



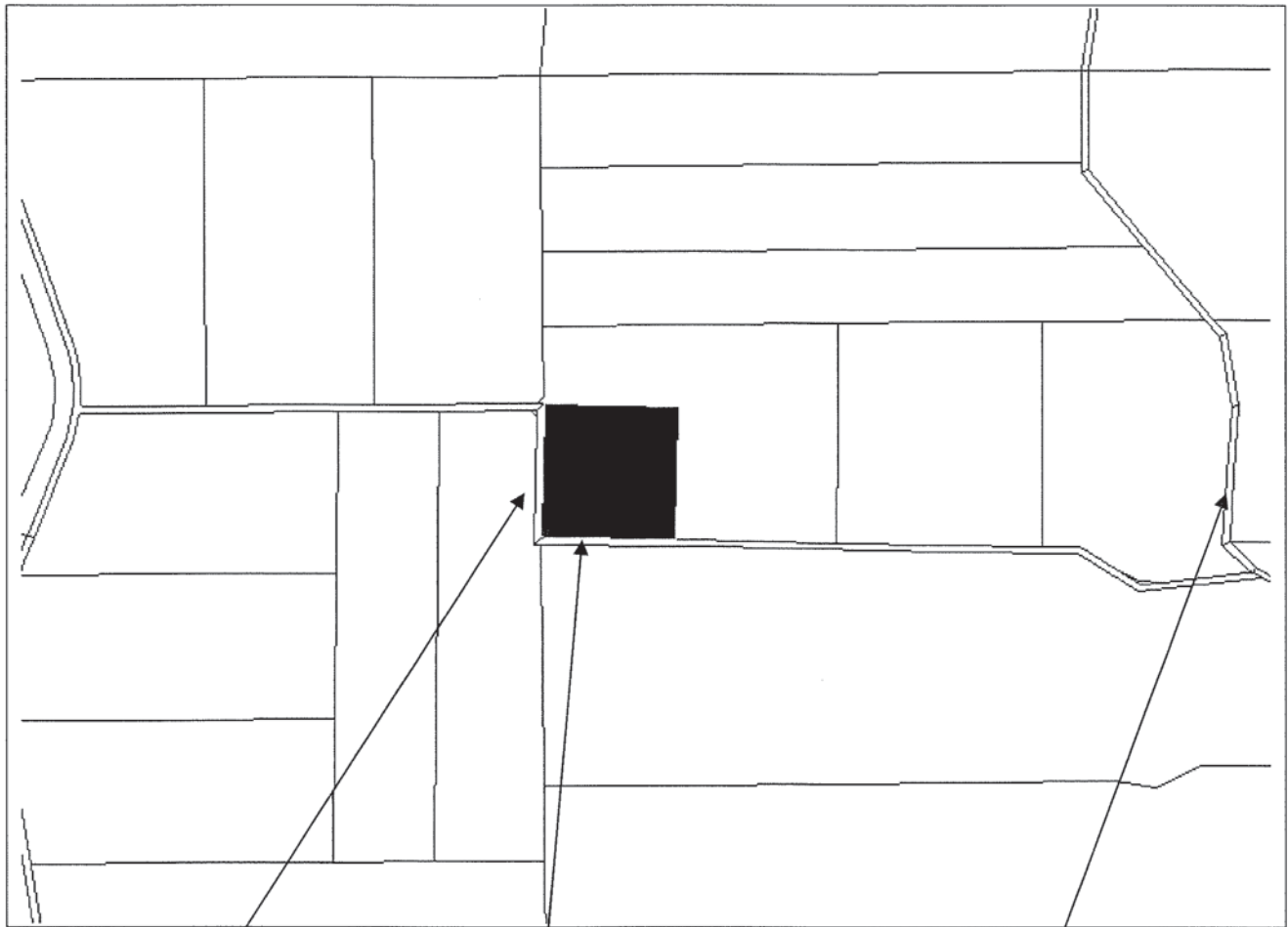
Development Services Attachments

Wednesday, 20 March 2013

REPORT NUMBER	REPORT TITLE AND ATTACHMENT DESCRIPTION	PAGE NUMBER(S)
9.1.1	<p>Proposed Public Event "Bindoon Dirt Drags 2013" – Lot 325 Cook Road, Mooliabeenee*</p> <ol style="list-style-type: none"> 1. Locality Plan 2. Site Plan 3. Crisis and Emergency Management Plan 4. Risk Management Plan 5. Fire Safety Plan 6. Evacuation Plan 	1
9.1.2	<p>Section 70A Notification and Restrictive Covenant WAPC 142969 – Lot 9000 Cockatoo Drive, Bindoon*</p> <ol style="list-style-type: none"> 1. Section 70A Notification documents 2. Restrictive Covenant documents 3. Deposited Plan 75915 	83
9.1.3	<p>Withdrawal of Caveat – Lot 650 McGlew Road, Lower Chittering*</p> <ol style="list-style-type: none"> 1. Caveat documents 	94
9.1.4	<p>Proposed Scheme Amendment No. 50 for Additional Uses – Lot 5D67144 (RN 3571) Great Northern Highway, Muchea*</p> <ol style="list-style-type: none"> 1. Locality Plan 2. Scheme Amendment documents 3. Consultation Plan and Schedule of Submissions 	96

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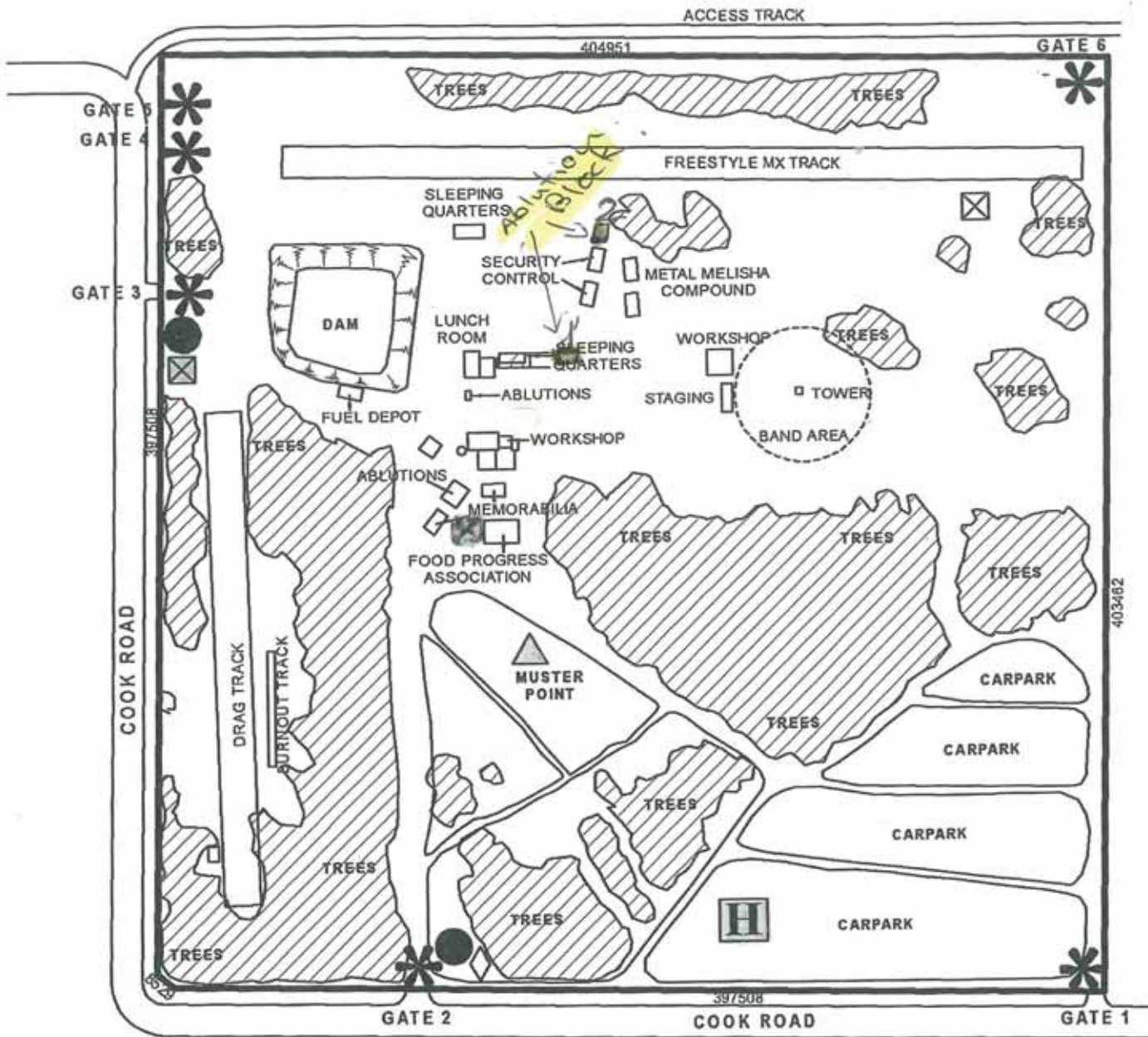
Locality Plan
Lot 325 (RN 318)
Cook Road
Mooliabeenie



Cook Road

Lot 325 Cook Road

Bindoon-Moora Road



LEGEND

- ▲ MUSTER POINT
- ⊠ AMBULANCE
- FIRE UNITS

- ◇ FIRE DEPOT
- ⊠ H HELIPAD
- * EMERGENCY GATES

SITE PLAN FOR 325 COOK ROAD BINDOON

BINDI BINDI INVESTMENTS

**BINDOON EXTREME
PARK**

**CRISIS & EMERGENCY
MANAGEMENT
PLAN**

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

BINDI BINDI INVESTMENTS

- Bindoon Extreme Park -

CRISIS & EMERGENCY MANAGEMENT PLAN

Created 1st March 2013

ISSUE NO: 1
ISSUE DATE:

CONTROLLED DOCUMENT

NOT TO BE AMENDED WITHOUT THE DIRECTOR – BINDI BINDI INVESTMENTS AUTHORISATION.

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

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1.1 APPROVAL, OWNERSHIP, CONTROL AND MAINTENANCE

LETTER OF PROMULGATION

CRISIS MANAGEMENT PLAN

In managing the resources and assets of the Company, we must be prepared to manage an emergency if and when it occurs. This means not only having in place adequate crisis and emergency management procedures and teams but also being able to address, on a pro-active basis, the many complex issues that will arise.

Accordingly, this plan has been developed to provide a guide as to what issues need to be addressed and who is accountable for managing those issues.

The plan requires certain tasks to be performed prior to a disaster occurring, during the occurrence of a crisis, and subsequent to control being regained.

To manage these accountabilities, a Crisis and Support Team structure has been formed.

As someone who may be required to fulfill a role on the Crisis Management Team or to assist in the completion of work necessary to achieve the objectives of the Team, I look forward to, and thank you for your cooperation. Whilst we all hope that this plan will never be required to be used in earnest, I am sure you will agree that preparedness for a disaster is far better management than reacting to events as they unfold.

**DIRECTOR
BINDI BINDI INVESTMENTS**

**BINDOON EXTREME PARK
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1.2 APPROVAL, OWNERSHIP AND CONTROL

	NAME	TITLE	SIGNATURE	DATE
OWNER	Benjamin Ortin			
APPROVED BY				
DOCUMENT CONTROLLER				

1.3 UPDATE HISTORY

TRANSMITTAL NO.	DATE	SECTIONS/PAGES	REMARKS
1		All	First issue of Crisis & Emergency Management Procedures

1.4 DISTRIBUTION LIST – CONTROLLED DOCUMENTS

NAME.	POSITION	COPY NO
		1
		2
		3
		4
		5
		6
		7
		8

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1.5 TESTING AND MAINTENANCE OF MANUAL

1.5.1 ADMINISTRATION

In all respects, this Crisis & Emergency Management Procedures Manual is a Bindi Bindi Investment responsibility.

Any questions or required changes to any aspect of this document should be directed to the Director of the said company.

1.5.2 UPDATING THE MANUAL

This manual should be reviewed at least half-yearly for currency and applicability to a constantly changing organisation.

The Director is responsible for ensuring that the names and contact details in this manual are checked when there are management changes, as well as on a half yearly basis.

Team members should ensure that contact details or any other required amendments or alterations are advised immediately to Director.

The Director is responsible for maintaining the response facilities and equipment in operational order.

1.5.3 TESTING OF MANUAL

The Director, will test the call out procedures quarterly on an unannounced basis. Such testing will involve telephone communications only - requiring no movement of personnel.

The ERT, CMT and Support Teams will participate in at least two paper and communications exercises and one full “live” exercise annually.

1.5.4 RESPONSIBILITY OF TEAM MEMBERS (PRIMARY AND ALTERNATES)

All nominated CMT and Support Team personnel (primary and alternate nominees) are responsible for ensuring their contact details remain current. Changes should be immediately advised to the Director by e-mail or fax.

All team members must have an alternate appointed in case they themselves are not contactable at the time of an emergency.

All team members must ensure they have access to their Team Room or location and other relevant areas at all times.

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2.0 INTRODUCTION, CONCEPT AND STRUCTURE

2.1 *BINDI BINDI INVESTMENT COMMITMENT*

BINDI BINDI INVESTMENTS is committed to ensuring that safety and emergency response standards are maintained at all times throughout its organisation. This Crisis & Emergency Management Procedures Manual is part of that commitment.

2.2 *BINDI BINDI INVESTMENTS EMERGENCY PRIORITIES*

The key BINDI BINDI INVESTMENTS priorities in any emergency response situation are to:

- Ensure the safety of personnel
- Minimise any impact on the environment
- Minimise any impact on property or assets
- Minimise any impact on the Company's image.

2.3 *PURPOSE OF THE MANUAL*

This Manual documents:

- The overall emergency response process;
- The roles and responsibilities of personnel in an emergency event;
- Generic procedures for emergency events;
- Guidelines to be followed in response to specified incidents; and
- Confirm the category/class of the incident.

2.4 *SCOPE OF THE MANUAL*

This Manual covers all emergencies involving or concerning:

- BINDI BINDI INVESTMENTS at Bindoon Extreme Park.

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This Manual will not cover in detail the roles and responsibilities of the Emergency Response Teams. The operations of these teams will conform to the standard life saving, fire fighting, rescue, repair and recovery activities in accordance with approved standards and procedures.

**2.5 BINDI BINDI INVESTMENTS EMERGENCY RESPONSE / ORGANISATION
CONCEPT AND ARRANGEMENTS**

- BINDI BINDI INVESTMENTS Emergency Response/Management arrangements are based on a two-tiered structure with Emergency Response Teams (ERT) on site at the Scene of the Incident and the Crisis Management Team (CMT) on site at Bindoon Extreme Park.
- In outline, the concept of operations of these Teams envisages the ERT undertaking their normal tactical roles of life saving, fire fighting, rescue, repair and first aid in response to an incident/emergency. Immediate tactical support to the ERT and tactical planning to mitigate the effects of the incident /emergency is provided on site by each site's CMT.
- The On Scene Commander will generally retain overall control of the emergency throughout its duration with support, advice and planning assistance being provided by the CMT.
- If an incident/emergency is of sufficient seriousness to require additional tactical support, technical advice and tactical or strategic planning assistance to combat its effects, then the on site CMT may be fully or partly activated to provide that assistance. The CMT, when activated, will deal with the provision and coordination of tactical support, planning assistance and technical advice to the affected facility while at the same time identifying strategic issues that may need to be dealt with. The CMT would deal with those strategic issues that will affect the Company's ability to fully recover from the emergency in Business Continuity, Reputation and Stakeholder Management terms.
- To support the CMT, other support teams may also be activated on site or in Perth to deal with relatives & media, depending on the nature of the emergency.
- In order to simplify emergency response activities, personnel assigned to the above teams, with the exception of those assigned to the ERT, will generally perform their normal daily roles but in the more critical environment generated by the incident/emergency.
- If a response operation appears likely to be of an extended duration, then arrangements will be made to activate alternate personnel to fill positions on the various Teams in order to ensure that operational efficiency is maintained.
- It is expected that all CMT members will maintain as current and store in a readily accessible manner a copy of their roles and responsibilities and the contact directory at all times.
- When the CMT and Support Team are activated communications between the two teams will be primarily through the two Team Leaders.

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2.6 CLASSIFICATION OF INCIDENTS/EMERGENCIES

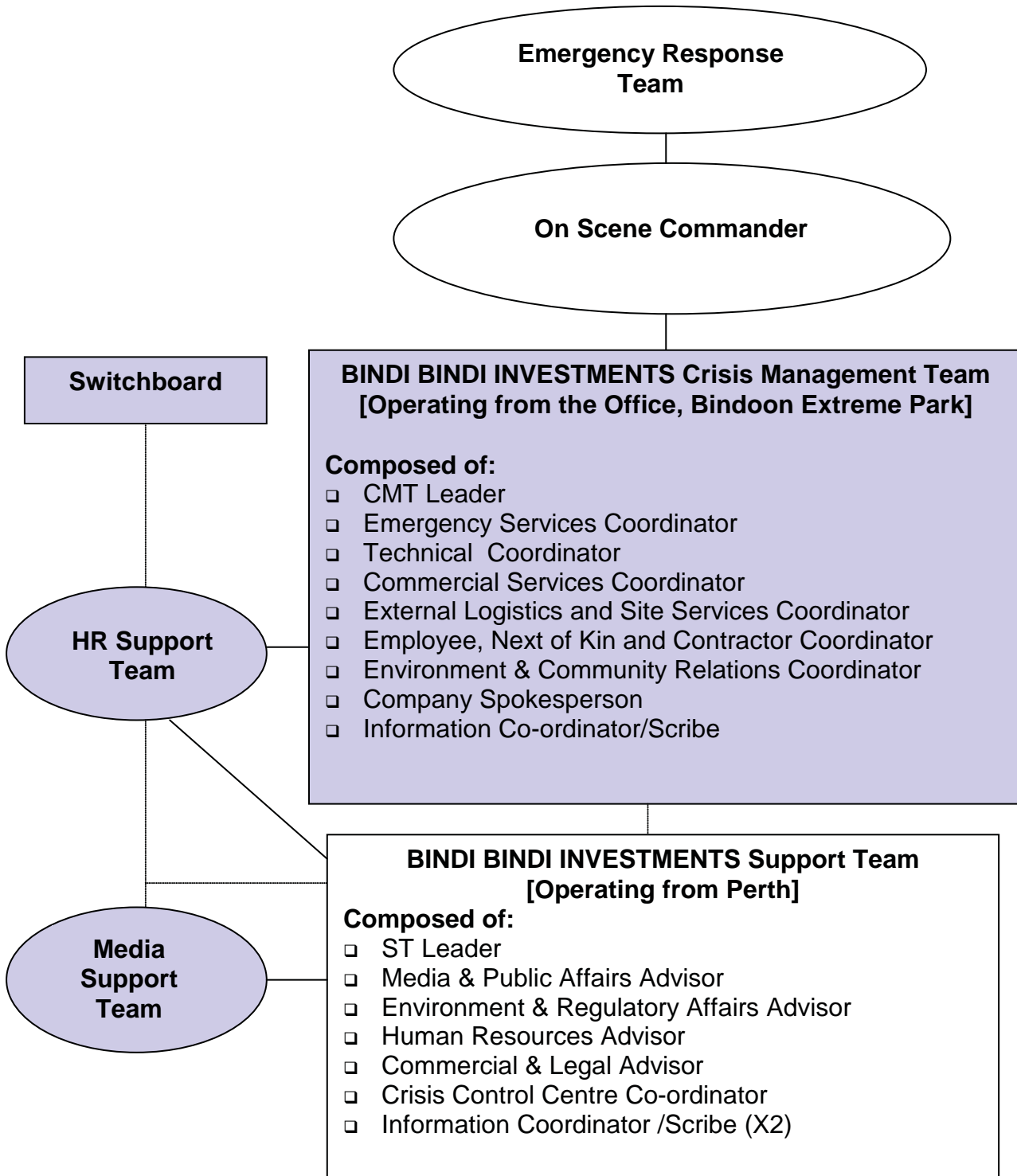
The following table lists the classification system to be applied to any incident/emergency impacting on BINDI BINDI INVESTMENTS. It must be noted however, that this table provides a guide only and it should not restrict individual assessment of the impact of the incident/emergency in light of other variables such as current media or environmental interest or pre existing conditions etc.

2.6.1 BINDI BINDI INVESTMENTS INCIDENT / EMERGENCY CATEGORIES

CATEGORY	CHARACTERISTICS	ACTION/REMARKS
1	Minor incident Able to be handled within the resources of the company No potential for escalation	Incident Report raised End of incident reported to BINDI BINDI INVESTMENTS Management via normal channels
2	Incident involving injuries to personnel or low level threat to personnel/assets. Some external support required Limited potential for escalation	Incident Report raised ERT may deploy CMT alerted/activated On going assessment
3	Fatality and multiple injuries Major event or threat Significant impact on personnel/property and/or production Extensive external support required Government involvement Significant potential for escalation	Alert issued ERT may deploy CMT activated Extensive liaison with external agencies and media High level of Government involvement

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2.7 **BINDI BINDI INVESTMENTS EMERGENCY RESPONSE, CRISIS & EMERGENCY MANAGEMENT STRUCTURE**



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2.8 RELATED PROCEDURES

In addition to the equipment outlined above, a number of additional reference documents and related procedures may be required.

TITLE	DOCUMENT NO.	REF.
A. INTERNAL		
Emergency Response Plan		Intranet
B. EXTERNAL		
Mines Safety & Inspection Regulations 1995		343.94
Mines Safety & Inspection Act 1994		343.94
Environmental Protection Act 1986		344.17
Environmental Protection Regs 1987		344.94
Explosives & Dangerous Goods Act 1961		363.17
Explosive & Dangerous Goods (Dangerous Goods Handling & Storage) Regulations 1992		363.17
Dangerous Goods (Transport) Act 1998		363.17
Radiation Safety (General) Regulations 1983		343.94
Radiation Safety Act 1975		343.94

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2.9 GLOSSARY

CMT	CRISIS MANAGEMENT TEAM
ECC	EMERGENCY COMMAND CENTRE
ERT	EMERGENCY RESPONSE TEAM
HR	HUMAN RESOURCES
PA	PUBLIC AFFAIRS

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3.0 CRISIS MANAGEMENT TEAM PROCEDURES

LIABILITY ISSUES

- Analyse incident details and agree on the interim basis upon which BINDI BINDI INVESTMENTS will respond.
- Clarify legal obligations and relationships and ensure BINDI BINDI INVESTMENTS discharges all contracted agreements.
- Decide whether to recommend immediate shutdown of similar/connected operations pending incident investigation.
- Ensure accurate logging of responses

INTERNAL/EXTERNAL INVESTIGATION

- Review composition of investigation team - consider use of independent third party.
- Gather facts and evidence (eg. photographs, diagrams, witness statements) while fresh.

