



Norseman Woodlands to Eucla Coast

Minutes Certification

I certify that the Minutes of the 28th January 2021 Special Council Meeting were presented to the Council and confirmed at the 23rd February 2021 Ordinary Council Meeting

A handwritten signature in blue ink, appearing to be "L. Bonza", is written above a horizontal line.

Cr L Bonza
President

23. 02. 2021

Date



Norseman Woodlands to Eucla Coast

**Confirmed Minutes of
Special Council Meeting
28th January 2021**

CONFIREMD MINUTES of the SPECIAL Meeting of
the Council held in the Council Chambers at the Shire
Administration Office – Prinsep Street Norseman on
the 28th of January 2021 commencing at 4:30pm

Table of Contents

1	Declaration of Opening and Announcement of Visitors.	3
1.1	Attendance at meeting by Councillor AR Patupis.	3
2	Declarations of Financial, Proximity, Impartiality Interests & Gifts Received.....	3
3	Record of Attendance of Councillors / Officers and Apologies.	4
4	Public Question Time.	4
5	Petitions, Deputations or Presentations.	4
6	Announcements by Presiding Member without Discussion.	4
7	Reports of Officers.....	4
	Item 7.1 - Proposed Workers Accommodation Development.....	4
	Item 7.2 - Proposed Wastewater Treatment Plant	17
8	Next Meeting	23
9	Closure of Meeting	23

1 Declaration of Opening and Announcement of Visitors.

The Shire President welcomed all in attendance and declared the meeting open at 4:30pm.

The Shire of Dundas recognises the Ngadju and Mirning People as First Nations People in the Shire of Dundas, acknowledging them as traditional custodians and pay our respects to their Elders, past, present and emerging.

1.1 Attendance at meeting by Councillor AR Patupis.

The Shire President has been advised that Cr Patupis will be in Esperance, Western Australia when the meeting is held and have requested attendance by way of instantaneous telephone connection with other Councillors present at the meeting in accordance with Administration Regulation 14A.

Cr Patupis will be at 58 Dempster Road, Esperance WA 6450.

The Council must approve of the place that Cr Patupis is located as a "suitable place" that must be in a town site or other residential area at least 150 kilometres from where the meeting is being held.

Recommendation

That Cr Patupis be permitted to attend this meeting by way of instantaneous telephone connection from Esperance, Western Australia, on the basis that she is in a "suitable place" for the purpose of Administration Regulation 14A.

Moved: Cr Hogan
Seconded: Cr Wyatt

Resolution

That Cr Patupis be permitted to attend this meeting by way of instantaneous telephone connection from Esperance, Western Australia, on the basis that she is in a "suitable place" for the purpose of Administration Regulation 14A.

Carried by: Absolute Majority For: 5 Against: 0

2 Declarations of Financial, Proximity, Impartiality Interests & Gifts Received.

Financial Interests:

Nil

Proximity Interests:

Nil

Impartiality Interests:

Nil

Gifts Received by Councillors:

As per the Shire of Dundas Code of Conduct section 3.4 Gifts, adopted by the Council on 21 October 2014 and reference to Regulation 34B of the Local Government (Administration) 1996.

Nil

3 Record of Attendance of Councillors / Officers and Apologies.

Cr L Bonza	Shire President
Cr R Patupis	Deputy Shire President
Cr JEP Hogan	
Cr S Warner	
Cr V Wyatt	
Cr V Schultz	
Peter Fitchat	Chief Executive Officer
Pania Turner	Manager of Community Development
Joe Hodges	Manager of Works and Services
Tracy Dixon	Administration Officer

4 Public Question Time.

Nil

5 Petitions, Deputations or Presentations.

Nil

6 Announcements by Presiding Member without Discussion.

Nil

7 Reports of Officers

Agenda Reference and Subject	
Item 7.1 - Proposed Workers Accommodation Development	
Location / Address	Lot numbers 287-290 (HN's 105-111) Prinsep Street and lot numbers 298-301 (HN's 106-114) Angove Street Norseman
File Reference	DB.BD & A4150, A4151, A4152, A4153, A4154, A4155, A4156, A247 & A255
Author	Anthony Dowling, Dowling Giudici + Associates (Town Planning Consultant)
Date of Report	15 January 2021
Disclosure of Interest	DG+A receives consulting fees from the Shire of Dundas

Summary

For the Council to consider and determine an application for approval to develop a workforce accommodation village on land bounded by Prinsep, Alsopp and Angove Streets Norseman.

It is recommended that development approval be granted.

Background

The Shire has received an application for development approval to develop a workforce accommodation village ('the village') on lot numbers 287-290 (HN's 105-111) Prinsep Street and lot numbers 298-301 (HN's 106-114) Angove Street Norseman, and a right-of-way (laneway) which bisects the development site, and which is closed to vehicles.

A report detailing the proposal and in support of the application for development approval has previously been provided to Councillors at recent Council Workshops.

A copy of the map denoting the location of the proposed village is provided at **Schedule X.1**. A copy of the overall site plan (contextual plan) is provided at **Schedule X.2**.

The purpose of the proposed village is to provide accommodation and associated facilities for workers employed on the Norseman Gold Project.

Except for lot 287 (HN 105) Prinsep Street, the proposed village site is presently undeveloped. Lot 287 (HN 105) Prinsep Street contains an old hall, which is presently unused but will be incorporated into the proposed workforce accommodation village for use as an office/reception.

Resource Accommodation Management Pty Ltd (RAM) is the registered proprietors of lots 287, 288, 289 and 290 Prinsep Street and of lots 298, 299, 300 and 301 Angove Street and the proponent of the village development.

The total site development area is 9,108 m². The development site has a frontage to Prinsep Street of 80.48 metres, a frontage of 105.61 metres to Alsopp Street, and a frontage of 100.60 metres to Angove Street.

The site is relatively level, with a slight fall (about 0.85 metres) across the site to the north.

