

~~Council representatives Cr Bonza and Cr Brown~~

- A meeting of this committee was held 10th July 2025.
- Ongoing consultation with the representatives of the MTLAC to bring them up to date on previous discussions. Also, requested some clarification around ILUAs for shack owners re: extension of tenure.
- There was some discussion around future zoning of roadhouse sites and use and development of the old Eucla townsite which still has some freehold blocks but, largely covered in moving sand dunes. Also, management of informal camping and caravanning that occurs around the old Telegraph Station masters' residence at Eucla.
- Input on some of the discussions around zoning and consideration of preservation of historic sites was requested for consideration at the next meeting.
- The next meeting will be held 11th September 2025.

9. Announcements by Presiding Member without Discussion.

~~The Shire of Dundas was awarded a RoadWise award at the WALGA Local Government Awards. The CEO was also awarded an Eminent Service Award.~~

10. Reports

10.1 Planning and Development

Agenda Reference & Subject	
10.1.1 – Proposed Mining Workforce Accommodation in Norseman	
Location / Address	Lots 109 (HN 76), 110 (HN 74), 111 (HN 72) and 112 (HN 70) on Plan 222909 Goodliffe Street (corner Alsopp Street) Norseman
File Reference	DA01-2025
Author	Anthony Dowling, Dowling Giudici + Associates (DG+A) - Town Planning Consultant
Date of Report	8 July 2025
Disclosure of Interest	DG+A receives consulting fees from the Shire of Dundas

Summary

An application for development approval has been received by the Shire for the development of a further mining workforce accommodation facility by Resource Accommodation Management Pty Ltd (RAM) upon the aforementioned land located within the Norseman townsite.

This development will comprise **64 dwelling units** (single bedroom + ensuite) and **associated amenities and stores**, with provision for **17 on-street parking bays in Goodliffe Street and 9 on-street parking bays (including one bus bay) in Alsopp Street**. It will also incorporate an existing grouped dwelling located upon 76 Goodliffe Street of which one dwelling unit will house a **caretaker** and the other for **overflow accommodation** for RAM's visiting executive management staff.

Apart from an onsite BBQ there will be no kitchen/dining nor active recreation facilities provided onsite. Meals and refreshments for the workforce will be available from RAM's dining facility located at 94 – 98 Prinsep Street and the Norseman Hotel (of which RAM is the

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registered proprietor). Workers will also have the opportunity to avail themselves of a private gymnasium located at 88 Roberts Street.

The proposed development will be of a similar size, scale and form to RAM's workforce accommodation located at 95 – 99 Roberts Street. The proponent claims it will continue RAM's model and objective of harmoniously integrating its residential facilities within the Norseman townsite, supporting the local economy.

On the basis that the proposed development accords with applicable and relevant provisions of the Shire's Local Planning Scheme (LPS) 2, development approval can be granted, subject to the imposition of a range of typical development conditions for this type of development, particularly for the development to be connected to RAM's wastewater treatment plant (WWTP) located upon lot 874 (HN 51) Richardson Street Norseman (which is currently being refurbished/upgraded) prior to the commencement of any occupancy of any dwelling unit within the approved development.

Background/Context

The subject land is 4,048 m² in size with a frontage of 80.48 metres to Goodliffe Street and a frontage of 50.29 metres to Alsopp Street. Both Goodliffe and Alsopp Streets are designated as '**Access Roads**' under the Main Roads *WA Road Hierarchy*. Under the WAPC's *Liveable Neighbourhoods* policy such streets are designed to accommodate up to 3,000 vehicle trips per day (VPD).

Lot 109 contains an existing grouped dwelling comprising two detached side-by-side dwelling units within its front half. Access to these dwellings is provided by an existing gravel-formed crossover from Goodliffe Street. Each unit contains a carport with the access driveway providing space for tandem vehicle parking.

Lots 110, 111, and 112 are currently vacant although it is understood that these lots historically accommodated residential and informal accommodation uses.

All lots are currently serviced with reticulated power and water.

A gravel-paved laneway extends along the rear of these lots, from Alsopp Street to Talbot Street. An existing narrow-width footpath extends along the abutting Goodliffe Street verge, between Alsopp and Talbot Streets. This verge is approximately 14.5 metres wide. The adjoining sealed (asphalt) carriageway is about 6.2 metres wide. There is no footpath within the abutting Alsopp Street verge.

This verge is about 13 metres wide incorporating a table drain along its length. Its adjoining carriageway is also approximately 6.24 metres wide.

There are a number of mature trees located both within the development site and its abutting street verges.

