



Development Services Attachments
ORDINARY MEETING OF COUNCIL
Wednesday 15 May 2019

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9.1.3	Management Order 'Public Recreation Reserve 35610': Lot 9858 Chittering Road, Bindoon (Department of Planning, Lands and Heritage) 1. Letter from Department of Planning, Lands and Heritage 2. Copy of Plans from Landgate	101 – 104



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DEVELOPMENT APPLICATION – SWAN INDUSTRIAL DEVELOPMENTS GRAVEL PIT

This document describes the proposal to develop a gravel pit at Swan Industrial Developments located in the Shire of Chittering.



Development Application – Swan Industrial Developments Gravel Pit

DISCLAIMER

In order to provide structure to the conclusions derived in this document certain assumptions have been made. These assumptions are based on the Consultant's informal enquiries, knowledge and experience from working in the waste management industry.

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ACRONYMS

AHD	Australian Height Datum
BOM	Bureau of Meteorology
Consultant	Bowman & Associates Pty Ltd
DWER	Department of Water and Environmental Regulation
EPA	Environmental Protection Authority
EP Act	Environmental Protection Act 1986
Shire	Shire of Chittering
WA	Western Australia



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1 PRELIMINARIES

Bowman & Associates Pty Ltd (Consultant) has been engaged by Swan Industrial Developments to prepare and lodge a Development Application for the gravel extraction pit at Lot 203, Wandena Road, Muchea, in the Shire of Chittering (Shire).

1.1 PROPONENT

Swan Industrial Developments (ABN: 63 602 620 155) is a company, owned by Kellie Brown, was registered in October 2014 to develop and expired clay pit at Lot 202 and Lot 203, Wandena Road, Muchea.

Contact details for Swan Industrial Developments are as follows:

Contact Person: Jadd Brown
Position: Project Manager, Swan Industrial Developments
Telephone: 0418 817 885
Fax: (08) 9417 4552
Email: jbrown@focusdemolition.com.au
Postal Address: 61 Spencer Street, Cockburn Central, WA 6164

1.2 CONSULTANT

Bowman & Associates Pty Ltd (ABN 22 112 399 514) is an Environmental Engineering Consultancy specialising in waste management, environmental impact assessment, environmental approvals, project management, tender preparation, transport logistics and waste management technology assessment.

The Consultants contact details are as follows:

Contact Person: Bruce Bowman
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1.3 SITE LOCATION

The location of the proposed gravel pit is on Lot 203 Wandena Road and the Lot covers an area of 12.68 ha. Both Lots 202 and 203 are owned by Swan Industrial Developments. Lot 202 supports the existing Prescribed Premise, C&D processing facility, and Lot 203 is used to provide access to Lot 202. The Certificate of Titles are attached as **Appendix A**.

The Site is approximately 70 km north-east of Perth, with approximately 780 m of road frontage along Wandena Road.



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Figure 1: Site Location



1.4 ZONING

The Site is zoned as 'Agricultural Resource' under the Shire of Chittering *Town Planning Scheme No. 6*.

The Shire of Chittering *Town Planning Scheme No. 6, Schedule 2 – Zoning Table* lists 'Industry Extractive' on an 'Agricultural Resource' zone as A. A means that the use is not permitted unless the local government has exercised its discretion by granting Development Approval after giving special notice in accordance with Clause 6.4 of the Scheme of the deemed provisions.

The *Muchea Employment Node Structure Plan* is proposing a future industry zone to be established over Lots 202 and 203.

1.5 SURROUNDING LAND USES

To the west and south of the site is rural grazing land used as horse agistment. To the east, and across Wandena Road, is rural grazing land. To the north is Lot 202 used by Swan Industrial Developments for C&D waste processing.

1.6 SEPERATION DISTANCES

The EPA Guideline *Separation Distances between Industrial and Sensitive Land Uses, No. 3*, June 2005 requires a minimum separation between a screening works, Department of Water and Environmental Regulation (DWER) Category 12, and a sensitive land use of 500 m.

The nearest residence is the homestead on the horse agistment farm being Lot 3362, Great Northern Highway, Muchea. The residence is 130 m from the perimeter of the proposed gravel pit. The next closest residence is 400 m to the east of the site on the eastern side of Wandena Road on Lot 201, Wandena Road, Lower Chittering. During community consultation undertaken during the permitting of the C&D facility the nearby residents had no objection to the establishment of the screening and crushing process at the site. Attached as **Appendix B** is a letter from the western neighbour providing support for the activities undertaken by Swan Industrial Developments at the property.



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Figure 2: Nearest residences

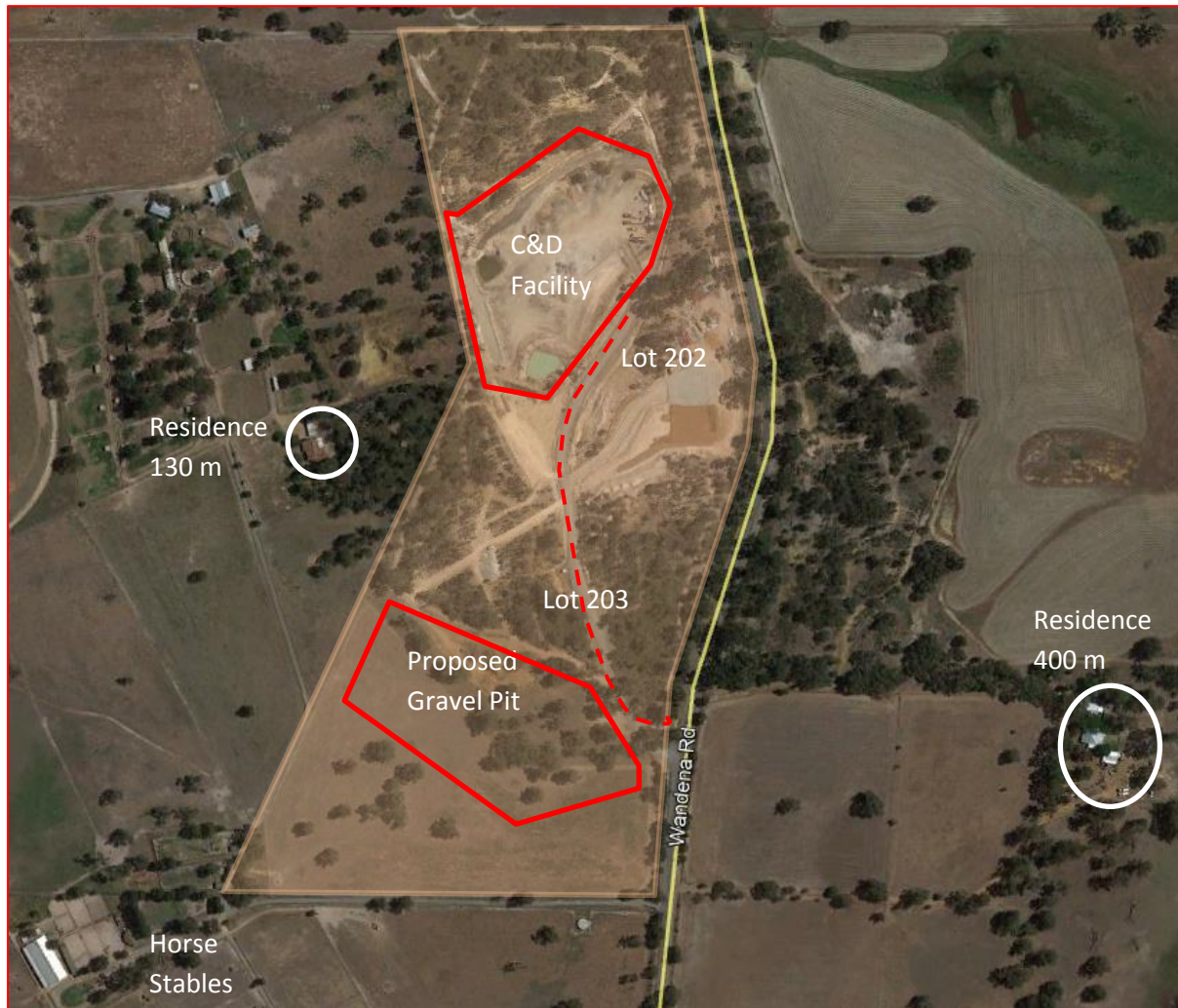


Table 1 - Buffer distances to nearest structures

Buffer Description	Separation Distance (m)	Minimum Requirement (EPA Guideline)
Dwelling 1 (west)	130 m	500 m
Dwelling 2 (east)	400 m	500 m

1.7 APPROVAL TO DEVELOP THE GRAVEL PIT

Attached as **Appendix C** is a letter from Swan Industrial Developments providing approval for Swan Industrial Developments to develop the gravel pit on Lot 203.

1.8 SURROUNDING ROAD NETWORK

Wandena Road is classified as a Local Distributor Road that has a RAV Network 2. Wandena Road can accommodate multi combination trucks to a maximum length of 27.5 m and a gross weight of 65.5 tonnes.



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A traffic report was prepared in July 2015 for Swan Industrial Developments. The Shawmac report, *Transport Statement, Lot 202, Wandena Road, Muchea, Section 8*, states that the traffic density to be 2,500 vehicles per day.

The removal of the roadbase from the gravel pit will be spasmodic but when it is removed will be based on a reasonable quantity, potentially 5,000 tonne at a time. This would involve up to twenty truck movements per day. Travelling both ways this will be an additional traffic load of forty vehicles per day which equates to an increase of 1.6%.

The intersection was upgraded in 2015 to a design approved by the Shire of Chittering. The entry and Wandena Road can easily accommodate the minor increase in traffic density.

1.9 CLIMATE

The nearest Bureau of Meteorology Station is Muchea 9275, which commenced recording from 2011. The Bureau of Meteorology Station Gingin Aero 9178 (located 14 km away from the Site) has data available from 1996. To obtain long-term averages, climate data from Gingin Aero has been utilised.

The mean rainfall during the last 19 years is 647.6 mm per annum of which approximately 79 per cent usually falls between the months of May and September. Mean monthly maximum temperatures range from 33.3°C in February to 18.3°C in July and the mean minimum temperatures ranged from 6.1°C in July to 17.1°C in February.

Winds are predominantly easterly in direction during the warmer summer months. In the cooler months winds are mainly westerlies associated with rain bearing fronts.

1.10 GEOLOGY

The general surface geology has been described in the *Perth Groundwater Atlas* (Department of Water 2012) and *GeoVIEW.WA* (Department of Mines and Petroleum 2015) as laterite over Mesozoic sediments and Precambrian crystalline rocks.

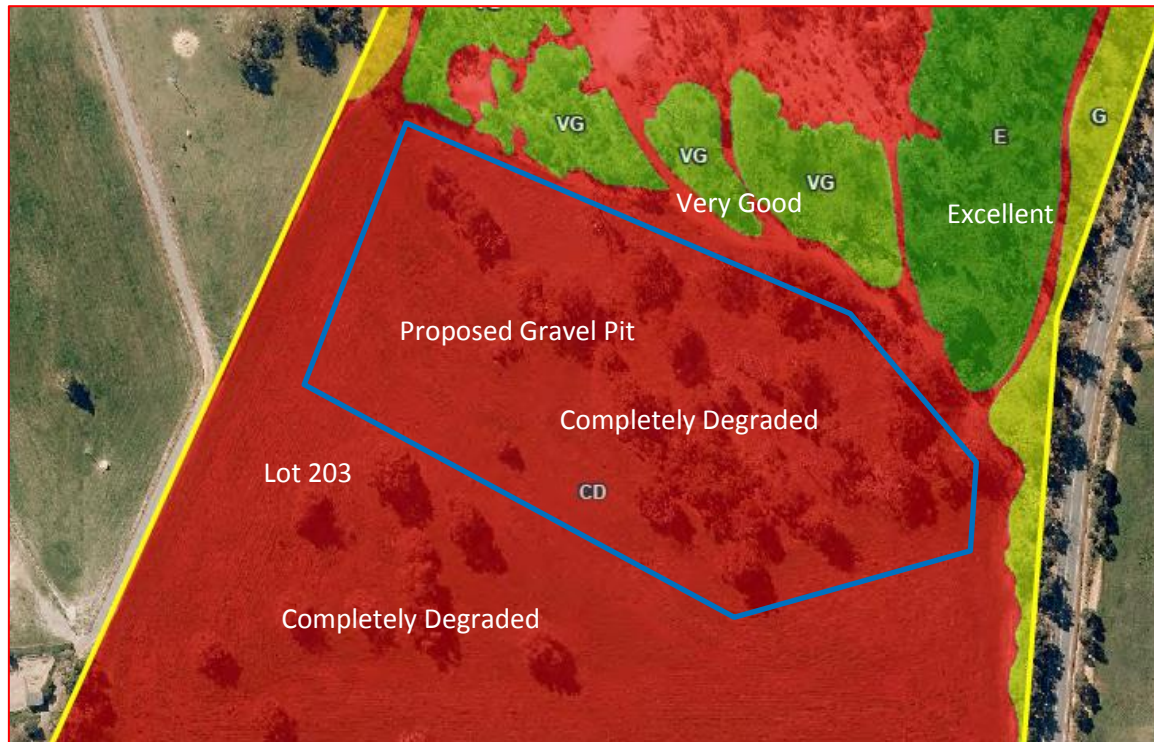
1.11 VEGETATION

Lot 203 is predominantly grassland with a small quantity of native trees to the north of the Lot. Specialist environmental consultants, 360 Environmental described the vegetation on Lot 203, in its 2015 survey report, *Lots 202 & 203 Wandena Road, Muchea: Level 1 Flora & Fauna Survey*, as 'completely degraded'. **Figure 3** is an extract from the report showing the assessment of vegetation on the site. Red is completely degraded and green is very good to excellent vegetation.



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Figure 3: Extract from 360 Environmental Report (2015)



The area classified as 'excellent' is being managed by Swan Industrial Developments to maintain the existing condition of the complex. A *Remnant Vegetation Management Plan – Lots 202 & 203 Wandena Road, Muchea*, was prepared by Bowman & Associates and submitted with the Development Application to the Shire of Chittering for the C&D Facility.

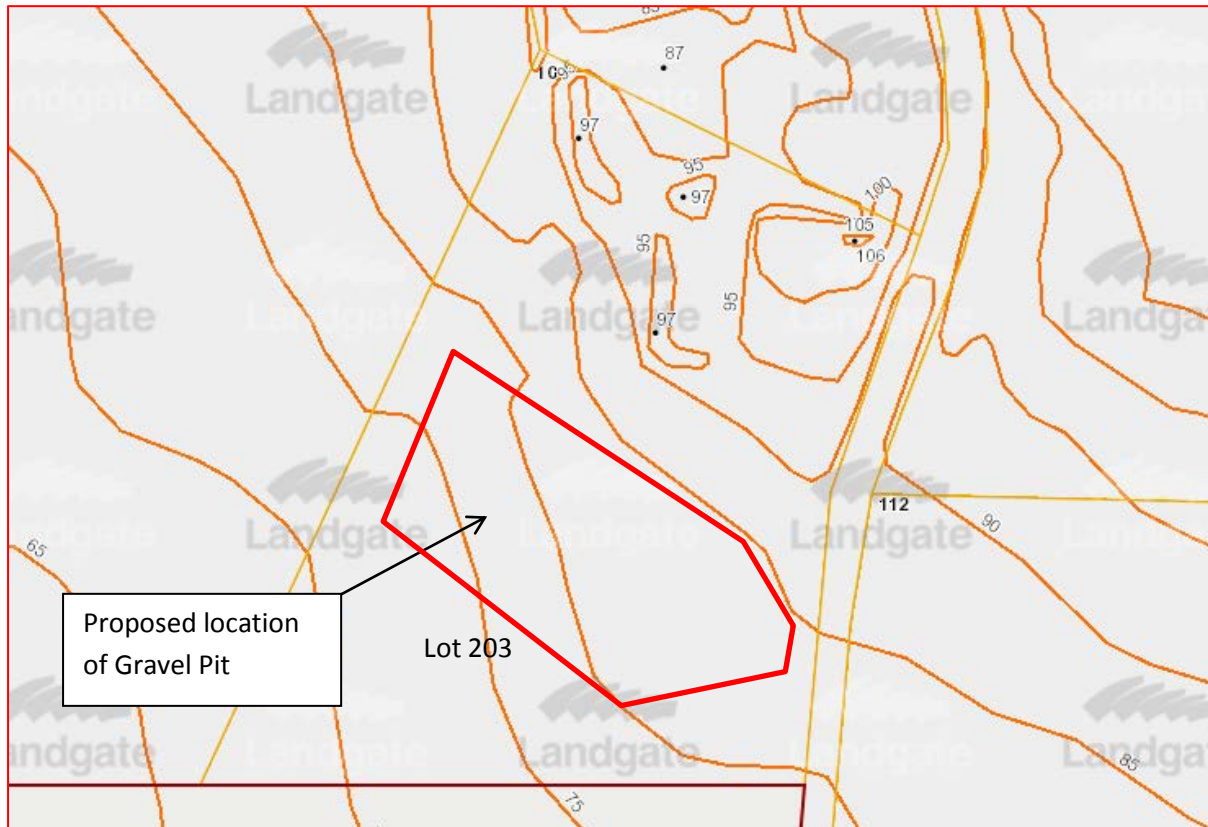
1.12 TOPOGRAPHY

Topography throughout the site is generally flat and slopes slightly downward in a south westerly direction. Maximum elevation of the site is approximately 86 mAHD (Australian Height Datum) which occurs along the north-east corner of the pit. The lowest elevation occurs on the south western corner at 72 m AHD, **Figure 4**.



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Figure 4: Topography of the area



Source: Landgate WA

1.13 ACID SULPHATE SOILS

A search of the Perth Groundwater Map was performed and revealed that there is no known presence of acid sulphate soils within the area.

1.14 ABORIGINAL HERITAGE

An online search on the Aboriginal Heritage Inquiry System on July 10, 2018 has identified no aboriginal heritage sites that lie within or in close proximity to the proposed gravel pit. The closest Registered Aboriginal Site is location 3525 at Ellen Brook, Upper Swan.

The search showed no other heritage places on or near the proposed gravel pit.

1.15 VISUAL AMENITY

Views into the site are restricted from the north and east due to topography and native vegetation. The site could be visible from the south east, along Wandena Road but vegetation along the side of Wandena Road restricts view. The site will be visible from the south and west. In these directions are located the horse agistment grazing land.

1.16 SURFACE WATER

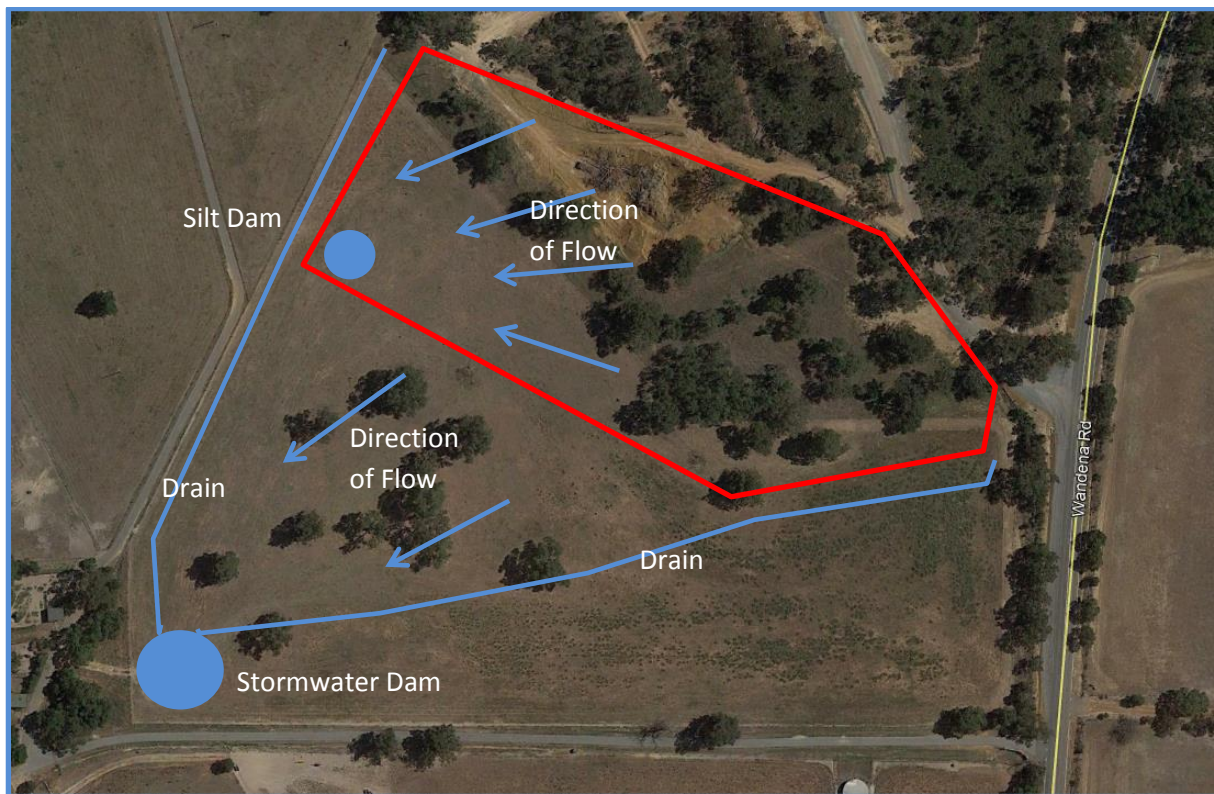
Surface water from Lot 203 flows across grassland to the lowest point, at 72 m AHD, in the south west corner of the Lot. Stormwater within the pit will flow to a low point for the settling of suspended solids and retained for use in the watering of stockpiles and unsealed roads.



