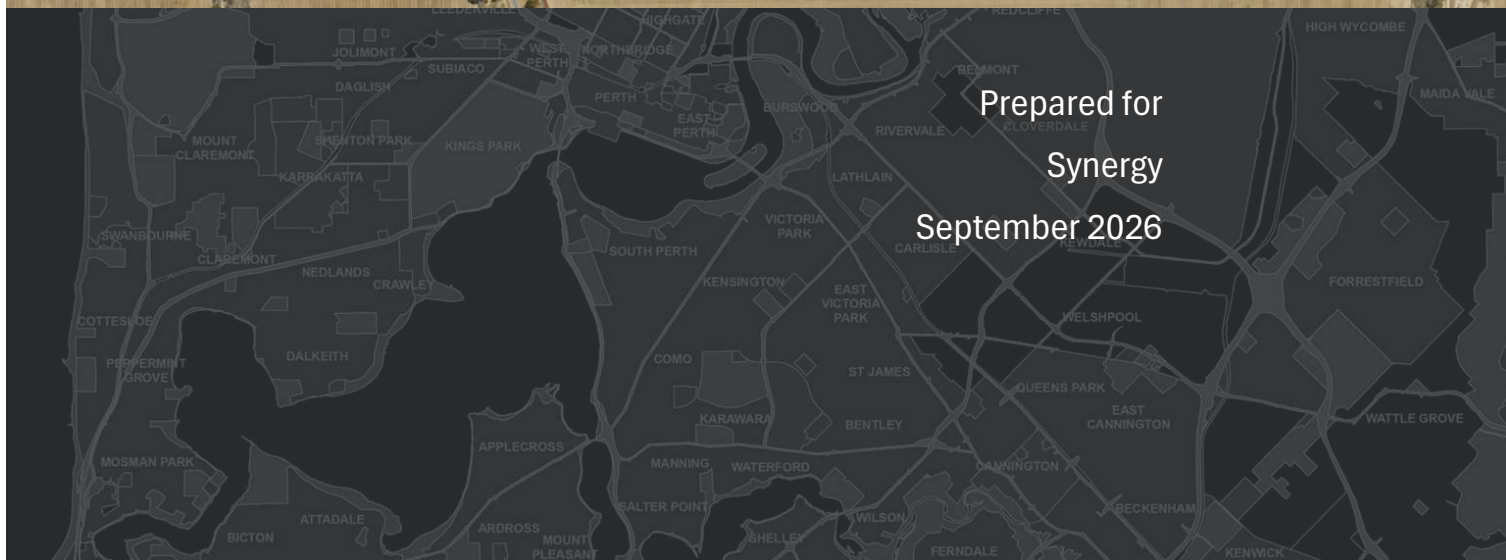


Amendment to Development Approval

Hyden Workforce Accommodation

Lot 192 Hyden-Mount Walker Road
Hyden



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Project Details

Job number	10146	
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Document Control

Version	Purpose	Date	Author	Reviewer
Rev 0	Development Application Report	3 September 2026	CM / JH	JW

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Synergy, the proponent of the proposed application to amend the existing planning approval for a workforce accommodation facility on Lot 192 Hyden-Mount Walker Road, Hyden (**subject site**).

The amendment application will allow the facility, which is currently approved for use by the King Rocks Wind Farm (**KRWF**) construction workforce, to be used by the construction workforce associated with the Kondinin Wind and Solar Farm (**KWSF**).

The proposal does not seek to change any built form elements; the intent is simply to align the existing approval with the new workforce.

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

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

1.2 Background

1.2.1 Existing approval – Hyden Workforce Accommodation

A workforce accommodation facility was originally proposed at the site to provide accommodation for the construction workforce associated with the KRWF.

The facility was required due to limited local accommodation available in the local area and to limit impacts on tourist accommodation. The wind farm workforce includes employees, contractors and other third parties who will need to be accommodated on a drive in/drive out basis.

The Shire of Kondinin (**Shire**) approved the existing workforce accommodation facility at the subject site at its Ordinary Council Meeting on 17 February 2025. The approval allowed for a 189-room temporary workforce accommodation facility. The approval is valid for 5 years from construction which commenced June 2025.

The subject site was selected as the preferred site for this facility due to its proximity to the work site and the Hyden townsite, and its low environmental impact.

The facility became operational in October 2025.

1.2.2 King Rocks Wind Farm

The workforce accommodation facility at the subject site is currently utilised by the workforce associated with the KRWF.

The KRWF is located 35km north-east of Hyden townsite. The KRWF development was approved in November 2022 by the Development Assessment Panel (**DAP**). The following reference numbers apply:

- Development Assessment Panel (DAP/22/02288).
- Shire of Kondinin (03/2022-2023).

1.2.3 Kondinin Wind & Solar Farm

The Kondinin Wind & Solar Farm (**KWSF**) is located 5km north-east of Kondinin townsite and 60km west of the Hyden townsite. The KWSF was approved in November 2018 by the DAP. An extension of time to extend the approval's validity by a further 2 years was approved in April 2025 by the Shire (via Council meeting). The following reference numbers apply:

- Development Assessment Panel (DAP/18/-01477).
- Shire of Kondinin (18/19-01 & HRT R.8).

1.2.4 Synergy & KEPL

Synergy is the project proponent for the KRWF. To support construction of the windfarm, Synergy commissioned the dedicated workforce accommodation village at the subject site. The project was delivered by BBB Remote Site Services (**BBB**). The construction of the KRWF is nearing completion and the facility will no longer be required for the project's workforce.

The Kondinin Wind Farm is being developed by Kondinin Energy Pty Ltd (**KEPL**) which is a joint venture partnership between Foresight Group and Shell. Foresight Group is an investment manager which oversees three open-ended infrastructure and energy funds in the Australian market, as well as a number of renewable energy assets owned by a London Stock Exchange listed solar fund.

KEPL is entering into an agreement with Synergy to take over the accommodation facility. This agreement is separate to the development application noting the land is not owned by either Synergy or KEPL. Rather these organisations have consent from the landowner through a land lease to construct, operate and decommission the accommodation facility. The land lease will be transferred from Synergy to KEPL as part of the transfer of the accommodation facility.

Notwithstanding the above, the contractor BBB, who manages the daily operations of the accommodation facility, will not change as a result of the amendment application. This will ensure the facility continues to run smoothly, and by an experienced contractor who is familiar with the facility, site and locality. The contract with BBB, as well as associated access licences, will be novated to KEPL as part of the agreement with Synergy.

The facility is expected to be novated around February 2027 and occupied by the KWSF workforce from this date onwards. The construction of the KWSF project is expected to take 24 months.

A visual overview of the existing and proposed management structure is provided at **Figure 1** below.

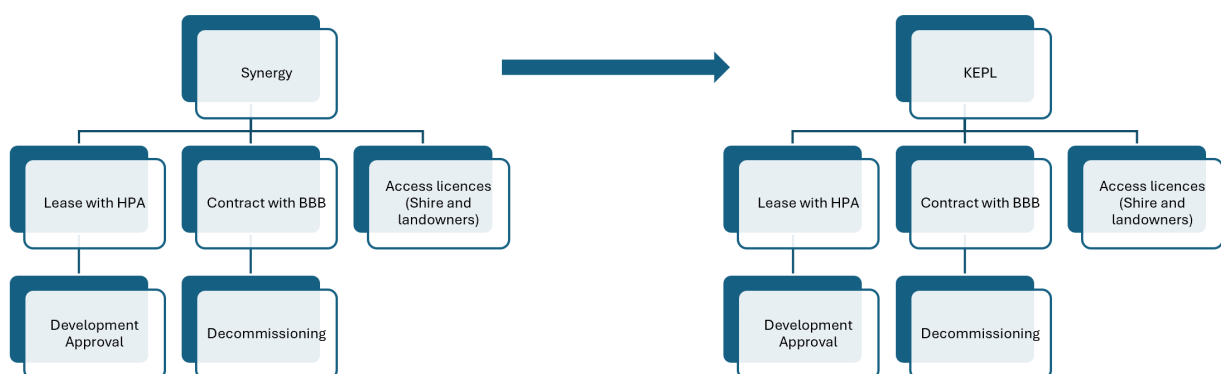


Figure 1: Existing and proposed management structure

1.3 Community Engagement

Stakeholder engagement and consultation have been undertaken with regard to the proposed amendment. The outcomes from these meetings, consultations and preliminary discussions have informed the preparation of the development proposal. A summary of the meeting outcomes is provided in **Table 1** below.

Table 1 – Preliminary Engagement and Consultation

Organisation	Date of consultation	Summary of outcome	Response
Shire of Kondinin	30 July 2026	Positive meeting with representatives of the Shire to discuss process associated with DA amendment.	The Shire were amenable to the proposal and provided guidance on DA inputs and timelines.
Article in local newspapers: - Hyden Householder - Kondinin Echo	29 July 2026	One community response received via email providing the following comments: - Support that an existing facility is being utilised. - Comment on vehicle lights being left on for drive to Hyden. - Comment on preference workers be taken by bus to reduce wear and damage to any gravel roads and create less emissions.	The proposed amendment does not seek to extend the duration of the approval, and no physical extensions or works of any kind are proposed. The traffic studies have confirmed the traffic, and access impacts are acceptable and will not adversely impact the surrounding road network. The facility is temporary and will be decommissioned after 2030. Feedback received has been noted.
Landowner - Hyden Progress Association (HPA)	August 2026 (Ongoing)	Communication with landowner is ongoing regarding the transition from Synergy to KEPL. Landowner consent is provided with the development application. Landowner agrees there is a clear benefit to allow the facility to service the new project. The landholder highlighted how the camp has been beneficial for the area economically.	

As is evident from the above table, the proponent has undertaken consultation with affected stakeholders and government agencies, and feedback has been welcomed and taken on board to inform this application. The feedback provided in the engagement process on the above matters was received and incorporated into the preparation of the application documentation and ongoing management of the facility.

2 SITE DETAILS

2.1 Land description

Refer to **Table 2** below for the lot details and a description of the subject site.

Table 2: Lot details

Lot	Deposited Plan	Volume	Folio	Area (ha)
192	147011	23	359A	36.82

Refer **Attachment 1** for a copy of the Certificate of Title and Deposited Plan.

2.2 Location

2.2.1 Regional context

The subject site is within the municipality of the Shire of Kondinin (**Shire**), in the town of Hyden, approximately 330km east of Perth, Western Australia. The subject site adjoins Hyden-Mount Walker Road which is identified as a Primary Distributor Road.

The subject site is approximately 60km west of the Kondinin Wind & Solar Farm (**KWSF**), approximately 45 minutes drive by car.

2.2.2 Local context, land use and topography

The subject site is located 800m north of Hyden Town Centre and Hyden Reserve and is accessible via the existing road network (Mount Walker- Hyden Road).

The topography of the site is relatively flat, with the exception of the water course located outside of the development area to the north west). As per the original approval, a workforce accommodation facility has been constructed on the site, refer **Figure 2**.

The subject site is located on private land. The lease will be transitioned from Synergy to KEPL as the facility is transitioned to accommodate KEPL's KWSF project.



Figure 2: Subject site with existing workforce accommodation facility

2.2.3 Surrounding land uses

The immediate area surrounding the subject site is largely characterised by rural land and the Hyden townsite, including:

- Lake Gounter Nature Reserve
- Infrastructure Services Reserve
- Government Services Reserve
- Sport Facilities in Hyden township: Hyden and Districts Aquatic Centre (Seasonal), Hyden Sports Pavilion/ Oval, Sporting clubs, Hyden Golf Course

Refer to **Figure 3** below, which depicts an aerial view of the subject site and surrounding land.

Figure 4 provides a street view photograph of the footpath that was constructed as part of the original approval.



Figure 3: Aerial of the subject site (lot boundary in red) and surrounds (Source: PlanWA)



Figure 4: Street view photo existing constructed foot path

3 PROPOSED AMENDMENTS

3.1 Description of proposed amendment

The proposal seeks to amend the existing planning approval for a workforce accommodation facility at the subject site.

The existing facility is approved to be used by the construction workforce associated with the King Rocks Wind Farm (**KRWF**) and this amendment application will transition the facility to allow it to be used by the construction workforce associated with the Kondinin Wind & Solar Farm (**KWSF**). It is considered this amendment provides better sustainability outcomes and limits additional impacts, through utilising an existing facility rather than building a new one.

The proposal does not seek to change any built form elements, and the intent of the application is simply to align the existing approval with the updated workforce arrangements. This will ensure the planning approval aligns with the purpose and operational intent of the facility and remains in accordance with Condition 1.

Further detail is provided below.

3.1.1 Workforce

Whilst the facility is approved (and constructed) to accommodate 189 workers, the KWSF will only require a peak workforce of 130 workers. On this basis, no additional rooms or infrastructure are proposed or required to allow the existing facility to be occupied by the new workforce.

3.1.2 Timeframe

The facility is expected to be novated to KEPL around February 2027 and occupied by the KWSF workforce from this date onwards. The construction of the KWSF project is expected to take 24 months. For this reason, no extension of time is proposed noting the existing approval is valid until 9 June 2030.

As outlined at **Section 3.2** below, Condition 4 is proposed to be amended to include a date rather than a timeframe to improve the clarity of the condition.

3.1.3 Decommissioning

The intention remains for the camp to be deconstructed, and the land restored at the end of the approval period (June 2030). Decommissioning will continue to be controlled by Condition 4 of the existing approval which requires the site to be returned to its original state within 2 years of the facility's closure.

3.1.4 Management

The facility will continue to be managed in accordance with the management plans prepared and approved by the Shire (in accordance with existing conditions).

Minor changes to the conditions are proposed to allow the management plans to be amended if required. This will provide KEPL a degree of flexibility in case they wish to alter any internal procedures currently outlined in the approved management plans. Refer **Section 3.2** below.

Notwithstanding the above the contractor who manages the daily operations of the accommodation facility (BBB) will not change despite KEPL taking over the facility from Synergy. This will ensure the facility continues to run smoothly, and by an experienced contractor who is familiar with the facility, site and locality.

3.1.5 Traffic and access

An updated Transport Impact Assessment (**TIA**) has been prepared in support of this amendment application. This report assesses the route of travel between the existing facility at the subject site and the new construction project of KWSF.

The report also assesses the trip generation, noting a peak workforce will be 130 workers, rather than 189 as per the original approval.

The updated TIA confirms the trip generation associated with the new workforce is acceptable and will be lower than that generated by the existing workforce. Further, the road network is suitable and can accommodate the new workforce without resulting in adverse impacts on the locality.

The TIA makes the following conclusions for the proposed development:

- A total of 200 vehicles per day (two-way total) will be generated by the accommodation facility during the KWSF construction period. The roads and intersections have been assessed and confirmed as capable of accommodating this number, also noting the proposed peak workforce of 130 is below the peak workforce of 189 workers originally approved.
- The anticipated route of travel between the facility and KWSF project is via Hyden-Mount Walker Road – McPherson St – Brookton Hwy – Wilkins Rd (Cemetery Rd). No road or intersection improvements are considered to be warranted along this route to accommodate KWSF workforce traffic movements during the construction period.
- The existing facility has sufficient parking provision (210 standard car bays plus 9 disabled bays) to accommodate staff and the proposed workforce, with spare capacity for visitors when required.

Refer **Attachment 2** for a copy of the TIA.

3.2 Amendment to conditions

3.2.1 Approval validity timeframe

Condition 4 is proposed to be amended to include a date rather than a timeframe to improve the clarity of the condition.

Condition 4 is proposed to be amended as follows (changes shown in **red bold strikethrough**):

*This approval is valid **for five (5) years from the date of works commencing on site until 9 June 2030**. Following expiry of this period, all development works must be demolished, materials removed from the site and the verge, and the area rehabilitated to its original state (i.e broad acre farming) within 2 years of cessation of the development, unless the Local Government approves otherwise;*

3.2.2 Management plans

Minor changes to the conditions are proposed to allow the management plans to be amended if required. This will provide KEPL a degree of flexibility in case they wish to alter any internal procedures currently outlined in the approved management plans.

