



Structure Plan

Lot 26 (No. 9) and Lot 27 (No. 11)
Great Eastern Highway, Somerville

Prepared for Lester Property Investments Pty Ltd
Prepared by TBB Planning
May 2026



Document Information



Structure Plan

**Lots 26 and 27 Great Eastern Highway,
Somerville**
Lester Property Investments Pty Ltd

Prepared by: TBB Planning

Office
Level 7, 160 St Georges Terrace
PERTH WA 6000
Postal
PO Box 7130 Cloisters Square
PERTH WA 6850
Phone 08 9226 4276
Email admin@tbbplanning.com.au

Acknowledgement of country



We respectfully acknowledge the Whadjuk people of the Noongar nation, as the traditional custodians of the land on which we live and work, and recognise their continuing connection.

We pay our respects to the Elders past, present and emerging for they hold the memories, the traditions, the culture and hopes that, through meaningful connection, we aim to apply to the design and planning of communities now and in the future.

Doc ID: 24~104 Great Eastern Highway Somerville 1.0

Revision	Status	Author	Approved by	Date Issued
1.0	Final	F. Farrag E. Saraceni	R. Chapman	27/03/2026

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ENDORSEMENT

This structure plan is prepared under the provisions of the City of Kalgoorlie Boulder Local Planning Scheme 2.

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

[Insert Date]

Date of Approval

Signed for and on behalf of the Western Australian Planning Commission

[Insert Signature]

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

[Insert Signature]

Witness

[Insert Date]

Date

[Date]

Date of Expiry

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC
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TABLE OF DENSITY PLANS

Density Plan No.	Area of Density Plan Application	Date Endorsed by WAPC
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EXECUTIVE SUMMARY

This Structure Plan has been prepared on behalf of Lester Property Investments Pty Ltd, for Lot 26 (No. 9) and Lot 27 (No. 11) Great Eastern Highway, Somerville within the City of Kalgoorlie Boulder.

The Structure Plan applies to a discrete area of approximately 3.8668 hectares of land zoned 'Urban Development' under the City of Kalgoorlie-Boulder Local Planning Scheme No. 2. It establishes the strategic basis for coordinated subdivision and development of the land for a mix of residential, mixed use and commercial purposes.

The Structure Plan has been prepared to facilitate:

- Approximately 36 to 42 grouped dwellings within a Residential zone designation.
- A range of supporting uses within a Mixed-Use zone designation.
- A neighbourhood-scale commercial centre with opportunities for a supermarket, specialty retail tenancies, hotel and tavern within a Commercial zone designation.

The proposal leverages the site's strategic location along Great Eastern Highway and its position within an established residential catchment. It seeks to deliver an integrated mixed-use precinct that enhances housing supply and diversity, strengthens local service provision and supports worker and tourist accommodation within the City of Kalgoorlie-Boulder.

The vision for the Structure Plan is to deliver a well-designed and accessible precinct that provides additional housing choice and short-stay accommodation, delivers convenient retail and hospitality services for existing and future residents and ensures coordinated land use, movement and built form outcomes that respond appropriately to site conditions and surrounding development.

The Structure Plan responds to applicable State and local planning framework objectives, including State Planning Policy 4.2 – Activity Centres, the Goldfields-Esperance Regional Planning Framework, the City of Kalgoorlie-Boulder Local Planning Strategy and Strategic Community Plan. The proposal supports infill development within an 'Existing Urban' area, contributes to housing and short stay accommodation supply, and reinforces Kalgoorlie-Boulder's role as a regional service centre.

The Structure Plan has been prepared in accordance with Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the WA Planning Manual – Guidance for Structure Plans (August 2023).

The Structure Plan comprises of:

- **Part One** – Implementation, including the Structure Plan map; and
- **Part Two** – Explanation, including the technical appendices.

Technical reports and studies have been prepared and are appended to the Structure Plan:

- **Appendix A** – Transport Impact Assessment, prepared by Donald Veal Consultants
- **Appendix B** – Retail Needs Assessment and Net Benefit Test, prepared by Pracsys

The following **Table 1** is a summary of the key statistics and information as it applies to the structure plan area.

Table 1 Structure Plan Summary

Item	Data			Structure Plan Ref (Section no.)	
Total area covered by the structure plan	3.8668	Hectares			Plan 1
Area of each land use proposed:	Hectares	Lot yield			Part 1 – Section 2.1 and Plan 1
Residential	0.9275	3			
Mixed Use	0.4335	1			
Commercial	2.0775	2			
Total estimated lot yield	Hectares	Lot yield			Part 1 – Section 2.2 and Plan 1
	3.4220	6			
Estimated number of dwellings	36 to 42				
Estimated residential site density	9.3	dwellings per site/ hectare			
Estimated population	97.2	@2.7 people per household			
Number of high schools	Nil				Part 2 – Section 2.3
Number of primary schools	Nil				
Estimated commercial floor space	0.3956	Net lettable area			Part 2 – Section 5.1
Estimated public open space given over	Nil	Hectares	00	%	Part 1 – Section 2.1.3 and Plan 1
Estimated percentage of natural area	Nil	Hectares	00	%	

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Traffic Impact Assessment

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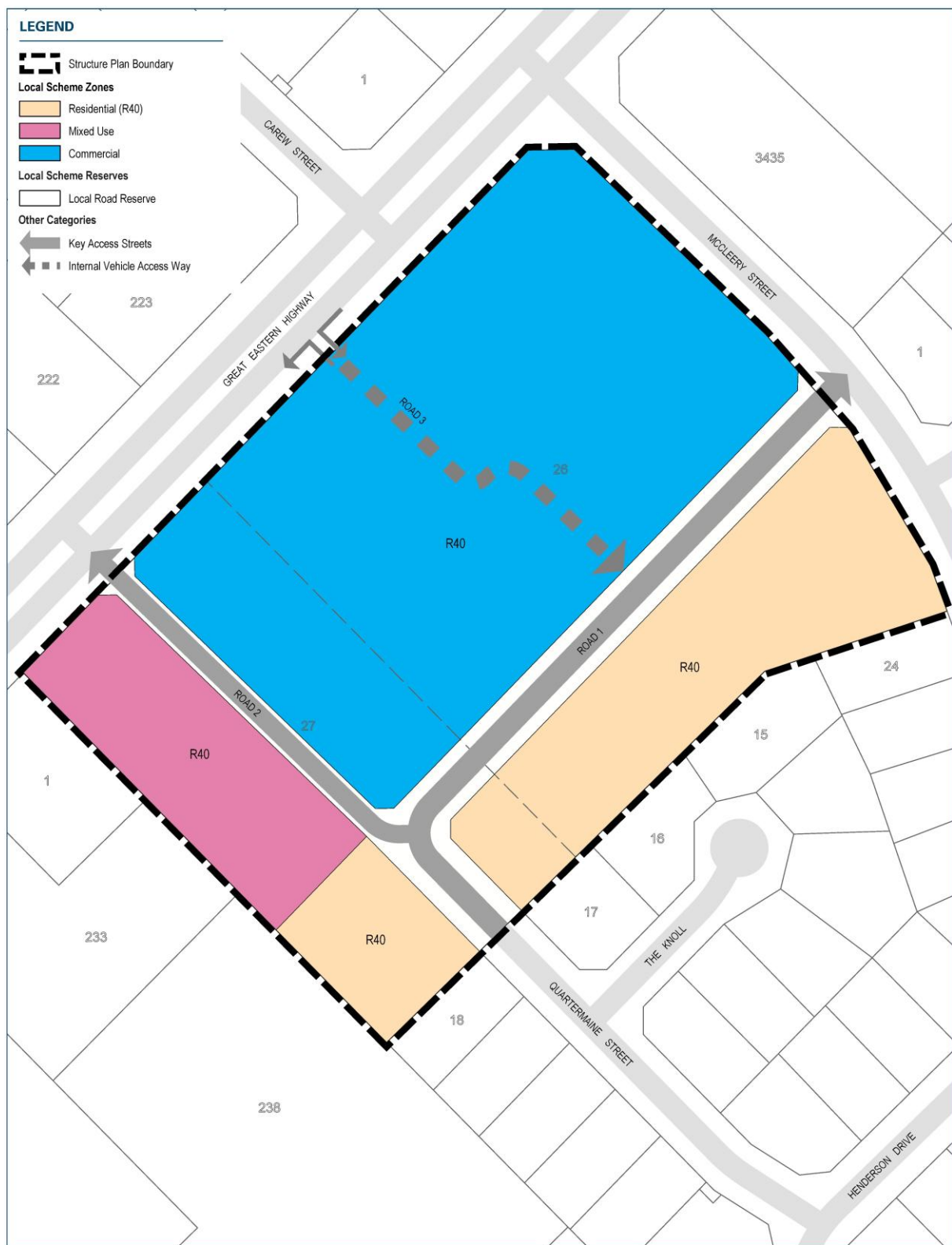
Retail Needs Assessment and Net Benefit Test

Appendix C

Indicative Concept Plan

Part 1

Implementation



TBB Planning Level 7, 160 St Georges Terrace Perth WA 6000 T (08) 9226 4276 E admin@tbbplanning.com.au tbbplanning.com.au	Scale 1:1500 @ A4 1:750 @ A2 0 10 20 30m 	Date 13/03/2026	Plan 24/104/004 Grid PCG94	Drawn JB Approved ES	PLAN 1 Structure Plan LOTS 26 AND 27 GREAT EASTERN HIGHWAY, SOMERVILLE, KALGOORLIE	
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Plan 1 Somerville Structure Plan Map

1.0 Implementation

1.1 Structure Plan Area and Operation

The Structure Plan applies to the land contained within the inner edge of the dashed line denoting the structure plan boundary on the Structure Plan Map (refer to **Plan 1**). The Structure Plan covers an area of approximately 3.8668 hectares across two adjoining lots within the Somerville area.

1.2 Structure Plan Operation

In accordance with Schedule 2, Part 4, Clause 28(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*, the Structure Plan is in effect for a period of 10 years from the date which the Western Australian Planning Commission (**WAPC**) approves the Structure Plan (or for any other period determined by the WAPC when approving the Structure Plan).

This Structure Plan has been prepared consistent with the requirements of Schedule 2 of the Deemed Provisions of the Regulations, and the WA Planning Manual – Guidance for Structure Plan (WAPC, August 2023). This Structure Plan has also been prepared pursuant to the requirements of the ‘Urban Development’ zone in Clause 16 of the City of Kalgoorlie Boulder *Local Planning Scheme No. 2 (LPS 2)*.

Pursuant to Clause 27(1) of Schedule 2 of the Regulations, a decision-maker for an application for development approval or subdivision approval in an area covered by a Structure Plan that has been approved by the WAPC is to have due regard to, but is not bound by, the Structure Plan when deciding the application.

1.3 Purpose and Objectives

The Structure Plan provides a strategic planning framework to guide future subdivision and development across the site in a coordinated manner.

The objectives for the structure plan area are as follows:

- **Site Responsive** – To ensure land use configuration and development respond appropriately to the site’s topography and establish compatible interfaces with adjoining streets and residential areas.
- **Connectivity** – To optimise connectivity and accessibility within and through the Structure Plan area, including safe and legible pedestrian and vehicle movement.
- **Built Form and Public Realm** – To facilitate high-quality built form and public realm outcomes that promote safety, passive surveillance and pedestrian amenity.
- **Housing Diversity** – To support a mix of residential and short-stay accommodation that contributes to housing diversity and responds to the needs of the locality.
- **Local Facilities** – To enable a range of complementary retail and other commercial services and facilities that support the local community, nearby residential areas and surrounding businesses.
- **Social Interaction and Activation** – To encourage development that contributes to an attractive and activated environment that supports social interaction and visitation.

1.4 Staging of Implementation

Development within the Structure Plan area is expected to occur progressively over the short and medium term, seeking to ensure orderly integration with surrounding areas and allow essential services and access to be extended efficiently. New roads and crossovers will be required to be constructed to support the future commercial, residential and mixed use sites as they are progressively developed.

2.0 Subdivision and Development Requirements

This structure plan has been prepared to provide an appropriate level of information to guide future subdivision and development. The following requirements will be implemented through subdivision and development within the structure plan area.

2.1 Land Use Zones and Reserves

The Structure Plan Map (**Plan 1**) designates proposed zones and reserves in the structure plan area, as follows:

- Residential (R40) Zone
- Mixed Use Zone
- Commercial Zone
- Local Road Reserve

Subdivision and development of the land is to be generally in accordance with the Structure Plan Map (refer **Plan 1**). Local road reserves are shown indicatively with the extent to be confirmed at subdivision stage.

2.1.1 Zoning and Land Use Permissibility

Development within the Structure Plan area is to be consistent with the objectives of the prescribed zones and reservations as detailed on the Structure Plan Map. Land use permissibility is to be in accordance with the relevant zone and land use permissibility of the zoning table in accordance with the City of Kalgoorlie Boulder's LPS 2.

2.1.1.1 Residential

The structure plan delivers outcomes consistent with the objectives of the 'Residential' zone, primarily by providing for a mix of lot sizes and housing typologies to meet the needs of the community consistent with the R-Codes, delivered by future subdivision and development applications, as required.

Land use permissibility is established by the zoning table for the 'Residential' zone in the local planning scheme. It is anticipated that other uses may be contemplated within the 'Residential' zone, where listed in the zoning table. This will facilitate a range of compatible non-residential uses that can be complementary to the residential development.

2.1.1.2 Mixed Use

The structure plan delivers outcomes consistent with the objectives of the 'Mixed Use' zone by establishing a neighbourhood-scale, well integrated mixed use site that allows for a diverse range of uses intended to support the needs of the surrounding community. The zone provides an opportunity for suitable built form and land use interfaces that manage impacts on adjoining residential areas and local amenity, while accommodating a range of commercial uses of an appropriate scale and design.

Land use permissibility is established by the zoning table for the 'Mixed Use' zone in LPS 2.

2.1.1.3 Commercial

The Structure Plan gives effect to the Commercial zone objectives by identifying a well-located activity node that accommodates a range of commercial uses, including retail and food and beverage offerings of varying scale, establishes a

strategic framework and design principles to guide streetscape outcomes, and incorporates interface and movement considerations to manage impacts on adjoining residential areas and local amenity.

Land use permissibility is established by the zoning table for the 'Commercial' zone in LPS 2.

2.1.2 Road Reserves

The proposed movement network has been designed to provide a safe, legible and efficient movement network that supports walkable neighbourhood principles and integrates with the existing road network for Somerville.

Two key access streets (Road 1 and Road 2) are included on the Structure Plan Map, providing access to the site from Great Eastern Hwy and McCleery Street, and extending to provide future access onto Quartermaine Street.

The Structure Plan is subject to the following key movement network considerations:

- The street network should be developed generally in accordance with the road hierarchy shown on the Structure Plan Map.
- Road 1 (Access Street) is to function as the primary access for the residential development within the eastern portion of the site and will provide full movement access from McCleery Street.
- Road 2 (Access Street) is to provide a continuation of Quartermaine Street and will be restricted to full movement access onto Great Eastern Highway.
- A left-in left-out access way is identified along Great Eastern Highway to service the northern commercial component of the Structure Plan area. A minimum separation distance of 100m from McCleery Street is to be maintained.
- Road reserves and supporting cross sections should generally be developed in accordance with Liveable Neighbourhoods standards and are to be detailed further at subdivision stage.
- Intersection treatments and pedestrian linkages should be generally in accordance with the Transport Impact Assessment (refer **Appendix A**), with final designs to be determined at the subdivision stage.

2.1.3 Public Open Space

The Structure Plan does not identify land to be ceded for Public Open Space (**POS**).

In accordance with *Liveable Neighbourhoods* and Section 152 of the *Planning and Development Act 2005*, a minimum of 10 per cent of the gross residential subdivisible area may be required to be provided as POS at the subdivision stage. Mixed use sites are generally required to contribute to the minimum applicable POS requirement in proportion to the residential component of the mixed-use site. Given the limited size of the residential components on both the residential zoned land and the mixed use site, the provision of on-site POS would result in a small, fragmented space that would not meet the locational, access and functionality criteria of Liveable Neighbourhoods.

Accordingly, it is considered appropriate that the POS requirement be satisfied through a cash in lieu contribution at subdivision stage. Any cash-in-lieu contribution is to be calculated and applied in accordance with the requirements of the *Planning and Development Act 2005* and the WAPC Position Statement – Public Open Space and should be applied towards the acquisition and/or development of POS within the City of Kalgoorlie.

2.2 Density and Development

2.2.1 Density and R-Codes

Plan 1 designates a density code of R40 to residential development in the Residential, Mixed Use and Commercial zones. Residential subdivision and development should comply with the provisions of this Structure Plan and the *Residential Design Codes (Volume 1) (R-Codes)* for all other density requirements.

2.2.2 Dwelling Target

The Structure Plan provides for approximately 36 dwellings to 42 dwellings, subject to refinement through detailed subdivision design and R-Codes Plan approval. This indicative yield reflects the current residential cells shown on **Plan 1**.

2.2.3 Development Principles

Future subdivision and development should be in accordance with the following principles.

2.2.3.1 Residential Zone

- Deliver an appropriate transition between the more intensive mixed use and commercial components of the Structure Plan area and the existing dwellings to the south and east.
- Be designed to address the site's sloping topography through responsive building design, finished levels, retaining treatment and lot layout that minimise visual bulk and adverse interface impacts.
- Present dwellings to public streets and internal access ways to support passive surveillance, legibility and streetscape quality.
- Provide safe and convenient pedestrian connections to surrounding streets, the mixed use site and the neighbourhood scale commercial area.
- Demonstrate that noise sensitive development is designed in accordance with SPP 5.4 having regard to the site's proximity to Great Eastern Highway, where applicable.

2.2.3.2 Mixed Use Zone

- Provide a flexible transition land use between the residential component and the more intensive commercial activities fronting Great Eastern Highway.
- Accommodate a mix of compatible uses, including residential, short stay accommodation, commercial uses of varying scale, and other complementary uses permitted by the Scheme.
- Be designed to ensure that the scale, intensity and operation of non-residential uses do not have an unacceptable impact on the amenity of adjoining residential development.
- Locate servicing, loading, waste storage and other back of house functions away from key pedestrian edges and residential interfaces or suitably screen them from view.
- Provide safe and legible pedestrian access to the neighbourhood centre and surrounding residential areas.
- Demonstrate that residential or other noise sensitive uses are appropriately designed to address transport noise where required under SPP 5.4.

2.2.3.3 Commercial

- Shop/Retail floorspace (PLUC: 5-SHP) is to be capped at 4,000m² unless supported by a further retail needs assessment and net benefit test.
- Present a high-quality built form outcome to Great Eastern Highway, internal streets and public spaces, with building orientation and design that contribute to an active and attractive streetscape.
- Provide active frontages to key pedestrian routes, public realm areas and shopfront edges, particularly around the main retail and commercial nodes.
- Ensure vehicle access, parking, servicing and delivery areas are designed to support safe and efficient operation while minimising impacts on pedestrian amenity and the appearance of the public realm.
- Locate servicing and loading areas away from primary street frontages and key pedestrian edges or otherwise screen them through building design and landscaping.

2.2.4 Interface with Adjoining Areas

The Structure Plan has been designed to ensure an appropriate interface between the proposed development and surrounding land uses as follows:

- Grouped dwelling sites are located along the southern and eastern boundaries of the Structure Plan area where the site adjoins existing residential neighbourhoods. This arrangement provides a compatible land use transition between the commercial and mixed-use development and the surrounding residential areas, while maintaining residential amenity.
- Commercial development should be concentrated along the Great Eastern Highway frontage, reflecting its role as a regional transport corridor and reduced sensitivity of adjoining land uses. Where commercial uses interface with residential areas, site planning and built form should incorporate appropriate design responses (e.g. landscaping, setbacks, and orientation) to manage amenity and ensure a compatible transition.

Future subdivision and development applications should demonstrate appropriate built form transitions, landscaping and interface treatments to ensure compatibility with adjoining residential areas.

2.2.5 Heritage

There have been no Aboriginal Cultural Heritage Place (**ACH**) or Historic Heritage Places identified within the Structure Plan boundary.

2.3 Other Requirements

2.3.1 Vehicle Access

The Structure Plan proposes three access points, with one full movement intersection and one driveway accessway to Great Eastern Highway and one full movement intersection to McCleery Street. The following access restrictions apply:

- Road 1 (Access Street) intersection is to provide full movement access from McCleery Street.
- Road 2 (Access Street) intersection is to provide full movement access onto Great Eastern Highway.
- The left-in left-out access way is to be restricted to left-in / left-out access onto Great Eastern Highway.
- A minimum separation distance of 100m is to be maintained between McCleery Street and the Access Way.

2.3.2 Parking Provision

Parking provision for non-residential development is to be in accordance with Schedule 1 of the City's LPS 2. Variations to the Scheme's parking requirements may be considered at the development application stage in accordance with Clause 37 of the City's LPS 2 and Part 9A of Schedule 2 of *the Planning and Development (Local Planning Schemes) Regulations, 2015*.

Parking provision for residential development is to be in accordance with the relevant provisions of the Residential Design Codes for R40 coded land.

Any proposed variation is to be supported by appropriate justification at development application stage, to the satisfaction of the City.

2.3.3 Infrastructure Arrangements

Infrastructure arrangements for the structure plan area will be coordinated through a combination of local upgrades and standard servicing requirements. Road and intersection upgrades may be required as a condition of future subdivision and development approval, to support increased traffic and ensure safe access.

Utility infrastructure, including water, sewer and power, will be upgraded as required to service the development. Each lot will be required, as a condition of subdivision or development approval, to connect to a reticulated water, sewer and power supply, by arrangement with the relevant authority.

2.3.4 Road and Rail Noise

The Structure Plan area is located within Special Control Area 7 (**SCA 7**) under the City's LPS 2, as the land falls within the *State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)* trigger distance for Great Eastern Highway.

In accordance with LPS 2 and SPP 5.4, the following provisions will apply to development within the Structure Plan area:

- Planning approval is required for all development involving noise sensitive land uses located wholly or partly within SCA 7.
- All development applications will be assessed in accordance with SPP 5.4.
- Where applicable, development applications may be required to be supported by an acoustic assessment prepared in accordance with SPP 5.4.
- Any subdivision and development within the Structure Plan area is to demonstrate compliance with the requirements of SPP 5.4 to the satisfaction of the City of Kalgoorlie-Boulder and the WAPC.

2.3.5 Development Contributions

This Structure Plan does not identify cost sharing arrangements as being required to deliver infrastructure necessary for future development. Should the Structure Plan area be subdivided, there are suitable provisions in Planning and Development Act 2005 for developers to see a contribution for the construction of roads from future subdividers.

3.0 Additional Details

3.1 Information Requirements for an Application

The following **Table 2** lists the information to be submitted with an application for development and/or subdivision, what matters the plan/study will address, and the relevant consultation requirements.

Table 2 Information to be submitted with an application

Additional Information / Purpose	Approval Stage	Responsible Agency (consultation required)
Transport Noise Assessment – To be prepared in accordance with <i>State Planning Policy 5.4 – Road and Rail Noise</i> , to address noise impacts arising from Great Eastern Highway.	Subdivision and Development Applications	Main Roads WA & City of Kalgoorlie Boulder
Traffic Impact Assessment – To be prepared in accordance with the <i>Transport Impact Assessment Guidelines Volume 3 and 4</i> .	Subdivision and Development Applications	Main Roads WA
Stormwater Drainage Plan – To detail the management of stormwater both on and off site.	Subdivision and Development Applications	Department of Water and Environment Regulation, City of Kalgoorlie Boulder
Net Benefit Test – To be prepared in accordance with <i>State Planning Policy 4.2 – Activity Centres</i> , where additional shop/retail floorspace is proposed beyond the cap identified within this Structure Plan.	Development Application for Commercial and Mixed Use zoned land involving retail land uses.	City of Kalgoorlie Boulder
Preliminary Site Investigations Report – To be prepared to consider any site contamination that may be present on site.	Subdivision and Development Applications	City of Kalgoorlie Boulder

3.2 Studies/Plans Required as Condition

The following **Table 3** identifies studies/plan(s), to be required under conditions of subdivision/development approval where applicable.

Table 3 Studies to be required as a condition of subdivision / development approval

Study/Plan	Approval Stage	Responsible Agency
Urban Water Management Plan – To detail the management of stormwater both on and off site in accordance with the WAPC's Better Urban Water Management Guidelines	Subdivision and Development Applications	Department of Water and Environmental Regulation
Landscape Plan	Subdivision and Development Applications	City of Kalgoorlie Boulder

Part 2

Explanation

1.0 Introduction and Purpose

The Lot 26 (No. 9) and Lot 27 (No. 11) Great Eastern Highway, Somerville Structure Plan has been prepared on behalf of Lester Property Investments Pty Ltd by TBB Planning. The Structure Plan seeks to provide for progressive and planned development of the site for residential uses and complementary commercial and other non-residential uses to service the needs of the local community, in accordance with the 'Urban Development' zoning under the City of Kalgoorlie-Boulder *Local Planning Scheme No. 2 (LPS 2)*.

It has been prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)* and follows the format and content of the Western Australian Planning Commission (**WAPC**) *WA Planning Manual – Guidance for Structure Plans*, and has been informed by consultation with key stakeholders, and government authorities.

The Structure Plan comprises two parts and technical appendices as follows:

- **Part 1 – Implementation:** Contains the Structure Plan map and outlines the requirements that will be applied when assessing subdivision and development applications
- **Part 2 – Explanatory Section:** Discusses the key outcomes, planning implications of the background and technical reports and more detailed planning framework.

The following technical reports and studies have been prepared and are appended to the Structure Plan:

- **Appendix A** – Transport Impact Assessment, prepared by Donald Veal Consultants
- **Appendix B** – Retail Needs Assessment and Net Benefit Test, prepared by Pracsys

1.1 Land Description

1.1.1 Location

The Structure Plan area is located within the suburb of Somerville in the City of Kalgoorlie-Boulder, approximately two kilometres east of the Kalgoorlie town centre. The land comprises two adjoining landholdings with direct frontage to Great Eastern Highway, a key regional transport corridor connecting Kalgoorlie-Boulder with Perth and other regional centres.

The land is located within an established urban and industrial context which is currently characterised by a mix of developed and underutilised land (refer **Figure 1**).

The immediate surrounding land uses are as follows:

- **North / North-East:** Established residential and mixed-use development, predominantly single dwellings with some grouped housing.
- **East:** Residential neighbourhoods forming part of the broader Somerville suburb, generally coded R12.5.
- **South:** Residential land ranging from R10 to R40, transitioning to future urban development further south.
- **West:** Great Eastern Highway and associated transport infrastructure, with light industrial and service-related uses located north of the Highway and General Industry uses south of the Highway.

The site's position within an established residential catchment and its frontage to a strategic transport route support the potential for neighbourhood-scale commercial, short stay accommodation and residential development. At the same time, the proximity of existing dwellings necessitates careful consideration of land use interfaces, built form transition and amenity protection.



Figure 1 Location Plan

1.1.2 Legal Description

The legal description of the subject lot included within the Structure Plan area is outlined in **Table 5** below.

Table 4 Land Ownership Details

Lot	Plan	Volume	Folio	Area	Registered Proprietor
26	29699	2219	581	2.5623ha	Vier Pty Ltd
27	29699	2219	582	1.3045ha	Vier Pty Ltd

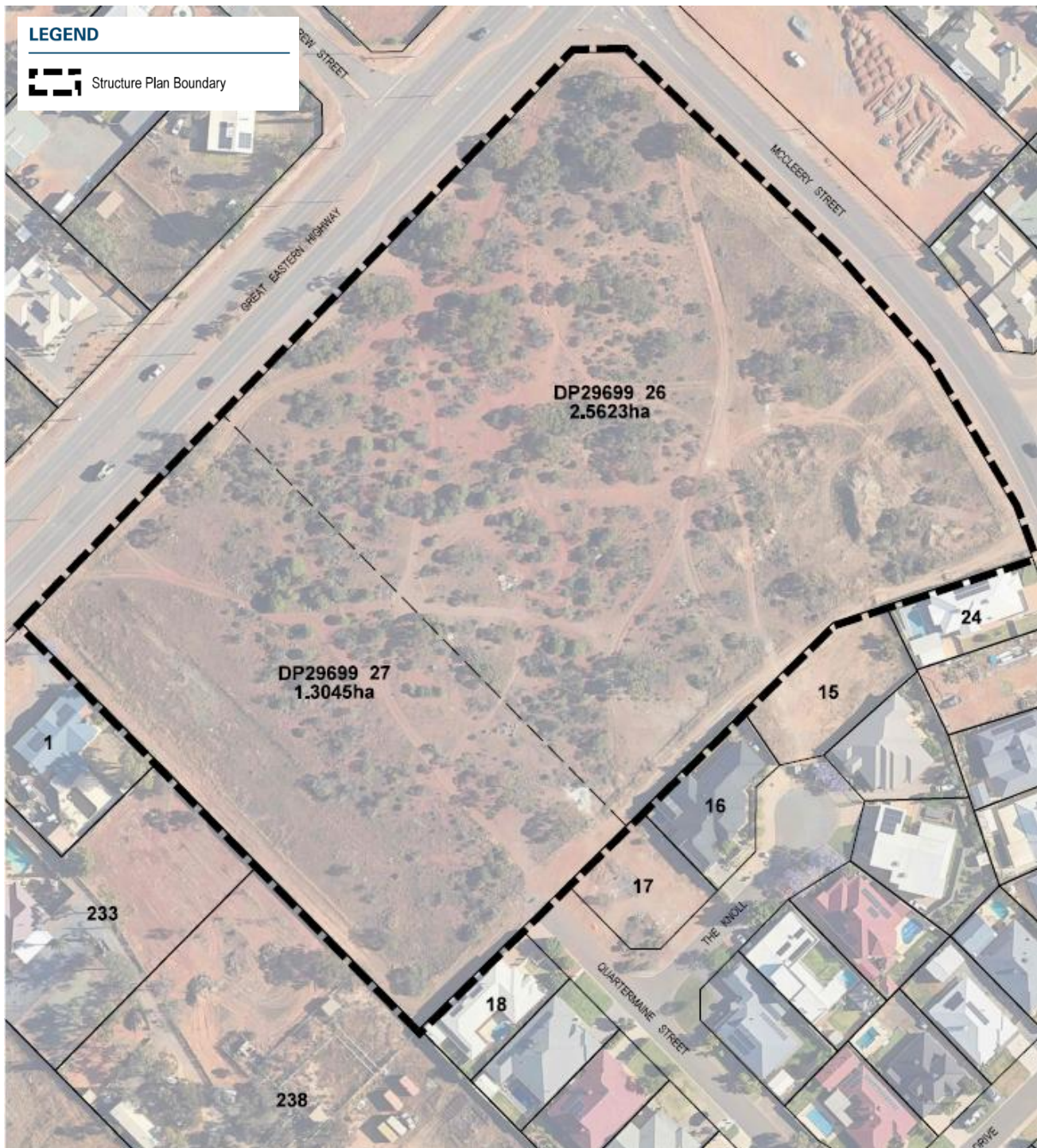


Figure 2 Cadastral Plan

2.0 Site and Context Analysis

2.1 Physical Context

2.1.1 Climate

The Structure Plan area experiences a semi-arid climate typical of the Goldfields region, characterised by very hot summers, with maximum temperatures frequently exceeding 40°C. Average monthly rainfall data indicates a relatively even distribution throughout the year, although summer rainfall events commonly occur due to thunderstorm activity or the remnants of tropical cyclones.

The climatic conditions have implications for building orientation, material selection, shading, landscaping design and water-sensitive urban design responses. Future development within the Structure Plan area should incorporate climate responsive design measures to improve thermal comfort, reduce heat gain and promote water efficiency.

