

Job Ref: 10209
18 May 2026

Shire of Dundas
PO Box 163
NORSEMAN WA 6443

Attention: Chief Executive Officer

Dear Mr Fitchat

**Application for Development Approval through Development Assessment
Panels – Workers' Accommodation Facility
Lots 77-78 (Nos. 96-94) Roberts Street, Norseman**

Rowe Group acts on behalf of Resource Accommodation Management Pty Ltd ('**Client**') for the development of Lots 77 and 78 (Nos 96 and 94) Roberts Street, Norseman (collectively the '**subject site**'). We have been instructed by our Client to prepare and lodge this Development Application ('**Application**'), for the Southern Goldfields Development Assessment Panel's ('**DAP**') consideration. This Application seeks approval for a Workers' Accommodation Facility to support the Pantoro Gold Mining operation within the town of Norseman.

In support of this application, please find enclosed the following:

- A completed and signed DAP Form 1;
- A copy of the current Certificates of Title;
- A copy of the proposed development plans; and
- The accompanying technical reporting.

SUBJECT SITE

The subject site is situated within the municipality of the Shire of Dundas ('Shire'), located within the town of Norseman, and is located approximately 161 kilometres south of Kalgoorlie-Boulder, being the nearest major centre.

Refer **Figure 1 – Regional Location** and **Figure 2 – Local Location**.

The subject site is approximately 2,024m² in area and is bound by Roberts Street to the west, Talbot Street to the north and Neville Parade to the east.

The subject site is currently 'improved' by a mass of bulk objects, two sea containers, a small garden sized shed with signage affixed, and an awning that overhangs the public footpath. The site prior to 2012 contained adjoining single



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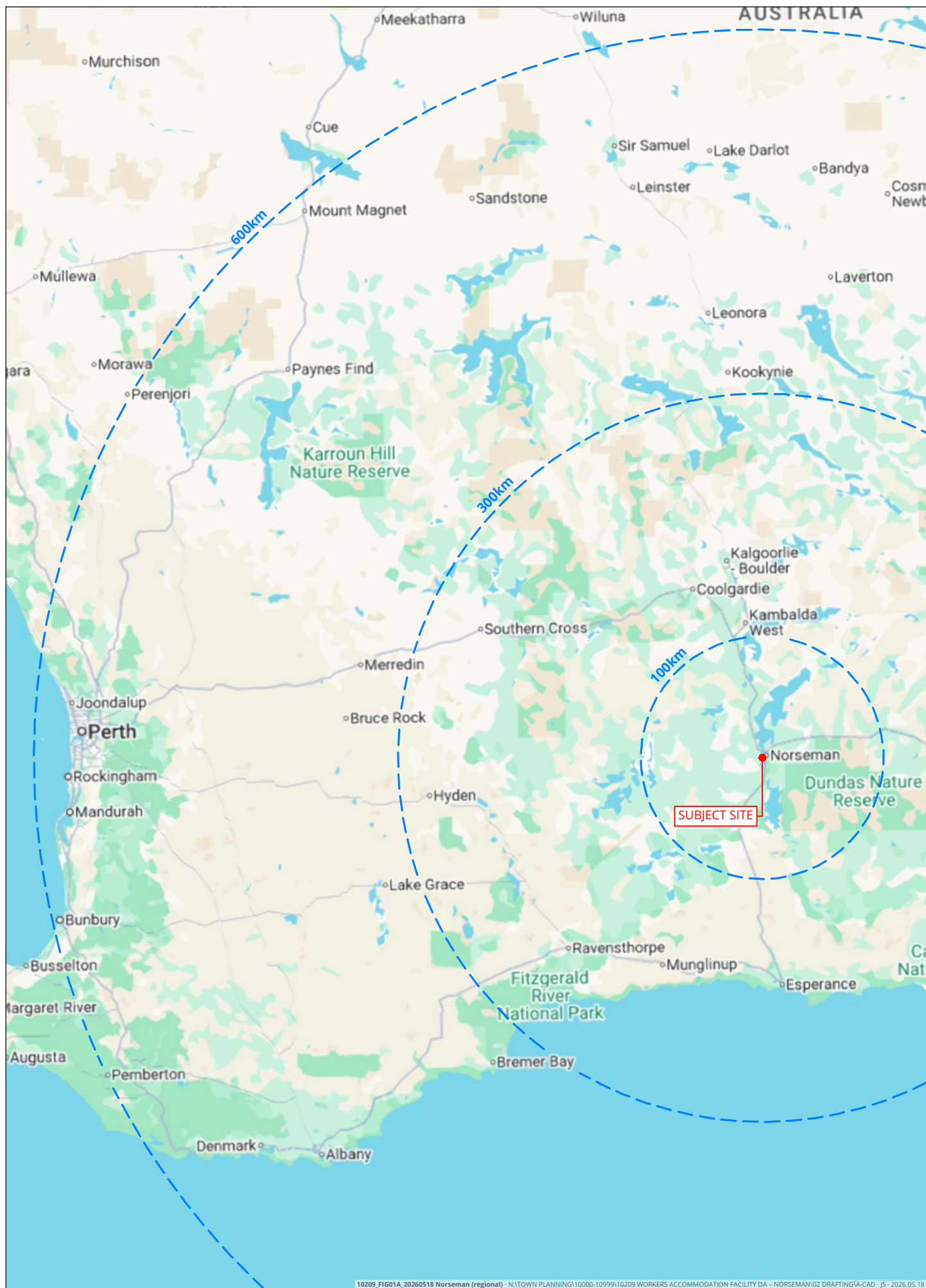
storey buildings, and which appear to have been demolished c. 2009, with the exception of the awnings. The northern building's awning appears to have been removed shortly after, leaving only the awning from the former building located on No.96 Roberts Street.