Proposal Overview

The proposed village will comprise 47 motel-style accommodation modules containing 206 beds, an administration/office building (the existing hall), ablutions, laundries, maintenance shed, and recreation building to service the workforce accommodation.

Copies of a site development plan and a site building plan illustrating the proposed village are provided at **Schedules X.3** and **X.4** respectively. A copy of the street elevations of the proposed village is provided at **Schedule X.5**.

The village development is proposed to be setback 6 metres from Prinsep and Angove Streets, and 3 metres from Alsopp Street the side boundaries adjoining lots 291 Prinsep Street and 301 Angove Street.

The existing right-of-way (laneway) will not be developed upon but will be used for internal pedestrian access.

Accommodation Modules

Except for a single PWD module, each accommodation module comprises 4 separate bedrooms. The single PWD accommodation module comprises 2 larger bedrooms. Each bedroom comprises a bed, ablutions, desk, and personal storage space.

Each module comprises a floor area of 190m² (14.4 metres x 3.3 metres). A copy of a typical module floor plan is provided at **Schedule X.6**. A copy of the PWD floor plan is provided at **Schedule X.7**.

Each module will be clustered in either a 2 or 4 module grouping, connected by a covered breezeway. Each grouping will be connected to covered walkways, linking to the administration/office building, recreation building, and the ablutions located on lot 287, which will be the 'hub' of the village.

Based on one worker per bedroom, the workforce accommodation will cater for a maximum of 206 workers. The applicant advises that based on a typical 90% occupancy rate there would be up to 185 workers accommodated on site at any one time.

Administration/Office Building

The existing hall located on lot 287 is proposed to be refurbished for the administration of the village. It will include a reception area (for worker check-in/out), office space, a kiosk for the sale of convenience goods to workers (and the public), staff room, ablutions, and a new deck. It will comprise a floor area of approximately 265 m² (excluding the proposed ramp). A copy of the administration building floor plan is provided at **Schedule X.8**.

All site activities will be co-ordinated from the administration building.

Maintenance Shed

The maintenance shed (comprising a floor area of approximately 53 m²) will be used for general storage of tools and parts, as well as for cleaning chemicals, cleaning equipment and linen. Maintenance grounds staff will be based at the village.

It is proposed to locate the shed just west of the administration building and will be separately accessed from Alsopp Street.

Recreation Building

A recreation building (comprising a floor area of approximately 86m²) is proposed adjacent to the proposed administration building within lot 287. It will provide for some of the recreation needs of the workforce accommodation, but it is also expected that workers residing at the village will also utilise the nearby Norseman Miners and Workers Club and other town amenities such as the local gym, and public swimming pool for recreation.

The proponent proposes to acquire the Norseman Miners and Workers Club, principally for the purpose of providing meals and refreshments to the workforce accommodation. It is also proposed to open the club for consumption of meals and refreshments by the public.

Ablutions and Laundries

In addition to individual ablutions being provided in each workers bedroom, and ablutions within the administration building, a single communal ablutions module will also be provided within lot 287, adjoining the proposed recreation building and adjacent to the proposed administration building.

Three (3) laundry modules are proposed, centrally located within the development.

All bedrooms will be cleaned by staff every 7 days or upon vacation by workers. Linen is proposed to be laundered off site with linen deliveries occurring one to two times per week.

Motor Vehicle Access and Parking

Except for proposed vehicle access from Alsopp Street to the proposed maintenance shed, all vehicle access and parking will be external to the development site.

A total of 45 vehicle parking bays are proposed to accommodate envisaged parking demand generated by the village—14 angled bays within the adjoining Alsopp Street verge and 31 angled bays within the adjoining Angove Street verge.

The provision of this amount of parking is predicated on:

- (i) A parking supply and demand analysis undertaken by the proponent's consulting civil and traffic engineer (Shawmac). This analysis is detailed in the consulting engineer's Transport Impact Statement (a copy of which is included in the Development Application Report previously provided to Councillors); and
- (ii) A similarly-sized workforce accommodation village developed by the proponent at Kambalda WA.

The applicant argues that the village is not highly reliant on the provision of onsite car parking as the majority of the workforce will be fly in fly out (FIFO) and, as such, will not have a need for a personal vehicle whilst residing within the town of Norseman.

The applicant advises that, conservatively, about 20% of workers residing at the village will utilise a mining passenger sedan/utility, which equates to a parking need of about 37 parking bays. The balance (majority) of workers will be bussed to the Norseman Gold Project minesite. Within the town of Norseman, it is expected that most workers will walk to the town's facilities and amenities etc they seek to utilise. On occasions, the workers will also be bussed to these facilities and amenities and other venues within the town.

The additional 8 bays proposed will accommodate envisaged staff and visitor parking.

The design of the proposed car bays will provide for reverse angle parking only in order to mitigate noise impacts from vehicle beeping upon surrounding residents.

In addition to the proposed 45 bays, a bus parking bay is proposed within the Alsopp Street reserve. This has been designed to cater for two 40 seat buses that will bus workers to the minesite and town facilities and amenities.

Pedestrian Access and Movement

Movement within the proposed village will be pedestrian-oriented, via covered breezeways and walkways.

Pedestrian access to the village is proposed from Prinsep, Allsopp, and Angove Streets, via secure entry/exit gates.

Principal pedestrian access will be from Alsopp Street to the administration building.

As previously mentioned, the closed laneway bisecting the subject land, will be utilised for internal pedestrian access. It will be gated where it connects to Alsopp Street and where it aligns with the common lot boundary to adjoining lots 289 and 291. The balance of the laneway (ROW) extending through to Austin Street will remain open for public access and for rear access to adjoining lots.

A pedestrian crossing is also proposed from the village site across Prinsep Street, connecting to the existing footpath located along the eastern side of Prinsep Street (not shown on the submitted development plans).

Power Supply

The proposed village will be powered by the town of Norseman's existing electricity network via a proposed new connection. This will require a new pad-mounted transformer to be installed adjacent to the village site.

