

Job Ref: 10209
22 June 2026

Shire of Dundas
PO Box 163
NORSEMAN WA 6443

Attention: Attention: Tony Dowling, Consultant Planner

Dear Mr Fitchat

**Additional Justification – Proposed Workforce Accommodation
Lots 77-78 (Nos. 96-94) Roberts Street, Norseman**

The following serves as additional justification for seeking nil on-site parking.

Background

The proposed development as submitted does not include on-site car parking. While the planning report submitted with the application provides a level of justification within it, additional information has been requested.

Local Planning Scheme No.2

The nil on-site parking is considered appropriate having regard to the provisions of the Shire of Dundas Local Planning Scheme No. 2 (**LPS2**) and the nature of the use. Workforce Accommodation is not identified within Table 7 of LPS2 and, accordingly, Clause 32(2)(d) provides that the local government is to determine parking requirements having regard to the characteristics of the development, with discretion to waive on-site provision where adequate parking is available in direct proximity.

Existing Verge Bays

In this instance, formal on-street parking bays are already established within the surrounding road reserves, supplemented by the provision of additional compliant bays immediately adjacent to the site along Roberts Street and Talbot Street. Collectively, these bays are designed to an appropriate standard and provide a consolidated and accessible supply of parking within direct proximity of the development.

Proposal

A total of 24 formal on-street parking bays are proposed immediately adjacent to the site along Roberts Street and Talbot Street, designed in accordance with AS2890.5:2020 and capable of accommodating the anticipated demand. This approach is consistent with the established pattern of development in



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Norseman, where wide road reserves and low traffic volumes support verge and on-street parking solutions. Importantly, the operational characteristics of the development result in a materially reduced parking demand compared to conventional land uses. The Traffic Impact Statement confirms that the majority of occupants will be FIFO workers associated with the Pantoro Gold Mine, and transported by bus between the accommodation, mine site and airport, with only a limited proportion of workers expected to have access to a vehicle. As a result, overall traffic generation is low and can be readily accommodated within the existing road network without adverse impacts.

Bus parking

The proposal also does not provide dedicated bus parking on-site. This is considered appropriate given the physical constraints of the site and the scale of the development. The accommodation facility has been deliberately designed to maximise landscaping, communal open space and resident amenity within a relatively modest 2,024m² site, and the provision of bus parking would require substantial areas of additional hardstand and vehicle manoeuvring space. Accommodating a 12-seat or larger 24-seat bus would also necessitate a dedicated access arrangement, turning areas and internal circulation infrastructure, fundamentally altering the layout and reducing the quality of the residential-style accommodation environment proposed. Given that surrounding roads are local roads with low traffic volumes and generous road reserves, any occasional bus pick-up or drop-off activity can be safely accommodated from the street frontage without requiring a permanently allocated on-site bus bay. The provision of dedicated bus parking would therefore represent an inefficient use of land and would unnecessarily compromise landscaping, open space and overall site amenity without delivering a commensurate planning benefit. In any event, bus parking is momentary at best (busses and work vehicles are provided by the place of employment – not by the accommodation provider), meaning they are best placed in the shared verge parking areas rather than on-site.

Conclusion

In this context, the provision of on-site parking would result in an inefficient use of land and an unnecessary increase in hardstand areas, to the detriment of site layout, landscaping and amenity. Reliance on the existing and augmented on-street parking supply therefore represents a practical, contextually appropriate and orderly planning outcome.

Should you require any further information or clarification in relation to this matter, please contact Peter Stuart on 9221 1991.

Yours faithfully,



Peter Stuart

Rowe Group