The Pantoro Gold Mine is located immediately east of the Norseman townsite.

The subject site comprises of four (4) separate land parcels, legally described as follows:

STREET ADDRESS	LOT NO.	PLAN/DIAGRAM	VOLUME/FOLIO	REGISTERED PROPRIETOR
94 Roberts Street	78	222908	1955/334	Resource Accommodation Management Pty Ltd
96 Roberts Street	77	222908	1040/401	Keven Ernest Joseph Jones Gregory Thomas Jones

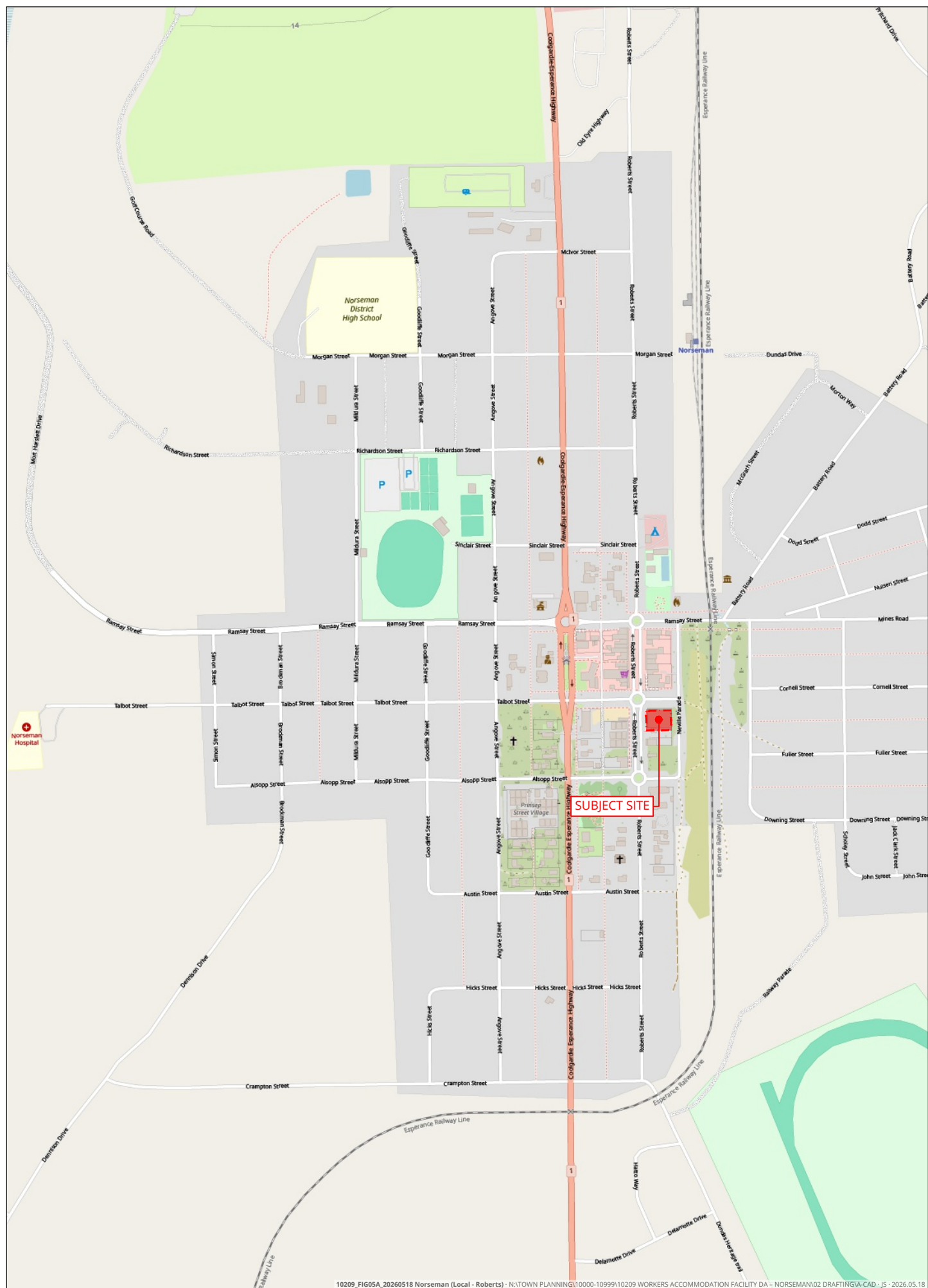
Table 1: Cadastral Information.