Power supply to the proposed village will also be augmented by electricity generated from proposed roof-top solar panels on the proposed recreation building and other buildings within the village.

Additionally, a fully enclosed and silenced diesel generator will be provided for backup power.

Potable Water Supply

Potable water is proposed to be supplied to the village via the town of Norseman's existing reticulated water supply system. It will then be reticulated throughout the village using a pressurised pump system.

Based on a proposed allowance of 180 litres/person/day for the village, it is anticipated that a water supply of approximately 45kL/day will be taken off the town's reticulated system.

The proponent has noted that the town's existing reticulated system was not designed to service the proposed development, therefore, proposes to augment this supply by installing 2 onsite water tanks with a total capacity of 100kL.

These tanks will have capacity to act as a primary and standby storage facility, in the unlikely event that the town's reticulation system is removed from service (for whatever reason) or becomes unavailable for use.

As there is no building on site greater than 500 square metres in area, a dedicated fire system – comprising separate water supply tanks - is not required. The water supplied by the town's existing reticulated system is proposed to be used for fire-fighting purposes. Fire protection will also be augmented by the provision of onsite fire extinguishers.

Wastewater Disposal

Wastewater generated by the proposed village will be disposed of to a wastewater treatment plant (WWTP) proposed to be installed on lot 874 (HN 51) Richardson Street (corner Mildura Street) Norseman.

The wastewater will be collected using a proposed internal and traditional gravity sewer system and then transported to a pump station to be located at the corner of Alsopp and Angove Streets (within their existing street reserves and outside of the development site).

The pump station will be a prefabricated package made up of a concrete well, duty and standby electric submersible pumps, electrical switchboard and backup electrical generator. This will enable ready access for maintenance without having to enter the village.

From there, the wastewater will be transported via a proposed rising main extending from the pump station along Alsopp Street to Mildura Street, then along Mildura Street to lot 874 at the corner of Richardson Street.

Wastewater generated from the Norseman Miners and Workers Club will also be disposed of to the proposed WWTP via a new pump station to be located within the club site and then via a proposed rising main along Prinsep Street connecting to the proposed pump station at the corner of Alsopp and Angove Streets.

A copy of the map of the proposed wastewater disposal network is provided at **Schedule X.9**.

Development of the proposed WWTP also requires development approval pursuant to of the *Planning and Development (Local Planning Schemes) Regulations 2015*. A separate application for development approval has been lodged by the proponent for this and is presented for Council's consideration in Agenda item 7.2 following.

The proponent seeks to reuse part of the treated wastewater for sub-surface irrigation of the village grounds and the proposed landscaping beds in the surrounding street verges. The balance of the treated wastewater will also be available for irrigating land around the WWTP, especially to create a vibrant 'green space' and amenity.

Landscaping and Fencing

The proposed village site and its adjacent street verges are proposed to be landscaped generally as per the copy of the site landscaping plan (Statement of Landscaping Intent) provided at **Schedule X.10**.

This scheme has been designed to accommodate recommended plantings listed in the CSIRO's 'calendar of Ngadju seasonal knowledge'. Plantings will comprise a mixture of ground covers, low level plants, screening plants, trees and palms in order to provide an interesting, mixed, drought tolerant but attractive landscaped environment.

The effect of this scheme is to screen and soften the physical impact of the development from adjoining lots 291 Prinsep Street and Lot 302 Angove Street, the proposed car parks, as well as enhancing the Prinsep, Allsopp and Angove streetscapes.

A 1.8 metre high colorbond fence is proposed around the perimeter of the village for security and safety.

Statutory Environment

- *Planning and Development (Local Planning Schemes) Regulations 2015* ('PD Regs')
- *Shire of Dundas Local Planning Scheme No. 2* ('LPS 2')

The PD Regs provide the procedures and processes for making and determining an application for development approval as well as the matters to be considered in determining whether to grant development approval.

LPS 2 provides for the assessment of the permissibility of the proposed land use and applicable development controls and standards that ought to apply to the physical development of the village.

The subject land is zoned **Residential** under LPS 2.

Except for the proposed kiosk use, the proposed use/development is classified as 'workforce accommodation' under LPS 2 but is a class of use not listed in the zoning table (Table 1) of the scheme.

This means Council is required to determine whether the proposed use/development is:

- (a) consistent with the objectives of the Residential zone and is therefore a use that may be permitted subject to conditions imposed by the local government; or
- (b) determine that the use may be consistent with the objectives of the Residential zone and give notice under clause 64 of the deemed provisions (in part 7, Schedule 2 of the PD Regs) before considering and determining an application for development approval for the use of the land; or
- (c) determine that the use is not consistent with the objectives of the Residential zone and is therefore not permitted in the zone.

In respect to the proposed kiosk use, if the carrying out of that use will involve retailing of products to the public, then the use could be classified either as a 'restaurant/café' or a 'shop'. Both of these uses are permitted under the Residential zone at the discretion of the Council.

NB: A 'convenience store' (which is similar to a 'shop') is a use not permitted within the Residential zone.

LPS 2 lists 3 objectives for the Residential zone as follows:

- (i) To provide for a range of housing and a choice of residential densities to meet the needs of the community.

- (ii) To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.
- (iii) To provide for a range of **non-residential uses**, which are compatible with and complementary to residential development.

Having regard to objective (iii) above and anticipating that the proposed use/development is likely to be consistent with the objectives of the Residential zone, public notice was given of the proposed use/development in accordance with provision (b) above.

Additionally, letters were sent to landowners identified as likely to be impacted by the proposed use/development inviting them to consider and comment on the proposed use/development (see the section on consultation below for further details and outcomes in respect to this).

Policy Implications

The Shire has no local planning policies that apply to the proposed development.

Financial Implications

There are no specific financial implications for the Shire of Dundas relating to the proposal.

The proposed village will provide a source of rates revenue after some of the subject lots had been a liability for the Shire over the past 20 years or so. The removal of the existing hall on lot 287 from the Shire's asset register (valued at \$570,000) will assist the Shire's depreciation ratios.