Figure 1 following denotes the location of the development site whilst Figure 2 below it provides an orthophoto of the development site.

The proposed development at 70 – 76 Goodliffe Street will be similar in size, scale, form and layout to RAM's existing developments at 95 – 99 Roberts Street, and 105 - 111 Prinsep Street and 106 – 114 Angove Street Norseman. However, it should be noted that these developments are located and accessible to, abutting major roads within the Norseman townsite.

(NB: Whilst compliance with or fulfillment of a number of conditions attached to the previous approvals remain outstanding, and are currently being attended to by the proponent, current non-compliance or fulfillment of these conditions cannot have any bearing on the application under consideration here)

Development Proposal

The development proposal will comprise the following elements:

- (i) 64 dwelling units (single bedroom and ensuite ~ 48 m² in size), arranged into 16 modules, comprising 4 units each, aligned north-south and elevated above the ground. A bull-nose verandah will extend along the front façade over each module;
All of the dwelling units will be connected via covered internal walkways;
- (ii) A laundry (~ 25m²);
- (iii) An ice-making/storage facility (~ 23 m²) — this comprises an ice machine and store ice for use by workers to cool their drinks and eskies they take with them;
- (iv) A linen store (~ 45 m²);
- (v) A gazebo containing a BBQ area with tables and seating for outdoor dining and relaxation (~ 78 m²);
- (vi) 17 car bays in the abutting Goodliffe Street verge (each bay measuring 2.5 m x 5.5 m);
- (vii) 8 car bays (each bay measuring 2.5 m x 5.5 m) in the abutting Alsopp Street reserve;
- (viii) One (1) bus bay in the adjacent Alsopp Street verge;
- (ix) Solar street lighting along and within the western edge of the abutting rear laneway to light the laneway for workers travelling to and from the RAM dining facility and gymnasium at night;
- (x) Garrison-type fencing along the frontage of lots 110 – 112 Goodliffe Street and partially along the Alsopp Street frontage, incorporating secure gateways into the accommodation facility;
- (xi) Proposed new 1.8 m high fencing along the subject land's rear boundary (laneway boundary) also incorporating a secure gateway from the laneway into the accommodation facility;
- (xii) A new crossover connecting Alsopp Street to the rear laneway;
- (xiii) An upgraded footpath within and along the Goodliffe Street verge and Talbot Street verge (extending to Prinsep Street) to provide for workforce pedestrian amenity; and
- (xiv) A new footpath along and within the abutting Alsopp Street verge to provide pedestrian access to the facility.

Most of the proposed development will occur on lots 110, 111 and 112.

The rear half of lot 109 will be developed with the proposed laundry, ice-room, linen store, and bin storage area. Existing shed buildings within this lot will be removed.

The existing grouped dwelling located within the front half of lot 109 will remain. One of the detached dwellings will be used to house a caretaker for the facility whilst the other dwelling will be used for accommodating visiting RAM executive management.

Secure pedestrian entry/exits will be provided to and from Goodliffe Street, Alsopp Street, and the rear laneway. This rear laneway is proposed to be lit at night with solar-powered lighting.

Proposed buildings are shown setback at least 8.2 metres from the development site's Goodliffe Street lot boundary — aligning with the front building setbacks of the existing dwellings located upon 66, 68 and 76 Goodliffe Street — and at least 5.2 metres from its rear (laneway) boundary.

The proposed buildings within the rear half of lot 109 will align with the existing grouped dwelling side boundary setback to Alsopp Street.

The existing driveway and carports erected on lot 109 will remain in situ. No other vehicular access to or from the development site is proposed, nor any onsite vehicle parking. Instead, the adjoining street verges are proposed to be used for the facility's vehicle parking needs.

Most of the trees existing within the development site are proposed to be removed, however, some will remain. Some of the trees located in the abutting street verges will be removed in order to accommodate the proposed verge parking.

The applicant's **development report** incorporating **plans/drawings** illustrating the proposal and an accompanying **Transport Impact Statement (TIS)** is reproduced at **Attachment 10.1.1.(i)** to this agenda.

The developer is Resource Accommodation Management Pty Ltd (RAM) who provide off-site mining services (including workforce accommodation) for its joint-venture mining partner Pantoro (who operate the Central Norseman Gold mine and other nearby mines).

The applicant is RFF Pty Ltd, acting on behalf of RAM in respect to the development application under consideration here.

Statutory Environment

- *Planning and Development (Local Planning Schemes) Regulations 2015 ('LPS Regs')*

The LPS Regs prescribe 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.