MANAGEMENT OF HUMAN RESOURCES RESPONSE

- Ensure that rapid, effective and compassionate support is given to personnel involved.
- Ensure that rapid, effective and compassionate support is given to relatives and colleagues.
- Ensure all personnel (including emergency response personnel) are not exposed to health and safety hazards arising from the incident.
- Arrange for any longer term health monitoring of affected/potentially affected personnel.
- Ensure that all employees, contractors and consultants are kept informed.

MANAGEMENT OF ENVIRONMENTAL IMPACT

- Ensure that rapid containment, clean up and wildlife rescue is effected.
- Ensure immediate and long term monitoring of affected/potentially affected areas is implemented.

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- Cooperate and liaise closely with government and regulatory bodies.
- Consider how environmental agencies/ pressure groups might react and implement pre-emptive plans to manage their response.
- Long term clean up.
- Long term monitoring.

MANAGEMENT OF REPUTATION

- Consider the likely reactions from pressure groups, shareholders, regulatory agencies, neighbours, the local community and the media. Determine an agreed, pre-emptive communications/liaison strategy.
- Ensure company spokespeople are thoroughly briefed and prepared. Ideally, only one person should act as media spokesperson to ensure the consistency of information being released.
- Ensure that the media spokesperson is regularly re-briefed and updated.
- Pro-actively brief politicians - preferably using senior BINDI BINDI INVESTMENTS personnel who have pre-existing relationships.
- Review incident impact on pre-existing relationships and implications for other operations/projects.
- Monitor the response from media, other outside sources, and employees and be prepared to respond swiftly to emerging issues.
- Consider the implications of current issues and prevailing public sentiment for management of the incident.
- Consider the impact of new information on each key stakeholder prior to its release.

RESUMPTION OF OPERATION

- Consider the impact of shut down on local community / colleague companies in the region - need for strategies to mitigate?
- Prepare a business recovery plan.

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CLAIMS FOR COMPENSATION

- Publicise guidelines as early as possible, especially on how to claim compensation without prejudicing ultimate liability.
- Commit resources to processing claims quickly.
- Prepare and issue a public statement on compensation matters but only after full consideration of the implications (legal and other).

CUSTOMER AND SUPPLIER IMPACTS

- Ensure there is timely and adequate communication about incident impacts, likely outcomes and recovery plans.
- Decide on the ability to assist with alternate supply to customers.
- Consider the inability to accept forward ordered or contracted product/supplies and equipment in the short and/or long terms.

BOTTOM LINE IMPACTS

- Assess revenue impacts from lost production. Consider internal advice requirements.
- Review the impact on BINDI BINDI INVESTMENTS of expenditure to repair any damaged incident site.
- Review internal budgets and financing arrangements.
- Assess the likelihood of penalty or fine, and the implications.
- Review insurance claim options - ensure compliance.
- Consider the impact on operations (eg. impact on equipment and property, denial of use, consequential loss, and inability to meet demand).

CMT RESPONSE OPERATIONS

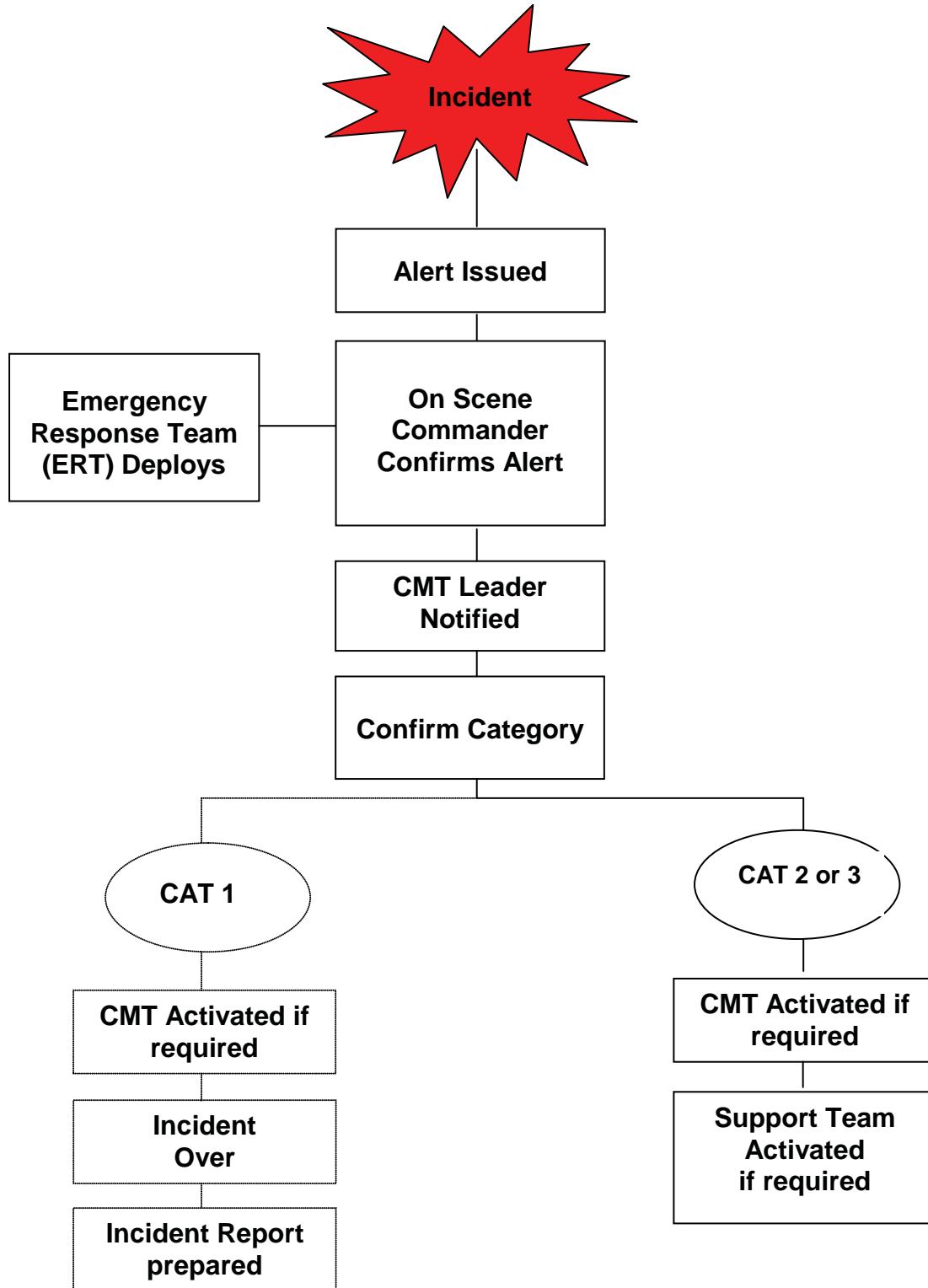
- Ensure that the CMT is supportively managing the strategic response - assisting and not hampering the ERT's primarily tactical response.
- Ensure that information flow between ERT, CMT, Support Teams and other key stakeholders is satisfactory.

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- Ensure that unaffected parts of BINDI BINDI INVESTMENTS's operations are receiving management resources for continued unimpeded operation.
- Decide whether the CMT could deal with some issues more effectively by breaking into sub-groups.
- Review the requirement of the CMT to remain convened.
- Review the requirement for additional resources for the CMT.
- Ensure that a strategy/plan is in place for business recovery/continuity.

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3.1 CRISIS MANAGEMENT TEAM ACTIVATION PROCEDURE



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3.1.1 ACTIVATION PROCEDURES

In the event of an emergency requiring the support of the Crisis Management Team the On Scene Commander will contact the CMT Leader.

CALL OUT

The Crisis Management Team (CMT) Leader, on determining the need to call out the CMT, shall inform Control Room of the unaffected plant to begin the call out process of the CMT members. This will be done by telephone (landline or mobile).

PROCEDURE FOR RESPONDING TO EMERGENCY CALL OUT

All CMT members report to the office.

3.2 CMT ROOM SET UP**3.2.1 ROOM LOCATION**

The Office is designated as the CMT room.

The following CMT members operate from the CMT room:

- CMT Leader
- Technical and Production Coordinator
- Emergency Services Coordinator
- External Logistics & Site Services Coordinator
- Employee, Next of Kin and Contractor Coordinator
- Environment & Community Relations Coordinator
- Commercial Services Coordinator
- Company Spokesperson
- Information Coordinator/Scribe

3.2.2 ROOM ACCESS

The CMT room is accessible 24 hours a day seven days a week to all personnel who have the appropriate security access.

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3.2.4 EQUIPMENT LIST

ITEM	QUANTITY	STORED AT
Area photographs	3	CMT room
Clock(s)	1	CMT room
Crisis Management Procedure Manual	1	CMT room
In/Out trays	Nil	
Maps and charts		CMT room
Radios		3 portable radios 1 fixed position radio 1 radio headset with helmet
Pre-formatted status sheets		CMT room
Photocopier	1	Outside CMT room
Site diagrams		CMT room (hard copies) Drawing Office (electronic & hard copies)
Stationery		CMT room and Admin Stationary room
Telephones		CMT room * 2 internal CMT room * 1 external CMT members mobiles
Television	1	CMT room
Video cassette player	1	CMT room
Laminated roles & responsibilities	nil	CMT room
E-mail facility external / internal		Via laptops or PC's which can be connected to the LAN in the CMT room

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3.3 RESPONSIBILITY OF FIRST PERSON TO ARRIVE AT THE CMT ROOM

ROLE

Prepare the CMT room.

Establish contact with the On Scene Commander.

RESPONSIBILITIES

1. Open and clear the room of any meetings/other activities.
2. Set up CMT room equipment. (Use layout diagram on page and equipment list on page of this Section).
3. Connect phones to match the number on telephone sockets.
4. Put up pre-formatted status sheets/draw up status boards (refer to APPENDIX H) as required.
5. Locate a copy of any relevant Crisis Management Plans
6. Place in/out trays for CMT members with roles and responsibilities checklists, log sheets, nameplates, etc.
7. Ensure there is an adequate supply of whiteboard pens, cleaners, fax paper, stationery.
8. Ensure all positions are labeled with phone number extensions.
9. Ensure that all equipment is operational.
10. Photocopy log sheets and telephone message sheets and distribute (APPENDIX B and C).
11. Establish contact with On Scene Commander/Emergency Command Centre to inform them that the CMT room is now functional. Give them the telephone and fax number (and e-mail address, if using) to the CMT room and request call back to test communications.

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3.4 ROLES AND RESPONSIBILITIES OF THE CRISIS MANAGEMENT TEAM

TEAM ROLE

Provide technical, logistics, personnel support and assistance to the Emergency Response Team (ERT) at the scene of the incident.

Manage the wider implications of the emergency.

The CMT Leader will generally be the appropriate Site Manager or his designated alternate.

RESPONSIBILITIES

- ♦ Liaise with the On Scene Commander.
- ♦ Inform and liaise with relevant emergency services and regulatory authorities as appropriate.
- ♦ Manage communications with the relatives, contractors, customers and other outside agencies.
- ♦ Inform and obtain the necessary support from the CMT, if activated.
- ♦ Ensure that the ERT follows the directions from the CMT for managing the emergency.
- ♦ Document all aspects of the emergency management activities, decisions and communications.
- ♦ Recommend the activation of the CMT if the scale of the incident is such that it has the potential to have a significant impact on Bindi Bindi Investments operations – People, Safety, Environment.
- ♦ Identify strategic issues to the CMT, if activated

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3.5 INDIVIDUAL ROLES AND RESPONSIBILITIES

3.5.1 CMT LEADER

ROLE

Responsible for the development and implementation of a **business recovery** strategy, which will minimise the incident's impact on company operability, reputation and liabilities in the future.

RESPONSIBILITIES

- Obtain full details of the emergency in terms of damage/threat to people, environment and property and actions in hand; log details. (Use the initial advice checklist at APPENDIX A)
- Evaluate the need for, and level of CMT activation and specialist support staff. Arrange call out as appropriate. Confirm the category/class of the incident.
- Coordinate the overall planning management of strategic recovery issues arising from the incident. Prioritise and discuss with CMT Support Team. Chair all CMT briefings.
- Evaluate the need for specialist support staff (HR, Media). Arrange call out as appropriate.
- Coordinate overall emergency response operations and ensure that they are carried out in a manner which is consistent with corporate policy, government requirements and the needs and concerns of impacted areas.
- Develop overall response objectives to guide emergency management operations (prioritise).
- Ensure all CMT members and supporting staff are briefed and understand their individual and team responsibilities.
- Request regular status updates from the incident site.
- Assess the need for additional specialist support at the incident site in liaison with the Technical and Production Coordinator and the Emergency Services Coordinator.
- Ensure availability of adequate human, financial and technical resources.
- Ensure shift changes and back up is arranged for CMT, ERT and Support Teams.
- Regularly review the emergency response by calling for updates at frequent intervals having given at least 5 minutes notice of the update.

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- Refer to APPENDIXes D, E and F for correct Update, Shift Hand-over and Stand Down Procedures.
- Participate in training a back-up/relief coordinator and ensure that other members have done the same.
- Monitor contacts with external organisations – third party contractors, government Ministry and bureaucracy), owners and relevant government authorities – by reference to tasked team members (ie. Company Spokesperson).
- Ensure that customers are notified of the incident and the likely impact on deliveries.
- Determine the media strategy in consultation with the Media and Public Affairs Coordinator & Company Spokesperson.
- Ensure that the CMT supports the response and is not trying to micro-manage.
- Monitor that the CMT is fulfilling its key responsibilities in terms of resources, communications, strategic review and management.
- Monitor the state of CMT members' comfort/dynamics/health. Ensure shift changes/backup as required.
- Conduct a de-brief and agree on investigation planning and reporting arrangements before deactivating the CMT and support staff.
- Ensure that a strategy/plan is in place for business recovery/continuity put in place.
- Participate in training a back-up/relief coordinator.
- Document all actions on a log sheet as shown in APPENDIX B and pass a duplicated copy to the Information Coordinator.

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3.5.2 EMERGENCY SERVICES COORDINATOR

ROLE

Act as the point of contact between the Emergency Command Centre and CMT.

Assist the CMT Leader in the development and implementation of team objectives.

RESPONSIBILITIES

- Obtain full details of the emergency in terms of the threat/damage to people, environment and property and Emergency Response actions in hand; log details.
- Attend all CMT briefings.
- Ensure communications are established and maintained with the affected site and act as the central point of contact between the On Scene Commander and the CMT
- Ensure that appropriate site security has been established and that protocols are developed and maintained with respect to the ingress/egress of all personnel both from the site proper, and incident site in particular.
- Ensure that all personnel are aware of the need not to tamper with evidence at the scene-of-incident pending inspection by Government Authorities and completion of the company's own investigation.
- Provide regular situation updates to the CMT, as directed by the CMT Leader.
- Pass on to the appropriate member of the CMT and Support Teams (where established) information related to Human, Logistics, Environmental, Process, Engineering and other aspects of the emergency.
- Monitor the performance of the ERT, but do not attempt to manage or direct personnel at the scene of the incident.
- Assist the CMT Leader, through liaison with the affected site, in planning the emergency response and establishing the need for additional resources.
- Ensure back-up or alternate ERT personnel are placed on stand-by for mobilisation if required.
- Assist the CMT Leader in preparing and reviewing the strategic and tactical objectives.
- Participate in training a back-up/relief coordinator.
- Document all actions on a log sheet as shown in APPENDIX B and pass a duplicated copy to the Scribe.

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3.5.3 TECHNICAL AND PRODUCTION COORDINATOR

ROLE

The Technical and Production Coordinator provides detailed technical production advice, maintenance and tactical planning assistance to the CMT Leader.

RESPONSIBILITIES

- Conduct risk assessments and advise the CMT Leader on the potential effects to the production capabilities, capacity, maintenance, repair and down time of the operation. Assess business continuity issues.
- Attend all CMT briefings.
- Analyse emergency scenarios and response plans; and advise the CMT Leader on the potential effects to the production capabilities, capacity, maintenance, repair and down time of the operation.
- Provide technical, production and maintenance advice to the CMT Leader.
- Assess the effects of the incident and the emergency response on the production capabilities, capacity and maintenance state of all operations. Advise the CMT accordingly.
- Provide technical support to the ERT in accordance with the tactical plans developed by the CMT.
- Establish and maintain an overview of the location and status of mobile equipment and maintenance resources that may be needed to assist emergency response operations. Coordinate activation/provision of these resources when required.
- Identify and arrange provision of resources, with the External Logistics Coordinator, from either internal or external sources.
- Provide assistance to the CMT Leader in the formulation and implementation of tactical response plans.
- Prepare technical and operational information and recommendations for the CMT Leader and the CMT if activated.
- Carry out contingency technical and maintenance planning for return to normal operations.
- Carry out contingency technical and maintenance planning fore return to normal operations.

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- Assess the effects of the incident and emergency response to the production capabilities, capacity and maintenance of the operation.
- Provide technical, production and maintenance advice and assistance to the CMT Leader in the implementation of tactical plans.
- Evaluate alternative process options, especially if equipment is out of action, damaged, etc.
- Assess the implications of adopting alternative process options in the context of quality assurance and the duration, sustainability and risks/safety implications of such changes.
- Ensure that appropriate environmental approvals are obtained for any changes to production processes (e.g. impact on emissions/other impacts).
- Monitor the effectiveness and impact of changed production processes and anticipate the need to make alterations or pursue other options.
- Participate in training a back-up/relief coordinator.
- Maintain a personal log of events.

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3.5.4 COMMERCIAL SERVICES COORDINATOR

ROLE

The Commercial Services Coordinator is responsible for assessing and monitoring the financial and commercial implications of the event, arranging for legal advice as required, insurance claims and the collation of all documentation arising from, and relating to, the incident.

RESPONSIBILITIES

- Ensure procedures, systems and forms are in place to allow the efficient recording and allocation of costs (including loss of production costs) during a disaster or major emergency.
- Attend all CMT briefings.
- Ensure procedures, systems and forms are in place to allow the efficient recording of all legal and insurance related matters.
- Design a system to collect, collate and safely store all documentation related to an incident.
- Obtain full details of the incident in terms of the threat/damage to people, assets, property and environment; and actions in train. Log details in a master log.
- Provide commercial and financial advice and support to the CMT.
- In consultation with the CMT Leader, liaise with commercial consultants (e.g. lawyers, insurers), customers and suppliers.
- Participate in training a back-up/relief coordinator.
- Maintain a personal log of events.

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3.5.5 EXTERNAL LOGISTICS & SITE SERVICES COORDINATOR

ROLE

The Logistics Coordinator coordinates logistics and site services support to emergency response operations, and provides detailed logistics advice and services to the CMT. This role is primarily focused on obtaining and managing logistic support from outside the premises.

RESPONSIBILITIES

- Obtain full details of the incident in terms of the threat/damage to people, assets, property and environment. Evaluate logistics considerations arising. Log details.
- Attend all CMT briefings.
- Provide logistics support to the ERT(s) in accordance with the tactical plans developed by the CMT.
- Provide logistics advice and assistance to the CMT Leader in the implementation of tactical plans.
- Ensure that the supply needs of the emergency response effort are being anticipated and met.
- Identify and arrange for the provision of additional resources from external sources or other sites or resources in the region.
- Liaise with contractors on the status and location of personnel and resources available to assist emergency response operations, and provide details of contractor capabilities to the CMT Leader and Emergency Services Coordinator.
- Develop emergency transportation and supply plans.
- Liaise with other CMT members to ensure that required office and personnel supplies are made available.
- Ensure appropriate plans, maps and drawings are made available quickly for use by the CMT.
- Ensure all emergency response teams and support personnel are being victualled and cared for.
- Maintain an inventory of all equipment, supplies, services and other material purchased, rented, borrowed or otherwise obtained during emergency response operations.

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- Carry out contingency technical, logistic and maintenance planning for return to normal operations.
- Analyse the logistics ramifications of the incident and its emergency response effects
- Identify the range and deficiencies of on-site and external supply support.
- Identify and liaise with additional external agencies for provision of logistic support, as required.
- Arrange accommodation and welfare for any company personnel or other parties involved in, or directly affected by, the emergency. Obtain necessary authorisation for same.
- Participate in training a back-up/relief coordinator.
- Maintain a personal log of events.

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3.5.6 EMPLOYEE, NEXT OF KIN AND CONTRACTOR COORDINATOR

ROLE

The Employee, Next of Kin and Contractor Coordinator is responsible for the development, activation and review of systems for accounting for all personnel on site when an incident occurs, and by which means information about an incident will be communicated to employees, next of kin and contractors.

This position advises and supports the CMT on all human resource considerations pertaining to an emergency, including provision of counselling and other welfare support.

RESPONSIBILITIES

- Obtain full details of the incident in terms of the threat/damage to people, and subsequent actions taken. Log details.
- Attend all CMT briefings.
- Coordinate the conduct, reporting, cross-checking and recording of personnel musters via the Communications Controller.
- Obtain personnel-on-site lists and next of kin/emergency contact details.
- Liaise with contractors to ensure the safety and wellbeing of their personnel. Agree on responsibilities and log the agreement.
- Ensure that all contractors are not releasing any details to the public other than with the approval of Ben Ortin.
- Coordinate the communication of appropriate advice about the incident to next of kin. Ensure that this information is being conveyed by Ben Ortin and its contractors in an approved and consistent manner.
- Prepare and release incident information to employees and contractors when authorised to do so by the CMT leader.
- Advise (or coordinate the provision of advice) to next of kin about the condition and location of those injured.
- Advise the appropriate authorities and coordinate the notification of the family of any person killed as a result of the incident or emergency response operations. Be acutely aware of the sensitivities throughout this process.

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- Following confirmation that the next of kin have been notified of a fatality by the Police, ensure a senior company representative, nominated by the CMT Leader, visits the family to offer support. Wherever practicable, they shall be accompanied by a suitably trained Counsellor.
- Activate and coordinate the provision of appropriate counselling and welfare services to the casualties, other employees, and next of kin.
- Activate the HR Support Team (if required), and supervise their operation. Ensure that this team is updated regularly on the emergency.
- Arrange repatriation of personnel where necessary.
- Participate in training a back-up/relief coordinator.
- Maintain a personal log of events.

For Pro-Active Contact with Next of Kin:

Consideration should be given to making proactive calls to the relatives of affected personnel. This is important for the maintenance of corporate reputation as a caring employer.

Suggested technique:

- Introduce yourself by stating your name, role and the reason for making contact
- Positively identify the next of kin/emergency contact and positively link the next of kin with the employee.
- Provide pertinent information (only that which is available for public release).
- Be conscious of the need to be positive, caring and reassuring.
- Seek feedback that the information has been understood.
- If the call relates to an injured employee, advise next of kin about plans, travel arrangements, medical arrangements as necessary.
- Confirm call back number (both yours and the next of kin's).
- Maintain contact on a regular basis and provide updated information to next of kin.

