Gonneville Project

Community Information-Sharing Session

Public information document

Our focus is Chittering

The proposed mine is in the Shire of Toodyay, but potential effects on Chittering do not stop at the Shire boundary. This document brings together Council's position, the action taken to date, the issues being examined and the matters that remain unresolved.

Prepared to support the Shire's community information-sharing session and publication on the Shire website.

About the session

Please read this section before attending

The purpose of the community information-sharing session is to give residents a clear, consolidated account of:

- what the Shire currently knows and what remains uncertain;
- Council's position and how it has developed;
- what the Shire has done and what it is continuing to pursue;
- which decisions the Shire can and cannot make; and
- relevant information that community members may be able to contribute.

Why we are holding this session

The Shire has undertaken considerable advocacy and action on this matter and has sought to keep the community informed. However, it has become clear that many community members were not aware of this work. This session is intended to close that gap.

The aim is to inform all interested parties of what the Shire has done and where its focus areas lie. The Shire may have raised matters that community members have not yet considered, and they may be able to use that knowledge in their own advocacy to decision makers. Equally, community members may hold information or perspectives the Shire has not considered, which the Shire can take into account in its own work. Sharing information in both directions strengthens everyone's ability to make their concerns known in the relevant statutory processes.

This session is about sharing information and working constructively. It is not about taking sides or positioning Council against the community. We all share an interest in getting the best outcome for Chittering.

What the session is not

- a campaign event or forum for organising action;
- a formal Council meeting or public-question-time session;
- a debate about whether mining should occur;
- a meeting to determine a collective community position on whether the Gonneville mine should proceed; or
- an opportunity for the Shire to speak on behalf of Chalice, the EPA or other State and Commonwealth authorities.

Clear expectations

There will be no motions from the floor, and the session will not determine or adopt a collective community position. Reasonable requests for clarification may be addressed where practicable. However, the session is not structured as an extended question-and-answer forum or as a process for questioning individual Councillors, Shire officers or participants.

The objective is to share useful information, explain the work undertaken by the Shire and improve the information available to everyone.

Different views, shared interests

Community members may hold different views about the Gonneville mine and mining generally. Those views are respected. Those differences do not change the shared interest in protecting Chittering residents and affected landholders, the environment, local roads, the rural landscape and the interests of Chittering ratepayers.

At a glance

The key points

- **The Shire does not decide whether the mine is approved.** The mine itself is in the Shire of Toodyay. Project approvals primarily sit with State and Commonwealth authorities.
- **Council is not opposed to mining generally.** Council strongly opposes particular infrastructure and transport outcomes affecting Chittering.
- **Council's preferred outcome is clear.** Gonneville-associated infrastructure and transport corridors should be located outside the Shire of Chittering.
- **Engagement is not endorsement.** The Shire continues to engage so it can obtain information, challenge assumptions and seek changes. It can engage while also objecting formally.
- **Main Roads WA has not approved or endorsed Chittering Road as a Gonneville heavy freight route.** At the time of its response, Main Roads WA advised that Chalice had not formally sought its advice on the proposed transport movements and that it had not been provided with sufficient information to assess freight routes, traffic volumes or road upgrades.
- **Alternatives must be compared fairly when considering the transport routes.** Distance matters, but it should not automatically outweigh safety, environmental and community impacts.
- **Project costs should not fall on ratepayers.** The Shire will seek appropriate arrangements for road upgrades, maintenance, monitoring, rehabilitation and future liabilities.

1. The project and the Shire's role

The Gonneville Project is a proposed critical-minerals development involving nickel, copper, cobalt and platinum group elements. The proposed mine itself is in the Shire of Toodyay. Power, water, access and transport infrastructure investigated for the project may affect land and roads in Chittering.

What the Shire does not decide

- whether the mine is approved;
- whether Mining Act tenure or miscellaneous licences are granted;
- whether State or Commonwealth environmental approvals are granted;
- whether proposed mine operations meet applicable environmental or public-health requirements; or
- other approvals administered by State or Commonwealth agencies.