- *Shire of Dundas Local Planning Scheme No. 2 ('LPS 2')*

LPS 2 regulates the use and development of land within the Dundas Shire district, principally through the application of zones and reserves; the assignment of special control areas; and the prescribing of development controls and standards by which land use and development is expected to comply with (unless otherwise varied by the decision-maker).

The development site is zoned **Residential** under LPS 2.

Although a residential dwelling density of **R10** is assigned to this zoning (with an R30 coding achievable for a grouped dwelling development) the application of this coding does **not apply to temporary or non-permanent residential development** (as defined in the **Residential Design Codes Volume 1, 2024**).

The proposed development is deemed classified as '**workforce accommodation**' pursuant to clause 38 of LPS 2. Under this scheme '**workforce accommodation**' is defined as follows —

"means premises, which may include modular or relocatable buildings, used -

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



It should be noted that applicable town planning instruments do not prescribe a standard or typical timeframe associated with the term '**temporary**'. This is left to the discretion of the decision-maker.

Typically, the term 'temporary' in the above definition refers to the time-limited period a use is envisaged to be carried out if it is not intended to be carried out in perpetuity (or '*ad infinitum*').

As '**workforce accommodation**' it is not a class of use listed in the Zoning Table (Table 1) of LPS 2, it is deemed an '**unlisted use**'.

Where a development application is for an 'unlisted use', the LPS Regs deem it a '**complex application**' and **mandates** it to be publicly advertised for a period of **28 days** prior to the development application being determined.

Public Advertising

The application was advertised in the following ways:

- Placement of a notice in the *Kalgoorlie Miner* newspaper;
- Placement of a notice on the Shire website;
- Placement of a sign upon the development site (fronting Goodliffe Street); and
- Notification by letter to owners and occupiers of land within 200 metres of the boundaries of the development site.

At the end of the advertising period **two (2) submissions** to the application had been received by the Shire. Copies of these submissions are provided at **Attachments 10.1.1 (ii) and 10.1.1 (iii)** to this agenda respectively. The applicant's responses to these are provided at **Attachment 10.1.1 (iv)** to this agenda.

A table summarising these submissions, including recommended responses and outcomes, is provided at **Attachment 10.1.1 (v)** to this agenda.

Consultation

Shire Chief Executive Officer, Shire Manager Works and Services, Shire Environmental Health consultant, and the Shire traffic engineering consultant

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

In deliberating upon the development proposal, and determining whether to grant development approval to it, due regard ought to be had to the following goals and outcomes expressed in the Shire's *Strategic Community Plan 2022-2032*:

GOAL 3

BUILT ENVIRONMENT — PLANNING AND DEVELOPMENT OF INFRASTRUCTURE SUPPORTS LIVEABLE, SUSTAINABLE AND CONNECTED COMMUNITIES.

3.1 Shire infrastructure and services meet the Community's needs

3.1.1 - Footpaths, verges and access ways are appropriately managed according to their need and use

3.1.2 - Roads and drainage are appropriately managed according to their need and use

GOAL 4



ECONOMIC DEVELOPMENT AND FINANCIAL SUSTAINABILITY — A THRIVING LOCAL ECONOMY & ECONOMIC BASE SUPPORTS ECONOMIC GROWTH AND BUSINESS OPPORTUNITY

4.2 Opportunity for Economic Diversification and Growth

4.2.1 - A vibrant economy that supports opportunities for mining, industry, creative and cultural industries, tourism, shopping and business

Officer Comment

The development proposal under consideration here is considered a further stage or step in the proponent's plan to develop mining workforce accommodation within the Norseman townsite to service the labour needs of the Norseman Gold project and other related mining activities (being carried out by Pantoro Gold). The proponent advises that this proposed development seeks to continue its model to provide 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 deliberating upon the proposal and determining whether development approval ought to be granted, the following key considerations (and commentary on them by the Shire's town planning consultant) are offered:

(A) THE PROPOSED DEVELOPMENT GENERALLY ACCORDS WITH THE LPS 2 PRESCRIBED OBJECTIVES OF THE RESIDENTIAL ZONE

Objective 1 — To provide for a range of housing and a choice of residential densities to meet the needs of the community

The proposal meets the objective by providing a different housing typology, however, it does limit occupancy choice because it won't be available for ordinary public occupancy (due to the nature of tenancy). However, the provision of this type of accommodation within the Norseman townsite can result in economic benefits to the local community through the consumption of local goods and services by the mining workforce.

Although the R10 and R30 coding's do not apply to this use class it is useful to compare the potential resident population and resulting effect of a typical R30 grouped dwelling development if that occurred on the subject land to the proposal under consideration here.