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3.5.7 Environmental & Community Coordinator

ROLE

Provide advice and support the CMT on all environmental matters pertaining to the emergency and its impacts and implications.

RESPONSIBILITIES

- Obtain a full briefing on the incident situation, paying particular attention to environmental response, community issues and any planned actions. Log details.
- Attend all CMT briefings.
- Liaise with the CMT Leader on the provision of advice to statutory authorities and obtain relevant approvals.
- Call in appropriate discipline specialists as required.
- Collect environmental data for affected and potentially affected areas.
- Provide ongoing weather forecasts and other data as appropriate.
- Provide guidance to the CMT on any clean-up, containment or rehabilitation strategy that may be required and how to avoid/mitigate potential secondary environmental impacts associated with response operations.
- Communicate effectively, and respond to, the concerns of the local community - especially those who may have been affected by the incident.
- Assess the need to communicate directly with affected members of the community and implement community communications initiatives as approved by the CMT Leader.
- Provide advice on the priority and method of any fauna/flora protection or wildlife rescue operations.
- Provide the CMT with accurate, up-to-date information on environmental operations, inputs, resources and risks.
- Participate in training a back-up/relief coordinator.
- Document all actions on a log sheet as shown in APPENDIX B and pass a duplicated copy to the Information Coordinator.

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3.5.8 COMPANY SPOKESPERSON

ROLE & RESPONSIBILITIES

Company Spokesperson

Review and authorise all media releases and the nature of all information provided to external parties including owners.

Serve as a media spokesperson and ensure you are adequately briefed about relevant issues (both incident related, recent issues and feedback on media trends to date).

Serve as chief spokesperson for communications with owners as well as senior government representatives.

Coordinate the release of information to the media at a site level as instructed/directed by the CMT Leader.

Assist the media in any way that is safe, practicable or appropriate under the circumstances, as instructed/directed by the CMT Leader.

Obtain a thorough briefing on the emergency, the response to it, and any issues that relate to impact on personnel, the community, government, or the Owners. Log details.

Attend all CMT briefings.

Ensure you are alerted to the arrival of any media personnel on site and that they are being met and briefed in terms agreed with the CMT Leader.

Ensure that media access to site is controlled as appropriate and that media personnel are escorted for their own safety at all times.

Ensure the CMT Leader is briefed regularly on the level and nature of media interest in the event, including the media organisations that are making contact and the questions they may be asking.

Ensure a time-lined log is kept of all media inquiries and the nature and timing of the company response.

Ensure the consistency of all information being provided to the media, community interests and other stakeholders and ensure the switchboard operator is briefed on how to handle and respond to telephone inquiries in a sensitive and consistent manner.

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Take direction from the CMT Leader with respect to any information that may be provided to the media.

Under the direction of the CMT Leader, ensure that the switchboard continues to be briefed on what may be said to the media, members of the public, next of kin or any other interested party. Ensure that any information provided is current (i.e. updated as necessary), and consistent.

Ensure that approved company background materials, fact sheets and descriptions of operations are available to give to the media.

Ensure any media at or near site are given copies of any approved written media statements.

Arrange an appropriate venue for the briefing of media personnel and for any media conference that may be required.

Participate in training a back-up/relief coordinator

Document all actions on a log sheet as shown in APPENDIX B and pass a duplicated copy to the Information Coordinator

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3.5.9 INFORMATION COORDINATOR / SCRIBE (X2)

ROLE

Document all activities and communications relating to the emergency response and assist the CMT Leader with administrative matters.

Maintain status board information and confirm the information is correct.

Ensure all CMT members are maintaining a comprehensive log and that this information is collected, compiled and secured in an appropriate manner.

RESPONSIBILITIES

- Obtain full details of the emergency in terms of the damage/threat to people, environment and property and actions in hand. Log details.
- Attend all CMT briefings.
- Ensure the CMT room is set up as required, and confirm the status and tasking of CMT members.
- Prepare the status boards if this has not already been done and add the latest information.
- Pro-actively monitor all communications (discussions, updates and written reports) and capture pertinent points as they arise.
- Maintain a chronological log of events and (if approved by the CMT Leader) make tape recordings as appropriate. Pay special attention to times of particular activities and events.
- Closely monitor boards and information being gathered and draw to the Team's attention any major changes, outstanding action items or arising issues.
- Collect the logs of other CMT members and collate the information into the main log.
- Manage the flow of hard copy communications and ensure that copies of all written communications are retained for the permanent log.
- Ensure that core data and decisions from all briefing sessions is recorded and distributed to all nominated persons.

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- Provide a copy of all documentation to the Emergency Services Coordinator (CMT) for follow up investigation (and any litigation) purposes.
- Monitor team dynamics and assist to improve information capture, display, and flow as appropriate.
- Monitor room noise levels and reduce distractions where possible.
- Provide administrative support to the CMT Leader when workload allows.
- Participate in training a back-up/relief coordinator.

NOTE: These two positions are closely related and personnel allocated to them may rotate between each, as required.

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4.0 EXTERNAL AGENCIES CONTACT DETAILS



1. UTILITIES

NAME	PHONE	FAX
Western Power	13 13 51	9326 4595 (HQ)
Alinta Gas	13 13 52	1800 643 369 (priority fax)
		9486 3030 (HQ)

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2. EMERGENCY SERVICES – POLICE, FIRE & RESCUE, AMBULANCE

NAME	PHONE	FAX
WA Police Emergency	000	
WA Police - Gingin	9575 2244	
WA Police - Midland	9274 0333 (24 hr service)	
WA Fire & Rescue Emergency	000	9323 9462
WA Fire & Rescue Admin	9323 9300	9323 9384
Bush Fire Brigade – Muchea (Dennis Harvey)	9571 4122 (M) 0427 092 356	
Bush Fire Brigade – Bindoon (Dennis Badcock)	9576 1536/0428 947 853 1800 198 140 FESA Pager	
Bush Fire Brigade – Gingin (Max Borwick)	9575 7578/0427 082 834 1800 198 140 FESA Pager	
Bush Fire Brigade Bullsbrook – Bullsbrook	9571 0016	
St Johns Emergency	000	
St Johns – Chittering/Gingin	9575 2332	
Gingin Fire & Rescue (Peter Elliott)	9575 2316/0429 380 549	
State Emergency Services	9277 0555 Emergency 1300 130 039	9479 4890
RAAF Pearce (Fire Control)	9571 7501	
RAAF Pearce (Admin)	9571 7111	
RAAF Pearce (Police)	9571 7605	

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3. EMERGENCY SERVICES – HOSPITALS/ MEDICAL/COUNSELLING

NAME	PHONE	A/H
Doctor – Bullsbrook	9571 1478	
Doctor – Gingin	9575 2300	
Doctor – Joondalup	9300 0366	
Hospital – Royal Perth	9224 2244	
Hospital – Swan Districts	9347 5244	
Hospital – Joondalup	9400 9400	
Hospital - Fremantle	9431 3333	
COUNSELLING SERVICES		
Occupational Services (Counsel)	9225 4522	1300 361 008
Boylan Simpson & Simpson (BSS)	9211 3700	1800 303 090
Davidson & Trahaire	9382 8100	1300 360 364

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4. MEDIA CONTACTS

ORGANISATION	CONTACT	PHONE	FAX
PRESS			
West Australian	Editor	9482 3111	9482 3177
Sunday Times	Editor	9326 8326	9221 1121
Weekend Courier Community	Editor	9599 1800	9599 1817
Sound Telegraph	Editor	9527 2333	9527 8977
Fremantle Herald	Editor	9430 7727	9430 7726
Fremantle Cockburn Gazette	Editor	6330 9100	6330 9153
Wanneroo/Joondalup Community Newspaper	Editor	9233 3000	9233 3001
Wanneroo Times	Editor	9233 2000	9233 3001
North Coast Times	Editor	9233 2000	9233 3001
Midwest Times	Editor	9964 3699	9964 3711
Geraldton Guardian	Editor	9956 1000	9956 1030
Central Midlands & Coastal Advocate	Editor	96511992	9651 1373
TELEVISION			
Channel Seven Perth News	Chief of Staff	9344 0777	9344 0808
Channel Nine Perth News	Chief of Staff	9449 9999	9445 1266
Network Ten Perth News	Chief of Staff	9345 1010	9344 8485
ABC Television News	Chief of Staff	9220 2700	9220 2837
RADIO			
720 ABC Perth	News Director	9220 2700	9220 2727
6PR	News Director	9220 1400	9325 2806
6IX	News Director	9220 1400	9325 2806
Nova 93.7 FM	News Director	9489 1937	9489 1865
92.9	News Director	9382 0929	9381 3155
MIX 94.5	News Director	9382 0945	9381 3155
96FM	News Director	9323 9600	9325 4553
Curtin FM 100.1	News Director	9266 2121	9266 3881
Radio Fremantle 107.9 FM	News Director	9494 2100	9494 2419
ABC Midwest & Wheatbelt	News Director	9923 4111	9923 4199
Geraldton's 96.5 FM	Program Director	9921 2244	9921 7700
98.1 FM	Program Director	9921 2244	9921 7700

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6. LEGAL & INSURANCE

NAME	PHONE	FAX

10. STATE & LOCAL GOVERNMENT

NAME	PHONE	FAX
Department of Industry & Resources:	1300 665 500 Emergencies	
Main Office Perth	(B) 9222 3333	(B) 9325 2280
District Inspector of Mines (Lal Mahajan)	(B) 9222 3138 (A/H 9364 1942)	
Dangerous Goods Division	(B) 9222 3333	
Department of Environmental Protection:		
Main Office Perth (Tony Iacopetta)	(B) 9222 7000	93221598
Emergency	(A/H) 1800 018 800	
Chittering Shire Council:		
CEO (Ken Donohoe)	(B) 9576 1044	9576 1250
Shire President (Jan Stagbouer)	(H) 9576 2001	
Gingin Shire Council:		
CEO (Simon Fraser)	(B) 9575 2211	9575 2121
Shire President (Greg Morton)	(H) 9655 3037	

**BINDI BINDI INVESTMENTS
CRISIS & EMERGENCY MANAGEMENT**

BINDI BINDI INVESTMENTS EMERGENCY RESPONSE TEAM

		RADIO	MOBILE
ERT COORDINATOR	Benjamin Ortin (Benno)	CH 1	0147 166 619 9576 2005
SECURITY CROWD CONTROL	Paul Martino (Sellers)	CH 1	
FIRE CHIEF	Dennis Badcock Peter Geddes	CH 1	
AMBULANCE	Vicky Humphry	CH 1	
HEALTH & SAFETY	Danny Makin	CH 1	
CAR PARK	Peter Keratzis (Spiro) ATM Delegate	CH 1	
BAND COORDINATOR	Pat Donnolly (Yindi)	CH 1	
POLICE	Gingin Police	CH 1	000

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APPENDIX A INITIAL ADVICE CHECKLIST

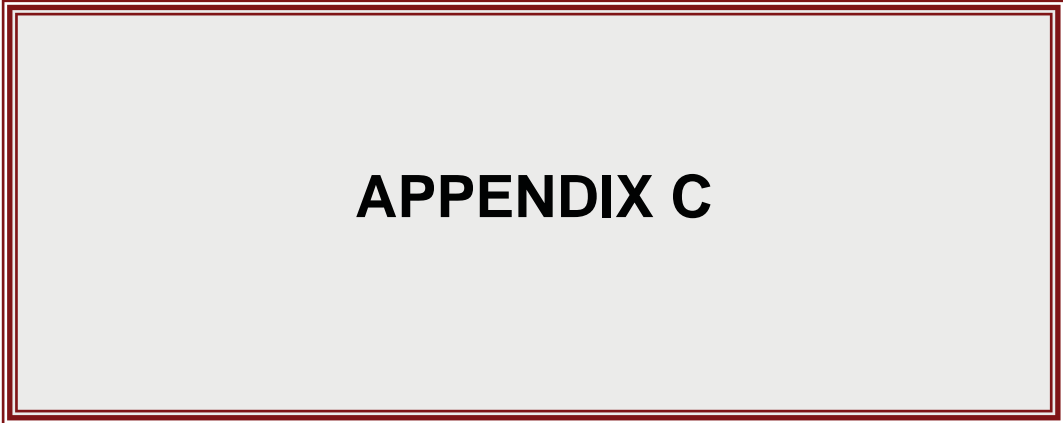
DATE OF CALL:	TIME OF CALL:	RECEIVED BY:
LOCATION OF INCIDENT:	DATE OF INCIDENT:	TIME OF INCIDENT:
DESCRIPTION OF INCIDENT:		
Incident contained or escalating?		
NUMBER OF PERSONS ON SITE:		
CASUALTIES DETAILS:		
Injured:	Fatalities:	
Treatable at Site:	Certified? Y / N	
Requiring evacuation:	Missing:	
ENVIRONMENTAL IMPACT:		
WEATHER CONDITIONS AT INCIDENT SITE:		
ACTIONS TAKEN AT INCIDENT SITE:		
ORGANISATIONS/AGENCIES NOTIFIED:		
MEDIA INTEREST:		
ASSISTANCE REQUIRED:		
COMMUNICATIONS:		
Site contact number (Tel):		
Site contact number (Fax):		
Agree time for next contact:		

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APPENDIX B

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APPENDIX D

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APPENDIX D UPDATE PROCEDURE

The Group/Team Leader is responsible for ensuring this procedure is followed.

- At the outset of the response, decide on the appropriate intervals for updates. Updates should take no more than 10 minutes.
- Give all team members a 10 minute warning prior to each update. Notify any Support Team members if required.
- At the appointed time, call for telephones to be diverted to switchboard or Communications Team. Check Scribe's readiness to update the relevant status boards/sheets.
- Stop movement in and out of room.
- Invite each team member to identify key issues and report progress on any action items. Do not allow questions or debate until everyone has reported.
- Seek voluntary 1 minute briefings from Support Team members (if involved).
- Provide opportunity for clarifying questions and brief discussion.
- Summarise the update, set priorities and allocate responsibilities for action.
- Set the time for next update.
- Ensure that action items, times and decisions taken are noted.
- Re-divert the phones and distribute messages taken in the interim.

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APPENDIX E

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APPENDIX E SHIFT HAND OVER

In the case of a prolonged emergency, an alternate shift must be arranged to relieve the first shift.

The following process should be followed in the event that any of the teams have been convened for longer than 12 hours OR when personnel are showing significant signs of stress or fatigue.

Planning for this should take place in the first few hours of an emergency, and the shift rosters promulgated well in advance to allow personnel to plan for their duty. The responsibility for managing the arrangements for alternates lies with individual team leaders.

INFORMATION COORDINATOR / SCRIBE

- Agree with the relevant Team Leaders whether changeover is to be simultaneous for all members or staggered.
- Coordinate the call out of alternates, stating the time and location at which they will be required. Consider calling in the swing shift to relieve response personnel at the affected site.
- Arrange transport if necessary.

TEAM LEADER

- Provide general facts of the incident and a broad overview of actions to date for incoming members.
- If changeover is to be simultaneous, arrange extended situation report when the majority have arrived.

INDIVIDUAL TEAM MEMBERS

- Ensure that your alternate is fully conversant with the situation and duties relevant to your specific area of responsibility. Make sure that this does not disrupt the operations of the remainder of the Team.
- Inform the Information Coordinator/Scribe when the hand over has been completed.
- Check if you will be required further and at what time.
- Get adequate rest and sustenance in case you are required again.

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APPENDIX F

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APPENDIX F TEAM STAND DOWN PROCEDURES

The decision to stand down the response teams/groups lies with the individual Team Leaders. Such a decision **MUST NOT** be undertaken without prior consultation with the other teams.

Full or partial stand down can be considered.

The CMT Leader will stand down the CMT when:

- All immediate actions initiated to recover from the emergency have been completed.
- The category of the emergency has been scaled down/emergency is over as advised by the ERT Leader.
- Plan for longer-term recovery issues has been made.

RESPONSIBILITIES

Team Leader

- Agree with the team on the following:
 - nature of stand down - temporary or permanent - partial or whole;
 - what will trigger the team to reconvene and which members will reconvene.
- Establish how the incident status will be tracked/evaluated in the interim and who will do this.
- Establish what outstanding tasks remain and delegate for action. Ensure this information is recorded.
- Set a time for when the team will meet again to:
 - formally check the completion of outstanding tasks;
 - conduct a brief review of lessons learned from the incident.
- Prepare a checklist of relevant parties who have been involved during the emergency who should be notified of the stand down. Agree who will take the responsibility for notifying whom. Ensure this information is recorded.
- Ensure backup is available for any persons who will remain on emergency duty.

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Scribe

- Record all actions and decisions.
- Provide a copy of all documentation to the Emergency Services Coordinator (CMT) for follow up investigation (and any litigation) purposes.

All members

- Consider follow on issues stemming from the emergency which are relevant to your area of expertise. Record for action.

INTERNAL INCIDENT INVESTIGATION PROCEDURE

All emergency incidents will be investigated and reported upon as per the Bindi Bindi Incident Investigation Procedure.

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APPENDIX G

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APPENDIX G MEDIA RESPONSE PROCEDURES

DEALING WITH MEDIA INQUIRIES

As a rule, major emergencies attract considerable media and public interest. If this is not strategically and pro-actively handled, considerable damage can be done to the company's reputation. It is therefore vital that media inquiries are dealt with promptly and efficiently. Care must be taken to provide consistent information to the media, relatives, general public and outside authorities.

FIRST PRINCIPLES

- Demonstrate a willingness to communicate.
 - Remember that you are always on the record.
 - Always give the same, consistent messages.
 - Establish the company as the sole authoritative source of information on the incident.
 - Be proactive in the release of information.
 - Demonstrate human concern.
 - Ideally, stick to one (or two at the most) spokes people to centralise information flow to the media and maintain consistency of your messages.
 - Think about what your stakeholders would want/need to know about the event and structure your media releases/comments accordingly.
 - Establish confidence in BINDI BINDI INVESTMENTS by:
 - Addressing the emotion (In many risk situations emotions play an equally important role as the facts.)
 - Sharing the concern (Once concerns are allayed, the issue may be addressed intellectually.)
 - Demonstrating Commitment (To resolving the problem and protecting the community/stakeholder welfare.)
 - Particularly in the early stages of your media contact, endeavour to control the agenda by limiting your responses to the immediate (not peripheral or historical) issues.
 - Never lie or try to hide the gravity of the situation
 - If you do not know the answer to a question, say so.
-

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

- Double-check all information you intend to release for accuracy.
- Attempt to tape record any important telephone interviews or media conferences for future reference.
- Do not appear to apportion blame to any party, internal or external.
- Keep a chronological log of all media contacts.
- Ensure you have available comprehensive background data on Bindi Bindi Investments which may be provided to the media if requested. (Maps, photos, fact sheets, etc).
- Carefully consider that information which you may choose *not* to provide to the media.

MEDIA RESPONSE PROCEDURES

- Media releases and statements must be approved by the CMT Leader.
- Only release information which is common knowledge (e.g. company facts which appear in the Annual Report) or what is contained in approved media releases. If further information is required, approve its release as with media statements.
- Discourage employees from commenting on the incident to the media and the public unless they have been formally authorised to do so. When authorised, only proven and known facts are to be stated.
- Ensure that relatives are advised prior to any personnel names being publicised or released.
- DO NOT release the names of any casualties to next of kin, the media or the public before authorisation by the CMT Leader.
- Do not leave the media to their own devices. Ensure that security has been established and escorts provided to the media at all times.
- Consider where you will/will not allow the media.
- If the media come to site, designate an appropriately equipped (external telephone/fax/etc...) room for their use as an office. Ensure that this room is located where confidential BINDI BINDI INVESTMENTS discussions cannot be overheard, where no sensitive information is stored or displayed, and where windows do not overlook any sensitive areas.

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

- Consider the need to send copies of media statements/releases to non-media stakeholders to keep them informed (Stock Exchanges, joint venturers, other company sites/offices, Directors, etc) .
- Ensure that all media coverage (print and electronic) is monitored, recorded and promptly analysed to ensure a rapid and effective response to criticism or external comment.
- Ensure copies of all media statements/releases are circulated to all appropriate Bindi Bindi personnel - promptly.
- Ensure you get regular and comprehensive situation report updates and constantly reconsider what information can/should be publicly released.
- Consider the need for media or public relations consultancy support.
- If in doubt, obtain legal opinion on sensitive issues.
- Organise “official” photographs/video footage to support your record of the event.
- Consider the use of an appropriate venue for media conferences and a regime for ongoing media briefings as necessary or desirable. Plan and if possible rehearse a media conference approach to give yourselves maximum agenda control.
- Consider media transport and accommodation issues as appropriate.
- Consider the need to advertise your Corporate Position of a Message to the Public.
- Liaise with Media Support Team to ensure they are using current data.
- Double check that all media contact details are comprehensive and accurate.

GENERAL GUIDELINES

Media (as well as relatives, general public and other outsiders) will form their impressions of the incident and the Company as much on the way their inquiries are handled as on the facts they are told. It is therefore very much BINDI BINDI INVESTMENTS’s interest to appear helpful and responsive.

Key principles:

- Remember that human life and welfare comes above all else.
- Provide as much information as you can, following the points listed in the Media Response Procedures above. If you are unable to give a satisfactory reply, offer to call back when you have more information. Make sure all promises to call back are kept.

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

- Avoid passing the call to another person unless you are sure the caller will get a satisfactory response from that individual.
- Be polite, helpful and as cooperative as possible.
- Never lose your temper.
- Avoid speculation.
- Avoid long-winded replies. Remember that the electronic media want 10-30 second grabs and the rest is edited out. Be crisp and concise.
- Update the message as time progresses.
- Provide facts and figures where applicable.
- Determine what deadlines the media have and try to accommodate them.
- Make no firm or legally binding commitments in respect to compensation.
- Consider an avoidance strategy for questions you are unwilling or incapable of answering.
- Although you will need to demonstrate sensitivity and compassion, you must consciously work at appearing “in control”.
- Avoid using technical jargon.

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

PROFORMA MEDIA HOLDING STATEMENT

Use the format below, or an appropriate derivation of it, to prepare the initial Media Holding Statement. It is important that in the early stages of a major emergency or crisis that a minimal amount of detail is released, pending the confirmation of hard facts.

(BINDI BINDI INVESTMENTS LETTERHEAD)

Media Release

Release time:

Date:

Number:

HEADLINE (NON EMOTIVE)

PERTH

.../.../20...

Bindi Bindi Investments regret to advise that an (insert description of event - e.g. fire, explosion, etc) occurred at its (*facility/office as appropriate*) at approximately (*insert time*) today.

The company's Emergency Response Plan has been activated and its Emergency Response Teams have been mobilised. The company is currently directing all its efforts to ensuring the safety of personnel (*or protection of the environment, etc etc*) in the area. Few details relating to the extent of the incident are yet available however further information will be made available as it comes to hand.