2.1.2 Topography

The site is characterised by a noticeable gradient, with approximately 6 metres of fall across approximately 120 metres, generally descending from the south-east to the north-west (refer **Figure 3**).

This change in level presents both opportunities and constraints. The slope provides potential for elevated outlooks and visual prominence for grouped dwelling sites, while also requiring careful consideration of interface treatments with existing properties along The Knoll, as well as implications for stormwater management and overland flow paths. Future subdivision and development will need to respond sensitively to the natural landform to enable functional and visually integrated built form.



Figure 3 Existing Site Topography (1-5m contours)

2.1.3 Place Description

The Structure Plan area forms part of the broader Somerville residential precinct, characterised by suburban streetscapes, detached dwellings and local scale community facilities. The locality is well established, with access to schools, early learning and daycare centres, community facilities, short stay accommodation and local services within the broader urban area.

The Great Eastern Highway frontage provides a more urban and transport-oriented interface, with higher traffic volumes and visual exposure. This frontage presents an opportunity for a more active built form outcome, while ensuring appropriate landscaping and buffering to mitigate visual and acoustic impacts.

The Structure Plan seeks to contribute to the evolution of this area through coordinated mixed-use development that complements the existing residential character.

2.1.4 Environmental Factors

The Structure Plan area does not contain any known regionally significant environmental features and is located within an established urban area. Key environmental considerations relevant to the Structure Plan include:

- Stormwater management, particularly given the site's gradient and proximity to Great Eastern Highway.
- Water efficiency in response to the arid climate.
- Landscaping design that reflects local character while minimising water demand.
- Potential transport noise impacts associated with Great Eastern Highway (addressed separately under *State Planning Policy 5.4 – Road and Rail Noise*).

Future subdivision and development applications will be required to demonstrate appropriate stormwater management, site responsiveness and compliance with relevant state planning policies.

2.1.5 Infrastructure and Services

The site has frontage to Great Eastern Highway, a primary distributor road, and McCleery Street, a local road. The presence of these road reserves typically accommodates multiple underground services, suggesting good potential for connection to existing utilities. **Figure 4** illustrates existing utilities and service connections located in proximity to the subject site and is further discussed below.

2.1.5.1 Water Supply

Existing water infrastructure is present along the surrounding road network. Existing water pipes run along Great Eastern Highway and McCleery Street, with several water meters indicated along adjacent developed lots. Reticulated water supply is available in proximity to the site and can be extended to service the site as part of future development.

2.1.5.2 Electrical Power

Both underground and above ground electricity infrastructure are present in the surrounding streets. Underground low voltage and high voltage power lines are located along sections of the road network surrounding the site. Above ground power infrastructure, including power poles and overhead lines, are located along nearby streets servicing surrounding residential areas. Electrical infrastructure runs along McCleery Street and surrounding residential streets and can be extended to service the subject site.

2.1.5.3 Stormwater Drainage

The standard approach in the City of Kalgoorlie-Boulder for stormwater drainage is that stormwater is discharged and drained into the local road network. Although this can be implemented for the subject site, careful consideration will be required to limit stormwater discharge onto Great Eastern Highway, given its function as a regional road.

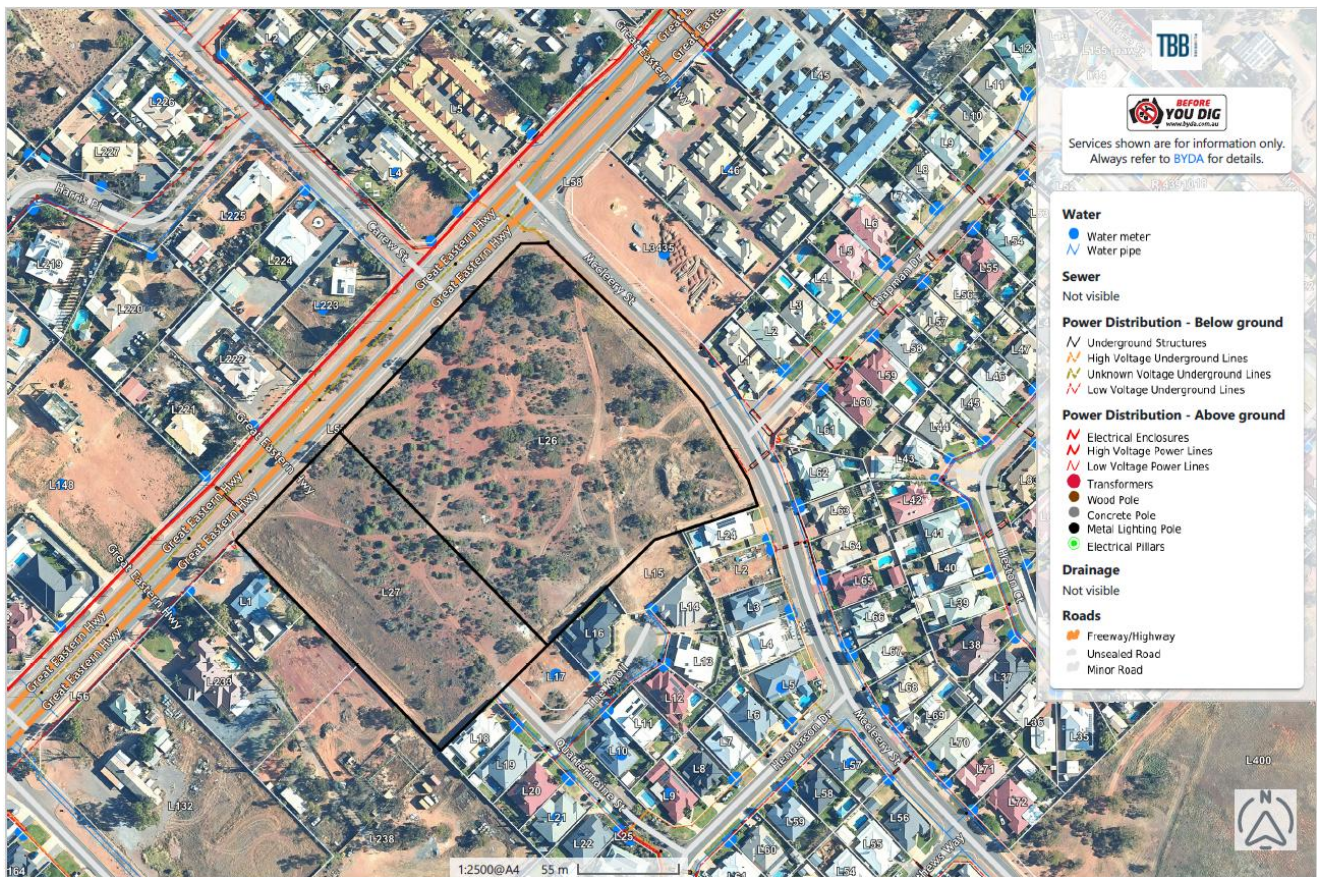


Figure 4 Existing Utilities and Service Connections

2.1.6 People Movement

The site benefits from direct access to Great Eastern Highway, providing strong regional connectivity and convenient access to the broader Kalgoorlie–Boulder area. The surrounding residential street network, including McCleery Street and Wingate Street, provides local connectivity and access to nearby neighbourhood destinations.

Public transport within the city is provided by TransGoldfields, which operates three bus routes (861, 862 and 863). The site benefits from proximity to Route 863, with a bus stop located approximately 400 metres east of the site along Great Eastern Highway, providing accessible public transport connections within the city.

Footpaths are currently provided along both sides of Great Eastern Highway and McCleery Street in the vicinity of the site, supporting pedestrian movement within the local area. However, there is currently no formal pedestrian crossing facility across Great Eastern Highway. As a result, pedestrian movements to and from the south-east are likely to occur via Wingate Street, connecting to either Great Eastern Highway or McCleery Street.

2.2 Community Context

2.2.1 People

At the 2021 Census, Somerville had a population of approximately 4,165 people, with males accounting for a slightly higher proportion of residents than females. The population has a relatively young age profile, with a median age of 33 years, which is younger than the Western Australian median. Children and young adults form a substantial proportion of the population, with strong representation in the 0–14 year and 25–39 year age groups, while residents aged 65 years and over represent a smaller share of the population. This age structure reflects a community dominated by working-age adults and families with children.

Socio-economic indicators show that Somerville is relatively advantaged. Median weekly household and personal incomes are higher than Western Australian averages, reflecting high workforce participation and a strong presence of full-time

employment. Labour force participation is high, and unemployment levels are low, indicating favourable economic conditions for residents at the time of the 2021 Census.

2.2.2 Housing

At the 2021 Census, Somerville contained approximately 1,771 private dwellings, with an average household size of 2.8 persons. This household size is higher than the Western Australian average and aligns with the suburb's younger age profile and prevalence of family households.

There is currently an under provision of accommodation within Kalgoorlie-Boulder, both residential and for its transient workforce. Kalgoorlie has around 30,000 residents and a residential vacancy rate of 0.4%, indicating a large gap in unfulfilled demand. This issue coincides with the business boom Kalgoorlie is experiencing through large investments from mining companies, further driving demand for labour and creating a gap of unoccupied jobs.

2.2.3 Economy and Employment

Somerville's economy is closely linked to the broader Kalgoorlie-Boulder regional economy. Labour force participation among residents aged 15 years and over is high, with the majority of employed residents working full-time. Unemployment levels are low at 2.7%, compared to 6.3% for the State.

The dominant industry of employment for Somerville residents is gold ore mining (20.4%), followed by primary education (4.7%) and hospitals (2.8%), reflecting the economic structure of the Eastern Goldfields region. Occupations commonly reported include technicians and trades workers (22.7%), professionals (17.5%), machinery operators and drivers (14.6%) and managers. These patterns indicate a workforce strongly aligned with the mining and resources sector and its supporting industries.

Somerville's workforce demonstrates a prevalence of full-time employment and reliance on private vehicles for commuting, reflecting the shift-based and geographically dispersed nature of regional employment, particularly within the resources sector.

Median weekly household income is approximately \$3,000, well above the Western Australian median of \$1,815. Personal incomes are also higher than state averages, reflecting the prevalence of full-time employment and relatively high-paying industries.

2.2.4 Culture, Values and Identity

Somerville has a higher than average Aboriginal and Torres Strait Islander population, with around 4.8% of residents identifying as Indigenous. This is above the Western Australian average and highlights the importance of inclusive community planning and culturally appropriate service provision. The suburb also demonstrates moderate cultural diversity. While the majority of residents were born in Australia, a significant proportion were born overseas, particularly in New Zealand and southern African countries. English is the dominant language spoken at home, although nearly 20% of households speak a language other than English, reflecting the suburb's multicultural composition.

2.2.5 Social Infrastructure and Services

Social infrastructure comprises the facilities, services and spaces that support community wellbeing, including health and education services, community facilities, recreation areas, public safety infrastructure and cultural amenities.

The Structure Plan area is well located in proximity to a range of existing social infrastructure. This includes the Goodstart Early Learning Centre and Ebenezer Daycare and is located less than 1km from the City of Kalgoorlie-Boulder Centre, Centennial Park public playground and the St John Sub Centre. The site is also within approximately 3 km of South Kalgoorlie Primary School, John Paul College and Kalgoorlie-Boulder Community High School.

The Structure Plan responds to the availability of nearby social infrastructure by:

- Providing additional grouped dwellings and short-stay accommodation to contribute to housing diversity and support worker and tourist accommodation needs.

- Delivering neighbourhood-scale retail and hospitality uses that improve local access to goods and services. This is intended to reduce average trip distances for residents within the surrounding trade area by localising access to supermarket and convenience retail and reducing the need for longer cross-town travel.
- Supporting local employment opportunities during both the construction and operational phases of development.
- Integrating residential and commercial components in a manner that encourages activity, accessibility and opportunities for community interaction.

2.3 Planning and Governance

2.3.1 State Planning Framework

2.3.1.1 State Planning Strategy 2050

The *State Planning Strategy (SPS)* provides a strategic context and basis for the integration and coordination of land-use planning and development across State, regional and local jurisdictions. The SPS guides, shapes and informs the hierarchy of State, regional and local planning tools, instruments and decisions within the Western Australian planning system.

The SPS proposes that diversity, liveability, connectedness and collaboration is central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

This Structure Plan is consistent with the strategic vision set out in the SPS. It will assist in the achievement of ensuring the region builds upon its competitive advantage through the delivery of quality housing and increased workforce capacity.

2.3.1.2 Regional and Sub-Regional Structure Plan

The Goldfields–Esperance Regional Planning and Infrastructure Framework (2015) provides the regional context for land use planning in the Goldfields–Esperance region. The Framework identifies major regional challenges and opportunities, including economic growth linked to the resources sector, housing supply pressures, infrastructure coordination and the strengthening of Kalgoorlie-Boulder’s role as the primary regional service centre.

The Framework emphasises the need to support population growth associated with mining and related industries, improving housing supply and diversity, while facilitating economic development and employment generation.

The Goldfields-Esperance Development Commission (**GEDC**), in collaboration with the WAPC, is progressing an updated regional planning strategy to further guide long-term regional growth and investment.

Consistent with the regional planning framework, the Structure Plan seeks to reinforce Kalgoorlie-Boulder’s role as the regional hub by delivering additional commercial and accommodation opportunities and facilitating coordinated development in a serviced and accessible location.

2.3.1.3 State Planning Policies (SPP)

State Planning Policy 1.0 – State Planning Framework

SPP 1.0 sets out the key principles relating to ‘environment, community, economy, infrastructure, regional development and governance which should guide the way in which future planning decisions are made’. The SPS provides the overall vision, with the SPP reinforcing and expanding upon the key principles of the Strategy.

In relation to regional development, the objectives include the promotion of diverse land uses and development of regional resources through economic diversification, expansion and inter regional collaboration, allowing regional centres to capture investment, and enable remote settlements to maintain economic and community development through improved connectivity, services and cultural processes.

State Planning Policy 2.9 – Water

SPP 2.9 became operational from December 2025 and seeks to ensure planning and development considers water resource management, applying appropriate measures to protect water quality and quantity and deliver sustainable outcomes for both water resources and development. The general principles and provisions contained in the policy include:

- Protecting and improving the quality of surface water and groundwater resources.
- Ensuring development considers water availability and demand, including long-term water security.
- Integrating land use planning with water management to support sustainable development outcomes.
- Promoting water-sensitive urban design to manage stormwater, reduce runoff impacts and improve water efficiency.
- Ensuring appropriate stormwater management measures are incorporated into new development to minimise environmental impacts.

The Structure Plan has been prepared having regard to the principles of SPP 2.9, with stormwater and water management considerations to be addressed in further detail through subsequent subdivision design and development stages.

State Planning Policy 3.0 – Urban Growth and Settlement

SPP 3.0 establishes objectives related to sustainable growth management of urban areas throughout Western Australia, promoting the enhancement of local communities to concentrate investment, improve services and increase the diversity of available opportunities for residents.

The Structure Plan is consistent with SPP 3.0 in that it optimises the use of serviced land along a major transport corridor (Great Eastern Highway), coordinating land use, access and servicing considerations to ensure an efficient and integrated urban outcome. The Structure Plan will facilitate infill development within an established urban area identified as ‘Existing Urban’ under the City’s Local Planning Strategy and provides a mix of residential, short-stay and commercial uses that increase housing and accommodation diversity.

State Planning Policy 4.2 – Activity Centres

SPP 4.2 applies to the preparation of planning instruments and some development applications within the Perth and Peel region, and the Greater Bunbury region, however, may also be applied outside of these regions to guide development at the discretion of the WAPC.

SPP 4.2 aims to promote a network of well-located and diverse activity centres that support a balanced distribution of retail, commercial, residential, and community activity, reducing the need for long-distance travel and supporting public transport. It also seeks to encourage development that is well-designed, pedestrian-friendly, and contributes to the economic and social vitality of centres while supporting employment growth and urban consolidation.

Noting the Structure Plan area is not identified in the City’s Local Planning Strategy as an existing or planned activity centre, a Retail Needs Assessment and Net Benefit Test has been prepared by Pracsys (refer **Appendix B**) to demonstrate that the additional retail floorspace will not have a detrimental impact on existing and planned centres.

A gravity model turnover impact assessment was undertaken in accordance with SPP 4.2 Implementation Guidelines. The assessment finds that some smaller centres may experience moderate to significant impacts, however all centres will remain above benchmark productivity levels over the assessment period. Importantly, it notes that impacts reduce as planned residential developments translate to greater retail expenditure. This is further discussed in **Section 3.1.1** of this Structure Plan.

In accordance with SPP 4.2, the Structure Plan will support an improved level of access and walkability for residents of Somerville and provide necessary goods to an underprovided area, increasing the extent of efficient and equitable access to employments and goods and services. The Structure Plan is envisaged to support multi-purpose trips without impacting the sustainability of the wider activity centre hierarchy.

State Planning Policy 5.4 – Road and Rail Noise

SPP 5.4 aims to ensure noise-sensitive land uses (e.g. dwellings, schools) are located and designed to protect community health and amenity from road and rail transport noise while supporting the efficient operation of transport corridors. The policy also aims to facilitate orderly, compatible development by managing the interface between development and strategic freight/major traffic routes, so transport infrastructure is not unreasonably constrained by encroachment.

The subject site is located within the trigger distance of Great Eastern Highway, a strategic freight route with the potential for sensitive land uses to be proposed (refer **Figure 5**). A Transport Noise Assessment will be required at the development application stage to quantify predicted transport noise and demonstrate compliance with the policy's noise targets via a clear mitigation strategy.

Any proposed sensitive land uses on site will be required to apply the mitigation hierarchy. This is to include consideration for land use and building layout and separation (setbacks, locating noise-sensitive rooms away from the corridor), then path treatments (barriers, earth bunds, building orientation), and finally building treatments ("quiet house" measures such as glazing, ventilation, and construction upgrades). These measures are typically secured through conditions on planning approvals, Local Development Plans, and notifications on title advising future owners/occupiers of residual noise.

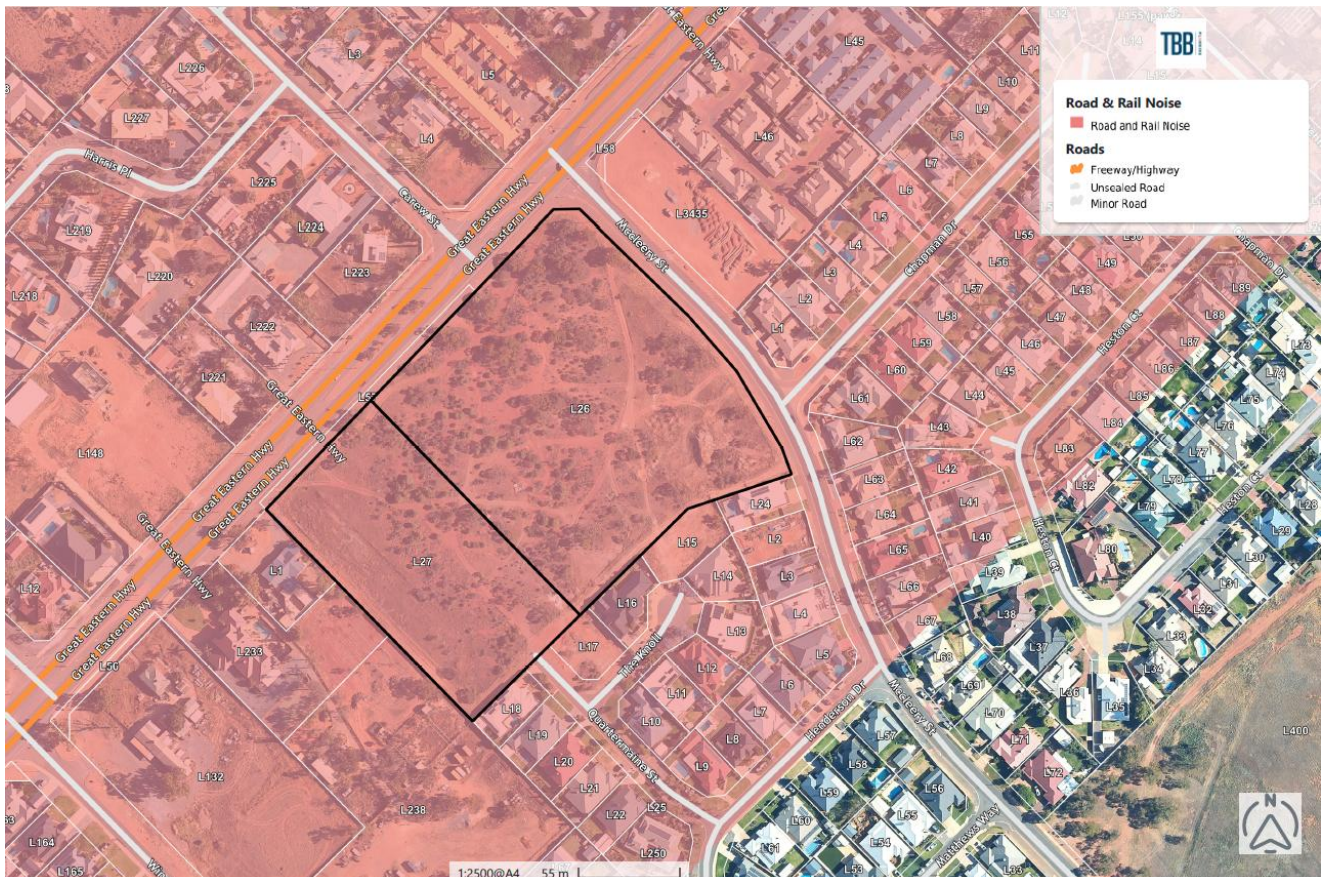


Figure 5 Great Eastern Highway Noise Trigger Distance

2.3.1.4 Development Control Policies and Operational Policies

Residential Design Codes

Residential Design Codes (**R-Codes**) provides a comprehensive basis for the control of low and medium density residential development throughout Western Australia. The R-Codes aims to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better residential design outcomes.

The Structure Plan designates a residential density code of R40 for sites zoned residential mixed use and commercial within the Structure Plan area.

Government Sewerage Policy

The *Government Sewerage Policy* establishes the Western Australian Government's position on the provision of sewerage services in the State through the planning and development of land. In particular by requiring reticulated sewerage to be provided during the subdivision and development of land.

Liveable Neighbourhoods

Liveable Neighbourhoods is the WAPC’s operational policy guiding the design and approval of structure plans for green field sites. The objective of LN is the delivery of new developments that provide high quality living, working and recreational environments, thereby contributing to the successful implementation of State planning and sustainability targets.

2.3.2 Local Planning Framework

2.3.2.1 Local Planning Strategy

The City of Kalgoorlie–Boulder Local Planning Strategy (**LPS**) was endorsed by the WAPC on 9 July 2013 to inform strategic land use and decision making and set out the long-term planning direction for the City. The LPS describes the strategic direction for the City to be focused on the diversification of industry and to play a major role as the principal service hub for commercial, industrial, agricultural and mining activities.

The LPS identifies the subject site as an ‘Existing Urban’ area, with an objective to support revitalisation and enhancement of established areas through coordinated planning and development (refer **Figure 6**). Overall, the Strategy promotes:

- Infill residential development within established areas, including grouped and multiple dwelling formats.
- Provision of a diverse range of housing types to meet evolving community needs.
- Efficient use of serviced land to accommodate projected population growth.
- Planning for sufficient commercial land to support expanding residential communities.

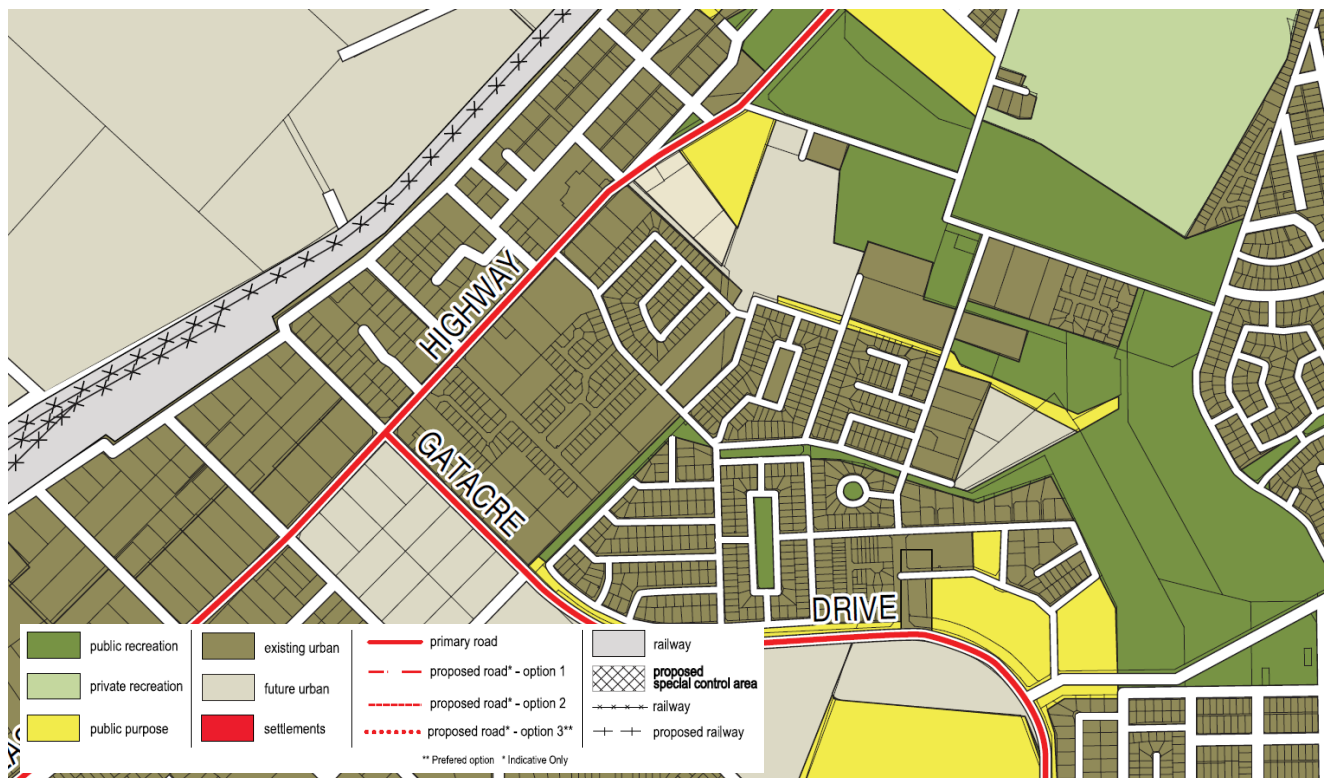


Figure 6 Local Planning Strategy Map

The Structure Plan area is located within the O’Connor Planning Area, which is characterised by mixed density residential development and is expected to accommodate ongoing residential growth. The LPS recognises that additional commercial land will be required to support this growth over time.

In accordance with the strategic direction of the City’s LPS, the Structure Plan seeks to facilitate infill development within the established urban area by:

- Delivering grouped dwellings and short-stay accommodation to increase housing diversity and workers accommodation.
- Providing neighbourhood-scale commercial development, including a supermarket and specialty tenancies, to support residents and reduce expenditure leakage.

Through the proposed residential, commercial and mixed-use zone designations, the Structure Plan will coordinate land use, access and built form outcomes to ensure an integrated and efficient urban outcome.

2.3.2.2 Local Planning Scheme

The City of Kalgoorlie–Boulder Local Planning Scheme No. 2 (**LPS 2**) was gazetted on 31 October 2023 and defines permissible land uses and development standards to coordinate planning and development across the local government area. In accordance with the objectives of LPS 2, the Structure Plan seeks to ensure that the development of the subject site is well coordinated, land use conflicts are avoided, and the land is used efficiently.

Zoning

The subject site is zoned ‘Urban Development’ under LPS 2 (refer **Figure 7**).

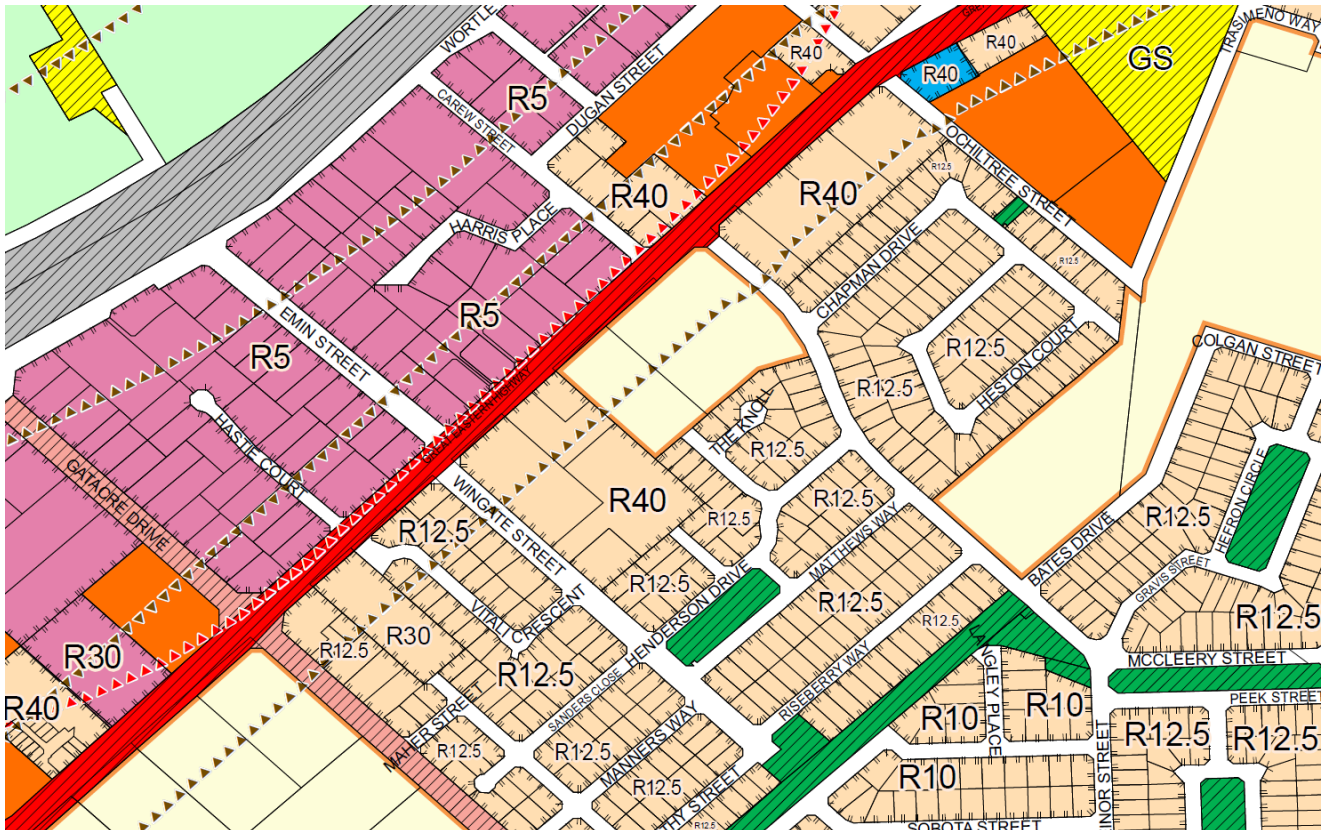


Figure 7 Local Planning Scheme No. 2 Map

The objectives of the Urban Development zone are as follows:

- To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of the Scheme.
- To provide for a range of residential densities to encourage a variety of residential accommodation.
- To provide for progressive and planned development of future urban areas for residential purposes, and for commercial and other uses normally associated with residential development.

