Following discussions with MRL on the matter, Onslow Salt was advised that the Shire of Ashburton had confirmed that the Onslow township and its facilities can comfortably accommodate a population of at least 10,000 residents. <ol style="list-style-type: none"> 1. Onslow Salt welcomes the Shire of Ashburton to identify how they have determined that the Onslow Town and its facilities can accommodate these numbers that MRL have advised us of. <p>There are additional concerns that Onslow Salt has for this project outside of Lot 300 but considers it appropriate that the Shire of Ashburton and MRL respond to the above in writing. Should you have any questions please do not hesitate in reaching out.</p>	<ol style="list-style-type: none"> 1. The Acoustic Report prepared by Stattec has considered the existing Acoustic Environment and Impact from Onslow Salt and specifically assessed the impact from Onslow Salt on the proposed accommodation pods. Section 3 and Section 4 of the Acoustic Report outline the assessments undertaken and provides various noise attenuation measures (i.e. external wall materials, external glazing and roof construction materials). A detailed noise survey review and update to the suggested noise attenuation measures will be undertaken as a condition of development approval. Furthermore, the design of the accommodation pods will ensure the internal noise levels accord with Australian Standard AS2107:2016. Notwithstanding, the Applicant also notes: <ul style="list-style-type: none"> o Lot 300 is surrounded by existing residential properties that are in similar proximity to the Onslow Salt Operations, with a number of residences within closer proximity than the location of the accommodation pods; and o Lot 300 has a similar proximity to the Onslow Salt site to Development WA's 'Barranara Onslow' residential development. In this regard, it is noted that the 'Onslow Residential Design Guidelines' do not require, mandate or recommend any additional acoustic treatments for residential buildings to be constructed within the 'Barranara Onslow' development. 2. (a) Refer to response to Submission No. 10 Item C. (b) Shire of Ashburton to respond. 3. With respect to Point 3, we note that the discussions between the Applicant and Onslow the Applicant has been advised by the Shire of Ashburton on several occasions that the town has facilities to support a population of 10,000 people. The Applicant's current planning indicates a peak construction workforce of between 200 – 300 personnel that will be accommodated in town and strict protocols will be in place to manage social behaviours. 	<p>This has been discussed within the report.</p>
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Submission Number (Records No.)	Submission Agency	Description of Affected Property (if relevant)	Support, Object, Comment	Submission Details	Applicant Comment
1	Tristan Clark – DPLH – Aboriginal Heritage		SUPPORT	<p>Thank you for your enquiry dated 21 September 2021 to the Department of Planning, Lands, and Heritage (DPLH) regarding the proposed Transient Workers Accommodation - Onslow Village (500 Person) at Lot 300 Back Beach Road, Onslow (the Land).</p> <p>A review of the Aboriginal Heritage Register of Places and Objects as well as the DPLH Aboriginal Heritage Database concludes that the Land intersects with the boundary of Aboriginal site ID 8920 (Onslow 1) — therefore approval under the <i>Aboriginal Heritage Act 1972</i> (AHA) will be required.</p> <p>The DPLH advises the developer to contact Aboriginal Heritage Operations, via AboriginalHeritage@dph.wa.gov.au, during the planning phase of the proposed development — regarding requirements under the AHA.</p> <p>It is noted that the developer, Mineral Resources Limited, is consulting with the Buarabaiyji Thalanyji Aboriginal corporation RNTBC, who represent the intersecting Thalanyji native title determination (WCD2008/003), regarding the proposed development.</p>	Noted.
2	Matt Calabro – Water Corp		SUPPORT	<p>Thank you for your letter dated 24 September 2021. We offer the following comments regarding this proposal. Water Corporation has no objections to the proposed development.</p> <p>Water and wastewater servicing are available to the site. The proponent has been in contact and is working closely with the Water Corporation to provide servicing to the development site.</p>	Noted.