For further information contact:

Name of company contact:

Telephone:

Facsimile:

Mobile:

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**



APPENDIX H

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

APPENDIX H INFORMATION BOARD LAYOUTS

It is recommended that these board layouts should be drawn up on whiteboards in permanent text, which can be removed after the incident response. They can be completed with whiteboard pens.

Each board should be completed succinctly in bullet point format with details being changed as further information comes to hand.

LOGISTICS (CMT) – EMERGENCY SERVICES

TYPE	STATUS/ACTIVITY
FIRE/RESCUE	
HELICOPTER	
POLICE	
AMBULANCE	
OTHER	

LOGISTICS (CMT) - TRANSPORT

MODE	PURPOSE	ETA	POB	COMMENTS

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

EVENTS/ACTION LOG

TIME	EVENT/ACTION

CASUALTIES

NAME	COMPANY	INJURY	STATUS/LOCATION

GENERAL

INCIDENT DETAILS	NEED TO KNOW	RESOURCES				
LOCATION: DATE: TIME: INCIDENT DETAILS: WEATHER: CATEGORY: CASUALTIES:	e.g. Hospital resources?					
3 RD PARTY NOTIFICATION						
<table border="1" style="width: 100%;"> <tr> <td style="width: 20%;">COMPANY</td> <td>ADVICE/LIAISON STATUS</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	COMPANY	ADVICE/LIAISON STATUS				
COMPANY	ADVICE/LIAISON STATUS					

**BINDOON EXTREME PARK
CRISIS & EMERGENCY MANAGEMENT MANUAL**

FOCUS BOARD (For Team Leader to remind team of immediate priorities)

IMMEDIATE PRIORITIES
1. 2. 3.

RISK MANAGEMENT PLAN

**Prepared For
Bindoon Dirt Drags**

on

20th April 2013

**Managed By Bindi Bindi Investments
Pty Ltd**

DOCUMENT CONTROL		
Version Control	Risk Action Plan	Created
Prepared By	Benjamin Ortin	Director
Approved By	Pat Donnelly	Co-Director
Approved By		Chittering Shire Council

BINDI BINDI INVESTMENTS PTY LTD**RISK MANAGEMENT FOR BINDOON DIRT DRAGS****1.0 INTRODUCTION**

The Risk Management Plan has been developed to assist Bindi Bindi Investments in its management of the Annual Dirt Drags. As a major event there are a range of risks that have implications for the Company, Emergency Services and the general public. The Company have responsibilities with all these stakeholders hence the need for this Risk Management Plan.

2.0 BACKGROUND

The Company has been successfully hosting Bindoon Dirt Drags for nine years with this year being its tenth.

The Bindoon Dirt Drags annual event is held at the Bindoon Extreme Park, Lot 318 Cook Road, Mooliabeenie.

Attendance at the Dirt Drags depending on weather conditions is between 3,000 and 5,000 people. With part proceeds being donated to nominated charities.

3.0 RISK MANAGEMENT PLAN**3.1 Plan Process**

The plan has been developed by Bindi Bindi Investments.

The risks are identified and treated in accordance with AS/NZS 4360:2000, using the “qualitative analysis” method.

This plan is to be considered as a living document and will be revised and expanded in keeping with the knowledge and key learning’s captured each year at the conclusion of the tenth Annual Dirt Drags.

This Plan documents the process whereby the risks are:

RISK DEFINITION AND CLASSIFICATION
 The following information is based upon AS/NZS 4360:2004

Qualitative measures of consequence or impact		
Level	Description	Example
1	Insignificant	No injuries, low financial loss, insignificant impact on the performance of the network
2	Minor	First aid treatment, on-site release immediately contained, medium financial loss. May experience a general lessening of the level of service in the immediate vicinity of the site but generally operate within acceptable levels of service on the network
3	Moderate	Medical treatment required, on-site release contained with outside assistance, high financial loss. Some loss of service resources
4	Major	Extensive injuries/major financial loss. On site release contained on site with external resources
5	Catastrophic	Death/huge financial loss. Toxic release with detrimental effects

Qualitative measures of Likelihood		
Level	Description	Example
A	Almost certain	The event is expected to occur in most circumstances
B	Likely	The event will probably occur in most circumstances.
C	Moderate	The event should occur at some time
D	Unlikely	The event could occur at some time
E	Rare	The event may occur only in exceptional circumstances.

Qualitative risk analysis matrix – risk rating					
Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
A – Almost Certain	H	H	E	E	E
B - Likely	M.	H	E	E	E
C - Moderate	L	M	H	E	E
D - Unlikely	L	M	H	E	E
E - Rare	L	L	M	H	H

E = Extreme risk; immediate action required
 H = High risk; Unacceptable risk, detailed research required, elimination preferred
 S = Significant risk; High priority, rigid management systems
 M = Moderate risk; Medium priority, management responsibility must be specified.
 L = Low risk; manage by routine procedure

<u>NO</u>	<u>DESCRIPTION OF RISK</u>	<u>LIKELIHOOD</u>	<u>CONSEQUENCE</u>	<u>RATING</u>	<u>RISK RESPONSE / TREATMENT</u>
1	CROWD CONTROL & SECURITY				
1A	Insufficient number of personnel to manage crowds	D	2		<ul style="list-style-type: none"> 100 personnel are responsible for Crowd Control and Security over the event period. Organisers track ticket-sales
1B	Patrons may go to unsecure areas	D	2		<ul style="list-style-type: none"> Areas that are not designated for the event are fenced and appropriately signed. These areas are also patrolled by Security
1C	Patrons may find difficulty in getting back to camping area post event	D	2		<ul style="list-style-type: none"> Lighting towers positioned on-site to assist with crowd flow Crowd Control manage the ingress/egress to camping area
1D	Crowd may become unruly	C	2		<ul style="list-style-type: none"> Crowd Control and Security Management Plans address the response Organisers have Emergency Response Team and Crisis Management Team to be deployed if required Generators are on standby for such incident
1E	Power failure occurs in the evening	D	3		
1F	Bomb Threat	D	3		<ul style="list-style-type: none"> Security survey the area prior to the event Visual inspection of bags at point of entry. Remove any unattended bags for inspection by authorities. Emergency Evacuation Plan implemented by organisers
2	FIRE CONTROL				
2A	Fire on-site	D	4		<ul style="list-style-type: none"> Site is protected by a 6 mtr firebreak Authorised Fire Personnel supply vehicles with full fire equipment and communication systems No LPG private gas cylinders or BBQ's are allowed to be used on the site. If found they are removed and stored in the main compound or the Fire Depot compound. The water supply pump located at the bottom dam will have a top loading hose for FESA Fire Tenders to refill from. 60 – 80 Portable Fire Extinguishers on-site Fire vehicles travel around the site throughout the event FMP covers specific control mechanisms and designed and implemented by experienced Fire Personnel Emergency Evacuation Plan implemented by organisers

<u>NO</u>	<u>DESCRIPTION OF RISK</u>	<u>LIKELIHOOD</u>	<u>CONSEQUENCE</u>	<u>RATING</u>	<u>RISK RESPONSE / TREATMENT</u>
2B	Fire within Pine area behind spectator area	D	4		<ul style="list-style-type: none"> Pre-event the area is cleared of all pines by use of Bobcats and rakes. FMP covers specific control mechanisms
2C	Fire within the Diesel Compound	D	3		<ul style="list-style-type: none"> Tanks to be emptied pre event Diesel Compound is locked and appropriately signed and patrolled by Security
2D	Fire within specific event area	D	4		<ul style="list-style-type: none"> Regulations re maximum LPG are adhered to Portable fire equipment is located across event sites
3	ROCK BAND AREA				
3A	Unruly crowd	C	3		<ul style="list-style-type: none"> Crowd Control and Security positioned PA announcements
3B	Fire	D	3		<ul style="list-style-type: none"> Stage area is covered by 2 x Fire Personnel near the stage area and the electrical stage equipment.
3C	Pyrotechnic mishap	D	3		<ul style="list-style-type: none"> Standard Operating Procedures to be followed and all approvals secured Area checked for combustibles prior to firing Firing point chosen to maximise separation distances. Wind strength, safety distances etc are all in accordance with Aust Standard AS 2187.4 -1998. Contractor compliant to the Explosives & Dangerous Goods Act of 1961 and the Regulations of 1963 Fallout zone is per the site map Stage area is covered by 2 x Fire Personnel near the stage area and the electrical stage equipment.
3D	Asset Damage	D	2		<ul style="list-style-type: none"> Security guards are appointed to look after the venue and equipment prior to and after the event
3E	Power failure	D	3		<ul style="list-style-type: none"> All power and lighting is installed by licensed technicians. Generators on stand-by (main and back-up)
3F	Structural collapse	D	4		<ul style="list-style-type: none"> Contractor has structural engineering certificate and public liability insurance Medical Station located near to the stage.
3G	Excessive Noise	D	1		<ul style="list-style-type: none"> Council advised of noise prior to event
3H	Cabling	D	2		<ul style="list-style-type: none"> Contractors equipment is tested and tagged and cabling is in a safe position and covered
3I	Electrocution and equipment failure	D	3		<ul style="list-style-type: none"> Lighting contractor has electrical engineer's certificate Contractor tests equipment well prior to event

<u>NO</u>	<u>DESCRIPTION OF RISK</u>	<u>LIKELIHOOD</u>	<u>CONSEQUENCE</u>	<u>RATING</u>	<u>RISK RESPONSE / TREATMENT</u>
4	DRAG RACES AND MOTORCROSS				
4A	Track Safety	C	3		<ul style="list-style-type: none"> • Cyclone fencing surround areas • 10 metre gap between fence and track and managed by Security • Tracks covered with clay and compound pre-event • Ambulance located at area and Medical Management control mechanisms deployed
4B	Medical incident	C	3		
4C	Pyrotechnic mishap	D	3		<ul style="list-style-type: none"> • Standard Operating Procedures to be followed and all approvals secured • Area checked for combustibles prior to firing • Firing point chosen to maximise separation distances. • Wind strength, safety distances etc are all in accordance with Aust Standard AS 2187.4 - 1998. • Contractor compliant to the Explosives & Dangerous Goods Act of 1961 and the Regulations of 1963 • Fallout zone is per the site map • Stage area is covered by 2 x Fire Personnel near the stage area and the electrical stage equipment.
5	COMMUNICATIONS				
5A	Communications Flow	E	3		<ul style="list-style-type: none"> • 100 Staff on two-ways • 4 channels dedicated to event • Command Centre • Communication flow included in EMP and CMP
5B	Communications Failure	C	3		<ul style="list-style-type: none"> • All systems tested • Satellite Phone operated by Event Organiser • Crisis Communications Plan implemented
6	ALCOHOL & DRUGS				
6A	Sale of alcohol on-site	D	2		<ul style="list-style-type: none"> • No alcohol is sold on-site - the event is promoted as an alcohol free event
6B	Inebriated people head for the dam	D	3		<ul style="list-style-type: none"> • Dam area is fenced off with signage stating it's a no go area.
6C	Syringes	D	2		<ul style="list-style-type: none"> • Medical Centres house safe boxes

<u>NO</u>	<u>DESCRIPTION OF RISK</u>	<u>LIKELIHOOD</u>	<u>CONSEQUENCE</u>	<u>RATING</u>	<u>RISK RESPONSE / TREATMENT</u>
7	TOILETS				
7A	Insufficient toilets	E	3		<ul style="list-style-type: none"> 60/70 toilets hired from Coates / Prestige Portables Hire. Permanent abolution block on-site Toilets are well signed..
7B	Overflow of toilets	D	2		<ul style="list-style-type: none"> Toilets pumped out on early Sunday by contractors Contractor available to come over-event for additional pumping Organisers keep people away from the effected area and install temporary signage
8	WASTE				
8A	Waste Removal	E	3		<ul style="list-style-type: none"> Waste Management Plan implemented
8B	Waste Safety	D	2		<ul style="list-style-type: none"> Patrons given tidy bags on entry to site MC and general announcements request patrons collect own rubbish and deposit in bins provided.
9	TRAFFIC MANAGEMENT				
9A	Traffic flows (speed and volumes) along the road creating hazardous work sites and unsafe access to site.	C	3/5	MODERATE	<ul style="list-style-type: none"> TMP to outline control mechanism that will be used to provide adequate separation of traffic from site and safe protection of workers Introduce speed restriction zones where appropriate to reduce risk
9B	A vehicle may misread the correct alignment and collide with work personnel within the site	C	3	MODERATE	<ul style="list-style-type: none"> Appropriately designed and implemented traffic control plans
9C	A vehicle may misread the correct alignment and collide with work personnel within the site due to an incorrectly designed traffic control layout	D	3	MODERATE	<ul style="list-style-type: none"> Appropriately qualified and experienced personnel have designed Traffic Management Plans.

<u>NO</u>	<u>DESCRIPTION OF RISK</u>	<u>LIKELIHOOD</u>	<u>CONSEQUENCE</u>	<u>RATING</u>	<u>RISK RESPONSE / TREATMENT</u>
8D	A vehicle may misread the correct alignment and collide with work personnel within the site due to an incorrectly implemented traffic control layout	C	3	MODERATE	<ul style="list-style-type: none"> Traffic Control is to be installed and maintained by appropriately qualified and experienced personnel
9D	Unacceptable delays and congestion may result from the works	D	4	MODERATE	<ul style="list-style-type: none"> Appropriately qualified and experienced personnel have designed traffic Management Plans so as to minimise delays and congestion Site Map highlights 6 Emergency Access areas
9E	Emergency Vehicles to access site	D	2		
9F	Road Closures	E	3		<ul style="list-style-type: none"> Road closures are booked through Police and Chittering Shire Council six weeks prior to the event.
10	MEDICAL				
10A	Incident requiring immediate on-site attention	C	2		<ul style="list-style-type: none"> Full medical team on-site Three fully services Ambulances on site Medical procedures implemented
10B	Incident requiring external attention	D	3		<ul style="list-style-type: none"> Full medical team on-site Three fully services Ambulances on site Utilisation of St John Ambulance Helicopter Medical Management procedures implemented
11	FOOD VENDORS				
11A	Food Contamination	D	4	Management	<ul style="list-style-type: none"> Ensure food vendors provide clean and healthy facilities. Food vendors to obtain licence from Council health inspectors prior to the event. Any persons affected by food contamination to be referred to 1st Aid Posts or Ambulance posts
12	WEATHER				
12A	Inclement weather	D	4		<ul style="list-style-type: none"> Advance weather forecasts to be monitored.

FIRE SAFETY**BAYSWATER FIRE PROTECTION**

ABN: 28 009 380 938)

Fire Safety Contractors**PO Box 162, Bayswater WA 6933****Phone: 9473 0000 Fax: 9473 0055 Mobile: 0427 903 019****Email: bayfire@tnet.com.au****FIRE SAFETY PLAN**20th April 2013

Extreme Park Bindoon
Lot 318 Cook Road
Mooliabeenie W.A.

located 3.18km along Cook Road West from the junction of Bindoon Moora Road W.A.

1. On site, 1 x Satellite phone 0147 166 619. Controlled by the Director Mr Benjamin David Ortin. This phone will be used to call 000 by Mr Ortin in the event of an emergency.
2. This site has 6 x Emergency Exit gates. (Please see Site Plans for these gates and Muster Points).
3. Bayswater Fire Protection will be supplying 1 x High Pressure 800 litre Fire Tender, 4x4WD Nissan Patrol, and 2 x other support vehicles. These vehicles will be manned by 6 personnel. All 3 x vehicles will have 2 way radios and be in touch with the Site Director and staff of Extreme Park, Mooliabeenie.

Our duties will be to cover all the site including the upper car parking area which has been cleared for the parking of patron's vehicles.

FIRE CONTROL.

No LPG private gas cylinders or BBQ's will be allowed to be used on the site. Any LPG Gas Cylinders found will be removed and stored in the main compound or the Fire Depot compound. The cylinders will be secured and a flammable (2) sign posted with the portable Fire Equipment to cover them.

The Diesel Fuel Tank is in a locked compound. This area will be sign posted and the portable fire equipment to cover this tank.

The maximum LPG stored by the Hospitality area will be 8 x 45 litres. This area will be sign posted as NO SMOKING.

The water supply pump located at the bottom dam will have a top loading hose for FESA Fire Tenders to refill from.

There will be approximately 60 – 80 Portable Fire Extinguishers on this site. Dry Powder, Co2, Foam, Wet Chemical and Fire Blankets.

VEHICLES

Nissan 4x4 Fire Tender unit. This unit has a 800 litre water tank capacity with a high pressure pump.

Equipment on this unit

- A 1 x 30Mx25mm Fire Hose reel with a 600 jet/fan nozzle.
- B 1 x 40mm water monitor with a jet/fan nozzle.
- C 2 x 15Mx25mm lay flat soaker hoses that can be added to the Hose Reel Hose or run off its own point of the pump.
- D 2 x 15Mx38mm lay flat hoses that run off its own point with jet/fan branch nozzle
- E 4 x 9.0kg ABE Dry Chemical Fire Extinguishers high pressure with a fire rating of 6A:80B(E)
- F 1 x Fire Rake, shovel, axe, bolt cutters and crow bar.
- G 2 x 1800x1800 Fire Blankets
- H 3 x 20litre drums of 6% AFFF foam.
- I 1 x Foam making branch nozzle which can make 8,000 litre of foam from the 800 litre tank
- J 1 x 10Mx40mm suction hose.
- K 1 x light weight 25mm jet/fan nozzle.
- L The vehicle is equipped with emergency flashing lights, siren , and 120 decibel air horn.
- M This vehicle will be manned by 2 x operators.

OTHER VEHICLES.

2 x 4x4WD Fire support vehicles equipped with siren, flashing lights and air horn. These 2 vehicles will also respond to fire calls on site.

Equipment on these vehicles will be-1 x 20 litre drum of foam 6% (spare), portable Fire Extinguishers which are Foam and Dry Powder type units, 1 x shovel and tow rope. These vehicles will be manned by 1 or 2 operators. This will vary from time to time.

These 3 x Fire vehicles will be the only vehicles to travel around the site unless an emergency arises and the local Fire Brigade will be called on 000 by the Site Director.

In the event of a Fire Emergency, no private vehicle will be permitted to move around the site, only emergency vehicles and site vehicles. All persons will be directed to the emergency exits or muster points which are shown on the site map.

PORTABLE FIRE EQUIPMENT LOCATION.

1. Main stage and equipment on top and below and equipment building.
2. Main compound and buildings.
3. Main compound and staff and member's accommodation area.
4. St John's compound.
5. Hospitality and Memorabilia area.
6. Fire Depot and accommodation.
7. Diesel Tank.
8. Dirt Drags starting point and Pit area.
9. At night around the bike and sky show.
10. Site Director vehicle, water trucks, other site vehicles.
11. Helipad.
12. Stage Control Tower.

FIRE PERSONNEL RECORD

2 x Trained FESA Personnel

2 x Trained Fire Safety and Equipment Personnel

2 x trained Fire Support Personnel

FIRE DEPOT

There will be a Fire Depot on site with accommodation for personnel, spare fire equipment, small workshop and filling equipment. The location of this depot will be by No 2 Service Gate Cook Road entrance. (see Site Plan)

WATER VEHICLES.

The Water Tankers have fire pumps on board with portable fire equipment. These vehicles will also be our back up support in the event of an emergency to supply our fire tender with spare water so we can pump approximately 13,000 litres of water and foam.

Water carrying vehicles 6x6 Water Truck 4,500 litres, a tandem trailer 4,000 litres and a Dodge Truck with 4,500 litres.

DIRT DRAG EVENT.

The Dirt Drags will have a Fire Vehicle there at all times for the duration of the event. The starting point and pits area will have 1 x 120 litre AFFF Foam Fire Extinguisher on wheels and 1 x 45kg ABE Dry Chemical Fire Extinguisher on wheels. When

If you should have any queries, then please do not hesitate to call me on the phone numbers provided above.

Yours faithfully,

Peter Geddis

BINDOON EXTREME PARK

EVACUATION PLAN

In the event of an emergency evacuation the following procedures will be followed:

1. 000 will be notified via satellite phone and advised of the details of the emergency so the appropriate service will attend the site (by CMT Leader).
2. CMT Leader will call all CMT members to the lunch room for a de-brief of the emergency where positions and tasks will be allocated. Remaining security and staff will assemble at the muster point to assist and gather the public in an orderly fashion. All personnel will be pre-briefed prior to the event and supplied site maps.
3. Security will alert the Commentator who in-turn will advise the public to move to the muster point marked on the site plan.
4. The situation will then be re-evaluated to determine the necessary course of action regarding moving the public and their vehicles off the property if required.
5. Six emergency exits are positioned on all sides of the premises (as marked on the site plan) to allow for the departure of the public in the safest manner possible.
6. Site Security and Staff must stay in contact with each other at all times.

FORM N 1

FORM APPROVED
NO. B2594

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

NOTIFICATION UNDER SECTION 70A

DESCRIPTION OF LAND (Note 1)

EXTENT

VOLUME

FOLIO

Lot 831 on Deposited Plan 75915	Whole		
Lot 832 on Deposited Plan 75915	Whole		
Lot 833 on Deposited Plan 75915	Whole		
Lot 834 on Deposited Plan 75915	Whole		

REGISTERED PROPRIETOR (Note 2)

ODELON PTY LTD (ACN 009 279 930) of Care of Nissen, Kestel & Plummer, Level 1, Suite 4, 9 Bowman Street, South Perth

LOCAL GOVERNMENT / PUBLIC AUTHORITY (Note 3)

SHIRE OF CHITTERING

FACTOR AFFECTING USE OR ENJOYMENT OF LAND (Note 4)

(See Page 2)

Dated this _____ day of _____ Year 2013

LOCAL GOVERNMENT / PUBLIC AUTHORITY ATTESTATION (Note 5)

REGISTERED PROPRIETOR/S SIGN HERE (Note 6)

For Execution see Page 3

For Execution see Page 3

Factors Affecting use or Enjoyment of the Land

Registered proprietors and prospective purchasers of the land described above or any part thereof (**land**) are notified that the use of the land is subject to conditions of Western Australian Planning Commission subdivision approval No. 142969 dated 25 November 2010 which affect the use of the land in the following manner:

1. The use of the land is subject to Development and Fire Management Plans approved by the Shire of Chittering (**Development and Fire Management Plans**). A copy of the Development and Fire Management Plans are available from the Shire of Chittering on request and must be attached to any contract of sale for the land described above or any part thereof; and
2. No reticulated water supply can be provided to the land by a licensed water service supplier and as a consequence owners will be required to make their own arrangements to provide an adequate supply of potable water.

Further information in respect of the above may be obtained from the offices of the Shire of Chittering.