The Structure Plan has been prepared in response to the objectives of the Urban Development zone and will facilitate the development of compatible uses that can service the surrounding residential developments.

Special Control Area

The northwestern portion of the Structure Plan area is located within Special Control Area 7 (**SCA 7**), which seeks to ensure that development is compatible with noise from road and rail operations. Properties within the SCA 7 boundary must be assessed for the impact of road and rail noise against SPP 5.4 and are subject to the following additional provisions:

- Planning approval is required for all development of noise sensitive land uses wholly or partly within the SCA.

- Assessment and conditions as per the *State Planning Policy 5.4: Road and Rail Noise*.
- When a development application is received, proposed developments adjacent to a rail corridor will be referred to the Public Transport Authority for comment.

The Structure Plan requires that all future subdivision and development proposals are supported by a Transport Noise Assessment to address noise impacts arising from the site's proximity to Great Eastern Highway, and in accordance with SPP 5.4 and the requirement of SCA 7.

2.3.2.3 Strategic Community Plan

The City of Kalgoorlie-Boulder *Strategic Community Plan (2025–2035)* establishes a long-term vision to strengthen economic resilience, support local enterprise, improve housing supply and enhance quality of life outcomes for residents. A key focus of the Plan is addressing workers and tourist accommodation pressures and supporting economic growth associated with the resources sector.

The Strategic Community Plan sets the following vision:

Connected by its many communities, abundant in economic and lifestyle opportunities.

By 2050, Kalgoorlie-Boulder is a thriving, sustainable, and globally connected regional city — shaped by our Goldfields legacy and a rich Aboriginal heritage.

Kalgoorlie-Boulder is more than a place to live — it's a place of opportunity and innovation, where diverse industries, quality infrastructure, and lifelong learning contribute to a city where families and businesses grow and prosper, communities connect, and visitors feel welcome.

The Structure Plan supports and advances this vision in the following ways:

- Increasing housing supply and diversity: The inclusion of grouped dwellings and short-stay accommodation contributes to housing choice and assists in responding to low vacancy rates and workforce accommodation demand within the City.
- Supporting workers and tourist accommodation: The provision of short-stay and hotel accommodation strengthens the City's capacity to accommodate transient and project-based workers associated with mining and related industries, reducing reliance on neighbouring towns.
- Strengthening the local economy: The proposed supermarket and specialty commercial tenancies support local business activity, retain retail expenditure within Kalgoorlie-Boulder and contribute to employment generation.
- Enhancing local amenity and liveability: The coordinated mixed-use development will contribute to an activated and accessible precinct, supporting community interaction and reinforcing Somerville as a functional and well-served residential area.

The Structure Plan will therefore facilitate development that aligns with the Strategic Community Plan's objectives of economic growth, housing delivery and sustainable community development, while reinforcing Kalgoorlie-Boulder's role as a key regional centre.

2.3.2.4 Local Planning Policies

The following Local Planning Policies (**LPPs**) are applicable to the Structure Plan area and will be addressed through future subdivision and development processes.

Advertising Planning Proposals

This policy sets out the advertising timeframes for planning applications submitted to the Shire. Future development applications will be advertised in accordance with the requirements of this policy.

Signage Policy

This policy provides guidance and direction on the design and application process for advertising signs and ensures that the display of advertisements does not adversely impact upon the amenity of the existing streetscape while providing appropriate exposure of activities or services.

Parking Policy

This policy provides guidance on the parking requirements and the ability to grant concessions depending on the nature, magnitude and composition of development, and the related to parking requirements, demand and utilisation. The policy seeks to facilitate adequate, safe and convenient parking facilities whilst also providing the opportunity for payment of financial contributions in lieu of actual parking provision for non-residential developments.

Landscaping Policy

This policy seeks to ensure new developments include suitable landscaping and sets out design considerations that will create attractive, function, safe, low maintenance and drought resistance landscape outcomes to ensure that they are both function and meaningful. The policy includes provisions that are in addition to the requirements of the R-Codes, and will apply to the commercial, mixed use and residential development sites.

3.0 Opportunities and Constraints Analysis

3.1 Opportunities and Constraints

A Strengths, Weaknesses, Opportunities and Threats (**SWOT**) analysis has been undertaken to identify the key site attributes, development considerations and external factors relevant to the Structure Plan area and is detailed in **Table 5** below.

Table 5 SWOT Analysis

Strength	Weaknesses
<ul style="list-style-type: none"> Strategic location with direct frontage to Great Eastern Highway, providing strong visibility and regional accessibility. Site is located within an established urban area and an existing residential catchment, supporting infill development and efficient use of serviced land. Single landownership across the structure plan area supports coordinated planning, staging and delivery. Proposed land use arrangement provides an appropriate transition, with residential uses located adjacent to existing dwellings and more intensive commercial uses directed toward the highway frontage. Existing surrounding infrastructure and services reduce the need for major off-site servicing investment. 	<ul style="list-style-type: none"> Exposure to road traffic noise due to proximity to Great Eastern Highway, requiring careful design response and acoustic mitigation for noise-sensitive uses. Sloping topography across the site creates design, access, retaining and stormwater management challenges, particularly at residential interfaces. The site is not identified as an existing or planned activity centre in the City's strategic framework, requiring robust justification for the proposed commercial component. Access arrangements are constrained by the function of Great Eastern Highway and may require movement restrictions, intersection upgrades or other works to the satisfaction of Main Roads WA.
Opportunities	Threats
<ul style="list-style-type: none"> Opportunity to provide additional housing choice and short stay accommodation in response to low vacancy rates and strong regional demand. Capacity to deliver a mix of grouped dwellings, mixed use development and neighbourhood-scale commercial uses in an integrated manner. Deliver a well located infill development that supports the objectives of the City's Local Planning Strategy and Strategic Community Plan. Improve local access to convenience retail, hospitality and services for Somerville residents, reducing the need for longer cross town trips for daily needs. Contribute to housing diversity through grouped dwellings and mixed use/residential opportunities, including accommodation suited to workers and short-stay demand. Resolve public open space obligations through cash-in-lieu contributions, enabling more efficient use of the site while supporting broader City open space outcomes. 	<ul style="list-style-type: none"> Delays or changes arising from agency requirements, particularly in relation to access, traffic management, noise and stormwater, may affect delivery timeframes or development yield. Amenity concerns from surrounding residents regarding traffic, noise, built form or commercial intensity may influence the assessment process or lead to additional design controls. If future applications do not demonstrate an appropriate interface treatment and high-quality landscape outcome, the proposal may be viewed as inconsistent with local character and amenity expectations.

3.2 Concept Plan

A development concept plan has been prepared (refer **Figure 7**) to demonstrate the intended subdivision and development outcome for the site, consistent with the Structure Plan requirements in Part 1. It provides for the following:

- Three grouped housing sites on the southeastern boundary on the interface with the existing residential area with a combined area of 9,275m².
- A 4,335m² mixed use site on the southwestern boundary. At this stage the land use mix for this site is unresolved and this is likely to occur at a later stage of development. A mix of supporting uses are contemplated on the site, the scale and design of these will appropriately manage impacts on adjoining residential properties.
- A retail component with 2,670m² of NLA for a supermarket, and an additional 1,285m² of NLA for 8 smaller tenancies located in the centre of the subject site.
- A hotel site in the northeastern portion consisting of 3 floors with a combined GLA of 5,810m², including an 880m² tavern (490m² internal NLA and 390m² beer garden).
- Associated car parking totalling 308 bays with two proposed access points from Great Eastern Highway and one from McCleery Street.

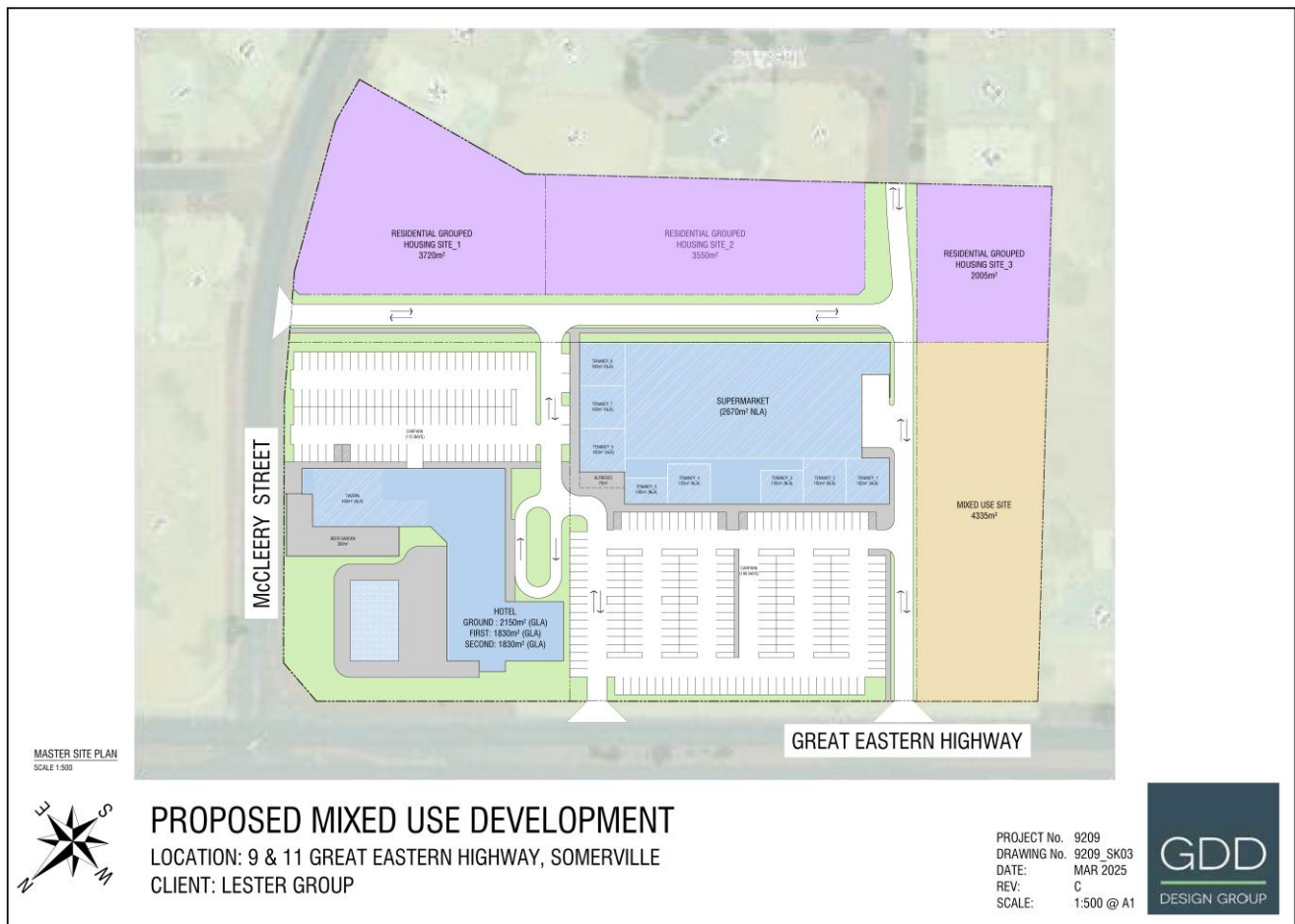


Figure 8 Indicative Concept Plan (PLACEHOLDER)

3.2.1 Retail Needs Assessment and Net Benefit Test

A *Retail Needs Assessment and Net Benefit Test* was prepared by Pracsys (refer **Appendix B**) to inform the preparation of the Structure Plan. The assessment evaluates the demand for retail floorspace associated with the proposed development and considers potential impacts on the established activity centre hierarchy in accordance with SPP 4.2 and the potential net community benefit and maintenance of the viability of existing centres within the trade area.

The assessment identifies a 10km trade area containing approximately 11,625 dwellings in 2026, projected to increase to 13,639 dwellings by 2041, representing moderate but steady population growth and associated increases in retail expenditure, which is predicted to grow by 18% between 2026 and 2041. This is in addition to additional demand from non-resident workers.

Existing retail supply within the trade area is approximately 26,363m² of shop/retail floorspace, which is relatively limited compared with population demand. Floorspace per capita is significantly lower than metropolitan and national benchmarks indicating an undersupply of local retail floorspace and the potential for some expenditure leakage from the local economy.

The proposed commercial component of the Structure Plan is expected to include a supermarket (approximately 2,670 m²) and around 1,286m² of specialty retail and food tenancies, supported by complementary uses including hospitality, grouped housing and short-term accommodation. The retail component totals approximately 3,956 m² of shop/retail floorspace.

Noting the site is not an existing or planned centre under the Local Planning Strategy, retail gravity modelling and productivity analysis was undertaken and confirms that the proposed retail floorspace is viable, achieving forecast productivity levels comparable to industry benchmarks. While some redistribution of retail expenditure from existing smaller centres is expected resulting in moderate to significant impacts in the short term, the impacts on these centres will reduce in the medium to long term as a result of projected population growth. Importantly, the modelling demonstrates that all centres within the trade area are projected to remain above benchmark productivity levels, indicating the development would not undermine the sustainability of the existing activity centre network.

The assessment concludes that the proposed centre would deliver a range of net community benefits, including:

- Improved local access to convenience retail and services for surrounding residential areas.
- Retention of retail expenditure within the local economy and reduction of retail leakage outside the City.
- Creation of employment opportunities during both construction and operation phases.
- Support for housing supply in response to regional demand.
- Alignment with the objectives of State Planning Policy 4.2 and the City of Kalgoorlie-Boulder strategic planning framework.

Overall, the report concludes that the proposed retail and mixed-use development is supportable within the trade area, consistent with the hierarchy of Centres and the Local Planning Strategy, and capable of delivering economic and community benefits without generating unacceptable impacts on existing centres. The proposal will improve equitable access to goods and services and support economic diversification.

3.2.2 Transport Impact Assessment

A Transport Impact Assessment (**TIA**) was prepared by Donald Veal Consultants (refer **Appendix A**) to assess the potential traffic and transport implications associated with the indicative concept plan prepared for the Structure Plan area.

The assessment was undertaken in accordance with the WAPC's *Transport Assessment Guidelines for Developments – Volume 2: Planning Schemes, Structure Plans and Activity Centre Plans (2016)*, to confirm that the Structure Plan can be accommodated within the surrounding transport network without creating unacceptable impacts on road capacity, safety or operational efficiency.

The TIA reviewed the existing transport context, including road hierarchy, traffic volumes, crash history and public transport services. This context is described as follows:

- The site is bounded by Great Eastern Highway, which functions as a Primary Distributor Road, and McCleery Street, which operates as a local access road.
- Traffic data indicates that Great Eastern Highway currently carries approximately 9,500 vehicles per day, with around 20% heavy vehicles.

- Crash data indicates a relatively low crash history in the vicinity, with only six recorded incidents over the five-year period between 2020 and 2024.

Based on standard trip generation rates of the indicative land uses proposed, the Structure Plan is estimated to generate approximately 717 vehicle trips during the PM peak hour. Accounting for shared trips and internal trips between land uses within the Structure Plan area, the effective PM peak hour traffic generation is estimated to reduce to approximately 538 vehicle trips.

Traffic modelling assessed the performance of the surrounding road network for the anticipated year of opening (2027) and a future horizon year ten years later (2037). The analysis indicates that the existing road network has sufficient capacity to accommodate the additional traffic generated by the development. The key access point assessed was the proposed western access onto Great Eastern Highway, which is intended to operate as a full-movement intersection aligned with the existing median opening. SIDRA intersection modelling indicates that the intersection is expected to operate at Level of Service A in both the opening year and the future horizon year scenarios, with average delays of less than 10 seconds.

With regards to the three primary vehicle access points proposed, the TIA confirms that both the eastern driveway access onto Great Eastern Highway and western access points should operate as left-in/left-out movement only.

The TIA concludes that the proposed development can be accommodated within the surrounding transport network and that the anticipated traffic impacts are acceptable. The report recommends that detailed design matters, including access geometry, auxiliary turning lane warrants and road safety treatments, be further considered during the subdivision and development application stages in consultation with MRWA and the City.

4.0 Stakeholder and Community Engagement

4.1 Pre-lodgement consultation

There have been ongoing discussions with the local government and the Department of Planning, Lands and Heritage regarding the preparation, delivery and planning of the structure plan. The following consultation was undertaken prior to lodging the structure plan.

Stakeholder	Purpose and Outcome	Date
City of Kalgoorlie - Boulder	<p>Microsoft Teams Meeting</p> <p><u>Purpose</u> To discuss the planning considerations and requirements associated with a proposed mixed use development on the subject site.</p> <p><u>Key Outcomes</u></p> <ul style="list-style-type: none"> • Site is primarily intended for residential use, with any mixed-use development requiring detailed justification through a net benefit test and assessment against SPP4.2. Any justification will need to be consistent with the City's Retail Strategy. • Any centre should function as a neighbourhood centre serving local needs, not competing with the Kalgoorlie town centre. • Mixed use zone is broad and greater clarity on the proposed land use mix and built form within any mixed use area may be required. • A Structure Plan is required to guide development, unless a well-justified case for an LDP is demonstrated. • Future applications should be supported by technical studies stormwater, acoustic and traffic assessments. • Design and staging should consider potential vacancy risks in smaller tenancies. 	16 October 2025
Department of Planning, Lands and Heritage	<p>Microsoft Teams Meeting</p> <p><u>Purpose</u> To test and confirm the requirement for a Structure Plan and the necessary supporting technical reports.</p> <p><u>Key Outcomes</u></p> <ul style="list-style-type: none"> • Structure Plan would likely be required as the site was not considered suitable for an LDP given the need to consider land use. However, the level of detail does not need to be exhaustive given the size of the site. • DPLH would consider further information relating to how an LDP may work. Confirmed in writing in January 2026 that a Structure Plan would be required. • Net Benefit Test and Transport Impact Assessment would be required as supporting studies. • No requirement for an urban water management plan or acoustic assessment at the Structure Plan stage. • Stormwater management can be considered at the development application stage 	2 December 2025

City of Kalgoorlie-Boulder	<p>Microsoft Teams Meeting</p> <p><u>Purpose</u></p> <p>To discuss the requirement for a Structure Plan and the necessary supporting technical reports following discussion with DPLH.</p> <p><u>Key Outcomes</u></p> <ul style="list-style-type: none"> • Need for a Structure Plan was reconfirmed by the City. • It was noted that the DPLH preference is likely for a 'Structure Plan – Light' supported by a TIA and Net Benefit Test, having regard to the site's limited size and single land ownership. • City reconfirmed matters raised in October and need to provide detailed justification for non-residential land uses. • The City outlined that Main Roads would need to be consulted. 	17 December 2025
City of Kalgoorlie-Boulder	<p>Microsoft Teams Meeting</p> <p><u>Purpose</u></p> <p>To discuss key content of Structure Plan, approach to public open space and confirm the technical documentation required to support the proposal following receipt of advice from DPLH.</p> <p><u>Key Outcomes</u></p> <ul style="list-style-type: none"> • Confirmed written confirmation from DPLH for a 'Structure Plan – Light' supported by a TIA and Net Benefit Test. • The City requested clarification regarding residential density to clearly define the interface between grouped housing and adjoining residential areas. • The City raised concerns regarding the site's gradient (approximately 7.5m fall over 120 metres) and requested indicative cross-sections to demonstrate how development would respond to topography. • The City raised no objection to car parking located behind the hotel but emphasised the importance of quality landscaping and streetscape treatment along Great Eastern Highway. • Stormwater management was identified as a key consideration, noting MRWA concerns regarding discharge onto Great Eastern Highway. It was highlighted that a stormwater management plan could be submitted with a development application and is more appropriately dealt with at this stage. • The City indicated a preliminary preference for a cash-in-lieu public open space contribution, subject to confirmation with relevant internal departments. • It was agreed that detailed design matters may be addressed at subdivision or development stage, provided the Structure Plan gives sufficient guidance regarding built form, function and interface management. 	16 February 2026
Main Roads Western Australia	<p>Microsoft Teams Meeting</p> <p><u>Purpose</u></p> <p>Pre-lodgement consultation to confirm access arrangements and any restrictions relating to Great Eastern Highway.</p> <p><u>Key Outcomes</u></p> <ul style="list-style-type: none"> • MRWA noted that the existing right-turn movement from Great Eastern Highway into McCleery Street has limited stacking capacity (approximately one vehicle) and may not safely accommodate additional turning movements generated by the proposed development. • McCleery Street was noted to function as an important access route toward South Boulder, contributing to existing traffic volumes in the area. • MRWA requested that the Transport Impact Assessment (TIA) include a SIDRA intersection analysis to assess the future performance of the McCleery Street / Great Eastern Highway intersection and determine whether traffic signals may be required. 	11 March 2026

- To support the assessment, MRWA requested a 7-day video traffic count at the intersection (to be undertaken outside of school holiday periods).
- Due to safety considerations and the crash history at the intersection, MRWA indicated that site access to Great Eastern Highway may need to operate as left-in / left-out only, particularly for the western access point.
- MRWA advised that developments of this scale may be required to contribute toward intersection upgrades where additional traffic demand is generated, with any contribution to be determined through the outcomes of the TIA.
- It was acknowledged that the Structure Plan will identify high-level access constraints, with detailed traffic modelling and mitigation measures to be addressed through the TIA and subsequent subdivision or development applications, which would be referred to MRWA for review.
- MRWA did not raise any issues with stormwater runoff on Great Eastern Highway.

5.0 Design Response

5.1 Vision and Objectives

The Structure Plan vision is to:

Deliver a well designed and accessible precinct that provides additional housing choice and short stay accommodation, delivers convenient retail and hospitality services for existing and future residents and ensures coordinated land use, movement and built form outcomes that respond appropriately to site conditions and surrounding development.

The following objectives underpin the Structure Plan:

- **Site Responsive** – To ensure land use configuration and development respond appropriately to the site’s topography and establish compatible interfaces with adjoining streets and residential areas.
- **Connectivity** – To optimise connectivity and accessibility within and through the Structure Plan area, including safe and legible pedestrian and vehicle movement.
- **Built Form and Public Realm** – To facilitate high-quality built form and public realm outcomes that promote safety, passive surveillance and pedestrian amenity.
- **Housing Diversity** – To support a mix of residential and short-stay accommodation that contributes to housing diversity and responds to the needs of the locality.
- **Local Facilities** – To enable a range of complementary services and facilities that support the local community, nearby residential areas and surrounding businesses.
- **Social Interaction and Activation** – To encourage development that contributes and supports social interaction and visitation.

5.2 Design Response and Outcomes

5.2.1 Community Design

The Structure Plan seeks to provide for safe, convenient and attractive development that meets the diverse needs of the community while fitting into the existing and planned urban context. Through the proposed zones and the varied land use permissibility across the Structure Plan area, it supports local economic activity by enabling an appropriately scaled retail offering conveniently located near surrounding residential development.

The plan carefully manages the interface with residential areas along The Knoll by incorporating adjoining grouped dwelling development, ensuring an appropriate transition and separation from future commercial uses. A cross section of the site has been prepared (refer **Figure 9**) and illustrates the transition of development from existing dwellings on The Knoll and their relationship and views of the commercial development. Importantly, it demonstrates that the views of surrounding residents will not be adversely impacted, with commercial back of house and servicing areas being out of the view lines.

The Structure Plan also seeks to strengthen local connectivity through a permeable and legible street network and provides convenient delivering a balanced mix of uses and commercial development.



Figure 9 Site and Cross Section Plan

5.2.2 Movement Network

The key transport considerations for the site which have informed the structure plan and concept plan are summarised in **Table 6** below.

Table 6 Key Transport Considerations

Transport Matter	Design Response
Suitability of land uses and intensity of development	<p>The Structure Plan proposes three grouped dwelling sites with the potential to accommodate approximately 36 grouped dwellings, short-stay accommodation and a neighbourhood-scale commercial centre comprising a supermarket, specialty tenancies, hotel and tavern within a Commercial zone.</p> <p>The proposed layout maintains consistency with the existing urban structure and local planning framework, supporting residential growth while enhancing accessibility to local services and amenities for the surrounding residential neighbourhood.</p>
Vehicle Access and Parking	<p>Vehicle access to the Structure Plan area is proposed via two crossovers to Great Eastern Highway and one to McCleery Street. The internal road network includes three Access Streets, designed to accommodate the site's expected traffic volumes and access to parking spaces. Road reserves range from 8m to 18m.</p>
Provision for service vehicles	<p>The internal road layout accommodates service vehicle requirements, including waste collection. Waste management will follow standard local practice, with bins placed at kerbsides for collection. For the commercial lots, it is proposed that future development provides for servicing areas that allow for safe manoeuvring of service vehicles, and ensuring collection is accommodated on site, and does not impact the regional function of the Great Eastern Highway road reserve.</p>
Daily traffic volumes, vehicle types and existing roads	<p>The Structure Plan is expected to generate approximately the estimated number of vehicle trips generated by the residential part of the development is 288 per day with 28 occurring in the PM peak period. Individually, the remaining land uses would be expected to generate in the region of 689 PM peak hour trips. Traffic includes private vehicles, service vehicles and patrons to the commercial tenancies.</p> <p>Overall, given the current traffic volumes on the roads around the site, it is expected that the additional peak hour trips generated by the site will be readily catered for by the existing spare design capacity.</p>
Traffic management on frontage streets	<p>Given the location of the development, it is expected that most patrons will access the development via the Great Eastern Highway crossovers. The majority of those moving to and from the southeast will likely use Gatacre Drive, and either Great Eastern Highway or McCleery Street. It is not expected that the Quartermaine Street extension will attract many additional trips. However, there are clearly many route options for patrons, depending upon their preferences.</p>
Public transport access	<p>TransGoldfields runs three bus services through the city, namely routes 861, 862 & 863. The site benefits from proximity to the route 863 bus stop, located approximately 400m east of the site, along Great Eastern Highway.</p> <p>A bus embayment bay is located along the site's frontage to Great Eastern Highway, however this is not a bus stop and its function is not known. Further advice will be sought on the future need for the embayment and if it is required to be accommodated or removed.</p>
Pedestrian and cyclist access	<p>A constructed footpath is located on the north side of Great Eastern Highway and for portions of the south side. However, there is no constructed footpath adjacent to the subject site. A constructed footpath connecting with the existing footpath network is recommended and should be provided as part of the future development of the site. The current median in the highway provides a safe refuge for pedestrians.</p>
Site specific issues	<p>Great Eastern Highway, Left In Left Out Driveway Access – Given the relatively low westbound PM peak period traffic flows, the expected level of turning movements at the Left in Left out eastern crossover on Great Eastern Highway is not expected to present any issues.</p> <p>Great Eastern Highway, Full Movement Intersection – A SIDRA analysis has been carried out without the inclusion of any auxiliary turning lanes along Great Eastern Highway. However, it is recommended that once the land uses and corresponding trip generation and distributions are</p>

	more firmly established the MRWA auxiliary lane warrants are checked to establish whether additional turning lanes, such as left and right turning lanes into the western access, are required.
Safety issues	A potential safety issue may arise if drivers attempt to weave from Carew Street to the proposed eastern crossover on Great Eastern Highway. The proposed left-in/left-out intersection is intended to prevent such movements. In addition, convenient access to the site is available via the south-western crossover. It is recommended that the detailed design of the left-in/left-out intersection incorporate measures to ensure that these movements cannot occur.

5.2.3 Lot Layout

The Structure Plan provides a framework for subdivision to create group housing sites for development at a density of R40, consistent with the principles of Liveable Neighbourhoods and the R-Codes. Two commercial lots are proposed fronting Great Eastern Highway to optimise interaction with the highway frontage and maximise visibility and accessibility for commercial uses. The mixed use development site will be subject to future development approval to ensure appropriate integration with adjoining residential areas and the existing development, as well as the provision of suitable access arrangements.

5.2.4 Public Open Space

The Structure Plan does not identify land for Public Open Space (**POS**) within the Structure Plan area.

It is noted that the City of Kalgoorlie-Boulder LPS identifies the value of providing functional and accessible areas for passive recreation. It also acknowledges that careful consideration is required when determining whether public open space should be provided as part of subdivision, having regard to context, accessibility and functionality. Public streets are also recognised as important community assets, particularly in supporting pedestrian and cycling activity.

In accordance with Liveable Neighbourhoods and Section 152 of the *Planning and Development Act 2005*, up to 10 per cent of the gross subdivisible area may be required to be provided as POS at subdivision stage. Given the limited size of the site, the provision of on-site POS would result in a small, fragmented space that would not meet the locational, access and functionality criteria of Liveable Neighbourhoods.

Accordingly, it is considered appropriate that the POS requirement be satisfied through a cash-in-lieu contribution at subdivision stage. Any cash-in-lieu contribution is to be calculated and applied in accordance with the requirements of the *Planning and Development Act 2005* and the WAPC *Position Statement – Public Open Space* and should be applied towards the acquisition and/or development of POS within the City of Kalgoorlie.

5.2.5 Urban Water Management

Preliminary consultation with the City of Kalgoorlie-Boulder identified that the site is likely to generate significant stormwater runoff, given the site's topography and proposed development intensity. In line with the City's standard approach, it is proposed that stormwater is discharged to the adjacent street network. However, it is understood MRWA holds a general presumption against stormwater discharge onto Great Eastern Highway, given its function as a regional road.

Accordingly, stormwater management will require careful consideration through subsequent planning and design stages to ensure runoff is appropriately managed on site and does not adversely impact the state road network. Further assessment will be undertaken at subdivision or development stage in consultation with the City and MRWA.

5.2.6 Utilities

The Structure Plan area is capable of being serviced by existing infrastructure networks and benefits from its location within an established urban area, reducing the need for significant new infrastructure investment. Existing infrastructure and services include road access via Great Eastern Highway and the surrounding local road network, as well as reticulated water, sewer, electricity and telecommunications infrastructure.

Key infrastructure considerations relevant to future development within the Structure Plan area include:

- Access arrangements will require consultation with MRWA to confirm proposed access locations and any applicable restrictions.

- Stormwater management will require further detailed investigation at the subdivision and development stages, having regard to City requirements and MRWA considerations regarding potential discharge toward Great Eastern Highway.

5.2.7 Activity Centres and Employment

While the site is not identified as an activity centre within the strategic planning framework, the Structure Plan incorporates a limited neighbourhood-scale commercial component intended to provide local convenience services for surrounding residents. This approach is consistent with the principles of Liveable Neighbourhoods and SPP 4.2, which encourage the integration of small scale commercial and employment generating uses in proximity to residential developments to improve access to daily services.

The commercial zone proposed fronting Great Eastern Highway, will allow commercial uses to benefit from highway visibility while remaining accessible to surrounding residential areas. The scale and nature of the proposed retail offer are intended to function as a local convenience node, rather than a higher order activity centre, and therefore do not compete with the established activity centre hierarchy within the City of Kalgoorlie–Boulder.

The inclusion of neighbourhood scale retail within Somerville is expected to improve accessibility to convenience goods and services for nearby residents. By localising access to supermarket and daily retail needs, the development has the potential to reduce average trip distances for some households and support more efficient travel patterns.

Consistent with the findings of the Retail Needs Assessment and Net Benefit Test, the proposed retail component is modest in scale and is not expected to undermine the viability of existing centres. Instead, it supports a distributed network of commercial services, improving access to local retail while maintaining the integrity of the broader activity centre hierarchy.

5.3 Rationale for R-Code Designation

The proposed R-Code designation reflects the zoning on the western side of the Structure Plan area and provides an appropriate transition between the commercial zone and the front of the site and the residential development at the rear of the Structure Plan area.

