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6 May 2025

Dear Tony,

**RE: Development Application – Proposed Workforce Accommodation Development  
70 – 76 Goodliffe Street, Norseman**

Thank you for your preliminary assessment of the submitted Development Application for the proposed workforce accommodation development. Please see our consolidated responses to the matters raised by the Shire of Dundas, as follows:

1. Section 4.1.3 of the Planning Report has been removed, and the report reformatted accordingly. This reference had been retained due to a versioning error and has now been corrected.
2. A Clause 67 assessment has now been included in the updated Planning Report to demonstrate alignment with the *Planning and Development (Local Planning Schemes) Regulations 2015*.  
In relation to on-street parking, we note that the RAM site presents limited opportunities for on-site parking provision without significantly compromising the overall accommodation yield. This approach has been previously discussed and accepted by the Shire in the context of earlier approvals for similar developments. Accordingly, reliance on on-street parking remains consistent with past practice and supports the efficient use of the site for its intended purpose.
3. We confirm that Lot 109 (No.76) is included as part of the proposed development. The existing dwellings on this lot will be utilised for accommodation purposes in support of RAM and Pantoro Mining operations, and form part of the broader integrated use of the site across all subject lots.
4. Floor Plans and Elevations of the existing buildings are attached in the Amended Plans.
5. The applicant is continuing to explore long-term land tenure and title arrangements but is aware that the Shire may apply an amalgamation condition as part of any future planning approval. At this stage, the preference is to defer formal amalgamation to allow operational flexibility during the interim.
6. Worker shift changeover times have been confirmed as 6am/6pm with a two-hour variation either side. For example, dining hours are 4–7:30am and 4–8pm.



7. The facility is designed to minimise light spill to adjoining properties, with lights selected and located to meet AS 4282-2019 Control of the Obtrusive Effects of Outdoor Lighting. Direction of lighting is generally downward-facing with no need for hoods.
8. The amended plans have incorporated a footpath along Alsopp Street into the updated plans. This will assist with pedestrian safety and connectivity between the proposed on-street parking, bus bay and site entry.
9. A site landscaping scheme has now been included in the amended plans at Appendix B of the Amended Planning Report. It is anticipated that landscaping will be conditioned as part of any approval, but we have included the high-level details at this stage, to assist with streamlined assessment.
10. With respect to the expansion of the existing wastewater treatment plant (WWTP), RAM is currently in the process of procuring contractors to undertake the necessary upgrades, with installation anticipated to occur in July 2025. RAM will notify the Shire once a system has been selected and will submit the required approvals to both the Shire and the Department of Health in due course.

We trust this information addresses the matters raised and look forward to working collaboratively with the Shire to support a streamlined assessment and determination of the application.

If you have any further questions or require additional documentation, please don't hesitate to contact us.

Yours sincerely,

Shannon O'Loughlin  
Regional Planner  
RFF Australia



# Proposed Workforce Accommodation Facility

No.70-76 Goodliffe Street, Norseman

May 2025

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## Document Control

Proposed Workforce Accommodation Facility - No.70-76 Goodliffe Street,  
Norseman

Client: Resource Accommodation Management

Client Contact: Mark Jahn

## Version Control

Version	Date	Changes	Authorisation
VO	19/03/2025	Draft	SOL
VO.1	26/03/2025	Draft	MM
V1	10/04/2025	Final Issue	OH
V1.1	14/04/2025	Client edits for Lodgement	MM
V1.2	02/05/2025	Amended Report	SOL





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## 1 Introduction

RFF Australia acts on behalf of Resource Accommodation Management, the owners of Lots 109-112 (No. 70, 72, 74, 76) Goodliffe Street, Norseman (the 'subject site').

This report has been prepared in support of a Development Application to the Shire of Dundas (the 'Shire') for the development of 64 workforce accommodation rooms to support the Pantoro Mining operation within in the town of Norseman.

The proposal, summarised in detail at **Table 1** below, comprises 64 single room accommodation units sited within 16 buildings, retention of the two existing grouped dwellings for a caretaker's and manager's accommodation, laundry, linen and ice room facilities, together with the associated landscaping, gazebo shelter, parking and vehicle manoeuvring areas. The facility will be constructed using modular buildings, offering a scalable and efficient solution that responds to the economic opportunities and labour demand in the region.

This report is prepared in support of the Development Application to include a description of the following matters:

- Description of the subject site;
- Description of the existing land use;
- Detailed explanation of the proposed use and development of the land;
- Overview of the relevant planning issues;
- Justification for the proposed development; and
- Supporting technical appendices.

The proposed development represents a well-considered design that seeks to harmoniously integrate within the existing residential areas and will support the economic opportunities within the town of Norseman.

Accordingly, it is respectfully requested that the Shire of Dundas favourably consider the application on its merits and approve the development.

**Table 1 – Development Summary.**

Development Summary	
Subject Site	Lot 109-112 Goodliffe Street, Norseman
Zoning	Residential R10
Proposed Land Use	'Use not listed - Workforce Accommodation'
Existing land use	Vacant and grouped dwelling
Lot Size	Combined site area of 4,048sqm
No. of Accommodation Units	64 single room accommodation units
No. of car bays	Goodliffe Street - 17 on street car bays Alsopp Street - 8 on street car parking bays & 1 bus bay
Building Height	Accommodation rooms: wall height - 3m from NGL, roof height - 3.5m from NGL BBQ Shelter: roof height - 3.2m from NGL
Value of Development	\$2.5m



## 1.2 Project Team

The following multidisciplinary team has been engaged by the Proponent:

**Table 2 – Project Team.**

Discipline	Consultant
Town Planning & Project Management	RFF Australia
Drafting & Building Design	Andre Melville Building Design
Traffic & Safety	Shawmac

RFF is the primary contact for all issues relating to the proposal.

## 2 Site Context

Norseman, located within the Shire of Dundas in the Goldfields–Esperance region of Western Australia, was established following the discovery of gold in the mid-1890s. It became a significant gold mining town and continues to host mining activities, including Australia's longest continuously operating gold mine, the Norseman Gold Mine. The town serves as a critical gateway to the Nullarbor Plain and remains economically reliant on mining, tourism, and associated services.

Resource Accommodation Management Pty Ltd (RAM), a Joint Venture Partner with Pantoro, proposes the workforce accommodation as an extension to its Norseman Town Based Camp. Pantoro manages day-to-day operations at the Norseman Gold Project and continues to explore and expand Mineral Resources. RAM's role is to provide off-site services for the mine, with workforce accommodation being a critical component of this support. The proposal contributes to the economic development of the town and ensures that sufficient provision of workforce accommodation is provided to contribute to the growth of the mining industry.

RAM's Norseman offering currently includes the Norseman Hotel (Roberts Street), Dining Room (Prinsep Street), F&G Blocks (56 rooms – Roberts Street) and Norseman Village (208 rooms – Princep Street), which, together with the proposed development, seek to provide an integrated workforce accommodation offering with the town environment to support activity and existing business within the Town. This model not only supports the local community by increasing patronage, but also the workforce wellbeing and mental health by providing for a sense of community and integration and removing the isolation factor that often affects fly in fly out workforces.

**Figure 1 – Local Context.**

## 2.1 Site Description

The proposed development spans across multiple lots and is legally described in the following table.

**Table 3 – Land Summary.**

Street Address	Lot	Plan/ Diagram	Volume/ Folio	Proprietors
No.76 Goodliffe Street	Lot 109	P222909	441/52A	Central Norseman Gold Corporation Ltd Resource Accommodation Management Pty Ltd
No.74 Goodliffe Street	Lot 110	P222909	1840/264	
No.72 Goodliffe Street	Lot 111	P222909	117/151	
No.70 Goodliffe Street	Lot 112	P222909	117 / 151	

Refer Attachment 1 – Certificates of Title.



The subject site comprises No. 70-76 (Lots 109-112) Goodliffe Street, located at the corner of Alsopp Street in Norseman. Situated just west of the Norseman town centre within a residential precinct, the area is primarily characterized by low-density residential development, ancillary commercial uses, and natural vegetation scattered across lots, contributing to a rural town aesthetic. Predominant land uses in Norseman include mining operations, support services, residential areas, commercial activities, and local infrastructure.

**Figure 2 – Site Plan.**



## 2.2 Site Characteristics

The site is cleared, generally flat, and historically accommodated residential and informal accommodation land uses. Surrounding development consists predominantly of low-density housing and community land uses, with other accommodation facilities located



nearby. The site is serviced by reticulated infrastructure and is not subject to any environmental or heritage constraints.

**Table 4 – Site Characteristics.**

Characteristic	Description
Existing development	Lot 110–112 – Vacant Lot 109 – Existing weatherboard/metal and fibro/metal residences, metal sheds, and gravel driveway.
Streetscape	The streetscape is characterised by large residential lot development, with established trees within verges and a dedicated, paved footpath along Goodliffe Street. The lots are serviced by a rear gravel right-of-way.
Parking and Crossovers	There is one crossover to the existing dwellings at Lot 109 Goodliffe Street and on-site car parking to the existing grouped dwellings. No new crossovers are proposed as part of the proposal.
Topography	The subject site is generally flat with existing trees and vegetation throughout, predominantly within Lots 109 and 110.
Existing infrastructure	There are overhead powerlines running along Goodliffe Street frontage, with power poles located in the verge adjacent to Lot 109, boundary of Lot 110/111 and northern boundary of Lot 112.
Native Title	No native title affects the site.
Bushfire Risk	The site is not located within a designated bushfire-prone area.
Surrounding Uses	Residential dwellings, bush land, low impact semi-rural land uses, community purpose.



### Figure 3 – Streetscape Imagery

View looking north – Goodliffe Street (2023)



View looking north-east – Intersection Goodliffe Street and Alsopp Street (2023)



View looking east – Goodliffe Street (2023)



### 3 Proposed Development

The proposal involves the construction of a 64-room workforce accommodation facility within the Norseman townsite, designed to support workers engaged in local projects. Resource Accommodation Management Pty Ltd is an established accommodation provider with a number of hospitality assets throughout Western Australia. It aims to integrate this proposed facility into the local community, enhancing economic contributions while fostering a positive, collaborative relationship with the Shire. The company has previously received approval for similar accommodation villages within Norseman, demonstrating a proven track record for delivering developments that contribute positively to the community. The facility will operate year-round, offering temporary accommodation for workers to meet ongoing project needs.

In summary, the proposal comprises the following:

- 64 single-occupancy accommodation rooms arranged in 16 transportable modules;
- Retention of the two existing grouped dwellings on Lot 109 for the site manager's residence and executive management (overflow) accommodation;
- A communal sheltered barbeque shelter and associated open space;
- Laundry, linen and ice room facilities;
- 25 sealed car parking bays, with 17 bays in the Goodliffe Street verge, and 8 bays within the Alsopp Street verge;
- A new bus pick up zone within the Alsopp Street verge; and
- Perimeter fencing, native landscaping and lighting for amenity, privacy and safety.

Refer Appendix B – Development Plans.

#### 3.2 Built Form

The proposed development involves the construction of 16 single-storey accommodation blocks, providing 64 rooms for workforce accommodation, designed to complement the low-density character of Norseman. The single-storey structures, built from lightweight metal and weatherboard materials with metal roofing, are appropriately set back from Goodliffe Street to align with existing buildings and maintain streetscape compatibility.





The buildings are setback 8.2 metres from Goodliffe Street and 5.2 metres from the rear laneway.

### 3.3 Streetscape and Landscaping

Site improvements include well-maintained landscaping, screening from adjoining properties, and retention of existing street trees where possible. A new 1800mm high Colorbond fence will be installed at the rear of the existing dwellings on Lot 109 to ensure adequate separation between existing and proposed developments.

The majority of the existing mature trees within the street verges will be retained, which is intended to largely screen the proposed development and ensure the residual impact on the streetscape is minor.

Details of the landscaping are included in **Appendix B – Development Plans**.

### 3.4 Operational Detail

Resource Accommodation Management will be responsible for the ongoing operation and management of the facility. A fulltime site manager will reside on-site and oversee all aspects of day-to-day activity, including resident coordination, safety, maintenance, and servicing. The facility will operate within a broader decentralised accommodation model already established by the proponent within Norseman.

Unlike traditional mine camps, the facility will not contain any onsite dining (mess) facilities. Instead, personnel will have access a communal dining facility located at the corner of Talbot Street and Prinsep Street, in addition to other local business offerings in the town. Additional off-site amenities provided by the operator include an administrative office at the primary village (corner of Allsopp and Prinsep Streets), a private gymnasium at 88 Roberts Street, and licensed hospitality services through the Norseman Hotel (wet mess). Together, these assets form an integrated network of facilities designed to distribute workforce presence across the township.

The broader operational model has been intentionally structured to embed workforce accommodation within the Norseman townsite, rather than isolate it. This approach offers multiple benefits. It promotes patronage of local businesses and services through increased foot traffic and discretionary spending. It also fosters social connectivity and improved worker wellbeing by encouraging engagement with the wider community. Importantly, it supports the long-term vitality of the town and aligns with regional planning objectives to promote sustainable, locally integrated development.

Access to the site will be secured, with defined entry points and passive surveillance from the manager's residence. All residents will be subject to a code of conduct, and management procedures will be implemented to respond promptly to any operational issues or complaints. Regular cleaning, waste collection, and grounds maintenance will be carried out to ensure the facility remains clean, safe and visually presentable at all times.

Worker shift changeover times are typically 6am/6pm with a two-hour variation either side. For example, dining hours are 4–7:30am and 4–8pm. It is anticipated that a condition of development approval will require an Operational Management Plan be prepared and implemented. This plan will formalise all aspects of the site's ongoing management, including security, waste handling, behavioural expectations, and incident response protocols.



## 4 Town Planning Considerations

The following section provides a summary of the relevant planning framework as it applies to the proposed development.

### 4.1 Strategic Planning Framework

#### 4.1.1 Goldfields-Esperance Regional Planning and Infrastructure Framework

The Goldfields-Esperance Regional Planning and Infrastructure Framework was prepared and approved by the Western Australian Planning Commission ('WAPC') in 2011 for the purpose of identifying key priorities for regional economic development and population support across the Goldfields-Esperance region, including Norseman.

The Framework encourages increased housing choice and availability in strategic townsites such as Norseman to support mining and infrastructure growth.

The proposed development aligns with these objectives by providing accommodation to address regional workforce needs and utilising existing urban infrastructure.

#### 4.1.2 Esperance Region Economic Strategy

The Esperance Region Economic Strategy was prepared by the Department of Primary Industries and Regional Development ('DPIRD') in 2022 and identifies workforce attraction and retention as critical to the future economic development of the broader Esperance region.

It specifically highlights the importance of scalable accommodation solutions in key towns like Norseman that can support the cyclical nature of the mining sector. The proposed development directly responds to these strategic imperatives by delivering a high-quality, fit-for-purpose workforce accommodation village within the townsite of Norseman.

### 4.2 Statutory Planning Framework

#### 4.2.1 Planning and Development (Local Planning Schemes) Regulations 2015

Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 introduces a set of Deemed Provisions that are incorporated into local planning schemes. Clause 67 (2) of the Deemed Provisions sets out the matters to be considered by Local Government when determine development applications (refer, Table 5 - Clause 67 - Matters to Be Considered by Local Government below).

**Table 5 - Clause 67 - Matters to Be Considered by Local Government**

Matters to be Considered	Response
a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme Area.	Refer, Section 4.2.2.
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 <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving.	Refer, Section 4.2.2.



c)	Any approved State planning policy.	The impact of all relevant state planning policies has been considered in the preparation of this report.
d)	Any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d).	NA
e)	Any policy of the Commission.	NA
f)	Any policy of the State.	NA
fa)	Any local planning strategy for this Scheme endorsed by the Commission.	NA
g)	Any local planning policy for the Scheme area.	The only local planning policy applicable to the proposal is T3 - Fencing Control Policy. All proposed fencing details are included on the plans and align with the requirements of the Shire's policy.
h)	Any structure plan or local development plan that relates to the development.	N/A - No structure plan applies to the area.
i)	Any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .	N/A - No report of LPS 2 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 land is not reserved under the Scheme.
k)	The built heritage conservation of any place that is of cultural significance.	N/A - The existing buildings are not registered on any heritage conservation register.
l)	The effect of the proposal on the cultural heritage significance of the area in which the development is located.	<p>The subject property is contained within the mapped polygon boundaries for: Aboriginal Cultural Heritage Register Place 2920.</p> <p>The subject land is an existing, subdivided land that contains a single dwelling. It is considered that the previous ground</p>



		<p>disturbance indicates fulfillment of obligations pursuant to the <i>Aboriginal Heritage Act 1972</i>.</p> <p>The site is also located within the Ngadju Native Title area, whereby it has been extinguished over freehold and other tenure types.</p>
m)	<p>The compatibility of the development with its setting, including –</p> <ul style="list-style-type: none"> <li>– the compatibility of the development with the desired future character of its setting; and</li> </ul> <p>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.</p>	<ul style="list-style-type: none"> <li>– Refer, Section 4.2.2.</li> </ul>
n)	<p>The amenity of the locality including the following–</p> <ul style="list-style-type: none"> <li>– environmental impacts of the development;</li> <li>– the character of the locality;</li> </ul> <p>social impacts of the development.</p>	Refer, Section 5.
o)	<p>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.</p>	Refer, Section 5.
p)	<p>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.</p>	Refer, Section 3.3.
q)	<p>The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk.</p>	N/A – The subject site is not located within a designated bush fire prone area or flood prone area.
r)	<p>The suitability of the land for the development taking into account the possible risk to human health or safety.</p>	N/A – The proposed use is permitted under the Scheme and does not pose any safety concerns.
s)	<p>The adequacy of –</p> <ul style="list-style-type: none"> <li>– the proposed means of access to and egress from the site; and</li> </ul>	Refer, Section 5.2.



	arrangements for the loading, unloading, manoeuvring and parking of vehicles.	
t)	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.	Refer, Section 5.2.
u)	<p>The availability and adequacy for the development of the following:</p> <ul style="list-style-type: none"> <li>- public transport services;</li> <li>- public utility services;</li> <li>- storage, management and collection of waste;</li> <li>- access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</li> </ul> <p>access by older people and people with disability.</p>	N/A – There is limited applicability of this clause to the proposal, however servicing has been considered in Section 5.
v)	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.	N/A
w)	The history of the site where the development is to be located.	The proposed use is consistent with the historical character and development pattern of Norseman, which has long been established as a mining town. The use aligns with the area's traditional economic base and contributes to the ongoing viability of the local resource sector.
x)	The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	Refer, Section 5.4.
y)	Any submissions received on the application	Considered following submission of Development Application.
Za)	The comments or submissions received from any authority consulted under clause 66	Considered following submission of Development Application.
Zb)	Any other planning consideration the local government considers appropriate.	Considered following submission of Development Application.