NOTIFICATION UNDER SECTION 70A

Executed by ODELON PTY LTD (ACN 009 279 930) pursuant to Section 127 of the Corporations Act:

Full Name of Director

Signature of Director

Full Name of Director/Secretary
(Delete whichever designation is incorrect)

Signature of Director/Secretary

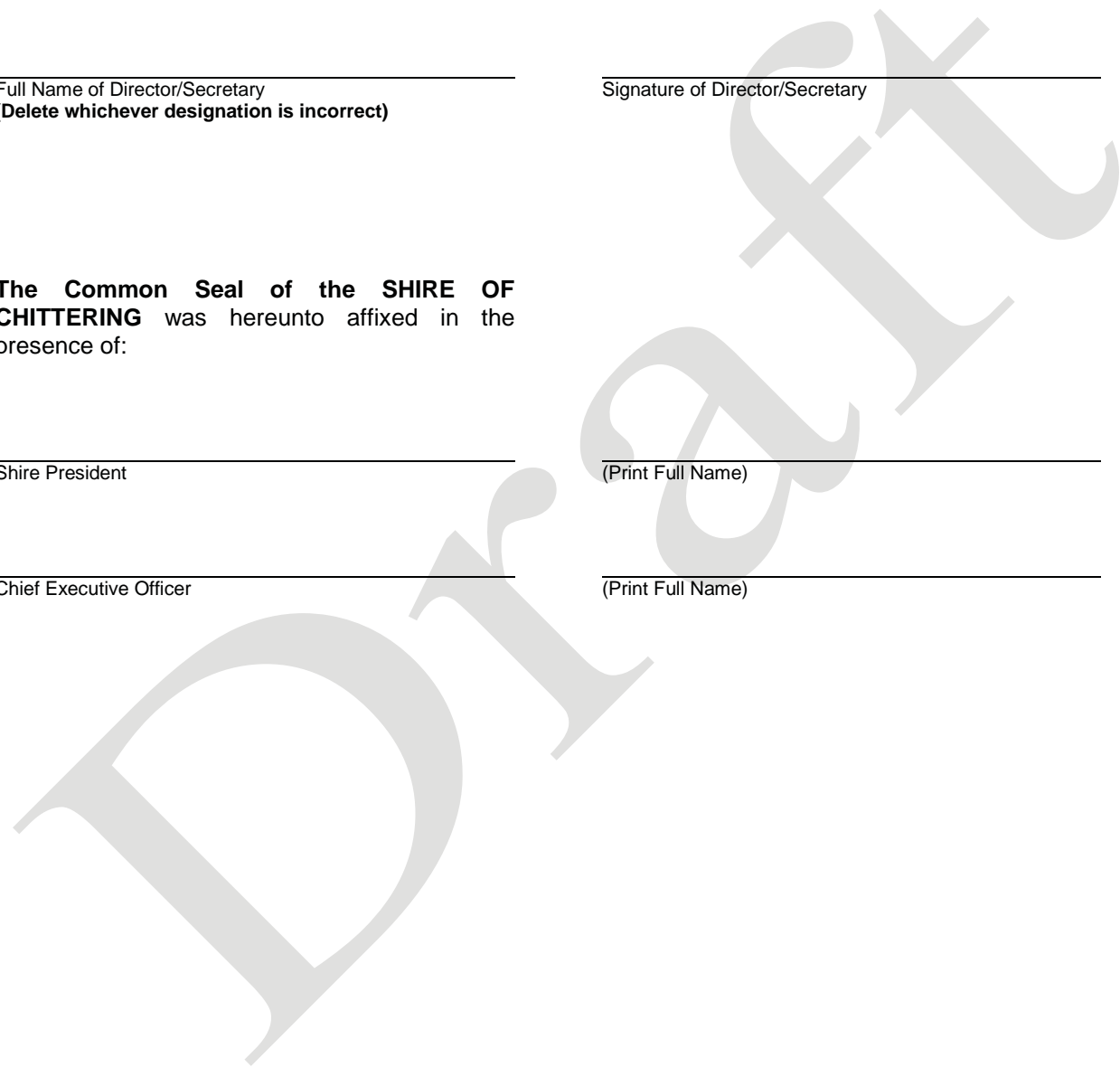
The Common Seal of the SHIRE OF CHITTERING was hereunto affixed in the presence of:

Shire President

(Print Full Name)

Chief Executive Officer

(Print Full Name)



INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet, Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page ..."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. DESCRIPTION OF LAND
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated.
Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated.
The Volume and Folio number, to be stated.
2. REGISTERED PROPRIETOR
State full name and address of the Registered Proprietors as shown on the Certificate of Title and the address / addresses to which future Notices can be sent.
3. LOCAL GOVERNMENT / PUBLIC AUTHORITY
State the name of the Local Government or the Public Authority preparing and lodging this notification.
4. FACTOR AFFECTING THE USE AND ENJOYMENT OF LAND
Describe the factor affecting the use or enjoyment of land.
5. ATTESTATION OF LOCAL GOVERNMENT / PUBLIC AUTHORITY
To be attested in the manner prescribed by the Local Government Act or as prescribed by the Act constituting the Public Authority.
6. REGISTERED PROPRIETOR'S EXECUTION
A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

OFFICE USE ONLY

NOTIFICATION

LODGED BY	McLeods
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	LT 33436 (33436-13.03.06-LT-Not)
ISSUING BOX No.	346K

PREPARED BY	McLeods		
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010		
PHONE No.	9383 3133	FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

--

TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

1. _____	Received Items
2. _____	Nos.
3. _____	
4. _____	
5. _____	
6. _____	Receiving Clerk

Lodged pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED

FORM B 2

FORM APPROVED
NO. B2891

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

BLANK INSTRUMENT FORM

Restrictive Covenant

(Note 1)

THIS RESTRICTIVE COVENANT is made the _____ day of _____ 2013.

BETWEEN :

ODELON PTY LTD (ACN 009 279 930) of)
Care of Nissen, Kestel & Plummer, Level 1,)
Suite 4, 9 Bowman Street, South Perth,)
Western Australia (**Subdivider**))

AND

SHIRE OF CHITTERING of PO Box 70,)
Bindoon, Western Australia (**Shire**))

RECITALS :

- A. The Subdivider is registered as the proprietor of an estate in fee simple in the land described in Item 1 of the Schedule hereto (**Land Burdened**).
- B. The Land Burdened is subject to the encumbrances noted in Item 2 of the Schedule hereto.
- C. The Land Burdened is situated within the district of the Shire.
- D. The Subdivider has sought and received from the Western Australian Planning Commission (**WAPC**) by Approval No. 142969 (**Approval**), approval to subdivide land to create the Land Burdened.

E. The Approval was issued subject to a number of conditions including the following:

“10. A Restrictive Covenant, pursuant to section 129BA of the Transfer of Land Act 1893 (as amended) is to be placed on the Certificates of Title of the proposed lot(s) advising of the existence of a restriction on the use of the land. Notice of this restriction to be included in the Deposited Plan. The restrictive covenant is to state as follows:

“No development is to take place outside the defined building envelope(s), unless otherwise approved by the local government.”

(Condition 10)

F. The Subdivider enters into this Deed to create, pursuant to s.129BA of the Transfer of Land Act 1893, the restrictive covenant required to comply with Condition 10 of the Approval.

OPERATIVE PART :

1. SUBDIVIDER'S COVENANTS

The Subdivider for itself and its successors in title with the intention of binding so far as is possible the Land Burdened in the hands of whoever it may come HEREBY COVENANTS with the Shire under and by virtue of the provisions of Section 129BA of the Transfer of Land Act 1893 for the benefit of the Shire not to carry out nor suffer to permit to be carried out any development on the Land Burdened other than within the approved building envelopes for the Land Burdened unless otherwise approved by the Shire.

2. COSTS

The Subdivider shall pay the costs of and incidental to the preparation, execution, stamping and registration of this Deed and all stamp duties and registration fees payable hereon.

3. INTERPRETATION

In this Deed:

Reference to the parties includes their personal representatives, successors and lawful assigns.

Where a reference to a party includes more than one person the rights and obligations of those persons shall be joint and several.

Headings have been inserted for guidance only and shall be deemed not to form part of the context.

The Schedule and Annexures (if any) form part of this Deed.

Draft

SCHEDULE**ITEM 1 LAND BURDENED**

1. Lot 831 on Deposited Plan 75915 and being the whole of the land comprised in Certificate of Title Volume Folio ;
2. Lot 832 on Deposited Plan 75915 and being the whole of the land comprised in Certificate of Title Volume Folio ;
3. Lot 833 on Deposited Plan 75915 and being the whole of the land comprised in Certificate of Title Volume Folio ; and
4. Lot 834 on Deposited Plan 75915 and being the whole of the land comprised in Certificate of Title Volume Folio .

ITEM 2 ENCUMBRANCES

Except and reserving metals, minerals, gems and mineral oil specified in Transfer 13337/1958.

EXECUTED by the parties as a Deed.

Executed by ODELON PTY LTD (ACN 009 279 930) pursuant to Section 127 of the Corporations Act:

Full Name of Director

Signature of Director

Full Name of Director/Secretary
(Delete whichever designation is incorrect)

Signature of Director/Secretary

The Common Seal of the SHIRE OF CHITTERING was hereunto affixed in the presence of:

Shire President

(Print Full Name)

Chief Executive Officer

(Print Full Name)

INSTRUCTIONS

1. This form may be used only when a "Box Type" form is not provided or is unsuitable. It may be completed in narrative style.
2. If insufficient space hereon Additional Sheet Form B1 should be used.
3. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
4. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. Insert document type.
2. A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

OFFICE USE ONLY

LODGED BY McLeods

ADDRESS 220 - 222 Stirling Highway
CLAREMONT WA 6010

PHONE No. 9383 3133

FAX No 9383 4935

REFERENCE No. LT 33436 (33436-13.03.06-LT-Restrictive
Covenant)

ISSUING BOX No. 346K

PREPARED BY McLeods

ADDRESS 220 - 222 Stirling Highway
CLAREMONT WA 6010

PHONE No. 9383 3133 FAX No. 9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

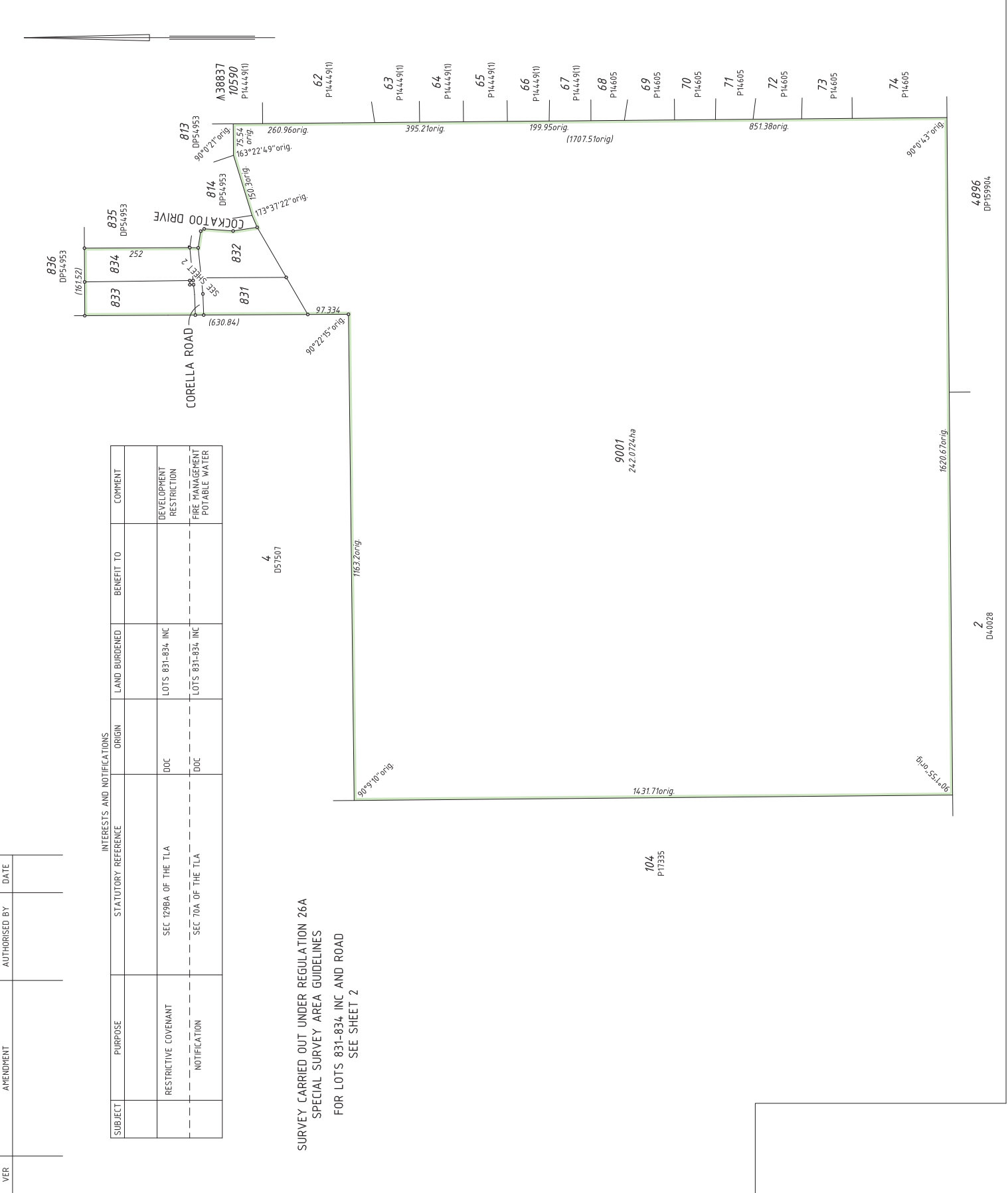
TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

- | | |
|----------|-----------------|
| 1. _____ | Received Items |
| 2. _____ | Nos. |
| 3. _____ | |
| 4. _____ | |
| 5. _____ | |
| 6. _____ | Receiving Clerk |

Registered pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

EXAMINED

TYPE Freehold	PURPOSE Subdivision	<p>LOTS 831-834 INC AND ROAD</p>
PLAN OF		
DISTRICT SWAN TOWNSITE FILE LOCAL AUTHORITY SHIRE OF CHITTERING LOCALITY BINDOON		SSA Yes Yes FORMER TENURE LOT 9000 ON DP54953 C/T 1567-427
INDEX BG36 (5) 10.01		
SCALE 1:6000@A2 SURVEYOR'S CERTIFICATE - Reg 54 I, W. FRANKLIN, being a registered professional surveyor, hereby certify that this is a correct representation of the (a) survey, and/or (b) plan, and/or (c) measurements undertaken for the purposes of this plan and that it complies with the relevant written laws in relation to which it is lodged.		
Licensed Surveyor DATE TYPE OF VALIDATION FULL ACCT. LEGAL COMPONENT DOCKET OFFICER ASSES. No. I.S.E. F.S.E. DATE		P.O. BOX 91 GOSNOLLS 6980 brookmarsh@brookmarsh.com.au APPROVED BY INSPECTOR OF PLANS PLANNING COMMISSION FILE 14,2969 DELEGATED UNDER S.6 PAU ACT 2005
SUBJECT TO IN ORDER FOR DEALINGS FOR INSPECTOR OF PLANS & SURVEYS / AUTHORISED LAND OFFICER DATE APPROVED 26A (4) DATE		
DEPOSITED PLAN <h1 style="margin: 0;">75915</h1>		
SHEET 1	OF 2	VERSION 1



FORM W 1

FORM APPROVED
NO. B2609

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

WITHDRAWAL OF CAVEAT

DESCRIPTION OF LAND (Note 1)	EXTENT	VOLUME	FOLIO
Lot 650 on Deposited Plan 66292	Whole	2735	886

CAVEATOR (Note 2)

SHIRE OF CHITTERING

CAVEAT NUMBER (Note 3)

K763043

STATE WHETHER WHOLE OR PART OF LAND IN CAVEAT

Whole

The CAVEATOR HEREBY WITHDRAWS the said Caveat from the Land above described

Dated this _____ day of _____ Year _____

SIGNATURE OF CAVEATOR (Note 4)

THE COMMON SEAL of the SHIRE OF)
 CHITTERING was hereunto affixed in the)
 presence of:)

 SHIRE PRESIDENT (PRINT FULL NAME)

 CHIEF EXECUTIVE OFFICER (PRINT FULL NAME)

INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet, Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page ..."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. DESCRIPTION OF LAND
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated.
Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated.
The Volume and Folio or Crown Lease number, to be stated.
2. CAVEATOR
State full name of Caveator/Caveators.
3. CAVEAT NUMBER
State Caveat number being withdrawn.
4. CAVEATOR'S EXECUTION
A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

EXAMINED

OFFICE USE ONLY

WITHDRAWAL OF CAVEAT

LODGED BY	McLeods
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010
PHONE No.	9383 3133
FAX No	9383 4935
REFERENCE No.	24270-13.03.06-DT-WOC
ISSUING BOX No.	346K

PREPARED BY	McLeods		
ADDRESS	220 - 222 Stirling Highway CLAREMONT WA 6010		
PHONE No.	9383 3133	FAX No.	9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

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TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

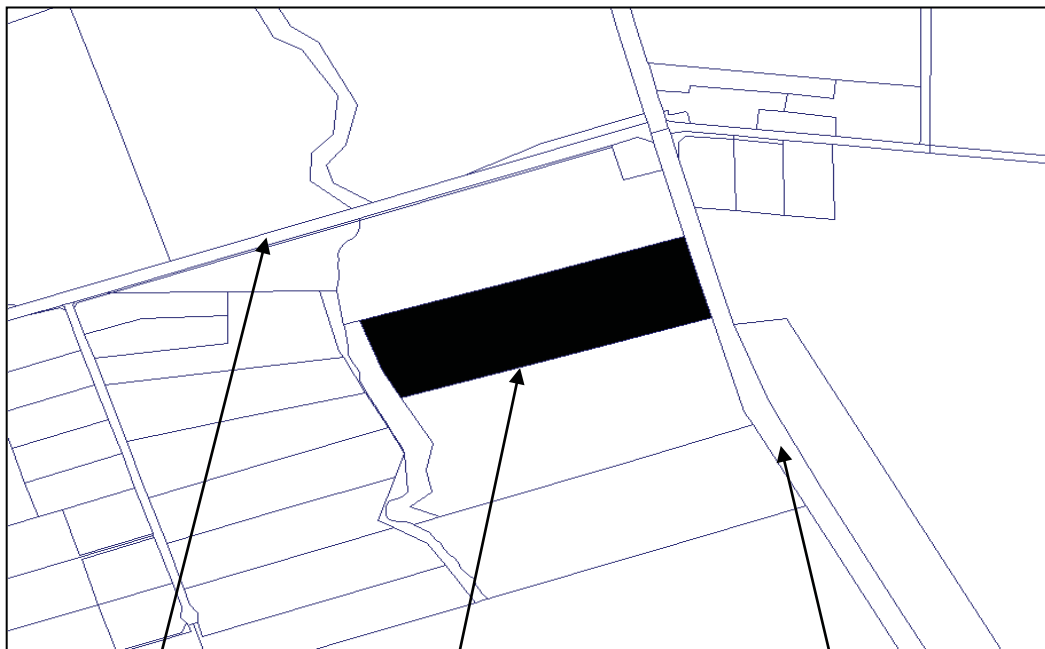
1.	_____	Received Items
2.	_____	Nos.
3.	_____	
4.	_____	
5.	_____	
6.	_____	Receiving Clerk

Lodged pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.

Locality Plan

Lot 5D67144 (RN 3571) Great Northern Highway

Muchea



Brand Highway

Lot 5D67144 Great Northern Highway

Great Northern Highway

SHIRE OF CHITTERING

TOWN PLANNING SCHEME No. 6

AMENDMENT No. 50

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

SHIRE OF CHITTERING

TOWN PLANNING SCHEME No. 6 – AMENDMENT No. 50

In pursuance of section 75 of the Planning and Development Act 2005, Council **RESOLVED** to initiate an amendment to the Shire of Chittering Town Planning Scheme No. 6 by:

(a) Modifying Schedule Three (3) – Additional Uses by inserting:

No.	Description of Land	Additional Use	Conditions
A17	Lot 5 D67144 (RN 3571) Great Northern Highway, Muchea	Industry – General Builders Storage Yard Two (2) Grouped Dwellings	

(b) Amending the Scheme map accordingly.

Dated this.....day of.....2012

.....
CHIEF EXECUTIVE OFFICER

PROPOSAL TO AMEND SCHEME

1. Local Authority: Shire of Chittering
2. Description of Scheme: Town Planning Scheme No. 6
3. Type of Scheme: District Zoning Scheme
4. Serial No. Amendment: Amendment No. 50
5. Proposal:
 - (a) Modify Schedule 3 – Additional Uses
 - (b) Amend the Scheme Map accordingly

1. INTRODUCTION

The purpose of the amendment to Town Planning Scheme No. 6 (TPS6) is to rezone Lot 5 D67144 (RN 3571) Great Northern Highway, Muchea from Agricultural Resource to Agricultural Resource and Additional Uses (Industry – General, Builders Storage Yard and Two (2) Grouped Dwellings).

2. BACKGROUND

Council approved a Rural Service Industry (shed manufacture) use for Lot 5 D67144 (RN 3571) Great Northern Highway, Muchea (**subject site**) on 7 November 2002. On 13 September 2011 approval was granted for an amendment to the Industry – Rural land use for the subject site to allow the assembly of transportable buildings, temporary storage of these transportable buildings and an associated transport depot.

At its meeting of 15 August 2012 Council resolved to approve the shed extension subject to the Applicant submitting a Scheme Amendment request to rezone the subject site within three (3) months of the date of approval. The Council advised the proposed expansion of laydown area will not be approved until such time as any Scheme Amendment is granted final adoption.

The proposed Scheme Amendment seeks to meet the Council's requirement to formalise land use for the subject site by rezoning the subject site to provide for Additional Uses (Industry – General, Builders Storage Yard and Two (2) Grouped Dwellings).

3. PROPOSED USES

The subject site is occupied by Aussie Modular Solutions, a company that engineers, designs, manufactures, transports and installs modular buildings and prefabricated modular homes for the mining, resource, commercial and residential sectors.

The intended use of the site includes the above activities, with the fabrication and administrative activities generally carried out within the existing and approved buildings on the site, and the assembly, storage, and loading are generally carried out on areas of open hardstand.

In addition, the site currently contains one dwelling. Under the provisions of Clause 5.7 of TPS6, two (2) dwellings are permitted on any lot within the Agricultural Resource zone, where the land is managed for certain specified activities. The proposed Scheme Amendment seeks to facilitate the development of a second dwelling on the subject site, consistent with the intentions of Clause 5.7, given the proposed Additional Use of Industry – General is not one of the uses specified in Clause 5.7.