3	Buarabaiyji Thalanyji Aboriginal Corporation		SUPPORT	<p>Buarabaiyji Thalanyji Aboriginal Corporation (BTAC) is the registered native title body and prescribed body corporate for the Thalanyji People, the determined Native Title holders over Onslow and the surrounding area in Western Australia through native title determination WCD2008/003 - Leslie Hayes & Ors on behalf of the Thalanyji People v The State of Western Australia and Others.</p> <p>I write to you on behalf of BTAC to express support for the development proposal of Lot 300 Back Beach Road, Onslow for the following reasons:</p> <ul style="list-style-type: none"> The construction and operation phases of the development have the potential to provide employment opportunities for local residents, with workers potentially contributing to a flow-on effect of increased business for local food and retail outlets Onslow Village, once developed, will accommodate up to 500 persons employed by large-scale resource projects, addressing the need for additional accommodation in the Shire of Ashburton, while stabilising the demand on local housing in the longer term The location and design of Onslow Village to facilitate integration with the established community will likely spread economic benefits through to businesses and services in the Onslow townsite through local spending by the transient workforce on daily activities and local goods The shared recreational facilities within the Onslow Village will assist in contributing to positive social outcomes by creating a sense of belonging for the workforce in the community and providing more opportunities for the existing community to engage in recreational activities The Onslow Village design also enhances the location and surroundings of the site by maximising the topography of the landscape and viewpoints, while providing facilities for the community to better enjoy the amenity and surroundings of the site The incorporation of health and wellness facilities and outdoor recreational spaces will facilitate social integration and provide positive physical and mental health benefits to the transient workforce residents The development will showcase Thalanyji culture and history The development will highlight traditional knowledge and encourage a two-way science approach to environmental management <p>I have attached a Social Impact Statement by ENM Consulting Pty Ltd outlining the potential social impacts and benefits for Thalanyji People of the proposed development of Lot 300 Back Beach Road, Onslow.</p>	Noted.
4	Department of Education		SUPPORT	<p>Thank you for your letter dated 24 September 2021 providing the Department of Education (the Department) with the opportunity to comment on the abovementioned proposal. The Department has reviewed the information submitted in support of the proposal and provides the following comments:</p> <p>The Transient Workforce Accommodation (TiWA) including associated ancillary facilities is proposed to the north of Onslow Primary School (Primary School) across from Simpson Street. Having regard to the Western Australian Planning Commission's Operational Policy 2.4 -</p>	Noted.

	<p>Planning for School Sites, careful consideration of land uses in close proximity to schools such as licensed premises is required since schools are deemed to be sensitive land uses.</p> <p>The Department acknowledges the TWA development is the predominant land use while the Tavern, Recreation - Private and Restaurant are incidental uses. Given that the proposed tavern and other amenities are located behind the proposed accommodation units at a considerable distance from the Primary School, there is unlikely to be any adverse impacts to the safety of students and amenity of the Primary School.</p> <p>The proposal seeks to construct 500 TWA in lieu of a 200 person for a Type A Camp as per the Shire of Ashburton's Local Planning Policy 13 - TWA. However, based on the technical reports that supplemented the proposal including traffic, noise, rubbish disposal, effluent disposal, social, economic and coastal hazard assessment, it appears the proposal is unlikely to have any significant impact on the Primary School.</p> <p>In view of the above, the Department has no objection to the proposal subject to the following condition be imposed:</p> <ul style="list-style-type: none"> A Construction Management Plan (CMP) be established to address noise, odour and dust emissions mitigation. The CMP is to include how car parking, delivery vehicles and traffic impacts associated with construction will be managed so as not to jeopardise the safety of the school community, particularly during peak school drop off/pick up times. 	