#### 4.2.2 Shire of Dundas Local Planning Scheme No.2

The subject land is zoned Residential R10 under the provisions of the Shire of Dundas Local Planning Scheme No. 2 ('LPS 2'). Land surrounding the subject land is also zoned Residential R10 under LPS 2. Allsopp Street, located on the southern boundary of the subject land, is reserved as a 'Local Distributor Road', and intersects with the Coolgardie-Esperance Highway (Princep Street) which is reserved as a Primary Regional Road. The eastern edge of the Norseman Town Centre ('Commercial' zone) is located approximately 150 metres west of the subject land.

Refer Figure 4 – Shire of Dundas Local Planning Scheme No. 2 Map.

##### Land Use

This application seeks approval for 'workforce accommodation', which is a defined land use within Division 2, Clause 38 of the Scheme, described as follows:

*"Premises, which may include modular or relocatable buildings, used –*

- a. primarily for the accommodation of workers engaged in construction, resource, agricultural or other industries on a temporary basis; and*
- b. for any associated catering, sporting and recreation facilities for the occupants and authorised visitors."*

The land use, however, is not included within Table 3 – Zoning Table of the Scheme, and accordingly, the proposal must be assessed as a 'use not listed'. Clause 18(4) relates to Use Not Listed applications:

*(4) The local government may, in respect of a use that is not specifically referred to in the zoning table and that cannot reasonably be determined as falling within a use class referred to in the zoning table –*

- a. determine that the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions imposed by the local government; or*
- b. determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or*
- c. determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.*

The objectives of the Residential zone are set out at Clause 16 of LPS 2 are set out below. The proposed development is considered to be broadly consistent with the objectives of the Residential zone. It introduces a compatible use that addresses an identified local and regional need, is appropriately scaled and designed for its context, and maintains residential amenity. Accordingly, the proposal satisfies the requirements of Clause 18(4)(a) of LPS 2 and warrants consideration for approval as a 'use not listed'.

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

The proposed development directly supports this objective by introducing a form of temporary residential accommodation that diversifies the housing stock within Norseman. It responds to a demonstrated need for workforce accommodation associated with regional mining and infrastructure projects, without drawing upon the limited supply of permanent residential housing. As such, it expands the accommodation options available to meet the community's evolving economic and employment-related needs.



- **To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.**

The facility has been designed to a high standard using modular construction with low-rise built form and well-considered layout. The development incorporates landscaping, fencing, and lighting to enhance the streetscape and provide visual amenity for both occupants and surrounding residents. The orientation of buildings, provision of communal open space, and use of durable materials all contribute to a cohesive and attractive built form outcome that is compatible with the residential context.

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

While the proposal constitutes a non-permanent residential use, it is compatible with the function and amenity of the surrounding neighbourhood. The facility has been designed and will be managed in a manner that ensures it does not generate adverse off-site impacts. Operations will be overseen by an on-site manager, with clear behavioural policies and service delivery arrangements in place. The inclusion of communal facilities (dining, laundry, recreation) internalises activity, minimising interface with adjoining properties. This approach ensures the use complements, rather than detracts from, the residential character of the area.

### **Development Standards**

Clause 32 of LPS 2 sets out the General Standards and Requirements for development, with Clause 32 (2)(a) relating to the Residential zone within the Norseman Townsite:

*"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. The local government is prepared to consider a range of activities within the zone to satisfy the needs of and to promote tourist and related activities within the Norseman Townsite."*

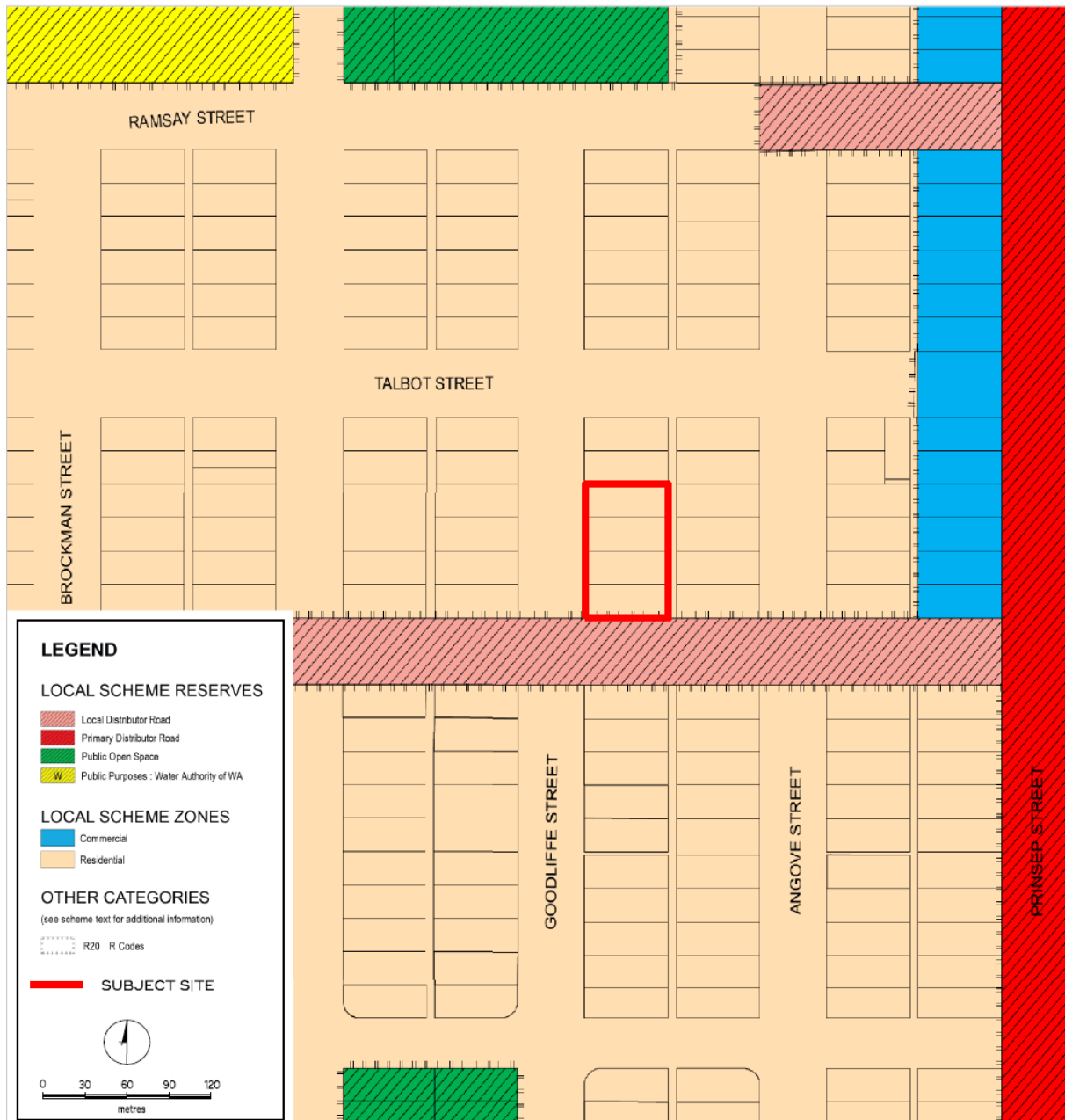
The proposed workforce accommodation facility is considered consistent with the intent of this provision for the following reasons:

- The proposed development retains the low-density character of the area through its single-storey design and low site coverage. The layout of buildings across four standard residential lots enables generous setbacks, landscaped buffers and open space areas, maintaining a development pattern that is visually and spatially consistent with adjoining residential lots.
- The proposal occupies a strategic infill site located near the town centre and key regional transport routes. Its proximity to Norseman's commercial zone and key transport infrastructure, including the Coolgardie–Esperance Highway, makes it an appropriate locality for a higher intensity of land use—especially where it responds to a clear community and economic need.
- The Scheme specifically contemplates a mix of activities within the Residential zone where they contribute to the economic or tourism functions of the town. The proposed development supports this aim by enabling the continued operation of resource and construction projects in the region. These projects generate economic activity that underpins tourism, retail, and service provision in Norseman.
- The development has been designed to preserve the amenity of adjoining lots through appropriate separation, boundary fencing, and well-considered building orientation. Operations will be managed on-site by a full-time caretaker, with site rules and procedures in place to ensure the use does not detract from residential amenity.



Accordingly, the development is consistent with the intent to retain low-density character, while also delivering a high-quality and well-managed accommodation facility that meets local workforce needs and contributes positively to the broader function of the Norseman townsite.

**Figure 4 - Shire of Dundas Local Planning Scheme No. 2 Map.**







## 5 Technical Supporting Information

### 5.1 Environmental Considerations

The site is generally cleared and flat, with no known environmental constraints, and has historically been used for single residential purposes, within an established residential area. There are no identified areas of environmentally significant remnant vegetation, environmentally sensitive areas, or flood risk.

The development has been designed to avoid adverse off-site impacts, with internal drainage and landscaping incorporated to minimise dust, runoff, and erosion.

### 5.2 Traffic and Access

A Transport Impact Statement (TIS) has been prepared by Shawmac in support of this Application, in accordance with the WAPC Transport Impact Assessment Guidelines for Individual Developments.

The site fronts Goodliffe Street and Alsopp Street, both classified as Access Roads under the Main Roads WA hierarchy. These roads have a carriageway width ranging from 6.2 to 6.8m and a posted speed limit of 50 km/h. Existing daily traffic volumes on these roads are estimated to be less than 500 vehicles per day, well below the 3,000 vehicle per day threshold identified in WAPC's Liveable Neighbourhoods for access streets.

The proposed development is expected to generate a low volume of additional traffic, primarily consisting of:

- Up to 10 workers with company vehicles making direct trips to the mine site;
- One daily light truck trip for maintenance;
- Two weekly linen delivery trips;
- Periodic airport transfers by bus;
- Bus transport for the majority of the workforce, with staggered shift patterns minimising peak period impacts.

A bus pickup and drop-off zone is proposed along Alsopp Street, supported by a swept path analysis demonstrating safe access and manoeuvrability for 10–12 metre buses a day. Workers without vehicles will walk approximately 450 metres to the communal dining facility on Talbot Street, or further within the Town, and will be transported to the mine by bus from that location. Pedestrian paths are available along the surrounding road network and are considered sufficient for safe movements between the site and key facilities.

A total of 25 on-street parking bays will be constructed on Alsopp and Goodliffe Streets. The TIS confirms that the proposed parking layout complies with AS2890.5 design requirements and accommodates anticipated demand based on the occupancy profile and low private vehicle use. No formal crossover or vehicle access into the site is proposed.

The TIS concludes that the development will not result in adverse impacts on the local road network and that both traffic generation and parking demand remain within acceptable thresholds.

**Refer Appendix C – Traffic Impact Statement.**



### 5.3 Engineering Servicing

The development will connect to the existing infrastructure available within the Norseman townsite, including water and power. The following servicing considerations apply:

#### 5.3.1 Waste Water Treatment

The development is proposed to be connected into the existing Resource Accommodation's Norseman Village Waste Water Treatment Plant. This will require that the existing plant capacity be increased to accommodate the proposed development.

The upgrade is anticipated to comprise a recycled water effluent disposal system, which will be developed to the Department of Health requirements. It is intended that the recycled water would be used for irrigation, firefighting purposes and industrial use/ dust suppression.

#### 5.3.2 Stormwater Drainage

All stormwater will be managed on-site through a combination of soak wells, vegetated swales, and landscaped drainage corridors, and connection to the Shire's existing stormwater system within the road network. The drainage system will be designed in accordance with relevant local and state guidelines to ensure that post-development flows do not exceed pre-development rates. The approach will mitigate the risk of erosion or localised flooding and preserve the function of adjacent road reserves.

### 5.4 Social Impact

The proposed facility is anticipated to have a net positive social impact on the Norseman community. By accommodating resource sector and infrastructure workers in a purpose-built, managed environment, the proposal reduces pressure on the existing housing stock and minimises displacement of permanent residents. The presence of a stable, accommodated workforce is likely to result in increased local spending and demand for local services, supporting small businesses and the viability of community infrastructure. Management protocols will ensure that operations are conducted in a manner that respects residential amenity and maintains community safety.

The built form is modest in scale and consistent with the low-rise, low-density character of Norseman. The use of modular buildings enables flexibility and adaptability in response to future changes in workforce demand. Privacy and visual amenity are preserved through landscaped buffers and fencing, while the building arrangement maximises solar access and natural ventilation.

Vehicle access is taken from Goodlife Street, with internal roads providing circulation for staff, residents and service vehicles. The proposed car parking provision aligns with expected demand for the facility and is sufficient for residents, staff and visitors.

All essential services, including water, power and sewer, are available and will be connected to the site.

The proposal poses minimal off-site impacts and offers economic and operational benefits to the local community through increased workforce retention, reduced pressure on housing, and improved support for local businesses.



## 6 Conclusion

This Application seeks the approval of the Shire of Dundas for the use and development of a new Workforce Accommodation Facility on Lots 109-112 (No. 70, 72, 74, 76) Goodliffe Street, Norseman. The primary purpose of this proposal is to accommodate the transient workforce in Norsemen, predominantly supporting the Pantoro Mining Operation. The facility seeks to support Norseman's economic development, respond to a regionally identified need for temporary accommodation, and provide for an accommodation solution that appropriately integrates within an existing residential setting.

In summary, the proposed development seeks approval for:

- 64 single-occupancy accommodation rooms arranged in 16 transportable modules;
- Retention of the two existing grouped dwellings on Lot 109 for the site manager's residence and executive management (overflow) accommodation;
- A communal sheltered barbeque shelter and associated open space;
- Laundry, linen and ice room facilities;
- 25 sealed car parking bays, with 17 bays in the Goodliffe Street verge, and 8 bays within the Alsopp Street verge;
- A new bus pick up zone within the Alsopp Street verge; and
- Perimeter fencing, native landscaping and lighting for amenity, privacy and safety.

The proposed development is consistent with the applicable local planning framework and has been designed to integrate with the local setting. On the basis of the above, it is respectfully requested that the Shire of Dundas grant approval for this application.



## Appendix A: Certificates of Title

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

117

151

## 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



### THIS IS A MULTI-LOT TITLE

#### LAND DESCRIPTION:

LOTS 111 & 112 ON DEPOSITED PLAN 222909

#### REGISTERED PROPRIETOR: (FIRST SCHEDULE)

RESOURCE ACCOMMODATION MANAGEMENT PTY LTD OF PO BOX 2499 BONDI JUNCTION NSW 1355  
(T P275495 ) REGISTERED 5/9/2022

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

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:	DP222909
PREVIOUS TITLE:	117-151
PROPERTY STREET ADDRESS:	72 GOODLIFFE ST, NORSEMAN (111/DP222909). 70 GOODLIFFE ST, NORSEMAN (112/DP222909).
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF DUNDAS



# contract for sale of land or strata title by offer and acceptance



**NOTICE:** Contracts must be lodged with the Office of State Revenue for duty assessment within two (2) months of the date the last person executes the Contract.  
**WARNING -** If the Buyer is not an Australian Citizen or Permanent Resident or a New Zealand Citizen then FIRB approval (and a special condition to this Contract) may be required and additional Duty will be payable. Any non Australian resident will need to give the ATO notice of their purchase within 30 days after settlement.  
**WARNING -** A Withholding Amount may apply to this Contract (see 2022 General Condition 3.7).  
**WARNING -** If GST is relevant to this transaction then the relevant GST provision should be outlined in the Special Conditions or in an attached GST Annexure, which forms part of this Contract.