What the Shire can do

- provide local information and evidence;
- represent the broader interests of the Chittering community;
- make submissions and formal objections;
- advocate to elected representatives, agencies and the proponent;
- participate in relevant statutory processes; and
- protect the Shire's roads, finances and broader community interests.

The boundary is not the issue

Potential effects on Chittering should not be dismissed simply because the mine itself is outside the Shire.

2. Council's position

Council is not opposed to mining or responsible economic development generally. Council can nevertheless strongly oppose particular infrastructure or transport outcomes affecting Chittering.

17 June 2026

Council unanimously resolved to direct active advocacy against proposed mining infrastructure through private Rural Residential properties where it would lead to above-ground works, overhead powerlines, surface disturbance, easements or exclusion zones restricting reasonable use and enjoyment of land. Council also supported use of existing transport or utility corridors wherever practicable and less-impacting designs, including deep underground installation where appropriate.

21 October 2026

Council unanimously resolved to formally oppose Gonneville Project-associated infrastructure within the Shire of Chittering, including use of Shire roads as a project freight or transport corridor, and to continue advocacy for alternatives outside the Shire.

Council's preferred outcome

Gonneville-associated infrastructure and transport corridors should be located outside the Shire of Chittering.

3. Why the Shire continues to engage with Chalice

The Shire understands why some community members would prefer that it not engage directly with Chalice. Engaging with Chalice does not mean that the Shire supports or endorses particular elements of the project.

Stopping communication with Chalice would not stop the State or Commonwealth assessment and approval processes. Continued engagement allows the Shire to:

- communicate Council's position directly;
- obtain information as proposals develop;
- challenge assumptions and seek supporting evidence;
- advocate for different routes, alignments and designs;
- put landholder, environmental and community concerns directly to the proponent; and
- seek avoidance, minimisation or mitigation of impacts.

Government advice has been consistent

Responses received from the WA Minister for the Environment, the WA Minister for Planning and Lands and DWER/EPA have repeatedly encouraged the Shire to remain engaged with Chalice while also participating in statutory assessment and approval processes.

Engagement is not endorsement

The Shire's approach is to engage, scrutinise and advocate. Where appropriate, it will also object or make formal submissions through regulatory and statutory processes.

4. Advocacy and formal action

The Shire has undertaken direct advocacy with State and Commonwealth Ministers, Members of Parliament, Senators, agencies and environmental assessment authorities. Different recipients have been approached on matters relevant to their responsibilities.

The following is a summary of key advocacy. Given the extent and ongoing nature of engagement, it is not an exhaustive record of every letter, meeting, discussion or representation concerning the Gonneville Project.

Recipient / body	Principal issues raised	Response / status
Premier of Western Australia	Infrastructure corridor impacts; private land and community effects; whole-of-government scrutiny; statutory pathways.	Acknowledged the issues, identified the future Mining Act objection process and advised that State coordination was occurring through the Lead Agency Framework.
WA Minister for the Environment	Above-ground works, powerlines, surface disturbance, easements and effects on residents.	Acknowledged Council's concerns and directed attention to the EPA Public Environmental Review and continued engagement.
WA Minister for Planning and Lands	Rural Residential properties, landholders and local amenity.	Acknowledged the issues; advised that the Minister had no statutory role in the relevant Mining Act application and referred the matter to the responsible agency.
Main Roads Western Australia	Exclusion of Chittering Road; road safety; freight suitability; traffic and road upgrades.	Advised Chalice had not formally sought advice on proposed transport movements and that sufficient information was not then available to assess routes, volumes or upgrades.
DWER / EPA	Cumulative environmental, traffic and community risks, including road and rail infrastructure.	Confirmed that the Environmental Review Document will undergo an eight-week Public Environmental Review and that the EPA will seek advice from the Shire on matters relevant to Chittering when the public review commences.
Commonwealth MPs and WA Senators	Chittering Road; environmental assessment; road safety; rail and alternative routes; consultation; community impacts and ratepayer protection.	Representatives across government, opposition and the crossbench were asked to raise the issues through Commonwealth and parliamentary channels.
Commonwealth environmental assessment function	Cumulative impacts; threatened species; alternative transport; landscape, social and tourism effects.	The Shire sought exclusion of Chittering Road and consultation on transport-route and corridor considerations.