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Stormwater channels will be constructed around the pit to direct stormwater away from the pit and into the surrounding grassland on Lot 203, refer **Figure 5**.

Figure 5: **Stormwater Control**



Surplus stormwater in the pit will be pumped to the surrounding grass paddock to disseminate into the grassland or flow to the south west corner of the Lot where a stormwater dam will be constructed. Due to the gravelly/sandy nature of the topsoil and overburden the area experiences minimal runoff.

1.17 GROUNDWATER

A search of the Perth Groundwater Map on July 10, 2018, indicated that the groundwater below the area of the proposed pit on Lot 203 is at a depth of 50 - 55 mAHD below. Four (4) groundwater bores were installed across the property in early April, 2016, **Table 2** shows recent groundwater depths. The recorded depth of groundwater under the proposed gravel pit is approximately 64 mAHD providing an unsaturated region below the surface of the gravel pit of 14 m. The location of MW4 is shown in **Figure 6**.

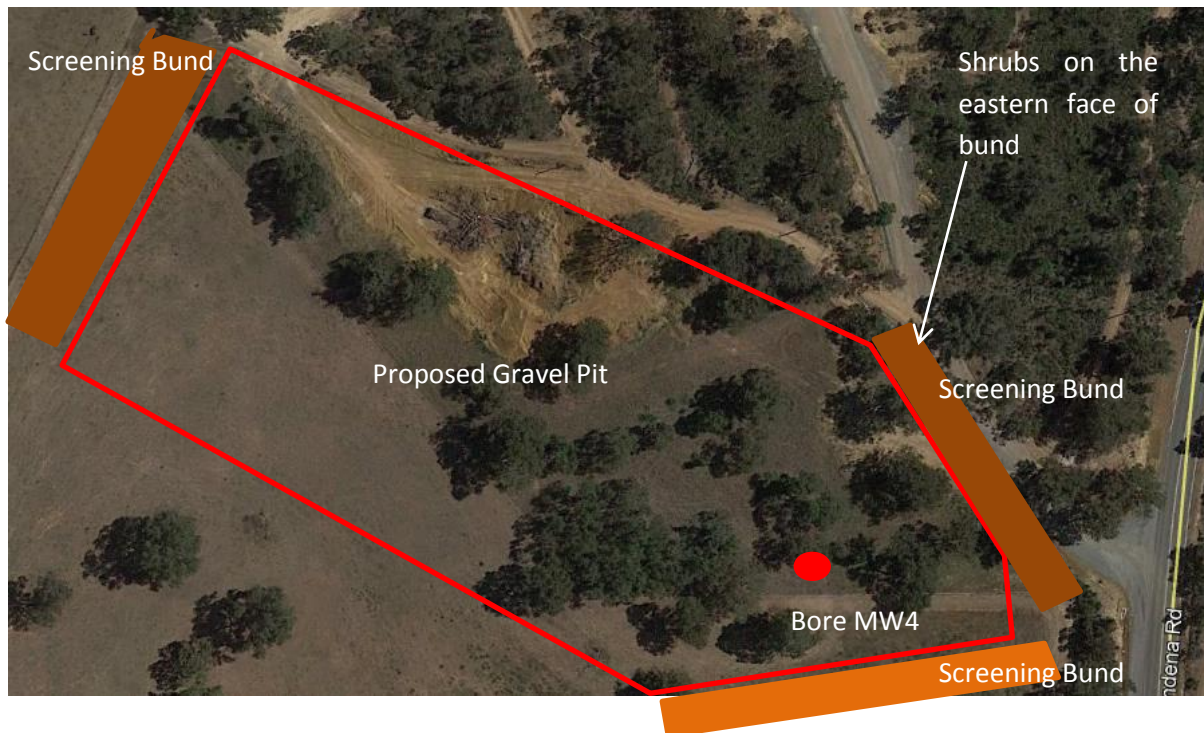
Table 2 - Results of in situ measurements

Bore	MW1	MW2	MW3	MW4
Bore Elevation (m AHD)	103.0	99.0	93.0	77.0
Depth to SWL (m)	15.95	18.32	12.04	14.04
SWL (m AHD)	86.65	81.28	81.56	63.56



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Figure 6: Closest groundwater monitoring bore



1.18 NOISE

Minimal noise impact is envisaged to occur at the proposed pit due to the rising topography to the east. The gravel pit will operate during the same hours as the C&D facility which are 7.00 am to 4.45 pm Monday to Friday and 7.00 am to 11.45 am on Saturday.

1.19 SCREENING BUNDS

It is proposed to construct 4.0 m high screening bunds on the western side and the eastern side of the pit similar to that constructed for the C&D Facility located on Lot 202. Refer **Figure 6**. The bunds will be constructed from overburden and oversize materials surplus from the screening process. The eastern bund will be vegetated with low shrubs to hide the screening bund from view from Wandena Road. Two shrub species considered are Banksia and Acacia.

The excavation and processing of gravel from the pit will commence from the western end and progress to the east. A third 4.0 m high screening bund will be constructed on the south east side of the pit once the excavation has reached the midpoint of the pit. This will screen the operation from Wandena Road.

1.20 PROPOSED CONSTRUCTION TIMING

The construction works for the proposed gravel pit will commence in October 2018.

2 FENCING

A 1.2 m high rural fence consisting of ring lock and two plain wires will extend around the gravel pit. Gates will be fitted on the entry and fire access tracks. These gates will be closed at all times, except the entry gate which will be open when the pit is in use.



3 PIT DEVELOPMENT

The gravel pit covers an area of 27,000 m². Based on an average depth of gravel of 2.5 m the expected yield from the gravel pit is 122,000 tonne. It is expected that the gravel pit will be developed in three stages. The clearing of vegetation will occur over the entire area on one occasion with the removal of top soil and excavation occurring on three occasions.

3.1 CLEARING

Swan Industrial Developments shall clear all remaining trees, stumps, brush, grass, roots and rubbish from the area of the proposed gravel pit. The area of the gravel pit is approximately 2.7 ha in total. Organic materials will be stockpiled onsite for burning at a later date. A permit to burn may be required from the Shire of Chittering to burn the greenwaste.

3.2 REMOVAL OF TOP SOIL

The gravel pit will be stripped of top soil and overburden to a depth that uncovers a clean surface of gravel. The expected depth of stripping will be 200 mm. The top soil and overburden shall be stockpiled on Lot 203 for rehabilitation works carried out at the site.

3.3 GRUBBING

All stumps and roots in the area of the pit shall be grubbed out to a minimum depth of 500 mm below the stripped areas. The grubbed material shall be added to the greenwaste stockpile for burning.

3.4 EXCAVATION AND STOCKPILING

Once stripped a dozer shall be used to push up the gravel in stockpiles for processing. Care will be taken not to include the underlying clayey sand as the inclusion of this material will affect the shrinkage qualities of the gravel. Only a sufficient quantity of gravel to allow a productive screening process will be pushed up. There will be multiple excavation activities through the life of the gravel pit.

3.5 SCREENING AND CRUSHING

Using the screen currently on site for the processing C&D waste the stockpile of gravel will be screened to remove oversize materials such as large rocks and tree roots. The initial screening will produce two products, oversize material and gravel.

3.6 STOCKPILING AND SALE OF GRAVEL

The gravel will be stockpiled and sampled and tested for quality. Following testing the gravel will be classified as either sub base or basecourse. The gravel will be used on site for roads, sold to private and commercial users and to the Main Roads WA.

The stockpiled gravel will be on the floor of the excavation and will be to an expected height of 5 – 7 m. With a 2.5 – 3.0 m excavation and surrounding bluegum screen of 10 m in height the stockpiles will not be visible from the east or south of the pit. A screening mound constructed on the western side will screen the stockpiles from the west.

3.7 GRAVEL COMPLIANCE

To be sold to the Main Roads WA as road making materials the gravel must comply with the requirements of Main Roads WA *Specification 501 Pavements – 04/10110-04*, issued 22/05/2017.



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The specification provides guidance to the preparation of gravel materials for acceptance by Main Roads WA. Refer to the *Gravel Pit Operations Management Plan*, **Appendix D**, for further details of material specifications.

4 REHABILITATION

Lateritic gravel occurs close to the surface and is formed through a chemical reaction from water percolating down through the weathered rock material which is now clayey sand. As the underlying clayey sand becomes denser laterite material is no longer present.

The excavation of the gravel will be to an expected depth of 2.5 to 3.0 m below ground level or if the gravel deposit is deeper then excavation will be to the base of the gravel. Once excavation has finished the area will either be:

- Rehabilitated back to arable land; or
- Contoured and shaped in preparation as commercial land in accordance with the *Muchea Employment Node Structure Plan*.

4.1 REHABILITATION AS ARABLE LAND

Rehabilitation requires ripping of the underlying clay base of the pit to a depth of 500 mm. The furrows will run along the contour of the pit to form water retention contours. The overburden that was removed during stripping of the pit will be placed over the ripped base of the pit.

The site will be rehabilitated in such a way as to return the site to arable farmland. This will be achieved by:

- Blending the topography of the rehabilitated surface into the surrounding landscape using a gentle side slope between the pit and surrounding environment;
- Allowing the pit to freely drain to the local environment; and
- Revegetating the surface of the rehabilitated pit with local pasture grasses, selected native species, or a mix of the two, as soon as possible following the placement of the overburden in order to provide erosion control.

Any mulch used in the rehabilitation will be pasteurised to remove weed seeds, plant pathogens and pests.

4.2 COMMERCIAL LAND

To prepare the expired pit for use as commercial land the base of the pit will be levelled and graded with a cross fall for drainage. The earthworks will follow a predetermined subdivision design that is yet to be developed.

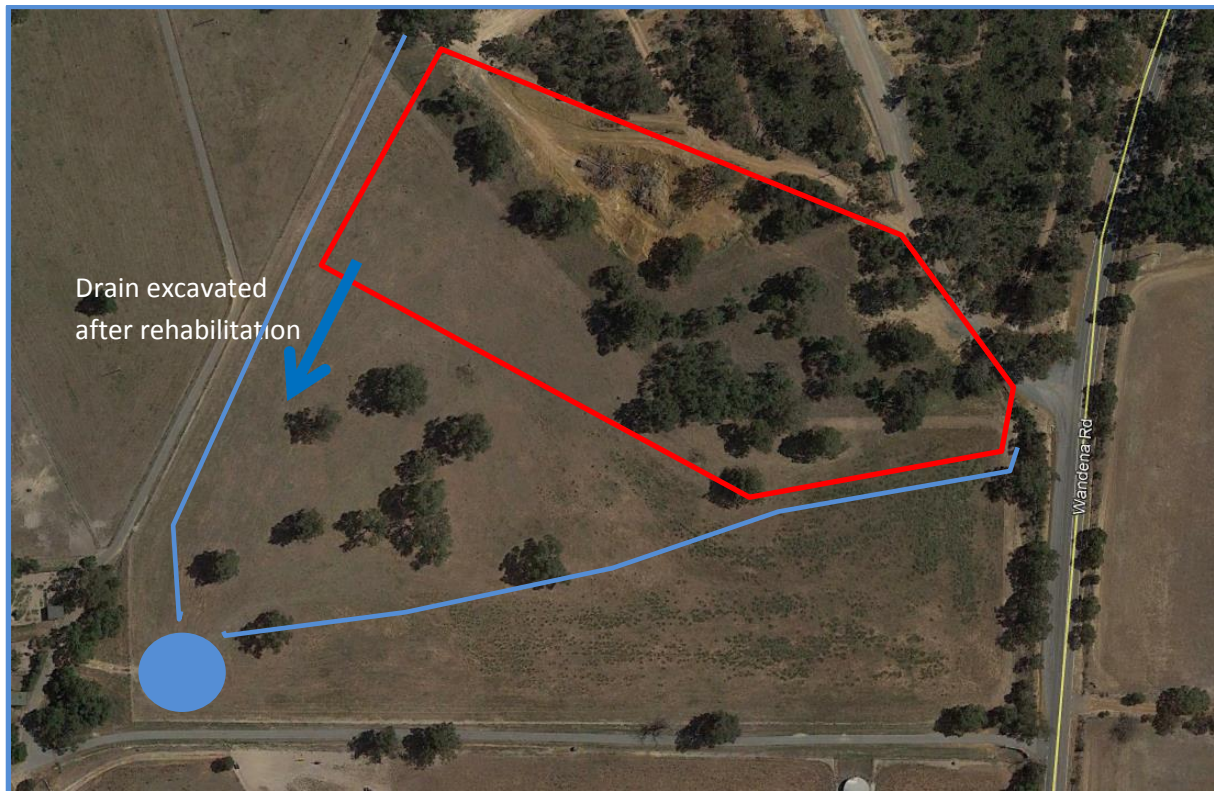
4.2.1 DRAINAGE FOLLOWING REHABILITATION

Drainage of the rehabilitated pit will consist of a drain being excavated at the lowest point of the excavation to provide free drainage into the local grassland. The stormwater will be allowed to soak into the surrounding gravelly soil or be collected in the stormwater dam located on the southern boundary of Lot 203. Refer **Figure 7**.



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Figure 7: Drainage from excavation



5 EMISSIONS & DISCHARGE ASSESSMENTS

For the development and operation of the pit we have considered possible emissions and discharges. Based on the below assessments, we consider that the expected emissions and discharges (if any) to be minimal.

5.1 DUST EMISSIONS

We have considered dust emission and amended to site Dust Management Plan and included herein as **Appendix E**. The following management and mitigation measures are proposed to manage air and dust emissions during the development and the ongoing operation of the pit:

- Materials excavated as part of the earthworks activities are stockpiled within specific locations identified as causing minimum dust emission at the site boundary;
- Unsealed roads, exposed areas and earthworks are watered down regularly, or as required, to minimise windblown dust migration;
- All site traffic will adhere to the site speed limit of 40 km/hr to minimise dust generated by vehicle movements;
- Dust emissions are monitored on a regular basis through visual inspections of disturbed and open areas;
- If visual dust inspections and complaints both indicate that dust is being generated from the site, and is crossing the site boundary, then additional dust management techniques are to



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be adopted such as mulching, hydro seeding, chemical crusting agents or additional use of water trucks or sprays;

- Good housekeeping practices are adopted on-site to minimise dust generation;
- Existing vegetated areas which are not required during the development and operation of the pit will be maintained; and
- Disturbed areas not required during the operation of the pit, will be progressively stabilised with grasses and native vegetation once no longer required.

5.2 NOISE EMISSIONS

The management and mitigation measures outlined below ensure that the pit complies with the *Environmental Protection (Noise) Regulations 1997 (As Amended)* at all times.

The following initiatives are undertaken to minimise noise emissions:

- Personnel have access at all times to operational manuals for equipment being utilised and must be familiar with the procedures detailed in the operations manual;
- All workers must wear appropriate hearing protection if in close proximity to noisy machinery for extended periods;
- A Complaints Register is maintained to record any complaints received; this register includes the date, nature and resolution action of any complaints received;
- Following complaints, the source of any excessive noise is identified and work practices modified or re-scheduled to reduce or eliminate the risk of future events;
- Where possible, significant road traffic movements will be scheduled to avoid noise sensitive periods;
- All mobile plant used on-site will be regularly maintained, including exhaust mufflers; and
- Speed limits are enforced on all site access roads.

The principal source of noise emissions during the development and operation of the pit will be from earthmoving equipment and material haulage traffic. The gravel pit will operate during the same hours as the C&D facility which are 7.00 am to 4.45 pm Monday to Friday and 7.00 am to 11.45 am on Saturday.

5.3 LIGHT EMISSIONS

Operation of the pit will be undertaken during daylight hours.

5.4 DISCHARGES TO WATER

Stormwater channels will be constructed around the pit to direct stormwater away from the pit and into the surrounding grassland on Lot 203, refer **Section 1.16**.

5.5 NATIVE VEGETATION CLEARING

There is approximately 1.0 ha of land on the gravel pit site that has parkland native vegetation numbering approximately thirty (30) trees. Under Regulation 5, Item 19 of the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004*, clearing can take place provided the



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area of clearing does not exceed 1.0 ha in any year. We consider that a clearing permit will not be required for this development as the total area of the pit is 2.7 ha.

6 CONTINGENCY MEASURES

6.1 NON COMPLIANT MATERIALS

Prior to the sale of gravel, a stockpile of gravel will be created and tested to confirm conformance with the Main Roads WA specification. Following testing the material will be classified into sub base or basecourse gravel. In the event that material is not compliant with either specification the material will require reworking by either blending and/or re-screening. The material will then be re-tested and classified for sale.

6.2 MECHANICAL BREAKDOWN

The mechanical equipment required for efficient operation of the C&D facility and the gravel pit are the crusher, screening plant and front end loader. A dozer will be used from time to time to strip new areas and push up gravel. As stockpiles for sale will be in existence at the site, a breakdown of the screening plant or crusher will not require a rapid response.

However, the front end loader will be a crucial plant item and required to be operational during both material processing operations and load out of materials. In the event of a loader breakdown and repairs cannot be performed in a few hours a second front end loader will be required to be brought to the site.

6.3 WATER SPRAYERS

The screening and crushing plants will have inbuilt water sprayers at strategic locations which can be connected to a water supply. In the event of a malfunction in the water sprayers alternate methods will be deployed for wetting down the stockpiles. Alternate methods will include portable sprinklers, water truck spray and hand held hoses.

6.4 POWER OUTAGE

Mains power is not available, nor required, at the gravel pit. If required, power will be provided by a portable generator. Should there be a breakdown with the power generation plant a second plant will be brought to the site until the original power plant is repaired. The screen, crusher and front end loader will be diesel powered.

7 WAPC CHECK LIST

The Western Australian Planning Commission, *Basic Raw Materials Applicants' Manual*, 2009, has been referred to during the preparation of this Development Application. Included in the *Manual* are a series of Check Lists to ensure all information has been submitted. **Table 3** and **Table 4** are the *Manual's* Checklists.