**TO:** Wades Kal Pty Ltd ACN 676 021 855  
**Address** Trading As: First National Real Estate Kalgoorlie Lic No: RA84231  
92-96 Hannan Street  
**Suburb** Kalgoorlie **State** WA **Postcode** 8430

As Agent for the ~~Seller~~ / Buyer

## THE BUYER

**Name** Resource Accommodation Management Pty Ltd  
**Address** Suite 5, LVL 2 of 2 Grosvenor Street  
**Suburb** Bondi Junction **State** NSW **Postcode** 2022  
**Name** \_\_\_\_\_  
**Address** \_\_\_\_\_  
**Suburb** \_\_\_\_\_ **State** \_\_\_\_\_ **Postcode** \_\_\_\_\_

**EMAIL:** The Buyer consents to Notices being served at: \_\_\_\_\_

**OFFERS TO PURCHASE** the Land and Property Chattels set out in the Schedule ("Property") with vacant possession unless stated otherwise in the Special Conditions at the Purchase Price on the terms set out in the Schedule, the Conditions and Special Conditions as:

☒ Sole owner ☐ Joint Tenants ☐ Tenants in Common specify the undivided shares \_\_\_\_\_

## SCHEDULE

**The Property at**  
**Address** 74 Goodlife Street  
**Suburb** Norseman **State** \_\_\_\_\_ **Postcode** \_\_\_\_\_  
**Lot** 110 **Deposited/Survey/Strata/Diagram/Plan** 222909 **Whole / Part** Vol 1840 **Folio** 258  
**A deposit of** \$1,000.00 **of which** \$NIL **is paid now and** \$1,000.00 **to be paid within** 10 **days of acceptance**  
**to be held by** Wades Kal Pty Ltd Statutory Trust Account Reba Trust Account Commercial and Sales TC No 84231  
**("the Deposit Holder")** The balance of the Purchase Price to be paid on the Settlement Date.

**Purchase Price** \$20,000.00  
**Settlement Date** on or before 35 days from acceptance of offer  
**Property Chattels** \_\_\_\_\_  
**including** \_\_\_\_\_

## GST WITHHOLDING

- Is this Contract concerning the taxable supply of new residential premises or potential residential land as defined in the GST Act? ☐ YES ☒ NO
- If NO is ticked or no box is ticked (in which case the answer is deemed to be NO), then the Buyer is not required to make a payment under section 14-250 of the Taxation Administration Act 1953 (Cth).
- If YES is ticked, then the 'GST Withholding Annexure' should be attached to this Contract.

### FINANCE CLAUSE IS APPLICABLE

**LENDER** \_\_\_\_\_  
**MORTGAGE ORDER** \_\_\_\_\_  
**LATEST TIME** \_\_\_\_\_  
**AMOUNT OF LOAN** \_\_\_\_\_  
**SIGNATURE OF BUYER** \_\_\_\_\_

### FINANCE CLAUSE IS NOT APPLICABLE

Signature of the Buyer if Finance Clause IS NOT applicable

Signed by:  
Gregory Glenn Gard  
 C1406AB02421A

Signed by:  
Gregory Glenn Gard  
 C1406AB02421A

**NOTE: IF THIS DOCUMENT IS ON SEPARATE PAGES OR IS TO BE FAXED THEN ALL PARTIES SHOULD SIGN ALL PAGES.**

# contract for sale of land or strata title by offer and acceptance



REIWA  
Real Estate Institute of Western Australia  
100001121743



## CONDITIONS

### 1. SUBJECT TO FINANCE

If the Buyer signs the 'Finance Clause is not Applicable' box in the Schedule, or if no information is completed in the 'Finance Clause is Applicable' box in the Schedule, then this Clause 1 does not apply to the Contract.  
If any information is completed in or the Buyer signs the 'Finance Clause is Applicable' box in the Schedule then this Clause 1 applies to the Contract.

#### 1.1 Buyer's Obligation to Apply for Finance and Give Notice to the Seller

- (a) The Buyer must:
  - (1) immediately after the Contract Date make a Finance Application to a Lender or a Mortgage Broker using, if required by the Lender, the Property as security; and
  - (2) use all best endeavours in good faith to obtain Finance Approval
- (b) If the Buyer does not comply with Clause 1.1(a) or 1.1(2) then the Contract will not come to an end pursuant to clause 1.2 and the Buyer may not terminate the Contract under Clause 1.3. The rights of the Seller under this Clause 1.1 will not be affected if the Buyer does not comply with Clause 1.1.
- (c) The Buyer must immediately give to the Seller or Seller Agent:
  - (1) an Approval Notice if the Buyer obtains Finance Approval; or
  - (2) a Non Approval Notice if the Finance Application is rejected;
 at any time while the Contract is in force and effect.

#### 1.2 No Finance Approval by the Latest Time: Non Approval Notice Given

This Contract will come to an end without further action by either Party if on or before the Latest Time

- (a) the Finance Application has been rejected; or
- (b) a Non Approval Notice, is given to the Seller or Seller Agent

#### 1.3 No Finance Approval by the Latest Time: No Notice Given

If by the Latest Time the Seller or Seller Agent has not been given:

- (a) an Approval Notice; or
  - (b) a Non Approval Notice;
- then this Contract will be in full force and effect unless and until either the Seller gives written Notice of termination to the Buyer or the Buyer terminates this Contract by giving a Non-Approval Notice to the Seller or Seller Agent.

#### 1.4 Finance Approval: Approval Notice Given

If by the Latest Time, or if Clause 1.5 applies, before the Contract is terminated:

- (a) Finance Approval has been obtained; or
  - (b) an Approval Notice has been given to the Seller or Seller Agent;
- then this Clause 1 is satisfied and this Contract is in full force and effect

#### 1.5 Notice Not Given by Latest Time: Seller's Right to Terminate

If by the Latest Time an Approval Notice or a Non Approval Notice has not been given to the Seller or Seller Agent then at any time until an Approval Notice or a Non Approval Notice is given, the Seller may terminate this Contract by written Notice to the Buyer.

#### 1.6 Buyer Must Keep Seller Informed: Evidence

- (a) If requested in writing by the Seller or Seller Agent the Buyer must:
  - (1) advise the Seller or Seller Agent of the progress of the Finance Application; and
  - (2) provide evidence in writing of:
    - (i) the making of a Finance Application in accordance with Clause 1.1(a) and of any loan offer made, or any rejection; and/or
    - (ii) in the case of any Finance Application made to a Mortgage Broker, any "preliminary assessment" of the suitability of the proposed credit contract provided to the Buyer by the Mortgage Broker pursuant to section 116 of the Credit Protection Act; and
  - (3) if applicable, advise the Seller or Seller Agent of the reasons for the Buyer not accepting any loan offer.
- (b) If the Buyer does not comply with the request within 2 Business Days then the Buyer authorises the Seller or Seller Agent to obtain from the Lender and/or Mortgage Broker the information referred to in Clause 1.6(a).

### 1.7 Right To Terminate

If a Party has the right to terminate under this Clause 1, then:

- (a) termination must be effected by written Notice to the other Party;
- (b) Clauses 23 and 24 of the 2022 General Conditions do not apply to the right to terminate;
- (c) upon termination the Deposit and any other monies paid by the Buyer must be repaid to the Buyer;
- (d) upon termination neither Party will have any action or claim against the other for breach of this Contract, except for a breach of Clause 1.1 by the Buyer.

### 1.8 Waiver

The Buyer may waive this Clause 1 by giving written Notice to the Seller or Seller Agent at any time before the Latest Time, or if Clause 1.5 applies, before the Contract is terminated. If waived this Clause is deemed satisfied.

### 1.9 Definitions

In this Clause:

**Amount of Loan** means the amount referred to in the Schedule, any lesser amount of finance referred to in the Finance Application or any lesser amount of finance acceptable to the Buyer. If the amount referred to in the Schedule is blank, then the amount will be an amount equivalent to the Purchase Price.

**Approval Notice** means a statement in writing given by the Buyer, a Lender or a Mortgage Broker to the Seller, or Seller Agent to the effect that Finance Approval has been obtained.

**Credit Protection Act** means the *National Consumer Credit Protection Act, 2009* (Cwth).

**Finance Application** means an application made by or on behalf of the Buyer:

- (a) to a Lender to lend any monies payable under the Contract; or
- (b) to a Mortgage Broker to facilitate an application to a Lender.

**Finance Approval** means a written approval by a Lender of the Finance Application, a written offer to lend or a written notification of an intention to offer to lend made by a Lender

(a) for the Amount of Loan;

(b) which is unconditional or subject to terms and conditions:

- (1) which are the Lender's usual terms and conditions for finance of a nature similar to that applied for by the Buyer; or
- (2) which the Buyer has accepted by written communication to the Lender but a condition which is in the sole control of the Buyer to satisfy will be treated as having been accepted for the purposes of this definition; or
- (3) which, if the condition is other than as referred to in paragraphs (1) and (2) above includes:
  - (i) an acceptable valuation of any property;
  - (ii) attaining a particular loan to value ratio;
  - (iii) the sale of another property; or
  - (iv) the obtaining of mortgage insurance;
 and has in fact been satisfied

**Latest Time** means:

- (a) the time and date referred to in the Schedule; or
- (b) if no date is nominated in the Schedule, then 4pm on the day falling 15 Business Days after the Contract Date.

**Lender** means any bank, building society, credit union or other institution which makes loans and in each case carries on business in Australia

**Mortgage Broker** means means a holder of an Australian Credit Licence pursuant to section 35 of the Credit Protection Act or a credit representative pursuant to sections 64 or 65 of that legislation.

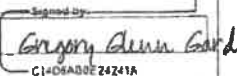
**Non Approval Notice** means

- (a) advice in writing given by the Buyer or a Lender to the Seller, or Seller Agent to the effect that the Finance Application has been rejected or Finance Approval has not been obtained; or
- (b) advice in writing from a Mortgage Broker to the Seller or Seller Agent to the effect that:
  - (i) they have made inquiries about the Buyer's requirements and objectives under this Contract;
  - (ii) they have conducted a "preliminary assessment" pursuant to sections 116 and 117 of the Credit Protection Act of the suitability of the credit contract proposed for the Buyer arising from the Finance Application; and
  - (iii) they have assessed that proposed credit contract as being unsuitable for the Buyer; or
- (2) the Finance Application to a Lender has been rejected.

- 2. Acceptance of an offer by one Party to the other Party will be sufficiently communicated by the accepting Party to the other Party if verbal or written notification is given by the accepting Party or their Representative or Real Estate Agent that the accepting Party has signed the Contract
- 3. The 2022 General Conditions together with the Annexure of Changes to the 2022 General Conditions Caused by changes to the transfer of Land Act 1893 are incorporated into this Contract so far as they are not varied by or inconsistent with the Conditions or Special Conditions of this Contract.
- 4. The parties consent to the Information in this Contract being used/disclosed by REIWA and the Seller Agent in accordance with the privacy collection notices pursuant to the Australian Privacy Principles that appear on the REIWA and Seller Agent's websites.

## SPECIAL CONDITIONS

- 1) Property is land only ☒ CCC
- 2) property is purchased in as is condition ☒ CCC
- 3) Annexure of changes to the 2022 general conditions caused by changes to the transfer of land act 1893 forms part of this contract ☒ CCC

Signed by:  Gregory Glenn Gird  
C1406A00E24241A

# contract for sale of land or strata title by offer and acceptance



APPROVED BY  
THE REAL ESTATE INSTITUTE  
OF WESTERN AUSTRALIA (Inc.)  
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PUBLISHED BY REIWA  
DOC001121743



## SPECIAL CONDITIONS - Continued

**BUYER** If a corporation, then the Buyer executes this Contract pursuant to the Corporations Act.]

Signature	Date	Signature	Date
	5/2/25		5/2/25
Signature	Date	Signature	Date

**THE SELLER** (FULL NAME AND ADDRESS) ACCEPTS the Buyer's offer

Name	GREGORY GLENN GARD		
Address	PO BOX 3341 BROADWAY		
Suburb	NEDLANDS	State	Postcode
Name			
Address			
Suburb		State	Postcode

EMAIL: The Seller consents to Notices being served at: Irene Ng <irene.ng225@gmail.com>

[If a corporation, then the Seller executes this Contract pursuant to the Corporations Act.]

Signature	Date	Signature	Date
	5/2/2025		
Signature	Date	Signature	Date
C14D6A80E24241A			

### RECEIPT OF DOCUMENTS

The Buyer acknowledges receipt of the following documents:

1. This offer and acceptance
2. Strata disclosure & attachments (if strata)
3. 2022 General Conditions
4. COT

Signature	Signature

### RECEIPT OF DOCUMENTS

The Seller acknowledges receipt of the following documents:

1. This offer and acceptance
2. 2022 General Conditions

3. COT		
Signature	Signed by	Signature
	C14D6A80E24241A	

### CONVEYANCER (Legal Practitioner/Settlement Agent)

The Parties appoint their Representative below to act on their behalf and consent to Notices being served on that Representative's email address.

BUYER'S REPRESENTATIVE		SELLER'S REPRESENTATIVE	
Name	Goldfields Settlements	Name	Goldfields Settlements
Signature		Signature	
		Signed by	
			C14D6A80E24241A

### COPYRIGHT

The copyright of this Contract by Offer and Acceptance is the property of the Real Estate Institute of Western Australia (Inc.) ("REIWA") and neither the form nor any part of it may be used or reproduced by any method whatsoever or incorporated by reference or in any manner whatsoever in any other document without the consent of the REIWA 01/25



## ANNEXURE OF CHANGES TO THE 2022 GENERAL CONDITIONS CAUSED BY CHANGES TO THE TRANSFER OF LAND ACT 1893

LANDGATE WILL NOT ISSUE, OR REQUIRE DUPLICATE CERTIFICATES OF TITLE FOR LAND TO BE PRODUCED,  
FROM THE 7TH AUGUST 2023, CONSEQUENTLY THE PARTIES AGREE TO VARY THE 2022 GENERAL CONDITIONS IN  
THE FOLLOWING MANNER:

	CONDITION	CHANGES
1.	3.10(a)	Delete subclause (1).
2.	3.11	Delete clause 3.11.
3	26.1 definition of "Duplicate Certificate of Title"	Delete the definition of "Duplicate Certificate of Title".

**Buyer**

Signature

Name

Date

Signature

Name

Date

Signature

Name

Date

Signature

Name

Date

**Seller**

Signature

Name

Date

Signature

Name

Date

Signature

Name

Date

Signature

Name

Date

WESTERN



AUSTRALIA

**TITLE NUMBER**

Volume Folio

**1840 256**

**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.

*BG Roberts*  
REGISTRAR OF TITLES



**LAND DESCRIPTION:**

LOT 110 ON DEPOSITED PLAN 222909

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

GREGORY GLENN GARD OF PO BOX 3341, BROADWAY, NEDLANDS

(T M861435 ) REGISTERED 17/12/2014

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

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: 1840-256 (110/DP222909)  
PREVIOUS TITLE: 441-51A  
PROPERTY STREET ADDRESS: 74 GOODLIFFE ST, NORSEMAN.  
LOCAL GOVERNMENT AUTHORITY: SHIRE OF DUNDAS

Initial  
GGG

ORIGINAL---NOT TO BE REMOVED FROM OFFICE OF

CT 1840 0256 F

Application E087012    WESTERN    AUSTRALIA

Volume 441 Folio 51A

1840    256

## CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 7th June, 1989

*[Signature]*  
REGISTRAR OF TITLES

ESTATE AND LAND REFERRED TO

Estate in fee simple in Norseman Town Lot 110, delineated on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

~~Jean Anne Grisey, of 77 Chestone Road, Erganie, as Administratrix of the Estate of~~  
~~Percy's Keith Smith deceased.~~

SECOND SCHEDULE (continued overleaf)

NIL

THIRD SCHEDULE




SCALE 1:750


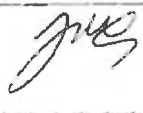
NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENCUMBRANCES

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

*[Signature]*  
GCG

Page 2 (of 2 pages) LT. 37

FIRST SCHEDULE (continued)		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS				
REGISTERED PROPRIETOR		INSTRUMENT		REGISTERED	TIME	SEAL
		ACT	NUMBER			CLINT OFFICER
Samantha Gold N.L. of 4th Floor, Griffin Centre, 28 The Esplanade, Perth.		Transfer	F817112	28.2.95	11.30	
Donal Leigh Henderson of Post Office Box 66, Salmon Gums.		Transfer	H413405	7.4.00	12.55	
Ronald James Coleman and Alana Lyn Bowling both of 11 Mathews Street, Esperance as tenants in common in equal shares.		Transfer	H521627	9.8.00	12.05	

SECOND SCHEDULE (continued)		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS				
INSTRUMENT		REGISTERED	TIME	SEAL	CERT OFFICE	REGISTERED OR LODGED
NATURE	NUMBER					
						
						

CERTIFICATE OF TITLE VOL. 1840 FOL. 258



# Goldfields Settlements

Helping you through the paperwork maze

06 February 2025  
 Matter ref: 35700604

## STATEMENT

**39 Nulsen Street, Norseman, WA 6443, 76 Goodliffe Street, Norseman, WA 6443, 17 Mines Road, Norseman, WA 6443, 21 Mines Road, Norseman, WA 6443, 140 Prinsep Street, Norseman, WA 6443, 156 Angove Street, Norseman, WA 6443, 119 Goodliffe Street, Norseman, WA 6443, 97 Angove Street, Norseman, WA 6443, 138 Prinsep Street, Norseman, WA 6443, 124 Angove Street, Norseman, WA 6443, 91 Angove Street, Norseman, WA 6443**  
**Resource Accommodation Management Pty Ltd**

Contractual Due Date for Settlement: , Adjustment Date: 05/02/2025

	Debit	Credit
Purchase Price		
Transfer Duty on the Contract	33,860.50	
Professional Service Fee and Charges	3,083.22	
Withdrawal of Caveat Registration Fees	2,313.30	
Payout Caveats	4,237.96	
Settlement Funds		43,494.98
Shire of Dundas 2024/2025 Rates: \$0.00		
Buyers Share: 145 of 365 days \$0.00		
Nil Adjustment		
Water Corp Rates: \$0.00		
Nil Adjustment		
Land Tax 2024/2025: \$0.00		
Nil Adjustment		
<b>Nil Balance Due to Effect Settlement</b>		
E & O E	43,494.98	43,494.98