Conditions 6 & 9 are proposed to be amended as follows (changes shown in **red bold strikethrough**):

Condition 6

*Prior to the occupation of development, an Operational Management Plan **as amended** shall be submitted to, prepared and endorsed by the Local Government. Once endorsed the Operational Management Plan shall be implemented at all times to the satisfaction of the Local Government during the operational stage.*

Condition 9

*Prior to the occupation of development, an Emergency Management Plan **as amended** shall be submitted to, prepared and endorsed by the Local Government. Once endorsed the Management Plan and Emergency and Recovery Plan shall be implemented at all times to the satisfaction of the Local Government during the operational stage.*

4 STATUTORY PLANNING FRAMEWORK

4.1 Planning and Development (Local Planning Schemes) Regulations 2015

4.1.1 Amendment legislation

This application is made pursuant to Clause 77(1)(b) and (c) of the *Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regulations)* which state:

An owner of land in respect of which development approval has been granted by the local government may make an application to the local government requesting the local government to do any or all of the following-

- (b) to amend or delete any condition to which the approval is subject;*
- (c) to amend an aspect of the development approved which, if amended, would not substantially change the development approved;*

The proposed amendment would not substantially change the development approved and is consistent with the relevant requirements of Part 8 of the LPS Regulations as outlined below.

- The proposal involves a minor amendment to allow the existing facility to be used by workforce associated with a different construction project. The key change is associated with the travel route between the accommodation facility and project site which has been assessed through an updated TIA. The TIA confirms the trip generation is acceptable and no road or intersection upgrades required.
- The development will remain substantially the same as the approved proposal and continue to reflect the essence of the original approval, being a temporary workforce accommodation.
- The planning framework to which the original application was assessed remains in place and relevant to this amendment application. Further, no time extension is proposed, and the original 5-year validity period remains unchanged.

4.1.2 Matters for consideration

Clause 67(2) of the Deemed Provisions under the LPS Regulations set out the matters for which due regard is to be given when considering a development application. Refer **Table 3** below for an assessment of the relevant matters.

Table 3: Matters to be considered

Matter to be considered	Provided
<i>(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;</i>	The aims and provisions of LPS1 remain unchanged and were considered as part of the original application. Refer Section 4.2.
<i>(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	One amendment to the Shire's scheme has occurred since the original development approval was granted. This amendment was approved in October 2025 and does not impact the proposed amendment. There is no current draft local planning scheme, scheme amendment or other planning instrument that is being seriously considered for adoption /approval that is relevant to the proposal.

Matter to be considered	Provided
(c) any approved State planning policy	The aims and provisions of relevant state policy's remain unchanged and were considered as part of the original application. This amendment application is minor and does not require change the original assessment.
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d)	N/A - there are no environmental protection policies applicable to the subject site. The original proposal was guided by and developed in accordance with applicable environmental approvals. By utilising the facility for a second wind farm proposal, the environmental impacts are reduced (as compared to building a new facility).
(e) any policy of the Commission	The relevant policies of the Commission were addressed as part of the original application. This amendment application is minor and does not require change the original assessment.
(f) any policy of the State	As above.
(fa) any local planning strategy for this Scheme endorsed by the Commission	The Shire does not currently have an operable Local Planning Strategy.
(g) any local planning policy for the Scheme area;	The relevant local planning policies were addressed as part of the original application. This amendment application is minor and does not require change the original assessment.
(h) any structure plan or local development plan that relates to the development	N/A – the development area is not subject to a structure plan or local development plan.
(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015	N/A – we understand that at time of lodgement, no current reviews of the local planning scheme have been published.
(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	N/A – the site is not reserved under the Scheme.
(k) the built heritage conservation of any place that is of cultural significance	Hyden Townsite is located near the development area and is classified as a historic heritage place. Notwithstanding, this does not affect this amendment application.
(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	Extensive consultation occurred as part of the original application, including engagement with Traditional Owners.
(m) the compatibility of the development with its setting, including — (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	The approved land use remains unchanged, and the no extension of time is proposed. Following completion of construction, the site will be remediated and may be used for agricultural purposes in the future. The use of the existing facility for the construction workforce of the KWSF will ensure local housing and tourist accommodation supply is not impacted. This will ensure a reduced pressure on the Hyden and Kondinin townsites as the workforce accommodation will incorporate facilities for staff, so it is generally self contained. The proposed development provides a temporary solution to the accommodation shortage locally, as a more permanent solution is not feasible and practical.
(n) the amenity of the locality including the following — (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	

Matter to be considered	Provided
(o) <i>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource</i> (p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i> (q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i> (r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety</i>	Furthermore, as mentioned above, the substantial investment in the KWSF project and the small ongoing permanent and transient population growth continues to allow additional opportunities for tourism and varied small/medium businesses in and around the town. No physical amendments or extension of time is proposed. Amenity impacts were duly considered as part of the original application.
(s) <i>the adequacy of —</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i> (t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i> (u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	The updated TIA confirms traffic and access as a result of the new workforce and travel to KWSF are appropriate. Refer Section 3.1.5 of this report and Attachment 2.
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i> (w) <i>the history of the site where the development is to be located;</i> (x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	The facility will continue to be used for the exclusive use of occupants. Whilst no extension of time is proposed, the proposed development is expected to continue to have a positive impact on the town through the temporary population increase from the facility. It is reiterated that no physical change is proposed to the existing facility.
(y) <i>any submissions received on the application;</i> (za) <i>the comments or submissions received from any authority consulted under clause 66;</i> (zb) <i>any other planning consideration the local government considers appropriate.</i>	If the application is advertised as part of the development application, any planning considerations raised by submissions will be addressed when they are received. Any comments or submissions received by any authority consulted under clause 66 will be addressed when it is received. Any further planning considerations raised by the local government will be addressed when it is received.

4.2 Shire of Kondinin Local Planning Scheme No. 1

The local planning scheme applicable to the subject site is the Shire of Kondinin Local Planning Scheme No.1 (LPS1).

4.2.1 Zoning and land use permissibility

The subject site is zoned ‘Rural’ under the provisions of the LPS1, refer Figure 5. The objectives of the Rural Zone are as follows:

- *To ensure the continuation of broad-hectare farming as the principal land use in the district and encouraging where appropriate the retention and expansion of Agricultural activities.*
- *To consider non-rural uses where they can be shown to be of benefit to the District and not detrimental to the natural resources or the environment.*
- *To allow for facilities for tourists and travellers, and for recreation uses.*

The proposed development remains consistent with the above objectives as the approved land use (‘Transient Workforce Accommodation’ - A use) and operations remain unchanged.

Further, no extension of time is proposed and following completion of construction, the site will be remediated and may be used for agricultural purposes in the future.

The facility will continue to benefit the wider district, providing additional population to a regional location in an appropriate and well considered manner, whilst also supporting the development of renewable energy in the region.

4.2.2 Development standards and requirements

The LPS1 development standards and requirements remain unchanged and were considered as part of the original application.

The proposed amendment does not propose physical or operational changes that require re-assessment against LPS1 standards.

The peak workforce is proposed to be proportionally less (at 130 workers) than the original approval which allowed for 189 workers at the facility and travelling between the subject site and construction project.

The updated TIA confirms traffic and access as a result of the new workforce and travel to KWSF are appropriate. Refer Section 3.1.5 of this report and Attachment 2.

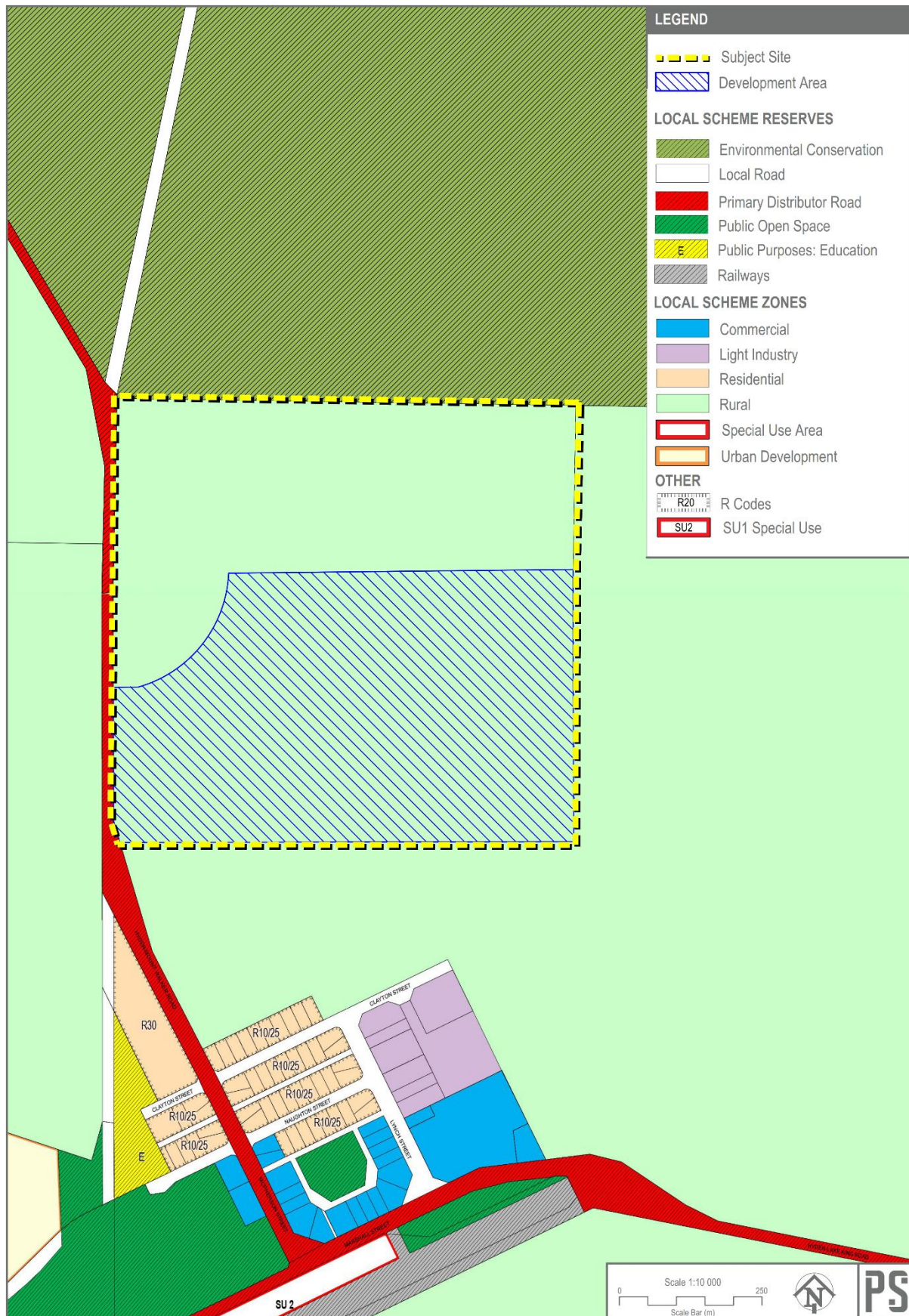


Figure 5 - LPS1 zoning map

5 CONCLUSION

This application seeks to amend the existing approval for a temporary 189-person workers accommodation facility.

The amendment application will allow the facility to transition to accommodate the Kondinin Wind & Solar Farm (**KWSF**) workforce, noting that it is currently approved for the King Rocks Wind Farm (**KRWF**) workforce only.

The proposal does not seek to change any built form elements; the intent is simply to align the existing approval with the updated workforce arrangements.

The planning framework to which the original application was assessed remains in place and relevant to this amendment application. Further, no time extension is proposed and the original 5-year validity period remains unchanged.

It is considered the proposal should be favourably determined, on individual merit, recognising the proposal amendment is minor and well-justified and demonstrates benefits in terms of environmental sustainability. We therefore respectfully request the application for development approval be granted by the Shire under delegated authority.

Attachment 1:
Certificate of Title

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

23

359A

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 192 ON DEPOSITED PLAN 147011

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

HYDEN PROGRESS ASSOCIATION INC OF POST OFFICE BOX 98, HYDEN

(T L733669) REGISTERED 14/9/2011

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. TITLE EXCLUDES THE LAND SHOWN ON O.P. 11203.
2. Q453063 CAVEAT BY ELECTRICITY GENERATION AND RETAIL CORPORATION LODGED 10/6/2025.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 23-359A (192/DP147011)
PREVIOUS TITLE: 1078-666
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF KONDININ

NOTE 1: Q479923 DEPOSITED PLAN 429120 LODGED



Attachment 2: Transport Impact Assessment



Hyden Workforce Accommodation Facility Transport Impact Assessment

PREPARED FOR:
Kondinin Energy Pty Ltd

August 2026

Document history and status

Author	Revision	Approved by	Date approved	Revision type
R White	r03	B Bordbar	25/08/2026	Draft
R White	r03a	B Bordbar	26/08/2026	Revised

File name: t24081-rw-03a.docx

Author: Robin White

Project manager: Behnam Bordbar

Client: Kondinin Energy Pty Ltd

Project: Hyden Workforce Accommodation Facility

Document revision: r03a

Project number: t24.081

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1 Introduction

This Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of Planning Solutions.

The subject of this report is the workforce accommodation facility at Hyden, which was established for the construction workforce associated with the King Rocks Wind Farm (KRWF). The facility is now proposed to be used by the construction workforce associated with the Kondinin Wind and Solar Farm (KWSF). Accordingly, an updated TIA is provided to confirm the traffic impacts associated with this workforce and a different travel route.

The subject site is at Lot 192 Hyden-Mount Walker Road, Hyden, in the Shire of Kondinin. The accommodation facility is located approximately 400m north of Hyden townsite, as shown in **Figure 1**.



Figure 1: Location of the subject site

The proposed KWSF site is east of Kondinin, approximately 60km west from the proposed accommodation facility.

This TIA considers transport arrangements for workforce travel between the accommodation facility and Perth and between the accommodation facility and the KWSF site.

2 Proposed Development

The Hyden workforce accommodation facility was established for construction of the Synergy King Rocks Wind Farm (KRWF) project and is now proposed to be utilised for the Kondinin Wind and Solar Farm (KWSF) project.

The KWSF construction period is anticipated to be in the order of 24 months, with a peak workforce of 130 workers.

The existing site layout is illustrated in **Figure 2** and the approved development plans are included in **Appendix A**.

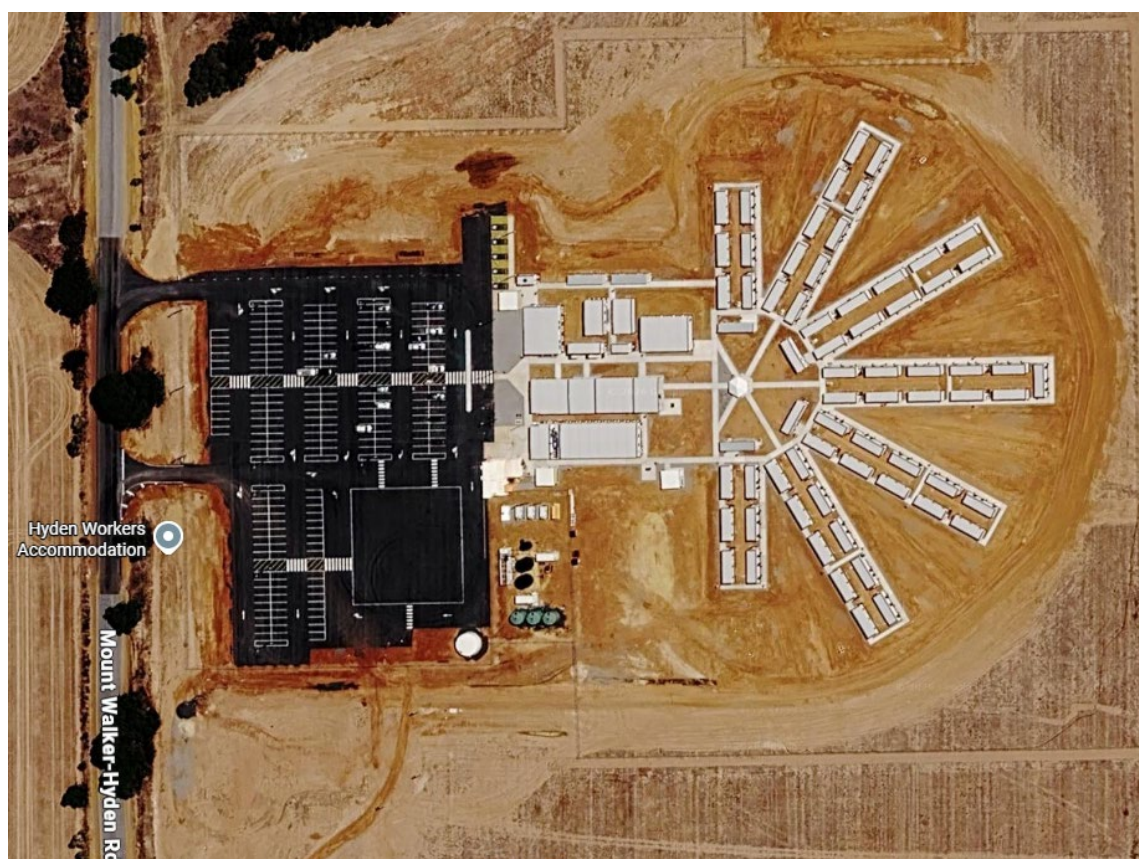


Figure 2: Existing Hyden workforce accommodation facility

The accommodation facility incorporates the following key components:

- 63 accommodation units (3-bed)
- Dry mess, wet mess, bathrooms, laundry, multifunction room, wellness and recreation facilities;
- Communications, security, admin, medical, storage and bin store;
- Loading zone at kitchen and ambulance bay at the medical rooms;
- Bus drop-off/pick-up facility for 2 buses plus 3 bus waiting bays;

- Car park for 210 car bays plus 9 disabled bays. This provides parking for all accommodation facility staff and workers accommodated at the accommodation facility.