0 100,000m
SCALE @ A4: 1:4,000,000



FIGURE 1
REGIONAL LOCATION



STRATEGIC FRAMEWORK

Goldfields-Esperance Regional Planning and Infrastructure Framework

The subject site is located within the Goldfields-Esperance Regional Planning and Infrastructure Framework 2015 (**Framework**), which is a high-level strategic document prepared by the Western Australian Planning Commission (**WAPC**) to guide long-term land use planning, infrastructure coordination and regional development across the Goldfields-Esperance region, including the Shire of Dundas and more specifically the town of Norseman. The framework is a non-statutory, ongoing strategic document published in 2015 and currently in effect until superseded by a new Regional Planning Strategy.

In the context of this Application, the Framework is relevant because it:

- Recognises the region's economy as resource-based and reliant on mining, which directly drives demand for worker housing and support infrastructure.
- Supports planning responses that strengthen regional settlements, improve liveability, and ensure appropriate services and accommodation for a mobile workforce.
- Provides strategic justification for developments that help sustain workforce availability and economic activity in remote communities such as Norseman, without placing additional strain on existing residential areas or local infrastructure.

Overall, the subject proposal aligns with the Framework's direction by supporting the operational needs of the mining / resource sector, contributing to Norseman's role as a small but strategically located service settlement within the region, and ensuring workforce accommodation is delivered in a planned and consolidated manner.

Goldfields-Esperance Development Commission Strategic Plan 2025-2027

The Goldfields-Esperance Development Commission's Strategic Plan 2025–2027 (**Strategic Plan**) identifies the Goldfields-Esperance region as a significant mining region with a continuing reliance on a mobile, project-based workforce to support resource sector operations. The plan emphasises the need for adequate and appropriate workers accommodation to sustain economic activity and ensure that regional centres can continue supporting mining, logistics, and associated industries. This proposal in Norseman directly responds to this strategic direction by providing reliable, fit-for-purpose housing that supports ongoing mining and service-industry operations in the Shire of Dundas.

A key priority of the Strategic Plan is to enhance regional liveability, including improving access to essential infrastructure, services, and accommodation options across diverse and remote communities. In smaller towns like Norseman—where the private housing market is limited and demand fluctuates with mining activity—purpose-built workforce accommodation reduces pressure on local residential stock while improving safety, amenity, and management outcomes. The proposal aligns with this objective by offering a managed, single-storey development that avoids impacts on existing residents while contributing positively to the town's accommodation capacity.

The Strategic Plan also highlights the importance of place-based, locally responsive solutions that strengthen economic resilience and support the long-term sustainability of regional settlements. Delivering dedicated workforce accommodation in Norseman supports the town's role as a service and logistics hub on a major transport route, enabling businesses and contractors to operate efficiently without creating unintended housing or amenity impacts. By supporting stable workforce supply and local economic participation, the proposal directly contributes to the Strategic Plan's broader goals of fostering regional development, industry continuity, and community wellbeing across the Goldfields-Esperance region.