## Appendix B: Development Plans



# PROPOSED ACCOMMODATION VILLAGE

70,72,74,76 GOODLIFE STREET. NORSEMAN, WA, 6443



SHEET No.	SHEET NAME	REVISION	REVISION DATE
SK-00	TITLE PAGE	F	02/05/25
SK-01	SITE LOCATION PLAN	F	02/05/25
SK-02	SITE OVERALL PLAN	F	02/05/25
SK-03	EXISTING SITE PLAN	F	02/05/25
SK-04	SITE PLAN	F	02/05/25

SHEET No.	SHEET NAME	REVISION	REVISION DATE
SK-05	GROUND FLOOR PLAN	F	02/05/25
SK-06	STREET VIEW	C	02/05/25
SK-07	LANDSCAPING CONCEPT PLAN	B	02/05/25
SK-20	PERSPECTIVES	D	02/05/25

SHEET No.	SHEET NAME	REVISION	REVISION DATE
SK-21	PERSPECTIVES	D	02/05/25
SK-22	PERSPECTIVES	D	02/05/25
SK-23	PERSPECTIVES	D	02/05/25
SK-24	PERSPECTIVES	D	02/05/25
SK-25	PERSPECTIVES	D	02/05/25



**ANDRE MELVILLE BUILDING DESIGN**  
& DRAFTING SERVICES  
P.O BOX 8, LABRADOR, QLD 4814  
Ph: 0498 001 535  
E-MAIL: [admin@ambd.com.au](mailto:admin@ambd.com.au)  
[www.ambd.com.au](http://www.ambd.com.au)



Townsville - Brisbane - Goldcoast



CP-SITE LOCATION PLAN  
1 : 10000@A3

EXISTING ACCOMMODATION DINING FACILITIES

EXISTING SEWERAGE TREATMENT PLANT

TRAIN LINE CORRIDOR

COOLGARDIE-ESPERANCE HIGHWAY

EXISTING ACCOMMODATION VILLAGE

PROPOSED SITE LOCATION

RAMSAY STREET

LOCAL HOSPITAL

LOCAL AIRPORT

NOT FOR CONSTRUCTION

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	<b>CLIENT</b> : Resource Accommodation Management Pty Ltd	
	<b>LOCATION:</b> 70,72,74,76 GOODLIFE STREET. NORSEMAN, WA, 6443	



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[www.ambd.com.au](http://www.ambd.com.au)



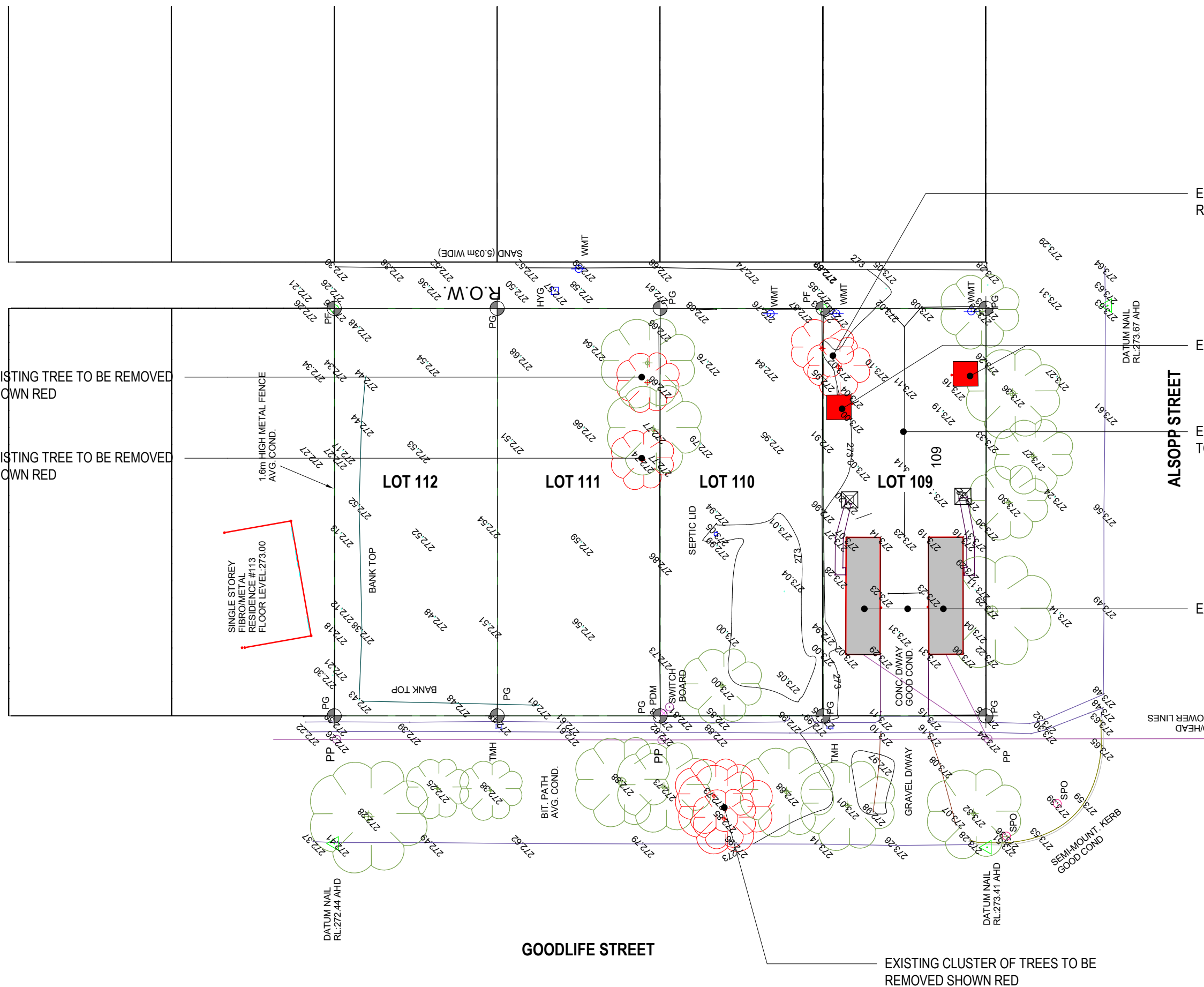
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A	PRELIMINARY SITE CONCEPT	11/03/25	DRAWN	AM	
B	REVISED SITE PLANS	18/03/25	DATE	FEB 2025	
C	REVISED SKETCH PLANS	19/03/25	SCALE	A3 1 : 10000	
D	REVISED SKETCH PLANS	31/03/25	ISSUED	02/05/25	
E	REVISED DA PLANS	30/04/25			
F	REVISED DA PLANS	02/05/25			



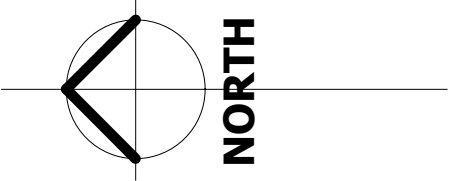


CP-SITE AREA PLAN  
1 : 2000@A3

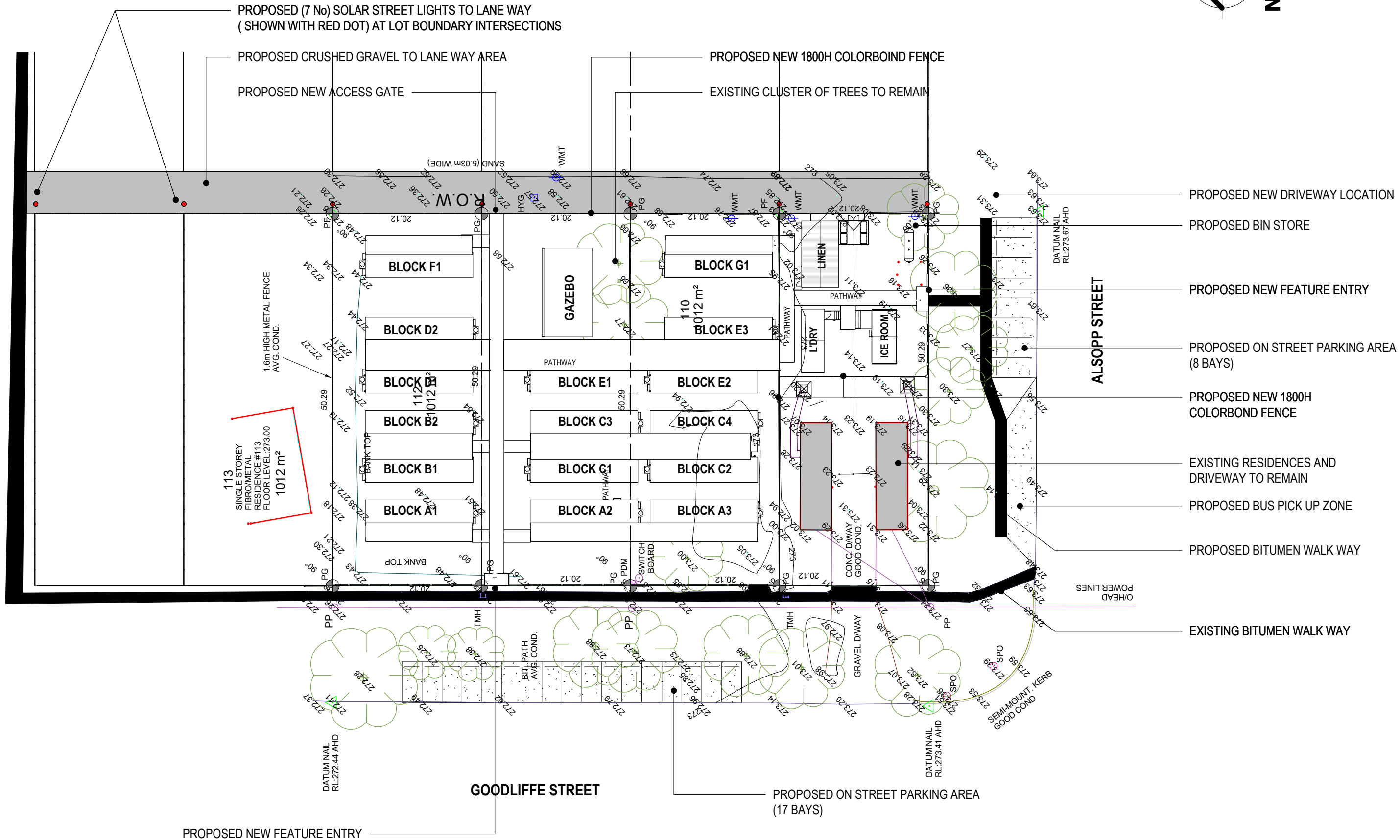




1 : 500@A3



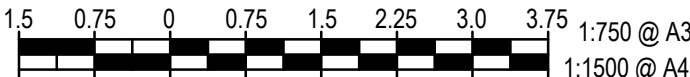
NORTH



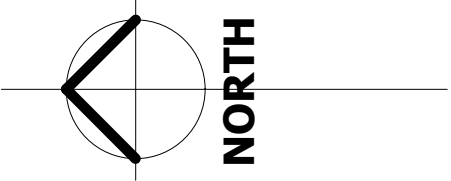
## CP - SITE PLAN

1 : 500@A3

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	No.	Description		Date																																				
	A	PRELIMINARY SITE CONCEPT		11/03/25																																				
	B	REVISED SITE PLANS		18/03/25																																				
	C	REVISED SKETCH PLANS		19/03/25																																				
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DESIGNED	AM																																							
DRAWN	AM																																							
DATE	FEB 2025																																							
SCALE	A3 1 : 500																																							
ISSUED	02/05/25																																							

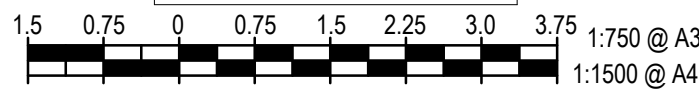


NORTH



CP-SITE GROUDN FLOOR PLAN  
1 : 500@A3

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QBCC No. 1222804  
ABN No. 37 155 932 675

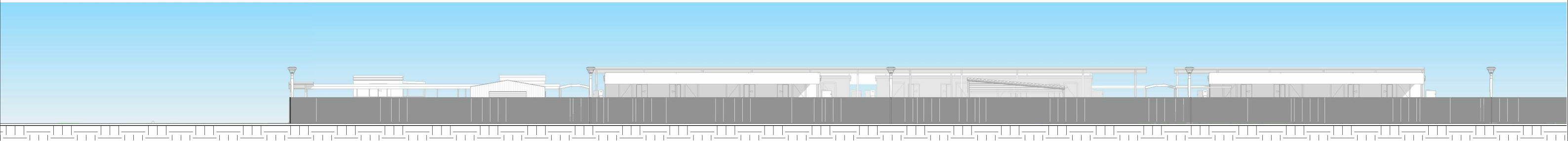
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No.	Description	Date
A	PRELIMINARY SITE CONCEPT	11/03/25
B	REVISED SITE PLANS	18/03/25
C	REVISED SKETCH PLANS	19/03/25
D	REVISED SKETCH PLANS	31/03/25
E	REVISED DA PLANS	30/04/25
F	REVISED DA PLANS	02/05/25

DESIGNED	AM
DRAWN	AM
DATE	FEB 2025
SCALE	A3 1 : 500
ISSUED	02/05/25

GROUND FLOOR PLAN	
25-106 - SK-05 - F	

20/05/2025 13:41:14 PM



PRINSEP STREET ELEVATION  
1 : 250@A3



ANGOVE STREET ELEVATION  
1 : 250@A3

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No.	Description	Date	DESIGNED	AM	STREET VIEW
A	REVISED SKETCH PLANS	31/03/25	DRAWN	AM	
B	REVISED DA PLANS	30/04/25	DATE	FEB 2025	
C	REVISED DA PLANS	02/05/25	SCALE	A3 1 : 250	
			ISSUED	02/05/25	25-106 - SK-06 - C









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No.	Description	Date	DESIGNED	AM	PERSPECTIVES
A	REVISED SKETCH PLANS	19/03/25	DRAWN	AM	25-106 - SK-20 - D
B	REVISED SKETCH PLANS	31/03/25	DATE	FEB 2025	
C	REVISED DA PLANS	30/04/25	SCALE	A3	
D	REVISED DA PLANS	02/05/25	ISSUED	02/05/25	









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No.	Description	Date	DESIGNED	AM	PERSPECTIVES
A	REVISED SKETCH PLANS	19/03/25	DRAWN	AM	
B	REVISED SKETCH PLANS	31/03/25	DATE	FEB 2025	
C	REVISED DA PLANS	30/04/25	SCALE	A3	
D	REVISED DA PLANS	02/05/25	ISSUED	02/05/25	
					25-106 - SK-22 - D









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No.	Description	Date	DESIGNED	AM	PERSPECTIVES
A	REVISED SKETCH PLANS	19/03/25	DRAWN	AM	25-106 - SK-24 - D
B	REVISED SKETCH PLANS	31/03/25	DATE	FEB 2025	
C	REVISED DA PLANS	30/04/25	SCALE	A3	
D	REVISED DA PLANS	02/05/25	ISSUED	02/05/25	





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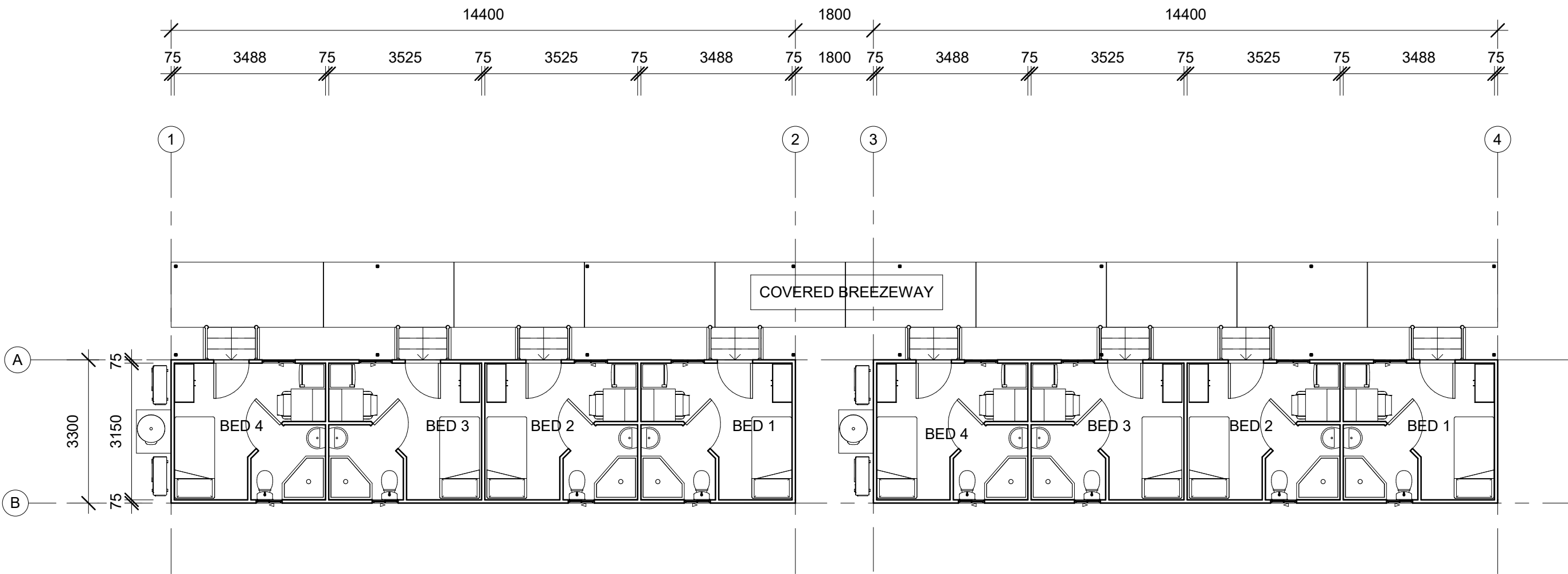
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No.	Description	Date	DESIGNED	AM	PERSPECTIVES
A	REVISED SKETCH PLANS	19/03/25	DRAWN	AM	25-106 - SK-25 - D
B	REVISED SKETCH PLANS	31/03/25	DATE	FEB 2025	
C	REVISED DA PLANS	30/04/25	SCALE	A3	
D	REVISED DA PLANS	02/05/25	ISSUED	02/05/25	



TYPICAL 2 MODULE ACCOMMODATION BUILDING



MODULES	95m <sup>2</sup>
TOTAL m <sup>2</sup>	95m <sup>2</sup>

GROUND FLOOR TYPICAL AREA PLAN  
1 : 100 @ A3

**NOTE:** TOTAL LENGTH OF BUILDING NOT TO EXCEED 45M. ALL SOME ALARMS MUST BE INTERCONNECTED IF MODULES HAVE LESS THAN 1.5M SPACING END TO END.