4. STRATEGIC PLANNING CONTEXT

The subject site is located within the area of the Muchea Employment Node Structure Plan 2011 (MENSP). The MENSP identifies the subject site to be part of an area proposed for industrial

development. Resultantly, it is considered that the current use of the land is consistent with the future industrial land use objectives for the area, as indicated by the MENSF. Considering the subject site's intended future industrial use and historical industrial use, the Additional Use proposed will serve to normalise current industrial uses on the subject site while the higher level of planning for the locality is ongoing.

The MENSF also identifies that the proposed Perth to Darwin Highway will intersect the subject site to the rear of the proposed shed expansion. The proposed Highway alignment does not impact on the development.

Refer **Appendix 1** for an aerial photograph of the subject site.

Refer **Appendix 2** for approved site plan.

Appendix 1
Aerial Photograph



PLANNING SOLUTIONS

URBAN & REGIONAL
PLANNING


PERTH
 A: 206 Fitzgerald Street, Perth WA 6000
 T: (08) 9221 7970
 F: (08) 9221 7971
 P: PO Box 8701 PERTH BC WA 6849

MELBOURNE
 A: Level 4, 356 Collins Street Melbourne VIC 3000
 T: (03) 9999 1900
 F: (03) 9600 1477

E: admin@planningsolutions.com.au
 W: www.planningsolutions.com.au
 ACN 143 573 184 ABN 23 143 573 184
 Planning Solutions (Aus) Pty Ltd

APPENDIX 1: AERIAL PHOTOGRAPH
 LOT 5D67144 (RN 3571) GREAT NORTHERN HIGHWAY
 MUCHEA
 WESTERN AUSTRALIA

SCALE 1:5000 @ A4
 DATE 19 September 2012
 FILE 120919 2045 Appendix1.dwg
 REVISION 1/KG/First Draft/19.09.12


 DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY.
 BASEPLAN SOURCE: NEARMAPS.COM.AU

Appendix 2
Approved Site Plan

PLANNING AND DEVELOPMENT ACT 2005

SHIRE OF CHITTERING

TOWN PLANNING SCHEME No. 6 – AMENDMENT No. 50

The Shire of Chittering under and by the virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

(a) Modifying Schedule Three (3) Additional Uses by inserting:

No.	Description of Land	Additional Uses	Conditions
A17	Lot 5 D67144 (RN 3571) Great Northern Highway, Muchea	Industry – General Builders Storage Yard Two (2) Grouped Dwellings	

(b) Amending the Scheme map accordingly.

PROPOSED SCHEME MAP

SHIRE OF CHITTERING TPS NO.6
LOT 5D67144 (RN 3571) GREAT NORTHERN HIGHWAY,
MUCHEA



EXISTING SCHEME MAP



PROPOSED SCHEME MAP



LEGEND

LOCAL SCHEME RESERVES

- HIGHWAY
- MAJOR ROAD
- PARKS AND RECREATION

ZONES

- RURAL RESIDENTIAL
- AGRICULTURAL RESOURCE

OTHER

- AMENDMENT AREA
- A17 ADDITIONAL LINES
- MILITARY CONSIDERATIONS

ADOPTION

Adopted by resolution of the Council of the Shire of Chittering at the Ordinary Meeting of the Council held on the

.....

SHIRE PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

PLANNING AND DEVELOPMENT ACT 2005

FINAL APPROVAL

SHIRE OF CHITTERING

TOWN PLANNING SCHEME No. 6 – AMENDMENT No. 50

Adopted for final approval by resolution of the Shire of Chittering at the Ordinary meeting of Council held onday of2012.

COMMON SEAL of the Shire of Chittering was hereunto affixed by authority of a resolution of the Council in the presence of:

.....
SHIRE PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

RECOMMENDED/SUBMITTED

FINAL APPROVAL

.....
DELEGATED UNDER
S. 16 OF THE P&D ACT 2005

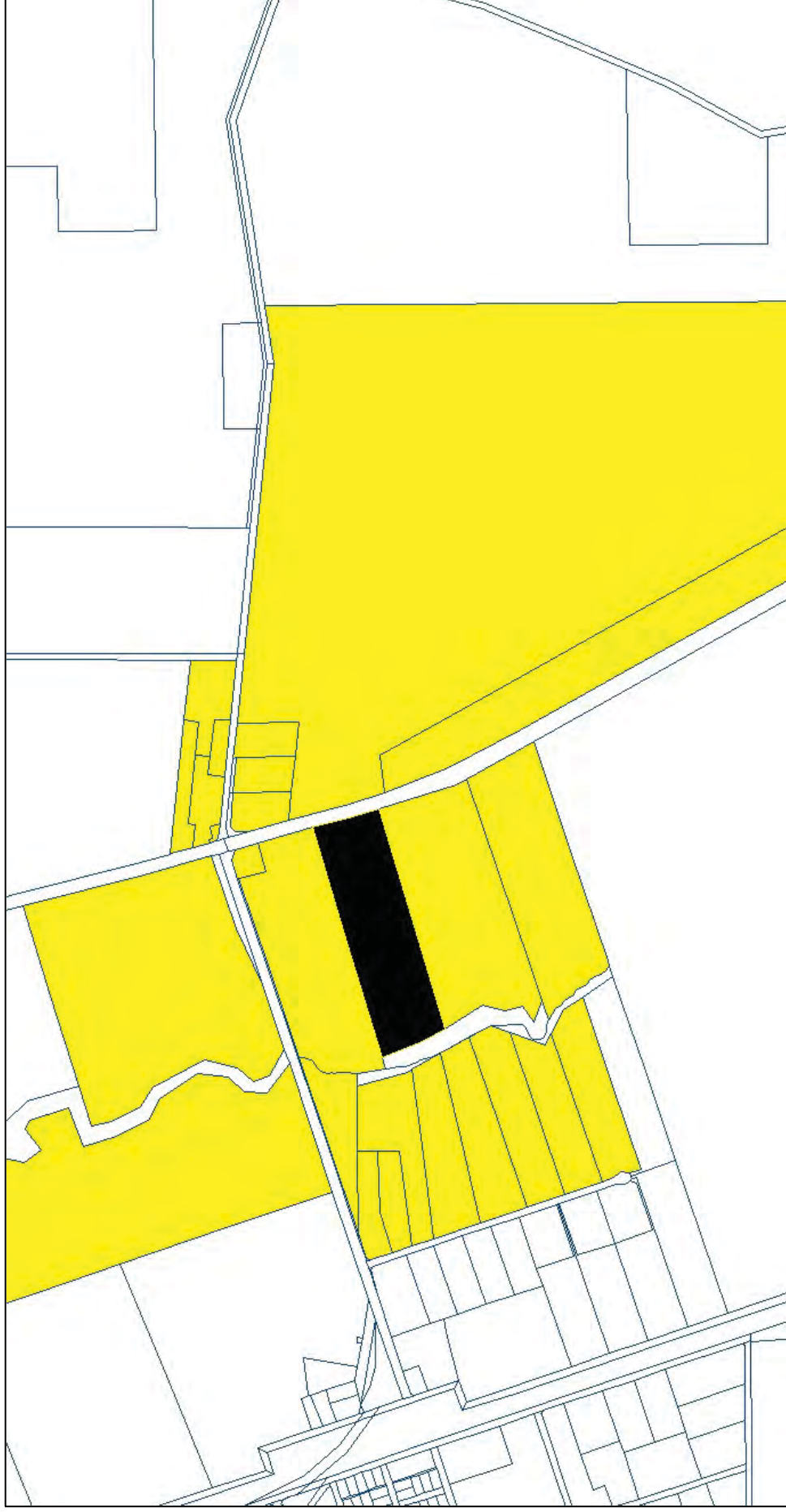
.....
DATE

FINAL APPROVAL GRANTED

.....
MINISTER FOR PLANNING

.....
DATE


Attachment 4 - Consultation Plan for scheme amendment – Lot 5D67144 (RN 3571) Great Northern Highway, Muchea



Note: Properties in yellow were notified and given 42 days to respond.

Schedule of Submissions for scheme amendment – Lot 5D67144 (RN 3571) Great Northern Highway, Muchea

Submitter	Submitter Comments	Applicant's response	Officer's response
<p>Ellen Brockman Incorporated Catchment Group</p>	<ul style="list-style-type: none"> There are a number of drainage lines (waterways) from this property directly to the Ellen Brook. These drainage lines have been progressively impacted, altered and filled as this industrial site has expanded. The Amendment makes several references to the Muchea Employment Node Structure Plan as the justification for allowing this development to proceed beyond a rural industry. However, if this document (MENSF) is to be used to provide justification for allowing the expansion on this site then other matters within the document should also be considered. This property is within the Ellen Brook Palusplain and is a water prone area. Recommendations from the MENSF contain statements as follows- "The waterways in the employment node will require buffers as they flow into the Ellen Brook River that has a high conservation value. As these waterways are seasonal, a 30m buffer is recommended in the absence of specific biophysical information. General development of land would be excluded from the buffer area. In 	<p>It is considered the matters raised by the Ellen Brockman Incorporated Catchment Group relate to the development of the site, and therefore the appropriate stage at which to address the matters would be development approval. It is noted that the submitter has stated that they are not opposed to the amendment, but would appreciate revegetation of the drainage line and a bioretention basin being incorporated through conditions to development approval. As such, the comments submitted by the Ellen Brockman Incorporated Catchment Group are noted, and should not preclude Council's adoption of the Scheme Amendment. It is also noted that the Department of Water has indicated it supports the proposed Scheme Amendment, subject to a Stormwater Management Plan being prepared for the hardstand area. As discussed above, this requirement is appropriately addressed as a condition of approval on a development application.</p>	<ul style="list-style-type: none"> This is noted. Previously a setback to the drainage lines has been implemented and would be further established with a Stormwater Management Plan requirement. This is noted and has been addressed in the assessment of the application. As mentioned earlier, the requirement for a Stormwater Management Plan for the site would address these concerns.

	<p>accordance with Town Planning Scheme No. 6 no development other than for conservation purposes would be permitted within the buffer. It should also be noted that no flood modelling has been undertaken to date to identify the floodways and floodfringes in the structure plan area. This modelling will need to be undertaken as part of the local water management planning. No development or filling may occur in the identified floodways. Only limited development may occur in the identified floodfringe and flood mitigation measures will be required to ensure adequate flood protection.”</p> <ul style="list-style-type: none">• The Appendix 1 Aerial Photograph clearly shows where the waterway meanders across the lot. This waterway is under extreme pressure with pH values of less than 4 – acidic. It is recommended that revegetation of this waterway occurs. This will allow for some attenuation of acidic water before it enters the Ellen Brook.• The recommendations of the MENSP suggest that stormwater treatment occurs in areas on the west of the Structure Plan Node. Although these recommendations refer to subdivision it is clear in the document that development is the focus of the recommendations.		<ul style="list-style-type: none">• This is noted.• This is noted and will require to be addressed by the applicant as part of a Stormwater Management Plan.
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>“Preliminary calculations show that for the eastern area of the site, a 5 metre wide bioretention swale with a 1 metre wide infiltration area is sufficient for treatment purposes of a 10 hectare lot. For the western area of the site, preliminary modelling has shown that treatment in a swale, as outlined above, is not sufficient and further treatment would be required in a bioretention basin. This type of treatment would require a total area uptake of approximately 1.5 per cent of the lot. It should be noted that these calculations are for water quality purposes only and it is likely that further land uptake will be required for stormwater attenuation purposes. It was not possible to identify attenuation requirements at this stage due to a lack of on-site geotechnical information, most notably infiltration rates and groundwater levels. This level of investigation is required prior to subdivision. More detailed stormwater treatment and attenuation modelling is required for development of a local water management strategy, to identify suitable attenuation and treatment measures to be established and identify their area requirements.”</p> <ul style="list-style-type: none">• It appears that fill will be applied to the whole of the lot. This fill is of unknown origin and if it contains high nutrient levels,		<ul style="list-style-type: none">• This is noted and as above, shall be required to be addressed in a Stormwater Management Plan.
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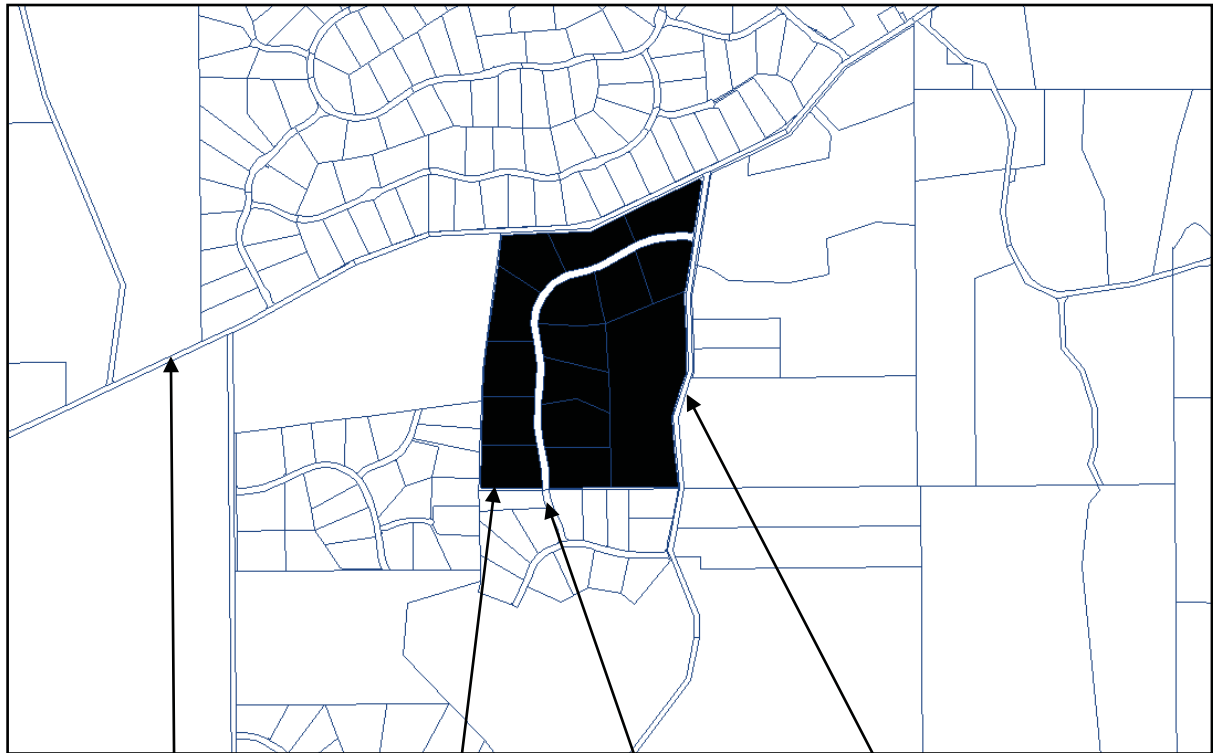
	<p>and high lime content from concrete and brick waste the site is at risk of becoming a point source of pollution. It is recommended that a bioretention basin be established to treat water leaving the site and entering Ellen Brook.</p> <ul style="list-style-type: none"> The Ellen Brockman Integrated Catchment Group is not opposing the amendment but would appreciate the incorporation of revegetation to the drainage line and a bioretention basin prior to discharge of water to the Ellen Brook. This could be incorporated as conditions on development approval. 		<ul style="list-style-type: none"> This is noted.
<p>Department of Fire and Emergency Services</p>	<ul style="list-style-type: none"> As this location is outside the ESL Category 1 the Department advises that the Shire of Chittering are the Authority regarding fire protection matters in this instance and as such would be expected to apply a condition requiring compliance with the Planning for Bush Fire Protection Guidelines Edition 2 and Clause 6 of State Planning Policy 3.4 Natural Hazards and Disasters. 	<p>It is considered that the conditions expected by the Department of Fire and Emergency Services would be applicable to development approval and therefore should not affect the Scheme Amendment process.</p>	<ul style="list-style-type: none"> Noted.
<p>Main Roads of WA</p>	<ul style="list-style-type: none"> No objection provided the vehicle access to Lot 5 is in accordance with the MRWA standards for the volume and type of vehicle accessing the lot. 	<p>Noted and accepted.</p>	<ul style="list-style-type: none"> Noted.

<p>Department of Water</p>	<ul style="list-style-type: none"> Supports proposal subject to the following: Stormwater Management Plan – The proponent submits a management plan which provides details on how existing and proposed hardstand areas are managed for stormwater run-off and water quality management. 	<p>It is considered that a Stormwater Management Plan relates to development of the site and would therefore only be required with development approval, not for adoption of the Scheme Amendment. Accordingly, the preparation of a Stormwater Management Plan is not relevant to the progressing of the Scheme Amendment and should not preclude Council's adoption of the Scheme Amendment. It is noted, a Stormwater Management Plan is currently being prepared for the site in accordance with Condition (d) of the existing development approval.</p>	<ul style="list-style-type: none"> This is noted and mentioned earlier.
<p>Public Submission 1</p>	<ul style="list-style-type: none"> Do not object. 	<p>Noted</p>	<ul style="list-style-type: none"> Noted.

Locality Plan

Lot 2 Morley Road

Lower Chittering



Muhea East Road

Lot 2 Morley Road

Citron Way

Morley Road

ADOPTION

Adopted by resolution of the Council of the Shire of Chittering at the Ordinary Meeting of the Council held on the 15 day of FEBRUARY 2012 and the Seal of the Municipality was pursuant to that resolution hereunto affixed in the presence of:

[Signature]
PRESIDENT

[Signature]
CHIEF EXECUTIVE OFFICER

16/3/2012
DATE

DEPARTMENT OF PLANNING
22 MAR 2012
FILE SPN/0118



- DEVELOPMENT PROVISIONS**
- Development Plan:** This Development Plan has been endorsed by the Shire Council and the Western Australian Planning Commission. Subdivision and development should generally be in accordance with this Plan.
 - Vegetation Protection Areas:** Vegetation Protection Areas are defined on the Development Plan as all naturally vegetated areas. No clearing shall be permitted in the areas identified for vegetation protection. Council may require a permit for a condition of building approval, to commence tree planting to its specification and to maintain those trees for a period of not less than two summer seasons.
 - Refer to management condition 4 for fencing in Vegetation Protection Areas.**
 - Refer to the report prepared by Ripley Environmental Services (Report No. 200205, 1 July 2008) for vegetation management and rehabilitation.**
 - Building Envelopes:** Buildings, water tanks, waste disposal and a building protection zone for the management area to be contained within a cleared area not to exceed a maximum of 2000m² without the prior approval of Council prior to commencing a building clearing area a vegetation survey to be undertaken to ensure no rare or endangered flora is present, buildings are to have setbacks in accordance with local Planning Policy No. 19. Setbacks, with minimum setbacks from cadastral boundaries are shown:

Road	20 metres	Water	20 metres	Other	15 metres
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 Clearing outside building envelopes should only occur if the trees are dead, diseased or present a danger to property.
 - Fencing:** In accordance with Local Planning Policy No. 27 Fences, within a lot the construction of a fence around the building envelope, any previously cleared area and adjoining an unincorporated break in the bush is permitted. Enclosures, no building envelopes, any previously cleared area and adjoining an unincorporated break in the bush is permitted. Enclosures, no building envelopes, any previously cleared area and adjoining an unincorporated break in the bush is permitted. Enclosures, no building envelopes, any previously cleared area and adjoining an unincorporated break in the bush is permitted.
 - Conservation:** The construction of a conservator to trap tree trunks in gaps of approved design is to be provided.
 - Notable Sites:** Each dwelling is to have a newly mown lawn of minimum 120,000 litres, of which 10,000 litres is to be kept in reserve for its lighting purposes and fitted with a standard Circuit value. The size of the collection area is to be determined by the following calculations:

$$\text{Collection area (m}^2\text{)} = 100000 \div 0.85 \times (\text{local rainfall} - 24\text{mm})$$

$$100000 \div 0.85 = 117647 \text{ litres per } 1000 \text{ litres of water lost in three (3) litres Council has determined an alternative rate is 0.85 is the efficiency of the collection meaning a minimum of 85% of the water will be collected. Council may accept a greater efficiency rate if can be demonstrated through a design. Local rainfall is provided by the Bureau of Meteorology. Collection point provided by the Bureau of Meteorology. 24mm is the anticipated loss through absorption and evaporation based on 2mm a month. According to the above formula and the Bureau of Meteorology's mean annual rainfall of 600, trees for the district, the required roof catchment area is to be a minimum of 212 m².$$
 - Land Management:** The maintenance of any drainage easements, easements, the breaks and Vegetation Protection and No-vegetation areas on private property is the responsibility of the owner/occupier.
 - Bones, Debris and Water Courses:** The siting of bones, construction of dams and extraction of surface water is not permitted without the approval of the Council and relevant State Government department.
 - Local Reserves - Public Purpose (The Brookfields Trust):** Strategic The Brookfields Trust as shown on the Development Plan have been contributed by the developer and are to be maintained in accordance with the Fire Management Plan for the estate, individual fire breaks on private property are to be maintained by the owner/occupier to the satisfaction of the Council and the Bush Fires Board.
 - Permitted Uses:** A single house and associated outbuildings are the only permitted uses. Other uses specified in the base planning scheme may be approved at the discretion of the Council. Approval is required for a home business but not for a home office. For any use that may result in the degradation of land or water resources or nuisance neighbours, a management plan may be required as a condition of development approval.
 - Stocking Restrictions:** Grazing animals are permitted to be kept on the cleared lot of any lot, in accordance with Local Planning Policy No. 24 Stocking Rules. Should any property become degraded through overgrazing the Council may service notice on the owner/occupier to reduce the number of animals on site or take other remedial action.
 - Cats are to be caged or confined indoors.**
 - Poultry:** The keeping of poultry is not permitted.
 - Non-reflective materials:** All buildings shall be constructed with roofs of non-reflective materials.
 - Waste Disposal:** Lots 55, 56, 57 & 105-114 are required to have alternative off-road treatment disposal units (TODU) unless the lot owner is able to demonstrate to the satisfaction of the Department of Health and the Shire that the site is suitable for conventional septic tank systems and leach drains, in terms of protecting the nearby creek lines.
 - Vendor Responsibility:** The developer/owner shall submit prospective purchasers of the lot, in writing, of the provisions of the Council's Tree Planting Scheme relating to the management and guidelines proposed for the vegetation protection areas, setbacks and retention setbacks as set out by Ripley Environmental Services (Report No. 200205, 1 July 2008).
 - Buffer Zone:** An impact on the Development Plan, a buffer zone, including all development, is to be established around the existing vegetation, using the entire Ripley Brook Tributary and other riparian wetlands.
 - Public Open Space:** The Shire and Western Australian Planning Commission agree to accept a cash-in-lieu management for public open space according to 10% of the gross subdivisible area of the Development Plan. This is to be funded as a condition of subdivision on the first application pertaining to land within the Development Plan.