PROPOSED DEVELOPMENT

This Application proposes the development and use of a Workers' Accommodation Facility at the subject site. The proposed development comprises of 48 single occupancy accommodation rooms and associated service facilities including a communal barbeque shelter, associated open space and laundry facilities. The proposed development also includes the following in relation to the workers' accommodation facility:

- 37 sealed car parking bays, with 10 bays in the Robert Street paved roadside area, 14 bays in the Talbot Street paved road area, and the remaining 13 bays in the Neville Parade verge;
- An entry feature;
- New Colorbond perimeter fencing; and
- New lighting for amenity and safety.

Refer **Attachment 2 – Development Plans**.

TOWN PLANNING CONSIDERATIONS

Shire of Dundas Local Planning Scheme No. 2

Under the provisions of the Shire of Dundas *Local Planning Scheme No. 2 ('LPS2')*, the subject site is zoned 'Commercial'. The objectives of the Residential zone are stipulated within LPS2 below:

- *"To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites.*
- *To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*
- *To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.*

All surrounding streets hold local road status only.

Refer **Figure 3 – Local Planning Scheme No. 2 Zoning**.

Land Use Permissibility

The proposed development is consistent with the 'Workforce Accommodation' land use classification, which is defined within Division 2, Clause 38 of LPS2 as follows:

“Workforce Accommodation – means 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.*

However, the land-use is not included within the LPS2 Zoning Table. As such, the proposed development must be assessed as a ‘use not listed’. Clause 18(4) of LPS2 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.”*

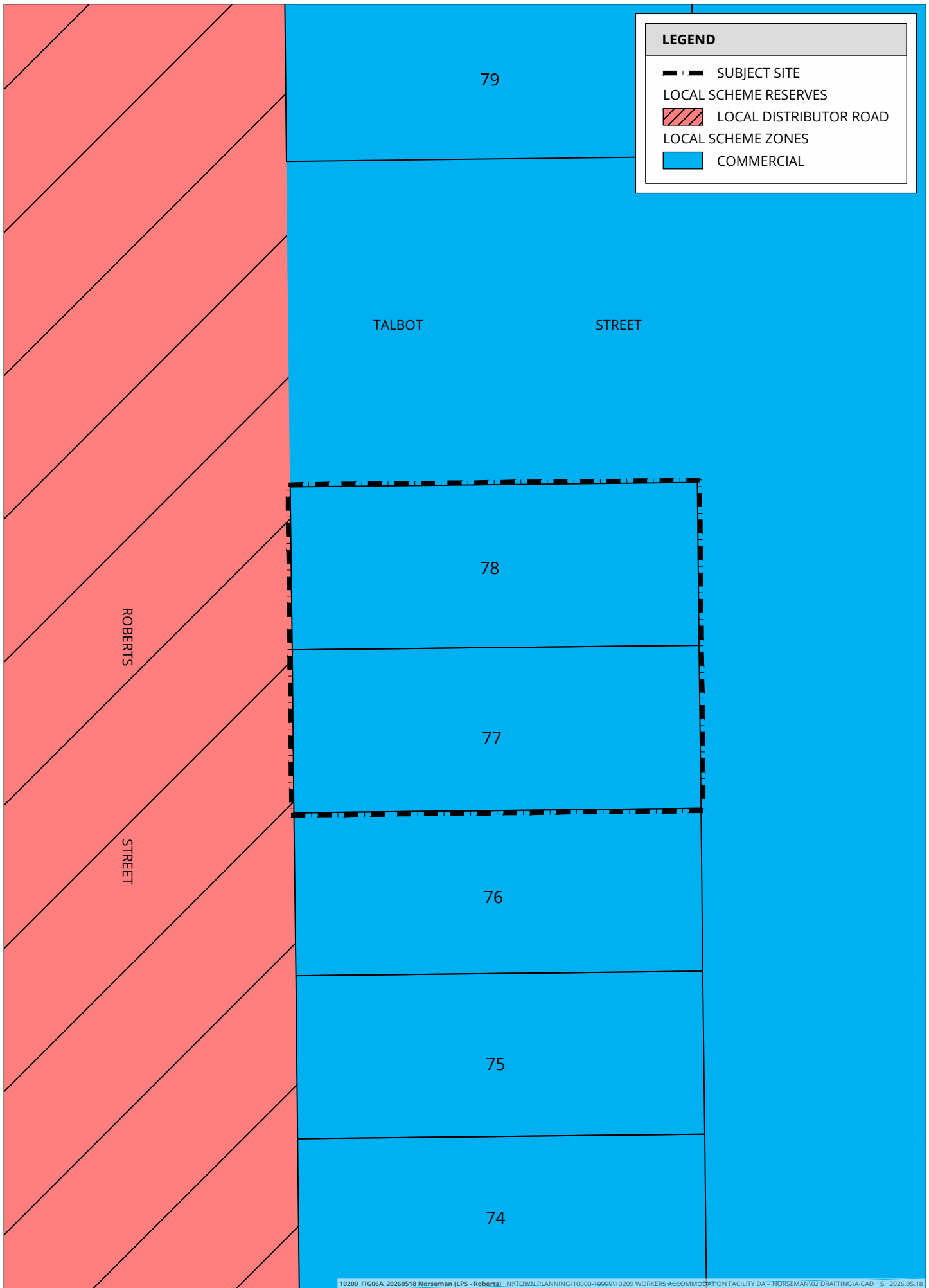
The proposed development is therefore required to be consistent with the objectives of the Commercial zone, as detailed above. The table below provides an assessment of the proposed development against the objectives of the Residential zone:

‘COMMERCIAL’ ZONE OBJECTIVE	COMMENT
<i>To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites.</i>	The proposal introduces <i>workforce accommodation</i> to support local businesses, mining and service industries by housing staff close to the town centre. While not a retail/commercial tenancy, the ground interface is designed to contribute to main-street activity (e.g., transparent fencing to Roberts Street, and clear pedestrian entry from the footpath). The Application does not prevent or constrain commercial uses within the town centre and maintains the ability of adjoining land to continue supporting retail and service activities. The development’s low-impact, single-storey form ensures it remains compatible with the surrounding commercial and residential environment without introducing conflicting activities.
<i>To maintain the compatibility with the general streetscape, for all new buildings in terms of scale,</i>	The development is single storey, ensuring it fits comfortably within the scale and built form of Norseman’s commercial streetscape. The building will utilise materials, colours and simple architectural treatments consistent with existing commercial buildings in the locality, while also providing for

<i>height, style, materials, street alignment and design of facades.</i>	an easy transition to the residential buildings south of the subject property. Street alignment and setbacks remain consistent with neighbouring development, and the façade design incorporates appropriate articulation and glazing to maintain a presentable street presence. Servicing areas are screened and all utilities are low-profile to protect streetscape character.
<i>To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality</i>	The single-storey building height, separation distances, and screened boundaries ensure there are no privacy impacts. Noise will be managed through appropriate acoustic design and onsite management procedures typical for workforce accommodation. Parking is provided onsite to avoid overflow onto adjoining lots or streets. Lighting is designed to avoid glare or spill beyond the site. Landscaping softens the interface with neighbouring properties and helps manage dust. Overall, the development is expected to operate with minimal impact on surrounding commercial or residential amenity.

Table 2: Assessment against Objectives of the Commercial zone.

Based on the above, the proposed land-use and development is considered consistent with the objectives of the Commercial zone and therefore capable of approval.



0 15m
SCALE @ A4: 1:600



FIGURE 3
SHIRE OF DUNDAS LOCAL PLANNING SCHEME No.2 ZONING

Local Planning Scheme No. 2 – Development Standards and Requirements

Clause 32 of LPS2 sets out the General Development Standards and Requirements for development, with Clause 32 (2)(a) relating to the Residential zone within the Norseman Townsite:

CLAUSE	COMMENT
a) <i>Minimum lot area and frontage - 800m² and 10 metres.</i>	The total lot area for the Proposal is 2024m ² , with a minimum frontage of 40.24m
b) <i>Plot Ratio</i> <i>The local government shall permit a building in the Commercial Zone to have a plot ratio of 1.0 and may permit an increase of 50 per cent providing that the local government is satisfied on matters relating to access, car parking servicing, loading and unloading and any other matter the local government by its absolute majority may take into consideration.</i>	This Proposal seeks a plot ratio of approximately 0.5:1, being well within the 1:1 ratio
c) <i>Upper Floors</i> <i>Where the ground floor of a two-storey building is used for the purposes of shops or offices, the local government may permit upper floors of such buildings to be used for the purposes of shops, offices or residential accommodation providing that:</i> <i>(i) the residential use is confined to the upper floor;</i> <i>(ii) the residential use is used only by the owner/occupier of the shop or office within the same building</i>	This development is single storey only.
d) <i>Car Parking Requirements</i> <i>(i) Where an application is made for development and the purpose for which the land or building is to be used is not specified in Table 7 the local government shall determine the number of car parking spaces to be provided on the land having regard to the nature of the</i>	The development provides satisfactory access, parking and servicing arrangements commensurate with its scale and operational characteristics. No new vehicle crossovers are proposed, with access managed via existing streets and a rear laneway for service vehicles, thereby minimising impacts on frontage roads. A total of 24 on-street parking bays are proposed, which