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	<b>CLIENT :</b> Resource Accommodation Management Pty Ltd
	<b>LOCATION:</b> 70,72,74,76 GOODLIFE STREET. NORSEMAN, WA, 6443



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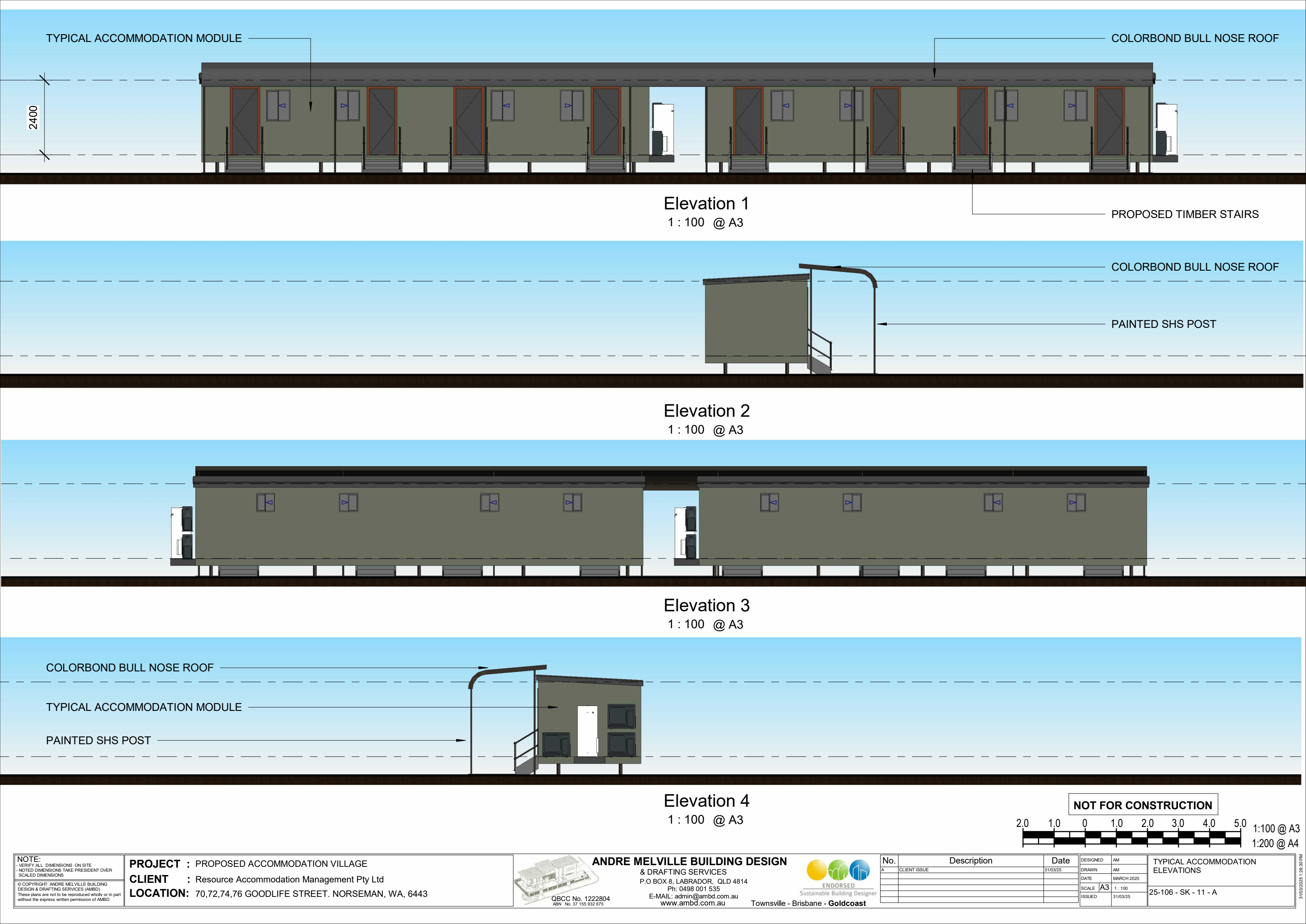


No.	Description	Date
A	CLIENT ISSUE	31/03/25

DESIGNED	AM
DRAWN	MARCH
DATE	20/25 AUG 2020
SCALE	A3 1 : 100
ISSUED	31/03/25

TYPICAL ACCOMMODATION FLOOR PLAN
25-106 - SK - 10 - A

31/03/2025 1:28:29 PM



TYPICAL ACCOMMODATION MODULE

COLORBOND BULL NOSE ROOF

2400

Elevation 1  
1 : 100 @ A3

PROPOSED TIMBER STAIRS

COLORBOND BULL NOSE ROOF

PAINTED SHS POST

Elevation 2  
1 : 100 @ A3

Elevation 3  
1 : 100 @ A3

COLORBOND BULL NOSE ROOF

TYPICAL ACCOMMODATION MODULE

PAINTED SHS POST

Elevation 4  
1 : 100 @ A3

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**CLIENT :** Resource Accommodation Management Pty Ltd  
**LOCATION:** 70,72,74,76 GOODLIFE STREET. NORSEMAN, WA, 6443

QBCC No. 1222804  
ABN No. 37 155 932 675

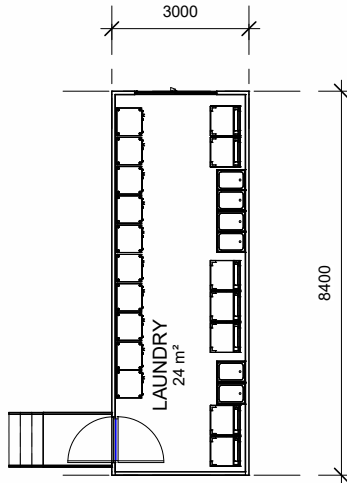
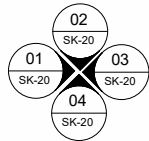
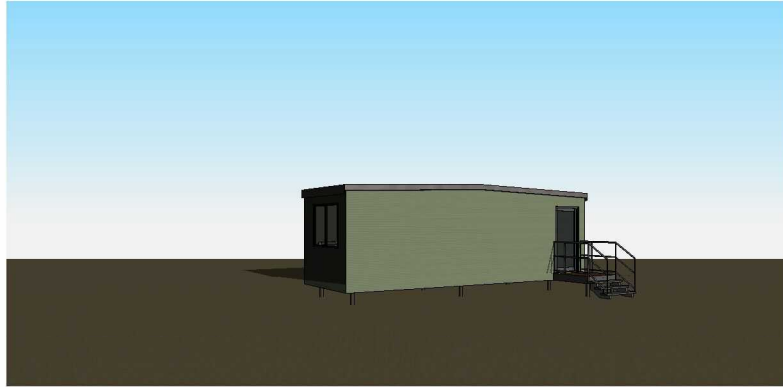
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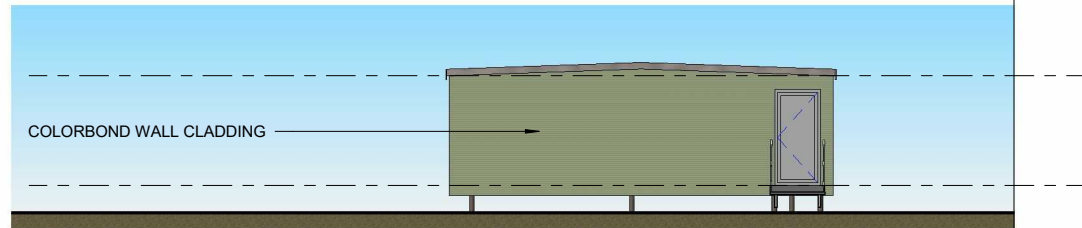
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A	CLIENT ISSUE	31/03/25	DRAWN	AM	
			DATE	MARCH 2025	
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			ISSUED	31/03/25	
					25-106 - SK - 11 - A

31/03/2025 1:28:30 PM

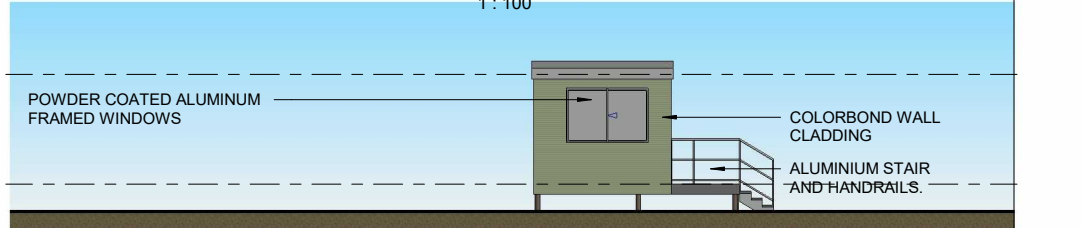
# LAUNDRY BUILDING



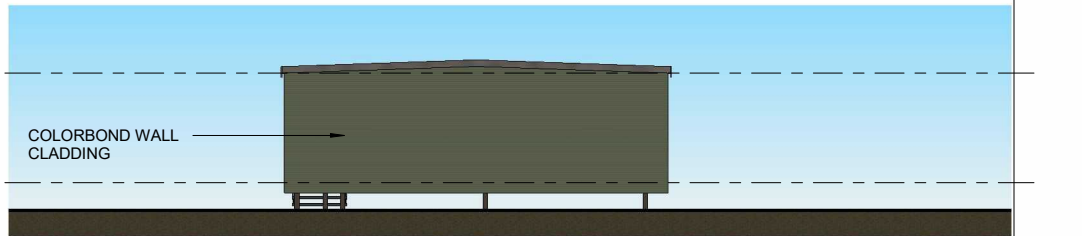
Ground Floor  
1 : 100



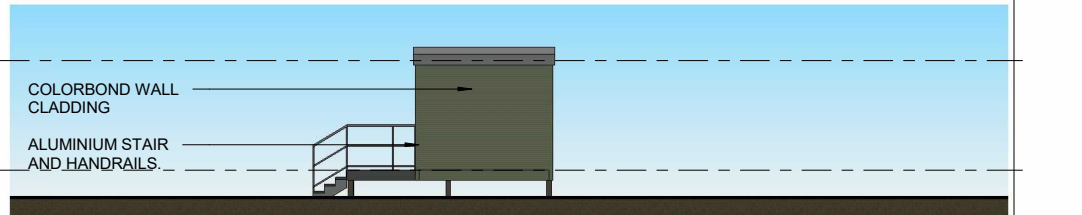
ELEVATION 01  
1 : 100



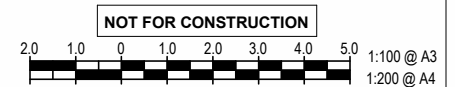
ELEVATION 02  
1 : 100



ELEVATION 03  
1 : 100



ELEVATION 04  
1 : 100



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QBC No. 1222804  
AMB No. 35155-152-153

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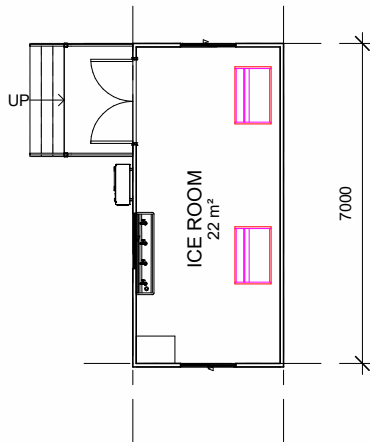
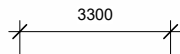
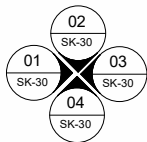
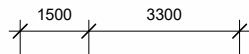


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No.	Description	Date	DESIGNED	AM
A	CLIENT ISSUE	15/03/25	DRAWN	AM
			DATE	MARCH 2025
			SCALE	1 : 100
			ISUED	15/03/25
LAUNDRY BUILDING FLOOR PLAN AND ELEVATIONS				
25-106 - SK-20 - A				

15/03/2025 1:23 AM PM

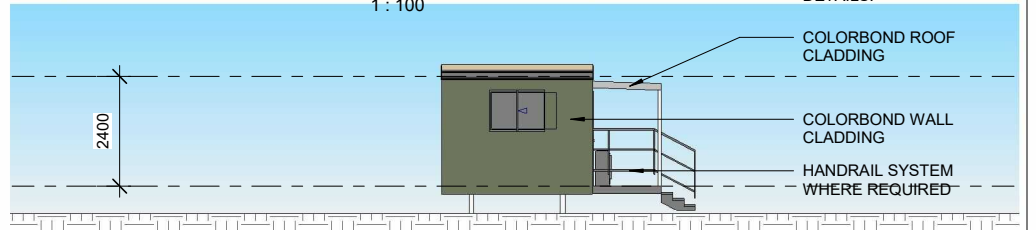
# ICE BUILDING



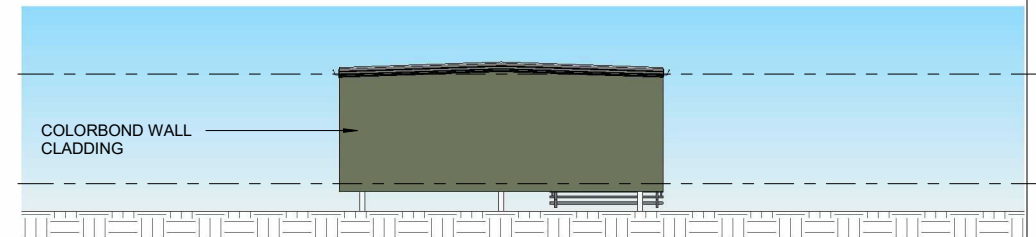
Ground Floor  
1 : 100



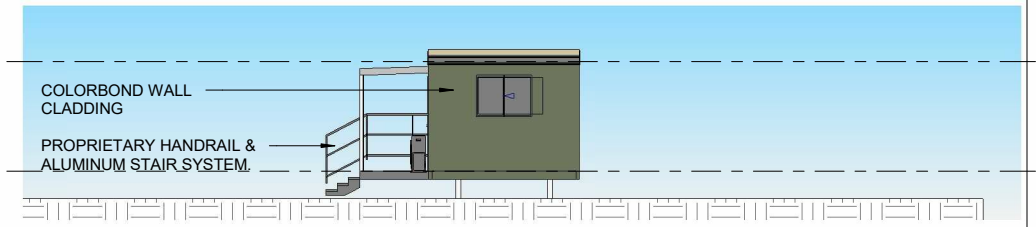
ELEVATION 01  
1 : 100



ELEVATION 02  
1 : 100



ELEVATION 03  
1 : 100

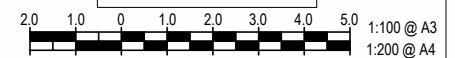


ELEVATION 04  
1 : 100

THESE PLANS ARE TO BE READ  
IN CONJUNCTION WITH STANDARD  
ATCO APPROVED PLAN.