Strategic Implications

The strategic community plan themes that may link to the proposal are as follows:

Theme 2 – A thriving local economy and economic base			
A strong, diversified economy with a number of commercial businesses and industries providing new and varied employment opportunities for all age groups.			
Strategy 2	Goal	Measure	Priority
2.1 Opportunity for Economic Diversification	A vibrant economy that includes opportunities for mining, industry, tourism, shopping and business.	The level and diversity of businesses, including mining, industry, tourism and commercial activity is increasing.	Medium
2.2 Attracting new businesses	New businesses are attracted to the area and existing ones encouraged to grow through promotion of the area as an attractive place to work and live.		
2.4 Provide infrastructure that stimulates growth	To assist in the provision of infrastructure that encourages development of existing and new business opportunities.	Increased level of infrastructure that is beneficial to business and industry.	High

Theme 3 – Natural & Built Environment			
A protected and enhanced environment that is aesthetically pleasing and provides benefits for the Community for generations to come.			
Strategy 3	Goal	Measure	Priority
3.3 Enhanced transport access and infrastructure.	Improved infrastructure within the Shire and good transport access to and around Norseman.	Existing infrastructure that meets Community expectations and requirements. A measurable improvement in levels of infrastructure.	High
3.5 Improved streetscape.	To improve the streetscape for the town sites of Norseman and Eucla	That the town sites in the Shire are attractive, well presented and encourage people to work, live and visit the Shire.	Medium

Consultation

State Government Authorities and Agencies

Horizon Power, Water Corporation, Telstra, Main Roads WA, and the Goldfields-Esperance Development Commission (GEDC) were notified of the proposed development on 14 December 2020 and invited to provide feedback and comments on it.

At the time of writing none of these authorities/agencies had responded to the invitation for feedback and comment.

Public and Landowners

Public notice of the proposed development was given in the *Kalgoorlie Miner* newspaper. Additionally, landowners of adjoining and surrounding properties were also notified in writing of the proposed development and invited to provide feedback and comments on the proposed development.

A **30 day** consultation period (**16 December 2020 – 15 January 2021**) was allowed for the submission of feedback and comments. No submissions on the proposal were during this period, however, a late submission was received from the owner/occupier of adjoining lot 291 (HN 113) Prinsep Street concerned that closing the laneway to vehicles would impede vehicle access to lot 291. Vehicle access to lot 291 is presently available only from the laneway as there is no vehicle access from Prinsep Street.

The existing laneway is proposed to be gated in a line with the northern boundary of lot 291 which adjoins lot 290 (part of the proposed workers accommodation village site).

Therefore, this will not preclude vehicle access to lot 291 from via the laneway although access will only be available from Austin Street (if the development is approved).

The existing laneway is about 5.09 metres wide, which is less than the typical 6 metre width required to provide 2-way vehicle access within a laneway.

However, it is noted from current Landgate aerial imagery that the rear fence/gate of lot 291 – through which current vehicle access is provided – is recessed by about 3 metres from the lot's rear boundary alignment. This provides a total width of about 8 metres in which vehicles egressing (or leaving) lot 291 can reverse into the laneway reasonably comfortably.

Alternatively, the owner/occupier of lot 291 can seek Shire approval to install a crossover from Prinsep Street to the lot if rear access is no longer suitable.

Comment

Clause 32 (1) g) in LPS 2 cites that the local government is generally opposed to the use of 'skid' and 'mining camp' type transportable buildings within the Norseman and Eucla townsites and second-hand dwellings within the district. Given the type of development proposed this provision applies but having regard to the time when LPS was gazetted, and the scheme objective **to encourage mineral exploration and mining within the Shire**, the application of this provision to the proposed development is considered unwarranted.

As LPS 2 was gazetted back in 1994 and probably took around 2 years to prepare and be approved and gazetted beforehand, this provision was probably a response to the form and appearance of mining camps present at the time. Back then, many of the mining camps were largely a motley assembly of new and/or second-hand 'dongas' with minimal site landscaping, amenities, shade, and of unsightly appearance.

Today's mining camps have considerably improved in respect to these elements. The proposed workforce accommodation village development is a demonstration of that.

Notwithstanding the above provision, Council **can** consider proposals of this nature under extenuating circumstances and exercise its discretion to approve such developments. Given the current COVID-19 pandemic (itself an extenuating circumstance) which has/is affecting local economies through city/area lockdown's and restricted movement and gatherings of people etc, the importance of this type of development to support Norseman's and the Goldfield's economy cannot be underestimated. It ought to be a serious and primary consideration by Council in determining whether to grant approval to the development application.

The location of the proposed village within the town of Norseman is important in respect to growing and developing the town, and providing a more normalised and traditional environment for workers to reside in rather as opposed to residing in a location remote from family, friends, human societies, clubs, associations, community and business/commercial enterprises, facilities, and amenities etc.

In further exercising its discretion as to whether the proposed development ought to be approved in the proposed location, consideration is to be had of the Residential zone objectives.

Although classified as a 'non-residential' use under LPS 2, in essence, the nature and character of the proposed village will largely be residential. Arguably, it will be consistent with objective (i) of the Residential zone as it **provides a diversity of accommodation** within the town of Norseman and at a different density to the surrounding residential development, which is predominantly low-density single housing.

Additionally, the proposed development is also comparable to a motel development.

The existing Norseman Apartments at 64 Angove Street – a motel development style of development – is also located within the same Residential zone, several street blocks immediately north of the subject land.

The location of the proposed village is also adjacent to land zoned Commercial under LPS 2. Because of its location the proposed village development can act as a 'transitional use' and 'buffer' between the town's existing commercial core and surrounding residential development.

Having regard to these considerations, it suggested that the proposed use will be consistent with the objectives of the residential zone applying to the subject land, and therefore, can be permitted.

As there are no specific development controls/standards prescribed in LPS 2 for workforce accommodation, the nature and type of development controls and standards to be applied to the proposed development are at Council's discretion.