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Table 3 - Site Selection Considerations

Site location considerations	Tick
The site has safe access to major roads, and existing roads are in good condition. The access roads proposed are suitable for the volume of traffic and type of heavy vehicles.	✓
The site is not in a visually significant location, such as on a ridge, or visible from major roads.	✓
The site is not situated within 500 metres to 1000 metres of any sensitive land uses, such as residential development, schools, and hospitals.	X
The proposed activity is compatible with surrounding land uses.	✓
The proposed activity will not cause disturbance to the amenity of the area.	✓
The site will not have a negative visual impact on major roads, scenic areas or adjoining properties.	✓
The site provides an adequate separation distance to any residential or special rural area, or existing dwelling in a rural area. Typically separation distances should be 500 metres to 1000 metres.	✓
Operational issues such as hours of operation, noise and dust monitoring and site access are addressed with the view to minimising any potential noise or dust issues for surrounding sites.	✓
Other relevant state and local planning policies and strategies, including but not limited to the following have been addressed: <ul style="list-style-type: none"> State Planning Policy 2.4 Basic Raw Materials State Planning Policy 4.1 State Industrial Buffer Policy extractive industry local laws local planning scheme provisions region scheme planning provisions 	✓
Environmental attributes	
The site is not considered priority agricultural land.	✓
The proposal will not involve major disturbance of acid sulphate soils	✓
The proposal will not involve significant clearing of native vegetation, that is, the site is bare of vegetation from previous uses or does not contain good quality bushland of significant quantity.	✓
The site provides adequate setback to existing wetlands, water courses and drainage lines.	✓
The site is not listed as a Bush Forever area.	✓
Planning considerations	
The nature of the proposed activity is consistent with the current zoning, and any proposed zoning.	X
The timeframe for the proposed activity takes into account the long-term impact on the local community.	✓



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Table 4 - Application submission checklist – local governments

Legal considerations	Tick
Written consent from owners of site	✓
DWER approval – clearing permit (where applicable)	N/A
Extractive industry licence	X
Local government submission form and fees	✓
WAPC submission form and fees (where applicable)	N/A
Certificate of title	✓
Site details	
Existing and proposed land contours	✓
Description of land – roads, boundaries, fences, existing buildings, waterways, ridge lines, existing vegetation etc	✓
Proposed extractive industry details	
Location, total area and depth of proposed excavation	✓
Location and proposed maximum height of stockpiles	✓
How much material is proposed to be extracted (on an annual and total basis)	✓
Method and route(s) of proposed vehicle access to and from the site	✓
Location of proposed buildings, treatment plants, tanks etc	N/A
Details of management of operation	
Noise attenuation - hours of operation, types of vehicles to be used, maximum number of truck movements per day, earth bunding	✓
Screening – location of screening and species to be planted, staging of operations	✓
Dust management plan	✓
Environmental management - measures to protect existing vegetation, acid sulphate soil management, dieback control, fire management, water quality management, drainage details, and treatment of wastes	✓
Rehabilitation plan	✓



8 CONCLUSION

This Development Application and its Appendices describe the development of a gravel pit as part of the ongoing development of the Swan Industrial Developments site at Lot 202 and Lot 203 Wandena Road, Muchea.

The new pit will provide basecourse gravel for the future development of roads and hardstands within the property as well as providing basecourse material for State Government, Local Government and commercial clients.

The development of the gravel pit is largely assisted by the established road infrastructure already on site and the grassland over the proposed gravel pit location. There will be minimal clearing of native vegetation to develop the gravel pit.

The development of the gravel pit will be done with consideration to the local environment and nearby sensitive land users.

9 REFERENCES

Aboriginal Heritage Inquiry System

Bureau of Meteorology Station Muchea 9275

Bureau of Meteorology Station Gingin Aero 9178

Department of Water. 2012, Perth Groundwater Atlas

Department of Mines and Petroleum. 2015. GeoVIEW.WA

Environmental Protection (Clearing of Native Vegetation) Regulations 2004

EPA. Environmental Protection (Noise) Regulations 1997 (As Amended)

EPA. June 2005. Guidance for the Assessment of Environmental Factors Separation Distances between Industrial and Sensitive Land Uses

Landgate WA

Main Roads WA Specification 501 Pavements – 04/10110-04, issued 22/05/2017

Muchea Employment Node Structure Plan

Shawmac. Transport Statement, Lot 202, Wandena Road, Muchea

Shire of Chittering Town Planning Scheme No. 6

Standards Australia. AS/NZS ISO 31000:2009 Australian Standard Risk Management

360 Environmental. Lots 202 & 203 Wandena Road, Muchea: Level 1 Flora & Fauna Survey



10 APPENDICES

10.1 APPENDIX A – CERTIFICATE OF TITLE



WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE **UNDER THE TRANSFER OF LAND ACT 1893**

REGISTER NUMBER 202/DP46016	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 22/9/2015

VOLUME
2627FOLIO
151

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 202 ON DEPOSITED PLAN 46016

REGISTERED PROPRIETOR: **(FIRST SCHEDULE)**

SWAN INDUSTRIAL DEVELOPMENTS PTY LTD OF 61 SPENCER STREET COCKBURN CENTRAL
 (T N110622) REGISTERED 2/9/2015

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

1. B096855 EXCEPT AND RESERVING ALL MINES AND MINERALS AS SET OUT IN THE SAID INSTRUMENT. REGISTERED 6/2/1976.
2. B096855 EASEMENT BURDEN FOR RIGHT TO ENTER PURPOSES. SEE INSTRUMENT B096855. REGISTERED 6/2/1976.
3. N110640 RESTRICTIVE COVENANT BURDEN. REGISTERED 17/9/2015.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP46016
 PREVIOUS TITLE: 1425-897
 PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
 LOCAL GOVERNMENT AUTHORITY: SHIRE OF CHITTERING

WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE **UNDER THE TRANSFER OF LAND ACT 1893**

REGISTER NUMBER 203/DP46016	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

VOLUME
2627FOLIO
152

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 203 ON DEPOSITED PLAN 46016

REGISTERED PROPRIETOR: **(FIRST SCHEDULE)**

SWAN INDUSTRIAL DEVELOPMENTS PTY LTD OF 61 SPENCER STREET COCKBURN CENTRAL
 (T N110622) REGISTERED 2/9/2015

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

1. *EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 3615/1943.
2. *N110640 RESTRICTIVE COVENANT BURDEN. REGISTERED 17/9/2015.
3. *N110623 MORTGAGE TO WESTPAC BANKING CORPORATION REGISTERED 17/9/2015.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP46016
 PREVIOUS TITLE: 1404-899
 PROPERTY STREET ADDRESS: 109 WANDENA RD, MUCHEA.
 LOCAL GOVERNMENT AUTHORITY: SHIRE OF CHITTERING

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING N110623

TYPE
FREEHOLD

PURPOSE
CONVERSION

PLAN OF
LOTS 202 AND 203

COMPILED FROM
D 2054.7
P 10468
DP 219805

HELD BY DLI
IN DIGITAL
FORM ONLY

DISTRICT
TOWNSITE
LOCAL AUTHORITY
LOCALITY

SWAN
SHIRE OF CHITTERING
MUCHEA

FILE

FORMER TENURE
RECORDED

SEE TABLE
ON
INDEX
BG35 (10) 5.5

CSD REFERENCE
CSDSTATS\DP\46016.CSD

SCALE @A3:
ALL DISTANCES
ARE IN METRES

1:4,000

0 50 100 150 200

THIS PLAN CREATED FOR CERTIFICATE
OF TITLE LAND DESCRIPTION PURPOSES

THIS PLAN PROVIDES A GRAPHIC REPRESENTATION OF THE EXISTING LOT(S)
AND ALLLOCATES A WHOLE LOT(S) AND DESCRIPTION FOR THE CONVERSION
OF PAPER CERTIFICATES OF TITLE TO THE DIGITAL REGISTER.

GOVERNMENT OF WESTERN AUSTRALIA
Department of
Land Information

DEPOSITED PLAN
46016
SHEET 1 OF 1
EDITION 1 VERSION 1

THE DIMENSIONS SHOWN ON THIS PLAN
MAY NOT REPRESENT THE MOST RECENT
DIMENSIONS AVAILABLE FROM PRECEDING
SURVEY RECORDS AND DOCUMENTS
FOR THE LOT(S) SHOWN HEREON

ROAD

M1326
D 5449

251.02

78°44'

297.67

127°55'0"

88°58'40"

502.7

65°40'

376.53

182.17

177°53'32"

59.85

108.97

36°24'33"

56.72

158°46'20"

66.72

117°01'

215.71

76.66

99°18'15"

183°15'47"

202
8.8169 ha

203
12.6676 ha

6
P 10468

WANDENA

FORMER PI / TENURE

ON SURVEY

TITLE

LOT 1
LOT 13082

D 2054.7
DP 219805


1425-897

LOT 7
LOT 13085

P 10468
DP 219805

1404-899

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Feb 18 16:20:58 2015 JOB 46914847



Landgate
www.landgate.wa.gov.au

10.2 APPENDIX B – LETTER OF SUPPORT – SCENIC LODGE



Planning Officer
Development Services
6177 Great Northern Highway,
PO Box 70 BINDOON WA 6502



Great Northern Highway,
Muchea, Western Australia 6501
PO Box 497, Bullsbrook, WA, 6084
Telephone +61 8 9571 0155
Facsimile +61 8 9571 0122
Email sceniclodgestud@bigpond.com.au
ABN 55 166 702 635

**RE: TO CONVEY THE SUPPORT TOWARDS THE PROPOSED REHABILITATION ACTIVITY ON LOT 202
WANDENA ROAD, MUCHEA BY SWAN INDUSTRIAL DEVELOPMENTS**

I hereby write this letter to of inform my support towards the proposed rehabilitation of the clay pit and the nearby landform on Lot 202, Wandena Road, Muchea (site) with crushed and screened clean used building materials.

Swan Industrial Developments have notified me of their intention to cart clean building and demolition materials to the site for crushing and screening before placing the processed materials in compacted layers to fill the void. After completing the rehabilitation of the void it is understood that the adjacent landscape will be filled in a similar manner to form well graded hardstand that may service future industrial developments in the area.

It is understood that the above process will include the use of heavy machinery such as jaw crusher, screening plant, front end loader, excavator, tip trucks and water truck. The material is expected to be carted in tri-axel semi tippers with 3 or 4 staff managing the operations within the site. The normal operating hours are informed to be as Monday to Friday 7:00 am to 5:00 pm and Saturdays 7:00 am to 12:00 noon.

The site was used for clay extraction in the recent past and the potential impact of the proposed site operations on the surrounding amenity during the proposed activity is understood. The Project Manager of Swan Industrial Developments Jadd Brown has assured that appropriate environmental controls will be in place to ensure minimum impact by noise and dust due to the proposed activity. Any grievances caused due to the operations will be conveyed to Jadd Brown and as such we are confident of reaching amicable solutions to prevent any reoccurrence.

The occupiers in this residence including myself reaffirm our support to the proposed activity and believe that the rehabilitated landform would be beneficial and complimentary to the objectives of the Muchea Employment Node.

Kind Regards

Date 8/4/2015.

**SHIRE OF CHITTERING
RECEIVED**

13 APR 2015

Officer... EMDS
File... A 3223
Ref... I 1558396

10.3 APPENDIX C – AUTHORISATION LETTER



**Swan Industrial Developments**

109 Wandena Road

Muchea WA 6501

M 0418 178 885

T (08) 9417 3227 F (08) 9417 4552

31st July 2018

To Whom It May Concern,

Approval for Swan Waste Solutions Pty Ltd to occupy and excavate and screen the gravel resource from Lot 203 Wandena Road, Muchea. (Category 12 – Crushing and Screening of Excavated Material)

This letter confirms Swan Industrial Developments Pty Ltd approval for Swan Waste Solutions Pty Ltd to excavate the gravel resource from Lot 203.

If you have any further queries please do not hesitate to call me on the above noted phone numbers.

Yours sincerely,

A solid black rectangular box used to redact the signature of Kellie Brown.

Kellie Brown

Director

10.4 APPENDIX D – GRAVEL PIT OPERATIONS MANAGEMENT PLAN





Environmental Engineering Consultants
Waste Management Specialists

Tel: 0402 373 582

www.bowmanassociates.com.au

PO Box 2059, ROSSMOYNE WA 6148



GRAVEL PIT OPERATIONS MANAGEMENT PLAN

This document provides a guideline for the operational procedures required for the operation of the Swan Waste Solutions Gravel Pit.

July 26, 2018



Gravel Pit Operations Management Plan

DISCLAIMER

In order to provide structure to the conclusions derived in this document certain assumptions have been made. These assumptions are based on the Consultant's informal enquiries, knowledge and experience from working in the waste management industry.

The content contained herewith has been compiled in good faith using normal industry practices employed by Environmental Engineers and Environmental Scientists. Bowman & Associates Pty Ltd accepts no liability for loss or damages incurred by any individual or organisation due to reliance on the included content.

This document and its contents cannot be used for any other purpose or reasons other than those agreed between the Client and Bowman & Associates Pty Ltd without first obtaining written consent from Bowman & Associates Pty Ltd.

DOCUMENT CONTROL

Version	Date Issued	Prepared By	Approved By	Approved Signature
Draft	20.07.2018	B Bowman	B Bowman	
1	26.07.2018	B Bowman	B Bowman	

DOCUMENT DISTRIBUTION

Version	Date	Format	Issued to	Organisation
Draft	20.07.2018	pdf	Jadd Brown	Swan Waste Solutions
1	26.07.2018	pdf	Jadd Brown	Swan Waste Solutions

FILE NAME

180726 Swan Waste Solutions Gravel Pit Operational Management Plan.Docx



Gravel Pit Operations Management Plan

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1 PRELIMINARIES

Swan Waste Solutions is developing a gravel pit to provide road making gravel for the ongoing development of its facility at Muchea and to provide roadbase for local road construction.

The gravel pit will be licenced by the Department of Water and Environmental Regulation (DWER) as a Category 12 premise being a premise on which material excavated from the ground is screened and crushed.

1.1 CONTACT DETAILS

Contact details for Swan Waste Solutions are as follows:

Contact Person: Jadd Brown
Position: Project Manager
Telephone: 0418 817 885
Fax: (08) 9417 4552
Email: jbrown@focusdemolition.com.au
Postal Address: 61 Spencer Street, Cockburn Central, WA 6164

1.2 SITE LOCATION

The location of the gravel pit is on Lot 203 Wandena Road, Muchea. Lot 203 covers an area of 12.68 ha. The area of the gravel pit is approximately 2.4 ha.

1.3 SURROUNDING ROAD NETWORK

Wandena Road is classified as a RAV Network 2 road which can accommodate multi combination trucks to a maximum length of 27.5 m and a gross weight of 65.5 tonnes.

1.4 CLIMATE

The mean rainfall during the last 19 years has been 647.6 mm per annum which usually falls between the months of May and September. Mean monthly maximum temperatures range from 33.3°C in February to 18.3°C in July and the mean minimum temperatures ranged from 6.1°C in July to 17.1°C in February. Winds are predominantly easterly in direction during the warmer summer months and westerly in the cooler months.

1.5 GEOLOGY

The general surface geology has been described laterite over Mesozoic sediments and Precambrian crystalline rocks.

1.6 VISUAL AMENITY

Views into the site are restricted from the north and east due to rising topography. The site is visible from the south east from Wandena Road but vegetation along the side of Wandena Road restricts this view. The site will be visible from the south and west.

1.7 SURFACE WATER

Surface water from Lot 203 flows across grassland to the lowest point in the south west corner of the Lot where a stormwater dam will be constructed. Stormwater from within the gravel pit will be



Gravel Pit Operations Management Plan

retained and used for the watering of stockpiles and unsealed roads. Surplus stormwater will be pumped to the grass paddock to disseminate into the grassland or flow to the south west corner of the Lot to the stormwater dam.

1.8 GROUNDWATER

Groundwater under the area of the gravel pit is approximately 14 m below ground level. A monitoring bore, MW4, is located at the eastern end of the gravel pit and is to be retained.

1.9 FENCING

A 1.2 m high rural fence consisting of ring lock and two plain wires will extend around the gravel pit. Gates will be fitted on the entry and fire access tracks. These gates will be closed at all times, except the entry gate which will be open when the pit is in use.

2 STAFF AND RESPONSIBILITIES

Swan Waste Solutions will undertake the heavy earthmoving services. Swan Waste Solutions will also provide its own heavy equipment to process the gravel for sale.

The structure of the gravel pit operations are as follows:

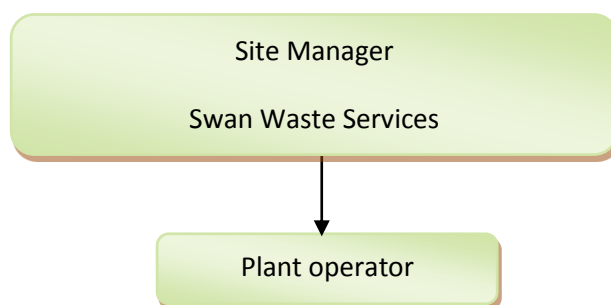


Figure 1: Swan Waste Solutions site organisation structure

The individual staff responsibilities are listed below.

2.1 SITE MANAGER

The Site Manager and will be responsible for:

- Listing competencies required for specialist work;
- Accident/incident reporting and investigation;
- Site security;
- Emergency response and management;
- Providing induction training to all employees prior to commencing work at the site including:
 - Reporting procedures for accidents/incidents, injuries and fires;
 - Emergency procedures;
 - Education on use of PPE;
 - Lifting and manual handling skills;
 - Location of First Aid Kit;
 - Site security and access;
 - Fatigue reduction measures;
 - The employee's rights and responsibilities; and



- Being the first point of contact for the site user.

2.2 PLANT OPERATOR

The Plant Operator is responsible for implementing and adhering to the following:

- Hazard and risk identification and control;
- Plant/equipment inspections;
- Ensuring necessary sun protection measures are in place;
- Minimisation of noise generation;
- Use PPE for noise protection if required;
- Minimisation of dust generation by spraying water;
- Keeping exposed surfaces damp;
- Liaising with Site Manager; and
- Managing site traffic.

3 PIT DEVELOPMENT

The gravel pit covers an area of 24,000 m² and will be developed in three stages. The clearing of vegetation will occur over the entire area on one occasion with the removal of top soil and excavation occurring on three occasions.

3.1 CLEARING

Swan Waste Solutions shall clear all remaining trees, stumps, brush, grass, roots and rubbish from the area of the gravel pit. The trees and stumps will be stockpiled onsite for burning at a later date.

3.2 REMOVAL OF TOP SOIL

The gravel pit will be stripped of top soil and overburden to a depth that uncovers a clean surface of gravel. The expected depth of stripping will be 200 mm. The top soil and overburden shall be stockpiled for rehabilitation works carried out at the site.

3.3 GRUBBING

All stumps and roots in the area of the Works shall be grubbed out to a minimum depth of 500 mm below the stripped areas. The grubbed material shall be added to the greenwaste stockpile for burning.

3.4 EXCAVATION AND STOCKPILING

Once stripped a dozer shall be used to push up the gravel in stockpiles for processing. Care will be taken not to include the underlying clayey sand as the inclusion of this material will increase the shrinkage characteristics of the gravel. Only a sufficient quantity of gravel to allow a productive screening process will be pushed up.

3.5 SCREENING AND CRUSHING

Using the screen currently on site for the processing C&D waste the stockpile of gravel will be screened to remove oversize materials such as large rocks and tree roots. The initial screening will produce two products being oversize material and gravel.



3.6 STOCKPILING AND SALE OF GRAVEL

The gravel will be stockpiled and sampled and tested for quality. Following testing the gravel will be classified as either sub base or basecourse. The gravel will be used on site for roads, sold to private and commercial users and to the Main Roads WA.

4 GRAVEL COMPLIANCE

To be sold to the Main Roads WA as road making materials the gravel must comply with the requirements of Main Roads WA *Specification 501 Pavements – 04/10110-04*, issued 22/05/2017. The specification provides guidance for the preparation of gravel materials for acceptance by Main Roads WA. This section summarises the requirements for lateritic gravels to meet Main Roads WA requirements. The excavated gravel may, or may not require treatment, such as crushing and screening, prior to sale to Main Roads WA. Included in this section are the specifications for processed gravels.

4.1 SUB BASE GRAVEL

The gravel sub base material shall consist of durable pebble in soil mortar. The material shall be free from cobbles greater than 75.0 mm and free from clods, stumps, roots, sticks, vegetable matter or other deleterious materials.

The sub base material shall meet the grading requirements shown in **Table 1** when tested in accordance with *Main Roads WA Test Method WA 115.1*. The grading of material shall vary from coarse to fine in a uniform and consistent manner and not be gap graded.

Table 1 - Particle Size Distribution for Sub Base

AS Sieve Size (mm)	% Passing by mass Minimum and Maximum Limits
75.0	100
37.5	80 - 100
19.0	50 - 100
9.5	36 - 81
4.75	25 - 66
2.36	18 - 53
1.18	13 - 43
0.425	8 - 32
0.075	3 - 19

The material shall also comply with the limits shown in **Table 2**.



Gravel Pit Operations Management Plan

Table 2 - Acceptable limits for Sub Base

Test	Limits	Test Method
Liquid Limit	30.0% Maximum	WA 120.2
Plasticity Index	10.0% Maximum	WA 122.1
Linear Shrinkage	4.0% Maximum	WA 123.1
California Bearing Ratio (Soaked 4 days with 6.75 kg Surcharge) at 94% of MDD and 100% of OMC	30% Minimum	WA 141.1
Secondary Mineral Content in Basic Igneous Rocks*	25% Maximum	AS 1141.26
Accelerated Soundness Index by Reflux**	94% Minimum	AS 1141.29

*The Secondary Mineral Content in Basic Igneous Rock test is only applicable to basic igneous rock.