6.0 Conclusion

The Structure Plan provides a coordinated and strategic framework to guide the future subdivision and development of the land at Lot 26 and Lot 27 Great Eastern Highway, Somerville. It responds to the site's attributes, constraints and opportunities, and establishes an integrated land use outcome that balances residential, mixed use and neighbourhood scale commercial development.

The Structure Plan supports key State and local planning objectives by facilitating infill development within an established urban area, increasing housing diversity and contributing to the supply of short stay accommodation within the City of Kalgoorlie-Boulder. The inclusion of a modest commercial component seeks to improve access to local goods and services, support employment generation and reduce the need for longer distance travel for surrounding residents.

The supporting Transport Impact Assessment and Retail Needs Assessment and Net Benefit Test, demonstrate that the proposed development can be accommodated within the existing transport network and activity centre hierarchy without resulting in adverse impacts. It is considered that key site constraints, including transport noise, access arrangements and topography, can be appropriately managed through the Structure Plan framework and addressed in further detail at subdivision and development stages.



Appendix A

Traffic Impact Assessment





Appendix B

Retail Needs Assessment and Net Benefit Test





Appendix C

Development Concept Plan



LEGEND

 Structure Plan Boundary

Local Scheme Zones

 Residential (R40)

 Mixed Use

 Commercial

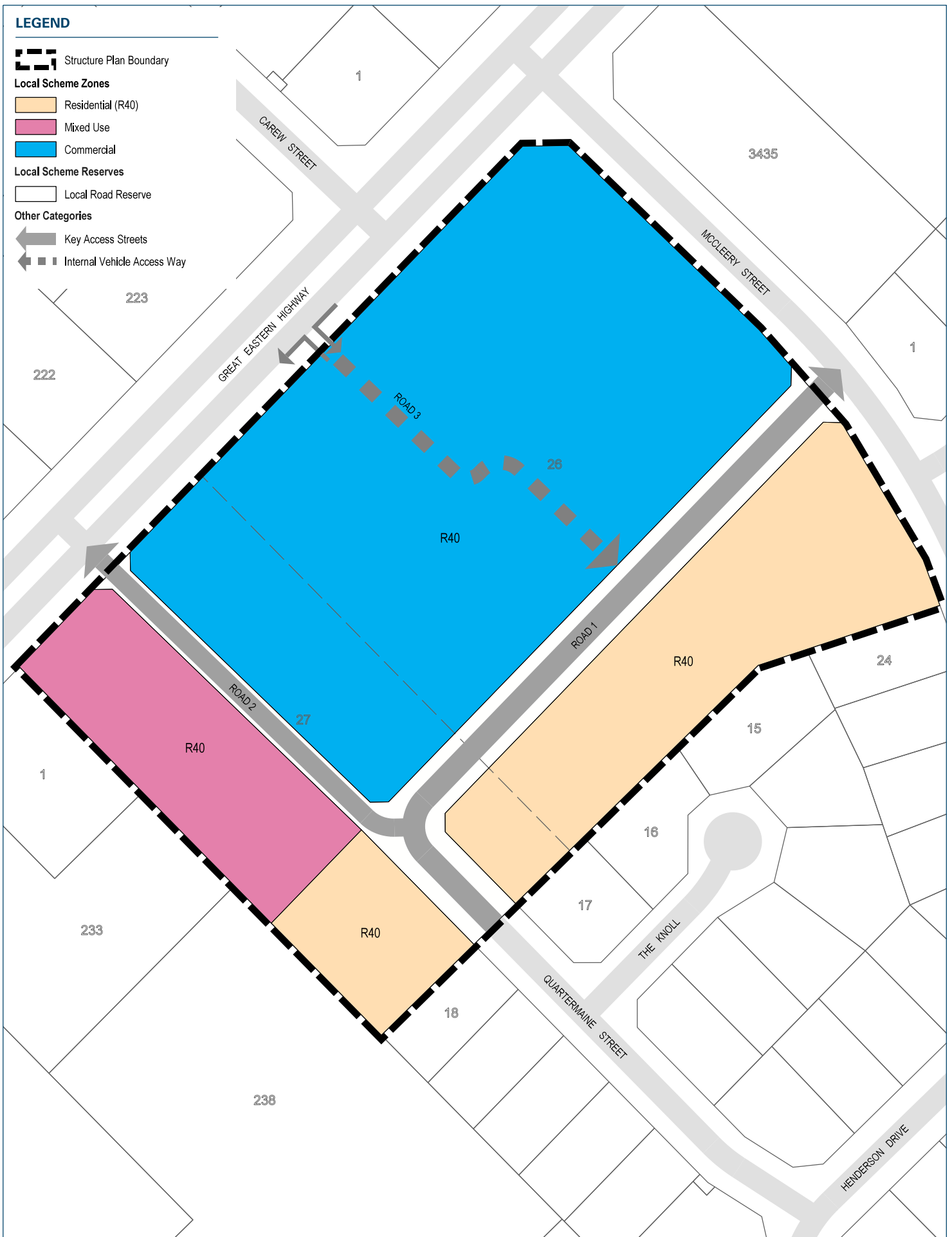
Local Scheme Reserves

 Local Road Reserve

Other Categories

 Key Access Streets

 Internal Vehicle Access Way



TBB Planning

Level 7, 160 St Georges Terrace

Perth WA 6000

T (08) 9226 4276

E admin@tbbplanning.com.au

tbbplanning.com.au

Scale

1:1500 @ A4

1:750 @ A2

0 10 20 30m

Date

13/03/2026



Plan

24/104/004

Grid

PCG94

Drawn

JB

Approved

ES

PLAN 1 Structure Plan

LOTS 26 AND 27 GREAT EASTERN
HIGHWAY, SOMERVILLE, KALGOORLIE

TBB PLANNING

March 2026
Final

9 & 11 Great Eastern Highway, Somerville LSP

Prepared For:
Lester Group



Transport Impact
Assessment Report



DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	24/02/2026	Draft Report	SGY	DNV	DNV
1	0	12/03/2026	Final Report	SGY	DNV	DNV

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Donald Veal Consultants Pty Ltd

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1 INTRODUCTION

1.1 BACKGROUND

Lester Group has commissioned Donald Veal Consultants (DVC) to prepare a Transport Impact assessment (TIA) report regarding a Local Structure Plan (LSP) for 9 & 11 Great Eastern Highway, Somerville.

The development is expected to consist of a neighbourhood shopping centre, specialties such as a bakery, hairdresser, fast food and/or a medical/wellness centre, together with a Hotel and Tavern etc.

A high-level concept has been prepared, which can be seen in **Figure 3.1**.

1.2 SCOPE OF ASSESSMENT

This Transport Impact Assessment (TIA) has been prepared in accordance with the Western Australian Planning Commission's (WAPC's) *Transport Assessment Guidelines for Developments Volume 2: Planning Schemes, Structure Plans & Activity Centre Plans* (August 2016). Its intent is to provide the approving authority with sufficient traffic information to confirm that the proponent has adequately considered the traffic aspects of the development and that it would not have an adverse traffic impact on the surrounding area.

2 EXISTING SITE CONDITIONS

2.1 SITE LOCATION

The site is located as shown in **Figures 2.1 & 2.2**.



Figure 2.1: General site location

Source: Google Maps



Figure 2.2: Site Location

Source: Google Maps

2.2 CURRENT LAND USES

As can be seen in **Figure 2.2**, the site is currently vacant, whilst adjacent land uses are almost exclusively residential.

2.3 ADJACENT ROAD NETWORK & HIERARCHY CLASSIFICATION

The road network in the immediate vicinity of the site includes Great Eastern Highway, McCleery Street, Quartermaine Street and Carew Street.

The site is bounded by Great Eastern Highway to the northwest, and McCleery Street to the northeast. Residential blocks currently form both the southwest and southeast boundaries.

As shown in **Figure 2.3**, Great Eastern Highway is classified as a Primary Distributor road under MRWA's Road Hierarchy. McCleery Street and the other roads in this location are generally classified as Access Roads.

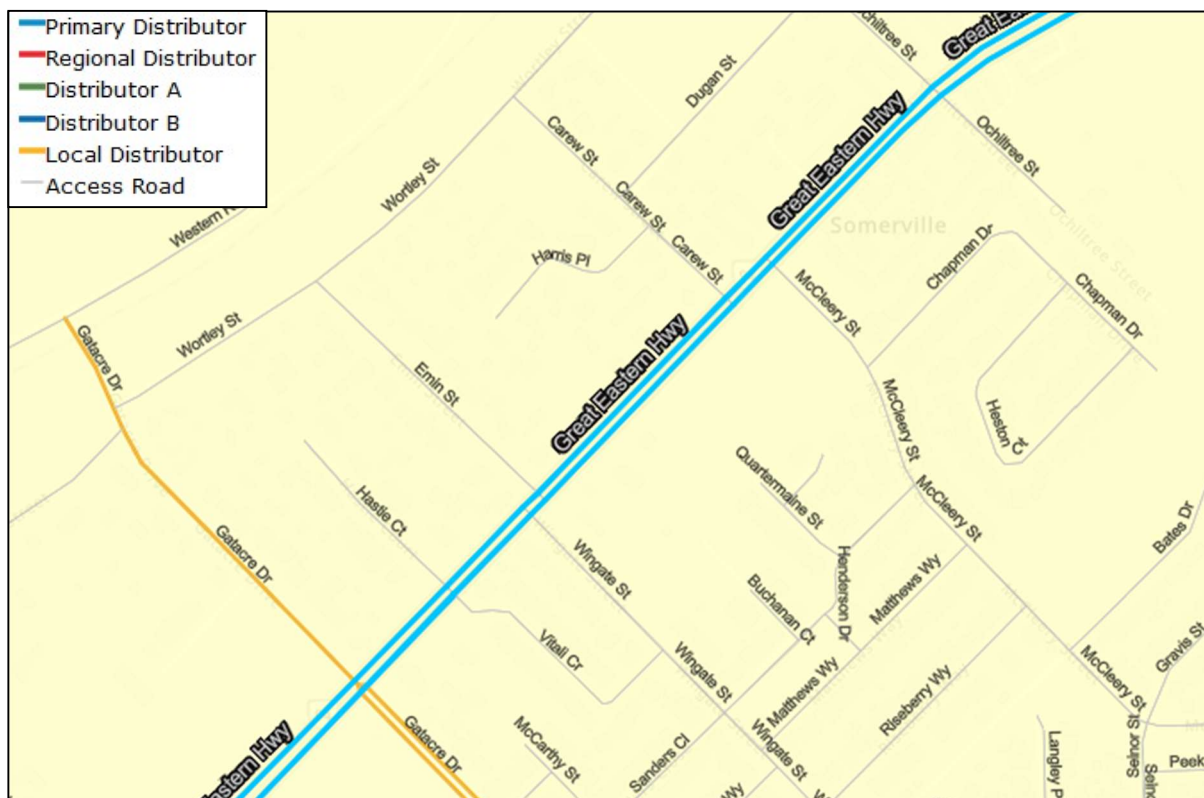


Figure 2.3: Road Hierarchy

Source: MRWA

The speed limit along the section of Great Eastern Highway adjacent the site is 70km/h. The remaining roads in this vicinity are subject to the Urban Default speed limit of 50km/h.

2.4 TRAFFIC VOLUMES

MRWA's Traffic Map site shows a single traffic count on Great Eastern Highway, just east of Atbara Street. The count is from 2024/25 and shows just over 9,500 vpd using the road, with almost 20% of these being classified as heavy vehicles. See **Figure 2.4**.

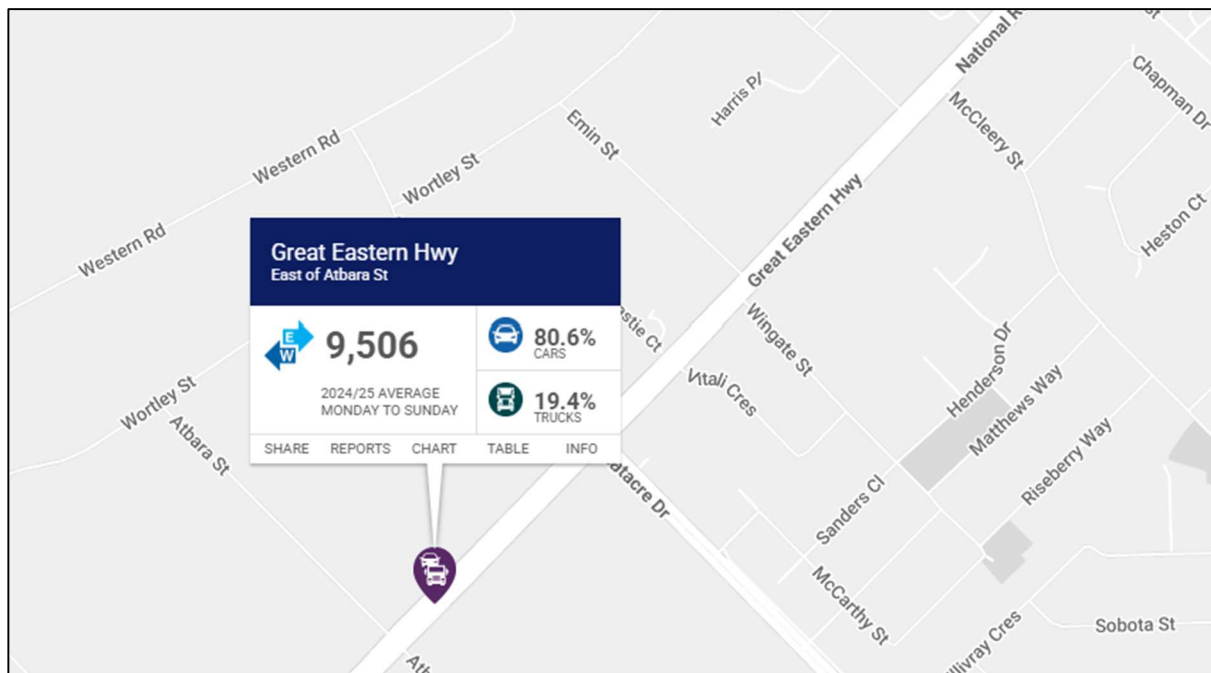


Figure 2.4: Traffic counts in the vicinity of the site.

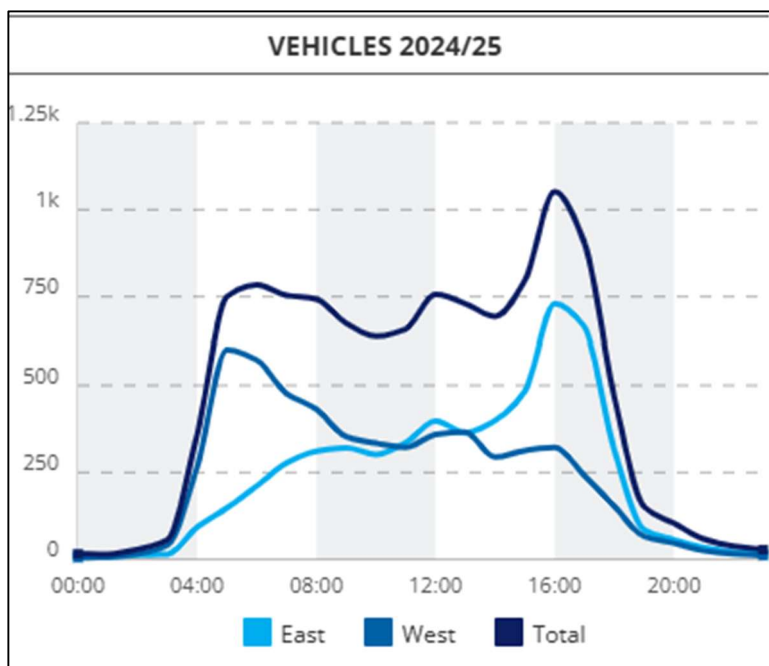
Source: MRWA Trafficmap

Figure 2.5: Weekday directional flows on Great Eastern Highway east of Atbara St

As can be seen in **Figure 2.5**, the traffic flows along Great Eastern Highway in this location are noticeably tidal, with peak (south)westbound traffic flows occurring around 4 AM, whilst peak (north) eastbound flows are seen at 4 PM. Overall, the PM peak is significantly higher than the much earlier AM one, mainly due to the higher opposing flows in the afternoon.

Although some SCATS data is available for the Gatacre Drive intersection, this is limited, and does not identify all movements separately. However, it appears likely that flows on Great Eastern Highway will probably be somewhat lower to the east of this intersection, outside the development.

The City of Kalgoorlie Boulder was contacted for any additional traffic data, such as more recent counts along the local roads near the site, such as McCleery Street or Gatacre Drive, but nothing was available at this time.

2.5 CRASH HISTORY

MRWA's CrashMap tool shows only 6 recorded crashes on the roads in the general vicinity of the site in the last 5-year period, from January 2020 to December 2024.

The crashes do not display any real pattern, although three occurred at the intersection of McCleery Street with Great Eastern Highway.

Five of the crashes resulted in property damage only (2 minor, 3 major), whilst the fifth occasioned a hospital visit when a motorcycle swerved to avoid a vehicle.

See **Figure 2.6**.

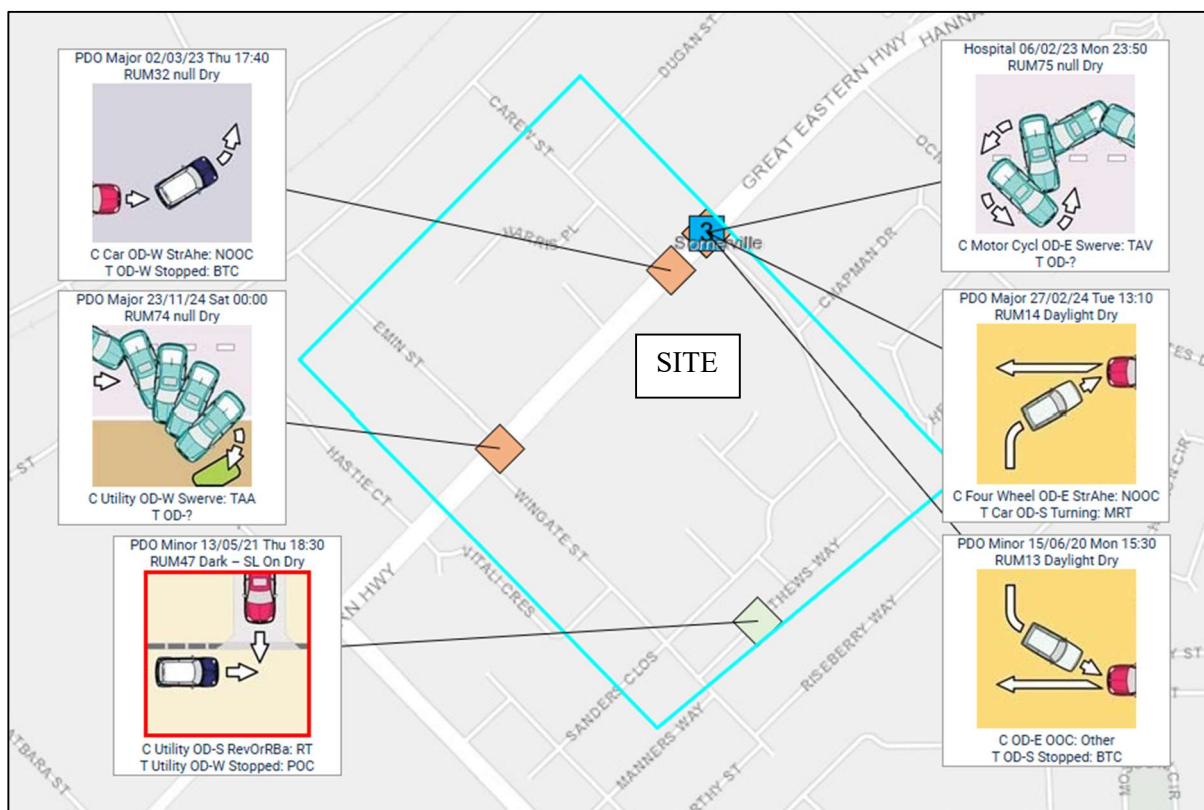


Figure 2.6: Crash Map

Source: MRWA

2.6 PLANNED CHANGES TO THE ROAD NETWORK

DVC is unaware of any planned changes to the road network in this vicinity, other than the proposed extension of Quartermaine Street through to Great Eastern Highway as part of this LSP.

3 STRUCTURE PLAN PROPOSAL

3.1 LAYOUT PLANS

The current structure plan layout is at a ‘high level concept’ stage, and indicate that the Structure Plan is likely to comprise a neighbourhood shopping centre, with a supermarket and specialties such as a bakery, hairdresser, fast food, a medical/wellness facility, a Hotel and a Tavern.

The concept layout plan is shown in **Figure 3.1**.

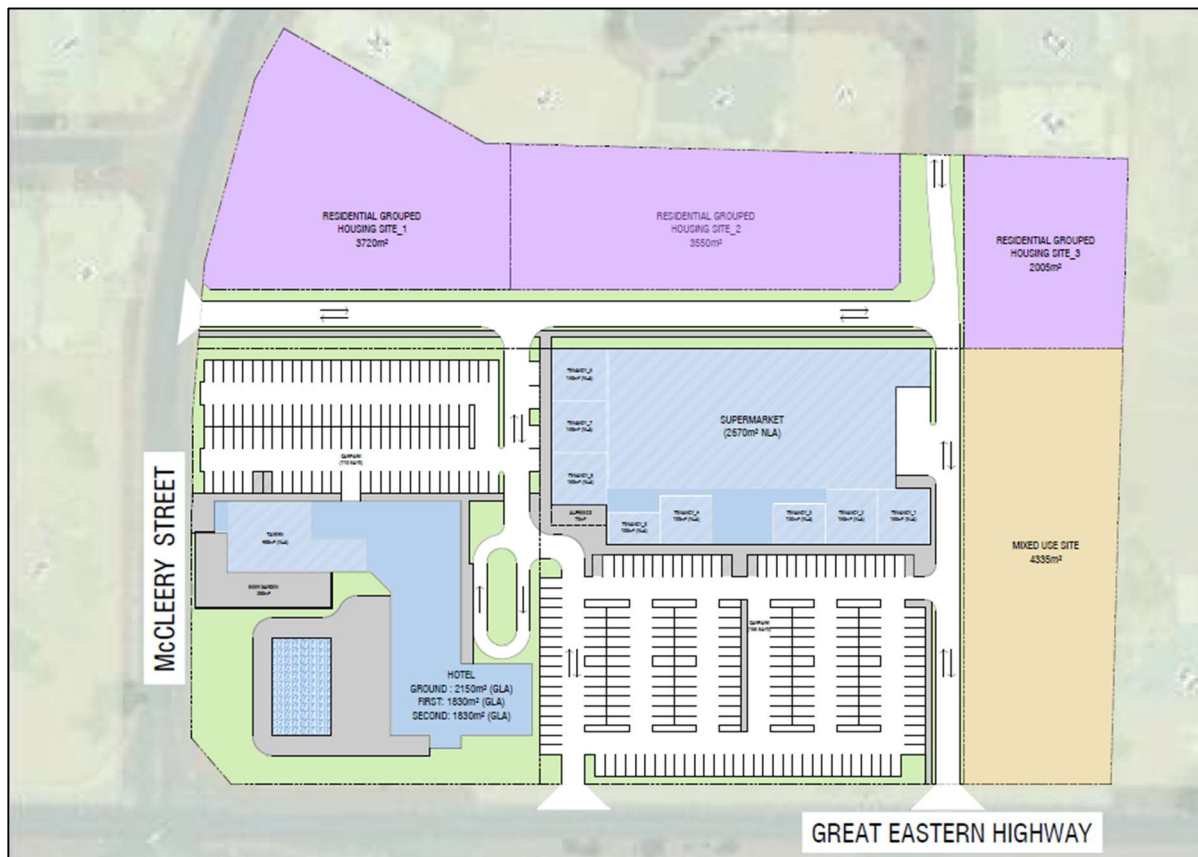


Figure 3.1: Concept layout

Source: Lester Group

An initial indication of the possible scope of the development, as provided by the client, is summarised as follows:-

- Residential Yield – 36 Units, say 60% 2x2 and 40% 3x2;
- Hotel Rooms – 75;
- 308 Parking bays;
- Mixed use section: Large Format Retail at 50% NLA - 2,167m².

3.2 PROPOSED SITE ACCESS

As can be seen in **Figure 3.1** above, the Structure Plan is expected to have three access points, with two crossovers to Great Eastern Highway and one to McCleery Street.

At this stage it is assumed that the northeastern crossover to Great Eastern Highway would be restricted to left in & left out movements only.

However, the southwestern crossover is intended to align with the existing median crossing on Great Eastern Highway, thus allowing full movement access. See **Figure 3.2**.



Figure 3.2: The existing median crossing would be used to provide full-movement access.

The access/intersection design will need to provide safe access to the two residential properties opposite.

3.3 PARKING PROVISION

Schedule No. 1 of the City of Kalgoorlie Boulder's Local Planning Scheme No. 2 states that parking provision rates for residential dwellings should be in accordance with the R-Codes, whilst specific rates

are provided for other land uses including Tavern, Hotel, bulky goods showrooms and various other retail outlets. Relevant extracts are shown in **Appendix A**.

Based on these rates, using Zone B, with 22 units with two bedrooms and 14 units with three, the number of parking bays required for the residential element would be **72 residential bays** and **8 visitor bays**. It is noted that no specifically allocated residential or visitor parking bays are indicated in the current concept layout, and that no parking bays are currently shown within the residential buildings themselves.

The remaining land uses would require the following estimated provision:

Hotel - (75 rooms / 4) = **19 bays**;

Tavern – total area 880m² = **88 bays**;

LFR (based on Bulky Goods rate, although table is unclear) – **17 bays**;

Shopping Centre (~4,000m² including specialties) – **158 bays**.

Total parking requirement for development = 362 bays.

With 308 bays currently shown, this would initially appear to indicate a shortfall of some 54 bays or around 15%.

However, as the above requirement is based on demand for the individual land uses, this could potentially be reduced significantly on the basis that a proportion of patronage of the Structure Plan area would involve shared trips, thus reduce the overall demand. In addition, some of the land uses will have different opening times and peak demand periods, allowing shared/reciprocal use of the bays provided.

For example, residents of this and adjacent developments and patrons of the hotel would likely use many of the facilities, such as the shopping centre, bulky goods outlets, the medical facilities and the tavern, but would not require additional parking. Similarly, external patrons using the medical facilities may combine their trip to visit the shopping centre or tavern.

DVC believes that the combined effect of shared trips and the shared use of the bays would exceed the 15% shortfall, and the indicated level of parking provision is therefore considered adequate.

4 TRIP GENERATION AND DISTRIBUTION

4.1 TRIP GENERATION

The trip generation for the proposed Structure Plan has been estimated in accordance with standard published rate sources. In this instance we have used a rate of 8 daily trips per dwelling for the residential element, with a peak hour rate of 0.8. Whilst this figure is perhaps fairly high, it is noted that the development is located where high frequency public transport is unlikely to be readily accessible and private vehicles are likely to be used for a relatively high proportion of trips. Nonetheless, with a shopping centre and a tavern etc immediately adjacent, this rate is considered conservative, and may potentially be reduced.

Based on these rates, the estimated number of vehicle trips generated by the residential part of the Structure Plan is 288 per day with **28** occurring in the PM peak period. Individually, the remaining land uses would be expected to generate in the region of **689** PM peak hour trips, based on the following:

Hotel – 0.6 trips / unit x 75 units = **45 trips**;

Tavern – 11 trips per 100m² = **97 trips**;

LFR – 2.8 trips / 100 m² = **55 trips** (based on Bulky Goods); and

Shopping Centre (~4,000m² including specialties) – 12.3 trips / 100m² = **492 trips**;

The overall trip generation of the Structure Plan could therefore be estimated at **717** PM peak hour trips.

Again, however, a significant number of these trips would be shared across the different land uses, whilst the included residential and hotel land uses will also reduce the number of vehicular trips generated. DVC considers a reduction in the region of 25% would be appropriate at this stage. This would reduce the PM peak hour trip generation estimate to around **538 trips**.

It is noted that, whilst this is a broad-brush calculation based on overall GFA at the concept stage, the figures calculated, particularly for the tavern and the shopping centre, do appear rather high. A more detailed analysis, once the land uses are confirmed, may reduce these numbers.

It is also likely that a significant proportion of pass by trips will occur in the PM peak, particularly from eastbound drivers visiting the shopping centre and specialty stores etc on the way home. These trips will not add to the existing volumes on Great Eastern Highway, but will produce turning movements at the proposed access driveways.

4.2 TRIP DISTRIBUTION

With the Structure Plan area being located well to the west of the city's main retail centre, the facilities are likely to cater primarily for residents of the Somerville area, thus generating a significant number of relatively localised trips throughout the day.

In terms of PM peak hour trip distribution, this is likely to be affected not only by these local trips, but also by the general tidal nature of traffic flow – and therefore pass by trips – on Great Eastern Highway. In general, the PM peak hour flow on Great Eastern Highway is around 28% to the west and 72% to the east. This has therefore been used as a general guide in distributing the trips assigned to the Great Eastern Highway crossovers.

It is assumed that trips entering and leaving the Structure Plan in the PM peak period will be split 35/65.

Given the location of the Structure Plan area, it is expected that most patrons will access the development via the Great Eastern Highway crossovers. The majority of those moving to and from the southeast will likely use Gatacre Drive, and either Great Eastern Highway or McCleery Street. It is not expected that the Quartermaine Street extension will attract many additional trips. However, there are clearly many route options for patrons, depending upon their preferences.

Figure 4.1 indicates the resulting estimated turning movements at each access point to the Structure Plan area, during the PM peak period.

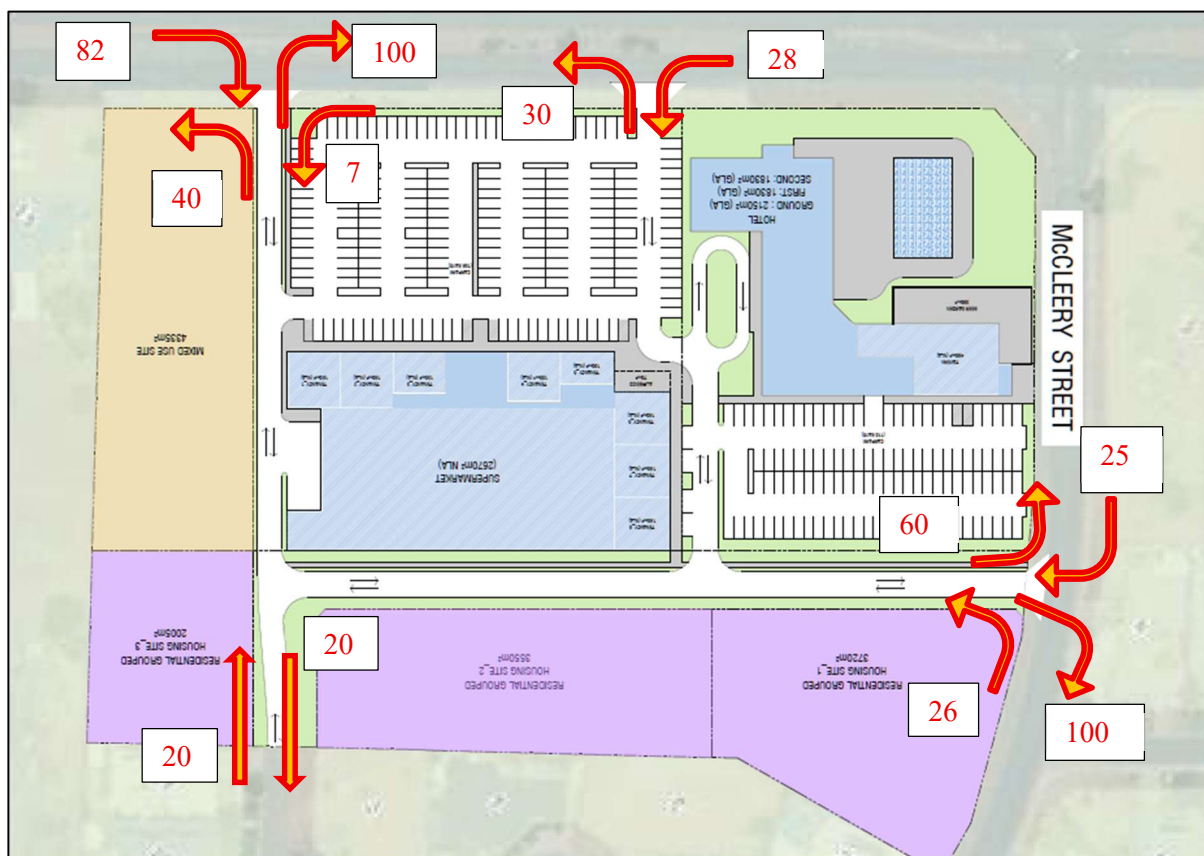


Figure 4.1: Estimated 2027 PM peak hour Structure Plan generated movements

Whilst these volumes show a possible distribution of the forecast PM turning movements, drivers will revise their initial choices to reduce any delays, depending upon their origins and destinations, their preferred parking locations and the perceived ease of access at each crossover.