However, LPS 2 does prescribe some general development standards in respect to height and appearance of buildings, facades of commercial buildings, site landscaping, and the design of car parking layouts as outlined as follows:

Height and Appearance of Buildings

In respect to the height and appearance of buildings, the height of a building is limited to 2 storeys or 8 metres. However, this provision does not apply to buildings associated with mining operations. Nevertheless, no building within the proposed village development will exceed one (1) storey.

Commercial Facades

The provisions relating to commercial facades do not apply to the proposed development.

Site Landscaping

As can be seen from the proposed landscaping scheme, landscaping of the proposed village will accord with the prescribed LPS 2 provision requiring site landscaping to complement the appearance of the proposed development and the immediate locality, and the use of native plants wherever possible.

Car Parking Provision, Design and Layout

The standard pertinent to the design of car parking layouts specifically requires car parking to be integrated with existing car parking areas. As no other carparks exist upon the subject land or within the adjacent street reserves, this provision is not applicable.

There are no specific car parking ratios applicable to the proposed development, but in any event, by virtue of its location and the nature of its occupancy, the proposed village does not lend itself to needing a substantial number of parking bays. The provision of 45 parking bays, and the proposed bus bay too, within the adjacent Alsopp and Angove Street reserves, is considered acceptable, subject to the proponent designing and constructing these bays at its expense, and to the specifications and satisfaction of the Shire of Dundas.

Residential Zone General Standards

The proposed village development is also considered to accord with Norseman townsite objective listed under the Residential zone general development standards, which is to *retain the predominant low-density character of the existing residential area except in selected localities where the local government may approve medium density development on the merits of the particular application*. By its nature and scale of development, the proposed village is comparable to medium density development.

Existing Lot Arrangement and the Right-of-Way

It is noted that the subject land comprises 9 separate allotments in private ownership together with an existing north-south aligned public ROW (laneway). This laneway is presently closed to vehicles, but pedestrian access is still currently available.

Generally, the Western Australian Planning Commission (WAPC) does not allow building development to occur across lot boundaries. Its preference and desire is for existing lots containing buildings over its boundaries to be amalgamated into one or more allotments.

Having regard to this, two (2) amalgamation options are available for consideration in amalgamating the 9 allotments—firstly, the creation of a single allotment comprising all the subject lots, or secondly, the

creation of two (2) separate allotments with one allotment comprising lot numbers 287-290 (HN's 105-111) Prinsep Street, and the other allotment comprising lot numbers 298-301 (HN's 106-114) Angove Street Norseman (given that no development is proposed across the laneway).

It is usually a requirement for amalgamation of lots in such cases to be approved and completed prior to any building development commencing. Amalgamation of lots is a relatively straight-forward and simple process and can occur reasonably quickly (say within a 3 – 6months timeframe). Given the urgency to commence development of the village, such a requirement can be imposed as a condition of development approval with a target date for completion of up to say, 6 months from the date development approval is granted.

In respect to only that part of the existing laneway (ROW) adjoining the 9 subject lots, it is recommended that it be permanently closed, and the residual land amalgamated into the 9 adjoining lots. A copy of a preliminary ROW Closure Plan depicting that part of the laneway that ought to be permanently closed is provided at **Schedule X.11**.

Permanent closure of a public ROW is a process that takes considerably longer than a simple amalgamation of lots and thus, ought to be carried out separately.

Given that there is no development proposed across the laneway, action to amalgamate the laneway with adjoining lots *prior to occupancy of the village by workers* is deemed unwarranted.

Consideration, in the interim however, ought to be given to the proponent leasing the 'laneway' recommended to be closed from the Shire in order to remove the Shire's responsibility and liability for management and maintenance of the laneway whilst it is being used for private access to the workforce accommodation village.

Determination Options

In determining the application Council has the option of:

- A. Approving the application for development approval with or without conditions; or
- B. Refusing to approve the application for development approval.

It is recommended that the application be approved.

Voting Requirements

Simple Majority

Officer Recommendation

That Council:

1. Pursuant to clause 68 (2) in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, APPROVE the application to develop a workforce accommodation village upon lot numbers 287-290 (HN's 105-111) Prinsep Street and lot numbers 298-301 (HN's 106-114) Angove Street Norseman as set out on the following plans/drawings:
 - A. Andre Melville Building Design CP-Site Area Plan 20-126-SK-05-F;
 - B. Andre Melville Building Design CP-Site Building Plan 20-126-SK-06-E
 - C. Andre Melville Building Design CP-Site Ground Floor Plan 20-126-SK-07-F
 - D. Andre Melville Building Design Elevations 20-126-SK-08-A
 - E. Andre Melville Building Design Floor Plan 20-126-SK-09-A
 - F. Andre Melville Building Design Ground Floor Typical Area Plan 20-126-SK-10-A
 - G. Andre Melville Building Design Typical PWD Accommodation Plan 20-126-SK-11-A

H. Statement of Landscaping Intent drawn by Landscape Design and Planning P/L

and subject to the following conditions:

- (i) Within 30 days of the date of this approval, the registered proprietor of lots 287-290 Prinsep Street, and lots 298-301 Angove Street lodging an application to the Western Australian Planning Commission (WAPC) to amalgamate these lots into either a single allotment or alternatively, into two (2) separate allotments with one allotment comprising lots 287-290 and the other allotment comprising lots 298-301 respectively.
 - (ii) Within 60 days of the date of this approval, Resource Accommodation Management Pty Ltd (RAM) entering into a lease agreement with the Shire of Dundas to lease the extent of the ROW as depicted on the ROW Closure Plan provided at Schedule X.11 until the ROW is permanently closed and the residual land amalgamated into adjoining lots;
 - (iii) A wastewater disposal system capable of discharging all onsite wastewater generated by the proposed workforce accommodation village being designed and installed to the satisfaction of the Shire of Dundas;
 - (iv) A stormwater disposal system capable of discharging all onsite stormwater collected from within the proposed workforce accommodation village being designed and installed to the satisfaction of the Shire of Dundas;
 - (v) The proposed crossover extending from Alsopp Street to the maintenance building being designed and constructed to the specifications and satisfaction of the Shire of Dundas;
 - (vi) The proposed bus bay within the Alsopp Street reserve being designed and constructed to the specifications and satisfaction of the Shire of Dundas;
 - (vii) The proposed car parking areas within the Alsopp and Angove Street reserves, including their ingress and egress, being designed and constructed to the specifications and satisfaction of the Shire of Dundas;
 - (viii) The proposed fencing of the workforce accommodation village being designed and installed to the specifications and satisfaction of the Shire of Dundas;
 - (ix) Prior to first occupancy of the workforce accommodation village, the following is to be satisfactorily completed:
 - (a) Landscaping of the workforce accommodation village and the adjoining Prinsep, Alsopp, and Angove Street verges; and
 - (b) The screening from public view mechanical plant, refuse and bin storage areas, air-conditioning units, water tanks, transformers, fire control rooms, roof mounted plant, firefighting equipment/hydrants and any other utilities required for the workforce accommodation village.
 - (x) Prior to lodging an application for a building permit, a construction management plan being submitted to and being approved by the Shire of Dundas; and
2. Initiate the permanent closure of the extent of the existing Right-of-Way (ROW) shown on the ROW Closure Plan provided at Schedule X.11 and amalgamation of the residual land with adjoining lots 287-290 Prinsep Street and lots 298-301 Angove Street, subject to the registered proprietor of these lots agreeing to pay all expenses, fees and charges

associated with the ROW closure and disposal process, including the purchase of the residual land and its amalgamation with adjoining lots.

Advice Notes:

That the applicant/proponent be respectfully requested to install a pedestrian crossing from the west side of Prinsep Street adjacent to the subject land to the east side of Prinsep Street, connecting to the Shire's footpath network.

(NB: As Prinsep Street is under the control of Main Roads WA, the aforementioned request cannot be imposed as a condition of development approval)

Moved Cr: Wyatt
Seconded Cr: Hogan

Resolution

That Council:

1. Pursuant to clause 68 (2) in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, APPROVE the application to develop a workforce accommodation village upon lot numbers 287-290 (HN's 105-111) Prinsep Street and lot numbers 298-301 (HN's 106-114) Angove Street Norseman as set out on the following plans/drawings:
 - A. Andre Melville Building Design CP-Site Area Plan 20-126-SK-05-F;
 - B. Andre Melville Building Design CP-Site Building Plan 20-126-SK-06-E
 - C. Andre Melville Building Design CP-Site Ground Floor Plan 20-126-SK-07-F
 - D. Andre Melville Building Design Elevations 20-126-SK-08-A
 - E. Andre Melville Building Design Floor Plan 20-126-SK-09-A
 - F. Andre Melville Building Design Ground Floor Typical Area Plan 20-126-SK-10-A
 - G. Andre Melville Building Design Typical PWD Accommodation Plan 20-126-SK-11-A
 - H. Statement of Landscaping Intent drawn by Landscape Design and Planning P/L

and subject to the following conditions:

- (i) Within 30 days of the date of this approval, the registered proprietor of lots 287-290 Prinsep Street, and lots 298-301 Angove Street lodging an application to the Western Australian Planning Commission (WAPC) to amalgamate these lots into either a single allotment or alternatively, into two (2) separate allotments with one allotment comprising lots 287-290 and the other allotment comprising lots 298-301 respectively.
- (ii) Within 60 days of the date of this approval, Resource Accommodation Management Pty Ltd (RAM) entering into a lease agreement with the Shire of Dundas to lease the extent of the ROW as depicted on the ROW Closure Plan provided at Schedule X.11 until the ROW is permanently closed and the residual land amalgamated into adjoining lots;
- (iii) A wastewater disposal system capable of discharging all onsite wastewater generated by the proposed workforce accommodation village being designed and installed to the satisfaction of the Shire of Dundas;
- (iv) A stormwater disposal system capable of discharging all onsite stormwater collected from within the proposed workforce accommodation village being designed and installed to the satisfaction of the Shire of Dundas;

- (v) The proposed crossover extending from Alsopp Street to the maintenance building being designed and constructed to the specifications and satisfaction of the Shire of Dundas;
 - (vi) The proposed bus bay within the Alsopp Street reserve being designed and constructed to the specifications and satisfaction of the Shire of Dundas;
 - (vii) The proposed car parking areas within the Alsopp and Angove Street reserves, including their ingress and egress, being designed and constructed to the specifications and satisfaction of the Shire of Dundas;
 - (viii) The proposed fencing of the workforce accommodation village being designed and installed to the specifications and satisfaction of the Shire of Dundas;
 - (ix) Prior to first occupancy of the workforce accommodation village, the following is to be satisfactorily completed:
 - (a) Landscaping of the workforce accommodation village and the adjoining Prinsep, Alsopp, and Angove Street verges; and
 - (b) The screening from public view mechanical plant, refuse and bin storage areas, air-conditioning units, water tanks, transformers, fire control rooms, roof mounted plant, firefighting equipment/hydrants and any other utilities required for the workforce accommodation village.
 - (x) Prior to lodging an application for a building permit, a construction management plan being submitted to and being approved by the Shire of Dundas; and
2. Initiate the permanent closure of the extent of the existing Right-of-Way (ROW) shown on the ROW Closure Plan provided at Schedule X.11 and amalgamation of the residual land with adjoining lots 287-290 Prinsep Street and lots 298-301 Angove Street, subject to the registered proprietor of these lots agreeing to pay all expenses, fees and charges associated with the ROW closure and disposal process, including the purchase of the residual land and its amalgamation with adjoining lots.

Advice Notes:

That the applicant/proponent be respectfully requested to install a pedestrian crossing from the west side of Prinsep Street adjacent to the subject land to the east side of Prinsep Street, connecting to the Shire's footpath network.