**The Accelerated Soundness Index test is only applicable to basic igneous rock.

4.2 BASECOURSE GRAVEL

Gravel basecourse material shall consist of durable pebble in soil mortar. The material shall be free from particles having any dimension greater than 50 mm and free from clods, stumps, roots, sticks, vegetable matter or other deleterious materials. The grading required for gravel basecourse is shown in **Table 3**.



Gravel Pit Operations Management Plan

Table 3 - Particle size distribution for basecourse gravel

As Sieve Size (mm)	% Passing by Mass Target Grading	% Passing by Mass Minimum and Maximum Limits
37.5	100	100
19.0	86	72 – 100
9.5	64	50 - 78
4.75	47	36 - 58
2.36	35	25 - 44
1.18	27	18 - 35
0.600	21	13 – 28
0.425	18	11 - 25
0.300	16	9 – 22
0.150	12	6 – 17
0.075	9	4 - 13
0.0135	6	2 - 9

The Particle Size Distribution shall be determined in accordance with *Main Roads WA Test Method WA 115.1*. The material passing the 37.5 mm sieve shall vary from coarse to fine in a uniform and consistent manner and not be gap graded. The material shall also comply with the limits shown in **Table 4**.



Gravel Pit Operations Management Plan

Table 4 - Acceptable limits for Basecourse

Test	Limits	Test Method
Liquid Limit	25.0% Maximum	WA 120.2
Linear Shrinkage	2.0% Maximum	WA 123.1
Maximum Dry Compressive Strength	2.3 MPa Minimum	WA140.1
California Bearing Ratio (Soaked 4 days with 4.5 kg Surcharge) at 96% of MDD and 100% of OMC	80% Minimum	WA 141.1
Secondary Mineral Content in Basic Igneous Rock*	25% Maximum	AS 1141.26
Accelerated Soundness Index by Reflux**	94% Minimum	AS 1141.29

*The Secondary Mineral Content in Basic Igneous Rock test is only applicable to basic igneous rock.

**The Accelerated Soundness Index test is only applicable to basic igneous rock.

5 REHABILITATION

Once excavation has finished the area will either be:

- Rehabilitated back to arable land; or
- Contoured and shaped in preparation as commercial land in accordance with the *Muchea Employment Node Structure Plan*.

5.1 REHABILITATION AS ARABLE LAND

Rehabilitation requires ripping of the underlying clay base of the pit to a depth of 500 mm. The furrows will run along the contour of the pit to form water retention contours. The overburden that was removed during stripping during the development of the pit will be placed over the ripped base of the pit.

The site will be rehabilitated in such a way as to return the site to arable farmland. This will be achieved by:

- Blending the topography of the rehabilitated surface into the surrounding landscape using a gentle side slope between the pit and surrounding environment;
- Allowing the pit to freely drain to the local environment; and
- Revegetating the surface of the rehabilitated pit with local pasture grasses, selected native species, or a mix of the two, as soon as possible following the placement of the overburden in order to provide erosion control.

Any mulch used in the rehabilitation will be pasteurised to remove weed seeds, plant pathogens and pests.



5.2 COMMERCIAL LAND

To prepare the expired pit for use as commercial land the base of the pit will be levelled and graded with a cross fall for drainage. The earthworks will follow a predetermined subdivision design that is yet to be developed.

6 ENVIRONMENTAL MANAGEMENT

6.1 DUST EMISSIONS

The following management and mitigation measures are proposed to manage air and dust emissions during the development and the ongoing operation of the pit:

- Materials excavated as part of the earthworks activities are stockpiled within specific locations identified as causing minimum dust emission at the site boundary;
- Unsealed roads, exposed areas and earthworks are watered down regularly, or as required, to minimise windblown dust migration;
- All site traffic will adhere to the site speed limit of 40 km/hr to minimise dust generated by vehicle movements;
- Dust emissions are monitored on a regular basis through visual inspections of disturbed and open areas;
- If visual dust inspections and complaints both indicate that dust is being generated from the site, and is crossing the site boundary, then additional dust management techniques are to be adopted such as mulching, hydro seeding, chemical crusting agents or additional use of water trucks or sprays;
- Good housekeeping practices are adopted on-site to minimise dust generation;
- Existing vegetated areas which are not required during the development and operation of the pit will be maintained; and
- Disturbed areas not required during the operation of the pit, will be progressively stabilised with grasses and native vegetation once no longer required.

6.2 NOISE EMISSIONS

The following initiatives are undertaken to minimise noise emissions:

- Personnel have access at all times to operational manuals for equipment being utilised and must be familiar with the procedures detailed in the operations manual;
- All workers must wear appropriate hearing protection if in close proximity to noisy machinery for extended periods;
- Where possible, significant road traffic movements will be scheduled to avoid noise sensitive periods;
- All mobile plant used on-site will be regularly maintained, including exhaust mufflers; and
- Speed limits are enforced on all site access roads.



Gravel Pit Operations Management Plan

6.3 DISCHARGES TO WATER

Stormwater channels will be constructed around the pit to direct stormwater away from the pit and into the surrounding vegetation or into the stormwater dam.

Stormwater within the pit will flow to a low point for the settling of suspended solids. The stormwater in the pit will be used for watering of exposed areas with any surplus pumped to the surrounding grassland and dissipated into the soil.

7 RISK ASSESSMENT

Following is a risk assessment which outlines the potential health risks associated when working within the Facility. The risk management approach outlined below is based on the framework in the *Australian Standard Risk Management (AS/NZS ISO 31000:2009)* and the *Western Australian Occupational Safety and Health Regulations (1996)*.

The below **Tables** describe the risk ranking system used when assessing a particular activity for both personnel and environmental risk.

Table 5 - Qualitative measures of likelihood

Rating	Indicator	Description	Frequency
5	Almost certain	Multiple incidents have been recorded	Is expected to occur almost all of the time
4	Likely	Several incidents have been recorded	Is expected to occur most of the time
3	Probable	Some incidents have been recorded	Might occur
2	Not likely	Few recorded or known incidents	Might occur but not expected to
1	Rare	No recorded or known incidents	Only expected to occur under atypical conditions

Table 6 - Qualitative measures of consequence/impact

Rating	Indicator	Description
5	Severe	Human deaths, operations cause catastrophic off-site impacts, immense financial loss
4	Significant	Extensive human injuries or illness, operations cause substantial off-site impacts, major financial loss
3	Medium	Some health impacts to humans, operations cause some external impacts, large financial loss
2	Minor	First aid treatment, operations cause minimal off-site impacts, small financial loss
1	Negligible	Operations cause no injuries, negligible off-site impacts, and negligible financial loss



Gravel Pit Operations Management Plan

Table 7 - Qualitative risk analysis matrix – Level of risk

Consequence	Likelihood				
	Almost certain	Likely	Probable	Not likely	Rare
Severe	V	V	V	V	H
Significant	V	V	V	H	H
Medium	V	H	H	M	M
Minor	H	H	M	L	L
Negligible	H	M	L	L	L

V = Very high risk; immediate action required

M = Medium risk; specify required management

H = High risk; management required from senior staff

L = Low risk; manage with standard operating procedure

Table 8 - Risk Assessment

Impact Type	Description of Risk	Design Control Measures	Probability	Consequence	Risk Rating
Noise	Noise from operations experienced by neighbours	Working hours are 7.00 am to 4.45 pm Monday to Friday and 7.00 am to 11.45 am on Saturday. Carrying out all screening and crushing operation within the pit void. Using low frequency reversing beepers on the front end loader.	2	2 – The large buffer distance and native trees noise attenuation.	Low
Dust	Windblown particulate matter impacting neighbouring premises during material handling.	Water spraying mechanisms fitted on crushing and screening plant. Sprinkler system around stockpile area.	2	2 – Airborne dust particles will be contained within the Site boundaries. Volume of dust generated under adherence to proposed management practices is expected to be minimal.	Low



Gravel Pit Operations Management Plan

Impact Type	Description of Risk	Design Control Measures	Probability	Consequence	Risk Rating
Dust	Traffic on unsealed surfaces within the site.	Traffic restricted to 40 kph on unsealed roads. Unsealed roads wetted down if dust is being generated.	2	2 – Airborne dust particles will be contained within the site boundaries. Volume of dust generated under adherence to proposed management practices is expected to be minimal.	Low
Surface Water	Silt transport into the surrounding environment.	The runoff will be directed to the low points of the pit. Water collection point will prevent the outflow of silt and sediment from the pit.	2	2 – Silt will be trapped in the dam in the pit and allowed to settle.	Low
Groundwater	Contamination of groundwater.	No materials containing harmful substances are used at gravel pit. Minimum stormwater runoff will be produced due to the clay base of the pit void and absorption by the dry gravels stockpiled on site.	2	2 – No soluble hazardous materials used at gravel pit.	Low
Light	Light impacts on sensitive receptors or surrounding premises.	No night time operations. No use of light intensive equipment. Screen formed by surrounding native vegetation.	1	1	Low



8 COMPLAINTS

A Complaints Register will be maintained to record any complaints received. This register will include the date, nature and resolution action of any complaints received. Following complaints, the source of any excessive noise will be identified and work practices modified or re-scheduled to reduce or eliminate the risk of future events.

8.1 PROCEDURES TO FOLLOW DURING A COMPLAINT

The following procedures will be followed to record and act upon receiving a complaint due to dust generation:

- Site Manager to fill out the complaint register and record the prevailing weather conditions;
- Complaint register to be maintained and made available upon request by the Department of Water and Environmental Regulation (DWER) or the Shire of Chittering;
- Evaluate the complaint by conducting a visual inspection at the earliest opportunity;
- Upon assessing the nature of complaint to be valid, undertake necessary action to identify the source of the nuisance affecting the complainant;
- Record the action undertaken to address the issue and state the reason for occurrence of the nuisance;
- Contact the complainant and inform the findings and agree on the outcome; and
- Report to the DWER on any complaints within the Annual Audit Compliance Report for the Facility as required under the operating Licence.

8.2 RECORD OF COMPLAINT

The following information will be recorded in the event of a complaint:

- Name and address of the complainant;
- Date and time of complaint;
- Date and time of alleged complaint;
- Alleged source of complaint;
- General description of the alleged complaint, including any environmental or health impacts reported by the Complainant;
- Wind direction, wind speed and temperature at the time of the alleged complaint;
- Likely source of the alleged complaint;
- Activities being undertaken at gravel pit, as well as the site in general, at the time of the alleged complaint;
- Actions taken to address the complaint, including the outcome of any investigations and actions to verify any impacts; and
- Complete an annual analysis and review of complaints recorded to identify any common factors and root cause of complaints and any proposals to address these complaints.

9 ADHERANCE TO THE OPERATIONAL MANAGEMENT PLAN

The Operations Management Plan will be continuously implemented during the operation of the Facility.



10 REVIEW OF OPERATIONAL MANAGEMENT PLAN

This Operational Management Plan will be reviewed against the current operation at least annually or when an incident, complaint, or breach of a licence condition occurs.



10.5 APPENDIX E – DUST MANAGEMENT PLAN





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Waste Management Specialists

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DUST MANAGEMENT PLAN LOT 202 AND LOT 203, WANDENA ROAD, MUCHEA

This management plan describes the dust management measures to be put in place at the C&D facility and the gravel pit on Wandena Road, Muchea WA.



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Dust Management Plan Lot 202 and Lot 203, Wandena Road, Muchea

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1 BACKGROUND

From an operations point of view both Lot 202 and Lot 203 are managed as one area. Lot 202 supports a C&D crushing and screening and Lot 203 supports the gravel pit. This Dust Management Plan outlines the measures that area in place to ensure that the surrounding community does not suffer from a loss of amenity due to airborne particulate matter originating from within the proposed site.

2 LOCATION OF SENSITIVE RECEPTORS

The EPA Guideline Separation Distances between Industrial and Sensitive Land Uses, No. 3, June 2005 requires a minimum separation between a screening works and a sensitive land use of 500 m.

The nearest residence is the homestead on the horse agistment farm being Lot 3362, Great Northern Highway, Muchea. The residence is 130 m from the perimeter of the proposed gravel pit. The next closest residence is 400 m to the east of the site on the eastern side of Wandena Road on Lot 201, Wandena Road, Lower Chittering.

Figure 1: Site Location and Nearest Sensitive Receptors.



3 KEY CHARACTERISTICS

The key characteristics of the operation on the property are listed in **Table 1** below.

Table 1: Key Characteristics

Element	Description		
Life of Project	Five to ten Years		
Office Hours	Mon to Friday 7:00 am to 5:00 pm Saturday 7:00 am to 12:00 noon Closed on Sundays and Public Holidays		
Plant Operating Hours	7.00 am to 4.45 pm Monday to Friday 7.00 am to 11.45 pm Saturday		
Prescribed Premises Licenced Categories	Category 12: screening material excavated from the ground Category 13: Crushing of Building Materials Category 61A: Solid Waste Facility		
Annual Throughput	Category	Production Capacity or Design Capacity as per Schedule 1 of EP Regulation 1987	Nominated Throughout for the Facility
	12	50,000 tonnes or more per annum	up to 50,000 tonnes per annum
	13	1,000 tonnes or more per annum	up to 50,000 tonnes per annum
	61A	500 tonnes or more per annum	up to 50,000 tonnes per annum
Site Security	Boundary farm rural fencing and lockable gates		
Plant Location	Below ground level in the base of the voids.		



4 DUST MANAGEMENT

Dust emissions may arise via traffic on internal unsealed roads, loading and unloading of materials, operation of heavy equipment and from exposed surfaces such as material stockpiles. The magnitude of impact will depend on the size of the operation, local topography, adjacent land use, prevailing wind speed/direction, and distance to the nearest sensitive receptor. The objective of the Dust Management Plan is to prevent the generation of airborne particulates (including dust) to ensure that no visible dust is discharged beyond the boundary of the site.

Swan Waste Solutions shall undertake dust control measures as described in the following section.

4.1 DUST MINIMISATION MEASURES

The generation of dust shall be minimised by:

- Where possible, activities that have a high potential for dust generation, unloading crushing, screening and loading of materials shall be halted during adverse weather conditions where strong winds are blowing towards the closest receptor to the south-west;
- Trucks delivering material to the site shall have their loads covered;
- Trucks hauling the processed materials shall be adequately covered prior to leaving the site;
- Maintaining minimum length of processed stockpile towards the prominent wind direction by appropriate orientation of the stockpile;
- Restricting traffic to most direct route on the site and prohibiting traffic on non-active areas;
- Limiting the speed on internal haul roads to below 40 km/h;
- Reducing dump heights to a maximum of 5 m wherever possible;
- Wetting any dry loads prior to and/or after tipping as required;
- Undertaking scheduled and unscheduled maintenance of unsealed roads;
- Proactive monitoring of visible dust crossing the site boundary and ensuring dust is contained within the site boundary;
- Dust emissions shall be notified to the Project Manager by plant operators;
- Routine maintenance and housekeeping practices to minimise accumulation of litter in and around the premises;
- Maintaining plant and equipment in appropriate manner as per manufacturer's recommendations;
- Instruction shall be given to all staff on dust minimising measures to be adopted;
- Wetting down the internal haul roads as required to minimise dust as required; and
- Displaying Swan Waste Solutions contact phone number at the entrance to facilitate the prompt reporting of any dust-related concerns.



4.2 DUST SUPPRESSION MEASURES DURING OPERATION

The dust generated shall be suppressed by:

- Using water truck to wet down materials during loading, unloading, crushing, screening and stockpile preparation;
- 14,000 L water truck drawing water from the surface water runoff contained within the temporary dam will be maintained on site;
- Dust covers will also be used on the discharge conveyer if required;
- Increasing the frequency of wetting down work areas using the water truck when the need arises;
- Temporarily halting dust generation activities during windy conditions until weather becomes favourable, especially where winds are blowing in the direction of nearby sensitive receptors;
- Considering the use of chemical dust suppressants to bind surfaces exposed to traffic or wind; and
- Promptly acting on any dust complaints, recording them in an appropriate register and retaining the record together with the assessment of dust source and measures undertaken to mitigate the dust impact.

These management strategies shall enable the facility to operate efficiently with minimum dust generation.

4.3 NUISANCE DUST

Excessive dust could also have an impact on staff at the site. In accordance with the Department of Commerce, Western Australia's *Occupational Safety and Health Act 1984*, authorised staff shall have access to appropriate dust masks for use if required and be instructed in the use of dust suppression equipment.

4.4 FREQUENCY FOR IMPLEMENTING DUST SUPPRESSION MEASURES

The frequency for conducting dust suppression measures is listed in **Table 2**. The frequency shall be reviewed based on the extent of impact by dust generation.



Table 2: Frequency of dust suppression measures

SUPPRESSION MEASURE	FREQUENCY
Wetting down fresh stockpiles after crushing and screening.	Twice daily during operating hours.
Wetting down of non-working faces of stockpiles.	Twice daily during operating hours.
Wetting down during crushing and screening operations.	Periodically using the water truck.
Watering of haul roads exposed to traffic movement.	Twice daily during operating hours.
Covering of loads.	Every truck entering and leaving the premises.

4.5 FREQUENCY FOR VISUAL MONITORING PROGRAMME

The performance of the dust suppression measure shall be assessed by monitoring visible dust crossing the premises boundary. The list of monitoring measures for the assessing performance is listed in **Table 3**.

Table 3: Frequency and Responsible Staff for Dust Monitoring

PROGRAMME	FREQUENCY	RESPONSIBLE PERSON
Visual inspection of dust leaving the boundary of the premises.	Continuously during every operating day.	Site staff.
Visual inspection of dust generation at Wandena Road entry.	Twice daily.	Transport drivers.
Visual inspection of dust generation on internal haul road.	Continuously during every operating day.	Site staff.
Collection of litter in and around the premises.	Every second operating day.	Site staff.
Maintenance of water truck.	As required or in accordance with manufacturer recommendations.	Project Manager.
Maintenance of Plant.	As required or in accordance with manufacturer recommendations.	Project Manager.