5 ANALYSIS OF TRANSPORT IMPACT

5.1 SCOPE OF THE ANALYSIS

This assessment has been based on an estimated year of opening of the development of 2027, with a 10 year after scenario in 2037.

The year of opening assessment is based on the existing road network. Whilst it is acknowledged that some additional development may occur in the intervening 10 years, this is not expected to significantly affect the distribution of peak hour trips to or from the site.

Given the tidal nature of Great Eastern Highway in the vicinity of the Structure Plan area, and the very early AM peak flows, this analysis will be limited to assessing the PM peak period impact of the proposed development.

5.2 OPENING YEAR: 2027

5.2.1 Adjacent Road Network

Overall, given the current traffic volumes on the roads around the site, it is expected that the additional peak hour trips generated by the site will be readily catered for by the existing spare capacity.

5.2.2 Structure Plan Accesses and adjacent intersections

As previously stated, the Structure Plan area will have three accesses, two directly onto Great Eastern Highway and one onto McCleery Street. A fourth access option will be provided via Quartermaine Street.

Given the relatively low westbound PM peak period traffic flows, the expected level of turning movements at the Left in Left out eastern crossover on Great Eastern Highway is not expected to present any issues. The road already has two through lanes, which will facilitate left in or left out movements. PM peak hour forecasts indicate that, on average, the access will only need to cater for around one vehicle in and one out every two minutes. A left turn pocket could be provided if warranted.

The western access onto Great Eastern Highway will be a full movements intersection, which provides an opportunity for right turning movements in and out of the site.

Again, PM peak hour traffic flows along Great Eastern Highway are currently only around 760vph eastbound and 300vph westbound, on a highway with two through lanes in either direction.

It can be seen from section 4.2 that the trips generated by the Structure Plan area will be spread over several different roads, routes and intersections. Whilst the key intersection is likely to be that of the western site access with Great Eastern Highway, it is noted that additional movements may be generated at the crossover onto McCleery Street.

Although no existing traffic data has been made available for this road, it is not expected that current flows will be very high. The number of additional movements is therefore expected to be well within the capacity of both this intersection, and that of McCleery Street with Great Eastern Highway.

5.3 INTERSECTION ASSESSMENT USING SIDRA

As the key intersection, DVC has carried out a SIDRA analysis of the forecast movements at the proposed western site access onto Great Eastern Highway, which will form a three-way intersection, and an effective extension of Quartermaine Street to the south. Analysis was carried out for both the year of opening and the ten years after scenarios.

It should be noted that at this LSP stage, in order to present a worst case scenario, no allowance has been made for pass by trips in the SIDRA analysis.

The SIDRA intersection layouts and outputs can be seen below and in more detail in **Appendix C**.

NETWORK LAYOUT

 **Network: [TSTB] Opening Year (Western GEH Access)**

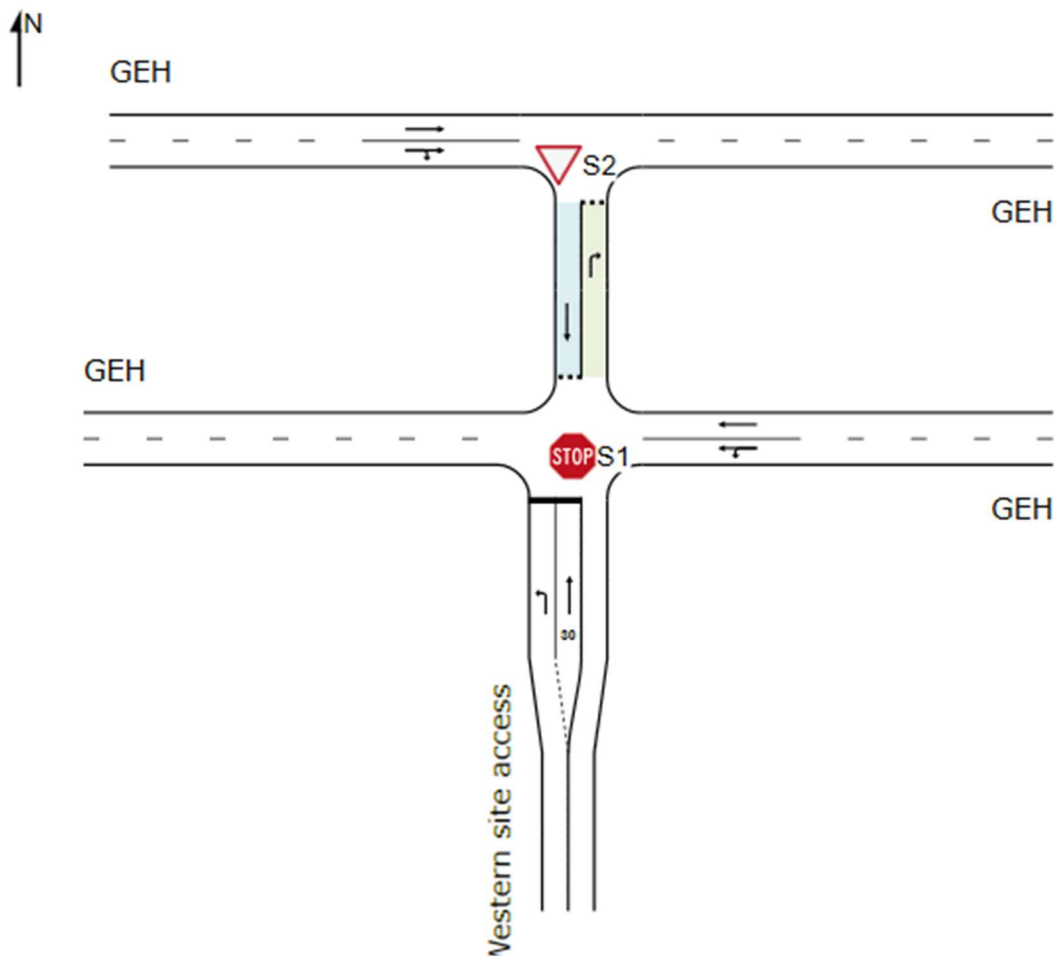
Sign-Controlled T-Intersection with Median Storage for Two-Stage Turn Movements

Major Road Turn Opposes Stage 1 of the Minor Road Turn Movement (Type B)

Network Category: (None)

Network Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



5.3.1 Year of Opening

The analysis shows that, using a two stage right turn model, the intersection works well for the opening year scenario, with all movements at LOS A and maximum delays of under 10 seconds.

5.3.2 Horizon Year (Opening +10 Years)

The trip generation of the site is not expected to vary significantly for the future '+10 years' scenario. However, the level of through traffic on Great Eastern Highway may increase.

As no forecast traffic flows have been established for this road, DVC has applied a flat 1% increase per annum to these through flows. The intersection was then re-analysed using SIDRA for this future year scenario.

Once again, the SIDRA outputs show all movements at LOS A and maximum delays of under 10 seconds.

5.4 MRWA AUXILIARY LANE WARRANTS

The above SIDRA analysis has been carried out without the inclusion of any auxiliary turning lanes along Great Eastern Highway. However, it is recommended that once the land uses and corresponding trip generation and distributions are more firmly established the MRWA auxiliary lane warrants are checked to establish whether additional turning lanes, such as left and right turning lanes into the western access, are required.

It is noted that whilst most of the intersections and driveway accesses along this section of Great Eastern Highway are provided with right turning lanes in the median, several do not have dedicated left turn lanes.

6 SUSTAINABLE TRANSPORT AND ROAD SAFETY

6.1 PUBLIC TRANSPORT

The closest bus stop to the subject site is located on Great Eastern Highway, immediately outside the site. Whilst this embayed stop does not appear to be marked with any services, the stop on the opposite (northbound) side of Great Eastern Highway is marked as a “School Bus Stop Only”.

If the embayed stop outside the site is still in use, consideration should be given to relocating it to a safer spot.

TransGoldfields runs three bus services through the city, namely routes 861, 862 & 863. The nearest bus stop to the site is on route 863, and is located some 400m east of the site, along Great Eastern Highway, as shown in **Figure 6.1**.

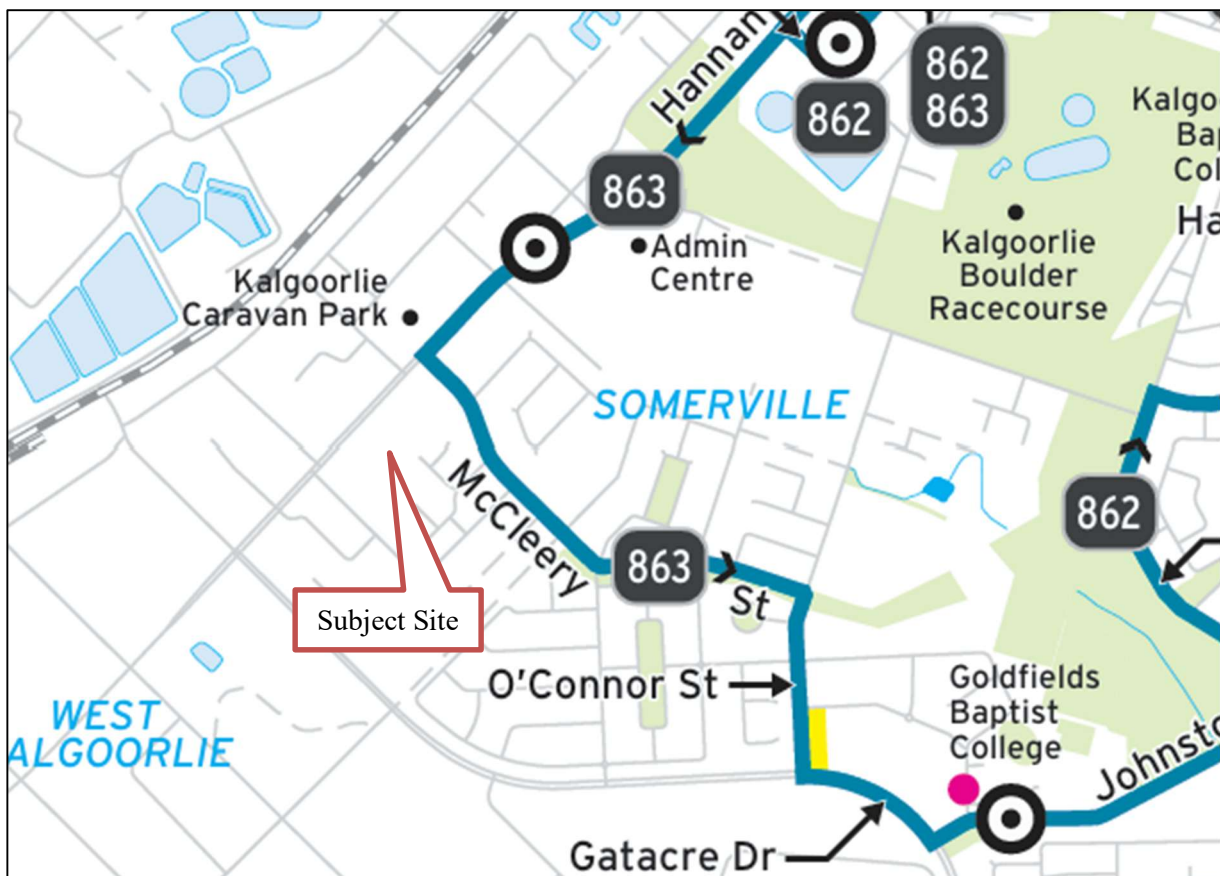


Figure 6.1: TransGoldfields services near the site.

Whilst not shown on Figure 6.1, there is another bus stop (#71586) for service 863 marked on McCleery Street, opposite the site.

The full TransGoldfields service diagram is shown in **Appendix B**.

6.2 PEDESTRIAN AND CYCLIST FACILITIES

Footpaths are currently provided down each side of both Great Eastern Highway and McCleery Street, in the vicinity of the site, although there is no pedestrian crossing facility over Great Eastern Highway.

6.3 ROAD SAFETY

A full assessment of the Structure Plan area from a road safety perspective is premature as there are few details of the proposed accesses, footpaths or road crossing points at this stage. Further assessment of such elements should be carried out at the detailed design stage.

Notwithstanding this, it is noted that a small number of drivers may attempt to weave across from Carew Street to the proposed eastern crossover onto Great Eastern Highway.

Although this movement is not ideal, there is sufficient separation between the access and the Carew Street median gap to allow such manoeuvres to occur, without undue issues. However, the movement is unnecessary, as drivers turning right from Carew Street can readily access the site via the western crossover. Thus, it would be recommended that the design of the left in-left out intersection is such that such movements are prevented. This may be achieved through suitable kerbing works or line marking, and would need to be discussed and agreed with MRWA during the design stages.

The separation of the eastern left in-left out crossover from McCleery Street is over 100m, and as such should be adequate.

The safety of vehicular movements at the two residential driveways opposite the western site access will also need to be considered.

7 SUMMARY AND CONCLUSION

7.1 SUMMARY

Lester Group has commissioned Donald Veal Consultants (DVC) to prepare a Transport Impact Assessment (TIA) Report for a Local Structure Plan application over the site known as 9 & 11 Great Eastern Highway, in Somerville.

The proposed Structure Plan area will have two access points along Great Eastern Highway, with others onto McCleery Street and Quartermaine Street. The western access onto Great Eastern Highway is proposed as a full movement intersection, whilst the eastern one would be restricted to left in and left out movements.

The site is currently undeveloped, and is surrounded by primarily residential land uses. The main Kalgoorlie CBD lies to the northeast, whilst the industrial section of the city is located to the southwest.

The proposed Structure Plan will include some residential units, a hotel and a tavern, with a shopping centre including a supermarket and various specialty outlets and businesses.

The latest concept plan shows a total of 308 parking bays being provided, which falls short of the total requirement as calculated on an individual land use basis. However, given the likely level of shared trips and the residential element of the development, this is considered adequate.

It is noted that no parking bays have been specifically allocated to any land uses at this stage.

It is assumed that development of the structure plan area will be completed by 2027. The assessment therefore evaluates traffic impacts and infrastructure performance in the horizon year of 2037, a decade later.

The site is expected to generate 717 trips during the PM peak period, with a significant proportion of those being shared and pass by trips. After adjustments, a total of 538 peak hour vehicle trips are anticipated, based on the originally provided concept layout plan.

The most onerous impact of the development is expected to be at the western access onto Great Eastern Highway, and this has been analysed using SIDRA for both scenarios. The access performs well, without the need for signalisation or auxiliary lanes, using a two stage right turn out from the site, with sufficient storage provided in the median. It is noted that no allowance has been made for pass by trips in this analysis.

A 1% per annum growth factor was applied to current traffic flows along Great Eastern Highway for the future year scenario.

7.2 CONCLUSION

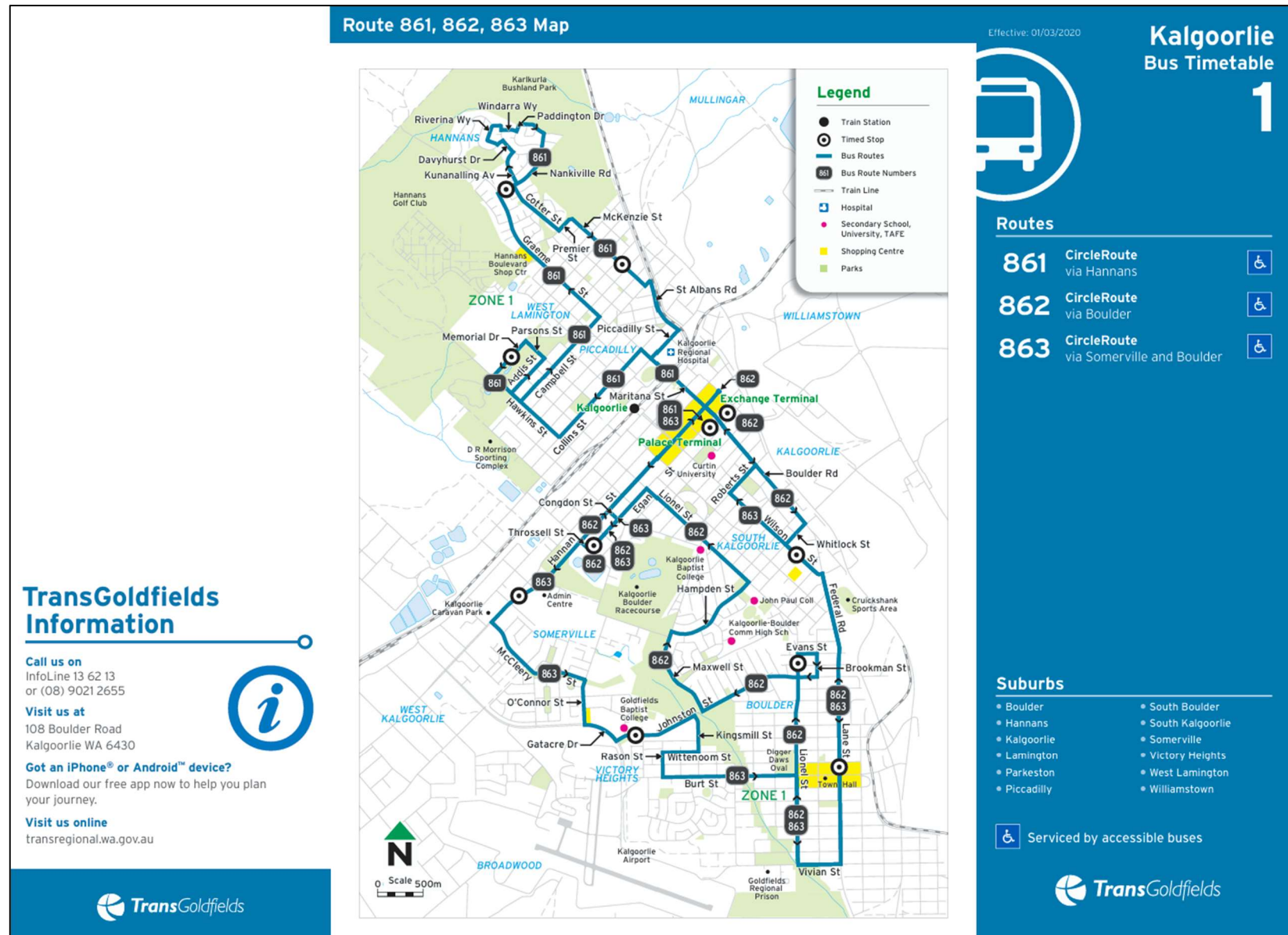
DVC supports the Structure Plan in terms of its transport and road safety impacts, based on the analysis contained in this report, and assuming that the potential issues identified in the report are considered and addressed at the subdivision and development application stage.

APPENDIX A: CITY OF KALGOORLIE BOULDER PARKING RATES

PART 07—SCHEDULES
Schedule No 1: Parking Requirements

Land use	Car parking	Staff parking	Delivery or queuing	Employee Bicycle Parking	Visitor Bicycle Parking
Bulky goods showroom	100 m ² for first 500 m ² and 1 bay for every 100 m ² following	(1) bay per 1 staff	N/A	1 bicycle space per 1000 m ² GFA	N/A
Consulting rooms	(2) bays per consulting room;	(1) bay per 1 staff;	N/A	1 space per 8 staff members including practitioners	1 space per 4 staff members including practitioners
Fast food outlet/lunch bar	(1) bay per 4 m ² of dining area	(1) bay per 2 staff	(1) bay per service/ storage area (3) queuing bays for any drive through facility	1 space per 100 m ² of public area including lounges, beer gardens and dining areas	1 space per 150m ² of public area including lounges, beer gardens and dining areas.
Hotel	(1) bay per 4 room/units	N/A	(1) delivery bay per service/ storage area	1 space per 20 bedrooms	1 space per 10 rooms
Shop	(1) bay per 25m ² GFA (0—10,000 m ²); or (1) bay per 20m ² GFA (10,000m ² +);	N/A	(1) delivery bay per 1,000 m ² GFA;	For shop less than 1000m ² , 1 space per 250m ² GFA For shop between 1001m ² and 4999m ² 1 space per 500m ² GFA For shop greater than 5000m ² —1 space per 1500 m ²	For shop less than 1000m ² , 1 space per 150m ² GFA For shop between 1001m ² and 4999m ² 1 space per 300m ² GFA For shop greater than 5000m ² —1 space per 750m ²
Tavern	(1) bay per 10m ² bar, lounge, beer garden, and other public area, exclusive of alfresco dining areas	N/A	(1) delivery bay per service/stora ge area	1 space per 100m ² of public area including lounges, beer gardens and dining areas exclusive of alfresco dining areas	1 space per 150m ² of public area including lounges, beer gardens and dining areas exclusive of alfresco dining areas

APPENDIX B: KALGOORLIE PUBLIC TRANSPORT SERVICES



APPENDIX C: SIDRA

Degree of Saturation

Degree of Saturation is a measure of how much physical capacity is being used with reference to the full capability of the particular movement, approach or overall intersection. A DoS of 1.0 therefore equates to full theoretical capacity although in some instances this level is exceeded in practice. SIDRA uses maximum acceptable DoS of 0.90 for signalised intersections for its Design Life analysis, whereas design engineers typically set a maximum DoS threshold of 0.95 for new intersection layouts or modifications.

Average Delay

Average Delay reports the average delay per vehicle in seconds experienced by all vehicles in a particular lane, approach or for the intersection as a whole. For severely congested intersections the average delay begins to climb exponentially.

Queue Length

Queue Length measures the length of approach queues. In this document we have reported queue length in terms of the number of vehicles in the queue at the 95th percentile and also at the 50th percentile. Hence, in the first case the program measures the maximum queue length that will not be exceeded for 95 percent of the time. In the second case it computes the maximum queue that will occur for half of the time. Queue lengths provide a useful indication of the impact of signals on network performance. It also enables the traffic engineer to consider the likely impact of queues blocking back and impacting on upstream intersections and accesses.

Level of Service

Level of Service is a combined appreciation of queuing incidence and delay time incurred, producing an alphanumeric ranking of A through F. A LoS of A indicates an excellent level of service whereby drivers delay is at a minimum and they clear the intersection at each change of signals or soon after arrival with little if any queuing. Values of B through D are acceptable in normal traffic conditions. Whilst values of E and F are typically considered undesirable, within the CBD vehicular and pedestrian numbers are significant with corresponding delays/queues unavoidable and hence, are generally accepted by road users.

The definitions in **Table 5.2** were extracted from the Sidra User Guide and provide a definition for LOS for vehicles based on delay (HCM method).

Table 7.1: Level of Service Definitions for Vehicles (HCM method) *Source: SIDRA*

LOS	Delay in seconds (d)		
	Signals	Roundabouts	Stop/Give Way
A	$d \leq 10$	$d \leq 10$	$d \leq 10$
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$
C	$20 < d \leq 35$	$20 < d \leq 35$	$15 < d \leq 25$
D	$35 < d \leq 55$	$35 < d \leq 55$	$25 < d \leq 35$
E	$55 < d \leq 80$	$55 < d \leq 70$	$35 < d \leq 50$
F	$80 < d$	$70 < d$	$50 < d$

The following provides a legend for the abbreviations used in the SIDRA output tables:

DoS - Degree of Saturation (volume/capacity) 1.0 = Full Capacity; 0.95 = Design Capacity

LoS - Level of Service (A = Excellent; B, C, and D = Acceptable; E, F = Unacceptable)

Average Delay - Average Delay per vehicle (seconds)

Queue 95% - 95th percentile back of queue, in metres

Queue 50% - 50th percentile back of queue, in metres

N, S, E, W - North, South, East, West

NETWORK LAYOUT

 **Network: [TSTB] Opening Year (Western GEH Access)**

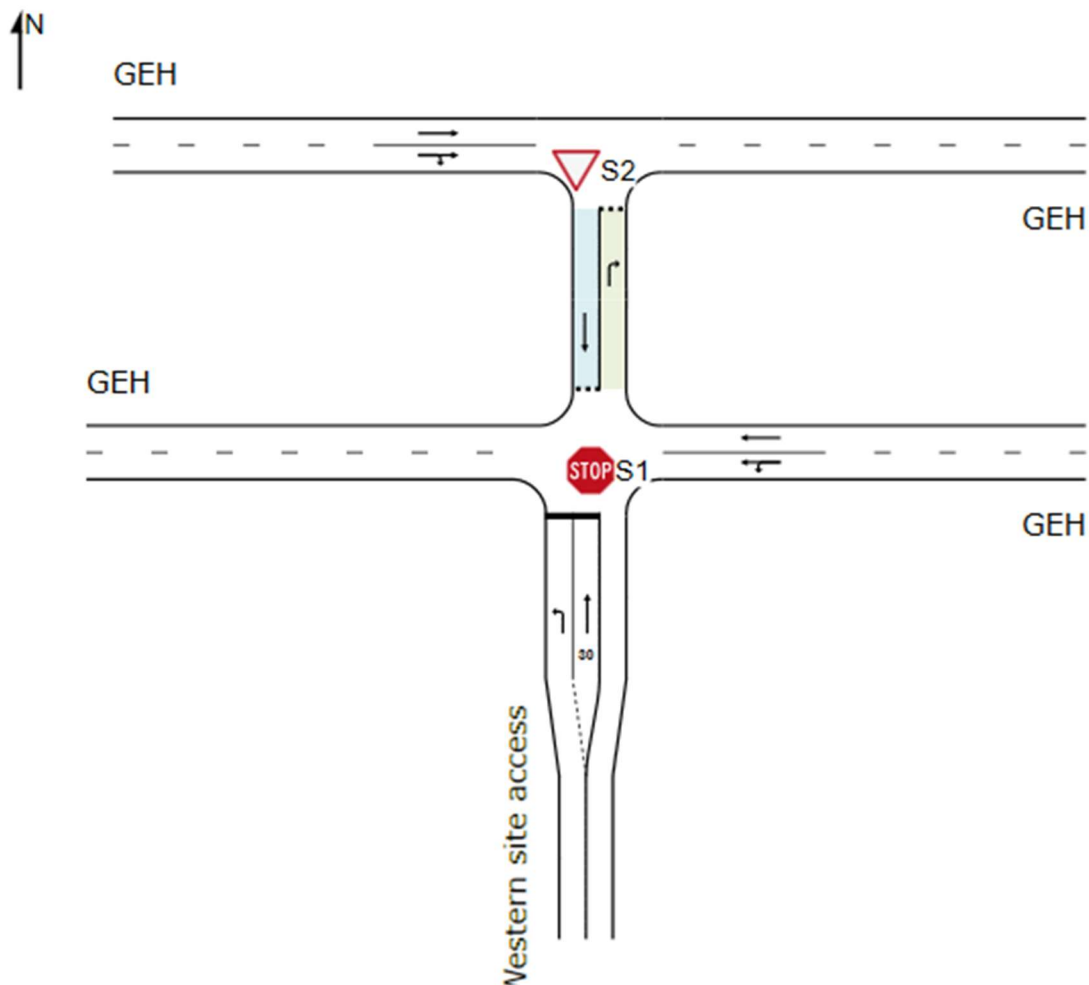
Sign-Controlled T-Intersection with Median Storage for Two-Stage Turn Movements

Major Road Turn Opposes Stage 1 of the Minor Road Turn Movement (Type B)

Network Category: (None)

Network Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Client: Lester Group

Project: 9 & 11 Great Eastern Highway, Somerville LSP – TIA

MOVEMENT SUMMARY

Site: [S1] Western Access (Type B Two-Stage T-Intersection Crossing)
Network: [TSTB] Opening Year (Western GEH Access)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Type B Two-Stage T-Intersection Crossing

Site Category: (None)

Stop (Two-Way)

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Western site access															
1	L2	All MCs	42	1.0	42	1.0	0.034	6.9	LOS A	0.1	0.4	0.27	0.87	0.27	47.4
2	T1	All MCs	105	1.0	105	1.0	0.156	9.3	LOS A	0.2	1.8	0.52	0.99	0.52	18.6
Approach			147	1.0	147	1.0	0.156	8.6	LOS A	0.2	1.8	0.45	0.96	0.45	35.8
East: GEH															
3	L2	All MCs	7	1.0	7	1.0	0.088	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	55.6
4	T1	All MCs	316	10.0	316	10.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			323	9.8	323	9.8	0.088	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Median Storage															
5	T1	All MCs	105	1.0	105	1.0	0.094	1.2	LOS A	0.1	1.0	0.37	0.26	0.37	25.1
Approach			105	1.0	105	1.0	0.094	1.2	LOS A	0.1	1.0	0.37	0.26	0.37	25.1
All Vehicles			576	5.9	576	5.9	0.156	2.5	NA	0.2	1.8	0.18	0.30	0.18	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay; Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Client: Lester Group

Project: 9 & 11 Great Eastern Highway, Somerville LSP – TIA

MOVEMENT SUMMARY

Site: [S2] Western Access (Type B Two-Stage T-Intersection Crossing)

Network: [TSTB] Opening Year (Western GEH Access)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Type B Two-Stage T-Intersection Crossing

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Median Storage															
1	R2	All MCs	105	1.0	105	1.0	0.110	2.5	LOS A	0.1	0.8	0.42	0.54	0.42	48.1
Approach			105	1.0	105	1.0	0.110	2.5	LOS A	0.1	0.8	0.42	0.54	0.42	48.1
West: GEH															
2	T1	All MCs	789	10.0	789	10.0	0.239	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
3	R2	All MCs	86	1.0	86	1.0	0.239	5.8	LOS A	0.0	0.0	0.00	0.13	0.00	57.6
Approach			876	9.1	876	9.1	0.239	0.6	NA	0.0	0.0	0.00	0.07	0.00	59.2
All Vehicles			981	8.2	981	8.2	0.239	0.8	NA	0.1	0.8	0.04	0.12	0.04	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Client: Lester Group

Project: 9 & 11 Great Eastern Highway, Somerville LSP – TIA

MOVEMENT SUMMARY

 **Site:** [S1 (2)] Western Access - Copy (Type B Two-Stage T-Intersection Crossing)
Network: [TSTB (2)] Opening plus 10 years (Western GEH Access)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Type B Two-Stage T-Intersection Crossing

Site Category: (None)

Stop (Two-Way)

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Western site access															
1	L2	All MCs	42	1.0	42	1.0	0.035	7.0	LOS A	0.1	0.4	0.28	0.86	0.28	47.4
2	T1	All MCs	105	1.0	105	1.0	0.163	9.6	LOS A	0.3	1.8	0.54	1.00	0.54	18.1
Approach			147	1.0	147	1.0	0.163	8.9	LOS A	0.3	1.8	0.47	0.96	0.47	35.4
East: GEH															
3	L2	All MCs	7	1.0	7	1.0	0.097	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	55.6
4	T1	All MCs	348	10.0	348	10.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			356	9.8	356	9.8	0.097	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Median Storage															
5	T1	All MCs	105	1.0	105	1.0	0.097	1.3	LOS A	0.1	1.0	0.39	0.29	0.39	24.8
Approach			105	1.0	105	1.0	0.097	1.3	LOS A	0.1	1.0	0.39	0.29	0.39	24.8
All Vehicles			608	6.2	608	6.2	0.163	2.5	NA	0.3	1.8	0.18	0.29	0.18	55.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Client: Lester Group

Project: 9 & 11 Great Eastern Highway, Somerville LSP – TIA

MOVEMENT SUMMARY

Site: [S2 (2)] Western Access - Copy1 (Type B Two-Stage T-Intersection Crossing)
 Network: [TSTB (2)] Opening plus 10 years (Western GEH Access)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Type B Two-Stage T-Intersection Crossing

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Median Storage															
1	R2	All MCs	105	1.0	105	1.0	0.118	2.8	LOS A	0.1	0.8	0.46	0.58	0.46	47.8
Approach			105	1.0	105	1.0	0.118	2.8	LOS A	0.1	0.8	0.46	0.58	0.46	47.8
West: GEH															
2	T1	All MCs	872	10.0	872	10.0	0.261	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
3	R2	All MCs	86	1.0	86	1.0	0.261	5.8	LOS A	0.0	0.0	0.00	0.12	0.00	57.8
Approach			958	9.2	958	9.2	0.261	0.6	NA	0.0	0.0	0.00	0.06	0.00	59.3
All Vehicles			1063	8.4	1063	8.4	0.261	0.8	NA	0.1	0.8	0.05	0.11	0.05	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Lester Group

9-11 Great Eastern Highway, Kalgoorlie
Needs Assessment and Net Benefits Test

Document Control				
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1 INTRODUCTION

1.1 Background

Lester Group (the Client) is required to develop a Structure Plan for 9-11 Great Eastern Highway, Somerville (the subject site), to provide for progressive and planned development of residential and commercial uses normally associated with the 'Urban Development' zoning under City of Kalgoorlie-Boulder Local Planning Scheme No. 2 (LPS No.2).¹

Preliminary discussion with City of Kalgoorlie-Boulder (the City) revealed there was concern around new commercial uses proposed as part of the plan because of their potential impact on the existing uses in the town centre. To that end, the Client is seeking a Net Benefit Test to assess the potential impact of the commercial uses at the Centre on Kalgoorlie Town Centre. This analysis will inform the Structure Plan and support a development application at a later stage.