An R30 coding provides for a dwelling development ratio of **one dwelling per 300 m²**. Based on the development site area of 4,048 m², **13 dwellings** could potentially result. As the current *Residential Design Codes Volume 1* definition of a '**dwelling**' allows occupancy of up to **6 non-related persons**, a potential residential population of up to **78 persons** could result.

Whilst this is likely an extreme and optimistic example, it nevertheless indicates that the number of residents that will reside within the proposed accommodation facility (**say 66 persons** including a caretaker and RAM management staff) is comparable to the potential number of residents that could be accommodated under an R30 coding.

This is an important consideration in deliberating as to whether to grant development approval to the proposed development.

Objective 2 — To facilitate and encourage high quality design, built form and streetscapes throughout residential areas

The proposed development provides a contemporary built form somewhat cognisant of the Town's traditional built form by the proposed provision of bullnose-shaped veranda across the lengths of the building frontages to Goodliffe Street and the rear laneway, as well as being low-rise (ie. single storey).



Given the well-treed streetscapes of the Norseman townsite, it is suggested that the trees proposed to be removed from within the Goodliffe Street verge to provide for on-street vehicle parking be replaced in other suitable locations within the street verge to maintain the current streetscape appearance. Furthermore, the trees proposed to be removed from within the development site ought to be replaced with new tree plantings in strategic locations within the development site.

Objective 3 — To provide for a range of non-residential uses, which are compatible with and complementary to residential development.

As a non-residential class of use the proposed development accords with this objective. Arguably, it can be deemed compatible with surrounding existing residential development on the basis that the development is residential in nature, and single-storey in height. On the other hand, it will deviate from the traditional single-family dwelling form and pattern that dominates the residential neighbourhoods of Norseman.

To further ensure that the development is complementary to existing residential development, and to minimise any adverse amenity impacts, the applicant advises that the operation of the facility will be managed and overseen by an onsite manager (caretaker), and that clear behavioural policies, codes of conduct, and service delivery arrangements will be put in place.

(B) THE PROPOSED DEVELOPMENT ALIGNS WITH THE LPS 2 AIM OF ENCOURAGING MINERAL EXPLORATION AND MINING WITHIN THE SHIRE

The proposed development provides accommodation for mine workers actively working in mines located within the town and region.

(C) THE PROPOSED DEVELOPMENT DOES NOT EXCEED THE LOCAL PLANNING SCHEME'S 2-STOREY HEIGHT RESTRICTION

The proposed development will be **low-rise, single storey**.

(D) THE PROPOSED DEVELOPMENT WILL NOT DETRIMENTALLY IMPACT THE AMENITY OR CHARACTER OF THE LOCALITY IN WHICH IT WILL BE PLACED

Whilst the proposed development is not typically characteristic of the single housing development form and pattern that dominates throughout the Residential zones of the Norseman townsite, it is considered that the design, layout, and orientation of the proposed development is unlikely to prejudice the siting, design, aspect and privacy of existing and future dwellings on other nearby lots.

Furthermore, and unfortunately, LPS 2 does not contain any prescribed statements, standards or controls to address desired built form and character of development within the scheme area, and the Norseman townsite in particular. This matter is proposed to be addressed via a future character study of the Norseman townsite (which Council resolved to undertake as part of the development approval granted for the workforce accommodation development at 95 – 99 Roberts Street Norseman).

Notwithstanding, the proposed development has endeavoured to provide a building form cognisant of the Town's traditional built form by the proposed provision of bullnose veranda to the accommodation modules fronting Goodliffe Street and the rear laneway.

It should be noted too that whilst LPS 2 contains a provision whereby the use of 'skid' and 'mining camp' type transportable buildings (and second hand dwellings) within the district are generally not supported (see clause 32(1)(g)), similar types of workforce accommodation developed by the proponent elsewhere in the townsite have been approved, and are now operable.



(E) NO OBJECTIONS WERE RECEIVED FROM NEARBY RESIDENTS TO THE PROPOSED DEVELOPMENT

Of the two (2) submissions received to the proposed development, one submission was in support of the development if relevant conditions can be imposed on any approval granted to ensure that the development would not be detrimental to the amenity of the locality.

The other submission, objecting to the proposed development, came from a person not residing within the Norseman townsite but appears to conduct tours of Norseman from time to time (no details were provided in respect to this). Whilst this objection is required to be considered on its merits, it may carry less weight in deliberating upon the development application compared to any submission received from an affected resident.

The objecting submission contained a comprehensive list of reasons as to why the proposed development ought not to be approved. However, some of these are deemed not to be valid town planning grounds, are outside the scope of matters listed in regulation 67(2) in Schedule 2 of the **LPS Regs 2015** that are obliged to be considered in determining the application, and/or are more appropriately addressed at a strategic land use planning or policy level (e.g. broader issues associated with accommodating a FIFO workforce).