DEVELOPMENT PLAN

LOT 2 (139) MORLEY ROAD, LOWER CHITTERING

SHIRE OF CHITTERING

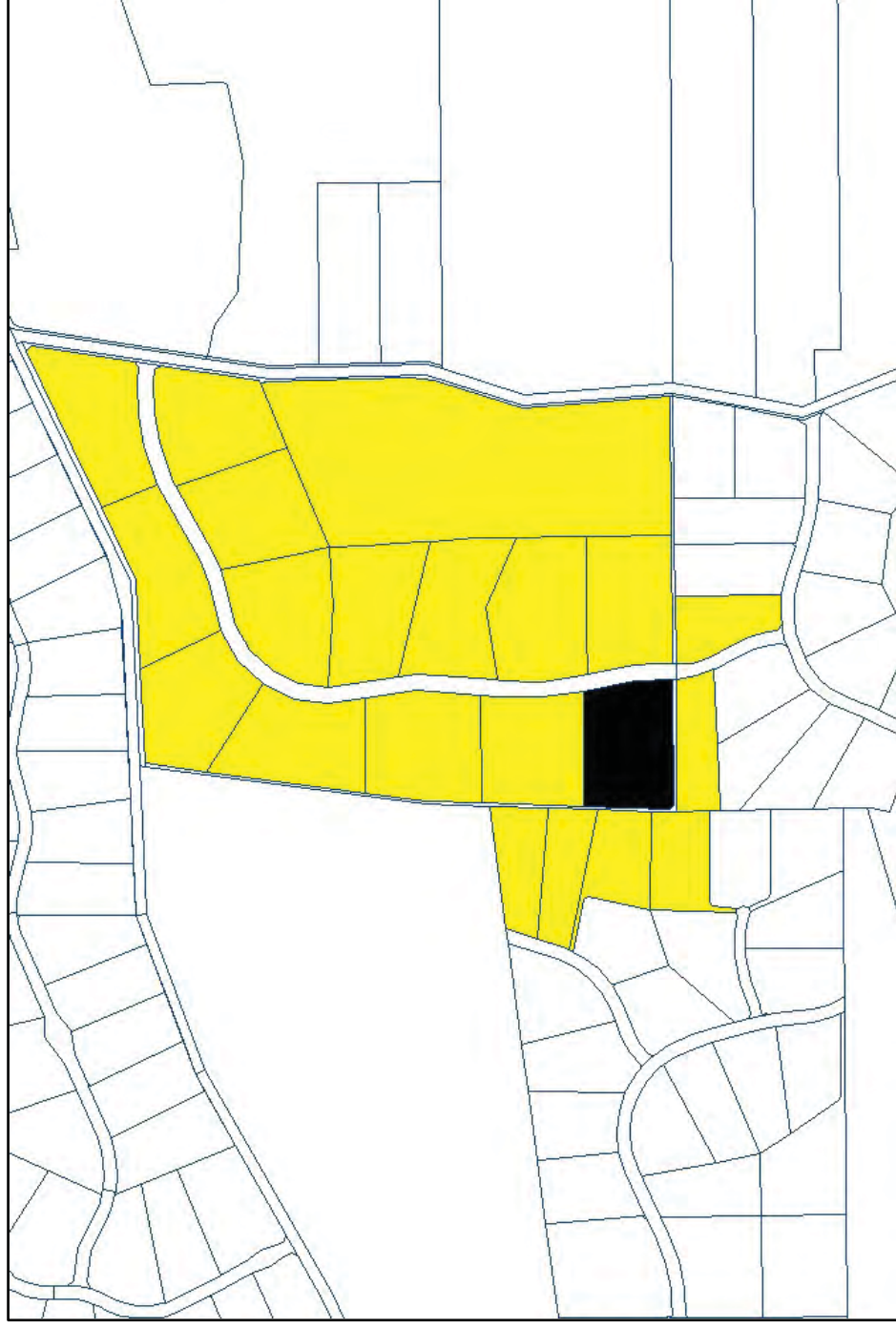


31 OCTOBER 2011

Coloured and Contour data and Image supplied by Department of Land Information

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Attachment 4 - Consultation Plan for proposed revised Development Plan – Lot 2 Morley Road, Lower Chittering



Note: Properties highlighted yellow were notified and given 21 days to comment.

Schedule of Submissions for proposed revised Development Plan – Lot 2 Morley Road, Lower Chittering

Submitter	Submitter Comments	Officer's response
Department of Water	<ul style="list-style-type: none"> • No comments. 	<ul style="list-style-type: none"> • Noted.
Department of Planning	<ul style="list-style-type: none"> • No objection. • Lot 57 appears to have no physical constraints or significant vegetation on it which might constrain the doubling of its development potential. • Also the proposal is consistent with Council's Local Planning Scheme as well as previously approved modifications to the Development Plan. 	<p>Comments noted.</p>
Department of Environment and Conservation	<ul style="list-style-type: none"> • No objection. 	<ul style="list-style-type: none"> • Noted.
Public Submission 1	<ul style="list-style-type: none"> • No objection. 	<ul style="list-style-type: none"> • Noted.

Locality Plan

Lot 889 Rosewood Drive

Chittering



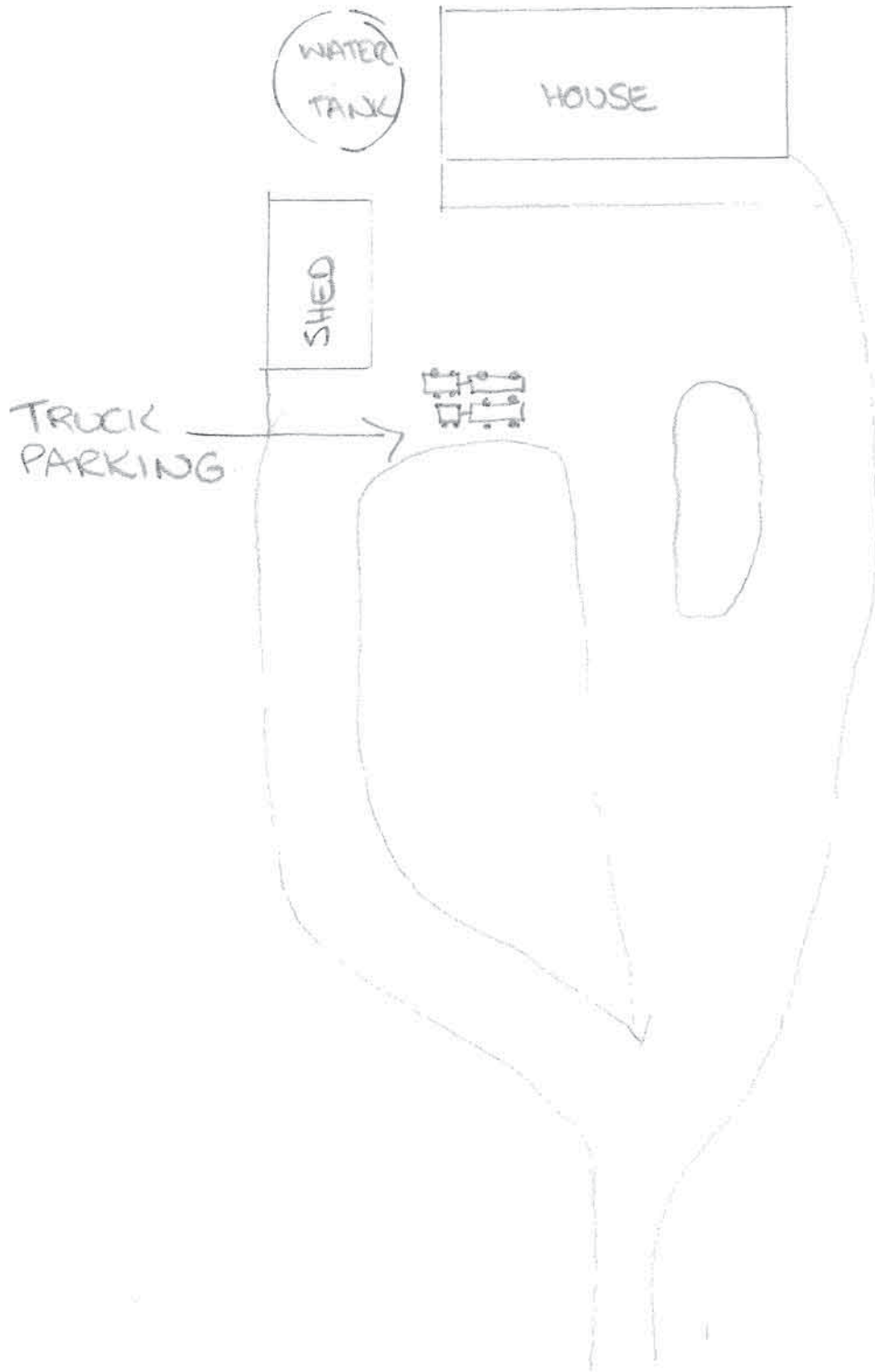
Lot 889 Rosewood Drive

Rosewood Drive

Ghost Gum Drive

Sugar Gum Drive

Great Northern Highway

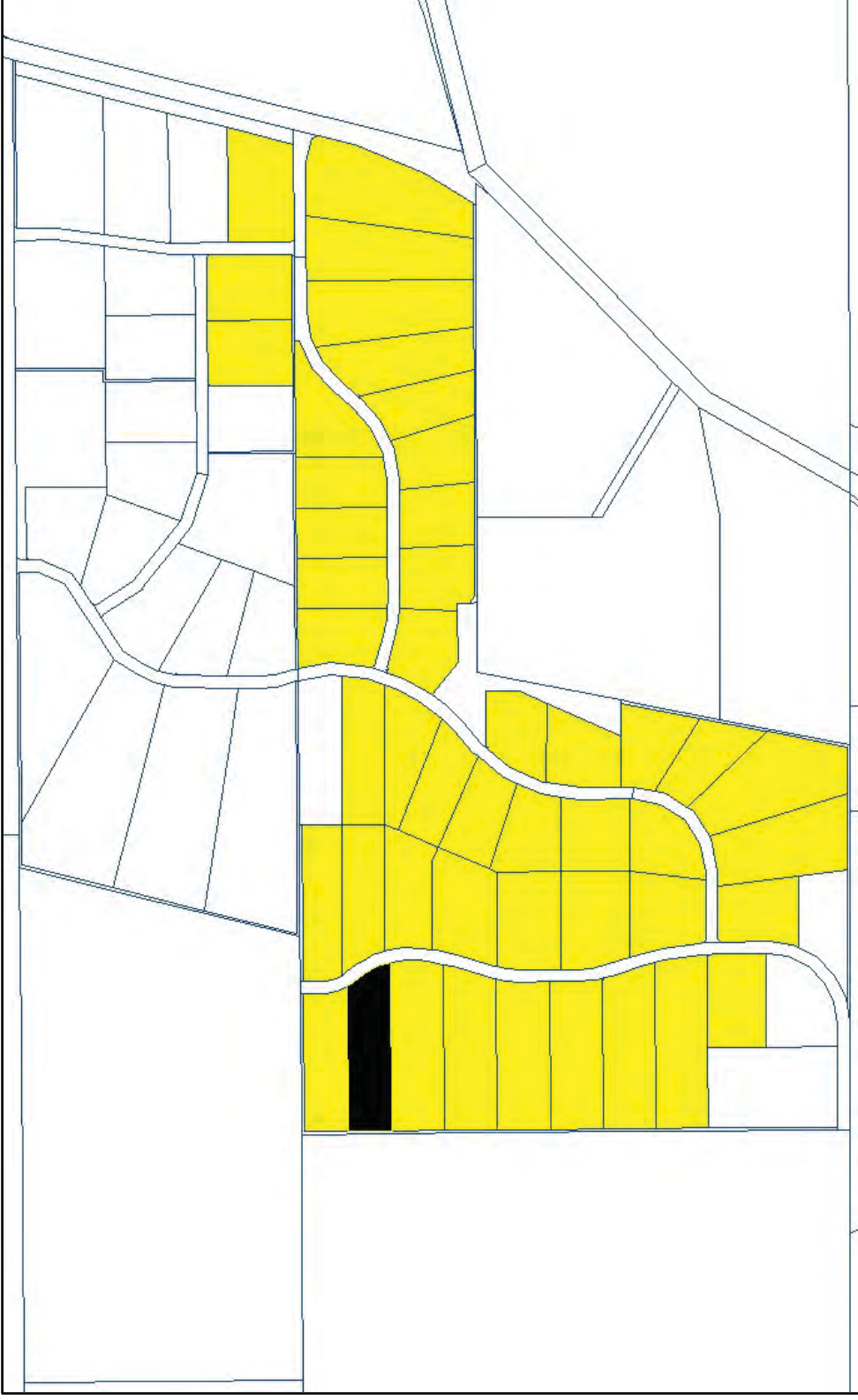


Attachment 3 - Aerial Plan



(Source: Landgate)

Attachment 4 - Consultation Plan for proposed truck and trailer parking – Lot 889 Rosewood Drive, Chittering



Note: Properties in yellow were notified and given 14 days to respond.

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

Submitter	Submissions Comments	Officer Response Comments
1	<ul style="list-style-type: none"> • We are sick of trucks in Chittering Rise, they are parked on every street. • Our kids can't ride their bikes because of the convoy of trucks in and out of this Estate. • This is Residential land in beautiful Chittering, not a Welshpool truckie estate. • People won't leave their name and address for fear of backlash from the residents applying for this. • They are the noisiest people in the area. • Parties, quads, trail bikes and trucks. • We do not need more noise from this family. • We outright object. 	All comments noted.
2	<ul style="list-style-type: none"> • The small parcel of land would create an 'Industrial Estate'. • These people bought this land knowing they could only park and operate a prime mover or the equivalent i.e. 6 wheel tipper. • They have cleared the land to park at least 4 trucks and trailers at any given time. • They have cleared this land without permission from the Shire or landowners. • They now operate at least 4 of these rigs daily without a permit. • If you allow this the whole estate will be a haven for trucks and earthmoving equipment. Plus the new estate at the end of Rosewood Drive will also be a haven for this kind of business. • Stop this now please. This will effect land prices, style of living and investment. <p>Our objections are as follows:</p>	All comments noted.
3		All comments noted.

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<ul style="list-style-type: none"> • We made many life changing sacrifices in order to live in a rural environment and not an industrial estate. • We purchased in this estate for its peace and tranquillity that it had to offer. • When the estate was established it was developed as a residential area. • These trucks with their heavy loads will destroy the roads and environment, leaving us the ratepayers to fix the damage. • We too run a business but had to buy an industrial premises so that we do not disturb the people in residential areas. • The noise that these trucks make is very disruptive to our early mornings and evenings. We are lucky enough that we do not have to get up at 5/5:30am and object to being disturbed by the rumble of these monsters passing by. • We have noticed on occasions there are more than two trucks and trailers parked at the above address. • Trucks of this nature require a hard stand to maintain them. This will mean that no more than the permitted area of 2000 square metres will have to be cleared in order to accommodate trucks, house and sheds. This will be in contravention of the building codes and zonings. • At this point we would also like to bring to your attention that there are numerous other residences running trucking companies from the estate. We would appreciate you also looking into this for us. 	
4	We wish to express our dismay and concerns with	

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<p>the proposal for the following reasons:</p> <ul style="list-style-type: none"> • It is our understanding that Chittering Rise is a semi rural, residential area and not intended for trucking companies to operate a business within this environment. • We have always complied with the covenants that are in place. • We purchased our property for the beautiful setting of the bushland and the quietness of the area. The trucks are already invading these characteristics and will do more if granted permission. • Agreeing to this proposal would pave the way for more, present and future, landowners to have trucking businesses to operate from home and increase noise levels in the locality. • Currently these trucks rumble past our property at approximately 4:30am each weekday morning returning late evening and often on weekends. They sometimes go out in the evening and return late in the night. • The increase in trucking movements has the possibility to de-value our property. • The road infrastructure has not been built or designed for continual movement of these heavy trucks. The section of Rosewood Drive that the driveway of this property comes out on is already showing signs of wear and tear due to the trucks turning into and out of the property. • This raises another question as to whom is responsible for the repairs to this section of the road, the landowner or the council? 	<ul style="list-style-type: none"> • The Chittering Rise Estate contains 'Rural Residential' zoned properties. A "trucking business" would considered to be a 'Transport Depot' defined by <i>Town Planning Scheme No. 6</i> and is not permitted in this zone. • Noted. • Noted. • This is noted in the report. • Noted. The Applicant has advised trucks leave the property between 5am-6am and return 4pm-6pm Monday to Friday. • Noted. • This is noted. • Noted. Roads vested to the Shire of Chittering will be maintained by Council. Proposed developments that will likely cause greater use of
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Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<ul style="list-style-type: none"> We trust our concerns regarding this proposal are taken into consideration and the Council will not approve this application. 	<p>the road may require, subject to Council, to contribute to the road maintenance and/or upgrade. Damage to a road vested to the Shire created by unlawful development may require the landowner to be responsible for the repair of the road.</p> <ul style="list-style-type: none"> All submissions are tabled for Council's consideration.
<p>5</p>	<p>Wish to object to this proposal on the following basis:</p> <ul style="list-style-type: none"> We purchased our block for a quiet tree change. We were advised and also noted that the conditions which applied to the purchase did not allow anyone to clear more than 2000 square metres on their lots. This was, as informed to us, to preserve the natural bush and to allow free passage of native animals. Fencing restrictions were also imposed to the area only surrounding the building envelope to which we have completely adhered to but this does not seem to be enforced on a number of properties? Having more than one truck/trailer on any property (especially ones for business activities) seems to be in complete contradiction to the term "rural residential properties" under which we purchased our property. Furthermore all other property owners purchased their blocks with the same terms and conditions as we did. They knew at the time of purchase what was allowed and what was not. There are a number of property owners in the area with existing truck/s which go past our home 	<ul style="list-style-type: none"> The Shire's <i>Town Planning Scheme No. 6</i> permits the clearing of 2000 square metres for building purposes. The Fire Management Plan for Chittering Rise Estate advises landowners to put in place a building protection zone (20m around dwelling) and hazard separation zone (30m around building protection zone. Fencing around a building envelope does not require planning approval, unless it does not conform with <i>Local Planning Policy No. 22 Fences</i>. The Development Plan for Chittering Rise states that fencing is not permitted in vegetation protection areas unless Council approval is granted. This is noted. The Report makes note of <i>Town Planning Scheme No. 6</i> requirements for approval of one truck and/or trailer/s as to multiple trucks and trailers.

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<p>very early in the morning and are very noisy. Allowing more will only increase the noise invasion of all neighbouring properties.</p> <ul style="list-style-type: none"> • More importantly/worrying is if this application is approved then it opens the door for the number of other residents in our area who also have trucks operating from their premises to seek the same approval. • In conclusion we just wish to see the conditions and restrictions of purchase of the properties in our area upheld which was what attracted us to buying in the area in the first place. 	<ul style="list-style-type: none"> • This is noted. • Noted.
<p>6</p>	<p>Greatly opposed for the following reasons:</p> <ul style="list-style-type: none"> • By allowing this proposal to go ahead our quiet Chittering Rise will become the start of an Industrial Area. • We have enough noise and trouble with trucks using Great Northern Highway without it invading our streets as well. • These people are already using their land to park their trucks and trailers and cleared more land than is allowable, so how come they have suddenly applied for a permit when they have been doing it behind the Shire's back for some time? • Although my husband and I don't have small children, there are a lot of young children that live in this area who will be at risk of being hurt by one of these trucks. • If you allow it to happen this time how long will it be before the whole area is turned into an Industrial Estate rather than a Residential Estate? 	<ul style="list-style-type: none"> • Noted. • Noted. • The subject application was submitted as a result of compliance by the Shire. • Noted. • It is mentioned in the Report that the determination of such application can set precedence.

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<ul style="list-style-type: none"> I also believe this will affect our land prices, style of living and our investment in this area. 	<ul style="list-style-type: none"> Noted.
7	Petition	
8	Petition with additional signatures	
9	Opposed to the proposal and reasons for objection are listed in the petition document.	Noted.
10	<ul style="list-style-type: none"> We moved to the Chittering Rise Estate for the quiet lifestyle. No pollution or noise from the traffic or trucks. Now these people have ruined all of this by running up to four trucks and trailers 6 days a week starting after 4am until 6pm. They have cleared all the land they needed without permission of the Shire or us ratepayers. They were told they could park a prime mover or 6 wheel truck. That soon changed. They have destroyed then end of Rosewood Drive including the verge. I suppose us ratepayers will have to foot the bill for this. There is no other Shire that would allow this type of business to operate in this zoning. Once you let this happen it will open the flood gates to every truck driver/earthmover, then we could change our name to Chittering Rise Industrial Estate like Muchea. These people are very rude and have absolutely no respect for the rest of us. Please don't let this happen to us. 	<ul style="list-style-type: none"> This is noted. Noted. Any advice from the Shire would have been preliminary and verbal as there are no records indicating this. Noted. It is considered that damage to the road caused solely by the parking and use of trucks and trailers at the property would be to the responsibility of the landowner and not Council. Noted. This is noted and it is mentioned in the Report that precedence may be set by Council's determination. This comment can't be considered to determine the planning application.
11	<ul style="list-style-type: none"> It was not a big issue for us when there was only one property parking trucks now there 	<ul style="list-style-type: none"> Noted.