Pracsys has undertaken a Net Benefit Test (NB Test) for the proposed development, identifying demand and supply dynamics within the trade area. These dynamics have been utilised to identify the level of need for the land uses as part of a complementary retail Needs Assessment. The NB Test will consider the potential impact of the Centre on the sustainability of the existing activity centres within the identified trade area inclusive of the town centre. The NB Test will be completed in accordance with the State Planning Policy 4.2 (SPP4.2) Activity Centres and Implementation Guidelines.²

1.2 Needs Assessment / Net Benefits Test Purpose and Objectives

According to the State Planning Policy 4.2 Activity Centre 2023 (SPP4.2): *'The need for activity centre uses refers to the scale and mix of residential and non-residential uses likely to be needed within a catchment area over the plan period (10 years for Precinct Structure Plans).'* This Needs Assessment follows the requirements of SPP4.2 Implementation Guidelines to consider and assess demand for activity centres uses using Department of Planning, Land Use and Heritage's (DPLH) Planning Land Use Category (PLUC), Shop/Retail (SHP)³ floorspace Net Lettable Area (NLA).

According to SPP4.2: *'The purpose of the Net Benefit (NB) Test is to ensure that development applications and planning instruments align with the objectives of this policy.'* The NB Test meets the SPP4.2's objectives by demonstrating the development will not have an unreasonable and detrimental impact on the activity centre hierarchy and will deliver net benefit to the community, increasing access to key services. To achieve these objectives a NB Test has two main components, impact test and community benefit assessment.

¹ City of Kalgoorlie-Boulder 2023, *Town Planning Scheme No.2*, Department of Planning, Lands and Heritage, [Link](#)

² Department of Planning, Lands and Heritage, 2023, *State Planning Policy 4.2 Activity Centre Implementation Guidelines*, Western Australian Planning Commission, [Link](#)

³ Please see Appendix 1: PLUC Glossary for more detail regarding DPLH Land Use and Employment Survey Categories

The key objectives of the report are to:

- Define the catchment area of the proposed development application request
- Review drivers of floorspace, including forecast population growth and socio-economic characteristics, employment and changing expenditure patterns
- Evaluate the competitive environment including existing and planned floorspace supply (including expansions and new developments)
- Develop a net demand assessment
- Assess the level of Shop/Retail floorspace supportable at the site
- Test the impact of the proposed development on the activity centre hierarchy
- Test the net benefit of the proposed development to the community

Both the Needs Assessment and Net Benefit Test should be based on facts and unbiased evidence.⁴

1.3 Gravity Model Methodology

Pracsys uses a retail gravity model to analyse the supply of and demand for retail floorspace within an estimated catchment and estimate the potential impact of proposed retail developments. The retail gravity model (also known as Huff's Gravity Model) is a modified version of Sir Isaac Newton's Law of Gravitation and is widely used in international trade modelling, transport modelling and regional planning. Retail gravity modelling studies retail supply, and the probability of a customer (demand) visiting each of a network of centres. The model accounts for the distribution and attractiveness of competing centres, along with the distance customers will have to travel to each centre. Floorspace quantum (m^2) is used to represent the attractiveness of retail centres. Customers are willing to travel farther to shop at large centres, representing a higher level of attraction (they can generally satisfy multiple needs in one trip to a larger centre, which also contains a higher proportion of comparison goods).

The model provides an objective method of distributing expenditure among centres. To optimise the predictive accuracy of the model, the calculated distribution is calibrated to match published turnover levels for each centre in the network. Having established a baseline distribution of expenditure, new floorspace can be introduced and changes in expenditure distribution across time can be examined, allowing for various retail centre transformations such as planned expansions and new developments. This comprehensive approach creates a distribution of expenditure that is fundamentally unbiased, as it is based on explicit mathematical rules. It is a widely used approach that has been accepted by the Department of Planning, Lands and Heritage (DPLH) and Western Australian Planning Commission (WAPC) through the review of a wide range of Structure Plans, Local Commercial Strategies and Retail Sustainability Assessments. For more information on the gravity modelling methodology, please see Appendix 2: Gravity Modelling Methodology.

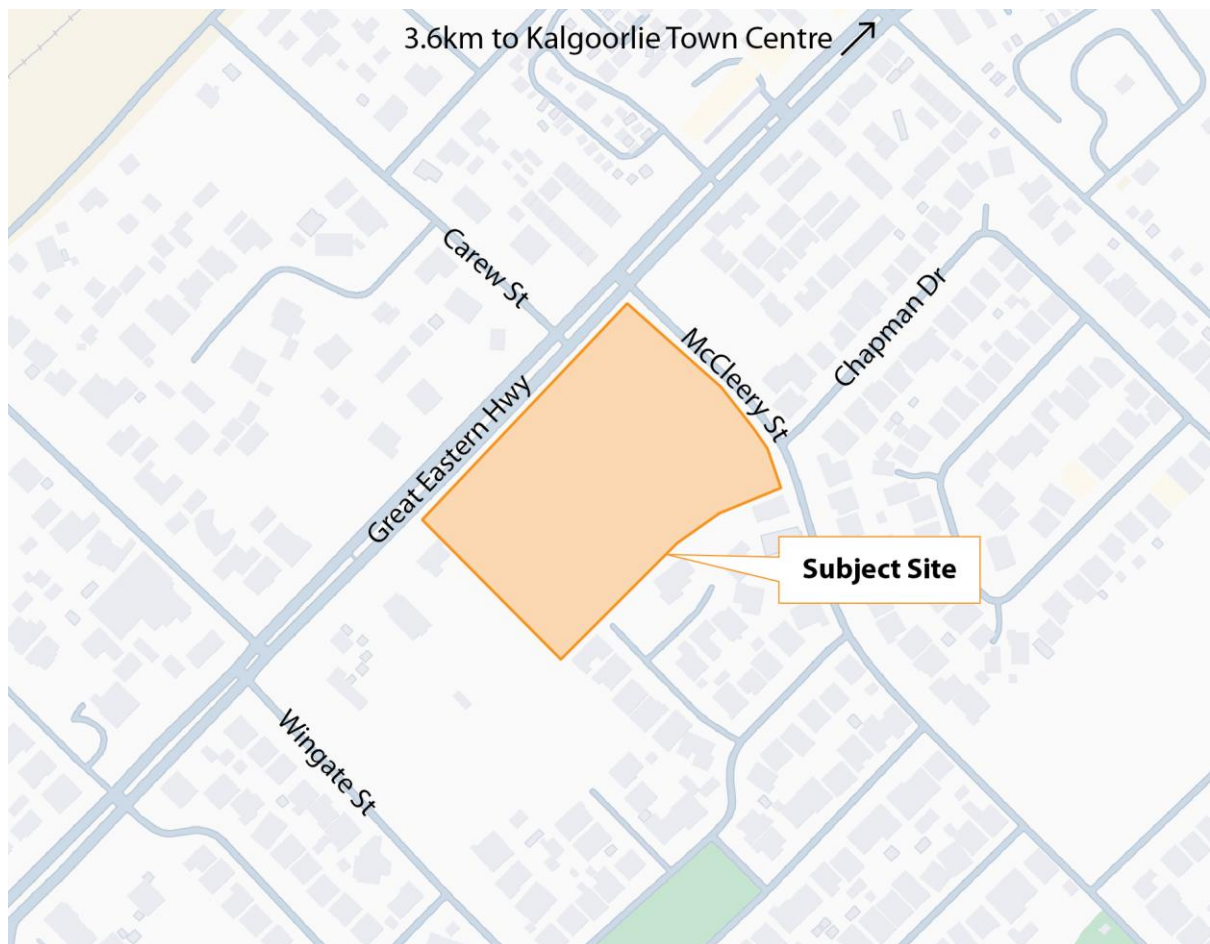
⁴ WAPC, 2023, *State Planning Policy 4.2 Activity Centre Implementation Guidelines*, Government of Western Australia

2 DEVELOPMENT CONTEXT

2.1 Site Location

The subject site is located in City of Kalgoorlie-Boulder, approximately 550 kilometres from Perth. The Centre is in the suburb of Somerville and is bordered by McCleery St to the northeast, Great Eastern Hwy to the northwest and residential dwellings to the south. The following map identifies the location of the Centre (Figure 1).

Figure 1. Centre Spatial Context



Source: Pracsys 2026

The site for the Centre is current zoned Urban Development according to the City's Local Planning Scheme No. 2. The Centre is adjacent to Mixed Use land across Great Eastern Hwy and land zoned Residential in the remaining directions.

2.2 Trade Area Definition

A trade area is the spatial boundary from which commercial floorspace generates most of its customers. The trade area definition allows for the measurement of the number of potential customers, their demographics and expenditure potential, as well as an assessment of the competitive environment.

The modelled trade area for a lower order activity centre is typically comprised of a five-kilometre catchment area accounting for natural (e.g. the Swan River) and built barriers (e.g. freeways, airport). The trade area for this assessment takes into account the regional context of the Centre.

The modelled trade area for the Centre is approximately 10 kilometres in radius to account for the spread of demand in the Kalgoorlie-Boulder area and customers' greater willingness to drive relative to metropolitan areas. The trade area ensures that all centres that could reasonably influence the viability of, or be impacted by, the proposed developed are included in the Needs Assessment and NB Test (Figure 2).

Figure 2. Trade Area



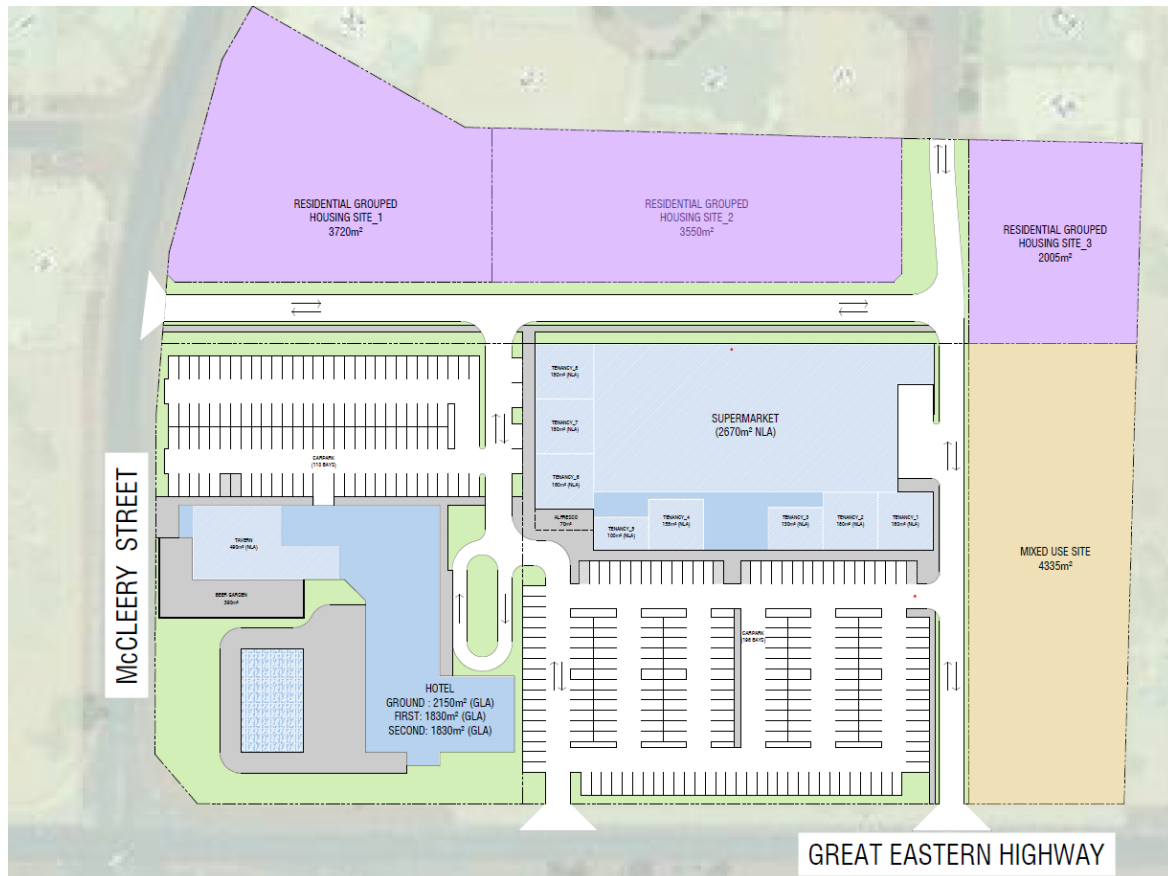
Source: Pracsys 2026

The modelled trade area encompasses Statistical Area 2s (SA2s) such as Kalgoorlie North, Kalgoorlie, Boulder and more. The Centre will not impact the town centre's role as a wider sub-regional service hub.

2.3 Proposed Development

The proposed Centre is expected to consist of a moderate-scale supermarket, various comparison and food retail, large format retail, group housing, hotel and tavern uses (Figure 3).

Figure 3. Site Plan



Source: GDD Design Group 2026, Lester Group 2026

The proposed land uses have been aligned with Planning Land Use Code 5, Shop/Retail, to determine their relevancy for the following Needs Assessment and NB Test. Approximately 3,955m² of the Shop/Retail Net Lettable Area (NLA) is planned for the Centre (Figure 4).

Figure 4. Land Use Alignment to Shop/Retail

Land Use	Planning Land Use Code	Floorspace or Area (m²)
Supermarket	Shop/Retail	2,670
Comparison Retail	Shop/Retail	643
Dine Out Food	Shop/Retail	643
Mixed Use	Other Retail, Service Industry	4,335
Hotel	Entertainment	5,810
Tavern	Entertainment	490
Grouped Housing	Residential	9,275

Source: Lester Group 2026, Pracsys 2026, DPLH Land Use and Employment Survey Information Sheet 2017

The floorspace of non-supermarket Shop/Retail uses has been evenly divided between comparison retail and dine out food as the exact composition is dependent on market factors. The Client has indicated that they will target undersupplied and unique retail offerings, reducing the extent of competition with the town centre and other activity centres.

The proposed land uses align with the needs of the local community and objectives of the City by increasing access to commercial goods and services and providing short and permanent accommodation opportunities, respectively. The proposed development is expected to contribute to addressing housing affordability and population stagnation. Expenditure from new residents and visitors will support local businesses and increase the economic activation of Kalgoorlie. Other benefits of the Centre have been discussed in alignment with SPP4.2's Net Benefit Test Guidelines in Section 6, Impact on the Community.

3 RETAIL DEMAND ANALYSIS

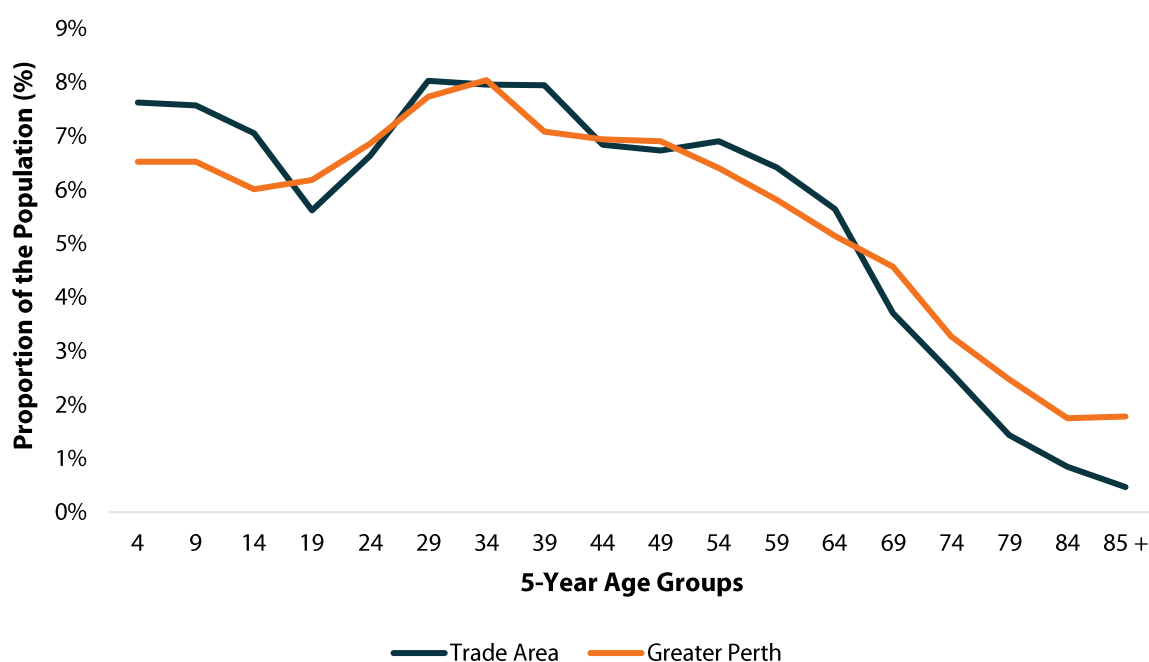
Understanding local demographics and expected market growth is vital for assessing the need for retail floorspace in the trade area. This section provides an overview of demographics, current and future dwellings and the expenditure profile of the trade area.

3.1 Age Profile

The trade area exhibits a slightly younger age profile than the Greater Perth benchmark (Figure 5). The trade area has a slightly higher proportion of people aged under 15 years old (22% versus 19%). This cohort will likely require low skill employment opportunities in the future in industries such as retail and hospitality as they transition from being students to joining the workforce. The high proportion of children is also indicative of demand for childcare uses.

The trade area has a higher working-age population (69% versus 67%) relative to Greater Perth. These households are likely to have higher incomes, levels of disposable income, and likelihood of expenditure on childcare and non-essential retail goods and services such as clothing and white goods.

Figure 5. Trade Area Demographic Profile

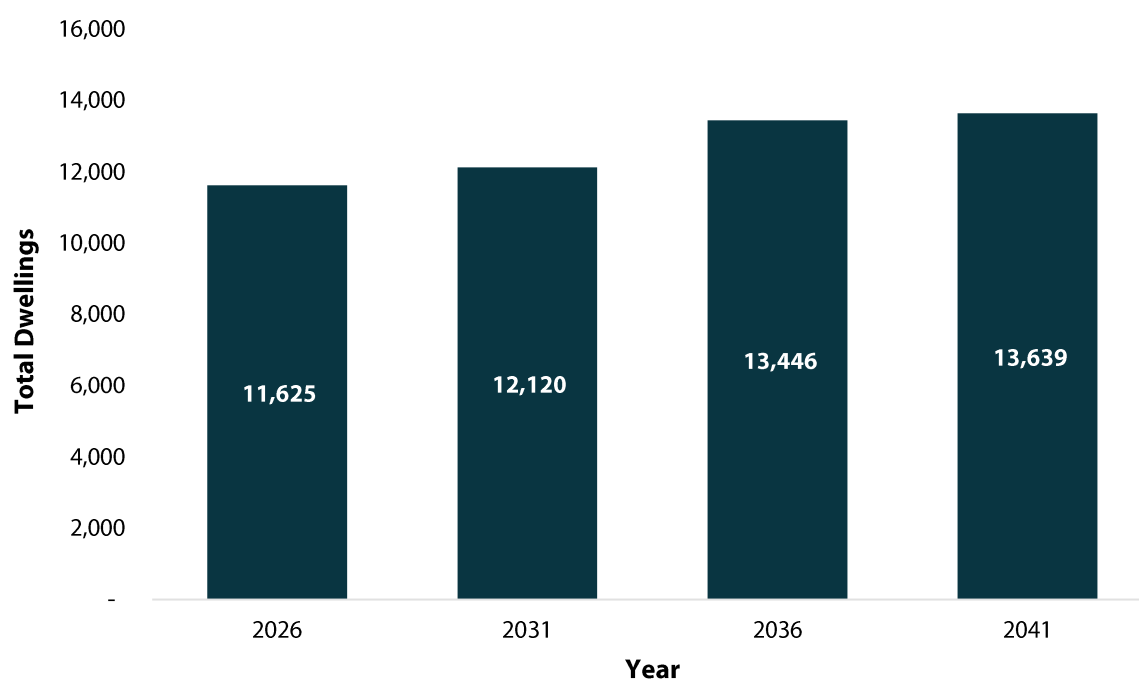


Source: ABS 2021, Pracsys 2026

3.2 Dwelling Growth

The trade area for the Centre is estimated to contain approximately 11,625 dwellings in 2026 as a result of the infill and planned residential development. This estimate is inclusive of the units proposed in and around the Centre and residential development as part of the Hannans Structure Plan (Figure 6).⁵

Figure 6. Trade Area Dwelling Growth Forecast



Source: ABS 2021, DPLH WA Tomorrow 2018, Pracsys 2026

The number of dwellings in the trade area is expected to grow by 4% from 2026 to 2031. The trade area's low level of dwelling growth is projected to increase over time. By 2041, the number of dwellings in the trade area is projected to reach 13,639 representing a 17% increase from 2026. The extent of dwelling growth over the next 15 years indicates that there is a moderate but consistent increase in demand for commercial goods and services over time.

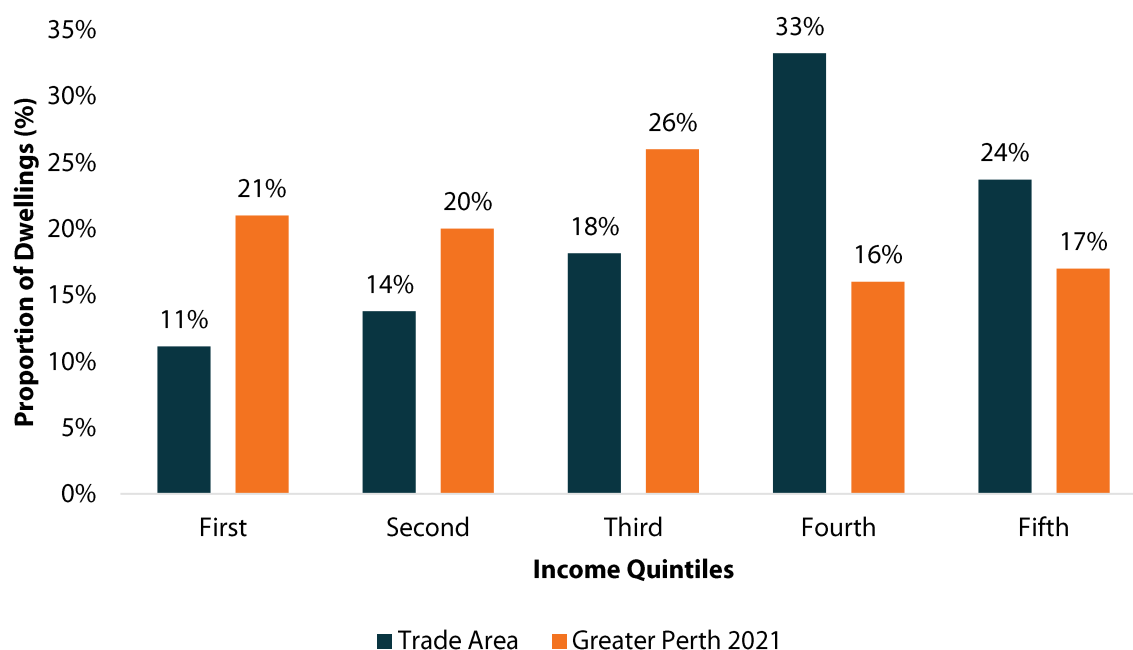
⁵ The ABS Census 2021 dwelling count by SA1 areas augmented by WA Tomorrow population projections (median band).

3.3 Household Income

Household income levels contribute directly to the success of commercial developments, as the level and composition of spending on retail goods and services are primarily determined by household income. Generally, households in lower-income quintiles spend a higher proportion of their income on basic goods and services. Households in upper-income quintiles have more disposable income available to spend on comparison retail items.

2021 ABS census data has been used to assess the distribution of household income within the trade area (Figure 7). Incomes in the trade area have a lower representation than the Greater Perth benchmark across the first, second and third quintiles (33% versus 67%). This is likely reflective of the high economic resilience of households in the trade area against the impacts of COVID-19, which has likely contributed to a significant variation in the composition of household income in Greater Perth as of the 2021 Census.

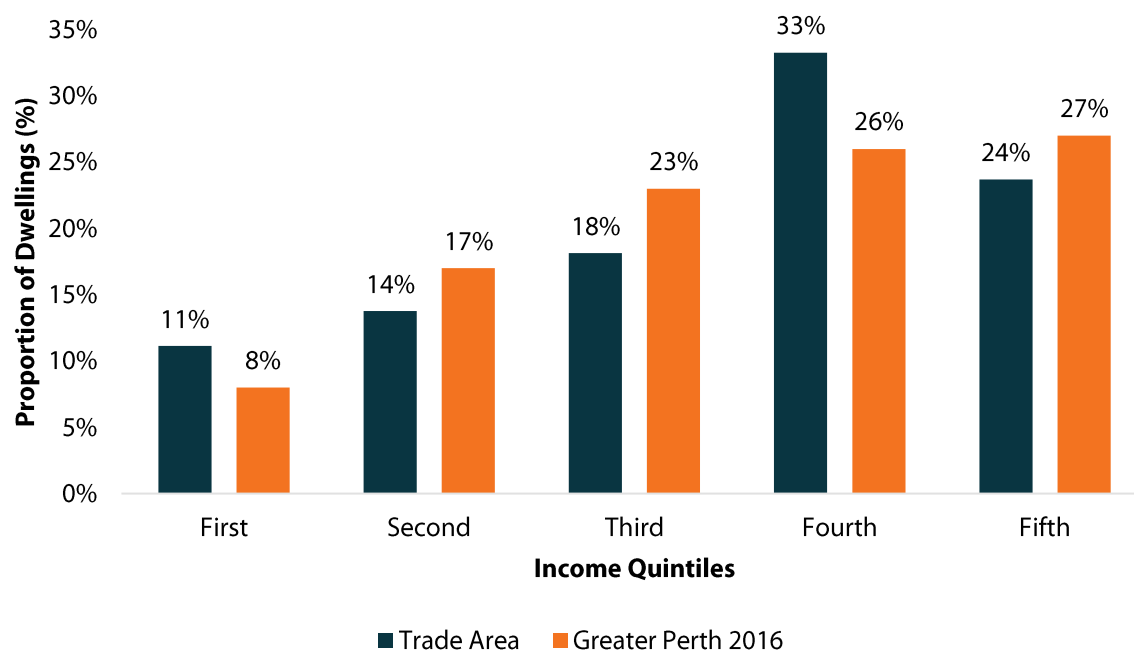
Figure 7. Trade Area 2021 and Greater Perth 2021 Income Composition by Quintile



Source: ABS Census 2021, ABS HHES Survey 2017/2018, Pracsys 2026

2021 ABS census data for the trade area and 2016 ABS census data for Greater Perth have been compared to account for the potential effect of COVID-19 on Greater Perth (Figure 8). The trade area's higher concentration of households in the fourth and fifth quintile relative to Greater Perth is indicative of high level of disposable income for comparison retail spending such as on clothing, lifestyle, furniture, and technology. The proposed comparison retail and mixed-use components of the Centre align with the income composition of the trade area.

Figure 8. Trade Area and Greater Perth 2016 Income Composition by Quintile



Source: ABS Census 2016, ABS HHES Survey 2017/2018, Pracsys 2026

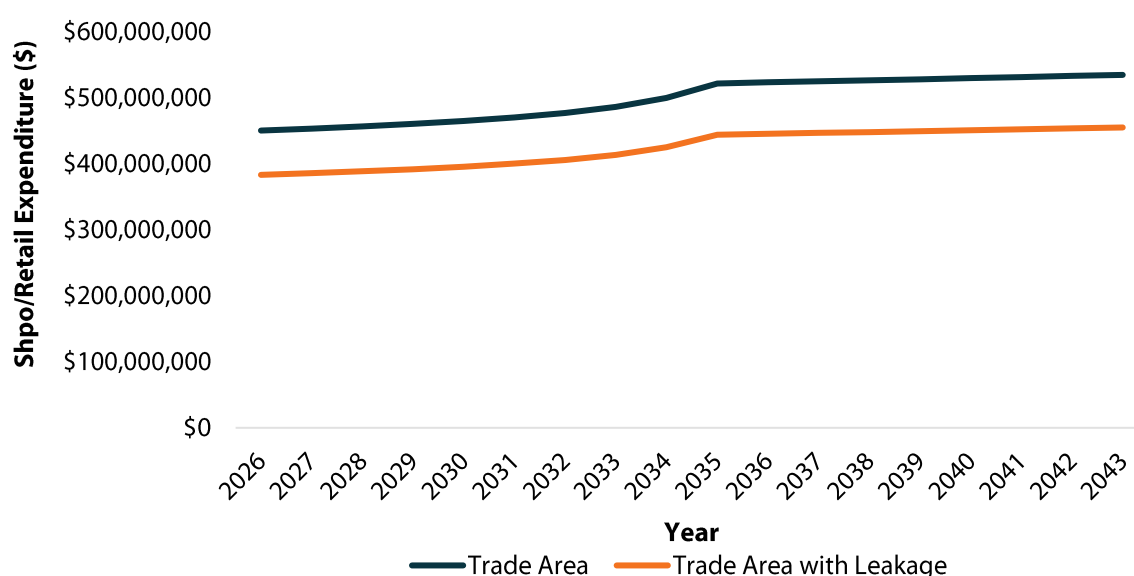
3.4 Estimated Retail Expenditure

ABS Household Expenditure Survey data was used to estimate the average spend per household by income quintile, from which the total expenditure pool of the catchment has been derived. The model combines the propensity to spend on commodities based on household income quintiles to derive the total Shop/Retail expenditure in the area.⁶

Non-resident workers play a significant role in Kalgoorlie's economy, accounting for 15% (2,068 workers) of the local labour force.⁷ These workers largely reside in various LGAs in metropolitan Perth such as Swan, Wanneroo, Stirling and more. Shop/Retail expenditure by non-resident workers has been accounted for in the model by reducing average domestic visitor spend per day by 75% to exclude expenditure on accommodation and other commercial goods and services. An average of \$61 of Shop/Retail expenditure a day supports upwards of \$35 million annually or around 9% of Shop/Retail expenditure from residents in 2026.