It is anticipated the accommodation facility will be operated by 14 to 16 camp operational staff who may travel to and from the accommodation facility on a daily basis or may be accommodated at the accommodation facility.

Access to the accommodation facility is provided via two driveway crossovers onto Hyden-Mount Walker Road on the western side of the site. The northern driveway is entry only and the southern driveway exit only, with one-way operation of the internal driveway system, as shown in **Figure 3**. (Note that optional parking areas 1 and 2 shown on that diagram have been constructed.)

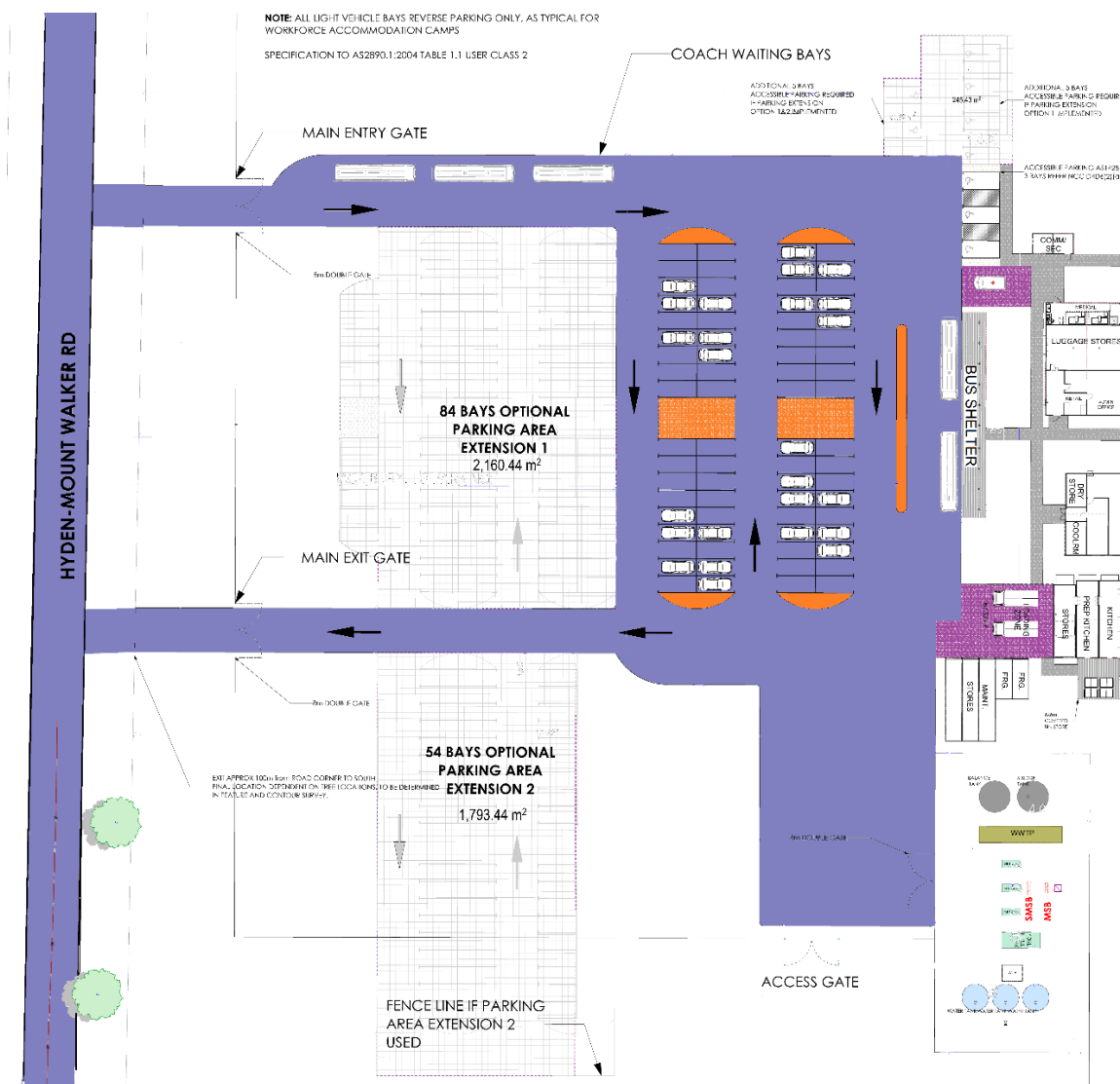


Figure 3: Site access arrangements

When required, buses would also access the site using that one-way driveway circulation system, with 3 waiting bays provided along the northern inbound

driveway, then 2 bus spaces available at the bus shelter adjacent to the accommodation facility buildings.

An ambulance bay is provided north of the bus shelter adjacent to the medical room.

A loading zone is provided south of the bus shelter adjacent to the kitchens and bin store. This loading zone is large enough for two heavy rigid trucks to reverse into for deliveries and waste collection.

3 Existing Situation

3.1 Existing Road Network

The existing road hierarchy on the road network between Hyden and the proposed KWSF windfarm site is illustrated in **Figure 4**, based on the Main Roads WA *Functional Road Hierarchy*.

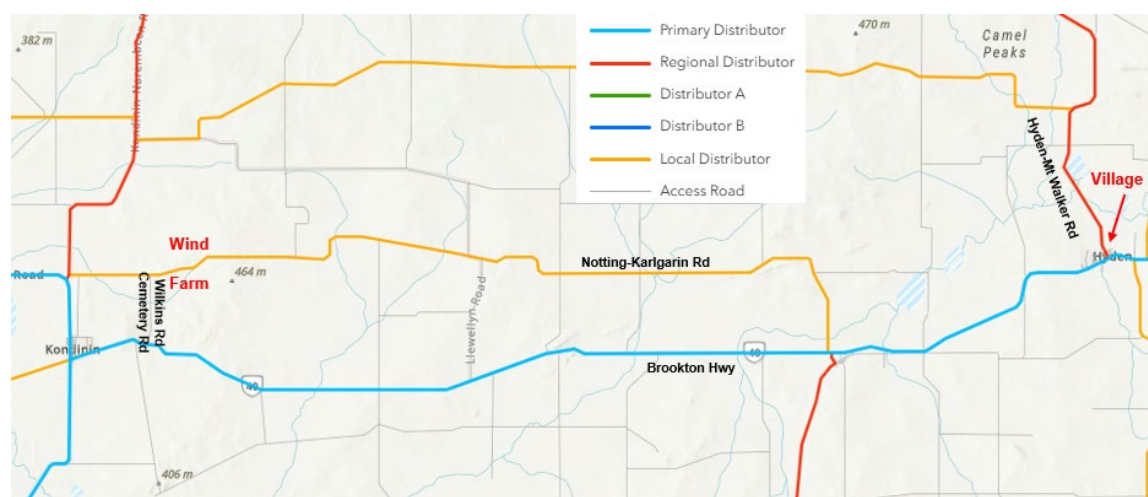


Figure 4: Existing road hierarchy

Hyden-Mount Walker Road runs northwards from Hyden on the western side of the subject site. It is constructed as a single carriageway, two-lane rural road with 6.5m to 7m sealed width, with unsealed shoulders, as shown in **Figure 5**.



Figure 5: Northbound view along Hyden-Mount Walker Road

Hyden-Mount Walker Road is classified as a Regional Distributor in the Main Roads WA *Functional Road Hierarchy*. It is under the care and control of the Shire of Kondinin.

Hyden-Mount Walker Road has a posted speed limit of 50km/h north of Hyden townsite but changes to 80km/h in the vicinity of the accommodation facility before changing again to 110km/h further to the north.

McPherson Street is the southern extension of Hyden-Mount Walker Road within Hyden townsite (from Clayton Street to Brookton Highway). It is constructed as a two-lane urban road with sealed width ranging from approximately 8m to 10m between kerbs. The built-up area default speed limit of 50km/h applies within Hyden townsite.

McPherson Street is classified as a Regional Distributor in the Main Roads WA *Functional Road Hierarchy*. It is under the care and control of the Shire of Kondinin.

The existing Brookton Hwy / McPherson St T-intersection is shown in **Figure 6**. It has Give Way sign control on the McPherson Street approach. The westbound traffic lane on Brookton Highway is widened to 7m wide at this intersection to provide sufficient width for westbound through traffic to pass a vehicle waiting to turn right from Brookton Hwy into McPherson St.



Figure 6: Brookton Hwy / McPherson St intersection

Brookton Highway runs east west at the southern side of Hyden townsite. It is locally named as Marshall Street within Hyden townsite and Main Roads WA also has its

own naming system for different sections of Brookton Hwy (i.e. Kondinin-Hyden Road west of Hyden and Hyden-Lake King Road east of Hyden).

Brookton Highway is classified as a Primary Distributor in the Main Roads WA *Functional Road Hierarchy*. It is a State Road under the care and control of Main Roads WA.

Brookton Highway is generally constructed as a two-lane rural highway with 3.5m traffic lanes. Streetlighting is provided within Hyden townsite and some sections are also kerbed within the townsite. It has a posted speed limit of 50km/h within the townsite, transitioning to 80km/h for short sections outside the townsite and then to 110km/h speed limit.

Notting-Karlgarin Road runs east west through the KWSF windfarm site and connects to Brookton Highway about 16km west of Hyden, as illustrated in **Figure 4**. It is under the care and control of the Shire of Kondinin.

Notting-Karlgarin Road is classified as a Local Distributor in the Main Roads WA *Functional Road Hierarchy* and the default speed limit of 110km/h outside of a built-up area applies.

Short sections at the ends of Notting-Karlgarin Road are sealed but most of its length is constructed as an unsealed road.

Wilkins Road (Cemetery Road) runs north south between Brookton Highway and Notting-Karlgarin Road, as illustrated in **Figure 4**. It is under the care and control of the Shire of Kondinin.

Wilkins Road is classified as an Access Road in the Main Roads WA *Functional Road Hierarchy*. It is constructed as an unsealed road and the default speed limit of 110km/h outside of a built-up area applies on this road.

3.2 Existing Traffic Volumes

Traffic count information available on the Main Roads WA website indicates that Hyden-Mount Walker Road (north of Clayton St) carried average weekday traffic flows of 144 vehicles per day (vpd) in 2019/20, with 40vpd (27.8%) of this weekday traffic being heavy vehicles.

A Main Roads WA permanent traffic count station on Kondinin-Hyden Road (Brookton Hwy) west of Hyden reports average weekday traffic (AWT) flows of 634vpd in 2025/26, with 33.4% of this weekday traffic being heavy vehicles. 7-day average daily traffic (ADT) was 600vpd in 2025/26.

Seasonal variation in traffic flows on Brookton Highway is illustrated in **Figure 7**, which shows higher traffic volume during the October to February period. This corresponds to the harvest period, which typically extends from mid-October to December or January.

Highest monthly traffic flows occurred in December with ADT of 723vpd and AWT of 762vpd. The highest traffic flows recorded were associated with the King's Birthday Public Holiday with 1,327vpd on the public holiday Monday 29 Sept 2025 and 1,221vpd on Friday 26 Sept 2025.

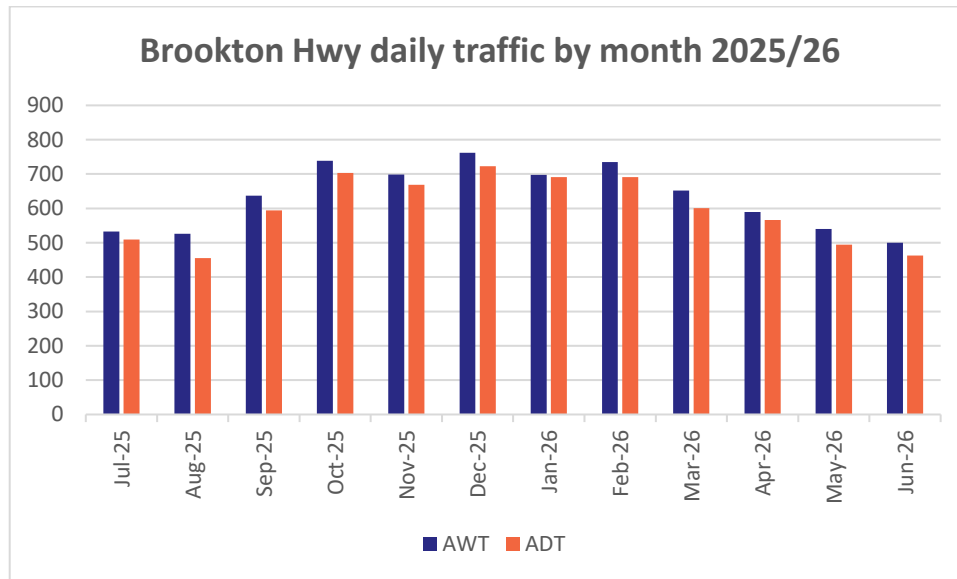


Figure 7: Brookton Hwy daily traffic by month in 2025/26

3.3 Heavy Vehicle Routes

Restricted Access Vehicle (RAV) Network routes are designated for access by large heavy vehicle combinations that require special permits for each trip. Main Roads WA manages the RAV Networks and the permits for trucks to use them.

There are various sets of RAV Networks defined by MRWA for a number of different variations on vehicle configurations (eg. Tandem Drive versus Tri Drive, which refers to trucks with power to two axles or three axles, respectively). The Tandem Drive RAV Networks provide a useful first indication of the size of heavy vehicle combinations permitted on particular roads.

Hyden-Mount Walker Road is included in the Restricted Access Vehicles (RAV) Networks designated by Main Roads WA, including Tandem Drive Network 7, which means various vehicle combinations up to 36.5m long (eg. A-double road trains) are permitted to use this road.

Similarly, Brookton Hwy and the eastern section of Notting-Karlgarin Road the following roads are also included in Tandem Drive Network 7. The western section of Notting-Karlgarin Road is included in Tandem Drive Network 6 (various vehicle combinations up to 36.5m long but lower vehicle mass limits than Network 7).

Wilkins Road (Cemetery Road) is included in Tandem Drive Network 4, which permits various vehicle combinations up to 27.5m long (eg. B-doubles).

3.4 Public Transport Access

There are no existing public transport services in this rural area.

3.5 Pedestrian and Cyclist Facilities

There are no existing dedicated pedestrian or bicycle facilities on Hyden-Mount Walker Road north of the accommodation facility. A sealed footpath has been constructed on the eastern side of this road from the accommodation facility to Hyden townsite.

Cyclists are permitted to ride on Hyden-Mount Walker Road.

3.6 Crash Data

The Main Roads WA website includes *detailed crash history* data for all roads and intersections that recorded crashes over the 5-year period ending 31 December 2025.

A total of 36 crashes were recorded in the Shire of Kondinin during this period. The seven crashes that occurred on any of the road sections discussed in section 3.1 of this report (i.e. on routes between the Hyden accommodation facility and the Kondinin Wind and Solar Farm (KWSF)) are summarised below.

Six crashes occurred on the 38-kilometre section of Brookton Highway between Wilkins Rd, Kondinin (SLK 256.35) and McPherson Rd, Hyden (SLK 312.00). All were single vehicle accidents.

- In Jan 2022 a utility hit a tree on the right verge at SLK 290.49 resulting in fatality.
- In Feb 2022 a truck lost control while turning right at Aggiss Rd intersection (SLK 291.05) resulting in injury (medical treatment).
- In Mar 2023 a vehicle hit a fixed object on the left verge at SLK 283.02 after swerving to avoid an animal, resulting in injury (hospitalisation).
- In Oct 2023 a motorcycle hit an embankment on the left verge off a right-hand curve at SLK 257.56, resulting in injury (hospitalisation).
- In Mar 2024 a car hit a guard rail on the left verge at SLK 290.49 resulting in property damage only (major).
- In Oct 2025 a vehicle hit a tree on the left verge at SLK 297.00 resulting in property damage only (minor).