Some of the reasons given did not provide any evidence in support of the claims being made (eg. that the workforce will be permanent and not transient or temporary).

There were no objections to the proposed development from nearby residents, nor from any other known Norseman residents.

(F) THERE ARE NO OTHER SCHEME PROVISIONS NOR STANDARDS PRESCRIBED TO CONTROL THE TYPE/FORM OF THE PROPOSED DEVELOPMENT WITHIN THE SHIRE, ESPECIALLY IN RESPECT TO THE PROVISION OF ONSITE VEHICLE PARKING (AND UNLOADING/LOADING BAYS)

In the absence of prescribed scheme provisions and standards, the decision-maker can exercise discretion as to what standards, parameters etc ought to apply to the proposed development in evaluating and determining the application for development approval. However, the decision-maker needs to be cognisant that the absence of such provisions and standards is no basis for refusing to approve a development application. Each application (or proposal) is always to be considered on its own merits — within the context of existing surrounding development and similar kinds of approved developments, the prevailing land use planning framework, and whether relevant conditions of development approval can be imposed to meet applicable scheme and zone objectives.

In respect to the provision of onsite vehicle parking LPS 2 does not prescribe any provision or standards for workforce accommodation. However, car parking requirements for similar kinds of development listed in LPS 2 **Table 7 Car Parking Requirements** can provide guidance as to the number of car bays required.

Generally, **one car bay per bedroom is 'the norm' for short-term residential accommodation**. However, given that the workforce is provided on a 'fly-in and fly-out' (FIFO) basis, with the majority of the workforce to be transported by bus to and from the Norseman aerodrome, and daily to and from the facility to the mine site, this parking requirement is deemed unwarranted and unreasonable.

The TIS accompanying the development application identified a need for 25 parking bays together with a dedicated bus bay adjacent to the facility for the pick-up and drop-off of workers. Of these bays at least 10 are required for workers using company vehicles for direct trips to and from the facility to the mine site; one bay for daily parking of a maintenance truck, and one bay for linen delivery trips.



The other 15 bays are to be provided for the parking of vehicles driven by those workers who will drive to the accommodation from their ordinary place of residence. These are likely to be those who live outside the town of Norseman or the Dundas local government district (e.g. Esperance or Kalgoorlie).

The allowance of on-street car parking with RAM's other approved developments was on the basis of utilising existing adjacent on-street car bays located on the principal streets of the townsite. Although there is no existing on-street parking available within the Goodliffe and Alsopp Street verges, the width of these verges can comfortably and safely accommodate parked vehicles. It also results in an efficient use of land.

However, in considering whether to allow the proposed on-street parking, consideration ought to be given to the installation of landscaped nibs say, between every 4th and 5th parallel parking bay, in order to provide shade, reduce any heat island effects emanating from the presence of contiguous and extensive hard paved surfaces, and to lessen the visual impact of the resulting building mass and a continuous line of parked vehicles. These can have the effect of enhancing the existing streetscape.

Such a condition was imposed on the development approval for the workforce accommodation at 95 – 99 Roberts Street (which is still yet to be complied with).

Existing trees proposed to be removed from these verges in order to provide for on-street parking should be replaced with new trees suitably located within the verges.

These above requirements can be addressed via the imposition of relevant conditions on any development approval granted.

The applicant has advised that the design of the car parks within the Goodliffe Street and Alsopp Street verges accords with the prescribed standards set out in Australian Standard AS 2890.5.

(G) LESS THAN 500 VEHICLE TRIPS PER DAY WOULD BE GENERATED ALONG GOODLIFFE AND ALSOPP STREETS, WELL BELOW THE 3,000 VEHICLE PER DAY THRESHOLD

The TIS assessed that up to 10 workers will use company vehicles to transport themselves to and from the mine site daily, resulting in 10 trips per day. The balance of workers will be transported by bus.

This compares more than favourably were the development site redeveloped with 3 new single houses on lots 110, 111 and 112 respectively.

It has long been a 'rule of thumb' that a single dwelling generates up to 10 vehicle trips per day. Based on this, potentially up to 50 vehicle trips per day could be generated along Goodliffe Street and surrounding streets (this calculation includes 20 trips per day from the existing grouped housing development on lot 109).

However, this ratio is primarily applicable to highly-urbanised and suburban environments where a greater range of daily and weekly goods, services and facilities can be accessed by motor vehicle within a reasonable travel distance, compared to say small isolated, remote towns like Norseman where there is much more limited choice, and/or substantially longer distances to travel to major population centres where the range and diversity of goods and services is greater.