Total retail expenditure is projected to increase by 4% from 2026 to 2031 and 18% from 2026 to 2041 (Figure 9). This increase in expenditure reflects the moderate extent of residential dwelling growth that is expected to occur in the trade area over the next 10 to 15 years. Some of this turnover is projected to be lost to online leakage and non-activity centre retail uses.

Figure 9. Trade Area Shop/Retail Expenditure Pool, 2026 to 2042



Source: ABS Census 2021, ABS HHES Survey 2017/2018, Pracsys 2026

The trade area likely has a higher level of leakage than metropolitan areas due to an low provision of commercial goods and services such as Shop/Retail (see Section 6.2 Leakage, for more information). The Centre will provide residents with additional options for Shop/Retail trade and reduce the amount of leakage from the local economy.

⁶ Shop/Retail expenditure is aligned with the Shop/Retail use definition in the Department of Planning, Lands and Heritage, Planning Land Use Categories. This aligns with SPP4.2 requirements for assessing demand and impact.

⁷ ABS Census 2021

3.5 Retail Trends

An activity centre should be developed in line with current retail trends to maximise expenditure and overall activation. The identified trends highlight the fast-changing nature of retail that businesses need to adapt to. It is key to ensure that planning for activity centres allows for flexibility in uses and floorspace areas. The following trends are worth considering as activation and development opportunities arise (Figure 10).⁸

Figure 10. Retail Trends and Drivers

Trend	Description	Drivers
Cost of Living Pressure	Cost of living pressure refers to the effect of rising goods and services expenses on households' ability to maintain a standard of living	Periods in which macroeconomic indicators are unfavourable, such as high inflation, can generate concern among households. In these scenarios, consumers seek to curtail their spending leading to less discretionary and even essential purchases.
Conscious Retail	Conscious retail is increasingly keeping customers loyal to a brand /distributor.	Many consumers have made a lifestyle choice to have a smaller global footprint, support brands that provide better conditions for factory workers in developing countries or support local products. Consumers are often willing to pay a premium for these products.
Data Retail	'Big Data' is being used to continually monitor and respond to changing consumer desires, shortening the product cycle.	Collecting and analysing data on retail sales is being used to inform all parts of the retail sale process, from supply chain to understanding customer satisfaction with their purchase. Retailers who don't use data to inform their decisions are much less likely to understand their customer's preferences or forecast demand and may find it difficult to remain competitive with those who do.
International Retail	The last few years have seen an influx of international brands penetrating the Australian market.	An untapped Australian market and Australian's demanding goods they can see online but cannot purchase locally. Additionally, the ability to geoblock products and charge higher prices in the Australian market has driven demand.
Omnichannel Retail	Digital marketing has been used to keep customers loyal to a brand/distributor.	The emergence of digital marketing across a range of devices, platforms and applications have provided multiple channels for retailers to market their products. Physical stores need an online presence to be competitive, as a consumer may shop using both means at different times.
Mobile Devices	Accessing retail via mobile devices and integrating mobile devices.	Mobile devices are providing unprecedented 24/7 access to retail offerings.

⁸<https://www.commbank.com.au/content/dam/caas/newsroom/docs/commbank-iq-cost-of-living-report-may-24.pdf>;
<http://www.smartcompany.com.au/industries/retail/top-five-retail-trends-watch-2017/>;
<https://www.rangeme.com/blog/6-trends-that-will-reinvent-retail-in-2017/>;
<https://www.appearhere.co.uk/inspire/blog/the-retail-trends-with-staying-power>; <http://digitalmainstreet.ca/retail-trends-10-experts-share-their-predictions-for-2017/>; <https://www.vendhq.com/au/university/retail-trends-and-predictions-2017/>; <https://www.digitalpulse.pwc.com.au/retail-trends-2017-paul-zahra/>;
<https://www.forbes.com/sites/bernardmarr/2015/11/10/big-data-a-game-changer-in-the-retail-sector/#63dc4fbd9f37>

Trend	Description	Drivers
Subscription retail	Subscription retail allows retailers to encourage increased loyalty and connection to their brand.	Retailers need a business model that 'locks in' customers to increase the threshold of switching brand
Fast Retail	Business models comprised of virtual stores accessible from anywhere with fast distribution networks.	Technology has enabled customers to decide when, how and where to go. Consumers are no longer beholden to opening times or physical geography, consumer desires rather than retailers are driving consumption.
Retailtainment	Entertainment as an integral part of the retail experience.	The popularity of online retail channels has resulted in physical retailers needing to provide a retail experience or social experience as a point of difference. Millennials integrate retail and entertainment as a single social experience.
Small Retail	Speciality shops and smaller floorplates are becoming more popular.	Smaller stores with more curated selections, and specialty shops with niche products and more knowledgeable staff are predicted to be more competitive than larger stores where products can be harder to find.
Personal Retail	Consumers are increasingly desiring products that can be personalised.	Consumers are going shopping with a strong idea of what they want, rather than shopping to see what is available and fits their needs. They want to find a product that reflects their personal brand and is tailored to their needs rather than generic and mass-produced.
Ethical Consumerism	Consumers are considering the ethical and environmental impact of their purchases; where the product was produced and if it reflects their values.	This has been driven by a range of factors such as COVID-19, social media raising awareness around working conditions and environmental impact, news, Oxfam and other organisations that rate brands.
Ecommerce	The rise of online shopping coincides with a rise in e-commerce. Online shopping provides the ability of consumers to stay home and e-commerce has revolutionised who can be a retailer.	This has been driven by fast-paced lives, the rise of social media, more people starting online businesses. Online shopping is what customers are doing and ecommerce is what businesses are doing. This also means in-store shopping has to be enticing or convenient enough to attract consumers.
Buying Local	Supporting local businesses and individuals	Consumers are becoming increasingly willing to purchase from small businesses and locally. This has been accelerated through COVID-19 to support small, struggling businesses and due to a lack of imported goods.
Open Air Shopping Experiences	People are starting to prefer outdoor malls rather than enclosed malls.	People wanting to be in nature, prefer to walk between shops outside rather than in a shopping centre, however, the trade area pull is larger for indoors than outdoors

Trend	Description	Drivers
Circular Fashion	More consumers are turning to be a part of a circular economy model in which they consume and give away items in a more sustainable manner.	This has been driven by second-hand ecommerce like Etsy, people both buying and selling as individuals or small 'brands' and the growth of the sharing economy.
Authenticity	Customers are increasingly wanting to feel a personal connection with brands and are becoming more aware of manipulative advertisements.	Increased availability of information is making consumers more aware of marketing tactics. This is making consumers more inclined to purchase from brands/retailers they feel are authentic.
Virtual Reality	Retailers are increasingly looking to differentiate themselves through the integration of technology with the customer experience.	Augmented Reality (AR) and Virtual Reality (VR) technologies have had a significant impact on the retail sector. AR and VR provide immersive and engaging experiences for customers, enabling them to visualize and interact with products in new ways such as virtual storefronts. This trend can reduce the footprint required of physical stores.

Source: Pracsys 2024

4 RETAIL SUPPLY ANALYSIS

4.1 Current and Planned Supply

This section provides an overview of the competitive environment facing the proposed Centre at 9-11 Great Eastern Highway, Kalgoorlie. The Centre likely aligns with a Neighbourhood Centre classification under SPP4.2 and is expected to principally compete with those activity centres in closer proximity with similar land uses. Existing activity centres within the trade area has been identified through multiple data sources such as:

- The Department of Planning Land Use Survey (2016)
- Property Council Shopping Centre Directory (2021)
- Shopping Centre News (2025)
- Secondary Research (various structure plans, property manager websites etc.)

The standard sources have limited publicly available data on retail floorspace in the City of Kalgoorlie-Boulder. Where required, satellite imagery and distance tools were utilised to estimate the Shop/Retail floorspace of competing activity centres. This information can be updated if more accurate data becomes available. Activity centres in the trade area currently offer around 26,363m² of Shop/Retail floorspace (Figure 11).

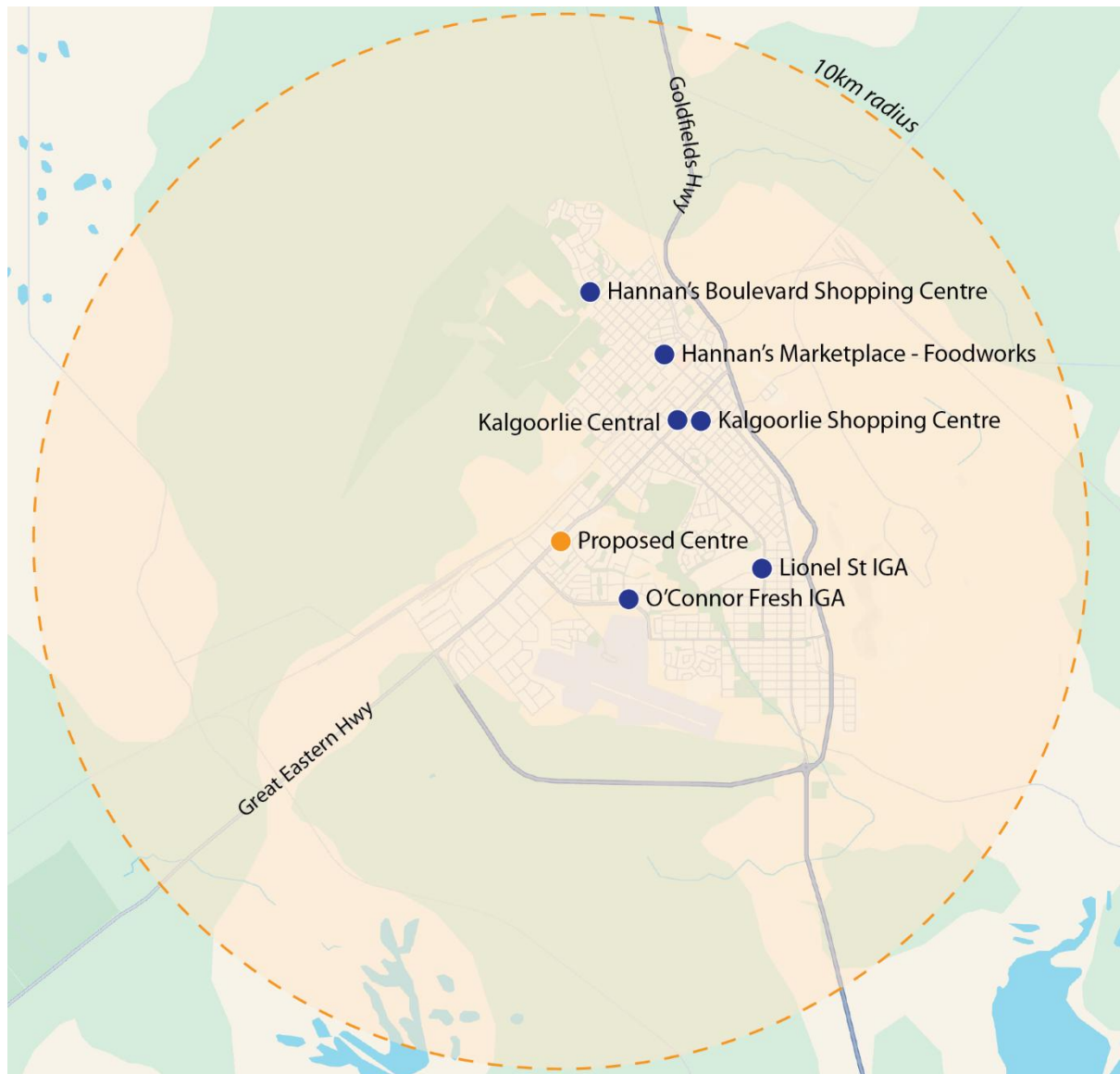
Figure 11. Current Trade Area Shop/Retail Floorspace Supply

Activity Centre	Shop/Retail Floorspace NLA (m ²)
O'Connor Fresh IGA	2,077
Lionel St IGA	645
Kalgoorlie Shopping Centre	7,380
Hannan's Marketplace - Foodworks	1,251
Hannans Boulevard Shopping Centre	7,030
Kalgoorlie Central	7,979
Total	26,363

Source: Google Maps 2025, Development WA Hannans Structure Plan 2024

The trade area includes a wide range of retail offerings, including individual cafés and small international grocery shops, small supermarkets like Lionel St IGA and large activity centre such as Kalgoorlie Central. The Kalgoorlie area is predominately supported by larger activity centres that that provide for daily and weekly household shopping needs for local residents and the wider region. The existing activity centre network has been mapped (Figure 12).

Figure 12. Current Trade Area Retail Supply Network



Source: Google Maps 2025, Development WA Hannans Structure Plan 2024

4.2 Expansions and Planned Developments

A desktop analysis and review has been undertaken to identify any planned activity centres in the trade area with Shop/Retail floorspace, including planning strategies, structure plans, development applications and more. The analysis did not reveal any proposed activity centres. These new developments would have been considered along with existing centres to measure the long-term ability of the trade area to support the proposed Shop/Retail floorspace at the Centre.

5 NEEDS ASSESSMENT

This section assesses the viability of the proposed Shop/Retail floorspace at the Centre and estimates the potential impact of the Centre on the surrounding activity centre hierarchy.

5.1 Gravity Model Calibration

The gravity model's estimates of turnover have been calibrated against known or modelled turnover data where possible. The published moving-annual turnover for Kalgoorlie Central in 2025 was identified and included in the model (Figure 13).

Figure 13. Centres with Available Turnover or Productivity Data

Activity Centre	Turnover (\$)	% Turnover from Catchment
Kalgoorlie Central	\$107,560,000	85%

Source: Shopping Centre News 2025

Consideration was given to the size of each activity centre's trade area. The approximate proportion of their expenditure expected to be derived from the same area as the proposed Centre was used to adjust their turnover. For example, 85% of Kalgoorlie Central's published turnover is relevant to this analysis because it is expected that 15% of its customers from outside the Centre's trade area such as Kambalda and Coolgardie. Consideration was also given to the proposed uses at the centre and their alignment to the Shop/Retail land use category.

Where published data was not available, a scan for outliers (centres where the gravity model may have distributed too much or too little expenditure) was undertaken. Turnover productivity levels were applied in these cases based on benchmarked productivity averages.

5.2 Floorspace Productivity Analysis

The viability of the Shop/Retail floorspace at the Centre was tested by assessing whether a benchmark level of productivity (\$/m²) could be achieved over the next 15 years. For the purposes of this Needs Assessment and NB Test, the Centre is assumed to operation in two years, 2028.

Industry standard productivity estimates were used as determine a benchmark to assess the Centre's viability. The proposed composition of Shop/Retail uses has been aligned with typical retail categories. The proposed floorspace at the Centre can be considered supportable if its productivity is around \$11,272 (Figure 14).

Figure 14. Retail Benchmark Productivity

Retail Category	Benchmark Productivity (\$/m ²)	Centre's Composition of Uses (%)
Take Home Food	\$13,078	68%
Take Home Liquor	\$11,770	0%
Dine Out Food	\$8,500	16%
Convenience Retail	\$9,154	0%
Comparison Retail	\$6,539	16%
Assessment Benchmark	\$11,272	

Source: Colliers 2017 escalated to 2025 dollars, Pracsys 2026

The predicted floorspace productivity for the Centre in its first year of operation is \$11,073 (Figure 15). This is within 2% of the benchmark productivity level of \$11,272 for its Shop/Retail uses. Productivity for the Centre is estimated to grow in line with residential development. The Centre is viable in the short and long term.

Figure 15. Floorspace Productivity Assessment

Year	2028	2033	2038	2043
Floorspace Productivity (\$/m ²)	\$11,073	\$11,341	\$11,594	\$11,831

Source: Pracsys 2026

5.3 Modelling Impacts

Turnover impact represents the reduction in a centre's turnover resulting from new Shop/Retail floorspace in the trade area. Two scenarios are modelled, one with the Centre and one without. The two levels of turnover across relevant centres are then compared to estimate the impact of developing the proposed Centre.

Impact Assessment Steps⁹

- Define the first year of operation for the proposed Centre
- Model Shop/Retail turnover for all centres, including expansions and new centres, without the proposed Centre
- Model Shop/Retail turnover for all centres including the Centre
- Calculate the change in turnover for all centres in 2028 following the inclusion of the Centre
- Estimate the percentage change in Shop/Retail turnover for each centre and compare to SPP4.2 Implementation Guidelines impact levels over 15 years¹⁰

The impact on individual centres will depend on several factors, including current performance levels, the degree of dependence between stores, competitive responses, and the availability and variety of Shop/Retail. The impact assessment is therefore representative and an indication of likely turnover declines. A centre is considered significantly impacted when its turnover is reduced by more than 10%¹¹ (Figure 16).

Figure 16. Turnover Impact Levels

Impact on Turnover (%)	Level of Impact
0-5%	Low
5-10%	Medium
10% +	Significant

Source: DPLH 2023

The following test also considers the change in floorspace productivity to determine if the impact on turnover will affect the viability of competing activity centres. The productivity of centres in the trade area will be compared against the published benchmarks relative to their land uses and anchor tenants.

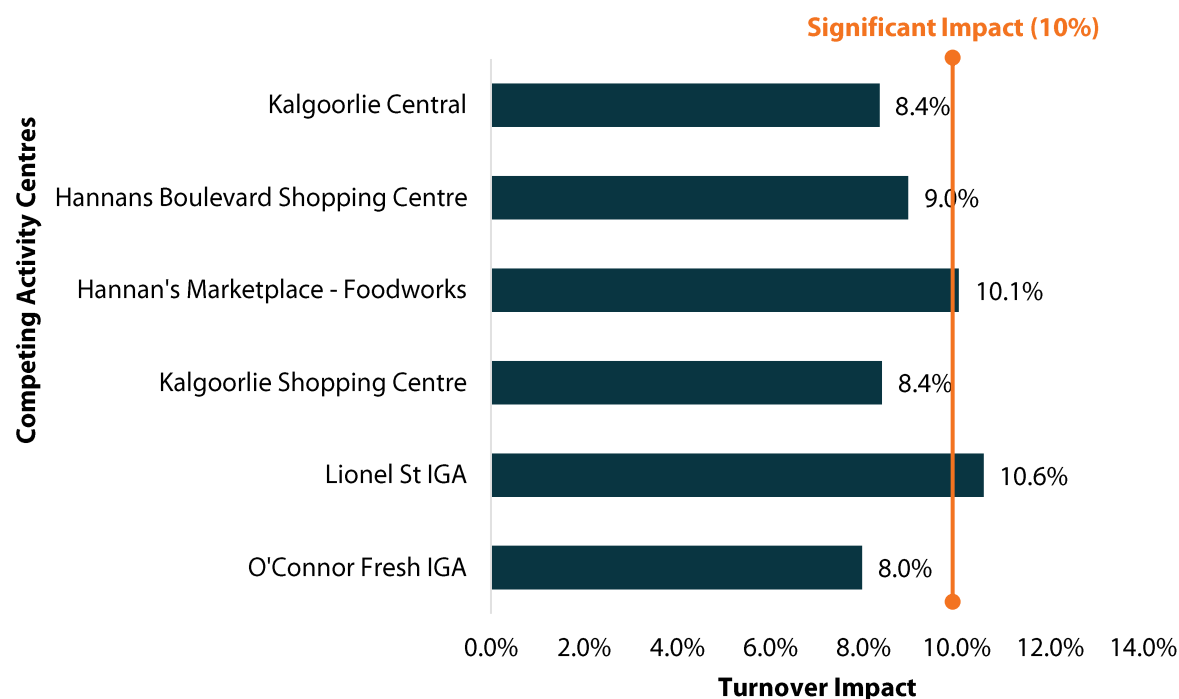
The results of the turnover impact test for the Shop/Retail floorspace proposed at the Centre utilises a gravity model approach. Most activity centres in the trade area are not significantly impacted by the development the Centre (Figure 17). Smaller centres such as the Lionel St IGA and Hannan's Marketplace are over the significant impact threshold. Centres in and around the town centre are impacted to a moderate extent. This impact is expected to be mitigated in the short-to-medium term.

⁹ For more details on Gravity Modelling specifically, please see Appendix 2: Gravity Modelling Methodology

¹⁰ WAPC, 2023, *State Planning Policy 4.2 Activity Centre Implementation Guidelines*, Government of Western Australia

¹¹ As defined by the SPP4.2 Implementation Guidelines

Figure 17. Change in Turnover 2028



Source: Pracsys 2026

The majority of impacts are estimated to be reduced by forecasted population growth in the trade area over time (Figure 18). Activity centres in the Hannans suburb and the town centre will be supported by residential expansion as part of the Hannans Structure Plan.

Figure 18. Change in Turnover 2033, 2038, 2043

Activity Centre	Change in Turnover from 2028 Baseline (%)		
	2033	2038	2043
O'Connor Fresh IGA	-6.2%	-4.6%	-3.0%
Lionel St IGA	-9.9%	-9.4%	-8.9%
Kalgoorlie Shopping Centre	-6.3%	-3.9%	-2.7%
Hannan's Marketplace - Foodworks	-5.8%	-0.2%	1.4%
Hannans Boulevard Shopping Centre	6.6%	30.3%	31.6%
Kalgoorlie Central	-6.1%	-3.4%	-2.2%

Source: Pracsys 2026

The size of the impacts are a result of Kalgoorlie's concentration of retail activity around a small number of established centres. The existing centres experience a high level of performance reflective of low competition and unmet demand.

Any redistribution of spending will appear proportionally significant because of the concentration of expenditure at the few existing centres. Any new Shop/Retail floorspace has a limited number of sources to

draw from. In this sense, the size of the impact does not represent a weak market or reduced commercial viability but a low level of competition.

The sustainability of the activity centre hierarchy has been reviewed against retail productivity benchmarks. The benchmarks were developed based on published data and adjusted to account for cost differences in Kalgoorlie (Figure 19).

Figure 19. Productivity Benchmarks for Competing Supply

Benchmark	Description	Benchmark Floorspace Productivity (\$/m ²)	Methodology
1	Centre with large, full-line supermarket such as Coles or Woolworths	\$13,530	Based on published productivity for Kalgoorlie Central
2	Centre with large-format, bulky goods supermarket such as Spudshed or Aldi	\$7,448	Based on provided turnover for Spudshed Australind escalated with regional price index
3	Centre with limited-range, smaller supermarket option such as IGA	\$6,780	Based on published turnover for IGA in the Sunshine Coast escalated with regional price index

Source: Shopping Centre News 2025, Galati Group 2024, Benchmark Business 2025, DPIRD 2023

The benchmarks have been compared against the estimated productivity of the competing activity centres following the development of the proposed Centre. All centres in the trade area perform above their relevant benchmark indicating that they continue to operate at a viable level despite the new development (Figure 20).

Figure 20. Productivity Change Over Time

Benchmark	Activity Centre	2028	2033	2038	2043
3	O'Connor Fresh IGA	\$13,459	\$13,697	\$13,901	\$14,115
3	Lionel St IGA	\$15,044	\$15,189	\$15,295	\$15,414
1	Kalgoorlie Shopping Centre	\$15,551	\$15,979	\$16,473	\$16,708
3	Hannan's Marketplace - Foodworks	\$13,812	\$14,450	\$15,299	\$15,541
2	Hannans Boulevard Shopping Centre	\$12,171	\$14,412	\$17,800	\$18,013
1	Kalgoorlie Central	\$15,768	\$16,237	\$16,787	\$17,036

Source: Pracsys 2026

All activity centres perform well-above their identified benchmarks despite the development of the Centre in 2028. This level of productivity indicates that anchor tenants will retain a high level of sales to support ongoing operation and vacancy risk is therefore limited. From a planning perspective, competition alone is not sufficient justification to limit commercial development as SPP4.2's aim is to maintain an orderly and viable centre hierarchy. The introduction of additional retail floorspace will not impact the sustainability of the current activity centre network.

5.4 Competitive Response

Whether actual impacts on retail centres are similar to estimated impacts largely depends on the competitive response. The competitive response is usually targeted at improving foot traffic and, consequently, turnover of a centre, and can be affected at the precinct level, centre level or an individual tenant level.

At the precinct level, the response can include efforts to support visitation such as through improved access for different modes of transport, events planning, and public realm redevelopment. This is reflected in the City's the Future of Kal project which involves transforming the CBD into a vibrant and diverse space. At the individual activity centre level, the response can include, but is not limited to, centre refurbishment and redevelopment, tenancy re-mixing, and marketing events. At the tenant level, the response may involve store refurbishment, improving the level of customer service, improving in-store management, advertising and pricing.

How competitors respond will naturally affect the level of impact that is experienced as a result of the Centre. All these factors have the potential to significantly reduce the impact of the Centre.

6 IMPACT ON THE COMMUNITY

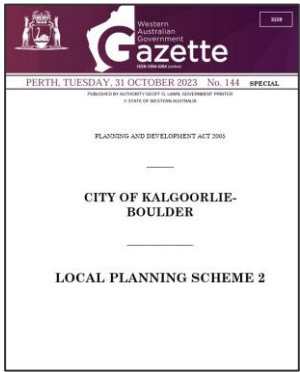
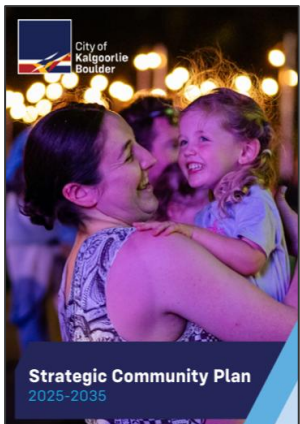
The community benefits associated with the proposed Centre are based on the assessment template provided in SPP4.2 Activity Centre Implementation Guidelines. The Centre will deliver positive benefits to the surrounding community and address SPP4.2 objectives by supporting expenditure within the local economy, delivering new employment opportunities, increasing equitable access to goods and services, reducing travel time and contributing to objectives of local planning policies.

6.1 Strategic Alignment

State and Local planning frameworks and other contextual documentation have been reviewed to identify relevant overarching objectives for activity centres. The following table summarises the key relevant planning and contextual documents and aligns aspects and outcomes of the Centre to identified objectives (Figure 21).

Figure 21. Centre Alignment to Planning Frameworks

Documentation	Summary	Development Alignment
State Planning Policy 4.2 Activity Centres (2023) Department of Planning, Lands and Heritage 	Activity centres are multi-functional community focal points that vary in size and function. SPP 4.2 aims to develop activity centres which meet different levels of community need and enables employment goods and services to be accessed equitably and efficiently by the community. Walking, cycling and public transport, to and between activity centres, should be maximised while private vehicle trips and dependence on parking is reduced.	The proposed Centre will: <ul style="list-style-type: none"> • Will support an improved level of access and walkability for residents of Somerville • Provide necessity goods to an underprovided area, increasing the extent of efficient and equitable access to employments and goods and services • Support multi-purpose trips without impacting the sustainability of the wider activity centre hierarchy
Local Planning Strategy 2013-2033 (2013) City of Kalgoorlie-Boulder 	The Local Planning Strategy outlines long-term directions for land uses, economic diversification and liveability across the City. It seeks to strengthen local employment, consolidate development within planned areas and enhance the amenity of neighbourhoods.	The proposed Centre will: <ul style="list-style-type: none"> • Support economic diversification through retail, hospitality and accommodation uses • Generate local employment during construction and operation • Consolidate commercial activity within a node, rather than dispersed strip development • Enhance neighbourhood amenity through provision of local services

Documentation	Summary	Development Alignment
Local Planning Scheme No. 2 (2023) City of Kalgoorlie-Boulder 	LPS No.2 provides the statutory framework guiding land use and development across the City. The site is zoned 'Urban Development', requiring a Structure Plan to guide coordinated, orderly growth and ensure land uses are compatible with surrounding areas.	The proposed Centre will: <ul style="list-style-type: none"> Facilitate coordinated development of land zoned Urban Development in accordance with LPS No.2 requirements Deliver a mix of commercial, residential and accommodation uses that complement adjoining residential and mixed-use land Provide a structured, planned outcome that integrates access, servicing and built form considerations
Strategic Community Plan 2025-2035 (2025) City of Kalgoorlie-Boulder 	The City's Strategic Community Plan seeks to strengthen economic resilience, support local business, improve housing supply and enhance quality of life outcomes for residents. Addressing workforce accommodation and supporting economic growth linked to the resources sector are key priorities.	The proposed Centre will: <ul style="list-style-type: none"> Contribute to increased housing and short-stay accommodation supply, responding to identified shortages and low vacancy rates Reduce pressure on neighbouring towns by accommodating transient workforce within Kalgoorlie-Boulder Support local business activity by retaining retail expenditure within the City and reducing leakage Strengthen the City's capacity to accommodate workforce growth associated with mining and related industries

Source: Pracsys 2026

Overall, the proposed Centre aligns with State and local planning policy by:

- Reinforcing the activity centre hierarchy while maintaining viability of established centres
- Improving equitable access to daily retail and services for surrounding residents
- Supporting forecast population growth and residential expansion
- Delivering employment and economic activation outcomes
- Contributing to housing and workforce accommodation supply in response to demonstrated need

The alignment demonstrates that the Centre not only satisfies statutory and policy requirements but also advances broader strategic objectives for orderly urban development, economic resilience and community wellbeing within Kalgoorlie-Boulder.

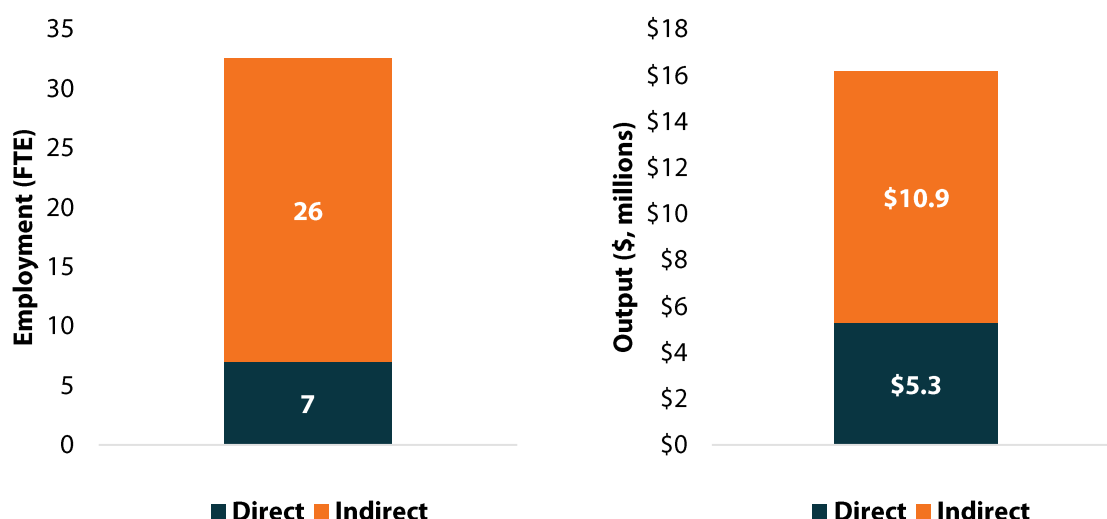
6.2 Productivity

The proposed Centre will provide ongoing quantitative benefits through employment and economic output. The Centre's commercial uses are expected to contribute to reducing the extent of real expenditure leakage outside of the local economy.