One crash occurred on Notting-Karlgarin Rd:

- In July 2022 a four-wheel drive vehicle swerved onto the right verge at SLK 15.29 (unsealed section approximately 11km east of Wilkins Rd intersection) to avoid an animal, resulting in property damage only (major).

4 Parking Assessment

The 'as constructed' parking provision for the existing accommodation facility provides a total of 210 standard car bays plus 9 disabled bays. This currently provides parking for all accommodation facility staff (up to 16 persons) and the full capacity of 189 workers able to be accommodated at the accommodation facility, with spare capacity available for visitors.

Accordingly, the existing parking supply will satisfy the parking requirements associated with the lower workforce numbers of approximately 130 workers for the Kondinin Wind and Solar Farm (KWSF) project in future.

5 Traffic Assessment

5.1 Assessment Period

It is understood that the 2024 development application for this accommodation facility indicated this facility would remain in place for up to five years. Accordingly, the assessment period for this TIA considers a relatively short-term planning horizon including approximately two years for construction of the subsequent KWSF project.

The peak periods of traffic flow generated by the proposed accommodation facility will be during the morning and evening peak periods before and after the work shift at the KWSF site. As detailed in the following sections, these peak periods are anticipated to be an AM peak hour sometime within 5-8AM and a PM peak hour sometime within 4-7PM, Monday to Saturday, similar to the KRWF workforce.

Sunday peak traffic flows will be related to workers travelling to and from the accommodation facility at the start and end of their rostered period. These flows will be spread over a number of hours.

5.2 Trip Generation

The estimation of the traffic volume that will be generated by the proposed use of the accommodation facility has been based on information provided by the applicant regarding the proposed workforce transportation arrangements and anticipated roster schedule. The traffic generation of the site components are quantified in the following sections.

Workforce commute between home and the accommodation facility

It is understood that the construction workforce for the KWSF project will be rostered on a two weeks on / one week off basis, working six days per week, with arrival and departure of half of the workforce that is accommodated at the accommodation facility each week, similar to the KRWF workforce. Assuming the rostered day off is Sunday, that would mean approximately 65 workers departing on Sunday morning and a similar number of workers arriving at the accommodation facility on Sunday afternoon / evening.

It is anticipated that all 65 workers would travel between home and the accommodation facility using their own vehicles. It is possible that some workers would make ride-sharing arrangements between themselves, which would reduce the number of vehicle movements involved, but to ensure a robust assessment in this report it is assumed that all workers would drive their own vehicles to and from the accommodation facility.

If it is assumed that these light vehicle (LV) departures are spread over 4 hours on Sunday morning and light vehicle arrivals are spread over 6 hours on Sunday

afternoon / evening, then the workforce light vehicle arrival / departure pattern on Sundays in the three transport scenarios would be as follows:

- Sunday 7-11AM: 16-17 LV per hour outbound.
- Sunday 1-7PM: 10-11 LV per hour inbound.

Accommodation facility staff commute between home and the accommodation facility

Additionally, up to 16 accommodation facility operating staff will travel to the accommodation facility daily by private vehicles. At this stage it is not known how many would live locally and how many would have accommodation within the accommodation facility, but it is assumed this will remain similar to the existing situation. As they will be involved in a range of tasks including preparation of breakfast before workers depart to the worksite and dinner after workers return from the worksite, housekeeping throughout the day, bar staff during the evening and security at all hours, the arrival and departure patterns of these staff will also be spread throughout the day on all days of the week but is unlikely to involve more than 8 vehicle movements (inbound plus outbound combined) during any hour.

On Sundays the peak hour traffic flows that overlap with shift worker departures would probably occur after breakfast (eg. 2LV inbound / 6LV outbound) or before dinner (eg. 6LV inbound / 2LV outbound).

On Mondays to Saturdays it is anticipated these accommodation facility staff peak flows would not coincide with workforce travel peaks to / from the wind farm construction worksite as accommodation facility staff will be required to be on-site during these peak periods. A nominal traffic flow of two LV inbound during the workforce AM peak hour and two LV outbound during the workforce PM peak hour has been allowed for in this assessment.

Workforce transportation between the accommodation facility and windfarm site

It is understood that the construction workforce for the KWSF project will have work hours of 10 hours per day within a 12-hour window of 6AM to 6PM, six days per week. The 12-hour window allows for seasonal variations.

For example:

- If the 10-hour workday is 6AM-4PM then the AM peak hour of travel would be 5-6AM and the PM peak hour would be 4-5PM.
- If the 10-hour workday is 7AM-5PM then the AM peak hour of travel would be 5-6AM and the PM peak hour would be 5-6PM.
- If the 10-hour workday is 8AM-6PM then the AM peak hour of travel would be 5-6AM and the PM peak hour would be 6-7PM.

The applicant has advised that it is expected that workforce travel to and from the KWSF site will involve approximately 50 light vehicles to transport 130 workers with workers sharing vehicles as appropriate (i.e. typically 1 to 4 workers per vehicle with an average of 2.6 workers per vehicle). These vehicles will travel to the KWSF site during an AM peak hour sometime within 5-8AM in the morning and return to the

accommodation facility in the afternoon during a PM peak hour sometime within 4-7PM, Monday to Saturday, as indicated above.

The resultant workforce peak traffic flows between the accommodation facility and KWSF site would therefore be as follows:

- Mon-Sat AM peak hour: 50 vehicles outbound
- Mon-Sat PM peak hour: 50 vehicles inbound

During some periods of the KWSF construction it is understood that there may also be some Sunday or night shift construction work required by a smaller proportion of the workforce, mainly due to weather conditions.

Timing of potential night shift work would be variable and is currently unknown but if those workers depart from the accommodation facility after the evening meal those trips could coincide with afterwork recreational trips by accommodation facility residents as discussed below. However, it should be noted that afterwork recreational trips and regular AM and PM peak traffic flows would be proportionally lower when the overall workforce is split between day and night shift work.

Afterwork employee traffic

It is anticipated that a portion of the accommodation facility residents may choose to travel outside of the accommodation facility for recreational/leisure purposes to various local attraction nodes after the shift has finished. However, this traffic is expected to be limited and overwhelmingly outside of peak road network traffic activity periods. For this report it is conservatively assumed that 10 percent of the workforce may travel outside during the busiest hour during the evening (eg. 7-8PM) which would equate to 13 outbound trips by light vehicles and perhaps 7 inbound LV trips.

Similarly, on Sundays the half of the resident workers who are on their day off in the middle of their 2-week shift may also choose to travel outside of the accommodation facility for recreational/leisure purposes to various local attraction nodes. For this report it is conservatively assumed that 10 percent of those 65 people may travel outside during the busiest hour (eg. 7 LV in / 7 LV out)

Visitor traffic

Other, non-employee traffic, which is not directly associated with the project but rather relevant to the camp operation such as visitors, camp maintenance, various smaller service vehicles and other similar activities will also occur. However, this traffic is expected to be limited and will typically take place outside of peak road network traffic or accommodation facility traffic activity periods. As such, this traffic is not assessed further.

Deliveries and waste collection traffic

The proposed camp will need to be serviced on a regular basis and as such delivery and refrigerated trucks and waste collection vehicles will be arriving at the site several times a week and occasional diesel fuel deliveries. This type of traffic activity will typically occur outside peak road network periods and peak site traffic periods and is not significant enough to have a notable capacity impact on the road network. It is

more relevant to the design of the camp's internal facilities such as service vehicle accesses and internal driveways.

Overall Accommodation Facility Peak Traffic Flows

The peak periods of traffic activity at the accommodation facility are summarised in **Table 1**.

Table 1: Peak hour traffic generation of Hyden workforce accommodation facility

Period	Inbound	Outbound	Total
Mon-Sat AM peak hour	2 vph	52 vph	54 vph
Mon-Sat PM peak hour	52 vph	2 vph	54 vph
Mon-Sat 7-8PM (no night shift)	7 vph	13 vph	20 vph
Mon-Sat (variable – night shift start)	0 vph	up to 50 vph	up to 50 vph
Mon-Sat (variable – night shift end)	up to 50 vph	0 vph	up to 50 vph
Sun 8-9AM	9 vph	26 vph	37 vph
Sun 5-6PM	20 vph	9 vph	29 vph

The 2024 TIA report for this accommodation facility for the KRWF project was based on peak workforce of 189 workers, compared to peak workforce of 130 for the KWSF project. Accordingly, the peak traffic flows assessed in that 2024 TIA were proportionally higher than shown above in **Table 1**.

Total daily traffic flows (two-way) generated by the accommodation facility are anticipated to include 100vpd for workers travelling to/from the KWSF site, up to 32vpd for staff travelling to/from the accommodation facility, approximately 26vpd for off-duty worker recreational trips, and a small number of trips by visitors, delivery vehicles and waste collection. Accordingly, the total daily traffic generation is anticipated to be up to 200vpd.

5.3 Trip Distribution

The anticipated route for travel between the accommodation facility and the KWSF site is via Hyden-Mount Walker Road – McPherson St – Brookton Hwy – Wilkins Rd (Cemetery Rd), as shown in **Figure 8**.



Figure 8: Anticipated travel route between the accommodation facility and the KWSF site

The 50vph traffic flows to/from the KWSF site in the first four rows of **Table 1** would use this proposed route between the accommodation facility and the KWSF site.

All other vehicle movements in **Table 1** would use the southern section of Hyden-Mount Walker Road and vehicles to/from Perth would use Brookton Highway west of Hyden townsite.

5.4 Traffic Flow

Existing traffic count information from the Main Roads WA website indicates Hyden-Mount Walker Road (north of Clayton St) carried average weekday traffic flows of 144 vehicles per day (vpd) in 2019/20. The busiest hour of the average weekday was 11.30AM – 12.30PM with traffic flows of 15vph. During the range of accommodation facility peak hours the existing traffic flows on Hyden-Mount Walker Road were 1vph (5-6AM), 7vph (6-7AM), 10vph (7-8AM), 11vph (4-5PM), 10vph (5-6PM) and 6vph (6-7PM).

Total AM and PM peak hour traffic flows at the proposed accommodation facility driveway on Hyden-Mount Walker Road are shown in **Figure 9** for the 50-vehicle scenario using the proposed Brookton Highway route. (The figures shown assume the worst-case scenario coinciding with the highest existing background traffic flows listed above.)

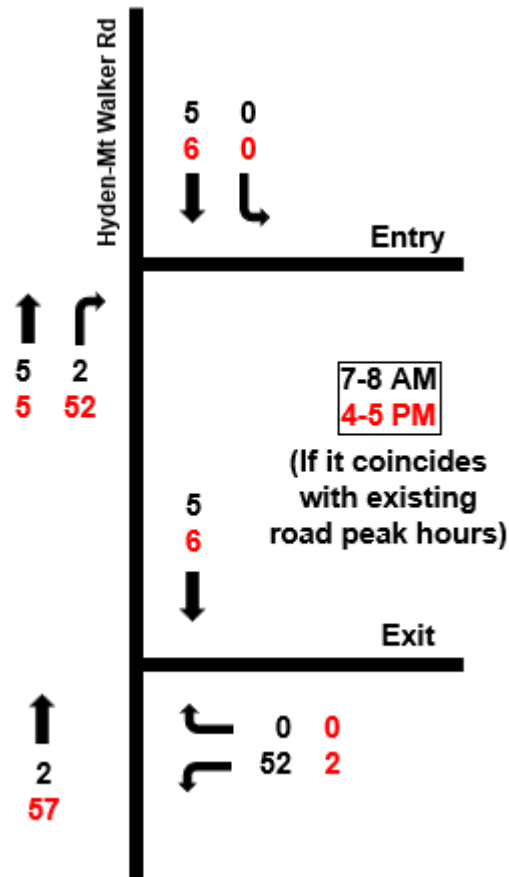


Figure 9: Potential highest workday peak hour traffic flows at accommodation facility driveways

5.5 Analysis of Local Intersections & Crossovers

The *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* (2020) provides warrants for turn treatments on major roads at unsignalised intersections (refer graph at Figure 3.25 of AGTM6).

The worst-case workday AM and PM traffic flows from **Figure 9** have been plotted on that graph in **Figure 10**.

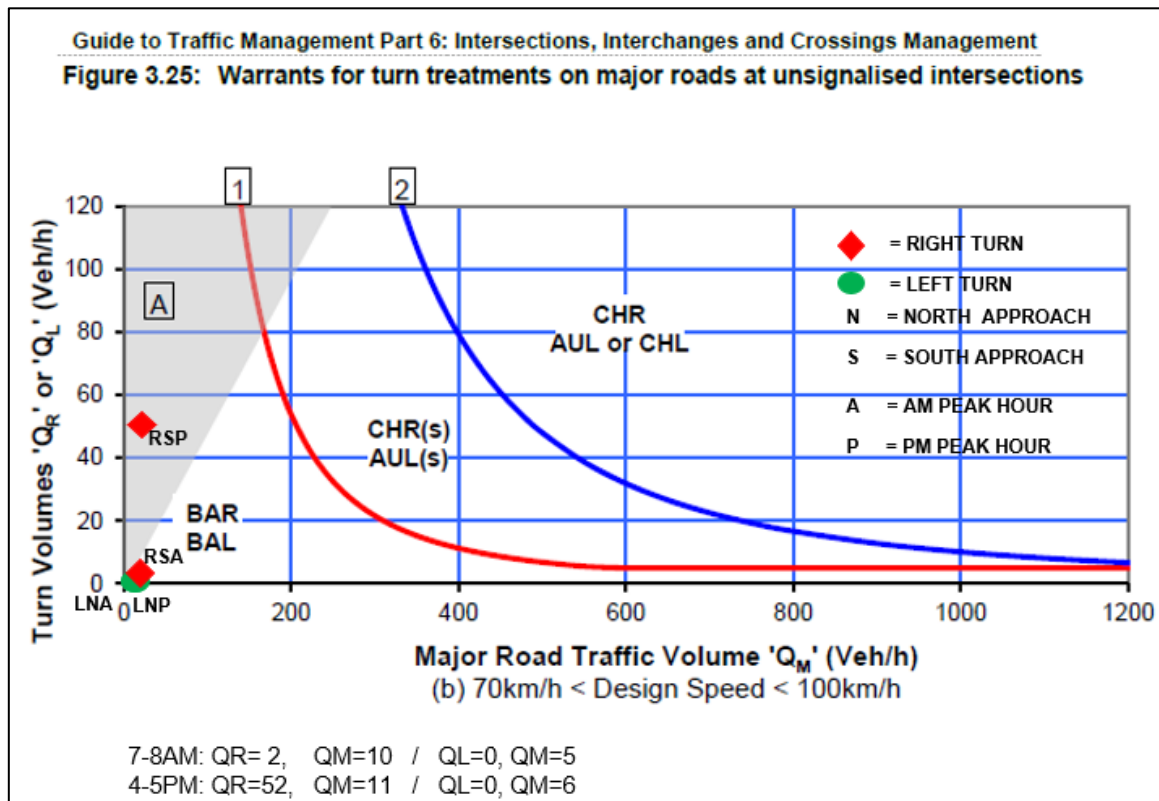


Figure 10: Warrants for turn treatments at the accommodation facility driveways

All of the traffic volumes fall well below the red line on that graph, meaning there is no warrant for auxiliary left turn lanes (AUL) or channelised turn lane treatments (CHR or CHL) at the accommodation facility driveways on Hyden-Mount Walker Road.

Note that the graph appropriate for the existing 80km/h speed limit has been used in this assessment.

Other intersections

Kondinin-Hyden Rd (Brookton Hwy) west of Hyden currently carries 562vpd AWT, with only 6vph (5-6AM), 15vph (6-7AM), 28vph (7-8AM), 44vph (4-5PM), 32vph (5-6PM) and 14vph (6-7PM) and max 57vph (12.15-1.15PM). Within Hyden townsite the speed limit is 50km/h and the appropriate graph for 50km/h allows higher volumes before intersection treatments are warranted (consider the warrants in **Figure 11** for 50km/h speed limit, compared to the warrants in **Figure 10** applicable at 70-100km/h).