Therefore, a lesser volume of trips is likely to be generated by single house development in Norseman, however, the volume of daily vehicle trips likely to be generated by the proposed facility still compares favourably.

(H) BEHAVIOURAL CONCERNS



Antisocial behaviour by tenants of short-term residential accommodation located within predominantly single house residential areas can often arise and adversely impact residential amenity.

In order to minimise and mitigate this risk, the applicant has advised that residents will be subject to a code of conduct, and a caretaker will reside onsite (in one of the existing dwellings on lot 109) to ensure such concerns do not arise, or can be dealt with and resolved promptly.

The applicant envisages a condition being imposed on any development approval granted requiring the submission and implementation of an operational management plan addressing ongoing place management, security, waste handling, behavioural expectations, and incident response protocols.

Whilst the **implementation of an operational management plan is supported**, implementation of this ought to remain voluntary because the **legality of imposing such a condition on a development approval requiring this, especially to control personal behaviour etc, is probably questionable and not directly a land use planning matter**. Issues of personal behaviour are more appropriately addressed via other relevant statutes, which can provide recourse to any antisocial behaviour that might occur. In deciding whether to grant development approval the decision-maker must always assume that persons carrying out a proposed use/development will act in a manner that conforms and adheres to acceptable standards of human behaviour.

Generally, the types of conditions that can be imposed upon a development approval should seek to achieve conformance with local planning scheme objectives, standards and controls (or acceptable variances to these), and to ensure that any physical development of land required to facilitate the proposed use sought to be carried out upon it, occurs in the manner outlined in the development proposal.

In conclusion, and given previous development approvals granted for RAM's other workforce accommodation facilities within the Norseman townsite, it is recommended the application under consideration here be granted development approval, subject to similar conditions attached to those approvals.

It is also suggested that any approval granted be time-limited, say for a nominal **10 year period**, based on RAM's current mine life expectations. It is noted that there are other mining projects in the pipeline within the Norseman region. If these come 'on-stream' in due course, and require RAM workforce accommodation beyond the nominal 10-year approval timeframe, then this approval period can be extended upon a further development application being made pursuant to the **LPS Regs** prior to the development approval expiring.

If a time-limit approval is granted, conditions ought to be imposed requiring the submission of preliminary and detailed decommissioning plans to ensure the facility is removed or disassembled at the end of its approval period, and the development site returned to its condition at the time approval was granted — unless the facility is proposed to be adapted for other uses.

It is also recommended that a condition be imposed for the submission and implementation of a facility care and maintenance plan. This is to ensure that where mining projects are inactive or 'mothballed' due to unfavourable economic circumstances and no longer require workforce accommodation until such time as mining recommences, the accommodation can continue to be maintained to the standard provided at the commencement of its use.



Voting Requirements

Simple Majority

Officer Recommendation

That Council:

1. **Receives and notes the submissions to the proposed workforce accommodation development upon Lots 109 (HN 76), 110 (HN 74), 111 (HN 72) and 112 (HN 70) Goodliffe Street (corner Alsopp Street) Norseman;**
2. **Pursuant to clause 68 (2) in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, CONSIDERS development application DA01-2025 to develop workforce accommodation upon the Lots 109 (HN 76), 110 (HN 74), 111 (HN 72) and 112 (HN 70) Goodliffe Street (corner Alsopp Street) Norseman, generally in accordance with the Planning Report (Version V1.2) prepared by RFF dated May 2025, except in respect to Site Landscape Plan (25-106 - SK-07 – B),**

and subject to the following conditions:

- (i) **A modified site landscape plan being submitted to and approved by the Shire of Dundas, denoting the following required modifications, and being implemented thereafter:**
 - (a) **A minimum 3.5 metre wide garden extending along the full length of the development site's Goodliffe Street frontage (not including the Goodliffe Street entry and the internal central pathway);**
 - (b) **A minimum 2.0 metre wide garden extending along the full length of the northern boundary of lot 112;**
 - (c) **Provision of landscaped nibs spaced between every 4th and 5th car bay proposed within the Goodliffe Street and Alsopp Street verges;**
 - (d) **Provision of a minimum 1.8 metre wide footpath along the full length of the eastern edge of the proposed Goodliffe Street car park, connecting to the Goodliffe Street entry;**
 - (e) **Landscaping of the whole of the Goodliffe and Alsopp Street verges (car bays and the bus bay excluded) immediately abutting the development site;**
 - (f) **Planting of suitable replacement trees for those trees proposed to be removed within the development site and within the abutting street verges; and**
 - (g) **A schedule of suitable plants proposed to be planted within the designated garden beds, landscaped nibs, and the Goodliffe and Alsopp Street verges;**
- (ii) **The development being connected to the wastewater treatment plant (WWTP) located upon lot 51 Richardson Street Norseman.**