NOTE:  
ALL STAIRS AND RAMPS MUST HAVE THE MINIMUM SLIP- RESISTANCE  
AS NOMINATED BY THE NATIONAL CODE OF CONSTRUCTION (N.C.C.)  
VOLUME 1

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**PROJECT :** PROPOSED ACCOMMODATION VILLAGE  
**CLIENT :** Resource Accommodation Management Pty Ltd  
**LOCATION:** 70,72,74,76 GOODLIFE STREET. NORSEMAN, WA, 6443



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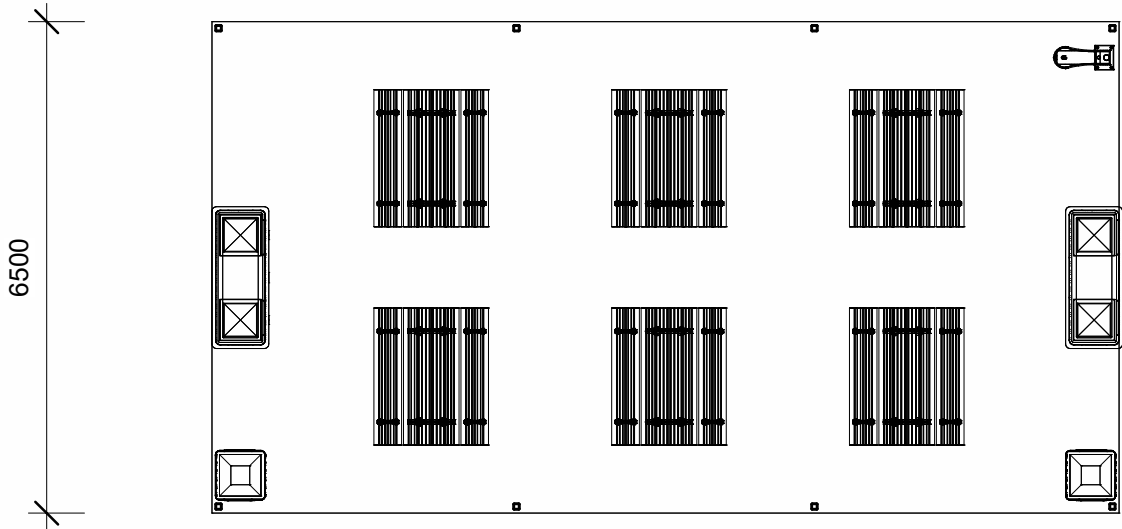
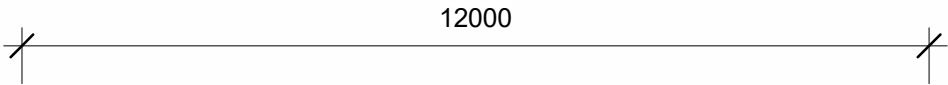
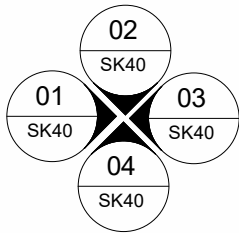


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			SCALE	A3	
			ISUED	11/03/25	
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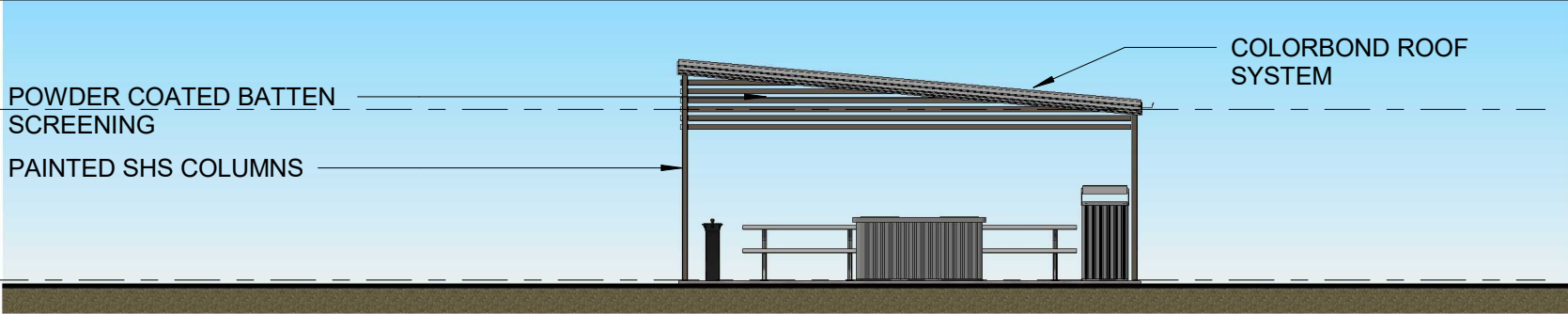
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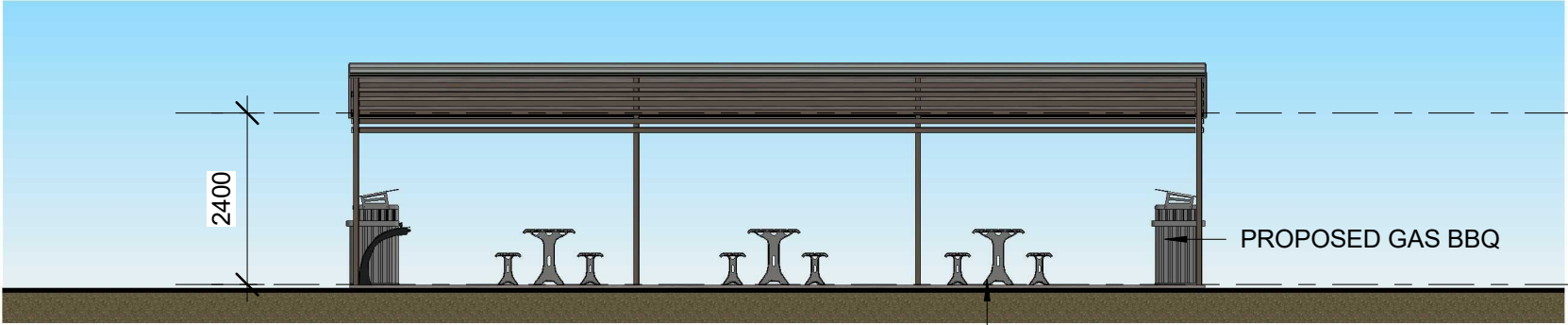
BBQ/ SHELTER



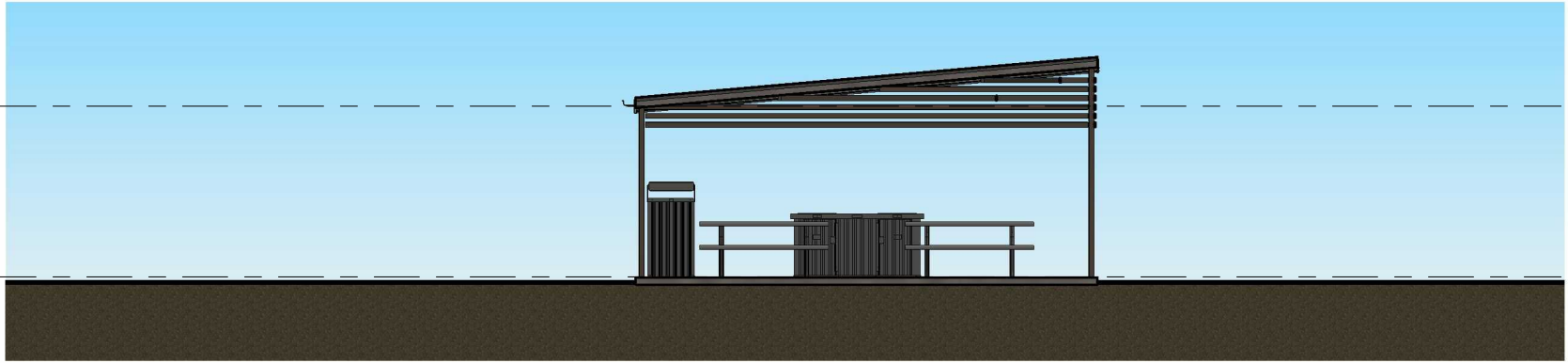
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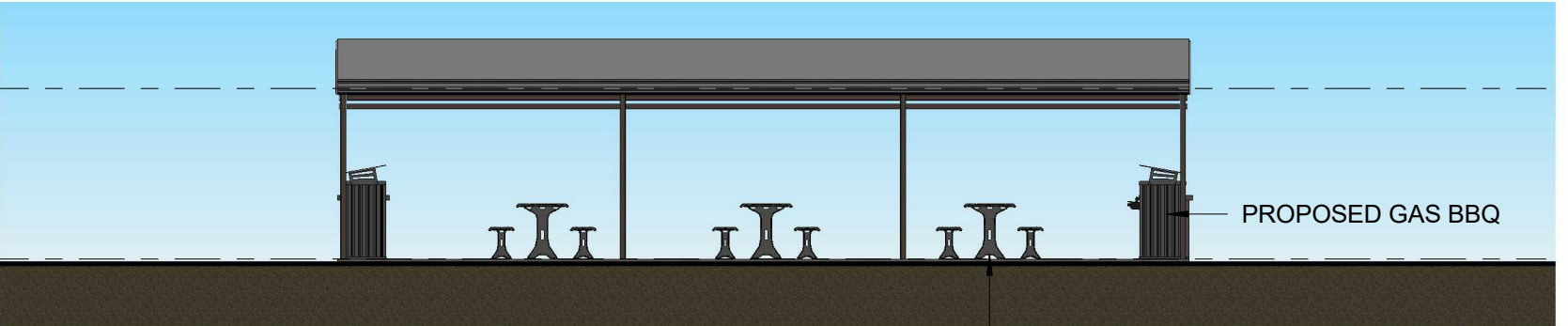
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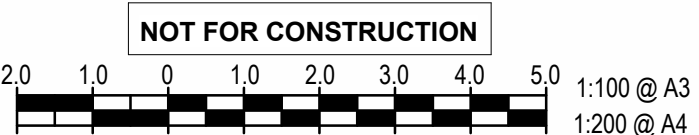
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ELEVATION 03  
1 : 100



ELEVATION 04  
1 : 100



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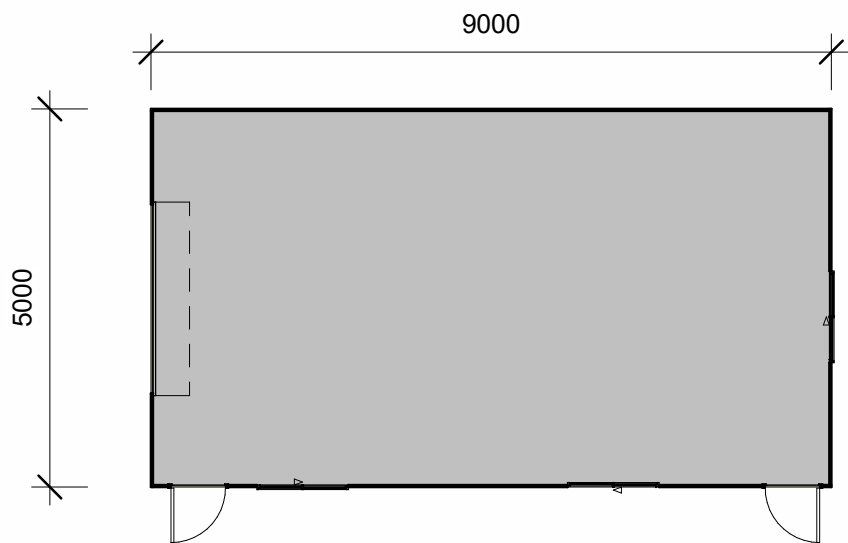
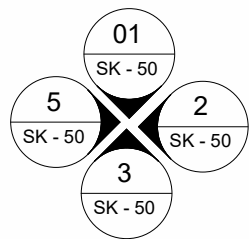
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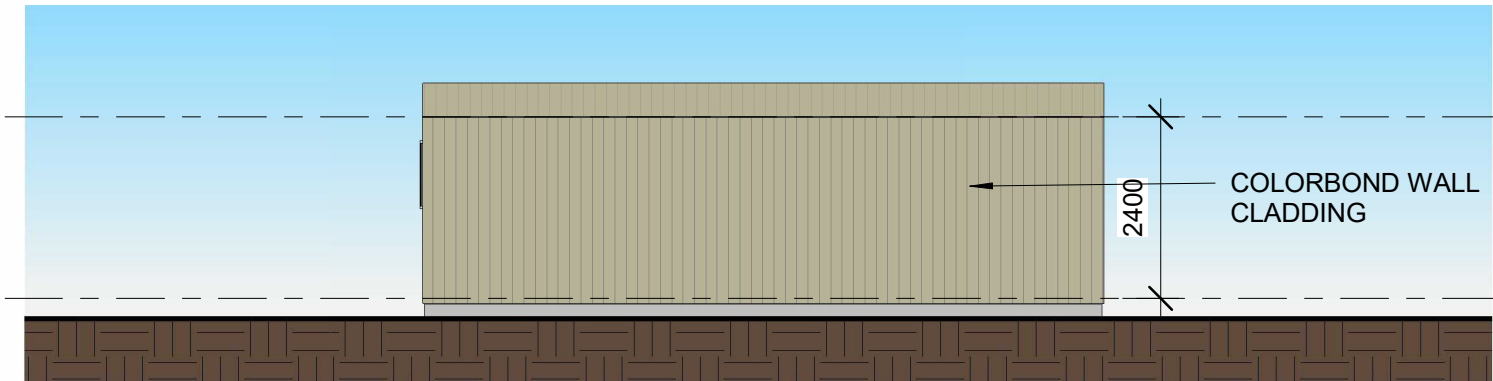
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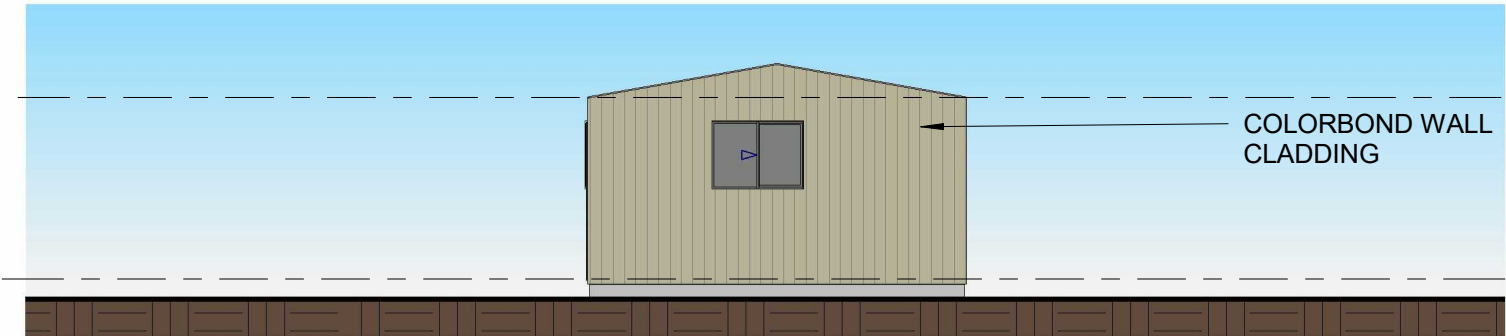
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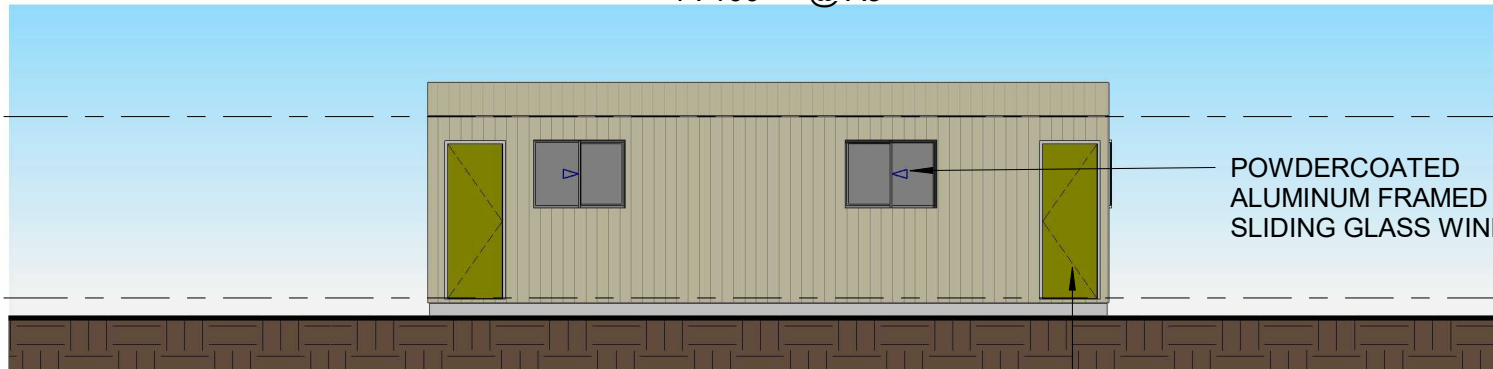
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ELEVATION 1  
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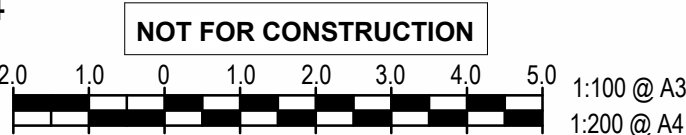
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ELEVATION 3  
1 : 100 @ A3



ELEVATION 4  
1 : 100 @ A3



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No.	Description	Date	DESIGNED	AM	RECREATION/ ABLUTIONS BUILDING ELEVATIONS
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			DATE	MARCH 2025	
			SCALE	A3 1 : 100	
			ISSUED	31/03/25	
					25-106 - SK - 50 - A

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## Appendix C: Traffic Impact Statement



# Transport Impact Statement

Project:	Proposed Workers Accommodation 70-76 Goodliffe Street, Norseman
Client:	Resource Accommodation Management
Author:	L. De Leon
Date:	4 <sup>th</sup> March 2025
Shawmac Document #:	2503005-TIS-001

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Document Status: Client Review

Version	Prepared By	Reviewed By	Approved By	Date
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File Reference: \\shawmacserver\NewData\Jobs Active 2025\T&T - Traffic & Parking\RAM\_Norseman Accommodation\_TIS\_2503005\3. Documents\3.20 TIS\RAM\_Norseman Accommodation\_TIS\_Rev A.docx





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## 1. Introduction

---

### 1.1. Proponent

Shawmac Pty Ltd has been engaged by Resources Accommodation Management to prepare a Transport Impact Statement (TIS) for the next stage of worker accommodation in Norseman.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking.
- Provision for service vehicles.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Site specific and safety issues.