(NB: As Prinsep Street is under the control of Main Roads WA, the aforementioned request cannot be imposed as a condition of development approval)

Carried by: Simple Majority

For: 6

Against: 0

Agenda Reference and Subject	
Item 7.2 - Proposed Wastewater Treatment Plant	
Location / Address	Lot 874 (HN 51) Richardson Street Norseman
File Reference	DB.BD.2 & A668
Author	Anthony Dowling, Dowling Giudici + Associates (Town Planning Consultant)
Date of Report	21 January 2021
Disclosure of Interest	DG+A receives consulting fees from the Shire of Dundas

Summary

For the Council to consider and determine an application for approval to develop a wastewater treatment plant (WWTP) on land at the corner of Richardson and Mildura Streets Norseman.

The WWTP is required to collect, treat, and dispose of wastewater generated by the proposed workforce accommodation village to be developed upon lots 287-290 (HN's 105-111) Prinsep Street and lots 298-301 (HN's 106-114) Angove Street Norseman (see preceding item in this agenda).

It is recommended that development approval be granted.

Background

The Shire has received an application for development approval to develop a WWTP on lot 874 (HN 51) Richardson Street Norseman.

The proposed WWTP is required to treat and collect wastewater generated by the proposed workforce accommodation village to be located on land bounded by Prinsep, Alsopp, and Angove Streets, and the Norseman Miners and Workers Club, which is proposed to be acquired by the applicant/proponent to provide meals and refreshments to workers residing at the proposed accommodation village.

A copy of a location map is provided at **Schedule X.1**.

The applicant/proponent is Resource Accommodation Management Pty Ltd (RAM) who is also the proponent of the proposed workers accommodation village.

RAM is currently in the process of purchasing the subject land. It is understood that RAM P/L will be the registered proprietor of the land.

Lot 874 is almost 1.5 hectares in area and has a frontage of approximately 148 metres to Richardson Street, and a frontage of about 100 metres to Mildura Street.

The site is relatively level and undeveloped. It adjoins a water reserve (R3326 - lot 1844 Richardson Street) which is vested in the Shire of Dundas. The reserve contains an existing lagoon just south of the subject land.

The subject land is also located immediately opposite the Town's recreation ground (eastside of Mildura Street) and diagonally opposite (to the north-east) existing housing.

Located opposite on the north side of Richardson Street is Public Purpose (Water Authority of Western Australia, the use of which is industrial in nature and form.

Proposal Overview

The proposed WWTP is to be located within the north-east corner of lot 874, setback 15 metres from Richardson Street and 20 metres from Mildura Street.

It is a fully enclosed packaged system contained within a 225m² (15 m x 15 m) footprint, comprising a 20 foot container housing most of the treatment infrastructure together with one pre-treatment tank and two Chlorine post-treated 100,000 litre capacity tanks.

The plant will be electronically controlled, including the chlorine dosage function, and requires both minimal maintenance and testing.

A copy of the site development plan of the WWTP is provided at **Schedule X.2**. A copy of a typical floor plan of the plant is provided at **Schedule X.3**. A copy of a typical perspective view of the proposed treatment plant is provided at **Schedule X.4**.

Please note that the site development plan illustrates the design and layout of a previous treatment plant model initially considered for the subject land. A smaller sized plant is now proposed as illustrated in **Schedules X.2 and X.3**. The smaller sized plant will be located in the same position as the initial plant proposed but will comprise a smaller footprint.

A data sheet of the type of plant to be installed, comprising an illustrative profile of the plant, is provided at **Schedule X.5**.

The WWTP will have a 50,000 KL capacity which is capable of accommodating any future increase of the workforce accommodation village up to 260 workers.

The WWTP will daily treat approximately 38,000 litres of wastewater generated by and collected from the village and the Norseman Workers and Mining Club (where a wastewater pump station will also be installed).

The treated water will be returned for reticulation use on the proposed landscaped grounds of the village, and the surrounding landscaped verges of Prinsep, Alsopp, and Angove Streets.

Any excess treated water is planned to be disposed of to the adjacent Shire lagoon on Reserve 3326, and possibly be collected and made available to the Norseman Gold Project mine site.

The plant will be visually screened from Richardson and Mildura Streets by a proposed landscaped earth mound/bund.

The plant is based on A Class treated water which is suitable for contact with humans but not for their consumption.

Statutory Environment

- *Planning and Development (Local Planning Schemes) Regulations 2015* ('PD Regs')
- *Shire of Dundas Local Planning Scheme No. 2* ('LPS 2')

The subject land is zoned **Residential** under LPS 2.

The proposed use/development is not listed in the zoning table (Table 1) of LPS 2.

This means (similarly for the proposed workforce accommodation village) Council is required to determine whether the proposed use/development is:

- (a) consistent with the objectives of the Residential zone and is therefore a use that may be permitted subject to conditions imposed by the local government; or
- (b) determine that the use may be consistent with the objectives of the Residential zone and give notice under clause 64 of the deemed provisions (in part 7, Schedule 2 of the PD Regs) before considering and determining an application for development approval for the use of the land; or
- (c) determine that the use is not consistent with the objectives of the Residential zone and is therefore not permitted in the zone.

LPS 2 lists 3 objectives for the Residential zone as follows:

- i. To provide for a range of housing and a choice of residential densities to meet the needs of the community;
- ii. To facilitate and encourage high quality design, built form and streetscapes throughout residential areas;

- iii. To provide for a range of **non-residential uses**, which are compatible with and complementary to residential development.

Arguably, by its small-scale, proposed visual screening, and being a fully-enclosed system that is unlikely to adversely affect the amenity of the existing housing development opposite through the emission of odours, the proposed WWTP could be considered to be consistent with objective (iii) above, and therefore, could be permitted.

Given this, it is also considered that public advertising of the development application in this case is not warranted.