	<p>Thank you for referral of the above application for planning approval, received on 21 September 2021. The Department of Water and Environmental Regulation (Department) has reviewed the information provided and offers the following comments.</p> <p>Clearing native vegetation advice</p> <p>Please be advised that under section 51C of the <i>Environmental Protection Act 1986</i> (EP Act), clearing of native vegetation is an offence unless undertaken under the authority of a clearing permit, or the clearing is subject to an exemption. Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations).</p> <p>Based on the information provided, the proposed clearing is unlikely to be exempt and a clearing permit is likely to be required. The Department has not received a clearing permit application for this proposal. Application forms are available from https://www.der.wa.gov.au/our-work/clearing-permits/46-clearing-permit-application-forms.</p> <p>Additional information on how to apply for a clearing permit is available from https://www.der.wa.gov.au/images/documents/your-environment/nativevegetation/fact_sheets/Fact_Sheet_-_how_to_apply.pdf</p> <p>Information regarding clearing permit fees can be found here: https://der.wa.gov.au/our-work/clearing-permits/fees/faqs.100996</p> <p>It is the applicant's responsibility to determine compliance with these exemptions and therefore whether a clearing permit is required. If further clarification is required, please contact DWER's Native Vegetation Regulation section by email (admin.nvp@der.wa.gov.au) or by telephone (6364 7088).</p> <p>Rights in Water and Irrigation Act 1914 / water resource protection</p> <p>The proposed activities occur within the proclaimed Pilbara groundwater and surface water areas and are subject to licensing requirements under the Rights in Water and Irrigation Act 1914 (RiWI). If the proponent needs to use groundwater or surface water for any purpose, including construction, onsite fire hydrants or groundwater dewatering, they will need to apply for a 5C licence to take water and a 26D licence to construct any new water supply bores.</p> <p>It is recommended that during the construction phase of the accommodation village, hydrocarbons, chemicals, and potentially hazardous substances are stored and disposed of in accordance with the Departments' Guidelines and Water Quality Protection Notes.</p> <p>These notes and guidelines provide recommendations on best practice measures to protect water resources, they are available from: http://www.water.wa.gov.au/search-publications</p> <p>Recommended notes include:</p> <ul style="list-style-type: none"> WQPN 10: Contaminant spills – emergency response. WQPN 65: Toxic and hazardous substances – storage and use. <p>Potential contamination and reporting requirements under the Contaminated Sites Act 2003.</p>	<p>COMMENT</p>
<p>Clearing native vegetation advice: A clearing permit will be lodged with DWER</p> <p>RiWI: Applications for 5C or 26D licences will be submitted if access to ground or surface water is required</p> <p>Contamination: The Applicant is aware of its obligations under Section 11 of the CS Act</p> <p>The contamination management responses proposed in the Desktop Contamination Assessment be implemented to address the 6 Areas of Potential Concern (AOPCs) highlighted will be implemented.</p>		

<p>6</p> <p>21/100747</p> <p>Department of Fire and Emergency Services</p>	<p>SUPPORT</p>	<p>The proponent is to be made aware of its obligations, as under section 11 of the Contaminated Sites Act 2003, site owners, occupiers or a person who knows or suspects that they have caused or contributed to contamination must report the site to the Department. If the proponent suspects a site to be contaminated it is to be reported as soon as reasonably practical. However, if the proponent knows a site is contaminated it must be reported within 21 days of the proponent first being aware of the contamination. Failure to do so is considered an offence under the Act.</p> <p>The Department recommends that the contamination management responses proposed in the Desktop Contamination Assessment be implemented to address the 6 Areas of Potential Concern (AOPCs) highlighted.</p> <p>RE: VULNERABLE LAND USE - LOT 300 BACK BEACH ROAD, ONSLOW – TRANSIENT WORKERS ACCOMMODATION - ONSLOW VILLAGE (500 PERSON) - JDAP DAP/21/02078</p> <p>I refer to your letter dated 21 September 2021 regarding the submission of a Bushfire Management Plan (BMP) (Version 1), prepared by Linfire and dated 25 August 2021, for the above development application.</p> <p>This advice relates only to <i>State Planning Policy 3.7: Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the proponent from obtaining approvals applicable to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.