<i>proposed development, the number of employees likely to be on the site, the prevention or obstruction of roads and streets, and the orderly and proper planning of the locality and the preservation of its amenity.</i> <i>(ii) Notwithstanding the provisions of Table 7, local government may waive a requirement for parking on a site if it is satisfied that adequate constructed car parking is available in close proximity to the proposed development, and where this is not available, the local government may accept a cash payment in lieu of provisions of parking to be applied in accordance with the following sub-clause.</i> <i>(iii) Any payment made under the provisions of the preceding sub-clause shall be not less than the estimated cost of providing and constructing the parking spaces required by the Scheme plus the value of the area of land which might have been occupied by the parking spaces and be paid by the local government into a special fund to be applied solely to the provision, construction and maintenance of car parking facilities within the Zone.</i> <i>(iv) The dimensions of car parking spaces parking angle, driveway widths and landscaping detail specified in Schedule 1 shall be used by the local government in determining the layout of car parking areas. The local government may vary the dimensions specified by up to 10 percent where obstructions site dimensions or topography result in the loss of a car parking space in any run of car parking spaces. This provision shall be used in order to obtain one additional space in a run of spaces and shall not be used to modify landscaping, shade tree or driveway access requirements.</i>	exceeds the anticipated demand given that the majority of occupants are FIFO workers transported by bus. The parking layout has been designed in accordance with AS2890.5:2020 and is considered appropriate for the location. Bus pick-up and drop-off, servicing and waste collection can be safely and efficiently accommodated within the existing road reserve without disrupting traffic flow or pedestrian movement- as is common with similar developments within the Norseman townsite, and in particular is commensurate with the streetscape by utilising the large existing road reserves for its parking facilities. It is therefore respectfully requested that subclause (ii) is applied for these reasons.
<i>e) Loading and Unloading</i> <i>Where areas for the loading and unloading of vehicles carrying goods or commodities to or from premises are to be provided the same shall be provided and</i>	There is no loading or unloading required as part of this development.

<i>maintained in accordance with the approved plan relating thereto.</i>	
<i>f) Bin Areas</i> <i>The local government will require adequate provision for bin storage to be made readily accessible by truck for refuse disposal purposes</i>	The shire does not have a recycling service, nor are kitchen facilities proposed as part of this development. Accordingly, waste is expected to be generated at a minimum rate. Where green bins are allocated, these are contained within the site, and maintained by the accommodation provider's staff. On each collection day, these are rolled onto the verge for collection. Any recyclables are collected (and capable of being accepted for containers-for-change) and deposited in a containers-for-change depot.

The proposed development is considered to be adherent with this provision for the following reasons:

- The proposed development achieves a low-density character through its single-storey design and low site coverage. Given the proposal incorporates four standard residential lots, the layout of the buildings enable generous setbacks, landscaping buffers and open space areas which ultimately maintains a development pattern that is visually and spatially consistent with the surrounding area;
- The subject site is located in close proximity to Norseman's commercial zone and key transport infrastructure (i.e. the Coolgardie-Esperance Highway), therefore making an appropriate location for a higher intensity of land use;
- LPS2 contemplates a mix of activities within the Residential zone in order to further contribute to the economic and tourism functions of Norseman. The proposed development directly supports the continued operation of mining and construction projects within the region, in which these projects generate economic activity, ultimately underpinning tourism, retail and service provisions within Norseman; and
- The proposed development has been specifically designed to preserve the amenity of the local area through appropriate setbacks, boundary fencing and building orientation. Operations will be managed by an on-site manager, with site rules and procedures in place to ensure no adverse impacts are imposed on the surrounding area and affecting the residential amenity.