Notwithstanding that the proposed development can be considered to accord with objective (iii) of the Residential zone, this zoning – if the application is approved - is not ideal and should be more appropriately zoned to say an industrial zoning. Council may wish to consider initiating an amendment to LPS 2 to suitably rezone the subject land in due course.

Policy Implications

The Shire has no local planning policies that apply to the proposed development.

Financial Implications

There are no specific financial implications for the Shire of Dundas relating to the proposal.

Strategic Implications

The strategic community plan themes that may link to the proposal are as follows:

Theme 2 – A thriving local economy and economic base			
A strong, diversified economy with a number of commercial businesses and industries providing new and varied employment opportunities for all age groups.			
Strategy 2	Goal	Measure	Priority
2.4 Provide infrastructure that stimulates growth	To assist in the provision of infrastructure that encourages development of existing and new business opportunities.	Increased level of infrastructure that is beneficial to business and industry.	High

Theme 3 – Natural & Built Environment			
A protected and enhanced environment that is aesthetically pleasing and provides benefits for the Community for generations to come.			
Strategy 3	Goal	Measure	Priority
3.3 Enhanced transport access and infrastructure.	Improved infrastructure within the Shire and good transport access to and around Norseman.	Existing infrastructure that meets Community expectations and requirements. A measurable improvement in levels of infrastructure.	High

Theme 3 – Natural & Built Environment			
A protected and enhanced environment that is aesthetically pleasing and provides benefits for the Community for generations to come.			
3.5 Improved streetscape.	To improve the streetscape for the town sites of Norseman and Eucla	That the town sites in the Shire are attractive, well presented and encourage people to work, live and visit the Shire.	Medium

Consultation

Nil

Comment*Height and Appearance of Buildings*

The proposed WWTP will accord with the scheme provision limiting the height of a building to 2 storeys or 8 metres.

Site Landscaping

Landscaping of the proposed WWTP will accord with the prescribed LPS 2 provision by the construction of a landscaped earth mound/bund around 3 sides of the WWTP, including the subject land's street frontages.

Car Parking Provision, Design and Layout

There are no specific car parking ratios applicable to the proposed development. However, the subject land is sufficiently large to accommodate any expected parking demand, which is likely to be negligible.

However, it is suggested that at least one onsite car bay and access driveway to the plant be provided, from either Richardson or Mildura Streets, for the parking of service vehicles.

Although not a prescribed requirement under LPS 2, it is recommended too - in the interest of public safety and the security of the plant – that the WWTP be fenced around its perimeter.

Determination Options

In determining the application Council has the option of:

- A. Approving the application for development approval with or without conditions; or
- B. Refusing to approve the application for development approval.

From the plans and information provided, and having regard to the location, nature, scale, and form of the proposed WWTP and that it is unlikely to generate any detrimental impacts within the Town of Norseman, it is recommended that the application be approved.

Voting Requirements

Simple Majority

Officer Recommendation

That Council:

Pursuant to clause 68 (2) in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, APPROVE the application to develop a wastewater treatment plant (WWTP) upon lot 874 (HN 51) Richardson Street Norseman subject to the following conditions:

- (i) The wastewater treatment plant being set out generally in accordance with:
- (i) The Sewerage Treatment Site Plan 20-126-SK-03 drawn by Andre Melville Building Design;
 - (ii) The MAK Water Plan View (ASBR-0050-C-C-X-X Activated Sludge Bioreactor GA Drawing);
 - (iii) The MAK Water Isometric View (ASBR-0050-C-C-X-X Activated Sludge Bioreactor GA Drawing).

Endorsed copies of these plans/drawings shall form part of the approval hereby granted;

- (ii) The installation of a crossover from either Richardson Street or Mildura Street, an access driveway to the WWTP, and at least one (1) onsite car bay, all designed and constructed to the specifications and satisfaction of the Shire;
- (iii) Prior to the WWTP commencing operation, the earth mound/bund being landscaped to the specifications and satisfaction of the Shire; and
- (iv) The perimeter of the WWTP site being fenced to the specifications and satisfaction of the Shire.

Advice Notes:

The approval hereby granted is for valid for 2 years. The WWTP must be substantially completed by the approval expiry date after which the approval will be of no further effect.

Should an extension of time be required to complete the WWTP development, an application for this must be lodged with the Shire and be granted by the Shire prior to the approval expiry date.

Moved Cr: Hogan
Seconded Cr: Wyatt

Resolution

That Council:

Pursuant to clause 68 (2) in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, APPROVE the application to develop a wastewater treatment plant (WWTP) upon lot 874 (HN 51) Richardson Street Norseman subject to the following conditions:

- (i) The wastewater treatment plant being set out generally in accordance with:
- (i) The Sewerage Treatment Site Plan 20-126-SK-03 drawn by Andre Melville Building Design;
 - (ii) The MAK Water Plan View (ASBR-0050-C-C-X-X Activated Sludge Bioreactor GA Drawing);
 - (iii) The MAK Water Isometric View (ASBR-0050-C-C-X-X Activated Sludge Bioreactor GA Drawing).

Endorsed copies of these plans/drawings shall form part of the approval hereby granted;

- (ii) The installation of a crossover from either Richardson Street or Mildura Street, an access driveway to the WWTP, and at least one (1) onsite car bay, all designed and constructed to the specifications and satisfaction of the Shire;
- (iii) Prior to the WWTP commencing operation, the earth mound/bund being landscaped to the specifications and satisfaction of the Shire; and
- (iv) The perimeter of the WWTP site being fenced to the specifications and satisfaction of the Shire.

Advice Notes:

The approval hereby granted is for valid for 2 years. The WWTP must be substantially completed by the approval expiry date after which the approval will be of no further effect.

Should an extension of time be required to complete the WWTP development, an application for this must be lodged with the Shire and be granted by the Shire prior to the approval expiry date.

Carried by: Simple Majority

For: 6

Against: 0

8 Next Meeting

The next Special Meeting of the Council will be called as required.

9 Closure of Meeting

There being no further business the Shire President thanked all those in attendance and declared the meeting closed at 4:42 pm.