The route and alignment of wastewater pipes and associated infrastructure required to connect the development to the WWTP are to be designed and installed to the specifications and satisfaction of the Shire of Dundas;



- (iii) Provision of a waste storage enclosure, designed and positioned to the specifications and satisfaction of the Shire of Dundas;
- (iv) The bus bay and car parking bays proposed within the Goodliffe Street and Alsopp Street verges being designed, paved, constructed, and line-marked to the specifications and satisfaction of the Shire of Dundas.

Additionally, suitable signage being installed to the specifications and satisfaction of the Shire of Dundas to the effect of requesting drivers to enter and exit these car parking bays quietly, promptly, and in an orderly fashion;

- (v) The development site and the bus bay and car parking bays being drained to the specifications and satisfaction of the Shire of Dundas;
- (vi) Proposed perimeter fencing being designed and installed to the specifications and satisfaction of the Shire of Dundas;
- (vii) The existing footpath located within the eastern verge of Goodliffe Street between Alsopp and Talbot Streets, and the existing footpath located within the southern verge of Talbot Street between Goodliffe Street and Prinsep Street, being upgraded and illuminated to the specifications and satisfaction of the Shire of Dundas;
- (viii) The proposed footpath within the northern verge of Alsopp Street between Angove and Goodliffe Streets, and to the proposed southern entry of the accommodation facility, being designed and illuminated to the specifications and satisfaction of the Shire of Dundas, and is to seamlessly connect with the upgraded Goodliffe Street footpath;
- (ix) The rear laneway between Talbot Street and Alsopp Street being paved, drained, and illuminated to the specifications and satisfaction of the Shire of Dundas;
- (x) The development being substantially commenced within 2 years of the date of this approval. If the development has not substantially commenced within this period, the approval shall lapse and be of no further effect;
- (xi) The development approval expiring 10 years from the date of this approval being granted, unless prior to the expiry of this approval further approval has been applied for, and been granted by the Shire of Dundas, to extend the validity of the development approval beyond the 10-year period;
- (xii) An Outline Decommissioning and Rehabilitation Plan (ODRP) shall be submitted to the Shire of Dundas for approval.

The ODRP shall address the following:

- (a) An initial strategy for decommissioning the facility and rehabilitating the development site at the end of its operational life. The strategy is to include options for future residential use and/or mixed uses and any associated potential tenure;
- (b) The anticipated lifespan of the accommodation facility;
- (c) Methods and measures to remove infrastructure and restore the site to a standard acceptable to the Shire of Dundas;
- (d) Arrangements for managing waste generated from decommissioning operations and redundant/removed infrastructure;



- (e) An indicative estimate of decommissioning and rehabilitation costs, including arrangements to secure decommissioning and rehabilitation obligations, which may include a bank guarantee, bond, trust fund, or other acceptable financial instrument;
- (xiii) No later than one (1) year prior to the cessation of operations (anticipated or otherwise), the operator shall submit to the Shire of Dundas a Detailed Outline Decommissioning and Rehabilitation Plan (DDRP) for approval and implementation.

The DDRP shall address the following:

- (a) Establishment of a suitable financial mechanism such as a bank guarantee or bond to secure the operator's decommissioning and rehabilitation obligations, as outlined in the DDRP;
 - (b) A comprehensive schedule and methodology for the removal of all above-ground and below-ground infrastructure associated with the facility;
 - (c) Detailed measures for the recycling, reuse, or disposal of materials in accordance with relevant legislation and guidelines;
 - (d) Specific proposals for site rehabilitation;
 - (e) An updated and detailed estimate of decommissioning and rehabilitation costs, prepared by a qualified independent professional; and
 - (f) Finalised details of the financial security mechanism to ensure that sufficient funds are available to carry out the decommissioning and rehabilitation works;
- OR
- (g) Alternatively, a detailed proposal and arrangements satisfactory to the Shire of Dundas for adaptation of the facility for future new uses;
 - (xiv) Submission of a management plan for approval by the Shire of Dundas outlining how the accommodation facility will be managed, cared for and maintained during periods of nil occupancy longer than 3 continuous months;
 - (xv) Conditions (i) – (ix), (xii), (xiii) and (xiv) are to be fulfilled to the satisfaction of the Shire of Dundas prior to first occupancy of any of the 64 proposed single dwelling units (excludes the existing grouped-dwelling development).