Commonwealth advocacy has included correspondence to Melissa Price MP, Madeleine King MP and WA Senators from across government, opposition and the crossbench, including Sue Lines, Michaelia Cash, Slade Brockman, Dorinda Cox, Varun Ghosh, Matt O'Sullivan, Fatima Payman, Dean Smith, Jordon Steele-John, Glenn Sterle, Ellie Whiteaker and Tyron Whitten.

What the responses mean

The responses acknowledge that the Shire's concerns are on the record and identify future pathways for participation. They do not commit government to Council's preferred outcome, but they should not be interpreted as approval or endorsement of Chittering Road.

5. Formal section 43A submission to the EPA

The Shire's action has not been limited to advocacy correspondence. It lodged a formal section 43A objection/submission with the Environmental Protection Authority regarding Chalice's proposed change to the Gonneville Project under section 43A of the *Environmental Protection Act 1986*. In the remainder of this document, this is referred to as the section 43A submission.

Issues raised included

- accuracy and currency of corridor mapping;
- the existing Rural Residential subdivision and affected properties;
- community receptors, social surroundings and community wellbeing;
- established Tree Preservation Areas, retained native vegetation and habitat;
- potential Black Cockatoo nesting trees and habitat;
- landscape and visual amenity;
- cumulative impacts; and
- transparent comparative assessment of alternative infrastructure corridors.

What the Shire requested

The Shire asked the EPA not to approve the revised Infrastructure Development Envelope on the information then available; to require corrected mapping and site-specific assessment; to require comparative assessment of alternatives; and to consider whether an environmentally significant change should be dealt with through the section 43A amendment process.

This demonstrates that the Shire can continue communicating with Chalice while also formally challenging a proposal through the statutory assessment system.

6. An identifiable change to the proposal

Chalice has advised that the proposed transmission line through the Rural Residential area near Maryville Heights will be undergrounded, reflecting community feedback and aligning with the Shire's adopted position regarding infrastructure through residential areas.

This is an identifiable design change consistent with an issue raised by the Shire and community. It does not resolve Council's broader concern. Undergrounding may reduce visual and amenity impacts associated with overhead infrastructure, but it does not eliminate construction disturbance, vegetation impacts, effects on landholders or other corridor impacts.

Council's position remains

Undergrounding is a less-impacting design response within a corridor that Council would still prefer to avoid Chittering altogether.

7. Infrastructure corridor and environmental concerns

Potential infrastructure through Chittering may affect private properties, Rural Residential communities, native vegetation and habitat, threatened species, landscape character, rural amenity and community wellbeing.

Maryville Heights

Protection of native vegetation in Maryville Heights predates the Gonneville proposal. Environmental protection was incorporated into the planning and subdivision of the area through the Development Plan, Environmental Management Plan, Tree Preservation Areas and notifications applying to affected properties. The Shire considers it reasonable that those established protections be recognised in later infrastructure assessment.

Dust, emissions and health concerns

The Shire recognises concerns that dust or other emissions from the proposed mine could potentially affect residents beyond the mine boundary. Whether such effects are likely, their potential extent and the adequacy of controls require specialist environmental and health expertise and detailed operational information.

Those assessments sit primarily within State and Commonwealth environmental, health and regulatory processes. Residents and community organisations can provide evidence directly through those processes. Where reliable information indicates an issue of broader significance to Chittering, Council may make its own submission or advocate for investigation.

Practical use of public funds

The Shire does not consider that Chittering ratepayers should routinely fund duplicate specialist studies where established regulatory processes already exist.

8. Chittering Road and the proposed freight task

Our local roads

Council strongly opposes Chittering Road being selected or approved as a Gonneville transport route.

Neither the relevant section of Chittering Road nor Julimar Road is currently part of the Restricted Access Vehicle network at the level indicated as necessary for the proposed freight task. Information provided by Chalice indicates that the transport task being investigated would require at least RAV Network 4-standard access.