</p> <p>The proposal was also referred to DFES's Built Environment Branch (BEB) for initial comment. Development plans will need to be provided to DFES BEB for assessment as required by Regulation 18B of the Building Regulations 2012 (as amended). There appears to be an intent to provide an on-site pump and tank-fed booster and hydrant system. Although specific design details were not clearly stated in the referral documentation, any such system intended to serve Class 2-9 buildings (exceeding 500m² Total Floor Area) will be expected to be designed in accordance with AS2419.1-2005 and meet with the FES Commissioner's Operational Requirements. The hydraulic capability of this system must meet the performance requirements for the structures which it is serving and any requirements for Bush Fire suppression must be considered over and above this demand.</p> <p>Assessment</p> <table border="1"> <thead> <tr> <th data-bbox="820 976 836 1396">1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map</th> </tr> </thead> <tbody> <tr> <td data-bbox="836 976 917 1396"> <table border="1"> <thead> <tr> <th data-bbox="836 1186 852 1396">Issue</th> <th data-bbox="836 976 852 1186">Assessment</th> <th data-bbox="836 787 852 976">Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="852 1186 917 1396"> Landscaping Management Plan </td> <td data-bbox="852 976 917 1186"> The BMP is reliant on a Landscaping Management Plan (LMP) to establish and maintain APZ's (identified in Figure 5 of the BMP) and remaining vegetated areas of Plot 11 as managed to a low threat state in accordance with AS3959. 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	<p>buildings are sited in BAL29 and below. However, Figure 4 of the BMP appears to depict buildings partially located in areas of BAL40. Specifically, buildings located in the south western portion of the project area adjacent to Plot 2. DFES recommends any inconsistencies between Figure 1 and 4 are addressed to ensure the required 15 metre separation distance is achieved between Plot 2 and proposed buildings.</p>												
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<p>Issue Bushfire Emergency Evacuation Plan (BEEP)</p>	<p>Assessment The referral has included a <i>Bushfire Emergency Evacuation Plan</i> for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.2 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the</p>	<p>Action Comment only.</p>											

	<p>appropriate content is detailed when finalising the BEEP to the satisfaction of the Shire.</p>	
	<p>Recommendation – supported subject to modifications</p> <p>The development application and the BMP have adequately identified issues arising from the bushfire risk assessment and considered how compliance with the bushfire protection criteria can be achieved. However, modifications to the BMP are necessary to ensure it accurately identifies the bushfire risk and necessary mitigation measures. As these modifications will not affect the development design, these modifications can be undertaken without further referral to DFES.</p> <p>The required modifications are listed in the table(s) above.</p> <p>As this planning decision is to be made by a Joint Development Assessment Panel please forward notification of the decision to DFES for our records.</p>	
7	21100810	<p>Department of Planning, Lands and Heritage</p> <p>SUPPORT</p> <p>Thank you for giving the Department of Planning, Lands and Heritage the opportunity to comment on development application DA21-76 for workforce accommodation proposed at Lot 300 Back Beach Road, Onslow.</p> <p>The Department notes the Registered Native Title Body Corporate, Buarabalayji Thalanyji Aboriginal Corporation (BTAC) has consented to the application as the future landowner of Lot 300 on DP422325, currently in order for dealings.</p> <ol style="list-style-type: none"> The Department notes the proposal is consistent with the Shire of Ashburton Local Planning Strategy which identifies Lot 300 as an investigation area workforce accommodation and short stay accommodation. The Department notes the consistency of the Bushfire Management Plan against State Planning Policy 3.7 – Planning in Bushfire Prone Areas. The Department notes the existence of registered Aboriginal Heritage sites on Lot 300 and recommends a note advising the applicant of its responsibilities under the <i>Aboriginal Heritage Act 1972</i>, including undertaking consultation with BTAC. With respect to State Planning Policy 2.6 – State Coastal Planning Policy and the adopted <i>Onslow Township Village Coastal Hazard Risk Management and Adaptation Plan</i> which identifies Lot 300 being highly likely to be impacted by coastal processes in the long term, the Department recommends the following condition: <ol style="list-style-type: none"> Development approval shall be limited to a period of not more than 30 years from the date of approval for development within the proposed 30m coastal foreshore reserve, at which point the approval will lapse, and <ol style="list-style-type: none"> The development shall be removed; and The land shall be rehabilitated to its pre-development condition, to the specifications and satisfaction of the local government, at the applicant's cost. <p>The Department has no objections to the proposed development of workforce accommodation at Lot 300 Back Beach Road, Onslow.</p>

Attachment One

Renders from Boardwalk