Advice Notes

1. The granting of this development approval does not constitute a building permit and that an application for relevant building permits must be submitted to the Shire of Dundas and be granted before any work requiring a building permit can commence onsite;
2. The granting of this development approval does not negate the requirement for any other approvals, permits, licences etc and adherence to due diligence, which may be required under separate legislation.



It is the proponent's responsibility to identify and obtain any other approvals, permits, licences etc and undertaking of due diligence required before the development/use lawfully commences;

3. The wastewater treatment plant referred to in condition (ii) is to be fully functional/operational to the satisfaction of the Shire of Dundas prior to first occupancy of any of the 64 single dwelling units;
4. Upon the requirements in condition numbers (i) – (ix), (xii), (xiii) and (xiv) being completed, the Shire of Dundas is to be duly notified in order to check and confirm the conditions have been fulfilled to its satisfaction; and
5. It is recommended that the code of conduct for residents of the accommodation facility include statements to the effect that there is an expectation that workers walking to and from RAM's dining facility (mess) in Talbot Street will utilise and adhere to existing footpaths in an orderly fashion at all times.

An alternative recommendation was proposed:

Moved: Cr. L Bonza
Seconded: Cr. S Warner

ELECTED MEMBER RECOMMENDATION

Pursuant to clause 68 (2) in Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, the Council of the Shire of Dundas NOT APPROVE development application DA01-2025 to develop workforce accommodation upon Lots 109 (HN 76), 110 (HN 74), 111 (HN 72) and 112 (HN 70) Goodliffe Street (corner Alsopp Street) Norseman on the grounds that:

- (i) Permanent use/occupancy of the proposed development – as requested by the proponent by letter to the Shire dated 28 July 2025 - is contrary to the meaning of 'workforce accommodation' described in the Shire's Local Planning Scheme 2;
- (ii) No evidence has been provided to support a longer approval period (eg. 30 years);
- (iii) No evidence has been provided that the type and structure of the proposed development is compatible with standards that support a longer life span and permanent use/occupancy of the proposed development.

Carried by: Simple Majority

For: Cr. L Bonza, Cr. S Warner, Cr. S Brown, Cr. C McLeod

Against: Cr. JEP Hogan

Resolution

Pursuant to clause 68 (2) in Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, the Council of the Shire of Dundas NOT APPROVE development application DA01-2025 to develop workforce accommodation upon Lots 109 (HN 76), 110 (HN 74), 111 (HN 72) and 112 (HN 70) Goodliffe Street (corner Alsopp Street) Norseman on the grounds that:



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- (ii) No evidence has been provided to support a longer approval period (eg. 30 years);
- (iii) No evidence has been provided that the type and structure of the proposed development is compatible with standards that support a longer life span and permanent use/occupancy of the proposed development.

Agenda Reference & Subject	
10.1.2 – Minutes of the Dundas Coastal Planning Committee	
Location / Address	Shire of Dundas
File Reference	CM.CO / LP.PL.1
Author	Chief Executive Officer – Peter Fitchat
Date of Report	11 July 2025
Disclosure of Interest	Nil

Summary

That Council accept the minutes of the Shire of Dundas Coastal Planning Committee meeting held on 8 May 2025.

Background

The Shire's Coastal Planning Committee is a committee of the Dundas Shire Council established by Council under section 5.8 of the *Local Government Act 1995* with the following objectives:

- (a) *To drive and oversee the development of a coastal planning strategy for the Shire's south coast (currently in preparation); and*
- (b) *Assist the Shire of Dundas in meeting its obligations in respect to the Coastal Management Plan Assistance Program (CMPAP) Funding Agreement between the Shire and the Western Australian Planning Commission (WAPC).*

Membership comprises the Shire President, Cr Brown, shack representatives John Iwankiw, Manue Daniels, Rasa Patupis, Chris Ziatas (DPLH – Land Use Management), Matt Cosson (DPLH – Land Use Planning), Kath La Nauze (DPLH – Strategy and Engagement), and as-yet-to be confirmed a representative of the Mirning Traditional Lands Aboriginal Corporation (MTLAC) (at the previous meeting two (2) staff members of MTLAC attended as proxies).

The committee has been meeting since October 2023, generally on a monthly basis but now on a bi-monthly basis.

As recognised in the committee's terms of reference, minutes of the meetings are to be presented to Council. In doing so, Council accepts the recommendations in the minutes. A copy of the confirmed minutes for the meeting held on 8 May 2025 is included in the Papers Relating.

Statutory Environment