Construction Output and Employment

Input-output modelling has been used to estimate the construction impact of the Shop/Retail components of the Centre. With an estimated construction cost of \$5.3 million, the indirect impact on the surrounding economy is approximately \$11 million. The construction of the proposed development will directly support 7 Full Time Equivalent (FTE) jobs and 26 indirect FTE jobs (Figure 22). These jobs likely reflect an increase in hours worked with a limited contribution to the creation of additional employment.

Figure 22. Construction Employment and Output Impact



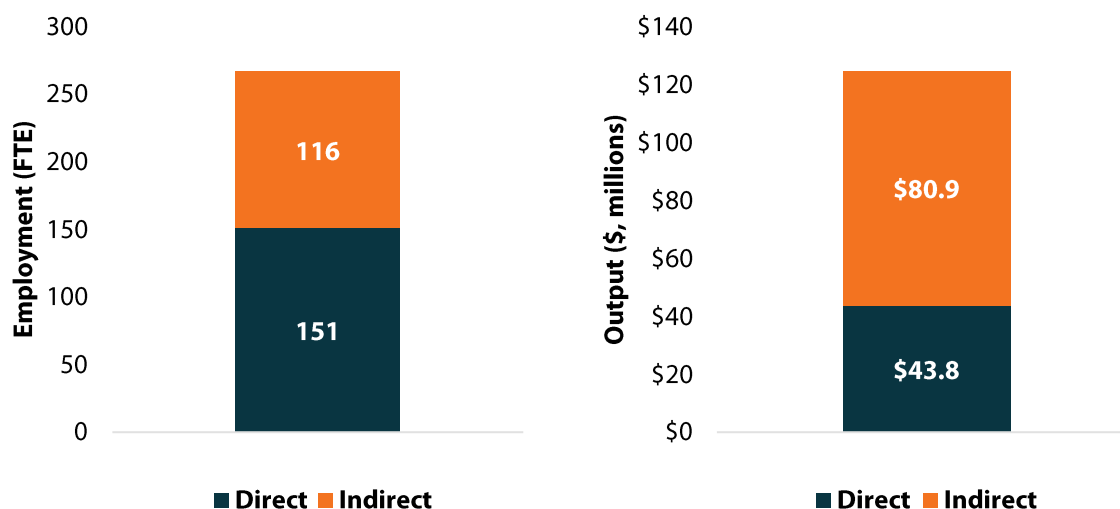
Source: ABS I-O 2022, Pracsys 2026

Operation Output and Employment

The 'Retail Trade' Input-Output Industry Groups (IOIGs) has been applied to the proposed quantum of the Shop/Retail floorspace to calculate its impact of operating on the broader economy.

The Shop/Retail component of the Centre will support approximately 151 FTE jobs in a lower skilled industry suited to younger adults and indirectly support 116 FTE jobs across the broader economy (Figure 23). Direct operational output generated is estimated to be in the order of \$43.8 million.

Figure 23. Operational Employment and Output Impact



Source: ABS IO 2022, Pracsys 2026

Leakage

The current provision of floorspace within the defined trade area appears to be lower than the level of demand from residents in the catchment. This is evidenced by the Shop/Retail floorspace per person of 0.91m² for the trade area. For comparison, the Greater Perth Shop/Retail floorspace per person is 1.96m² and the national benchmark is 2.2m².¹²

This is particularly low given that the trade area's town centre includes two shopping centres with over 15,000m² (more than 58%) of Shop/Retail floorspace and the trade area experiences a high level of demand from non-resident in the form of FIFO workers. There is likely a significant level of leakage (local expenditure leaving the catchment) associated with this under-provision of Shop/Retail goods and services.

The NAB Online Retail Sales Index – September 2025 shows that online retail now accounts for roughly 14.9% of total Australian retail trade over the past year, with growth projected over time. Online sales growth has been supported by WA performing above the national average across most categories. For Kalgoorlie-Boulder, this highlights a significant leakage of expenditure from the local economy, as a sizeable proportion of household spending is captured by online channels rather than local physical stores. Applying this national online share as a proxy for local expenditure patterns suggests that the equivalent of nearly 15 cents in every dollar of retail spending by local households may be occurring outside the local retail offering.

The Centre will contribute to reducing online expenditure leakage from the local economy by targeting a range of retail offerings not currently provide in Kalgoorlie.

¹² Australian Retail Association, MST Marquee – The Outlook for Retail Rents 2024, [Link](#). Accessed 30/09/2025

6.3 Quality of Life

The site is zoned 'Urban Development' under LPS No. 2 and is surrounded by residential and mixed-use land. At present, it does not provide community-serving retail, hospitality or accommodation uses. Residents rely on dispersed or distant centres for convenience shopping and services.

The proposed mix of supermarket, specialty retail, hospitality, grouped housing and accommodation will create an activated local node. The built form and public realm improvements associated with enhanced visual amenity and provide a focal point for the neighbourhood. By integrating commercial and residential uses, the Centre will increase passive surveillance, improve vibrancy and support a stronger sense of place. This is consistent with SPP4.2's objective to create multifunctional community focal points.

6.4 Environmental Sustainability

Retail expenditure is currently concentrated in centralised locations, requiring residents of Somerville and nearby suburbs to travel longer distances for daily and weekly shopping needs. This contributes to additional vehicle kilometres travelled (VKT).

The proposed Centre reduces average trip distances for residents within its trade area by localising access to supermarket and convenience retail. While some redistribution of trips will occur across the trade area, the provision of retail closer to residential areas is expected to reduce overall VKT for a proportion of the population.

The Centre contributes to a reduction in transport-related emissions at a local scale by consolidating retail trips locally and reducing longer cross-town travel for some households. In accordance with SPP4.2, the Centre supports a more distributed network of commercial centres, improving accessibility while maintaining the activity centre hierarchy.

6.5 Infrastructure and Services

There is currently an under provision of accommodation within Kalgoorlie-Boulder, both residential and for its transient workforce. Kalgoorlie has around 30,000 residents and a residential vacancy rate of 0.4%, indicating a large gap in unfulfilled demand. This issue coincides with the business boom Kalgoorlie is experiencing through large investments from mining companies, further driving demand for labour and creating a gap of unoccupied jobs.

In the 12 months prior to 2019, Kalgoorlie averaged 1,000 job vacancies advertised on Seek. With increases in new projects demanding more labour, it is forecasted that job vacancies will continue at their current high levels and potentially increase over time. The Kalgoorlie Chamber of Commerce in 2022 has estimated that there will be 3,000 unfulfilled jobs as a result of increased demand for labour, making it paramount to develop accommodation to support future workforces.

The grouped dwellings and short-term accommodation proposed at the Centre are necessary to address the growing undersupply of housing that is generating a skill shortage and high job vacancy rate. This will increase

the economic output achieved in the City and contribute to attracting new business and/or expansions of current businesses.

The shortage in housing is creating significant inefficiencies for mining operations. Many FIFO workers are being lodged in Coolgardie and commuting to worksites that are in or directly adjacent to Kalgoorlie. The current commute time for workers who reside in the Coolgardie workforce accommodation is approximately 1 hour a day, covering an estimated 90km distance to and from Kalgoorlie. The additional commute creates a number of negative externalities. These negative externalities affect the FIFO workers and wider community as they place greater physical and mental strain on workers, reduce the potential leisure time where workers could access local community and commercial facilities and they increase the likelihood of workplace injuries for the workers themselves and those around them.

The proposed uses at the Centre are therefore consistent with SPP4.2's objective to provide undersupplied infrastructure to support economic output for government and businesses.

6.6 Equity and Social Inclusion

The demographic profile of the trade area indicates a relatively high proportion of working-age residents and young people. Retail and hospitality uses typically provide entry-level, part-time and flexible employment opportunities suited to students, young adults and those re-entering the workforce. The Centre will generate these employment opportunities during both construction and operation phases, expanding the range of locally accessible jobs. This supports greater workforce participation and strengthens economic inclusion at a neighbourhood level.

Housing affordability and workforce accommodation constraints have been identified as ongoing challenges within trade area. The inclusion of grouped housing and short-term accommodation within the Centre responds to this issue by increasing the supply of both permanent and temporary accommodation within the Kalgoorlie.

7 ECONOMIC ACTIVATION ANALYSIS

Principles of economic activation have been applied to identify potential locations for supermarkets and other retail uses. Pracsys uses the Six Principles of Economic Activation to assess the relative performance of centres from an economic perspective. This includes how key anchors such as supermarkets drive pedestrian traffic (activation) and suitable locations for less high traffic uses such as other retail. The following table provides a summary of the six principles that can be applied to the proposed Centre (Figure 24).

Figure 24. Summary of Six Principles of Activation

Principle	Summary
1. Purpose of Place 	<p>The role of the Centre based on its size and classification:</p> <ul style="list-style-type: none"> Addresses the question – what does this place represent to its target user population (residents, workers, visitors)? This should link to the SPP4.2 identified roles of centre classifications
2. Access – Arrival Points 	<p>This refers to the means by which centres are accessed and the arrival points:</p> <ul style="list-style-type: none"> Decisions about access begin 5km from the place Transport networks should be planned to travel through centres (not bypass them) – ensure the design funnels people and traffic into the core Congestion and a mix of transport nodes is beneficial It is better to arrive at the “front door” of the place, not around the back
3. Origins – Car Parking and Transport Nodes 	<p>Origins are areas from which pedestrian movements begin:</p> <ul style="list-style-type: none"> Parking and transport nodes are the drivers of pedestrian movement Strategic distribution of car parks and transport nodes will maximise pedestrian movement <ul style="list-style-type: none"> Location is more important than numbers Space the car parks around the periphery of the Centre Street parking is important for commercial areas Use fees to ensure turnover of parking but not so much that consumers do not park Relax time limits in appropriate areas to ensure customers have time to undertake shopping trip relevant to proximate uses
4. Exposure – Pedestrian Movement 	<p>Exposure indicates Active Frontages that are exposed to high levels of pedestrian traffic:</p> <ul style="list-style-type: none"> Economic activation is driven by the frequency and concentration of transactions Channel movements <ul style="list-style-type: none"> Concentrate transactions by pushing people past as many shop windows as possible Rents and sales are directly related to pedestrian traffic (e.g.: Butcher will pay higher rent to be at supermarket entry) Minimise possible routes from origin to destination points (e.g. car park to main attraction) as architectural “permeability” is not always a good thing
5. Destinations – Major attractions	<p>Destinations are areas that attract high concentrations of customers/people:</p> <ul style="list-style-type: none"> Identify main destination – what will bring users into the core? Assess user behaviour

Principle	Summary
	<ul style="list-style-type: none"> ○ Number of visits ○ Timing of visits (time of day, seasonality) • Give major destinations special treatment <ul style="list-style-type: none"> ○ Understand what they need ○ Build a centre around them • Amplify the impact of attractions by creating support amenities and infrastructure to maximise frequency, length of stay and expenditure
6. Control – Strategic Sites 	<p>Key Sites are locations that could be considered as future destinations and/or suitable sites for anchor tenants (i.e. supermarkets). Tenure control is a significant advantage for overall development success</p> <ul style="list-style-type: none"> • Tenure control is vital for overall development success – determine which sites (supporting what uses) must stay in public ownership • Identify active frontages and take control of key sites or implement appropriate planning measures (i.e. a set of preferred uses for a site) • Corner sites drive uses on either side (more appropriate for high turnover uses such as a café where there is high pedestrian traffic) • Not all areas in a place need to be active – be selective

Source: Pracsys 2025

The location and proposed layout of the Centre provide some advantages and constraints that need to be emphasised or mitigated to maximise economic activation and help the Centre reach its full economic potential (Figure 25).

Figure 25. Six Principles of Activation and the Centre

Principle of Activation	Advantage and Opportunities	Constraints and Mitigation
Purpose of Place 	<p>The supermarket (2,670m² NLA) clearly establishes the Centre as a local convenience destination for daily shopping needs. This provides it with a strong and legible primary function.</p> <p>The inclusion of dine-out retail, specialty tenancies and a hotel broadens the role beyond strictly convenience shopping to a small, local service and hospitality node.</p> <p>The grouped housing sites to the north integrate residential activity, reinforcing the Centre as a neighbourhood focal point rather than a highway retail centre.</p> <p>Proximity to established residential areas in Somerville supports its function as a local centre rather than a competing higher-order centre.</p>	<p>The large-format car parking areas and highway orientation may position the Centre as a vehicle-dominated complex.</p> <p>Consideration should be given to public realm design to ensure the Centre does not risk being perceived as a convenience stop rather than a neighbourhood activity centre.</p>
Access – Arrival Points 	<p>The Centre's prominent frontage to Great Eastern Hwy provides high visibility and strong vehicular access.</p>	<p>The highway environment prioritises vehicle movement, potentially reducing pedestrian safety and comfort at entry points.</p>

Principle of Activation	Advantage and Opportunities	Constraints and Mitigation
	Multiple entrance points allow for traffic distribution and reduce congestion at a single entry.	Pedestrian access points should be clearly defined to ensure walkability and access for nearby residential dwellings is supported.
Origins – Car Parking and Transport Nodes 	Large, centrally located car parks ensure convenient access to the supermarket and tenancies. Parking distribution across the site supports access to both supermarket and hotel uses.	The scale of parking may interrupt pedestrian flow and reduce incidental exposure to smaller tenancies. With the existing parking layout, consideration should be given to the flow of pedestrian movement as outlined in the application of the following principle.
Exposure – User Movement 	The supermarket acts as a strong anchor, capable of generating consistent daily traffic. Specialty tenancies positioned adjacent to the supermarket entrance can capture high exposure. The alfresco and hotel components provide opportunities for outward-facing activation.	Direct, short walking routes from parking to the supermarket may reduce exposure past smaller retail tenancies. The separation between hotel and retail components may split pedestrian activity. Consideration should be given to pedestrian movement to ensure visitors pass by specialty shops on their way to major destinations (supermarket and hotel).
Destinations – Major attractions 	The supermarket is a clear primary destination with high-frequency visitation. The hotel and tavern provide a secondary evening and weekend destination. This broadens the Centre's time-of-day activation. The grouped housing provides a built-in local customer base within walking distance.	As the primary and secondary anchors, the quality of the supermarket and tavern operators are important for the economic activation of the Centre. Consideration should be given to the uniqueness and attractiveness of future operators of the supermarket and tavern space to ensure they draw sufficient traffic.
Control – Strategic Sites 	The shopping centre corners and entry spine are clearly identifiable strategic sites for highest activation uses. The mixed-use parcel to the east offers long-term flexibility for future complementary uses. Corner locations at site entries provide strong opportunities for cafés or high-turnover uses.	Activation could be compromised if low performing operators are selected for strategic corner sites. The principles of economic activation should be reviewed across the planning and operational process for the proposed Centre.

Source: Pracsys 2026

8 CONCLUSION

The Client is progressing a Structure Plan to facilitate the development of a residential and commercial uses at 9-11 Great Eastern Hwy, Sommersville. The subject site is currently zoned 'Urban Development' under Local Planning Scheme No.2 and requires a Net Benefit Test in accordance with State Planning Policy 4.2 Activity Centres. This report delivers a comprehensive Retail Needs Assessment and Net Benefit Test to determine the viability of Shop/Retail floorspace at the Centre and assess the level of impact on the activity centre hierarchy.

The proposed Centre is comprised of 2,670m² supermarket and 1,286m² specialty retail and dine-out food floorspace along with grouped housing, mixed use and short-term accommodation. A 10km trade area has been modelled to reflect the regional context of Kalgoorlie-Boulder and the dispersed nature of retail demand.

The trade area currently contains approximately 11,625 dwellings in 2026, increasing to 13,639 by 2041. The demographic profile is reflective of a working-age population with a high propensity to consume. Total Shop/Retail expenditure is projected to grow by 18% between 2026 and 2041. The area experiences additional demand from non-resident workers, further strengthening retail expenditure.

Existing Shop/Retail supply within the trade area totals approximately 26,363m² of floorspace and is concentrated within a limited number of established centres in and around the town centre. Floorspace per capita is significantly lower than metropolitan and national benchmarks.

Floorspace productivity modelling demonstrates that the 3,955m² of Shop/Retail floorspace is viable. The Centre is forecast to achieve productivity of approximately \$11,073 in 2028, aligning with the benchmark of \$11,272. Productivity improvements over time in line with residential growth determine that there is sufficient demand exists to support the Shop/Retail uses at the Centre.

A gravity model turnover impact assessment was undertaken in accordance with SPP4.2 Implementation Guidelines. While some smaller centres experience moderate to significant impacts, all centres remain above benchmark productivity levels over the assessment period. Impacts reduce as planned residential developments translate to greater retail expenditure. The modelling determines that the Centre will not undermine the sustainability of the activity centres in the trade area.

The community benefits associated with the Centre are based on the assessment template provided in SPP4.2. Construction and operation of the Centre will create economic opportunities such as jobs that are well suited to younger residents and entry-level workers. The Centre improves quality of life by providing a local retail and hospitality node within closer proximity to surrounding residential areas. The inclusion of grouped housing and short-term accommodation responds to the documented housing shortage and workforce constraints within Kalgoorlie-Boulder. The Centre is expected to deliver significant community benefits.

The Centre aligns with State and local planning policy, including SPP4.2, the Local Planning Strategy and the Strategic Community Plan. It improves equitable access to goods and services, supports economic diversification and contributes to housing supply.

APPENDIX 1: PLUC GLOSSARY

Information regarding Planning Land Use Category (PLUC) descriptions and Western Australian Standard Land Use Classification (WASLUC) can be obtained from the Department of Planning, Land and Heritage (DPLH) Land Use and Employment Survey (LUES) Information Sheet.¹³

SHP – Shop/Retail

Any activity which involves the sale of goods from a shop located separate to, and/or in, a shopping centre other than those included in Other Retail.

RET – Other Retail

Many of these activities are not normally accommodated in a shopping centre. By virtue of their scale and special nature the goods of these activities separate them from the Shop/Retail category (for example car sales yard or carpet showroom).

OFF – Office/Business

Administrative, clerical, professional and medical offices are activities which do not necessarily require the land area/floor space or exposure of other land uses. Although offices require building and parking facilities, these needs are quite distinct from those of commercial uses and service industries.

HEL – Health/Welfare/Community Services

Government, government-subsidised and non-government activities that provide the community with a specific service, including hospitals, schools, personal services and religious activities.

ENT – Entertainment/Recreation/Cultural

Activities which provide entertainment, recreation and culture for the community and which occur in buildings and/or on land, such as passive and active sports venues, museums, amusements and gambling services.

RES – Residential

Includes all types of residential land use ranging from single housing to nursing homes for the aged, residential hotels, motels, other holiday housing, institutions and religious housing.

MAN – Manufacturing/Processing/Fabrication

This category includes land use activities involving the manufacture, processing and fabrication of all general goods. Both the scale and associated environmental impact of these activities separate them from other land use categories.

STO – Storage/Distribution

¹³ DPLH, 2017, *Land Use and Employment Survey Information Sheet*, Government of Western Australia, https://www.wa.gov.au/system/files/2021-07/LUES_Glossary.pdf

Any land use activity which involves the storage, warehousing or wholesaling of goods usually conducted from large structures, or involving large bulk goods, but does not include activities that attract the general retail trade activities.

SER – Service Industry

This category includes service industries offering a range of services. The scale and environmental impact of such activities require their separation from other land uses. These services include film processing, cleaning, motor vehicle and other repair services, and other servicing activities, including some construction activities.

UTE – Utilities/Communications

All forms of local, state, national and international communication, transportation and other utilities (for example, electricity, gas, water, sewerage, roads, parking and other transport or communications related activities) covering the public and private sectors.

VFA – Vacant Floor Area

This category accounts for vacant floor areas of buildings, including both non-residential and residential.

APPENDIX 2: GRAVITY MODELLING METHODOLOGY

Gravity models allow for the measurement of spatial interaction as a function of distance to determine the probability of a given customer shopping at a centre and provide an approximation of trade area and sales potential for a development. This modelling technique uses the distance between a household and each centre, along with a measure of 'attractiveness', to define the probability model. The 'attractiveness' of a centre has been defined by the total floorspace and the distance has been calculated by measuring straight-line distances between each centre and population. The gravity model probability formula is shown in Figure 26.

Figure 26. Gravity Model Probability Formula

$$P_{ij} = \frac{\frac{A_{jk}^a}{D_{ij}^\beta}}{\sum_{j=1}^m \frac{A_{jk}^a}{D_{ij}^\beta}}$$

P_{ij} = Probability of customer living/working in statistical area i shopping at complex j.
 A_i = Area of floorspace in centre, j in square metres, according to the type of supply, k.
 D_{ij} = Distance between statistical area of households, i and complex j.
 a = Area exponent
 β = Distance exponent
 k = Type of supply or expenditure, either Convenience or Comparison
 i = Statistical area ($i=1, \dots, n$)
 j = Complexes ($j=1, \dots, m$)

Source: Carter, C (1993) 'Assumptions Underlying the Retail Gravity Model', Appraisal Journal, Vol 61, No 4, pp510; Pracsys (2020)

Figure 27. Gravity Model Demand Formula

$$D_{kj} = \sum_{i=1}^n (P_{ij} * E_i)$$

D_{kj} = Demand for retail category k, at centre j.
 E_i = Expenditure pool of statistical area i.

Source: Carter, C (1993) 'Assumptions Underlying the Retail Gravity Model', *Appraisal Journal*, Vol 61, No 4, pp510; Pracsys (2020)

Figure 27 shows that the demand for retail category k¹⁴, at centre j, is equal to the sum of the probabilities of customers living in statistical areas i to n, multiplied by the expenditure pool of statistical area i. In other words, the demand for retail is a function of the probability of customers from a particular statistical area attending the Centre multiplied by the expenditure pool of that statistical area. The expenditure pool is derived through the population multiplied by its income distribution.

In its core form gravity modelling provides a clearer, reproducible outcome that can be easily assessed. However, it does not consider local factors, including:

- The comparative value proposition of centres (e.g. the presence of an 'anchor' attractor that draws significant market share);
- The brand preference of users; or
- The efficiency of transport networks, as well as geographical barriers (e.g. in some cases it may be easier for customers to access a centre that lies physically further away).

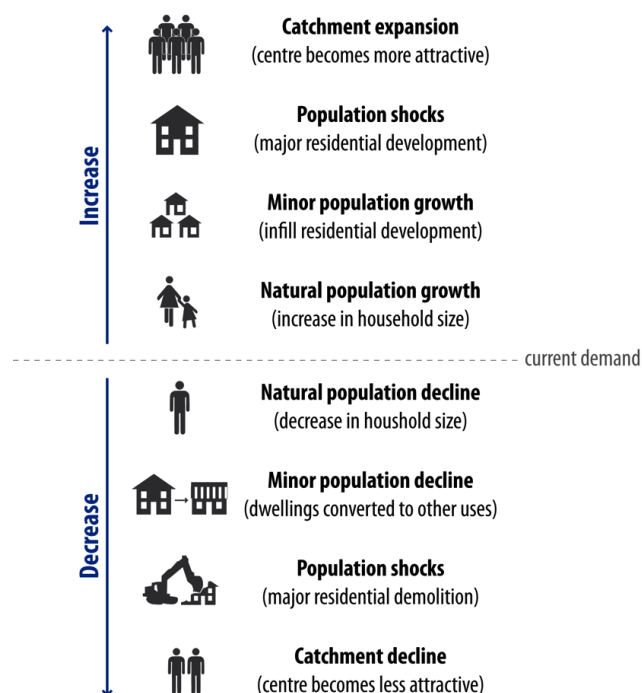
Drivers of Retail Floorspace Supply and Demand

Demand changes can result in increased or decreased expenditure. The potential causes of demand changes are shown in Figure 28. These largely show that an increasing population increases demand, and vice versa. There are significant amounts of commercial floorspace, especially office floorspace, flagged for the central sub-region of Perth and beyond. There will also be significant numbers of new dwellings provided across Perth. This increase in residents has the potential to boost demand for goods and services in the area.

Demand can also increase from rising incomes, or wealth because people have more disposable income to spend on retail. Demand can also be increased by reducing leakage. Leakage for retail is largely caused by online retail, as well as travelling.

¹⁴Retail categories are determined by their PLUC code and whether they are convenience or comparison goods. Convenience goods are day-to-day items such as groceries, pharmaceuticals and fast food. Comparison goods are items where consumers are willing to travel further distances, and are bought less frequently such as clothing, furniture, electronics, or other household items.

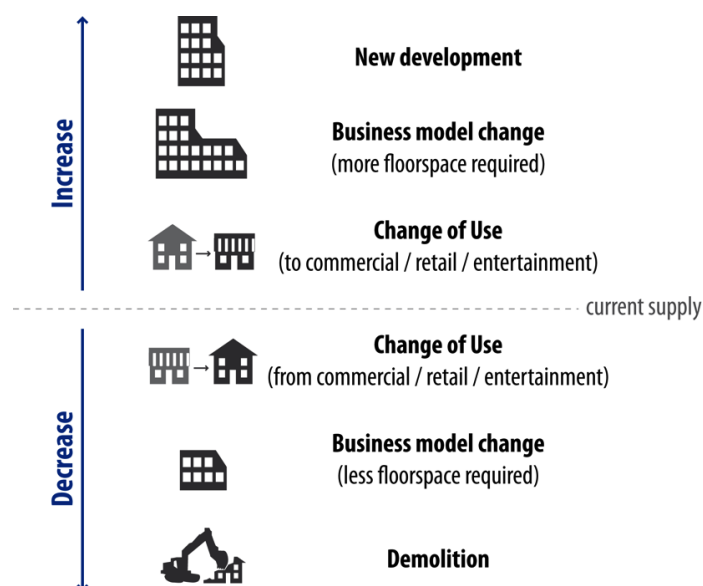
Figure 28. Drivers of Retail Floorspace Demand



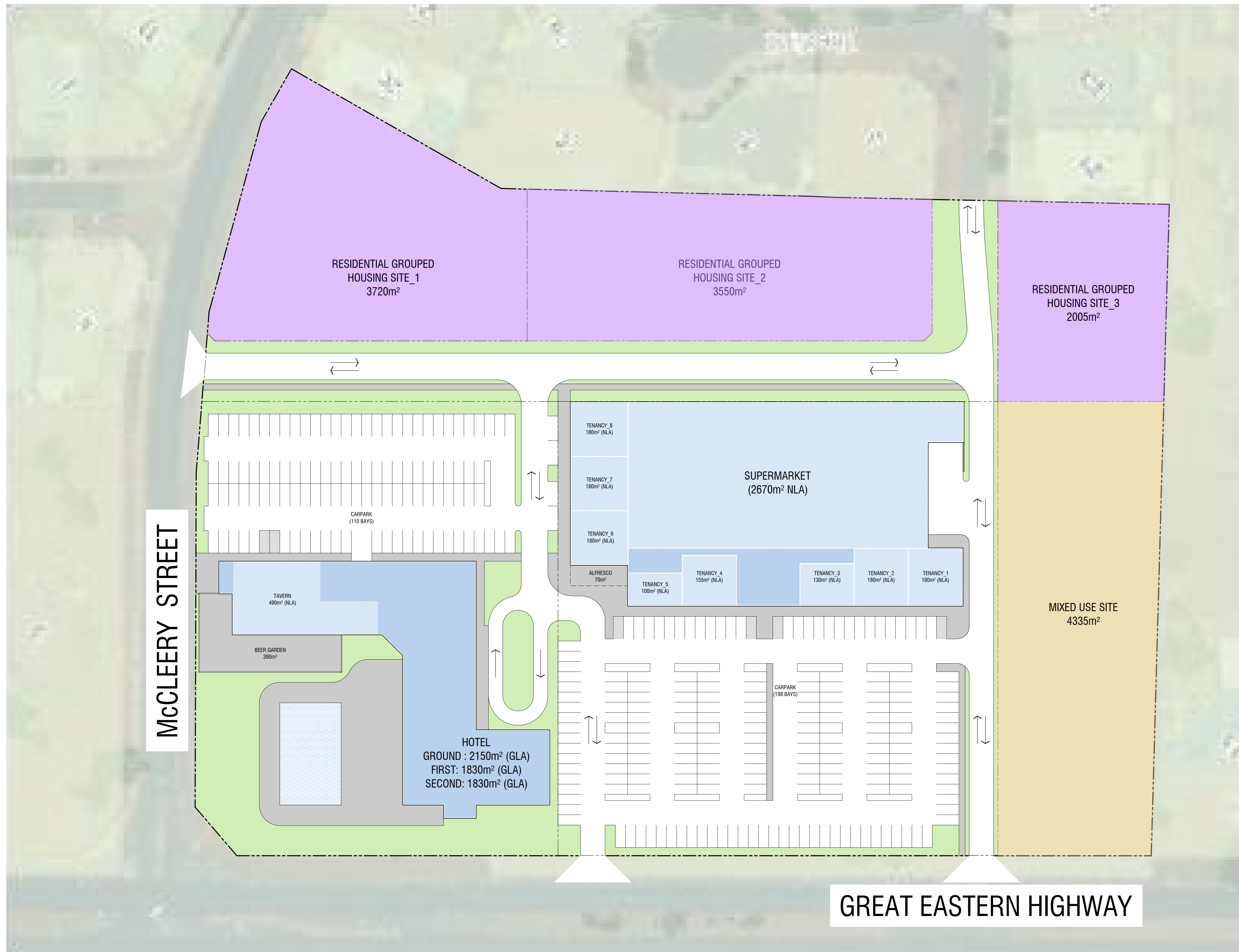
Source: Pracsys 2025

Supply changes can result in increased or decreased retail floorspace. The potential causes of supply changes are shown in Figure 29.

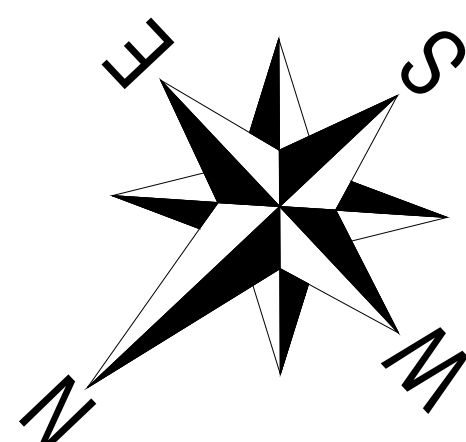
Figure 29. Drivers of Retail Floorspace Supply



Source: Pracsys 2025



MASTER SITE PLAN
SCALE 1:500



PROPOSED MIXED USE DEVELOPMENT

LOCATION: 9 & 11 GREAT EASTERN HIGHWAY, SOMERVILLE

CLIENT: LESTER GROUP

PROJECT No. 9209
DRAWING No. 9209_SK03
DATE: MAR 2025
REV: C
SCALE: 1:500 @ A1