### 1.2. Site Location

The site is located at 70 – 76 Goodliffe Street in Norseman. The local authority is the Shire of Dundas.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

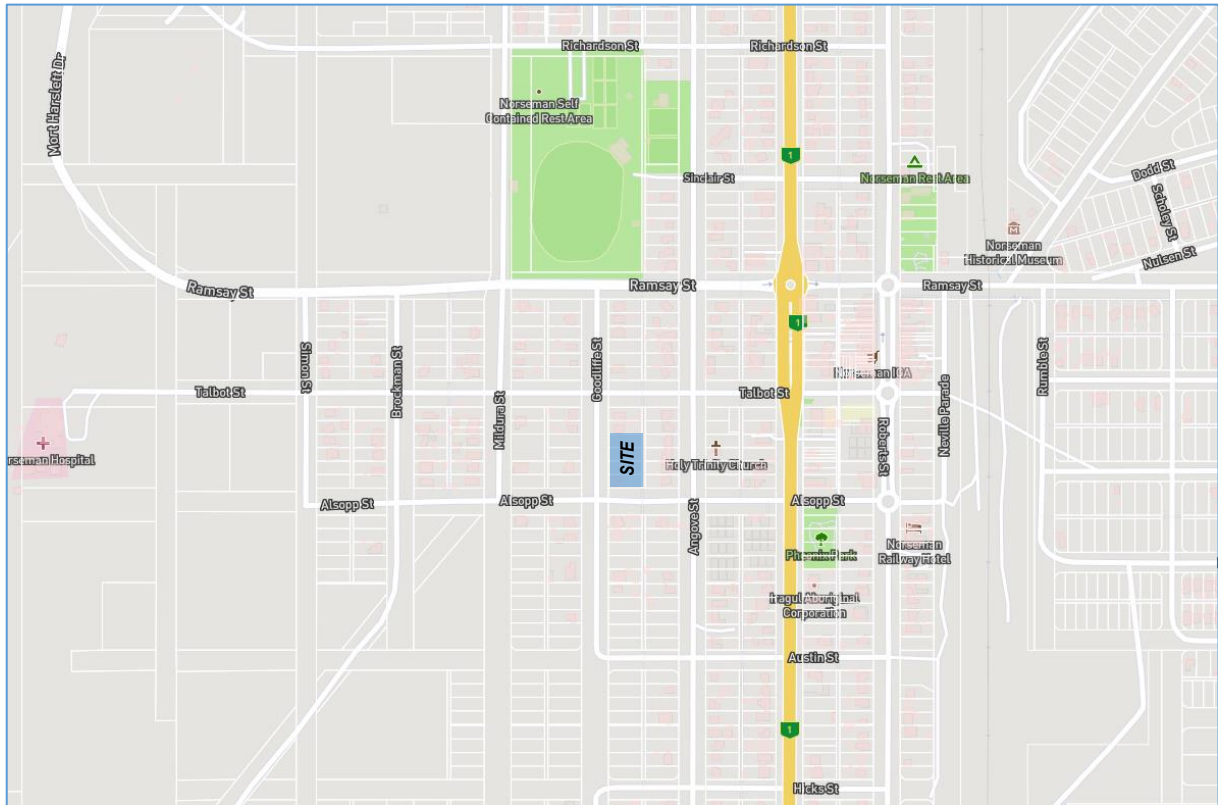


Figure 1: Site Location



Figure 2: Aerial View (Locate V5)



### 1.3. Land Use

The proposed development is part of the proposed workers accommodation sites in Norseman to ultimately accommodate a total of 500 workers.

The current stage is for an additional 64 rooms and various supporting facilities (including a laundry and BBQ area) on Goodliffe Street.

It is proposed to construct an additional 25 on-street parking bays along the site frontage and a bus pick up and drop off zone along Alsopp Street.

The site layout is shown in **Figure 3**.

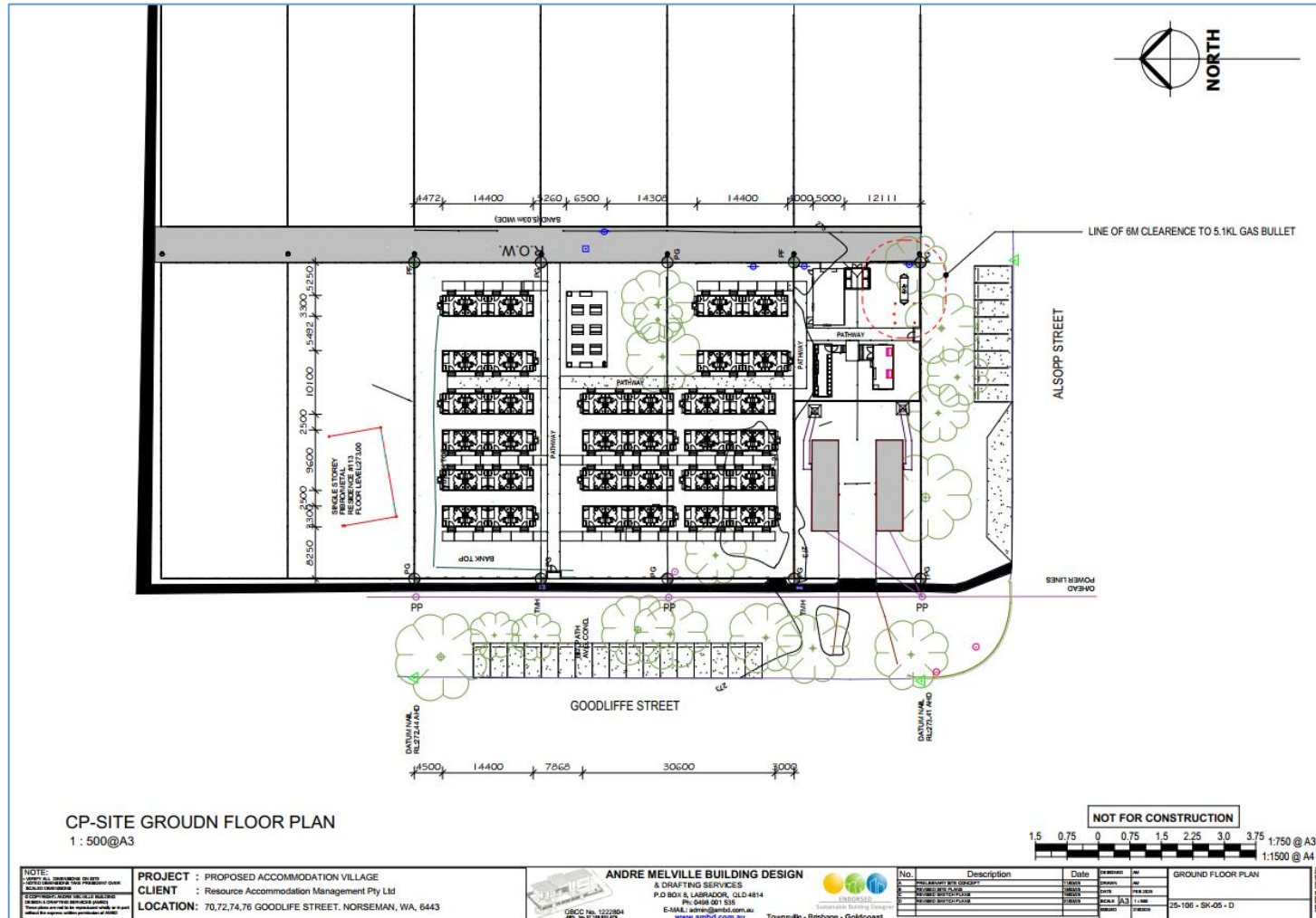


Figure 3: Site Layout

## 2. Traffic Management on Frontage Streets

### 2.1. Road Network Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

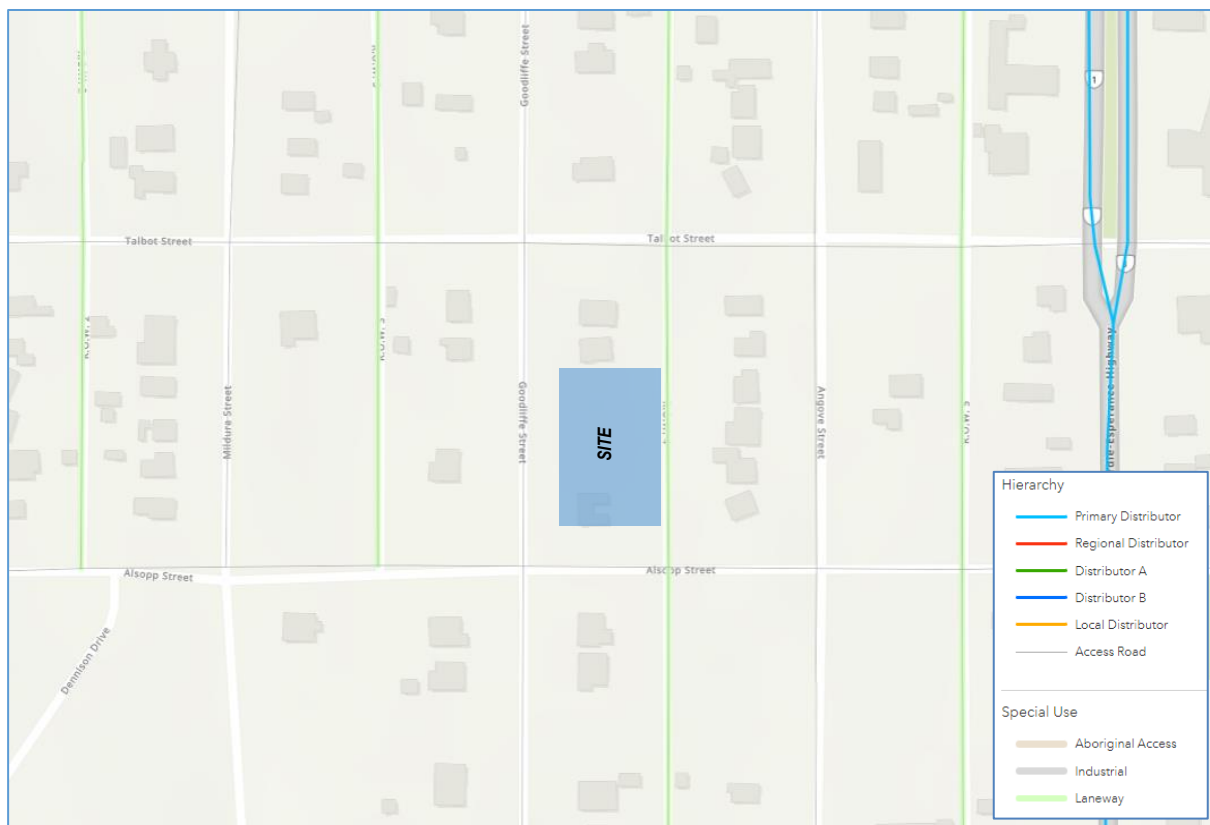
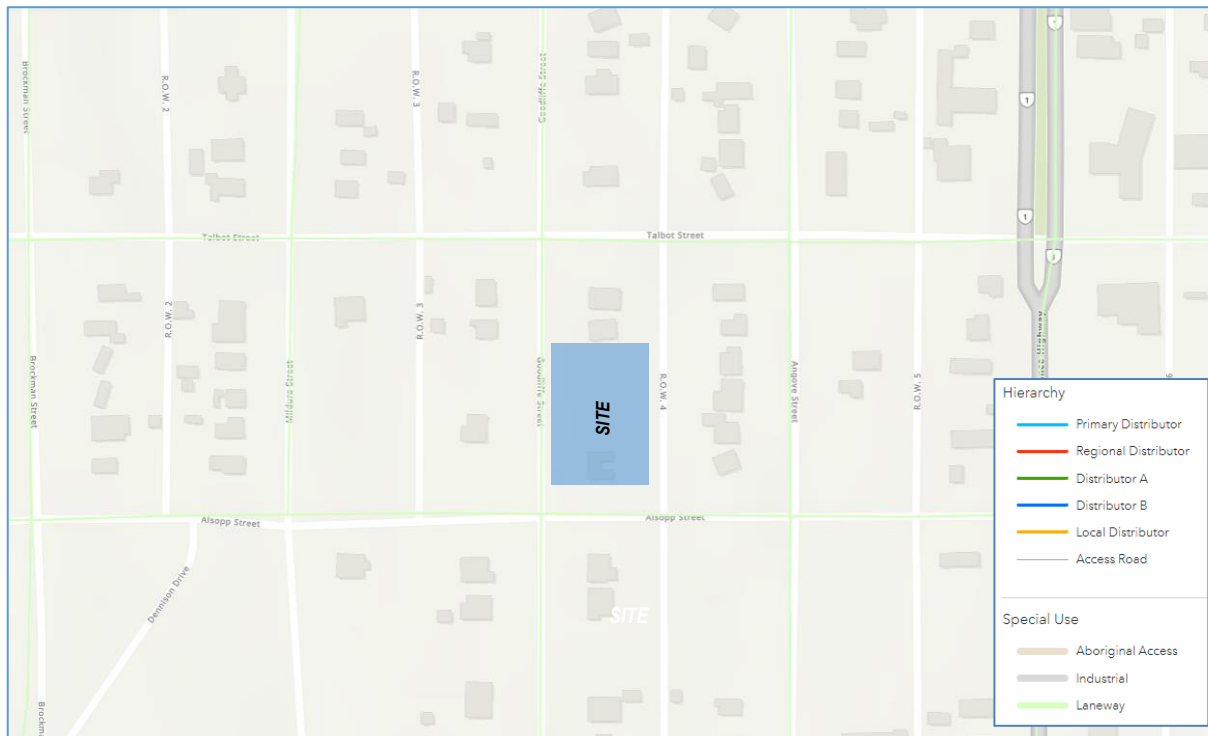


Figure 4: Existing Road Network Hierarchy

## 2.2. Speed Limit

The existing speed limits are shown in **Figure 5**.



**Figure 5: Existing Speed Limits**



## 2.3. Carriageway Width and Cross Section

The configuration of the relevant existing roads is summarised in **Table 1**.

**Table 1: Road Configuration**

Road and Location	Road Type	Cross Section	Speed Limit (km/h)	Road Carriageway width
Goodliffe Street	Access Road	2-lane single carriageway	50km/h	6.2m
Talbot Street	Access Road	2-lane single carriageway	50km/h	6.5m
Alsopp Street	Access Road	2-lane single carriageway	50km/h	6.8m

## 2.4. Traffic Volumes

Traffic data for the frontage roads were not available. The daily traffic volumes along these roads are estimated to be less than 500 vehicle per day (vpd).

According to WAPC *Liveable Neighbourhoods*, the maximum desirable traffic volume for an access road is 3,000vpd.

### 3. Daily Traffic Volumes

The volume of traffic generated by the proposed development has been estimated based on the operating details provided by the client which are detailed below.

Approximately 70% of workers will be on day shift from 6am to 6pm and 30% will be on night shift. Based on a typical 90% occupancy (50 workers), there would be 35 workers on day shift and 15 workers on night shift. Of these, up to 10 are assumed to have work vehicles.

Workers with company vehicles will simply transport themselves between the site and the mine which equates to 10 vehicle trips or 20 vehicle movements per day. Workers without a company vehicle will walk from the site to the Workers club on Talbot Street located approximately 450m to the east to have breakfast and then they are transported to the mine site via bus. In the evening, the workers are then dropped off at the proposed bus area on Alsopp Street and walk to and from the club for dinner.

The same procedure is expected for the night shift with workers being picked up at the club after dinner and dropped off at the site before breakfast.

The location of the site relative to the club and the mine site is shown in **Figure 6**.