TRAFFIC CONSIDERATIONS

To demonstrate and confirm the low vehicle trip usage, a Traffic Impact Statement ('TIS') has been prepared by Shawmac in support of this Application, in accordance with the *Western Australian Planning Commission* ('WAPC') Transport Impact Assessment Guidelines for Individual Developments. The TIS can be summarised as follows:

Traffic Generation and Network Capacity

The proposed 48-room workers' accommodation is expected to generate very low traffic volumes, with an

estimated increase of approximately 22 vehicles per day and 11 vehicles per peak hour. While this represents a moderate percentage increase over existing peak hour traffic due to the very low baseline volumes, the surrounding road network has ample spare capacity, and all resulting traffic levels remain well below accepted thresholds for local access roads and the broader network.

Road Hierarchy and Frontage Conditions

The site is serviced by low-volume local roads within the Norseman townsite. Estimated daily traffic on the surrounding streets is less than 300 vehicles per day, compared to the 3,000 vehicles per day guideline for access roads under *Liveable Neighbourhoods*. The development does not require upgrades to the existing road network.

Vehicle Access Arrangements

No new crossovers or access points are proposed. All vehicle access and manoeuvring will occur on existing streets, consistent with the established urban form and without alteration to road layouts.

Parking Provision and Design

A total of 24 on-street car parking bays are proposed along Roberts Street and Talbot Street. This provision exceeds anticipated demand and reflects the operational model, where most workers are FIFO and transported by bus. The on-street parking design complies with AS2890.5:2020 (On-Street Parking) in terms of bay dimensions and manoeuvring space.

Bus Operations and Servicing

The majority of workers will be transported via a variety of buses, ranging from a 40-seater, 24-seater and 6 seaters, to transport workers between the accommodation, workers' club, mine site and airport. Bus pick-up and drop-off will occur from the street verge, which is sufficiently wide to accommodate temporary stopping without impeding traffic. Service vehicles, including maintenance and linen vans, will access the site via the rear laneway, reducing impacts on frontage streets.

Pedestrian Connectivity

The surrounding pedestrian infrastructure is considered adequate. Footpaths are provided on at least one side of all adjacent streets, enabling safe and convenient pedestrian movement, particularly between the accommodation site and the nearby workers' club approximately 130 metres to the west.

Public Transport

Public transport availability in Norseman is limited, with the nearest TransWA service located approximately 1.6km from the site. Given the reliance on private buses and work vehicles, no demand for public transport is anticipated as a result of the development.

Safety and Crash History

A review of crash data for the five-year period from January 2021 to December 2025 indicates a very low incidence of crashes in the surrounding road network. There are no identifiable safety issues, and the scale and nature of the development are not expected to materially increase crash risk.

Based on the above, the TIS concludes that the proposed development is compliant with the provisions of the WAPC Transport Impact Assessment Guidelines for Individual Developments and that no adverse impacts will be imposed on the surrounding area.

Refer **Attachment 3 – Traffic Impact Statement.**

FREIGHT NOISE CONSIDERATIONS

This Application is located within a freight noise sensitive location, owing to its relative distance to the Esperance-Kalgoorlie freight rail link; and Princep Street, which serves as the major road freight link, connecting to the Coolgardie-Esperance Highway. Therefore State Planning Policy 5.4 – Road and Rail Noise (**SPP5.4**) is invoked.

Accordingly, Herring Storer Acoustics Consultants has prepared a Noise Attenuation report, which is summarised as follows:

The assessment confirms that the site is located approximately 80 metres from the freight rail corridor and is therefore within the policy trigger distance, requiring consideration under SPP 5.4. A noise exposure forecast undertaken in accordance with the SPP5.4 Implementation Guidelines indicates a predicted rail noise level of 57 dB(A) at the site.

Based on this outcome, the report concludes that the development is suitable subject to incorporation of Quiet House Design Package A+, which is a deemed-to-satisfy mitigation approach under the policy. The package includes appropriate building design measures to ensure compliance with internal noise targets for sleeping and living areas, consistent with SPP5.4 objectives.

The assessment also identifies the need for a two (2) metre high acoustic boundary fence to the gazebo area to support reasonable acoustic amenity in communal outdoor spaces. With these measures in place, the proposal is considered capable of achieving acceptable acoustic outcomes for both internal and external areas.

Overall, the Acoustic Assessment demonstrates that the proposed development can be satisfactorily designed to comply with SPP5.4 and that rail noise impacts can be appropriately managed through standard, policy-endorsed mitigation measures, supporting the suitability of the site for workers' accommodation.