5 PROPONENT CONTACT DETAILS

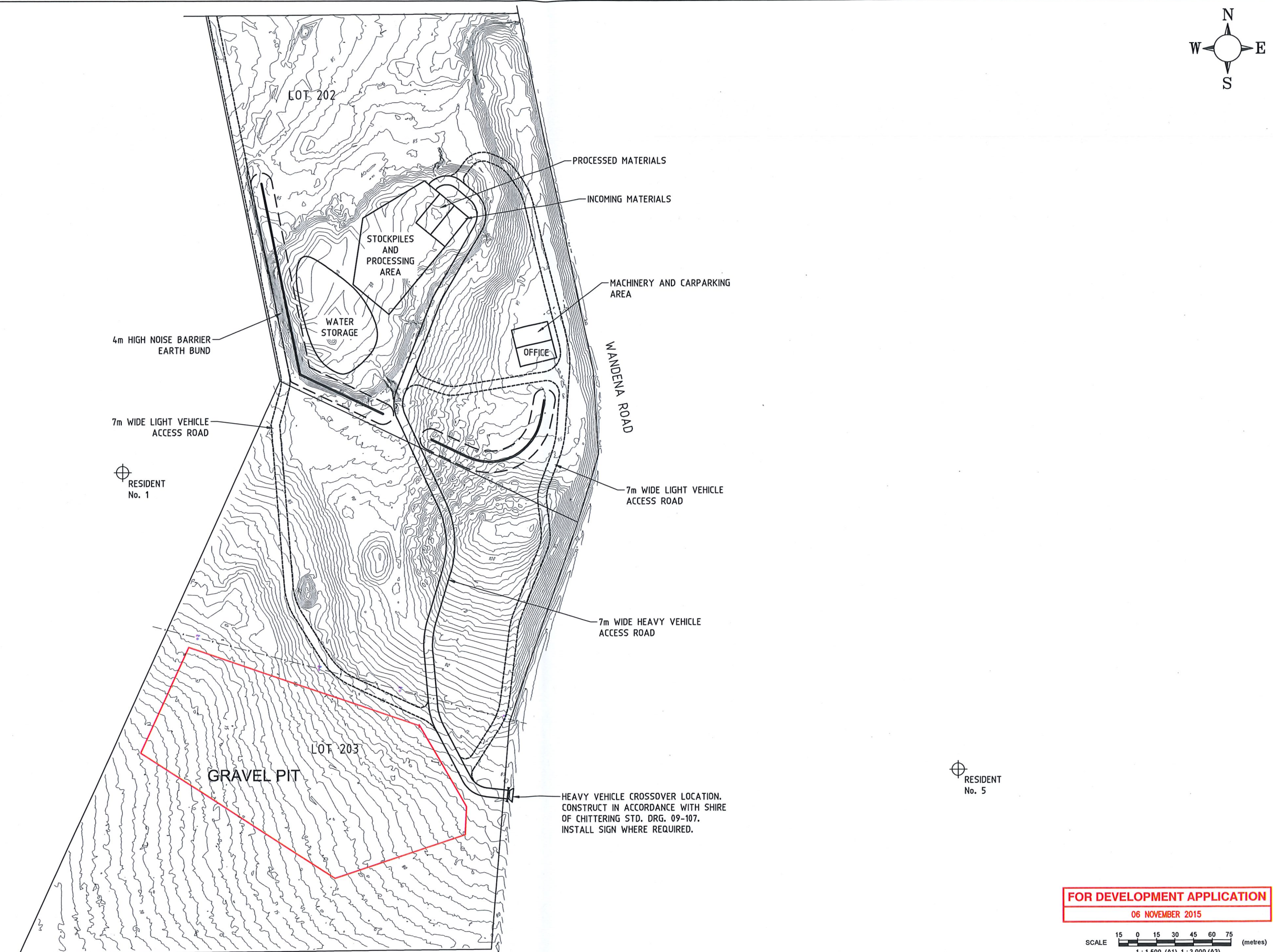
Contact Person: Mr Jadd Brown
Position: Project Manager
Telephone: 0418 817 885
Email: jbrown@focusdemolition.com.au
Postal Address: 61 Spencer St
Cockburn Central WA 6164
Australia

6 REFERENCES

Department of Commerce. Western Australia's Occupational Safety and Health Act 1984

Environmental Protection Authority. Government of Western Australia. Schedule 1 of the Environmental Protection Regulation 1987





FOR DEVELOPMENT APPLICATION
06 NOVEMBER 2015

SCALE 15 0 15 30 45 60 75 (metres)
1 : 1,500 (A1), 1 : 3,000 (A3)



Bowman and Associates Pty Ltd

ABN: 22 112 399 514

Mail: PO Box 2059, Rossmoyne WA 6148 Phone: (08) 9414 9670

Office: 8/640 Beeliar Drive, Success WA 6164 Web: www.bowmanassociates.com.au

Client			
Swan Industrial Developments			
Date	Scale	Design By	Drawn By
06/11/15	1:1500	B.W.B.	S.B.Y.

Location
Lot 202 Wandena Road, Muchea WA
Project
Lot 202 Crushing and Screening Plant

Drawing Title		
Site Layout		
Drawing Number	Revision	Drawing Size
Muchea - DA - 01	A	A1

SCHEDULE OF SUBMISSIONS – A11587 – PROPOSED EXTRACTIVE INDUSTRY (GRAVEL); LOT 203 WANDENA ROAD, CHITTERING

AGENCY SUBMISSIONS			
Submitter	Comment	Proponent Response	Shire Officer Response
Main Roads WA	<p>The quarry has access from Wandena Road, which is a Shire road. Wandena Road intersections with Great Northern Highway is part of the NorthLink WA - Ellenbrook to Muchea and Muchea North packages of works and will be realigned and reconstructed to required standards.</p> <p>The works are expected to be completed by the end of 2019.</p> <p>The proposed extension is not expected to have an adverse impact on the Main Roads network and proposed improvements.</p> <p>Therefore Main Roads has no objections or comments relating to the proposed extractive industry extension.</p>		Noted.
Department of Planning, Lands & Heritage (specifically Department of Aboriginal Affairs)	<p>A review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database concludes that Lot 203 Wandena Rd, Chittering, does not intersect with any boundary as administered by the DPLH. Therefore, based on information held by DPLH and the information provided by you, no further approvals are required under the Aboriginal Heritage Act 1972 (AHA).</p> <p>DPLH encourages proponents to refer to the State's Aboriginal Heritage Due Diligence Guidelines (Guidelines) which can be found on the DPLH website at the following link:</p> <p>https://www.dplh.wa.gov.au/information-and-services/aboriginal-heritage/land-use-under-the-aha</p> <p>The Guidelines will allow proponents to undertake their own risk assessment regarding any proposal's potential impact on Aboriginal heritage.</p>	We note the DPLH response.	Noted.
Department of Water & Environmental Regulation	The Department of Water and Environmental Regulation has assessed the below referral as a proposal of no interest and as such has no comments to provide.	We note the DEWR response.	Noted.
Department of Primary Industries & Regional Development	The Department of Primary Industries and Regional Development (DPIRD) does not object to the proposed application, but it is recommended that a Weed Management Plan should be considered to ensure that biosecurity protocols are maintained for the site. This is important to ensure a minimal biosecurity risk for the land owner, the adjoining farms and along the transport route.	<p>Weeds are a potential threat to the ecological value of natural ecosystems. The period when weed management is most important is during the unloading of C&D waste at the site. All C&D waste will be placed in a receival area on the hardstand.</p> <p>Weeds can pose a potential fire risk especially when they dry out in summer. Weed management strategies will include:</p> <ul style="list-style-type: none"> • Hand removal or chemical spraying of weeds. • Not using weed affected soils for rehabilitation or site earthworks. • Prevention and removal of illegally dumped rubbish and general litter. • Inspecting the site and the property for declared or environmental weeds that can quickly become a local pest. <p>The Proponent will develop, implement and maintain a weed eradication programme to prevent the incursion and spread of declared, environmental, or other weeds on the site.</p>	It has been recommended as a condition of approval that a weed management plan be prepared and approved by the Shire to the specifications of DPIRD and implemented for the life of the extractive industry.

SCHEDULE OF SUBMISSIONS – A11587 – PROPOSED EXTRACTIVE INDUSTRY (GRAVEL); LOT 203 WANDENA ROAD, CHITTERING

	DPIRD also recommends that the Shire is guided in its consideration of extractive industry development by Sections 5.9 and 5.12 of the current SPP2.5 Rural Planning Policy (2016).	Noted.	SPP 2.5 broadly addresses the extraction of basic raw materials. SPP 2.4 – ‘Basic Raw Materials’ more specifically addresses the extraction of basic raw materials and has been considered through the assessment process, and has been addressed in the officers report.
	DPIRD is providing these comments as advice to the Shire and the Shire is not lawfully obliged to incorporate these comments. DPIRD does not have any independent statutory approval or licence to grant and do not require any conditions on approval that require monitoring or enforcement.	Noted	Noted.
Department of Biodiversity, Conservation & Attractions	The Parks and Wildlife Service of the Department of Biodiversity, Conservation and Attractions has no comments with regards to the above application	Noted.	Noted.
Department of Mines, Industry Regulation & Safety	<p>A continuing supply of low-cost basic raw materials is an important part of maintaining the lifestyle and infrastructure that all Western Australians enjoy.</p> <p>Although Extractive Industry Licences fall outside the Mining Act 1978, information on mineral resources, including basic raw materials, is of importance to the Geoscience and Resource Strategy Division, within the Department of Mines, Industry Regulation and Safety (DMIRS). The information is used in our MINEDEX database (http://www.dmp.wa.gov.au/Minedex), which is a source of information for our State-wide resource mapping system (http://www.dmp.wa.gov.au/GeoView). The locations and status of basic raw materials extraction sites are also valuable inputs to our resource assessment and land use planning role.</p> <p>Our aim is for the database to be a comprehensive and up-to-date source of information on all mining-related activities throughout the State. It is a database that is used to inform other government agencies, as well as the general public, of the location of mines and mineral resources. You are encouraged to use it whenever researching information on mineral or petroleum resources, and including basic raw materials.</p>	Noted.	Noted.
PUBLIC SUBMISSIONS			
Submitter	Comment	Proponent Response	Shire Officer Response
PUBLIC 1	I support this application.	Noted.	Noted.
PUBLIC 2	AS THE [REDACTED PROXIMITY OF SUBMITTER'S PROPERTY] OF THE PROPOSED GRAVEL EXTRACTION WE HAVE NO OBJECTIONS TO THE PROPOSAL	Noted.	Noted.
PUBLIC 3	The proposed Gravel Extraction at Lot 203 Wandena Road, Given the information we have that stage 1 of the extraction can go ahead up to a point 500 metres from our residence, it would appear we would still be experiencing the potential noise, dust and truck movements anyway, and	Noted.	Noted.

SCHEDULE OF SUBMISSIONS – A11587 – PROPOSED EXTRACTIVE INDUSTRY (GRAVEL); LOT 203 WANDENA ROAD, CHITTERING

	without the proposed vegetated earth bund to give us some protection. On this basis we really have no option other than agreeing to the revised proposal.		
	However, we would like to register our concerns regarding the truck movements on Wandena Road. Our entrance/exit is almost opposite the place in question and exiting our property is already fairly dangerous, truck/trailer combinations in addition to those already using Wandena Rd from the demolition/landfill operation and Midland Brick claypits will only create more dangerous situations for ourselves and other users of Wandena Rd. The previous traffic assessment was based on existing truck movements and the fact that trucks leaving the landfill site would be empty and able to accelerate ahead of oncoming traffic. With the proposal of up to 40 trucks per day which may be truck/trailer combinations fully loaded this has the effect of changing the parameters on which the previous traffic assessment was based. Is it possible for another traffic assessment to be carried out?	See attached response from Traffic Engineer	A further Traffic Assessment was requested of the applicant which has been prepared by an engineering consultant. The Traffic Assessment concludes that the current road network and access treatment is suitable to cater for the additional vehicles associated with development.
PUBLIC 4	<p>We provide the following further comments:</p> <ul style="list-style-type: none"> We welcome the proposal for two additional screening bunds on the north eastern and south eastern side of the proposed extraction site; We remain concerned however that these screening bunds will not sufficiently prevent dust and noise escaping from the proposed excavation site considering the very close proximity to Wandena Road unless other aspects of the design are also considered. This includes considering the depth of the gravel pit in relation to the screening bunds (i.e. 4 metres from ground level but what will be the depth of the gravel pit) and the placement and height of the stockpiles of gravel, both factors which will impact the effectiveness of the bunds in preventing the escape of dust; 	<p>Water will be used to settle dust. The depth of the pit will be the depth of gravel in the pit. Typically laterite gravels are in the top 2.0 m below ground level. Stockpiles will be in the pit and screened by the bunds. Typically a gravel stockpile would be no more than 4.0 m high.</p>	<p>A Dust Management Plan has been with the application which officers consider to be a comprehensive document with adequate measures to mitigate the escape of dust from the extraction site. It is recommended as a condition of approval that the Dust Management Plan be implemented for the life of the development.</p> <p>Officers acknowledge that the emission of noise may impact on the amenity of nearby landowners. Given the proximity of residences to the proposed extraction site (within 500m) it is recommended as a condition of approval that an acoustic report be prepared that demonstrates how the extractive operations can comply with the prescribed levels of the Noise Regulations.</p>
	<ul style="list-style-type: none"> We further re-iterate our point that when westerly winds are blowing, the spread of dust and noise has the potential to negatively impact our livestock operations located on the property, as well as the safety, wellbeing and enjoyment of staff and occupiers; 	<p>The screening plant does not generate excessive noise. Reversing horns on the front end loader will be the most pronounced noise. Dust will be eliminated by the use of a water truck.</p>	As above.
	<ul style="list-style-type: none"> The Application also does not address any safety aspects regarding traffic flow. We have previously pointed out that there is an inherent safety risk from heavy vehicles going at speed along Wandena Road, particularly given the close proximity of the Great Northern Highway turnoff and the turnoff for our property 	See attached response from Traffic Engineer	A further Traffic Assessment was requested of the applicant which has been prepared by an engineering consultant. The Traffic Assessment concludes that the current road network and access treatment is suitable to cater for the additional vehicles associated with development.
	<ul style="list-style-type: none"> We would like the Shire of Chittering to address our concerns as to what plans they have for traffic flow, including by considering such options as dropping speed limits, pruning trees to improve visibility and installing additional signs; 		A further Traffic Assessment was requested of the applicant which has been prepared by an engineering consultant. The Traffic Assessment concludes that the current road network and access treatment is suitable to cater for the additional vehicles associated with development.

SCHEDULE OF SUBMISSIONS – A11587 – PROPOSED EXTRACTIVE INDUSTRY (GRAVEL); LOT 203 WANDENA ROAD, CHITTERING

	<ul style="list-style-type: none">The Application provided for the removal of 30 trees, but it is unclear where these trees are and whether their removal may enhance the spread of dust and debris across to our property. As these trees may have otherwise provided a natural barrier against dust and noise emanating from the proposed expanded operations, strong consideration should be given as to whether they should be replaced in a location that will assist in reducing the impact of dust, debris and noise.	The only trees removed will be the trees on the site of the gravel pit. These are sparsely positioned and are in degraded vegetation area.	The removal of trees is necessary if the subject application is approved and extraction occurs. If a clearing permit is required for the removal of the native vegetation, the applicant is required to lodge an application to the Department of Water and Environmental Regulation. Although the existing vegetation may assist against the emission of dust and noise from the site, other measures such as a dust management plan and acoustic report can assist in addressing these off-site impacts.
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*Note: Comments are as per original submission received by the Shire. Submission comments have not been edited unless for the purposes of confidentiality where necessary.

Traffic Assessment

Project	Wandena Road Gravel Pit Development
Client:	Swan Industrial Developments
Author:	Brian Hartley
Date:	26 April 2019
Document #	SID - TA01

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1. Introduction

1.1. Background

This assessment was undertaken by Brian Hartley. Brian is a Principal Engineer with 34 years' experience in the civil and transport industry. Brian spent ten (10) years with MRWA as a Road and Traffic Engineer and then 24 years as a consultant engineer in the road and traffic engineering. Brian has a degree in Civil Engineering, (BEng (Civil)), is a Member of Engineers Australia (MIEAust) and a Certified Practicing Engineer (CPEng).

A Transport Statement for Lot 202 Wandena Road, Muchea was prepared by Shawmac in July 2015 for Swan Industrial Developments for a proposed crushing and screening plant. The assessment concluded that the flows predicted can be accommodated within the existing network without unacceptable adverse impacts.

This was followed up by a Technical Note by Shawmac in November 2015 that assessed issues raised concerning inadequate sight distance at the proposed driveway. The results of this assessment concluded that the existing available sight distance at the access location is adequate for safe ingress and egress of trucks. Furthermore, the Sight Distance Assessment also concluded that the curved alignment of Wandena Road and the existing posted speed reductions in close proximity to the access (75kph approximately 1km south of the access and 90kph approximately 1km north of the access) means that it is unlikely that a vehicle would have accelerated to the speed limit of 110kph by the time it passes the access location. Notwithstanding this, Swan Industrial Developments agreed to construct a southbound acceleration lane and Auxiliary Left (AUL) turn treatment on Wandena Road to further minimise potential conflicts between turning vehicles and through vehicles.

However, advice was received from the Shire of Chittering on Tuesday August 2nd, 2016 that stated *"a qualified road safety auditor has undertaken an audit of Wandena Road and determined the sites access exceeds (by a significantly amount) the minimum requirement for site distances. Accordingly, overtaking lane is not required. MRWA and the Shire is also in agreement with this. It is considered the slip lane turning into the site is still of value as per your original design."*

The intersection was upgraded in 2015 to a design approved by the Shire of Chittering, which included an AUL and no acceleration lane.

2. Traffic Assessment for Proposed Gravel Extraction

2.1. Proposed Development

The proposed new additional development for this site is for gravel extraction. The removal of the gravel from the gravel pit will be spasmodic but when it is removed it will be based on a reasonable quantity of up to 5,000t at a time. This could involve up to twenty truck movements in and 20 truck movements out per day (500t) for a ten-day period. This would equate to 2 truck movements in each direction in the peak period.

2.2. Traffic Assessment

The warrants for auxiliary lanes was checked for the peak period by Shawmac in the original development application against Austroads Guideline and it concluded that only a Basic Left and Basic Right treatment were warranted. However, Swan Industrial Developments agreed to construct an Auxiliary Left turn treatment which significantly exceeded the minimum requirement.

I have re-assessed the requirement for auxiliary lanes with the additional two truck movements in the peak period as shown below. The expected movement and red dot is the original development application and the blue star is the additional two truck movements.

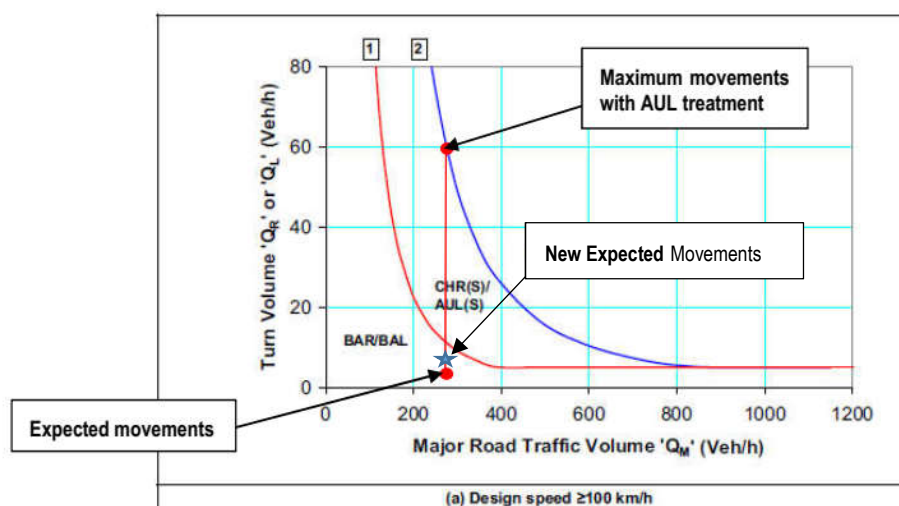


Figure 1: Warrants for Turning Treatments at Intersections (Austroads Guide to Road Design Part 4A)

It is concluded that the peak hour change is minimal and still does not warrant any additional auxiliary lanes, notwithstanding that an AUL has been constructed.

2.3. Conclusions and Recommendations

Taking into consideration that a Road Safety Auditor determined that *“the site access exceeds (by a significantly amount) the minimum requirement for site distances”* and an AUL turn treatment has been provided, it is concluded that an increase of two truck movement in the peak period will not have any impacts for turning trucks and the provision of an acceleration lane and any other improvement is still not considered warranted. In addition, it is most likely that the traffic volumes along Wandena Road will decrease in the future with the opening of the Northlink Project, for commuters travelling west of the Tonkin Highway.



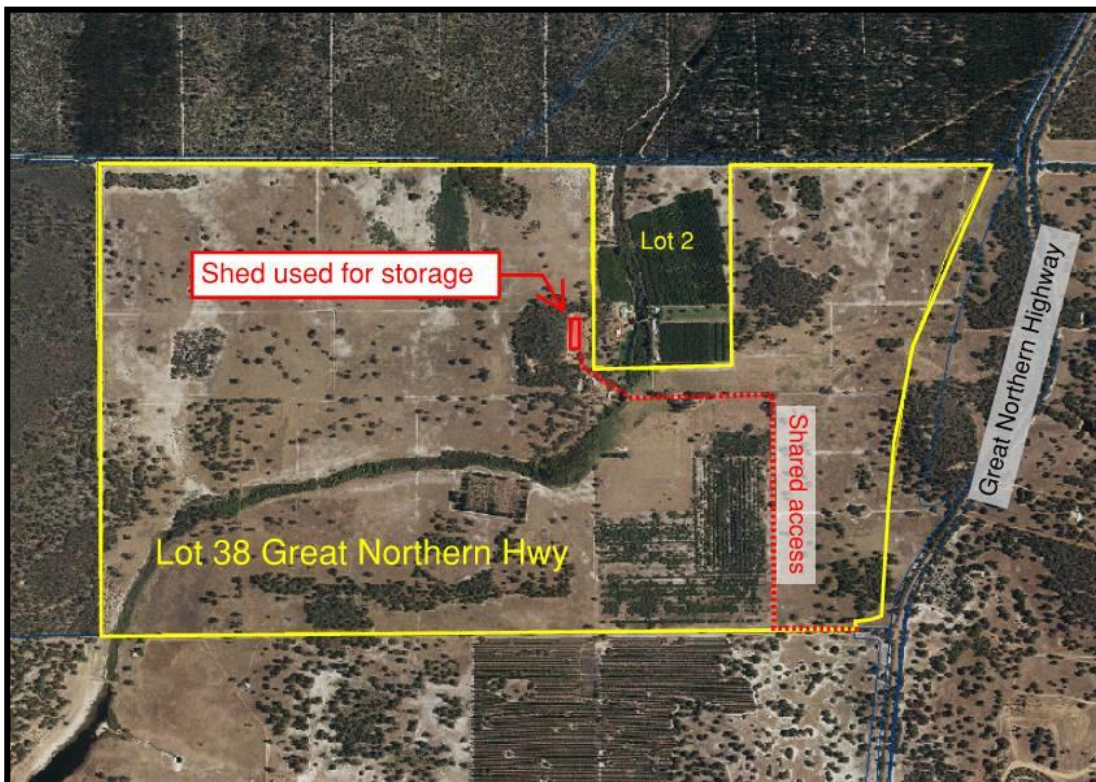
9.1.6 Retrospective Application for Development Approval – Storage of Equipment and Vehicles – Lot 38 Great Northern Highway, Chittering*

Report date	20 February 2019
Applicant	Rod Pearce
File ref	A10885
Prepared by	Senior Planning Officer
Supervised by	Executive Manager Development Services
Disclosure of interest	Nil
Voting requirements	Simple Majority
Attachments	<ol style="list-style-type: none"> 1. Development Plans 2. Schedule of submissions 3. Site inspection photos

Executive Summary

Council is requested to consider a retrospective Application for Development Approval for storage of non-rural equipment and vehicles on Lot 38 Great Northern Highway, Chittering. The proposal consists of the storage of equipment and vehicles typically used for industrial type operations, in a rural shed. As the application was advertised and received an objection, it has been brought to Council for determination.