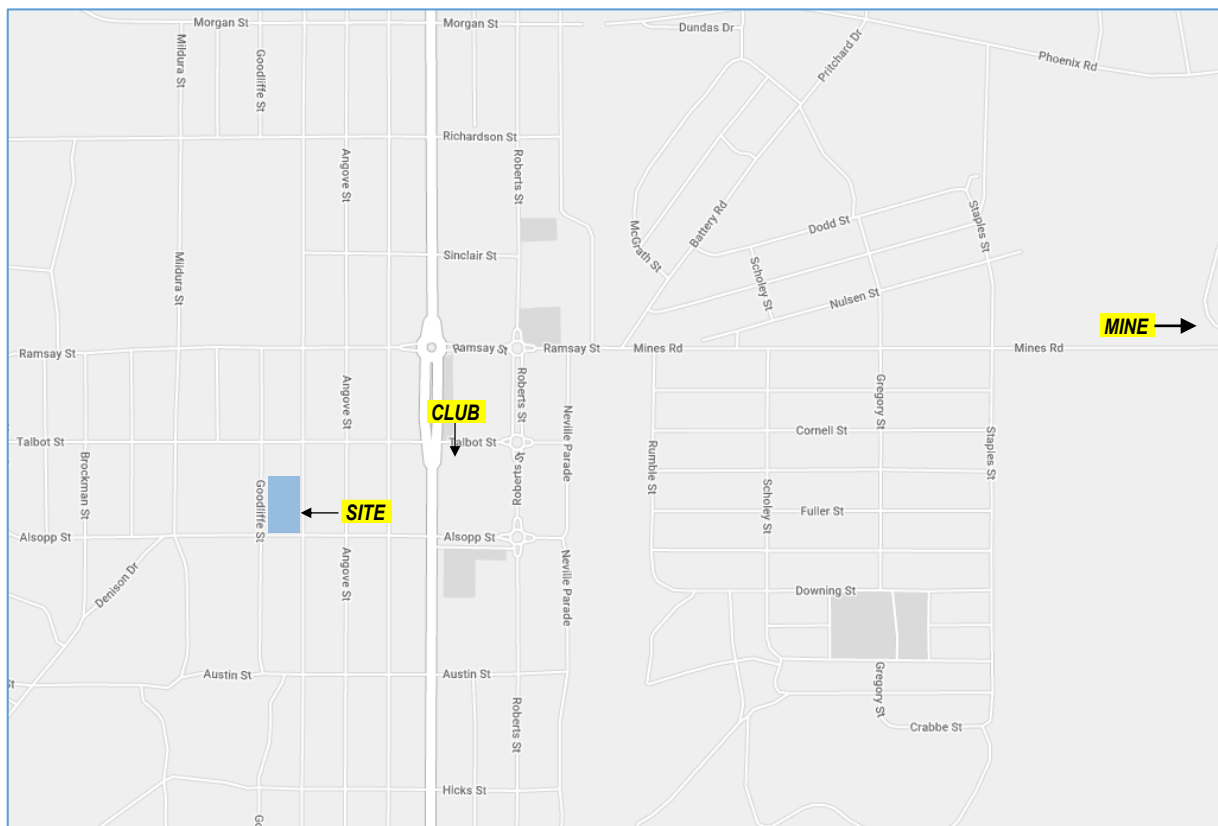


Figure 6: Accommodation, Workers Club and Mine Location



Workers will be transported using 40-seater buses and so each shift change will only require 1 bus trip between the accommodation and the mine site.

Additional vehicle trips generated by the site include:

- 1 light truck trip per day (maintenance vehicles).
- 2 light truck trips per week (linen).
- Weekly bus trips between the airport and the accommodation.

The overall generated volume of traffic for the site is considered to be low and can be accommodated within the existing capacity of the road network. The resulting daily and peak hour traffic volumes would remain well within the typical thresholds for these roads.

## **4. Vehicle Access and Parking**

---

### **4.1. Access**

A new vehicle access is to be constructed on Alsopp Street to provide access onto the existing right-of-way.

No direct vehicle access is proposed onto the site.

### **4.2. Parking**

It is proposed to accommodate an additional 25 car parking on Alsopp Street and Goodliffe Street.

The Shire's Local Planning Scheme does not specify parking requirements for workers accommodation and therefore the car parking provision is at the discretion of the Shire.

As advised by the client, the majority of workers will be FIFO and will be transported by bus between the site, the mine and the airport. Based on other similar mine worker accommodation sites (including nearby Kambalda), the client and operators have estimated conservatively that up to 20% of workers could be given access to a company vehicle. Based on a typical 90% occupancy (50 workers), there would be approximately 10 work vehicles.

The proposed 25 on-street parking would be more than adequate to accommodate the likely parking demand of the proposed development.

### 4.3. Parking Design

The proposed on-street parking layout will need to comply with the requirements outlined in Australian Standard AS2890.5:2020 – On-Street Parking. The user class is likely classified as low as detailed in **Figure 7**.

Table 3.2 — Classification of on-street angle parking facilities	
Class	Typical uses
Low	Generally all-day parking, e.g. commuter parking
Medium	Generally more than 2 h parking but less than a full day, e.g. town centre, sports facility, airport visitor parking
High	Generally short-term parking, including areas where children and goods are frequently loaded into vehicles, e.g. at shopping centres
Accessible	Parking spaces for people with disabilities (see also <a href="#">Clause 4.5</a> )

**Figure 7: Classification of Parking Facilities**

An assessment of the AS2890.5 parking requirements is detailed in **Table 2**.

**Table 2: AS2890.5 On-Street Car Parking Requirements**

Dimension	Requirement	Provided
<b>90 degree parking – Long Term Parking (Low)</b>		
Car Bay Width	2.4m	2.5m
Car Bay Length	5.4m	5.5m
Manoeuvre Space	6.2m	6.2m (Goodliffe Street) 6.8m (Alsopp Street)

As shown, all relevant parking layout dimensions are compliant with AS2890.5 requirements.

### 4.4. Bus Parking

The majority of workers will be transported via bus. It is proposed to use one 40-seater buses to transport workers.

A swept path analysis has been undertaken in AutoTURN software using a typical 10m – 12m bus vehicle template. The results of the swept path analysis are attached in **Appendix A – Swept Path Analysis** and demonstrate that the proposed bus embayment on Alsopp Street is wide enough to accommodate temporary bus parking.

### 4.5. Provision for Service Vehicles

Waste from the site will be collected by council waste collection services via kerbside collection. The proposed bin store is located along the south-east corner of the site.



## 5. Pedestrian Access

### 5.1. Existing Path Network

All surrounding roads have at least one pedestrian footpath on one side of the road as shown in **Figure 8**. The pedestrian footpaths are shown in yellow and the crossing locations are shown in red.

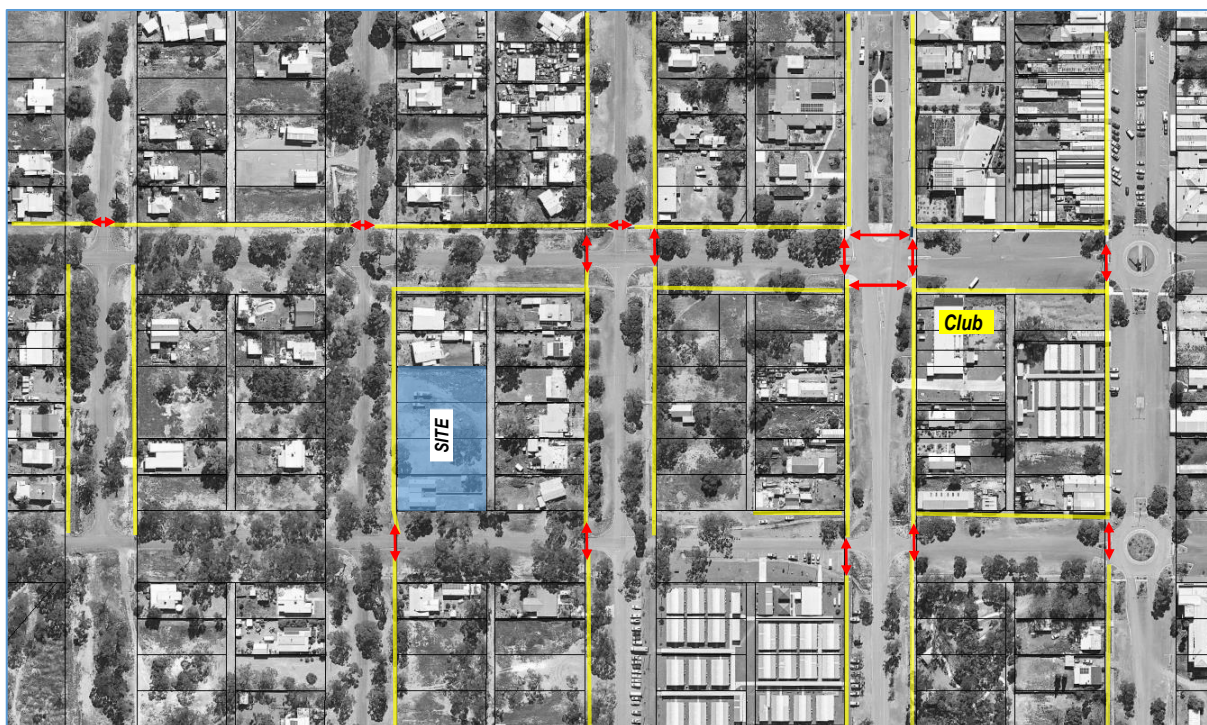


Figure 8: Existing Pedestrian Pathway to/from Workers Club

The existing path network is considered to be adequate for the likely pedestrian movements between the site and the workers club.

## 6. Public Transport Access

---

The only public transport service in the area is the TransWA Kalgoorlie – Esperance bus service which stops at the BP truck stop approximately 2km north/east of the site.

As all workers are bussed to and from the site or have work vehicles, there is no demand for public transport use.

## 7. Site Specific Issues and Safety Issues

### 7.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. A summary of the recorded incidents over the five-year period ending in December 2024 is shown in **Figure 9**.

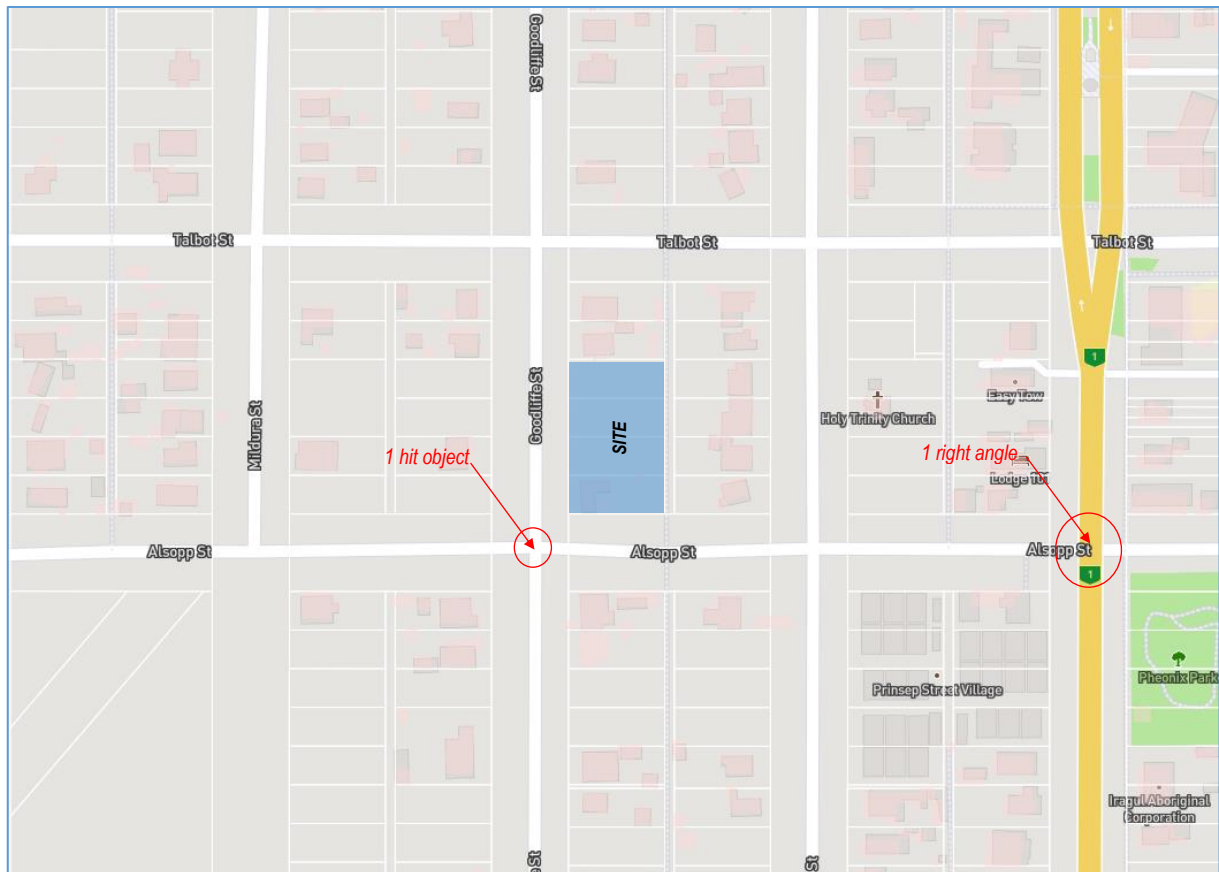


Figure 9: Crash History January 2020 to December 2024

The number of crashes is low and does not appear to indicate any major safety issue. There is no indication that the development will increase the risk of crashes significantly.

## 8. Conclusion

---

A Transport Impact Statement for the proposed workers accommodation in Norseman concluded the following:

- Traffic data for the frontage roads were not available. The daily traffic volumes along these roads are estimated to be less than 500 vehicle per day (vpd). According to WAPC *Liveable Neighbourhoods*, the maximum desirable traffic volume for an access road is 3,000vpd.
- The overall generated volume of traffic for the site is considered to be low and can be accommodated within the existing capacity of the road network. The resulting daily and peak hour traffic volumes would remain well within the typical thresholds for these roads.
- A new vehicle access is to be constructed on Alsopp Street to provide access onto the existing right-of-way. No direct vehicle access is proposed onto the site.
- The proposed 25 on-street parking would be more than adequate to accommodate the likely parking demand of the proposed development.
- All relevant parking layout dimensions are compliant with AS2890.5 requirements.
- The majority of workers will be transported via bus. It is proposed to use one 40-seater buses to transport workers. A swept path analysis has been undertaken in AutoTURN software using a typical 10m – 12m bus vehicle template. The results of the swept path analysis demonstrate that the proposed bus embayment on Alsopp Street is wide enough to accommodate temporary bus parking.
- Waste from the site will be collected by council waste collection services via kerbside collection. The proposed bin store is located along the south-east corner of the site.
- The existing path network is considered to be adequate for the likely pedestrian movements between the site and the workers club.
- The only public transport service in the area is the TransWA Kalgoorlie – Esperance bus service which stops at the BP truck stop approximately 2km north/east of the site. As all workers are bussed to and from the site or have work vehicles, there is no demand for public transport use.
- The number of crashes is low and does not appear to indicate any major safety issue. There is no indication that the development will increase the risk of crashes significantly.

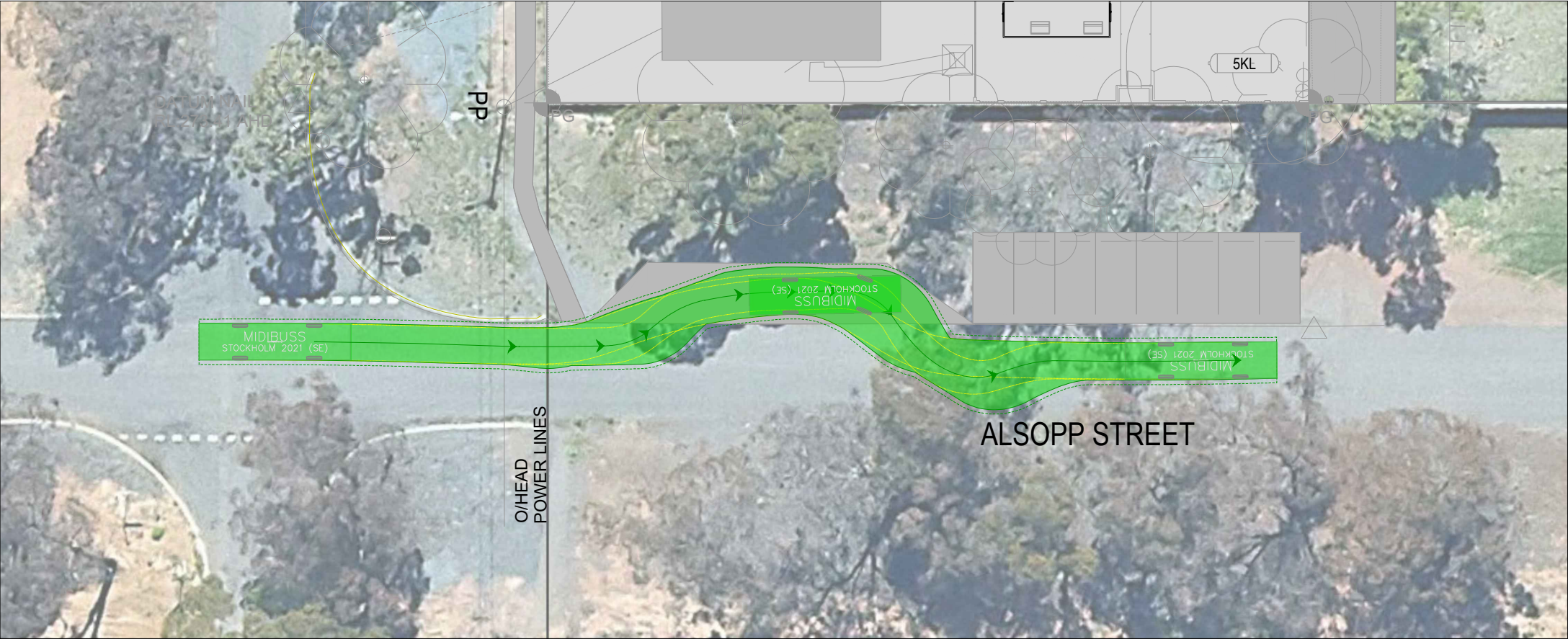


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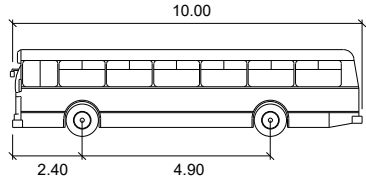
## Appendix A – Swept Path Analysis

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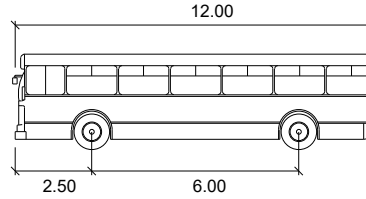
10m TYPICAL 40 SEATER BUS



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Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 46.6



12m TYPICAL 40 SEATER BUS



meters	
Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 39.3