Refer **Attachment 4 – Noise Attenuation Report.**

CIVIL ENGINEERING

All wastewater is proposed to be pumped via pressurised pipes to the Wastewater Treatment Plant (WWTP) located on Lot 874 (No.51) Richardson Street, Norseman – a dedicated wastewater treatment plant approved on 18 November 2025.

The civil engineering report confirms that the site is capable of being connected to the WWTP, with a pump station being constructed at the pipehead to maintain pressure.

Stormwater is expected to be contained where possible and appropriate, with overflow being directed to the Shire's existing stormwater drains within the road reserve.

Attachment 5 – Civil Engineering Report.

LANDSCAPING

The accompanying Landscape Plan has been prepared with careful regard to the semi-arid climatic conditions of Norseman and the site's location within the ecologically significant Great Western Woodlands region. The planting strategy prioritises hardy, drought-tolerant and predominantly native species that are well suited to local conditions, ensuring long-term viability, reduced water demand and minimal maintenance requirements. Selected species including a mix of shrubs, groundcovers and flowering plants, are intended to contribute to local biodiversity outcomes while creating an attractive, functional and resilient landscape setting.

The landscape response also supports the amenity and liveability objectives of the development by softening the built form, providing visual relief and contributing to a more comfortable microclimate for residents. Landscaping treatments are designed to enhance streetscape presentation along Roberts Street and adjoining interfaces, while also creating defined communal and transitional spaces that support passive use and informal interaction. Practical measures such as mulching and reticulated irrigation (via drip or micro-spray systems) are incorporated to improve plant establishment and water efficiency, consistent with best-practice landscape management in semi-arid environments.

Overall, the Landscape Plan delivers a robust and contextually responsive outcome that balances environmental considerations with functional amenity, reinforcing the development's integration within the Norseman townscape while contributing positively to local character and ecological value.

Attachment 6 – Preliminary Landscaping Plan.

SOCIAL AND ECONOMIC DEVELOPMENT

Resource Accommodation Management's co-living model is designed to provide a contemporary, non-institutional form of workforce accommodation that supports the mental health and overall wellbeing of residents. By offering a more normalised living environment that is distinct from traditional camp-style facilities, the development enables workers to disengage from the demands of the worksite, reducing known risks associated with isolation, fatigue and mental health pressures common in "Fly-in-Fly-Out" (FIFO) arrangements. Its central location within Norseman allows the residents of the accommodations to walk, access local services, and experience a change of environment between shifts, helping to break up the work cycle and support healthier daily routines that are critical to mental health awareness.

From an economic development perspective, the development will generate consistent and recurring expenditure within the local economy, which is particularly significant in the context of a small and constrained regional town. Unlike self-contained camps, the co-living format actively encourages its residents to engage with existing businesses, resulting in regular spending on groceries, meals, hospitality and day-to-day services. This increased patronage supports the viability of key local enterprises such as the IGA, cafés, takeaway outlets and the Norseman Hotel, helping to stabilise trade volumes and sustain employment. The presence of a resident workforce within walking distance of the town centre also increases foot traffic and activity levels throughout the day and evening, contributing to improved business confidence and potentially enabling extended trading hours or service offerings over time.

Importantly, this form of distributed economic participation creates a multiplier effect, where expenditure by workers circulates within the local economy rather than being captured within a closed facility. For a town such as Norseman where economic activity is closely tied to resource sector cycles, this consistent inflow of spending assists in smoothing demand fluctuations and reinforces the role of the town as a service hub for both industry and the surrounding region. In this way, the proposal not only supports the operational needs of the mining sector but also delivers broader economic resilience benefits, strengthening the sustainability and vibrancy of the local community.

CONCLUSION

This Application is seeking approval for a Workers' Accommodation Facility at the subject site. The proposed development is adherent to the provisions of the Shire of Dundas Local Planning Scheme No. 2 and is considered to be consistent with the objectives of the 'Commercial' zone. This Application is also supported by technical reports confirming that the proposal will not cause any adverse impacts upon its surroundings.

The land-use is wholly related to transient mine workers, meaning the works only use the accommodation on a temporary basis, where the accommodation is shared with another worker on an alternative roster, as is common throughout Western Australia. The built form is intended to be permanent. Accordingly, the proposal is consistent with the Workforce Accommodation land-use definition and is capable of approval as such.

Accordingly, a favourable determination by the Southern Goldfields Development Assessment Panel for this Application is requested.