Location Plan



Background

The Shire was made aware of unauthorised storage of non-rural equipment and vehicles occurring on Lot 38 Great Northern Highway, Chittering in the second half of 2018. Upon a subsequent site visit by Shire Planning staff, it was discovered that drilling related vehicles and equipment were being stored within a large shed in conjunction with other personal items and farming equipment.

The owner of the property was advised of the requirement for Development Approval for the storage of vehicles and equipment that do not relate to the rural use of the land. The owner was also made aware that



a draft Scheme Amendment was endorsed by the Shire that prohibits industrial style storage and transport depots in the rural areas and such, any application for Development Approval is unlikely to be supported by the Shire. Despite this advice, the applicant submitted an application to continue storing the equipment and vehicles on the property.

The application, as submitted to the Shire, is for the storage of drilling equipment, off-road caravans and trucks within the existing shed of 2016m² in area. Following lodgement of the application, officers endeavoured to contact the applicant on numerous occasions and means (telephone and email) to obtain further information regarding the items being stored and the length of time they intended to store them. The applicant has not contacted officers to assist in the assessment process and as such, the application is required to be determined on the information provided.

Lot 38 is zoned 'Agricultural Resource' under the Shire's Local Planning Scheme No. 6 (LPS6) and is approximately 430ha in area. The property contains a dwelling and several outbuildings (farm sheds) one of which is 2016m² in area, the use of which, is the subject of this application. The shed was granted Development Approval and Building Permit in 2015 and is located 50m from the neighbouring property boundary of Lot 2.

Consultation/Communication Implications

Local

The application was advertised to the adjoining landowner (Lot 2) given the proximity of the proposed activity to the boundary (50m) and the two properties sharing an access way through an access easement burdening Lot 38. As a result of the advertising, an objection was received. A summary of the key concerns raised are provided below with the complete submission contained within the Schedule of Submissions provided within Attachment 2 of this report:

- An industrial use of rural land;
- Impact on shared access way.

The concerns raised are addressed further within this report.

State

Nil.

Legislative Implications

State

- *Planning and Development (Local Planning Schemes) Regulations*

In considering an application for development approval the local government is to have due regard to Sch. 2, Pt. 9, Cl. 67 of the Regulations – 'Matters to be Considered'. The primary matter of consideration relevant to the application has been discussed below:

(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving.

At present, LPS6 lists a 'Warehouse/Storage' and 'Transport Depot' land uses as 'D' (can be approved by the local government) within the 'Agricultural Resource' zone. However, Scheme Amendment No. 65 proposes to limit these industrial type land uses from the 'Agricultural Resource' zone by making them an 'X'



MINUTES FOR ORDINARY MEETING OF COUNCIL
20 FEBRUARY 2019

(prohibited) under LPS6. Amendment 65 has been endorsed by Council and is currently being considered by the Minister for Planning. Discussions with officers from the Department of Planning, Lands and Heritage have raised no issues with the change in permissibility to the 'Warehouse/Storage' and 'Transport Depot' land uses.

Officers consider Scheme Amendment 65 to be a 'seriously entertained' document and should be given the highest level of regard in determining the subject application. It is on this basis that officers cannot recommend anything other than refusal of this application, due to the proposed land uses permissibility of 'X' within the 'Agricultural Resource' zone.

Local

- *Local Planning Scheme No. 6 - Schedule 2 (Zoning Table)*

Lot 38 is zoned 'Agricultural Resource' under LPS6. The proposed activities of storing drilling equipment and associated vehicles in an outbuilding can be regarded as falling within the land use categories of 'Transport Depot' and 'Warehouse Storage' which are respectively defined as;

Transport Depot

'means premises used or intended for use for the parking or garaging of:

- (a) two or more motorised commercial vehicles with or without any number of non-motorised commercial vehicles; or*
- (b) two or more non-motorised commercial vehicles with or without any number of motorised commercial vehicles*

Warehouse/Storage

'means premises including indoor or outdoor facilities used for –

- (a) the storage of goods, equipment, plant or materials; or*
- (b) the display or sale by wholesale of goods.*

As indicated above, Scheme Amendment No. 65 is a seriously entertained document and proposes to classify both the above land uses as an 'X' within the 'Agricultural Resource' zone. It is on this basis that the application is recommended to be refused.

Policy Implications

State

Nil

Local

Nil

Financial Implications

Nil

Strategic Implications

Approval of the application could set a precedent for other industrial type businesses to be established within the rural areas of Shire until Scheme Amendment No. 65 receives the final approval of the Minister and is formally gazetted.

The intent of Scheme Amendment No. 65 is to deter industrial development from occurring in an ad-hoc manner throughout the rural precincts of the Shire and direct them to a central location within the Muchea Industrial Park (MIP).

**Site Inspection**

Site inspection undertaken: Yes

An inspection was undertaken by the reporting officer and the Planning Officer, which confirmed that the drilling plant and off-road caravans were being stored within the subject outbuilding. Photos of the items being stored are provided in Attachment 3 of this report.

Triple Bottom Line AssessmentEconomic implications

Approval of the application may set a precedent while Amendment No. 65 is unfinalised for industrial development to occur in the rural areas, reducing the potential economic activity within the MIP.

Social implications

The development itself is not considered to have an impact on the social environment of the area as the off-site impacts are minimal.

Environmental implications

The storage of drilling equipment and vehicles in a covered area is not considered to have a notable impact on the environment as the application does not entail any servicing or maintenance of the equipment and/or vehicles.

Officer Comment/Details

As a result of the advertising, concerns were received regarding the application with the primary concerns listed below and subsequently addressed.

- Industrial Use of Rural Land

The storage of equipment/plant and parking of vehicles associated with a drilling business is regarded as industrial type activities and categorised as 'Warehouse/Storage' and 'Transport Depot' land uses under LPS6. These activities were considered acceptable with discretion under land use permissibilities table within LPS6, however the inception of Scheme Amendment No. 65 in 2018 (near final approval) now regards them as unacceptable activities in the rural area.

- Impact on Shared Access way

The endorsed Deposited Plan for Lot 38 illustrates that the land is burdened by an easement for the purpose of access rights, benefitting the neighbouring Lot 2. The access way is a gravel standard and provides access to the two properties from Great Northern Highway. Although the maintenance of the access way is not the responsibility of the Shire, it is appropriate to consider the impacts the proposed development may have on this access way. Based on the application details and the preliminary discussions Shire staff had with the owner of Lot 38, the equipment/plant and vehicles were proposed to be stored on site for the long-term. This indicates that vehicle movements, outside of those conducted for farming activities, would be limited and are unlikely to have a great effect on the maintenance requirements of the access way. Officers are satisfied that the potential impacts the development may have on the access way are minimal.

It is the position of officers that the potential impacts of the development on the amenity of the surrounding locality are minimal. The storage of the equipment/plant and parking of the vehicles creates minimal off-site impacts, is not expected to have environmental impacts and is unlikely to cause a nuisance to nearby landowners greater than the typical agricultural activities permitted on the land. The development however,



**MINUTES FOR ORDINARY MEETING OF COUNCIL
20 FEBRUARY 2019**

is of a scale that cannot be regarded as incidental use to the predominant agricultural activities on the land and needs to be considered as 'development' in its own right. Consistent with the outcomes of Scheme Amendment No. 65, the development will be listed as a prohibited land use in the 'Agricultural Resource' zone and officers therefore, recommend refusal of the application.

If Council refuses the application, the issue of unauthorised development will also need to be addressed as the storage of the items are already occurring on site. It is recommended that a further resolution be made that requires all the equipment/plant and vehicles not associated with the agricultural activities on Lot 38, be removed from the property within three (3) months of this resolution.

OFFICER RECOMMENDATION

Moved Cr Osborn / Seconded Cr Ross

That Council:

1. Refuse to grant Development Approval for the storage of non-rural equipment, plant and vehicles on Lot 38 Great Northern Highway, Chittering for the following reason:
 - a. The activities proposed are considered to be categorised as 'Warehouse/Storage' and 'Transport Depot' under the Shire's of Chittering Local Planning Scheme No. 6. Consistent with Scheme Amendment No. 65, 'Warehouse/Storage' and 'Transport Depot' are 'X' uses within the Agricultural Resource zone.
2. Advise the landowner of Lot 38 Great Northern Highway, Chittering that all equipment/plant and vehicles not associated with the agricultural activities on Lot 38 Great Northern Highway, Chittering shall be removed from the property within three months of this resolution.

MOTION / COUNCIL RESOLUTION 110219

Moved Cr King / Seconded Cr Angus

That Council suspend *Local Government (Council Meetings) Local Law 2014, Clause 8.8 (Speaking Twice) of Part 8 – Conduct of Members* to allow for free and open debate.

THE MOTION WAS PUT AND DECLARED CARRIED 7/0

8.26PM

MOTION / COUNCIL RESOLUTION 120219

Moved Cr ROSS / Seconded Cr GIBSON

That Council resume the meeting in accordance with *Local Government (Council Meetings) Local Law 2014, Clause 8.8 (Speaking Twice) Part 8 – Conduct of Members*.

THE MOTION WAS PUT AND DECLARED 7/0

8:38 PM

**9.1.6 OFFICER RECOMMENDATION / COUNCIL RESOLUTION 130219****Moved Cr Osborn / Seconded Cr Ross****That Council:**

- 1. Refuse to grant Development Approval for the storage of non-rural equipment, plant and vehicles on Lot 38 Great Northern Highway, Chittering for the following reason:**
 - a. The activities proposed are considered to be categorised as 'Warehouse/Storage' and 'Transport Depot' under the Shire's of Chittering Local Planning Scheme No. 6. Consistent with Scheme Amendment No. 65, 'Warehouse/Storage' and 'Transport Depot' are 'X' uses within the Agricultural Resource zone.**
- 2. Advise the landowner of Lot 38 Great Northern Highway, Chittering that all equipment/plant and vehicles not associated with the agricultural activities on Lot 38 Great Northern Highway, Chittering shall be removed from the property within three months of this resolution.**

THE MOTION WAS PUT AND DECLARED CARRIED 4/3

8:46 PM



PO BOX 1377
MIDLAND WA 6936

Midland House
69 Great Northern Hwy
MIDLAND WA 6056

T: (08) 9274 1363
www.statewestplanning.com.au

Date: 12/4/2019

Request for reconsideration. Our Ref: 19005

Shire of Chittering
PO Box 70
Bindoon WA 6502

Attn: Jake Whistler

Dear Sir,

RE: Lot 38 Great Northern Highway, Chittering

We formally request that the Council reconsider the manner in which the owner of the above mentioned properties recent application was dealt with and determined in the Councils letter dated February 28th 2019 (attachment 1).

We are seeking that the Shire reconsider this decision on the basis that the shed was already approved for storage in 2015 (attachment 2).

It is our view that the Shire in determining the application should have resolved to write to the Western Australian Planning Commission (WAPC) requesting that the existing approved shed be added to the previously provided list of existing approved "warehouse/storage" sites in the Shire.

The Shire was previously requested by the WAPC as part of the modifications to Amendment 65 to provide a list of Transport Depot's so these they could be listed as approved "additional uses". In preparing this list the Council also included "warehouse/storage" land uses that had been previously approved. The officer report to the Council for the September 19 2018 meeting (attachment 3) commented that the addition of a "warehouse/storage" land use for these sites would provide them with the security of continuing this approved use into the future. The same process in our view should occur for the approved storage shed on the subject site.

We consider it is appropriate that properties which had obtained a development approval for storage under Local Planning Scheme 6 (LPS6) should have this recognised in Scheme Amendment 65

It has been recognised and previously accepted by the Shire that the use at the subject site is an orderly and proper use of the land and this right should be continued. The 2015 application (attachment 4) specified the shed was proposed for "storage of equip." The approval did not restrict the type of equipment. An



“additional use” acknowledges the existing approval, rather than have the use be dealt with as “non-conforming” if/when Scheme Amendment 65 is gazetted.

The approval in 2015 was for a shed on a farm to store equipment. In our view the use of the word “farm” is only an indication of the location of the shed on a rural property, instead of on Industrial or Residential zoned land. There is no definition of a “farm shed” in LPS6. The terms are general in nature in the shed construction industry and often relate to the shape and size of shed not its use. The Shire in determining the application, provided further clarification on this matter in condition 2:

“ 2. The proposed shed is for storage purposes only and not for residential habitation.”

The land use of “Storage” under LPS6 at the time of approval was an “X” use so the definition of “warehouse” (a “D” land use”) is appropriate for the assessment of the application as lodged in 2015. The Scheme defines warehouse as premises used for

”: means premises used to store or display goods and may include sale by wholesale”.

He stores plant and equipment in the shed along with other general items such as super spreader, jet ski, tractors, off-road truck camper, boat, unregistered trailers and various other plant and equipment items.

It is acknowledged that the land owner operates a business, Drillwest, at 47 Helen Street Bellevue which is in the City of Swan. The current warehouse/storage location at Lot 38 is not a business operation only a site for warehouse/storage of equipment with all operations, repairs and business occurring at the Bellevue site. This site is for warehouse/storage only and is not a business location. Nor is it operating as a transport depot, although that is a use that could have been approved at the time of the original application and can be now, depending on when Amendment 65 is gazetted.

This definition was changed due to amendment 62 (gazetted in 2017) which brought the scheme into line with the definitions as per the deemed provisions as set out in the Planning and Development (Local Planning Scheme) Regulations 2015. Obviously this was after the original approval for storage was granted in 2015.

The definition as per Schedule 2 of the deemed provisions was amended to Warehouse/Storage (a “D” use in the Agricultural Resource zone) which

*“means premises including indoor and outdoor facilities used for –
a) The storage of goods, equipment, plant or materials; or
b) The display or sale by wholesale of goods;”*



These are small changes in the wording and use classes permitted but in our view the original approval reflects the use of the shed for warehouse/storage of commercial goods, equipment and plant.

Planning schemes are living documents which are constantly evolving to reflect the demands and requirements of the State and Shire. The system does however recognise the rights of existing approvals and land uses and this needs to occur for this site.

We formally request that the Shire reconsider the matter recognising the existing approval.

Please call the undersigned if you have any questions regarding this request

Regards,

Jason Hunt
Senior Planner
Jason.hunt@statewestplanning.com.au
9274 1363

Encl

- Attachment 1. Letter of determination Ref A10885 I P069/18
- Attachment 2. Planning Consent Application A10885 I P114/15
- Attachment 3. Council item 9.1.2 Final Adoption of Scheme Amendment No. 65 September 19 2018
- Attachment 4. 2015 Application form

Our Ref: A10885 | P069/18
Enquiries to: Jake Whistler Senior Planning Officer



27 February 2019

Rodney Stuart Pearce
ATF THE ROD PEARCE FAMILY TRUST
LOT 121 LEFROY AV
HERNE HILL WA 6056

ABN 48 445 751 800
6177 Great Northern Highway
PO Box 70, Bindoon WA 6502
T: 08 9576 4600
E: chatter@chittering.wa.gov.au
www.chittering.wa.gov.au

Dear Sir/Madam

**COUNCIL RESOLUTION – APPLICATION FOR DEVELOPMENT APPROVAL
RETROSPECTIVE APPLICATION FOR DEVELOPMENT APPROVAL – STORAGE OF EQUIPMENT
AND VEHICLES – LOT 38 GREAT NORTHERN HIGHWAY, CHITTERING**

The above application has been considered by Council at its Ordinary Council Meeting held on 20 February 2019. Council at that meeting resolved to **refuse** the proposed development subject to conditions as detailed on the attached determination.

If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005 Part 14*. An application must be made within 28 days of the determination.

If you require further information please contact Jake Whistler, Senior Planning Officer by email on chatter@chittering.wa.gov.au or telephone 08 9576 4600.

Yours faithfully


Peter Stuart
Executive Manager Development Services

Enc: Notice of Determination on Application for Development Approval



NOTICE OF DETERMINATION ON APPLICATION FOR DEVELOPMENT APPROVAL

Planning and Development Act 2005

Shire of Chittering

Location	LOT 38 GREAT NORTHERN HWY CHITTERING 6084		
Lot	38	Plan/Diagram	
Vol. No.		Folio No.	
Application Date	10/07/2018	Received on	10/07/2018

Description of proposed development: STORAGE OF EQUIPMENT & VEHICLES

The application for development approval is refused for the following reason(s)

Reasons for refusal:

The activities proposed are considered to be categorised as 'Warehouse/Storage' and 'Transport Depot' under the Shire's of Chittering Local Planning Scheme No. 6. Consistent with Scheme Amendment No. 65, 'Warehouse/Storage' and 'Transport Depot' are 'X' uses within the Agricultural Resource zone.

Advice note:

All equipment/plant and vehicles not associated with the agricultural activities on Lot 38 Great Northern Highway, Chittering, shall be removed from the property *within three months* of this resolution.

Date of determination 20/02/2019

This refusal is hereby issued in accordance with the resolution of Council.

Signed



Dated

28/02/2019

For and on behalf of the Shire of Chittering



MINUTES FOR ORDINARY MEETING OF COUNCIL
20 FEBRUARY 2019

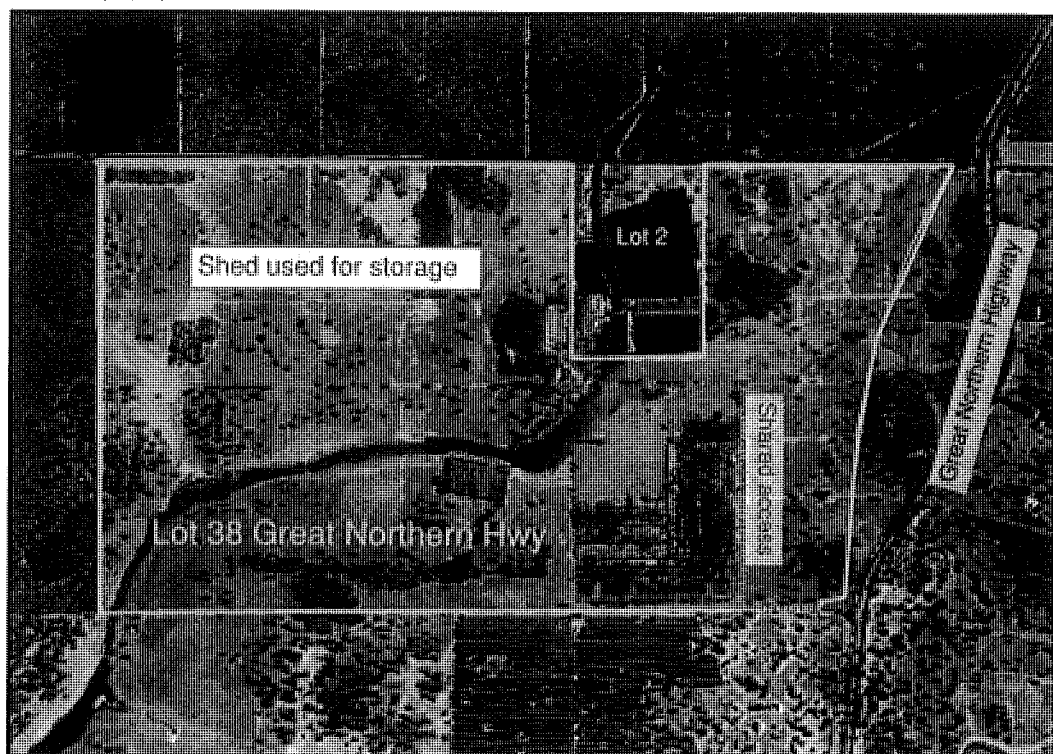
9.1.6 Retrospective Application for Development Approval – Storage of Equipment and Vehicles – Lot 38 Great Northern Highway, Chittering*

Report date	20 February 2019
Applicant	Rod Pearce
File ref	A10885
Prepared by	Senior Planning Officer
Supervised by	Executive Manager Development Services
Disclosure of interest	Nil
Voting requirements	Simple Majority
Attachments	1. Development Plans 2. Schedule of submissions 3. Site inspection photos

Executive Summary

Council is requested to consider a retrospective Application for Development Approval for storage of non-rural equipment and vehicles on Lot 38 Great Northern Highway, Chittering. The proposal consists of the storage of equipment and vehicles typically used for industrial type operations, in a rural shed. As the application was advertised and received an objection, it has been brought to Council for determination.