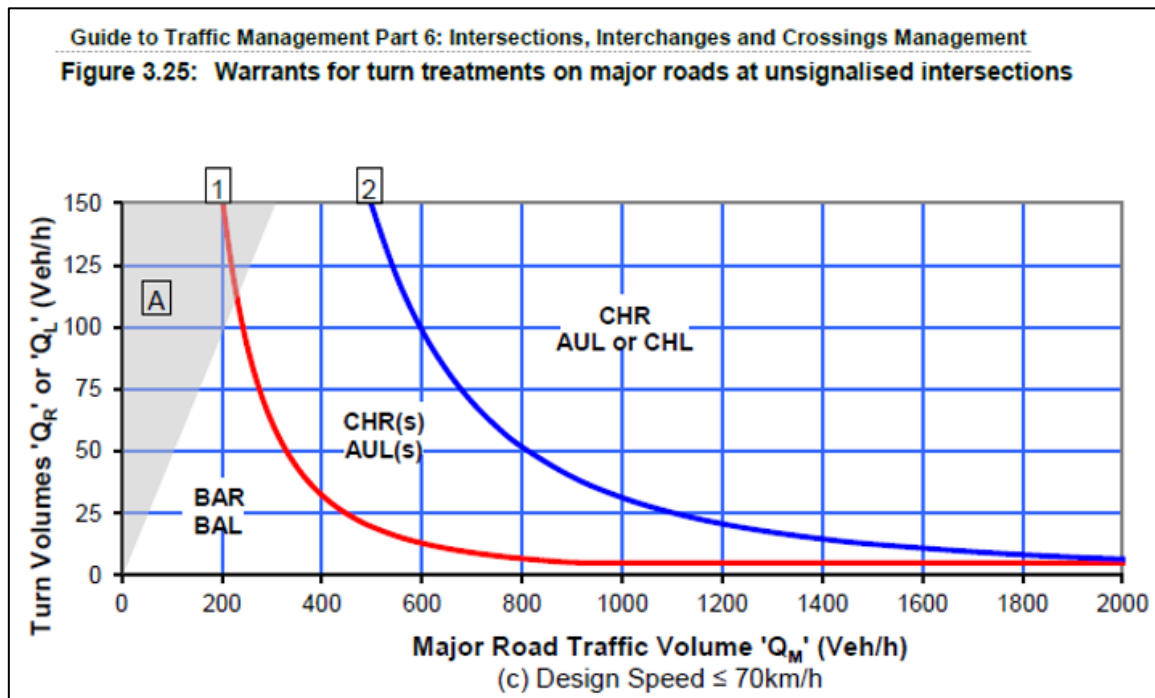


Figure 11: Warrants for turn treatments within Hyden townsite

Those warrants apply to the left and right turn movements from the major road (Brookton Highway). None of the KWSF traffic will be turning right from Brookton Highway at that intersection, so only the left turn from Brookton Highway into McPherson Street needs to be considered. Existing turn counts are not available at this intersection but there would need to be more than 200vph of eastbound through traffic on Brookton Highway through this intersection before a left turn treatment would be warranted at this intersection, so the proposed KWSF workforce traffic will not warrant an upgraded left turn treatment at this intersection.

It should be noted that there is already widening of the existing westbound traffic lane at the Brookton Hwy / McPherson St T-intersection to allow through traffic to pass vehicles waiting to turn right into McPherson St, so there would be no requirement for any further intersection upgrade there.

The Brookton Hwy / Wilkins Rd T-intersection is located on a 110km/h section of Brookton Hwy and does not have any road widening applied at present. The right turn movement in from Brookton Hwy to Wilkins Rd in the worst-case 7-8AM scenario has been investigated, as shown in **Figure 12**.

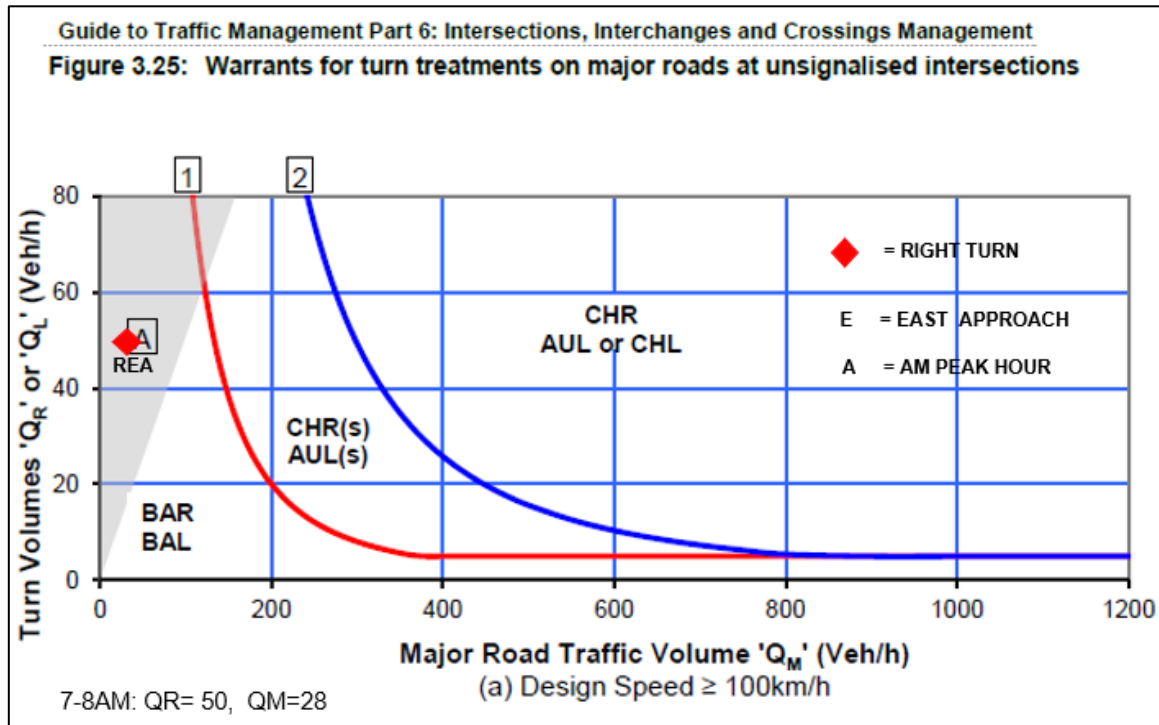


Figure 12: Warrants for turn treatments at Brookton Hwy / Wilkins Rd

The right turn construction traffic volumes fall below the red line on that graph, meaning there is no warrant for intersection upgrades, particularly as this is only a temporary traffic increase during the KWSF construction period. Even during the busiest days of the year (refer section 3.2) the right turn construction traffic volumes would still fall below the red line on that graph, confirming that intersection upgrades are not warranted.

5.6 Sealed Road Widths

Austrorads *Guide to Road Design Part 3: Geometric Design* (2021) provides guidance on sealed road width on rural roads for different levels of daily traffic volumes in Table 4.5, which is reproduced below as **Figure 13**.

Table 4.5: Single carriageway rural road widths (m)

Element	Design AADT				
	1–150	150–500	500–1000	1000–3000	> 3000
Traffic lanes ⁽¹⁾	3.7 (1 x 3.7)	6.2 (2 x 3.1)	6.2–7.0 (2 x 3.1/3.5)	7.0 (2 x 3.5)	7.0 (2 x 3.5)
Total shoulder	2.5	1.5	1.5	2.0	2.5
Minimum shoulder seal (2),(3),(4),(5),(6)	0	0.5	0.5	1.0	1.5
Total carriageway	8.7	9.2	9.2–10.0	11.0	12.0

- 1 Traffic lane widths include centrelines but are exclusive of edge-lines.
- 2 Where significant numbers of cyclists use the roadway, consideration should be given to fully sealing the shoulders. Suggest use of a maximum size 10 mm seal within a 20 km radius of towns.
- 3 Wider shoulder seals may be appropriate depending on requirements for maintenance costs, soil and climatic conditions or to accommodate the tracked width requirements for Large Combination Vehicles.
- 4 Short lengths of wider shoulder seal or lay-bys to be provided at suitable locations to provide for discretionary stops.
- 5 Full width shoulder seals may be appropriate adjacent to safety barriers and on the high side of superelevation.
- 6 A minimum 7.0 m seal should be provided on designated heavy vehicle routes (or where the AADT contains more than 15% heavy vehicles).

Figure 13: Austroads guidelines on rural road widths

Footnote 6 advises a minimum 7.0m seal should be provided on designated heavy vehicle routes (or where the Average Annual Daily Traffic (AADT) contains more than 15% heavy vehicles).

The existing average daily traffic (ADT) volume on Hyden-Mount Walker Road (excluding current accommodation facility traffic) was 137vpd including heavy vehicle component of 37vpd.

As indicated in section 5.2, the accommodation facility traffic for the KWSF project would typically be up to 200vpd to/from the accommodation facility, bringing total traffic to around 340vpd, whereas the total during the previous KRWF project was previously estimated to be around 500vpd.

For AADT of 150 to 500vpd Austroads recommends total sealed width of 7.2m (2x3.1m traffic lanes and 2 x 0.5m sealed shoulders). That would also satisfy minimum recommended sealed width in the 500 to 1000vpd range as well.

The section of Hyden-Mount Walker Road adjacent to the accommodation village has been widened to at least 8m sealed width (see **Figure 2**) and from the accommodation village to Hyden townsite the sealed width is now approximately 7.2m, which complies with the widths set out in **Figure 13**.

5.7 Unsealed Roads

Austroads Guide to Road Design Part 3 does not provide guidance for unsealed roads. Instead it refers designers to the ARRB *Unsealed Roads Manual: Guidelines to Good Practice* (2009), which is now replaced by the ARRB *Unsealed Roads Best Practice Guide* (2020).

That ARRB guidance does not explicitly state the traffic capacity of unsealed roads but does refer to overseas work which “provides valuable guidelines for the geometric design of very low volume roads (average daily traffic (ADT) < 400 vpd).”

Table 3.9 of the ARRB *Unsealed Roads Best Practice Guide* designates a Road Class 4A, described as a “main road > 150 ADT”. The description includes the following dot points:

- All weather road, predominantly two-lane and unsealed. Can be sealed if economically justified.
- Operating speed standard of 50-80km/h according to terrain.
- Minimum carriageway width is 7m.

Accordingly, the unsealed roads that would potentially carry traffic travelling between the accommodation facility and the KWSF site (i.e. Wilkins Road and a section of Notting-Karlgarin Road east of Wilkins Road) can be considered to have sufficient capacity to accommodate the traffic flows generated by the workforce traffic during construction of the proposed KWSF project.

5.8 Impact on Surrounding Roads and Neighbouring Areas

Daily traffic flows of up to 3,000vpd are deemed satisfactory on residential access streets in the WAPC’s *Liveable Neighbourhoods* policy.

Peak hour traffic flows on residential streets are typically around 10% of average weekday traffic flows, so a 3,000vpd threshold equates to peak hourly flows in the order of 300vph.

The traffic flows during the peak hours on all of the nearby roads will remain well below that 300vph threshold (and less than during the KRWF project), so the impact on the surrounding roads is considered to be within acceptable limits and should be deemed acceptable on a short-term basis during the construction period of the proposed KWSF project.

5.9 Traffic Noise and Vibration

The WAPC’s *State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning* requires assessment of noise impact on noise-sensitive developments when a road carries more than 20,000vpd in an urban area or 5,000vpd in a rural area.

The proposed KWSF workforce at the accommodation facility will not increase the traffic flows on any surrounding roads to anywhere near the abovementioned traffic thresholds, so no significant traffic noise impacts on surrounding areas are anticipated.

5.10 Road Safety

As noted in Section 3.1, Hyden-Mount Walker Road has a posted speed limit of 50km/h north of Hyden townsite but changes to 80km/h in the vicinity of the proposed development. It is noted that heavy vehicle combinations such as road trains up to 36.5m long are permitted on this road.

The traffic volumes on this road will be less under the proposed use of the accommodation facility for the KWSF project than they recently have been under the KRWF project, so no change of speed zoning would be considered necessary for the current proposal.

5.11 Provision for Service Vehicles

Service vehicles will continue to access the site using the one-way internal driveway system with entry via the northern driveway crossover and exit via the southern driveway crossover on Hyden-Mount Walker Road.

Buses are not anticipated to be used during the proposed use of the accommodation facility for KWSF construction workers. If any buses do need to access the accommodation facility, they would also use that one-way driveway circulation system, with 3 waiting bays provided along the northern inbound driveway, then 2 bus spaces available at the bus shelter adjacent to the accommodation facility buildings, as shown in **Figure 3**.

A loading zone is provided south of the bus shelter adjacent to the kitchens and bin store. This loading zone is large enough for two heavy rigid trucks to reverse into for deliveries and waste collection.

An ambulance bay is provided north of the bus shelter adjacent to the medical room.

For the original development application for the accommodation facility, turn path plans were prepared for 12.5m heavy rigid vehicles (trucks and buses) and 19m semi-trailer to demonstrate that sufficient space is available for these vehicle movements in the subsequently approved site layout. The turn path plans are shown at **Appendix B**.

6 Public Transport Access

There are no existing public transport services in this rural area.

Public transport access is not a consideration for the proposed use of the accommodation facility.

7 Pedestrian and Cyclist Access

The subject site is located approximately 400m north of Hyden townsite, so it is within walking distance.

The accommodation facility includes its own dining and recreational facilities but there is also potential for interaction with Hyden townsite.

Accordingly, a sealed footpath has already been constructed on the eastern side of Hyden-Mount Walker Road from the accommodation facility to Hyden townsite for the KRWF project.

The number of workers accommodated at the accommodation facility will be lower for the KWSF project, so no further changes to existing pedestrian and cyclist access are considered warranted for this proposal.

8 Conclusions

This Transport Impact Assessment relates to the workforce accommodation facility at Hyden, which was established for construction of the King Rocks Wind Farm (KRWF) project and is now proposed to be utilised for the Kondinin Wind and Solar Farm (KWSF) project. The anticipated peak workforce for KWSF is currently anticipated to be approximately 130 people.

The subject site is at Lot 192 Hyden-Mount Walker Road, Hyden, in the Shire of Kondinin. The accommodation facility is located approximately 400m north of Hyden townsite.

It is anticipated that workers will use their own vehicles to travel between Perth and the accommodation facility on roster changeover days.

The accommodation facility has parking provision of 210 standard car bays plus 9 disabled bays. This will provide parking for all accommodation facility staff and all workers accommodated at the accommodation facility with spare capacity for visitors when required.

The applicant has advised that it is expected that workforce travel to and from the KWSF site will involve approximately 50 vehicles to transport 130 workers with workers sharing vehicles as appropriate (i.e. average vehicle occupancy of 2.6 people per vehicle).

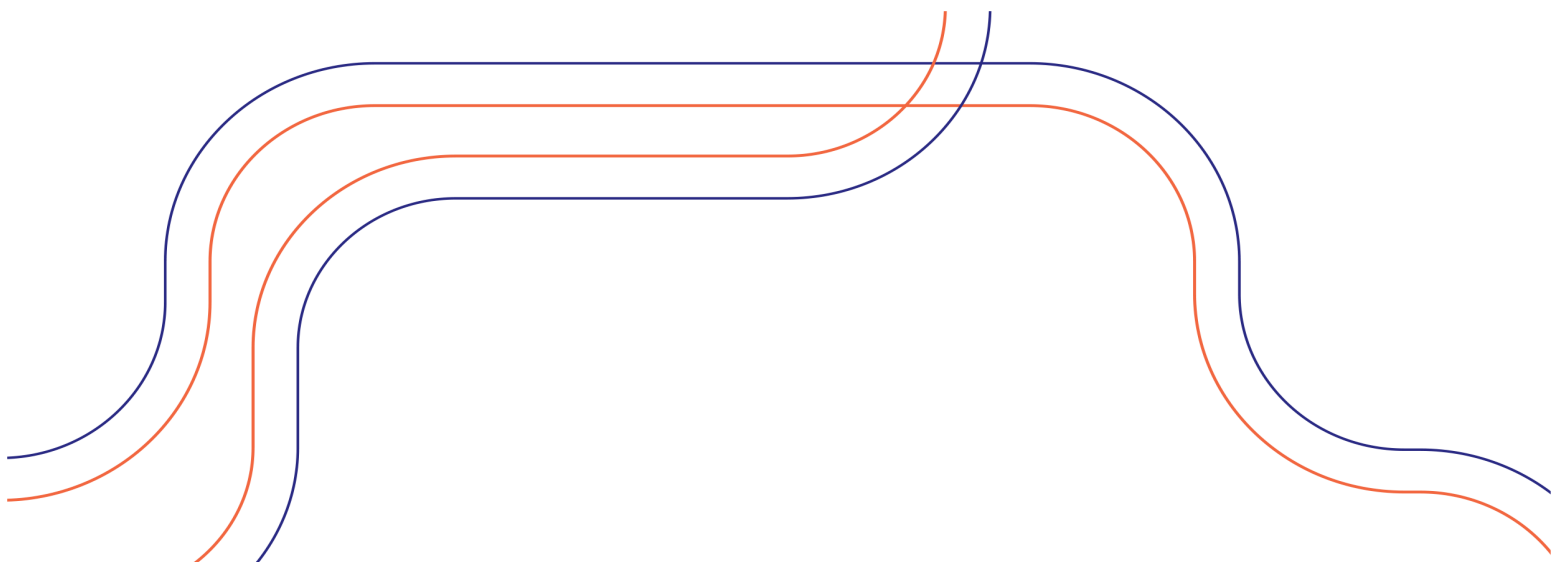
The accommodation facility was designed for peak workforce of 189 workers for the KRWF project, compared to peak workforce of 130 now proposed for the KWSF project. Accordingly, the peak traffic flows during the KWSF project will be proportionally lower than during the KRWF project.