The right question

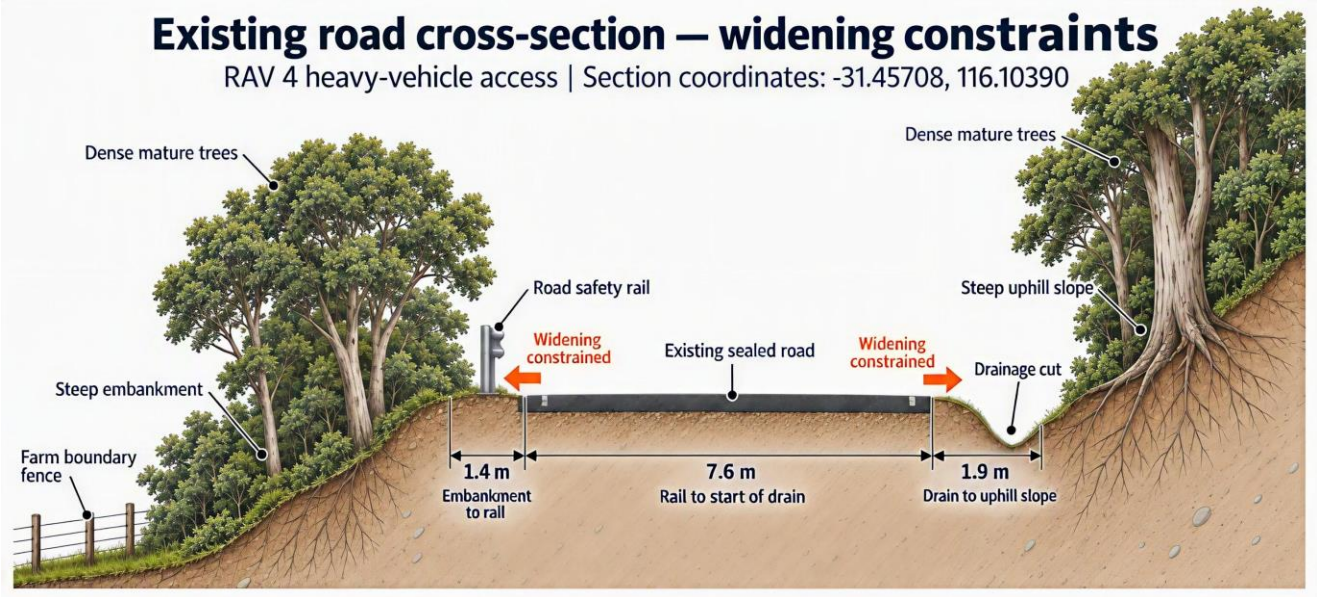
The issue is not simply whether a truck can physically travel along Chittering Road. The issue is whether the road can safely and appropriately accommodate an ongoing industrial freight task, what physical works would be required, and what the resulting safety, environmental and community impacts would be.

Assessment must consider

- road geometry, bends, grades and sight distances;
- shoulders, clearances, intersections and property access;
- drainage, safety barriers and emergency response;
- road widening and vegetation clearing;
- interaction with residents, school traffic, tourists and other road users;
- noise, amenity and landscape effects; and
- maintenance, rehabilitation and future financial liability.

Why the road presents particular challenges

Parts of Chittering Road contain tight bends, constrained shoulders, steep roadside terrain, drainage cuts, safety barriers close to the carriageway and mature vegetation close to the road. In constrained locations, widening or safety upgrades may therefore have significant physical and environmental consequences.



9. Alternative routes and fair comparison

Council's position is not simply that trucks should go somewhere else. Available alternatives must be compared consistently and transparently so the preferred transport solution can be demonstrated to represent the best overall outcome.

A genuine whole-of-route comparison should include

- road safety, geometry and existing standards;
- upgrades and construction works required;
- environmental impacts and threatened flora;
- impacts on residents, landholders and existing road users;
- tourism, landscape and rural amenity;
- whole-of-route distance and operating implications;
- capital and lifecycle costs; and
- opportunities to access the existing RAV network.

Distance is relevant, but not decisive

Additional transport distance should not automatically outweigh significant differences in road safety, environmental impact or community impact.

Council is seeking proper consideration of eastern transport alternatives rather than assuming westward transport through Chittering represents the preferred solution assessed on the same basis as routes through Chittering.