Location Plan



Background

The Shire was made aware of unauthorised storage of non-rural equipment and vehicles occurring on Lot 38 Great Northern Highway, Chittering in the second half of 2018. Upon a subsequent site visit by Shire Planning staff, it was discovered that drilling related vehicles and equipment were being stored within a large shed in conjunction with other personal items and farming equipment.

The owner of the property was advised of the requirement for Development Approval for the storage of vehicles and equipment that do not relate to the rural use of the land. The owner was also made aware that



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20 FEBRUARY 2019

a draft Scheme Amendment was endorsed by the Shire that prohibits industrial style storage and transport depots in the rural areas and such, any application for Development Approval is unlikely to be supported by the Shire. Despite this advice, the applicant submitted an application to continue storing the equipment and vehicles on the property.

The application, as submitted to the Shire, is for the storage of drilling equipment, off-road caravans and trucks within the existing shed of 2016m² in area. Following lodgement of the application, officers endeavoured to contact the applicant on numerous occasions and means (telephone and email) to obtain further information regarding the items being stored and the length of time they intended to store them. The applicant has not contacted officers to assist in the assessment process and as such, the application is required to be determined on the information provided.

Lot 38 is zoned 'Agricultural Resource' under the Shire's Local Planning Scheme No. 6 (LPS6) and is approximately 430ha in area. The property contains a dwelling and several outbuildings (farm sheds) one of which is 2016m² in area, the use of which, is the subject of this application. The shed was granted Development Approval and Building Permit in 2015 and is located 50m from the neighbouring property boundary of Lot 2.

Consultation/Communication Implications

Local

The application was advertised to the adjoining landowner (Lot 2) given the proximity of the proposed activity to the boundary (50m) and the two properties sharing an access way through an access easement burdening Lot 38. As a result of the advertising, an objection was received. A summary of the key concerns raised are provided below with the complete submission contained within the Schedule of Submissions provided within Attachment 2 of this report:

- An industrial use of rural land;
- Impact on shared access way.

The concerns raised are addressed further within this report.

State

Nil.

Legislative Implications

State

- *Planning and Development (Local Planning Schemes) Regulations*

In considering an application for development approval the local government is to have due regard to Sch. 2, Pt. 9, Cl. 67 of the Regulations – 'Matters to be Considered'. The primary matter of consideration relevant to the application has been discussed below:

(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving.

At present, LPS6 lists a 'Warehouse/Storage' and 'Transport Depot' land uses as 'D' (can be approved by the local government) within the 'Agricultural Resource' zone. However, Scheme Amendment No. 65 proposes to limit these industrial type land uses from the 'Agricultural Resource' zone by making them an 'X'



MINUTES FOR ORDINARY MEETING OF COUNCIL
20 FEBRUARY 2019

(prohibited) under LPS6. Amendment 65 has been endorsed by Council and is currently being considered by the Minister for Planning. Discussions with officers from the Department of Planning, Lands and Heritage have raised no issues with the change in permissibility to the 'Warehouse/Storage' and 'Transport Depot' land uses.

Officers consider Scheme Amendment 65 to be a 'seriously entertained' document and should be given the highest level of regard in determining the subject application. It is on this basis that officers cannot recommend anything other than refusal of this application, due to the proposed land uses permissibility of 'X' within the 'Agricultural Resource' zone.

Local

- *Local Planning Scheme No. 6 - Schedule 2 (Zoning Table)*

Lot 38 is zoned 'Agricultural Resource' under LPS6. The proposed activities of storing drilling equipment and associated vehicles in an outbuilding can be regarded as falling within the land use categories of 'Transport Depot' and 'Warehouse Storage' which are respectively defined as;

Transport Depot

'means premises used or intended for use for the parking or garaging of:

- (a) two or more motorised commercial vehicles with or without any number of non-motorised commercial vehicles; or*
- (b) two or more non-motorised commercial vehicles with or without any number of motorised commercial vehicles*

Warehouse/Storage

'means premises including indoor or outdoor facilities used for –

- (a) the storage of goods, equipment, plant or materials; or*
- (b) the display or sale by wholesale of goods.*

As indicated above, Scheme Amendment No. 65 is a seriously entertained document and proposes to classify both the above land uses as an 'X' within the 'Agricultural Resource' zone. It is on this basis that the application is recommended to be refused.

Policy Implications

State

Nil

Local

Nil

Financial Implications

Nil

Strategic Implications

Approval of the application could set a precedent for other industrial type businesses to be established within the rural areas of Shire until Scheme Amendment No. 65 receives the final approval of the Minister and is formally gazetted.

The intent of Scheme Amendment No. 65 is to deter industrial development from occurring in an ad-hoc manner throughout the rural precincts of the Shire and direct them to a central location within the Muchea Industrial Park (MIP).



Site Inspection

Site inspection undertaken: Yes

An inspection was undertaken by the reporting officer and the Planning Officer, which confirmed that the drilling plant and off-road caravans were being stored within the subject outbuilding. Photos of the items being stored are provided in Attachment 3 of this report.

Triple Bottom Line Assessment

Economic implications

Approval of the application may set a precedent while Amendment No. 65 is unfinalised for industrial development to occur in the rural areas, reducing the potential economic activity within the MIP.

Social implications

The development itself is not considered to have an impact on the social environment of the area as the off-site impacts are minimal.

Environmental implications

The storage of drilling equipment and vehicles in a covered area is not considered to have a notable impact on the environment as the application does not entail any servicing or maintenance of the equipment and/or vehicles.

Officer Comment/Details

As a result of the advertising, concerns were received regarding the application with the primary concerns listed below and subsequently addressed.

- Industrial Use of Rural Land

The storage of equipment/plant and parking of vehicles associated with a drilling business is regarded as industrial type activities and categorised as 'Warehouse/Storage' and 'Transport Depot' land uses under LPS6. These activities were considered acceptable with discretion under land use permissibilities table within LPS6, however the inception of Scheme Amendment No. 65 in 2018 (near final approval) now regards them as unacceptable activities in the rural area.

- Impact on Shared Access way

The endorsed Deposited Plan for Lot 38 illustrates that the land is burdened by an easement for the purpose of access rights, benefitting the neighbouring Lot 2. The access way is a gravel standard and provides access to the two properties from Great Northern Highway. Although the maintenance of the access way is not the responsibility of the Shire, it is appropriate to consider the impacts the proposed development may have on this access way. Based on the application details and the preliminary discussions Shire staff had with the owner of Lot 38, the equipment/plant and vehicles were proposed to be stored on site for the long-term. This indicates that vehicle movements, outside of those conducted for farming activities, would be limited and are unlikely to have a great effect on the maintenance requirements of the access way. Officers are satisfied that the potential impacts the development may have on the access way are minimal.

It is the position of officers that the potential impacts of the development on the amenity of the surrounding locality are minimal. The storage of the equipment/plant and parking of the vehicles creates minimal off-site impacts, is not expected to have environmental impacts and is unlikely to cause a nuisance to nearby landowners greater than the typical agricultural activities permitted on the land. The development however,



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20 FEBRUARY 2019

is of a scale that cannot be regarded as incidental use to the predominant agricultural activities on the land and needs to be considered as 'development' in its own right. Consistent with the outcomes of Scheme Amendment No. 65, the development will be listed as a prohibited land use in the 'Agricultural Resource' zone and officers therefore, recommend refusal of the application.

If Council refuses the application, the issue of unauthorised development will also need to be addressed as the storage of the items are already occurring on site. It is recommended that a further resolution be made that requires all the equipment/plant and vehicles not associated with the agricultural activities on Lot 38, be removed from the property within three (3) months of this resolution.

OFFICER RECOMMENDATION

Moved Cr Osborn / Seconded Cr Ross

That Council:

1. Refuse to grant Development Approval for the storage of non-rural equipment, plant and vehicles on Lot 38 Great Northern Highway, Chittering for the following reason:
 - a. The activities proposed are considered to be categorised as 'Warehouse/Storage' and 'Transport Depot' under the Shire's of Chittering Local Planning Scheme No. 6. Consistent with Scheme Amendment No. 65, 'Warehouse/Storage' and 'Transport Depot' are 'X' uses within the Agricultural Resource zone.
2. Advise the landowner of Lot 38 Great Northern Highway, Chittering that all equipment/plant and vehicles not associated with the agricultural activities on Lot 38 Great Northern Highway, Chittering shall be removed from the property within three months of this resolution.

MOTION / COUNCIL RESOLUTION 110219

Moved Cr King / Seconded Cr Angus

That Council suspend *Local Government (Council Meetings) Local Law 2014, Clause 8.8 (Speaking Twice) of Part 8 – Conduct of Members* to allow for free and open debate.

THE MOTION WAS PUT AND DECLARED CARRIED 7/0

8.26PM

MOTION / COUNCIL RESOLUTION 120219

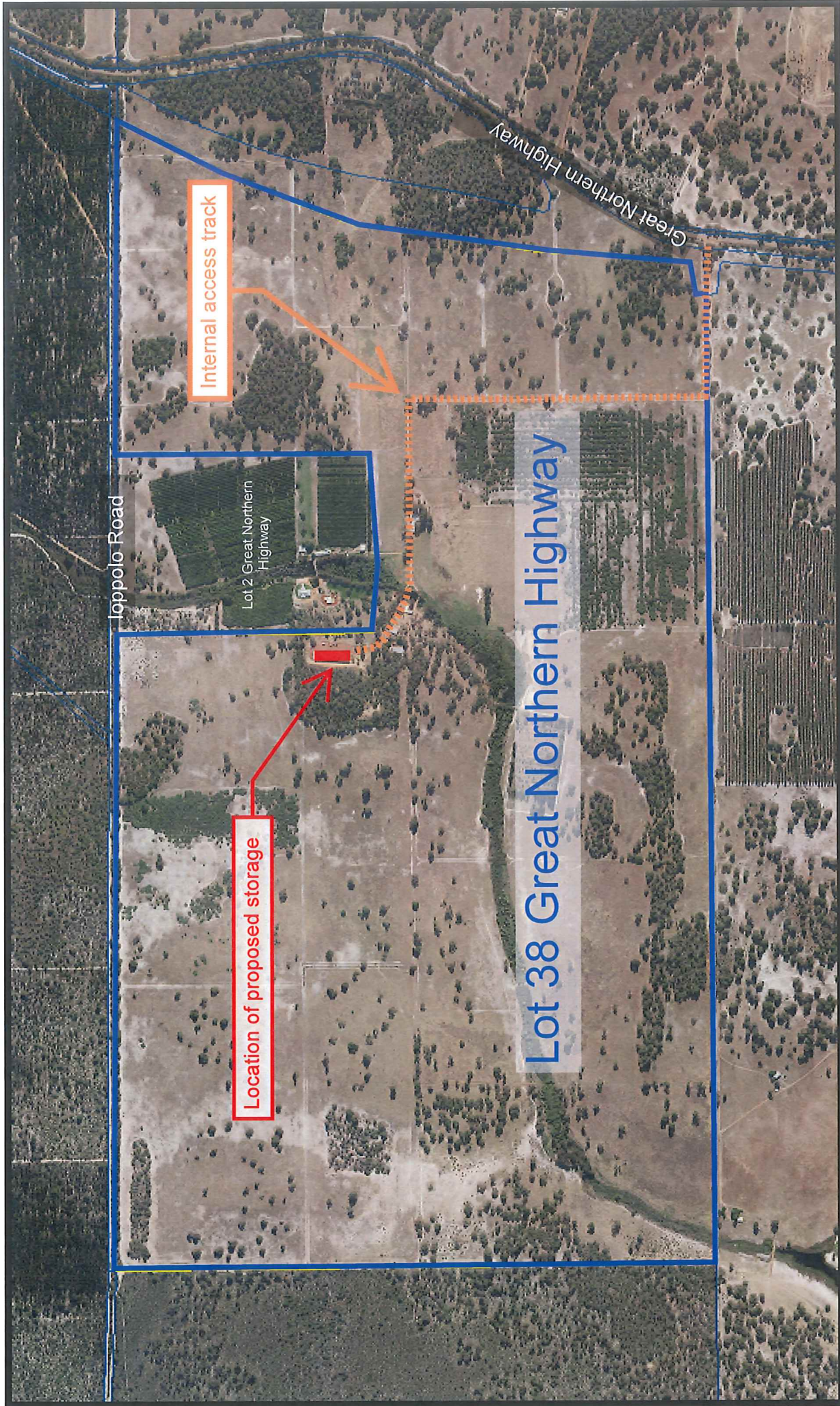
Moved Cr ROSS / Seconded Cr GIBSON

That Council resume the meeting in accordance with *Local Government (Council Meetings) Local Law 2014, Clause 8.8 (Speaking Twice) Part 8 – Conduct of Members*.

THE MOTION WAS PUT AND DECLARED 7/0

8:38 PM

Lot 38 Great Northern Highway, Chittering
Application for Storage of Equipment/Vehicles
Location Plan



Our Ref: A10885 | P114/15
Your Ref:
Enquiries to: *Brendan Jeons, Senior Planning Officer*



ABN 48 445 751 800

6177 Great Northern Highway
PO Box 70 Bindoon WA 6502
T: 08 9576 4600 F: 08 9576 1250
E: chatter@chittering.wa.gov.au
www.chittering.wa.gov.au

27 May 2015

Rodney Stuart Pearce
Atf The Rod Pearce Family Trust
Lot 121 Lefroy Av
Herne Hill WA 6056

Dear Sir/Madam

**PLANNING CONSENT APPLICATION – FARM STORAGE SHED
LOT 9500 GREAT NORTHERN HWY, CHITTERING**

The above application has been assessed and approved subject to those conditions as detailed on the attached Schedule 10 of Approval.

Council also provides the following advice notes:

- Note 1: This approval does not constitute a building permit. Part 2-Division 1-Section 9 of the Building Act 2011 states "A person must not do building work unless a building permit is in effect for the building work" You are required to submit to the Shire either a BA1 Application for Building Permit Certified, or BA2- Application for Building Permit Uncertified. Building work cannot be commenced until planning and building approvals have been granted. Should that occur, the penalty for a first offence is \$50,000
- Note 2: Development shall generally occur in accordance with the drawings submitted with the application for planning approval.
- Note 3: If the development the subject of this approval is not substantially commenced within a period of 2 years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
- Note 4: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.
- Note 5: You have a right to seek a review of the determination. You may apply to the State Administrative Tribunal for a review in accordance with Part 14 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the State Administrative Tribunal Rules 2004 and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, 12 St Georges Terrace, Perth WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to this website: www.sat.justice.wa.gov.au

If you require further information please contact Brendan Jeans, Senior Planning Officer by email on chatter@chittering.wa.gov.au or telephone (08) 9576 4600.

Yours faithfully

A black rectangular box redacting the signature of Azhar Awang.

Azhar Awang
Executive Manager Development Services
Enc: Sch 10

A10885-P114/15
PEARCE

SCHEDULE TEN

NOTICE OF DETERMINATION ON APPLICATION FOR PLANNING APPROVAL

Planning and Development Act
Shire of Chittering

Location: GREAT NORTHERN HWY, CHITTERING
Lot: 9500
Application Date: 17/04/2015
Received on: 23/04/2015

Description of proposed development: FARM STORAGE SHED

The application for planning approval is:

☒ Granted subject to the following conditions:

1. *All development shall be within the setback requirements.*
2. *The proposed shed is for storage purposes only and not for residential habitation.*
3. *Roofing to be tiled or pre-painted material such as the product Colourbond.*
4. *All stormwater runoff from the shed is to be contained onsite, with excess water diverted to Yal Yal Brook or infiltrated into the ground via a constructed swale drain.*
5. *Applicant is to provide a stormwater management plan to the satisfaction of the Chief Executive Officer.*
6. *Applicant is to obtain a clearing permit from the Department of Environment Regulation prior to the construction of the Shed.*
7. *Shed is to be constructed with gutter and down pipes*

This approval is hereby issued under the delegated authority of Council.

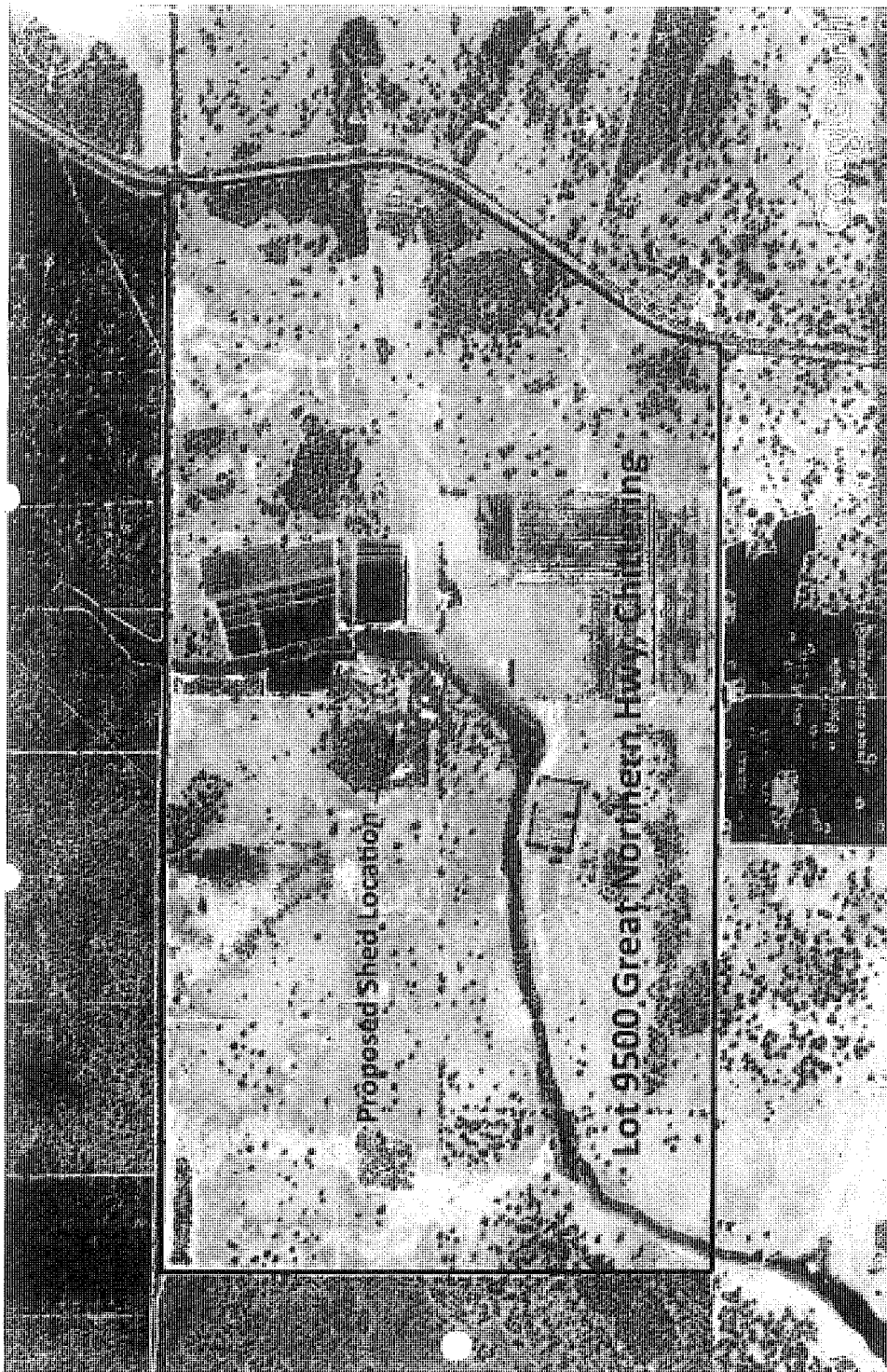
Signed:

Date:

28/5/2015

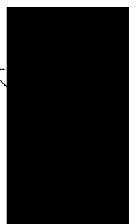
for and on behalf of the Shire of Chittering.