It is understood that the construction workforce for the KWSF project will have work hours of 10 hours per day within a 12-hour window of 6AM to 6PM, six days per week. The 12-hour window allows for seasonal variations. Therefore, workforce travel to and from the KWSF site will typically result in 50 vehicles outbound from the accommodation facility prior to that 10-hour shift and 50 vehicles inbound to the accommodation facility after the end of that 10-hour shift. Total daily traffic flows of up to 200vpd (two-way total) will be generated by the accommodation facility during the KWSF construction period.

Nighttime or Sunday work may occasionally be required, mainly due to weather conditions required for particular tasks.

The anticipated route for travel between the accommodation facility and the KWSF site is via Hyden-Mount Walker Road – McPherson St – Brookton Hwy – Wilkins Rd (Cemetery Rd). No road or intersection improvements are considered to be warranted along this route to accommodate KWSF workforce traffic movements during the construction period, which is anticipated to occur over a period of approximately two years.

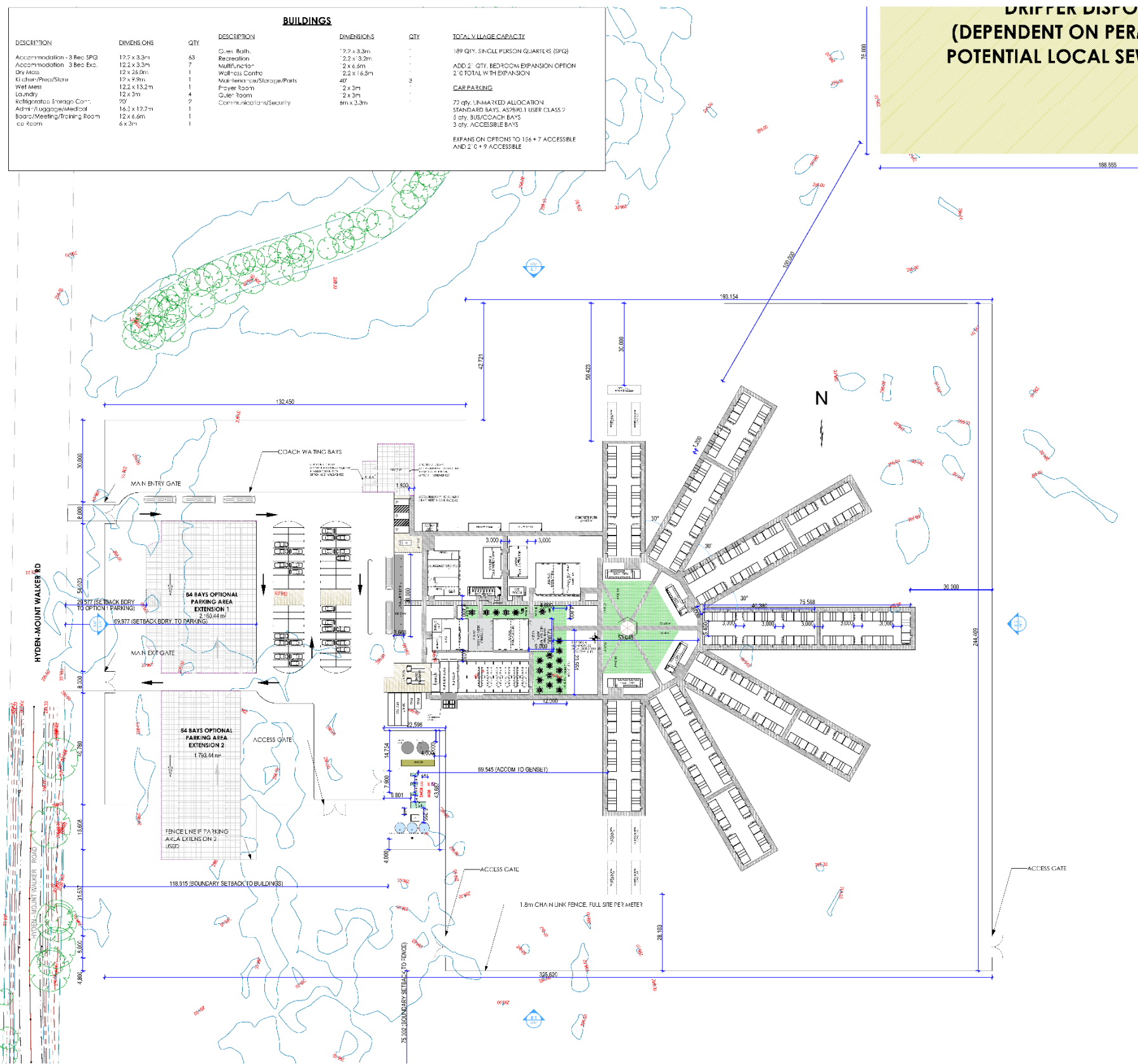
A sealed footpath has already been constructed on the eastern side of Hyden-Mount Walker Road from the accommodation facility to Hyden townsite for the KRWF project. The number of workers accommodated at the accommodation facility will be lower for the KWSF project, so no changes to existing pedestrian and cyclist access or the existing posted speed limit are considered warranted for this proposal.



Appendix A

SITE LAYOUT





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CLIENT: SYNERGY

PROJECT: SYNERGY KING ROCKS
WIND FARM ACCOMMODATION
VILLAGE

SITE ADDRESS: LOT 192 HYDEN-MOUNT
WALKER RD HYDEN WA 6359

**DO NOT SCALE
PRINT IN COLOUR**

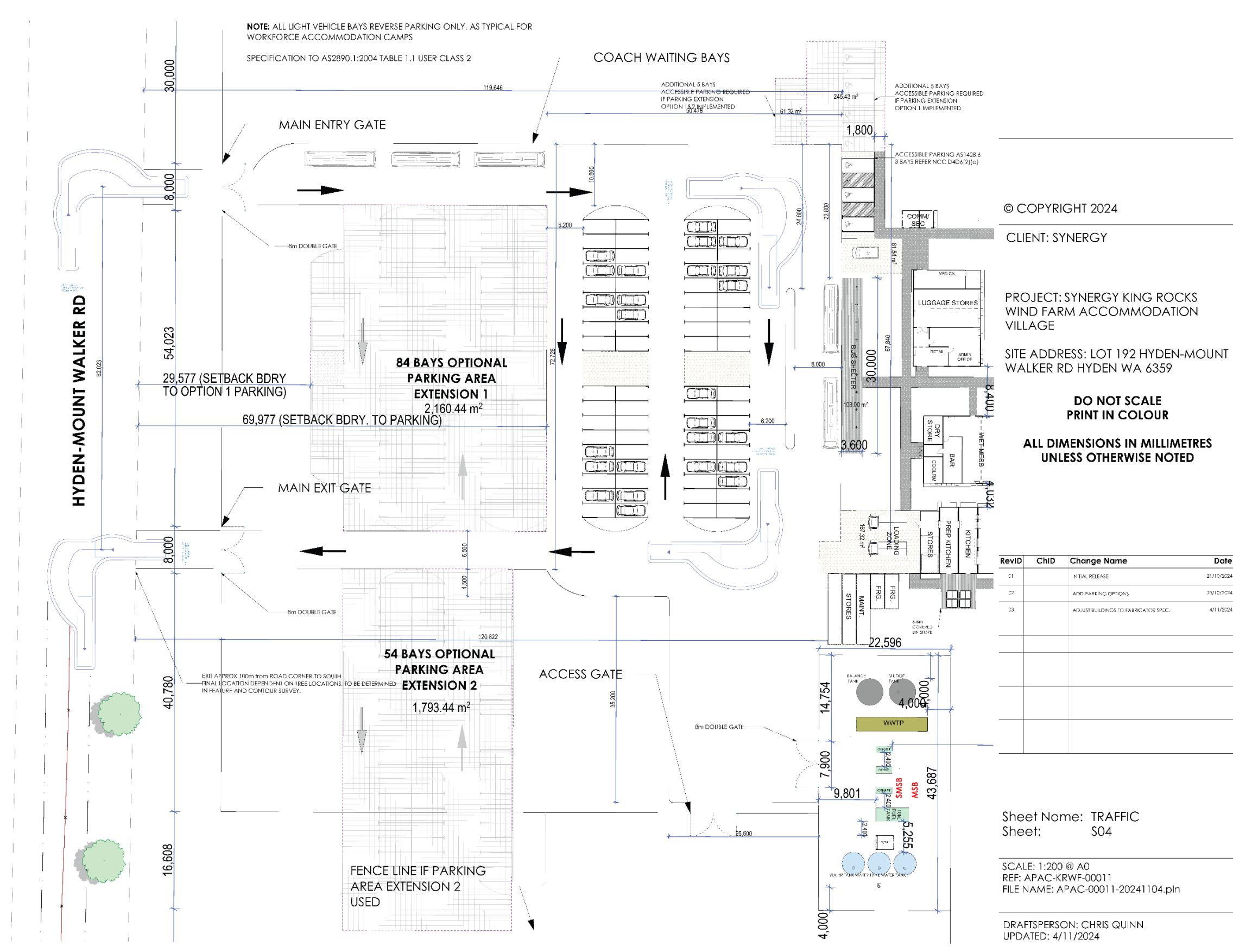
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UNLESS OTHERWISE NOTED**

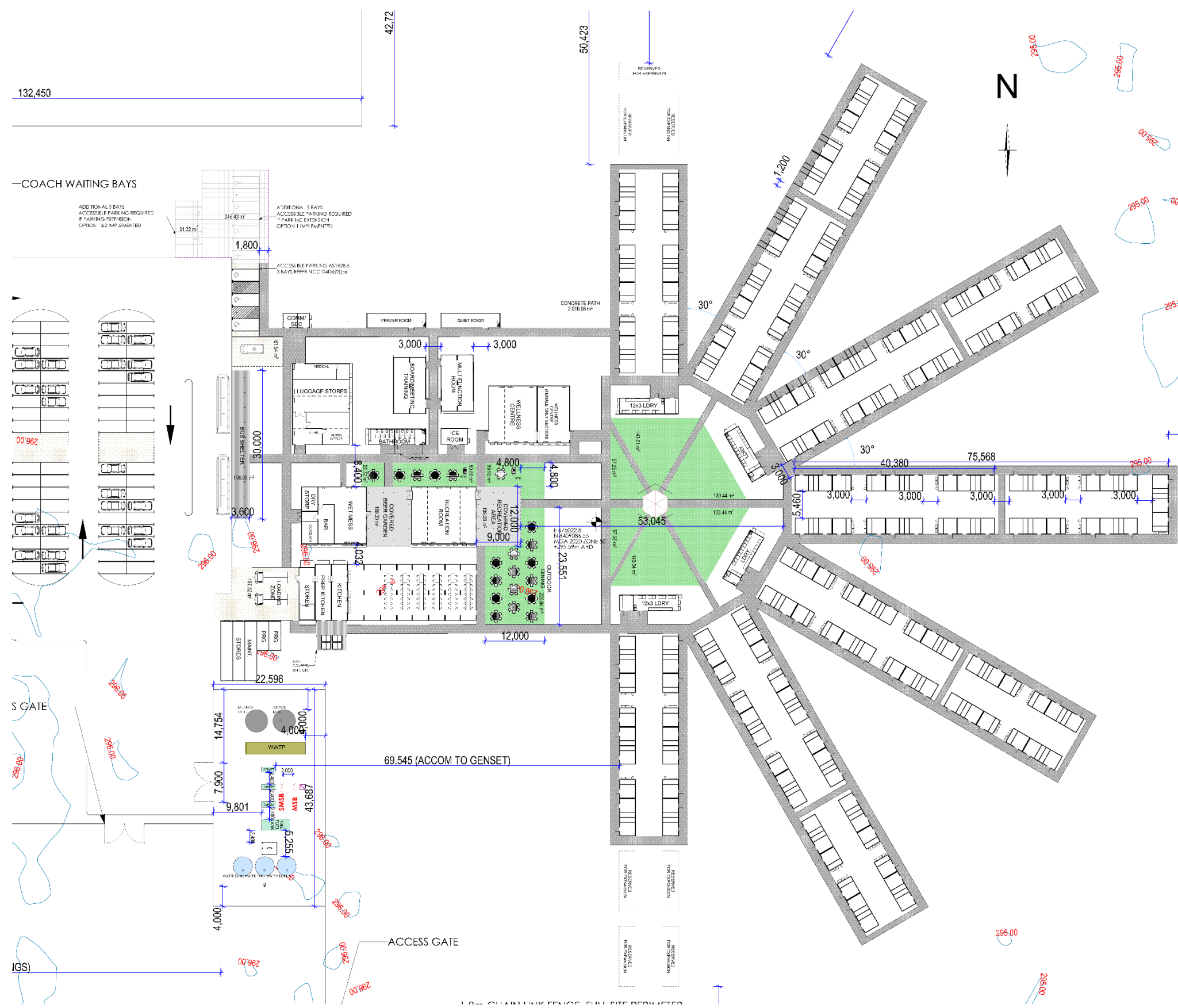
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C1		NTIAL RELEASE	21/11/2024
C2	C7A	ADD PARKING OPTIONS	15/11/2024
C3		ADJUST BUILDINGS TO FABRICATOR SPEC.	4/11/2024

Sheet Name: GEN. ARRANGEMENT
Sheet: S03

SCALE: 1:500 @ A0
REF: APAC-KRWF-00011
FILE NAME: APAC-00011-20241104.pln

DRAFTSPERSON: CHRIS QUINN
UPDATED: 4/11/2024





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CLIENT: SYNERGY

PROJECT: SYNERGY KING ROCKS
WIND FARM ACCOMMODATION
VILLAGE

SITE ADDRESS: LOT 192 HYDEN-MOUNT
WALKER RD HYDEN WA 6359

**DO NOT SCALE
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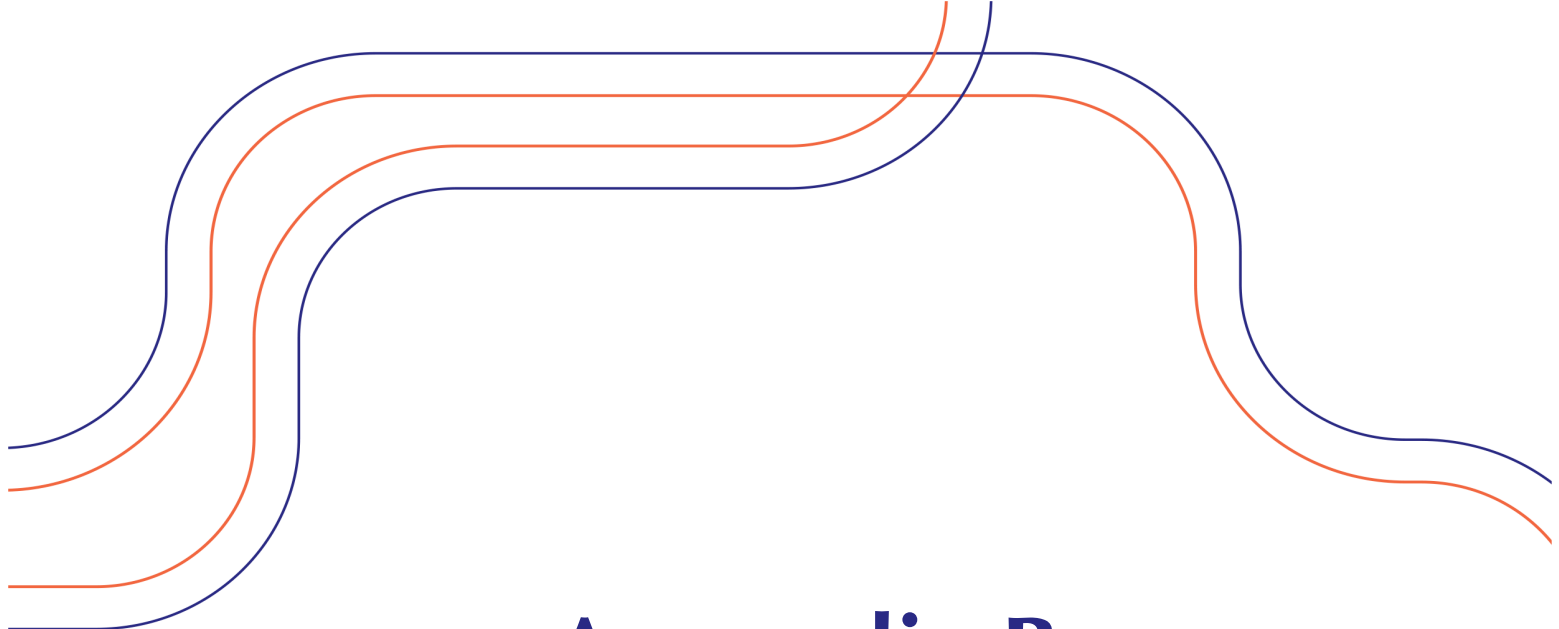
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RevID	ChID	Change Name	Date
C1		NTIAL RELEASE	21/11/2024
C2		ADD PARKING OPTIONS	15/11/2024
C3		ADJUST BUILDINGS TO FABRICATOR SPEC.	4/11/2024