The aim is the best overall outcome, not simply moving impacts onto another community.

Threatened flora and the works footprint

Shire planning information identifies at least five records of Vulnerable threatened-flora populations at four generalised mapped locations along the Chittering end of Julimar Road. The records are generalised and do not establish exact plant locations, but they demonstrate why assessment cannot be limited to the existing sealed surface.

The environmental footprint must consider widening, intersection works, drainage, sightline clearing, shoulders, safety barriers and other works that may be necessary to create a suitable freight route.

10. Landholders and private property

The Shire recognises the uncertainty experienced by landholders whose homes, properties or future plans may be directly affected.

The Shire's role is to advocate for the broader interests of the Chittering community, ensure the collective circumstances of affected residents and landholders are recognised in decision-making and seek to avoid or minimise impacts wherever possible.

Property access, easements, compensation and other property-specific arrangements are private matters for individual landholders to consider with the proponent and, where relevant, through the Warden's Court processes, with their own independent advisers where appropriate. The Shire does not act on behalf of individual landholders in these matters.

Landholders may have different circumstances, views and priorities. Each landholder has the right to make their own informed decisions about their own land, and those individual choices should be respected.

Supporting landholders

Supporting affected landholders does not mean speaking for them. It means helping to ensure their circumstances and interests are not overlooked.

11. Protecting Chittering ratepayers

Council's position

Project-attributable costs should not be transferred to existing Chittering ratepayers.

This includes appropriate arrangements for:

- capital works and road upgrades;
- ongoing maintenance;
- monitoring and compliance;
- rehabilitation; and
- associated future liabilities.

If project traffic is proposed on Shire-managed roads, the Shire will seek sufficient information to understand the effects and establish appropriate arrangements for necessary works and ongoing costs.

12. Where things stand

From the information currently available to the Shire, the final infrastructure corridor alignment has not been approved. Corridor investigations, environmental assessment, landholder engagement and statutory approval processes remain underway or are still to occur.

Correspondence received from the Premier following departmental advice stated that, at that time, the relevant Mining Act miscellaneous licence applications had not yet been lodged. Once a relevant miscellaneous licence application is lodged, a 35-day statutory objection period applies. An objection may be lodged by an individual, organisation or local government.

Why early advocacy matters

Government agencies cannot make final decisions about applications that have not been lodged. Early advocacy places the Shire's concerns on the record before key decisions are made.

13. What the Shire will continue to do

- represent the broader interests of the Chittering community, including the collective concerns of affected residents and landholders;
- advocate for infrastructure and transport solutions outside the Shire;
- seek fair assessment of eastern transport routes and other alternatives;
- advocate for exclusion of Chittering Road from the project transport corridor;
- protect environmental values, threatened flora and Rural Residential amenity;
- raise road-safety and community-safety concerns;
- ensure the full physical footprint of road works is assessed;
- participate in relevant statutory processes;
- scrutinise new information as it becomes available;

- continue engaging with Chalice and relevant government authorities; and
- protect Chittering ratepayers from project-attributable costs.

The bottom line

1. The mine is in the Shire of Toodyay, but potential impacts on Chittering still matter.
2. The Shire does not decide whether the mine is approved.
3. Council is not opposed to mining generally, but it strongly opposes particular infrastructure and transport outcomes affecting Chittering.
4. Council's preferred outcome is for Gonneville-associated infrastructure and transport corridors to be located outside the Shire.
5. Engagement with Chalice is not endorsement. The Shire will continue to engage, scrutinise and advocate, while using formal objection and statutory processes where appropriate.
6. Chittering Road has not been approved or endorsed by Main Roads WA as the project's heavy freight route.
7. Alternative routes must be compared fairly on whole-of-route impacts, not simply distance.
8. Project-attributable costs should not be transferred to Chittering ratepayers.

The Shire's commitment

The Shire will continue to focus on decisions it can influence and use those opportunities to seek the best possible outcome for Chittering.

The Shire will continue to share information and updates with the community as they become available. For further information, please refer to the FAQs on the Shire's website: **www.chittering.wa.gov.au/chalice-gonneville-faq.aspx**. Questions can be directed to **chatter@chittering.wa.gov.au**.