RECEIVED



Setback to boundary = 50 m.

P114/15
24/5/2015





MINUTES FOR ORDINARY MEETING OF COUNCIL
WEDNESDAY, 19 SEPTEMBER 2018

9.1.2 Final Adoption of Scheme Amendment No. 65 to Town Planning Scheme No. 6: Re-advertising of Modifications – Omnibus*

Report date	19 September 2018
Applicant	Shire of Chittering
File ref	18/02/23
Prepared by	Senior Planning Officer
Supervised by	Executive Manager Development Services
Disclosure of interest	Nil
Voting requirements	Simple Majority
Attachments	1. Council Minutes (13/12/17) and Scheme Amendment No. 65 Report 2. WAPC Request for Modifications and Re-advertising 3. Schedule of Submissions

Executive Summary

Council is requested to consider the Western Australian Planning Commission's (WAPC) modifications to Scheme Amendment No. 65 to the Shire of Chittering *Local Planning Scheme No. 6* (LPS6), and the submissions received from the advertising of these modifications.

The primary WAPC modification is the inclusion of the existing approved Transport Depots within the 'Agricultural Resource' zone to be given 'Additional Use' rights under LPS6.

Background

At its meeting held 13 December 2017, Council resolved (Resolution 051217) to support modified Scheme Amendment No. 65 to LPS6 by:

- i) Modifying Schedule 1 - 'Land Use Definitions' (various updates to definitions); and
- ii) Modifying Schedule 2 - 'Zoning Table' (land use permissibility updated).

A copy of these Council Minutes and Scheme Amendment No. 65 report has been provided as an attachment to this report (**Attachment 1**), which documents the Council supported modifications to LPS6.

The above was forward to the WAPC in January 2018 with a request for approval from the Minister for Planning.

Correspondence has since been received from the WAPC (**Attachment 2**) on behalf of the Minister directing the Shire make modifications to Scheme Amendment No. 65 and conduct further advertising prior to the Minister further considering approval.

The primary modification directed to be made to the Scheme Amendment is the inclusion of nine properties within the Shire that have Development Approval to operate a 'Transport Depot' within the 'Agricultural Resource' zone. These properties are to be included within Schedule 3 of LPS6 and given 'Additional Use' rights. The properties affected are provided in the WAPC correspondence in **Attachment 2**. These properties were deemed to be significantly impacted by the Amendment as the use class of 'Transport Depot' is proposed to become an 'X' (not permitted) use class within the 'Agricultural Resource' zone.



**MINUTES FOR ORDINARY MEETING OF COUNCIL
WEDNESDAY, 19 SEPTEMBER 2018**

The minor modifications directed to be made include changes to the LPS6 land use definitions to align them with the model definitions provided in the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations 2015). These changes are generally consistent with the Council's previous resolution for support of Scheme Amendment 65 with only some administrative changes.

An additional minor modification has been made to the LPS6 Zoning Table which involves the separation of the use class 'Winery/Brewery' into 'Winery' and 'Brewery'. The permissibility of a 'Winery' in the relevant LPS6 zones has not been changed as part of this amendment. The permissibility of a 'Brewery' in the relevant LPS6 zones has not changed with the exception of the 'Light Industrial' and 'General Industry' zone whereby a brewery can be considered for approval ('D') in these zones whereas previously it was not permitted ('X').

Consultation/Communication Implications

Local

In accordance with the Minister's direction, the modifications to the Scheme Amendment were advertised directly to the nine affected landowners that have approval to operate a 'Transport Depot'. Each landowner was sent letter correspondence and were afforded 42 days (21 June 2018 to 2 August 2018) to provide comment to the Shire.

As a result of the advertising, three submissions were received with each submission tabled within the 'Schedule of Submissions' (**Attachment 3**).

All submissions received were generally supportive of the modifications however, two submissions have requested that in addition to the 'Transport Depot' use class being included as an 'Additional Use', the use class of 'Warehouse/Storage' also be included, consistent with their Development Approvals. This has been discussed within the Officer Comment/Details section of the report.

State

Nil

Legislative Implications

State

1) *Planning and Development (Local Planning Schemes) Regulations 2015*

The *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) dictate the process to be undertaken for Scheme Amendments including the re-advertising of modifications to a Scheme Amendment.

The modifications made were pursuant to Pt. 5, Div. 4, R. 56(1) of the Regulations which states:

'Before a decision is made under Section 87 of the Act, the Minister or an authorized person may direct the local government to advertise modifications to a standard amendment to a local planning scheme if -

- (a) the local government proposes, or the Commission recommends, that the amendment that was advertised under regulation 47(2) be modified; and*
- (b) the Minister or authorised person is of the opinion that the modification is significant.*

Local

Nil



MINUTES FOR ORDINARY MEETING OF COUNCIL
WEDNESDAY, 19 SEPTEMBER 2018

Policy Implications

State

Nil

Local

Nil

Financial Implications

Nil

Strategic Implications

Local

Nil

State

Nil

Site Inspection

Nil

Triple Bottom Line Assessment

Economic implications

Scheme Amendment No. 65 restricts further industrial type land uses (i.e. 'Warehouse/Storage', 'Transport Depot') from occurring on land zoned 'Agricultural Resource'. This may have a perceived negative economic impact on rural landholdings however, given the onset of the Muchea Industrial Park, industrial type businesses can soon be operating within an appropriate industrial zone within the Shire.

Social implications

Restricting industrial type activities to industrial zoned land only will restrict rural landowners from operating small industrial businesses (i.e. parking and storage of trucks). This may increase/protect the existing amenity of these rural environments which is valued by rural residents and visitors to the Shire.

Environmental implications

Restricting industrial type activities to industrial zoned land only will give the relevant authorities, including the Shire, better control and ability to manage industrial impacts on the environment.

Officer Comment/Details

Scheme Amendment No. 65 has already been supported by Council and referred to the WAPC for consideration and for the Minister's approval. This report is for Council's consideration of the modifications directed to be made by the Minister and submissions received as part of the advertising of these modifications.



MINUTES FOR ORDINARY MEETING OF COUNCIL
WEDNESDAY, 19 SEPTEMBER 2018

The direction provided by the Minister seeks to introduce nine properties within Schedule 3 of LPS6 to allow them 'Additional Use' rights to continue operating their 'Transport Depot'. As a result of the advertising period, the following was raised as a request from two of the three submissions received and is further discussed:

- 2) Inclusion of the use class 'Warehouse/Storage' within the permitted 'Additional Uses' of the subject properties.

Following receipt of the submissions, an internal review of the nine properties was conducted to ascertain which properties were granted approval under LPS6 for 'Warehouse/Storage' in addition to 'Transport Depot'.

The relevant properties and approvals are presented in the below table:

Property Address	Approved Use Classes	Approval Date
Lot 6 Brand Highway, Muchea	'Transport Depot', 'Warehouse/Storage'	15/02/2017
Lot 814 Brand Highway, Muchea	'Transport Depot'	19/08/2017
Lot 202 Great Northern Highway, Muchea	'Transport Depot'	14//11/2014
Lot 609 Great Northern Highway, Muchea	'Transport Depot', 'Warehouse/Storage'	4/04/2018
Lot 3281 Great Northern Highway, Muchea	'Transport Depot'	18/11/2015
Lot 700 Muchea East Road, Muchea	'Transport Depot'	18/7/2012
Lot 701 Muchea East Road, Muchea	'Transport Depot'	22/10/2008
Lots 3 and 600 Old Gingin Road, Muchea	'Transport Depot', 'Warehouse/Storage'	13/12/2017
Lot 191 Wandena Road, Lower Chittering	'Transport Depot', 'Warehouse/Storage'	19/04/2017

The above is relevant due to the use class 'Warehouse/Storage' (in addition to 'Transport Depot'), becoming a land use that is not permitted in the 'Agricultural Resource' zone through Scheme Amendment No. 65.

It is considered appropriate that the four identified properties that have obtained Development Approval for 'Warehouse/Storage' be provided with the security of continuing this approved use into the future, by inclusion as an 'Additional Use'. The impacts of such are considered to be negligible as the 'Warehouse/Storage' component of any Development Approval can continue without this 'Additional Use' right, through the 'Non-Conforming Use' right provisions of the LPS6. It does however, provide benefits and security to the relevant landowners in the instance the 'Warehouse/Storage' activity happened to cease to operate for a period of time. It also provides clarity for the Shire in regards to the administration of LPS6.

Officer Comment/Details

It is recommended that Council support the various modifications directed by the Minister to be made to Scheme Amendment No. 65. In addition, it is recommended that Council recommend to the Minister to include the use class 'Warehouse/Storage' as an 'Additional Use' for the following four land parcels:

- 1) Lot 6 Brand Highway, Muchea;
- 2) Lot 609 Great Northern Highway, Muchea;
- 3) Lots 3 and 600 Old Gingin Road, Muchea; and
- 4) Lot 191 Wandena Road, Lower Chittering.



MINUTES FOR ORDINARY MEETING OF COUNCIL
WEDNESDAY, 19 SEPTEMBER 2018

9.1.2 OFFICER RECOMMENDATION / COUNCIL RESOLUTION 030918

Moved Cr Osborn / Seconded Cr King

That Council:

1. Modifies Scheme Amendment No. 65 to *Local Planning Scheme No. 6* as directed by the Minister for Planning in the letter dated 11 June 2018.
2. Recommends to the Minister for Planning that the following four land parcels be provided, within Schedule 3 of the *Local Planning Scheme No. 6*, the 'Additional Use' of 'Warehouse/Storage':
 - a. A18 - Lot 6 Brand Highway, Muchea
 - b. A21 - Lot 609 Great Northern Highway, Muchea
 - c. A25 - Lots 3 & 600 Old Gingin Road, Muchea
 - d. A26 - Lot 191 Wandena Road, Lower Chittering.
3. Forwards the modified Scheme Amendment No. 65 to the Western Australian Planning Commission requesting the approval of the Minister for Planning.

THE RECOMMENDATION WAS PUT AND DECLARED CARRIED 6/0
7:19PM

Owner(s) Details:		
Name: <u>ROD PEARCE ATF THE ROD PEARCE FAMILY TRUST</u>		
Address: <u>[REDACTED]</u>		
Postcode: <u>6056</u>		
Contact Numbers:		
Home: <u>[REDACTED]</u>	Work: <u>[REDACTED]</u>	Fax: <u>[REDACTED]</u>
Email: <u>[REDACTED]</u>		
Contact Person: <u>ROD PEARCE</u>		
Signature: <u>[REDACTED]</u>		Date: <u>17-04-15</u>
Signature: <u>[REDACTED]</u>		Date: <u>[REDACTED]</u>
The signature of the owner(s) is required on all applications. This application will not proceed without that signature.		
Applicant details:		
Name: <u>ROD PEARCE</u>		
Address: <u>LOT 121 LEFROY AVE HERON HILL</u>		
Postcode: <u>6056</u>		
Contact Numbers:		
Home: <u>[REDACTED]</u>	Work: <u>[REDACTED]</u>	Fax: <u>[REDACTED]</u>
Email: <u>[REDACTED]</u>		
Contact Person for Correspondence: <u>AS ABOVE</u>		
Signature: <u>[REDACTED]</u>		Date: <u>[REDACTED]</u>
Property Details:		
Lot No. <u>9500</u>	House/Street No: <u>[REDACTED]</u>	Location No: <u>[REDACTED]</u>
Diagram or Plan No: <u>50560</u>	Certificate of Title Vol. No: <u>2616</u>	Folio: <u>895</u>
Title encumbrances (e.g. easements, restrictive covenants): <u>ACCESS FOR NEXT DOOR, POWER FOR NEXT DOOR</u>		
Street name: <u>GREAT NORTHERN HWY</u>		Suburb: <u>CHITTERING</u>
Nearest Street Intersection: <u>[REDACTED]</u>		
Existing building/land use:		
Description of proposed development and/or use: <u>FARM SHED FOR STORAGE OF EQUIP.</u>		
Nature of any existing buildings and/or use: <u>HOUSE & SMALL FARM SHEDS</u>		
Approximate cost or proposed development less GST: <u>\$ 150,000</u>		
Estimated time of completion: <u>SEPT / JULY 2015</u>		

This application is to be submitted with two copies of all plans no larger than A3 size.

A separate application is required for a Building License.

Page 1

SHIRE OF CHITTERING
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Our Ref: A10885 | P114/15
Your Ref:
Enquiries to: Brendan Jeans, Senior Planning Officer



ABN 48 445 751 800

6177 Great Northern Highway
PO Box 70 Bindoon WA 6502
T: 08 9576 4600 F: 08 9576 1250
E: chatter@chittering.wa.gov.au
www.chittering.wa.gov.au

27 May 2015

Rodney Stuart Pearce
Atf The Rod Pearce Family Trust
Lot 121 Lefroy Av
Herne Hill WA 6056

Dear Sir/Madam

**PLANNING CONSENT APPLICATION – FARM STORAGE SHED
LOT 9500 GREAT NORTHERN HWY, CHITTERING**

The above application has been assessed and approved subject to those conditions as detailed on the attached Schedule 10 of Approval.

Council also provides the following advice notes:

- Note 1: This approval does not constitute a building permit. Part 2-Division 1-Section 9 of the Building Act 2011 states "A person must not do building work unless a building permit is in effect for the building work" You are required to submit to the Shire either a BA1 Application for Building Permit Certified, or BA2- Application for Building Permit Uncertified. Building work cannot be commenced until planning and building approvals have been granted. Should that occur, the penalty for a first offence is \$50,000
- Note 2: Development shall generally occur in accordance with the drawings submitted with the application for planning approval.
- Note 3: If the development the subject of this approval is not substantially commenced within a period of 2 years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
- Note 4: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.
- Note 5: You have a right to seek a review of the determination. You may apply to the State Administrative Tribunal for a review in accordance with Part 14 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the State Administrative Tribunal Rules 2004 and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, 12 St Georges Terrace, Perth WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to this website: www.sat.justice.wa.gov.au

If you require further information please contact Brendan Jeans, Senior Planning Officer by email on chatter@chittering.wa.gov.au or telephone (08) 9576 4600.

Yours faithfully

A black rectangular box redacting the signature of Azhar Awang.

Azhar Awang
Executive Manager Development Services

Enc: Sch 10

A10885-P114/15
PEARCE

SCHEDULE TEN

NOTICE OF DETERMINATION ON APPLICATION FOR PLANNING APPROVAL

Planning and Development Act
Shire of Chittering

Location: GREAT NORTHERN HWY, CHITTERING
Lot: 9500
Application Date: 17/04/2015
Received on: 23/04/2015

Description of proposed development: FARM STORAGE SHED

The application for planning approval is:

☒ Granted subject to the following conditions:


1. *All development shall be within the setback requirements.*
2. *The proposed shed is for storage purposes only and not for residential habitation.*
3. *Roofing to be tiled or pre-painted material such as the product Colourbond.*
4. *All stormwater runoff from the shed is to be contained onsite, with excess water diverted to Yal Yal Brook or infiltrated into the ground via a constructed swale drain.*
5. *Applicant is to provide a stormwater management plan to the satisfaction of the Chief Executive Officer.*
6. *Applicant is to obtain a clearing permit from the Department of Environment Regulation prior to the construction of the Shed.*
7. *Shed is to be constructed with gutter and down pipes*

This approval is hereby issued under the delegated authority of Council.

Signed:

Date:

28/5/2015


for and on behalf of the Shire of Chittering.



SCANNED

Setback to boundary = 50 m.

SHIRE OF CHITTERING
 DEVELOPMENT APPLICATION
 APPROVED UNDER DELEGATED AUTHORITY
 SUBJECT TO THE ENDORSEMENT HEREON AND COMPLIANCE
 WITH THE CONDITIONS OF APPROVAL TO COMMENCE
 DEVELOPMENT

APPLICATION No. P114/15

SIGNED [Signature] DATE 27/5/2015

NOTES: THIS APPROVAL DOES NOT CONSTITUTE
 A BUILDING LICENCE
 REFER TO SCHEDULE 10 FOR PLANNING CONDITIONS



Department of **Planning,**
Lands and Heritage

Your ref:
Our ref: File 03838-1976 Job No. 181919
Enquiries: Greg Martiensen, Ph 08 6552 4578
Email greg.martiensen@dplh.wa.gov.au

Chief Executive Officer
Shire of Chittering
PO BOX 70
BINDOON WA 6502

SHIRE OF CHITTERING
RECEIVED

31 AUG 2018

Officer.....
File.....
Ref.....

Dear Sir,

Lot 9858 on Diagram 51659 - Reserve 35610 - Locality of Lower Chittering.

As a result of a freehold subdivision, the above lot (prints enclosed) was ceded to the Crown subject to section 152 of the *Planning and Development Act 2005* for the purpose of 'Public Recreation'.

Please advise whether Council is willing to accept the management of the proposed reserve.

Should you have any enquiries please contact me on any of the above details.

Yours sincerely

Greg Martiensen
Assistant State Land Officer
Position No. 0025297
Department of Planning Lands and Heritage

24 August 2018

201
4.1269 ha

CHITTERING RD

Lot 9858

13
616 m²

BROCKMAN RIVER

Scale : 1:2000 (Geographical)
MGA : SW=415393.3E,6503889.4N Zone 50 / NE=415808.0E,6504526.9N Zone 50
Lat/Long : 116°06'29.388", -31°35'49.135" / 116°06'45.317", -31°35'28.541" H 271mm by W 210mm

Printed : 14:33 Fri 24/Aug/2018
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Item 9.1.3
M1839

40.633 ha

23
33.154 ha

27.845 ha

Attachment 1

61
75.778 ha

62
79.452 ha

63
79.049 ha

2
85.257 ha

M1143
80.997 ha

11
40.421 ha

14
100.03 ha

15
55.401 ha

4
75.353 ha

5
0.481 ha

1942
0.034 ha

128
11.579 ha

50
77.980 ha

100
16.014 ha

101
14.507 ha

81
0.000 ha

82
0.000 ha

200
0.000 ha

85
0.000 ha

11
0.000 ha

13
14.887 ha

75
0.000 ha

76
15.971 ha

Lot 9858

18
40.340 ha

100
63.974 ha

50
110.11 ha

2
63.131 ha

51
157.59 ha

123
0.000 ha

8
44.313 ha

9
55.240 ha

10
55.037 ha

12
311.47 ha

2042

Scale : 1:20000 (Geographical)
MGA : SW=412225.8E,6502114.8N Zone 50 / NE=418128.9E,6506466.8N Zone 50
Lat/Long : 116°04'28.630", -31°36'45.913" / 116°08'13.959", -31°34'26.142" H 184mm by W 297mm

Printed : 14:36 Fri 24/Aug/2018
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Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
SWAN	PT LOT 9 OF LOC.1351	38095	1:8000 <i>Chains to one inch</i>	Vol. 818.. Fol. 54...	31.0887 ha

IN ORDER FOR DEALINGS
Subject to T.P. Act Sec 20A
21/12/76
Ass. Ins. Plans

ENLARGEMENT NOT TO SCALE

DIA 51659

CI

LOT 12 (RESERVE FOR RECREATION) TO VEST IN CROWN UNDER SECT. 20A T.P. & D. ACT.

CERTIFICATE		Approved by Town Planning Board	
I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961. <i>A.M. Milne</i> Licensed Surveyor.		<i>David Carr</i> Chairman	
Date 14.10.76		Date 30.11.76	
Approved <i>A.M. Milne</i> Inspector of Plans and Surveys Date 24.2.78	On Plan 464(42) Diagram Index Plan 5575 Swan 10,000 8.6	Registered 26.00 19397 2.17.76	Diagram No. 51659

38 471/6/74-4M-O/PP
Docket Prepared