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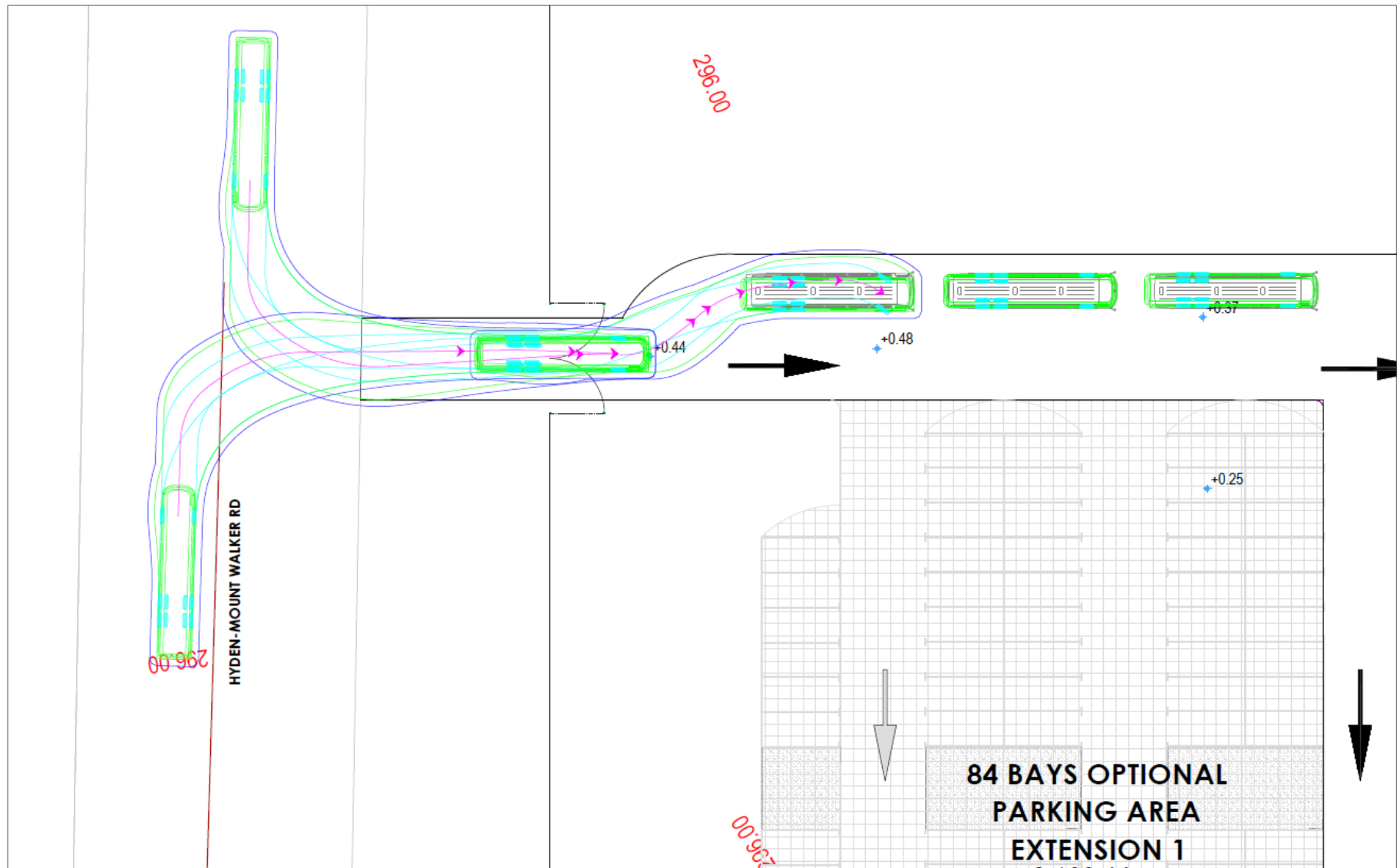
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UPDATED: 4/11/2024



Appendix B

TURN PATH ANALYSIS



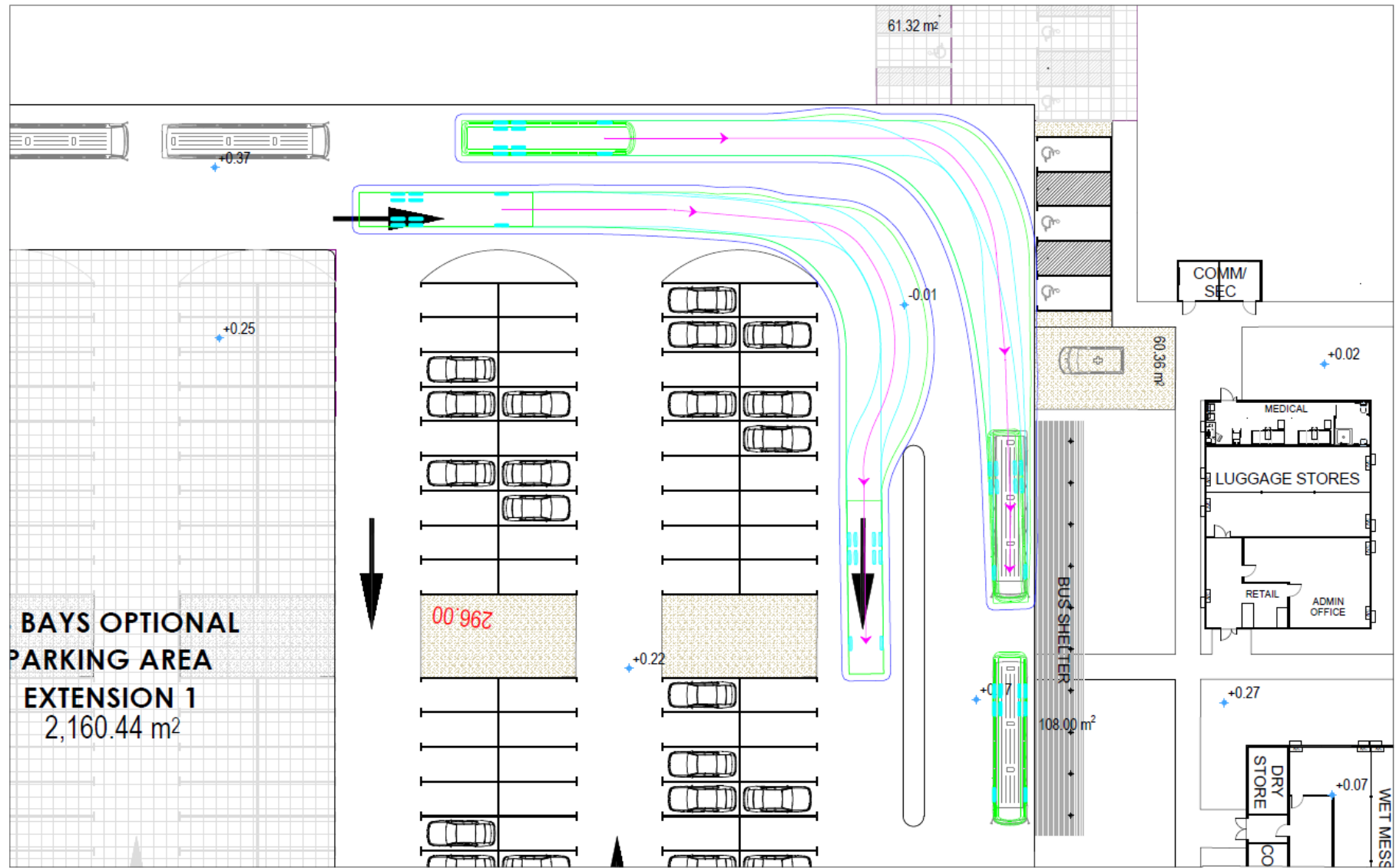


Synergy Hyden Workforce Accommodation
 Austroads 2023: 12.5m Bus
 Right In and Left In Entry

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

t24.081.sk01
 28/10/2024
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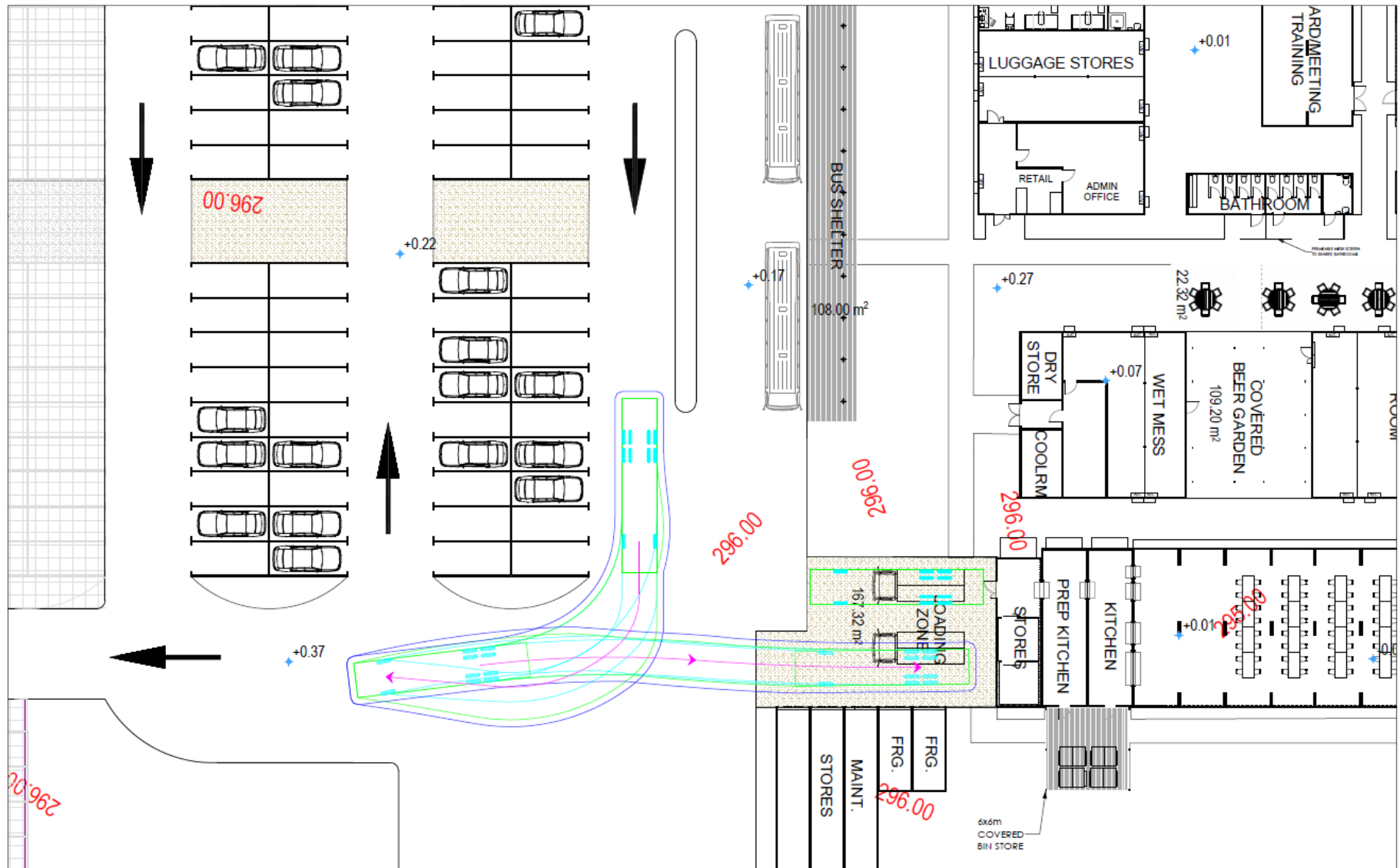


Synergy Hyden Workforce Accommodation
 12.5m Bus and 12.5m HRV
 Bus & Truck Simultaneous Turn

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

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 28/10/2024
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Synergy Hyden Workforce Accommodation
 12.5m HRV
 Loading Zone Entry

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

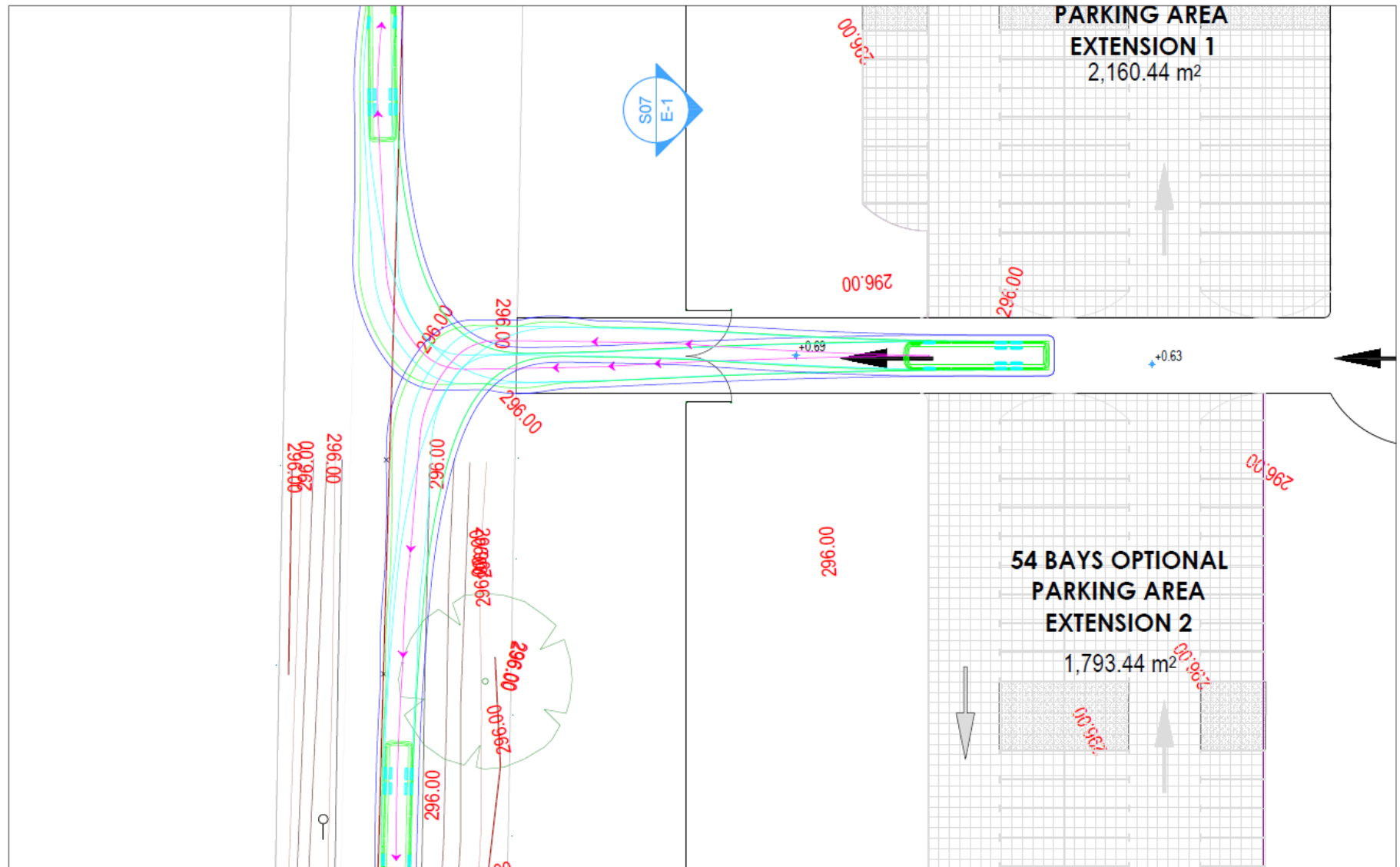


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Synergy Hyden Workforce Accommodation
 Austroads 2023: 12.5m Bus
 Right Out and Left Out Exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

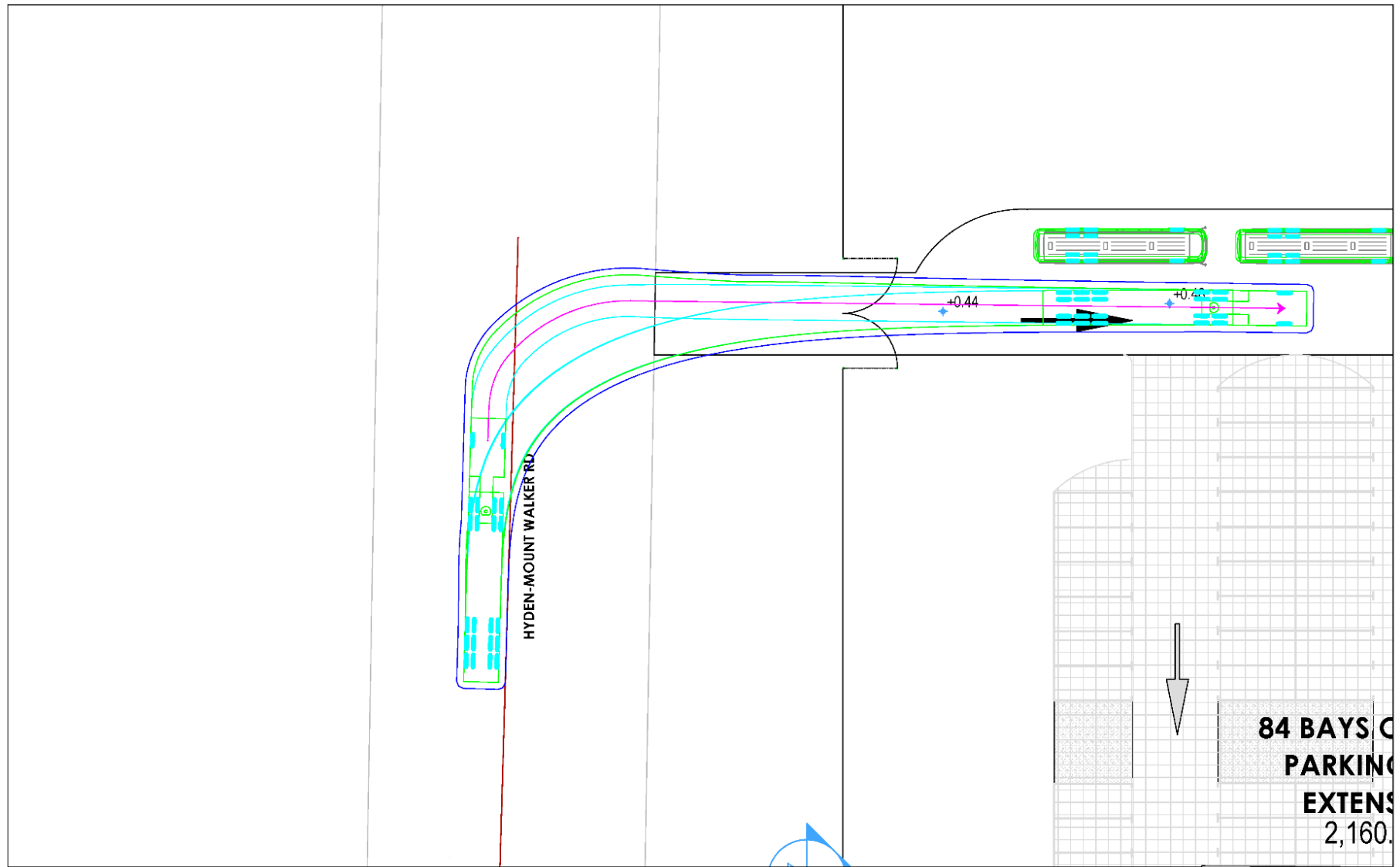


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Scale: 1:300 @ A3





Synergy Hyden Workforce Accommodation
Austroads 2023: 19m Semi-Trailer
Right In Entry

LEGEND
Vehicle Body
Wheel Path
500mm Clearance

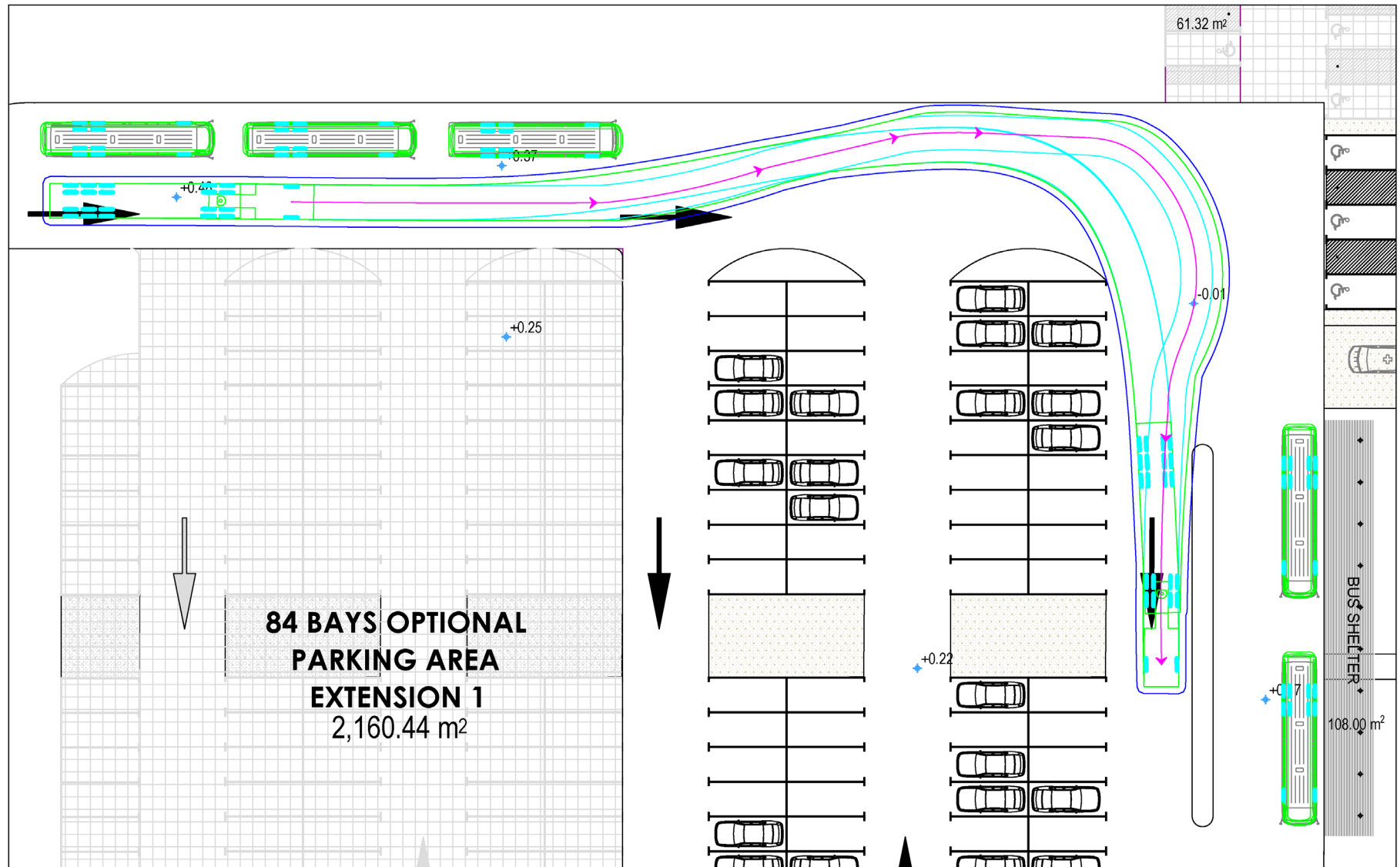


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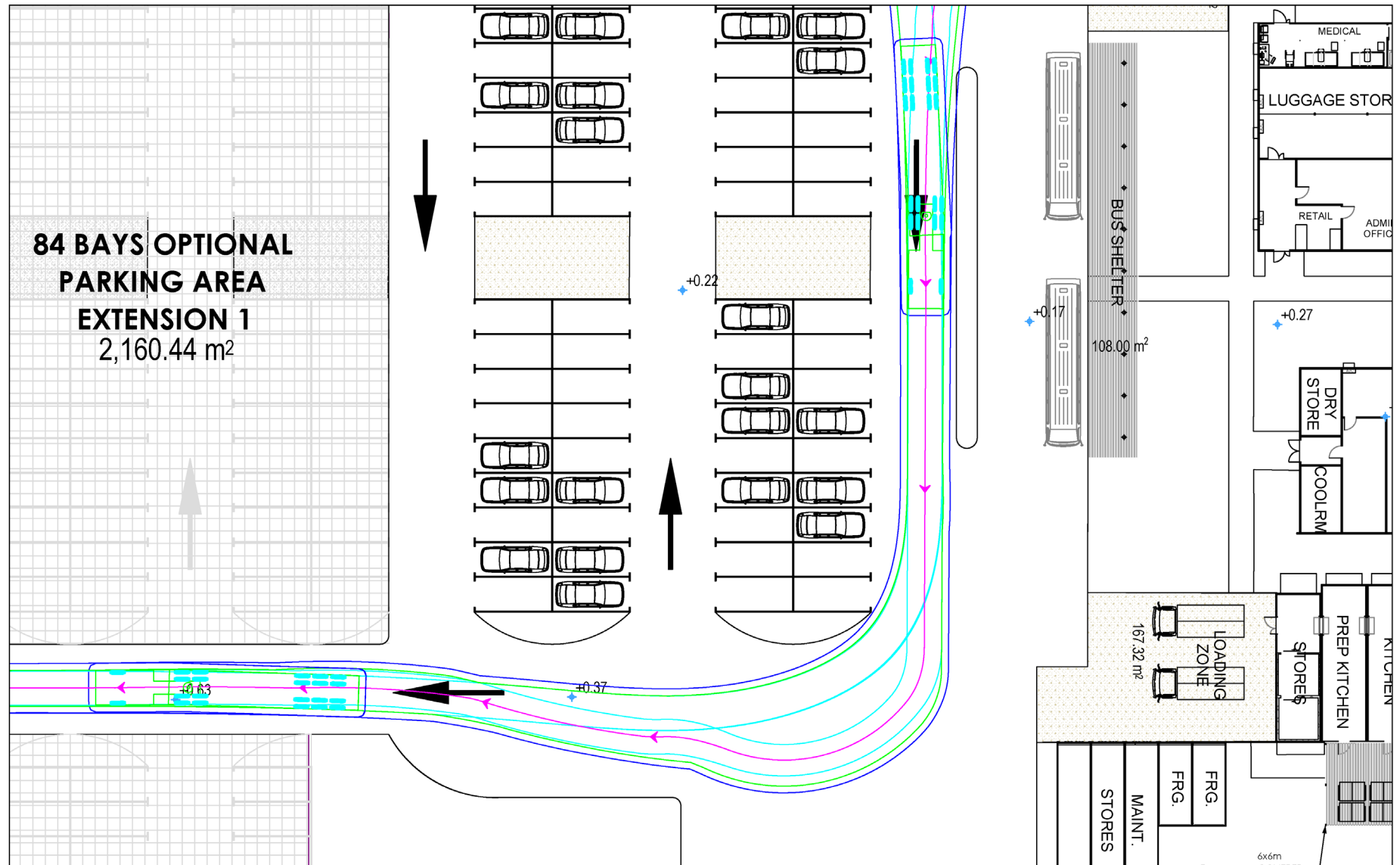


Synergy Hyden Workforce Accommodation
Austroads 2023: 19m Semi-Trailer
Semi-Trailer Turn

LEGEND
Vehicle Body
Wheel Path
500mm Clearance

t24.081.sk06
01/11/2024
Scale: 1:250 @ A3





Synergy Hyden Workforce Accommodation
Austroads 2023: 19m Semi-Trailer
Semi-Trailer Turn

LEGEND
Vehicle Body
Wheel Path
500mm Clearance

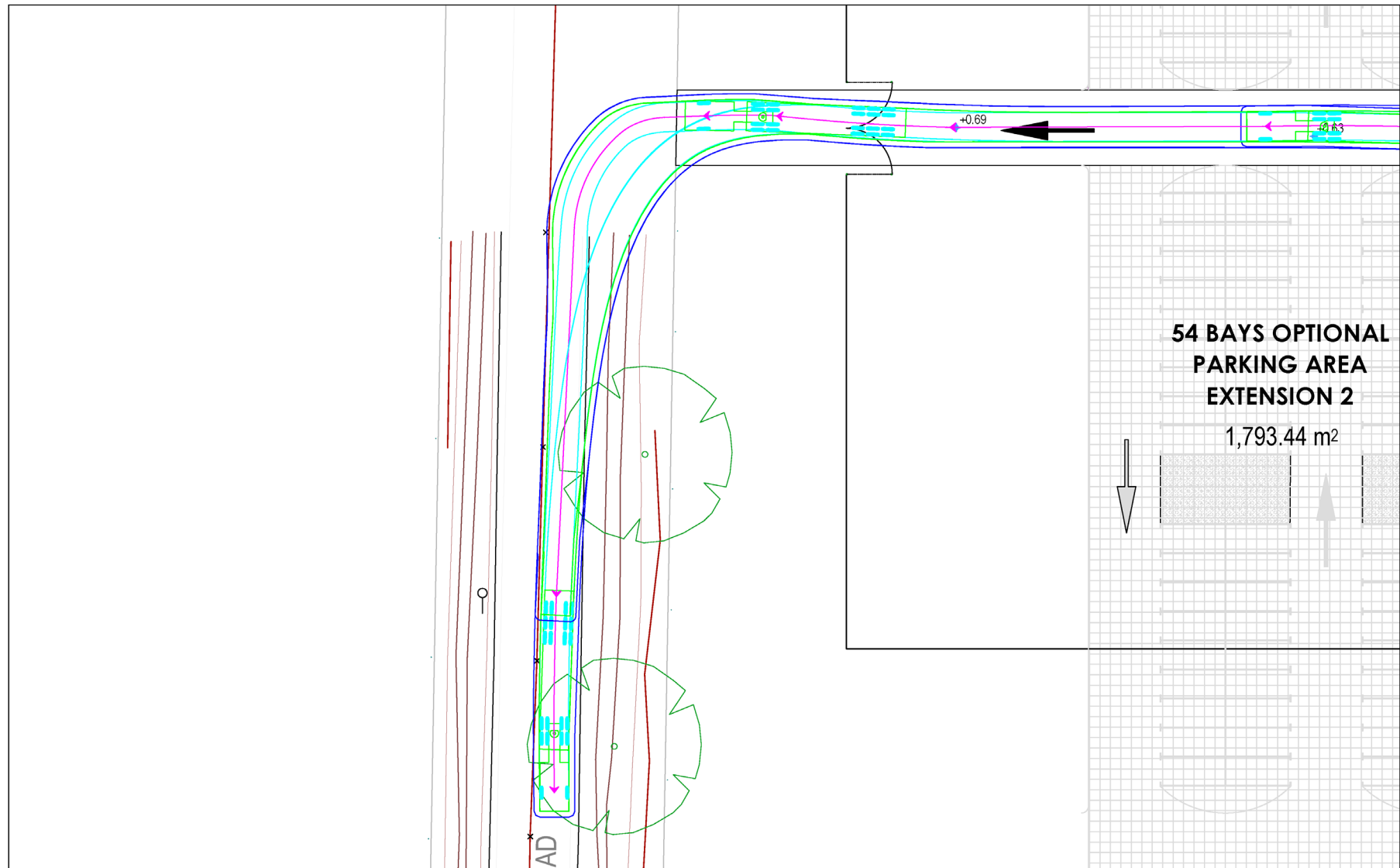


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Synergy Hyden Workforce Accommodation
 Austroads 2023: 19m Semi-Trailer
 Left Out Exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t24.081.sk08

01/11/2024

Scale: 1:300 @ A3