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<p>is about 3 or 4.</p> <ul style="list-style-type: none"> • If you approve one does that mean open slather? • Living near the intersection of Sugar Gum and Ghost Gum we hear them from early hours till early evening braking and taking off again. • Were the roads built to take their 4 trucks and the other half a dozen daily? • They are clearing a large amount of bush, which is against the planning rules. • When we built here we never envisaged the area being used for this purpose. • We would be happy with one truck per property, allowing the owners to make a living but not run a business from a residential area that should be reserved for an industrial area. • We oppose this request to prevent the housing of heavy vehicles in our quiet estate getting out of control. 	<ul style="list-style-type: none"> • As mentioned earlier and in the Report, precedence may be set by Council's determination. • Noted. • The roads within Chittering Rise Estate are classified as 'Category _', which are able to accommodate..... • Noted. As mentioned earlier, clearing for building purposes and fire protection is permitted by the Scheme. • Noted. • Noted. • Noted.
<p>12</p>	<ul style="list-style-type: none"> • I absolutely disapprove of this application. • We have already been putting up with two, three and sometimes four trucks and trailers. • The land has already been cleared, driveways done for easy access. • Trucks leave here at 4:30am up to 6 days a week, as our complaint many times to Brendan Jeans. • We came here to enjoy the natural bush, peace and quiet, not rattle guns going and truck repairs on weekends. • Road damage has occurred at the end of 	<p>All comments noted.</p>

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<ul style="list-style-type: none"> Rosewood Drive, posts knocked over, no consideration shown to replace posts. Our permission for this application will change us from Rural Residential to Rural Industrial. This will destroy wildlife. We have 300 varieties of wildflowers. It is country life we want maintained, not trucks in this small estate. Please don't let this be approved. 	
<p>13</p>	<ul style="list-style-type: none"> I have been aware of these trucks and their activities for some time as we overlook the intersection of Ghost Gum and Sugar Gum Drive. In short as one of the first to take up property at Chittering Rise we understood all the caveats on purchase. I feel the Shire is not policing these caveats and the fact Lot owners are being asked by the Shire about this means that the Shire too are trying to water these down or negate them. The estate is for rural residential, sold to preserve the bush and provide a peaceful lifestyle. These lots were not sold to run a business or industry on. They were certainly not sold to clear native vegetation. They certainly were not sold to allow heavy, noisy, dirty vehicles to transit our roads and/or put kids and local native wildlife at risk. We adamantly oppose this activity and recommend the Shire: <ul style="list-style-type: none"> - Do the right and legal thing and your duty and fine them now as they have 	<ul style="list-style-type: none"> Noted. Noted. To clarify the Shire does not “police” caveats on Titles. Caveats on a Title relate to the landowner being restricted or limited in some way. The caveats will generally reflect requirements of the Shire, which through the legislation can be enforced i.e. Town Planning Scheme. The Shire’s intent is not to “water down” the requirements. Noted. Noted. Noted: - Similar to above, Council can not prosecute on the grounds of a term of sale. Council can

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<p>broken the terms set for the sale of the land.</p> <ul style="list-style-type: none"> - Have them remove these vehicles and stop this activity immediately. - Make the owners who have cleared more than their building envelope to restore this to native bush again. - Reiterate to all owners and support the caveats that were set for purchase including fencing type and height, building envelope clearance only, limiting dog numbers, not allowing these properties to run horses, goats etc, not allowing these properties to be used to base any business or industry or become scrap yards. • I have observed breaches of all the 3 points mentioned above so these should be forcibly policed by the Shire, not watered down by asking owners (at some cost) to comment and effectively calling these set caveats into question whatsoever. 	<p>prosecute within the current legislation should it be necessary.</p> <ul style="list-style-type: none"> - Noted. This is subject to Council's determination. - As mentioned earlier clearing is permitted for building, access and fire protection purposes. Clearing greater than this would require to be revegetated. - As mentioned above Council cannot enforce caveats as it is placed on the Title as a restriction on the landowner. Council can enforce the requirements of its legislation i.e. Town Planning Scheme. • The purpose of the letters sent to surrounding landowners was for opportunity to comment on the proposed planning application in accordance with Clause 9.4 of <i>Town Planning Scheme No. 6</i> and was not for the purpose of questioning caveats as addressed above.
<p>14</p>	<p>Have no objection to two trucks and trailers being parked at Lot 889 and would like to make the following comments:</p> <ul style="list-style-type: none"> • We do not hear the trucks leaving the neighbouring premises in the morning at approximately 5:30am • The trucks leave in the morning and return in the afternoon Monday to Friday. It is rare for other truck movements during the day and as such do not disturb the peace of the area. • Some maintenance work is performed on weekends with the trucks occasionally 	<p>All comments are noted.</p>

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<p>being moved, however this is not significant nor disturbing to us.</p> <ul style="list-style-type: none"> • Surrounding properties (including our own) have tractors, quad bikes or other machinery that create a greater noise disturbance than the trucks on the neighbouring premises. • Other vehicles within the area, such as v8 utes, are louder and travel Rosewood Drive more regularly than the neighbouring trucks. • Some visitors to the neighbouring premises drive trucks but these are not permanently nor regularly parked there. • We would like to advise we have been made aware of an unsigned letter being circulated within the area containing various comments which appear incorrect. Only two trucks with their trailers are regularly parked on the neighbouring premises and do not disturb our enjoyment of this property. 	
<p>15</p>	<p>Our concerns are as follows:</p> <ul style="list-style-type: none"> • The estate roads are most likely to be damaged with continual movement of trucks in and out. • Noise level is high with trucks entering and leaving at least twice a day and sometimes more often starting from as early as between 4:30 and 5:30 in the mornings. • Noise from maintenance of trucks is on a regular basis including weekends, also over holiday weekends. • We have listed at the above address for well over a year and the trucks and trailers have been operating from Lot 889 Rosewood Drive since living here, it 	<p>All comments are noted.</p>

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<p>surprises us that you have only recently received an application for the proposed parking.</p> <ul style="list-style-type: none"> • We purchased the land and built our house with the understanding that the area is zoned Rural Residential and are very disappointed that we have industry almost next door, therefore we would greatly appreciate Council refusing the proposed application. • We do not wish to have the area turned into an industrial estate and ruining our investment and style of living. • While on the subject of trucks and trailers within our estate, could you please investigate two other trucks and trailers based in Salmon Gum Drive and at least one other truck situated on the corner of Rosewood Drive and Ghost Gum Ridge. 	
16	<ul style="list-style-type: none"> • I think you will see from the petitions you will have that there is overwhelming opposition to this proposal. • We don't live in an industrial area nor do we wish to. • There are 4 trucks and trailers running in and out of this property everyday, leaving around 5am. • There is also two other properties running trucks. • We move here for the peace and quiet of a rural block, not a truck stop. • I hope the Shire will do the right thing here. 	Comments noted.
17	<p>We have no objection to the proposal and make the following comments:</p>	

Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<ul style="list-style-type: none">• Our property is located on the corner of Rosewood Drive and as we have two road frontages it would affect us more than anyone else on the property as we would be dealing with the vehicles from both roads.• It is very rare for us to hear any trucks on Rosewood Drive or Ghost Gum Ridge in the morning and have found we hear noise from the traffic on Great Northern Highway than on the local roads.• We have also noted that the trucks are making two trips a day. Once out to work and then on their return at the end of the day.• There isn't a stream of trucks running down Rosewood Drive to the driveway or Ghost Gum Ridge continuously through the day to affect any traffic or obstruct the peace in the estate.• Unfortunately an anonymous letter was distributed to specific residents of Rosewood and Sugar Gum Drive. The letter outlined their objection to the proposal by using the Shire's letter to make further unsubstantiated complaints against the residents of Lot 889. Further accusations about the amount of trucks being parked on the property were made. As the property, which is in direct line of access to Rosewood Drive, we can confirm that there is currently only one truck parked at Rosewood Drive as we can see its movements regularly. Although we can understand if a person has a complaint and it must be investigated we do not accept	
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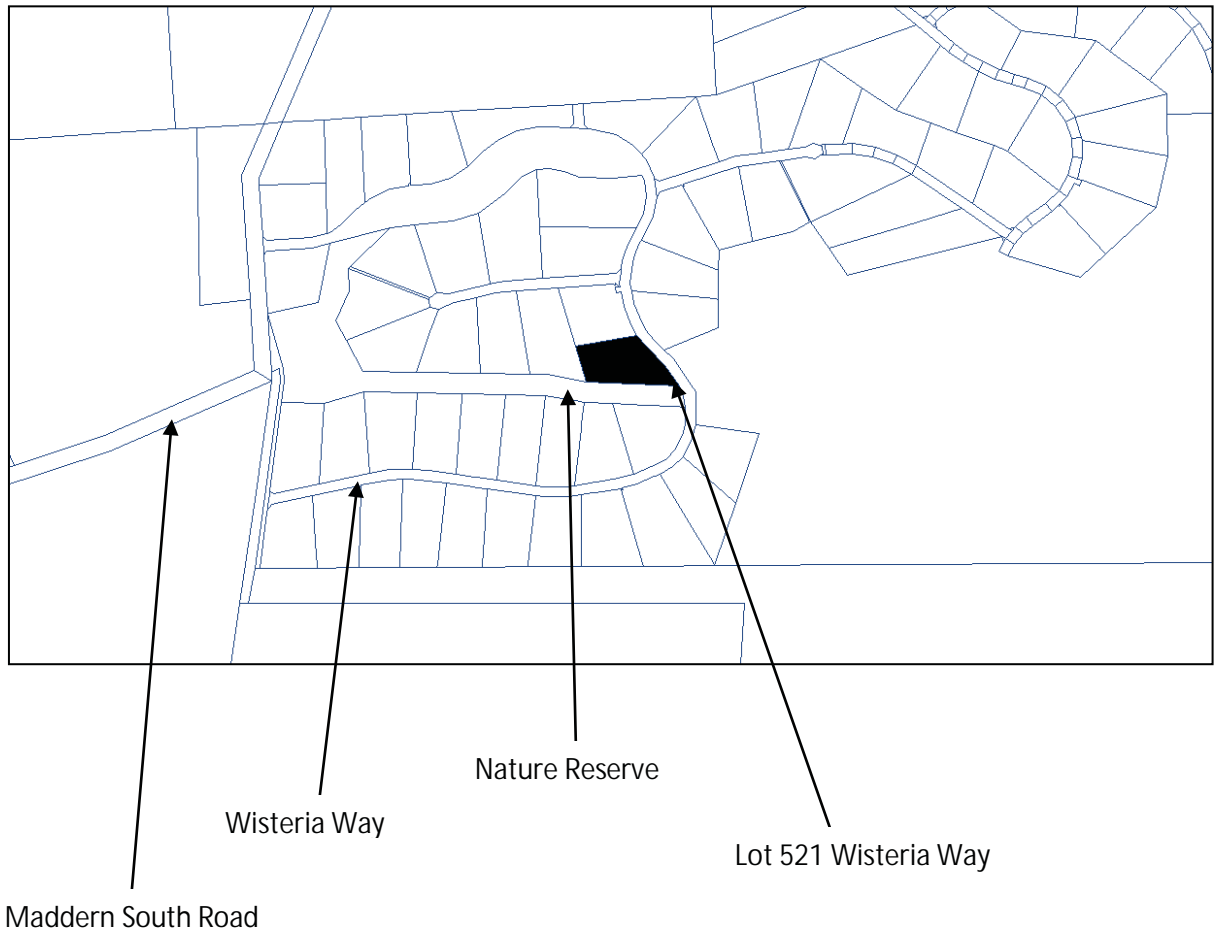
Schedule of Submissions – Lot 889 Rosewood Drive, Chittering – Proposed parking of trucks and trailers

	<p>unsolicited letters and the subsequent enquiries arising from the letter to be valid arguments regarding the proposal as there is no fair and equitable way to respond.</p> <ul style="list-style-type: none">• It is unfortunate the resident did not have the respect to tell us directly of their complaint but rather used anonymity to express their concerns and further fuel speculations of its consequences without real justification.	
18	Do not approve.	

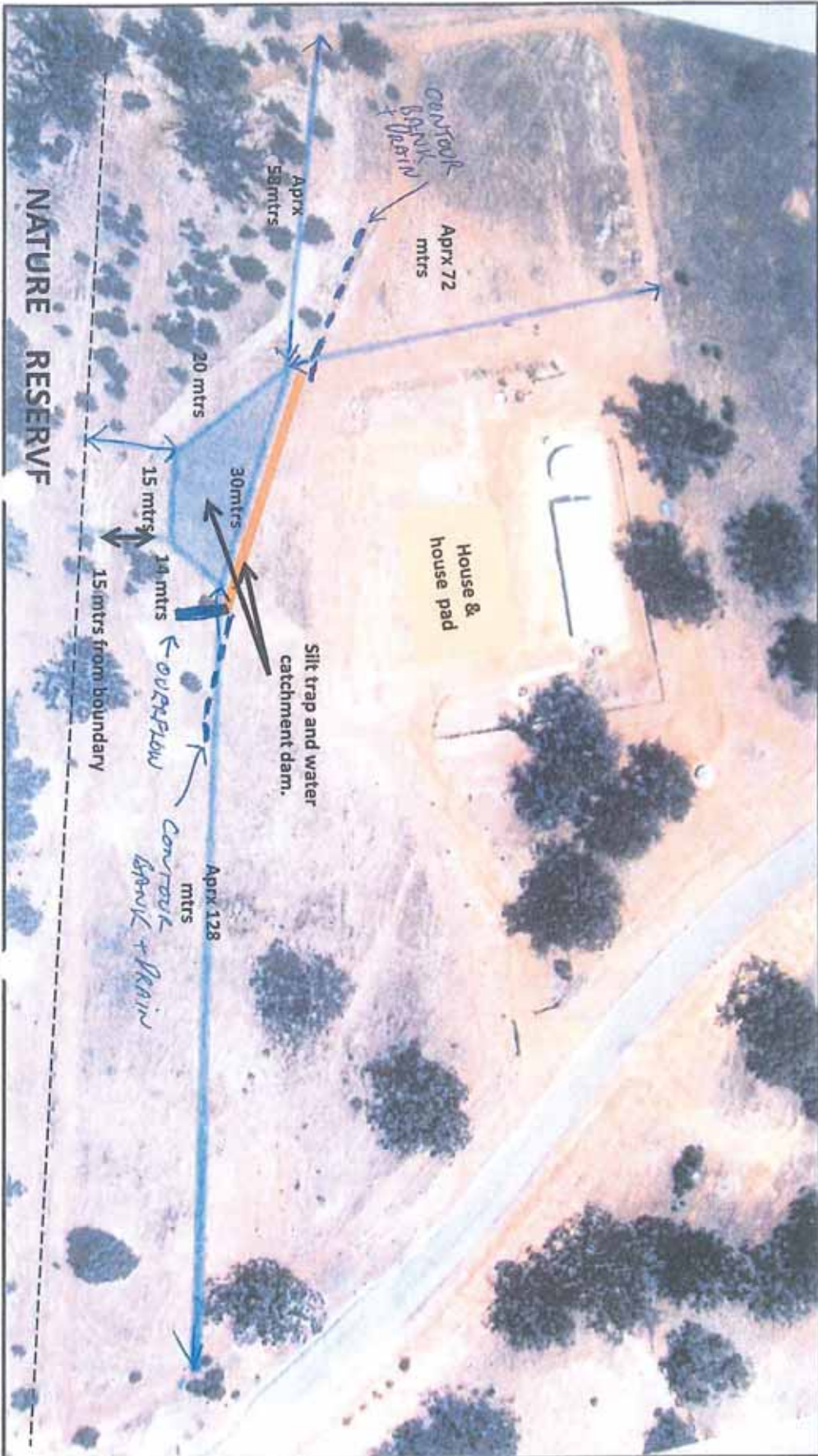
Locality Plan

Lot 521 Wisteria Way

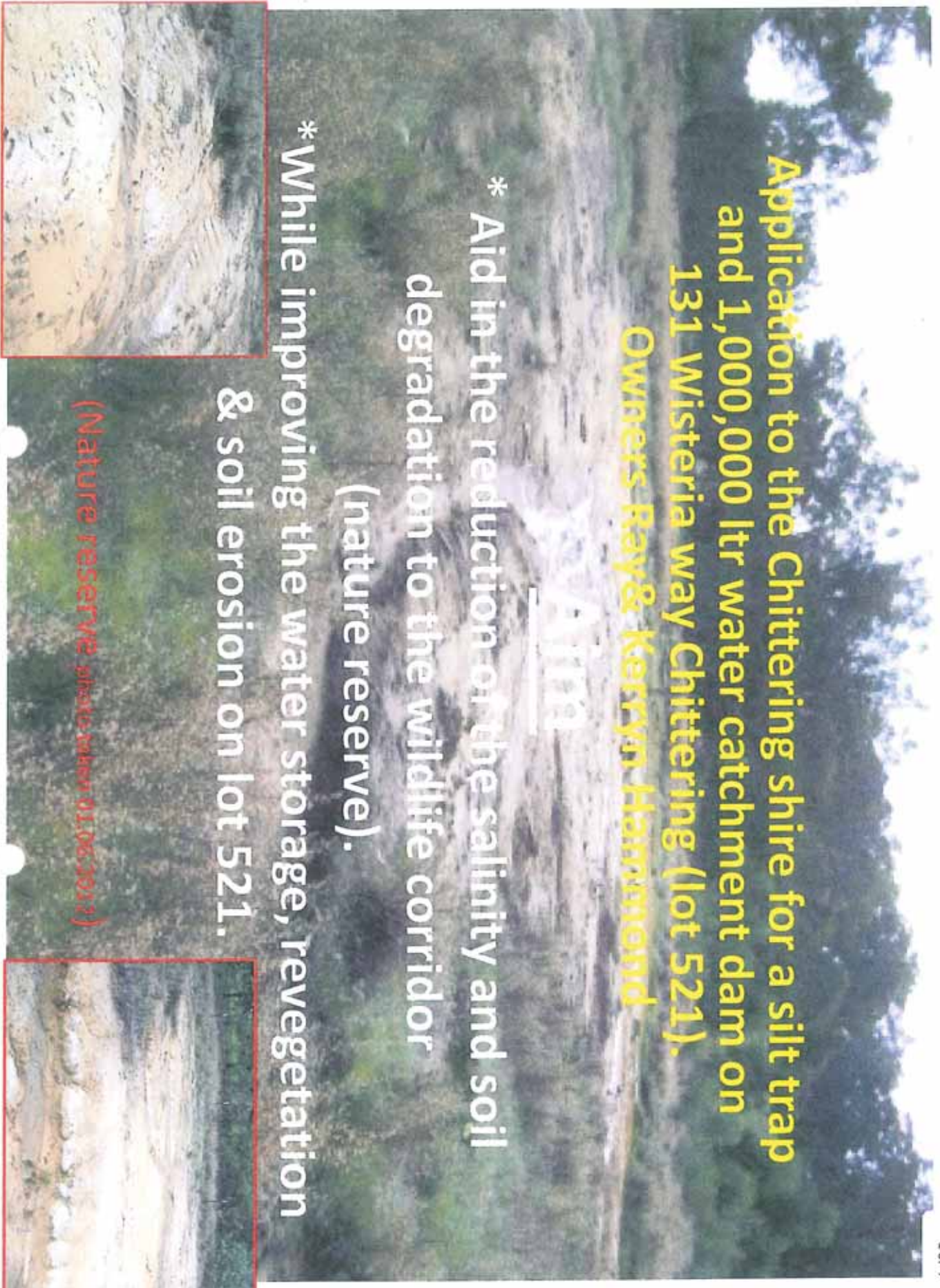
Chittering



Location & size on block for a silt trap and water catchment dam. Owners Ray & Kerryn Hammond 131 Wisteria way Chittering (lot 521)



PH 95714847



1 of 7

**Application to the Chittering shire for a silt trap and 1,000,000 ltr water catchment dam on 131 Wisteria way Chittering (lot 521).
Owners Ray & Kerryn Hammond**

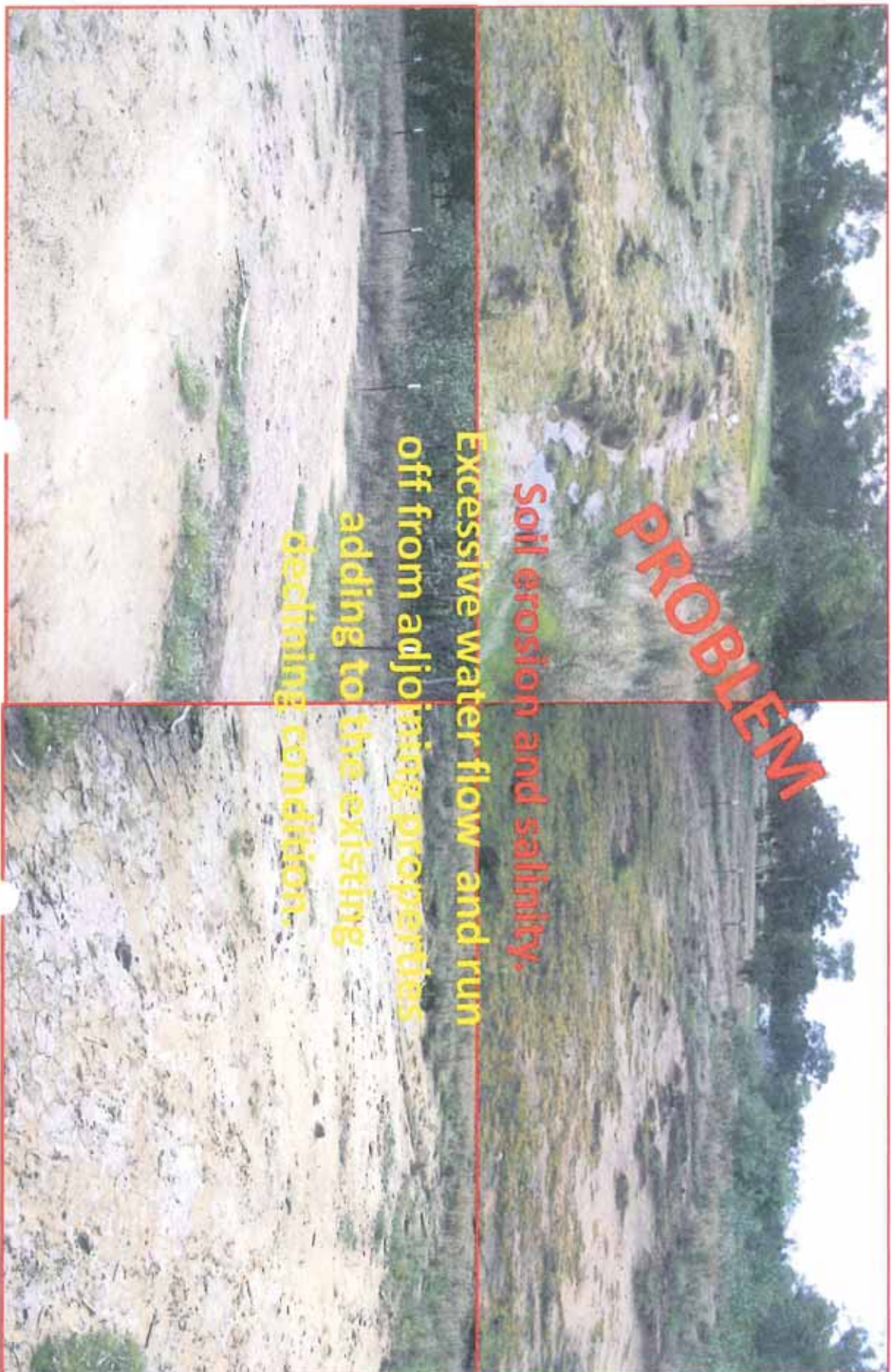
*** Aid in the reduction of the salinity and soil degradation to the wildlife corridor (nature reserve).**

*** While improving the water storage, revegetation & soil erosion on lot 521.**

(Nature reserve photo taken 01.06.2017)

Land degradation in the nature reserve.

(Nature reserve/corridor photo taken 01.06.2012)



Soil erosion and salinity;

Excessive water flow and run off from adjoining properties adding to the existing declining condition.

Rainwater run off from roadway (Wisteria wy) and lot 521 building envelope resulting in soil erosion to lot 521 (131 Wisteria wy) then flushing into nature reserve up stream of the salinity and land degradation in the nature reserve.

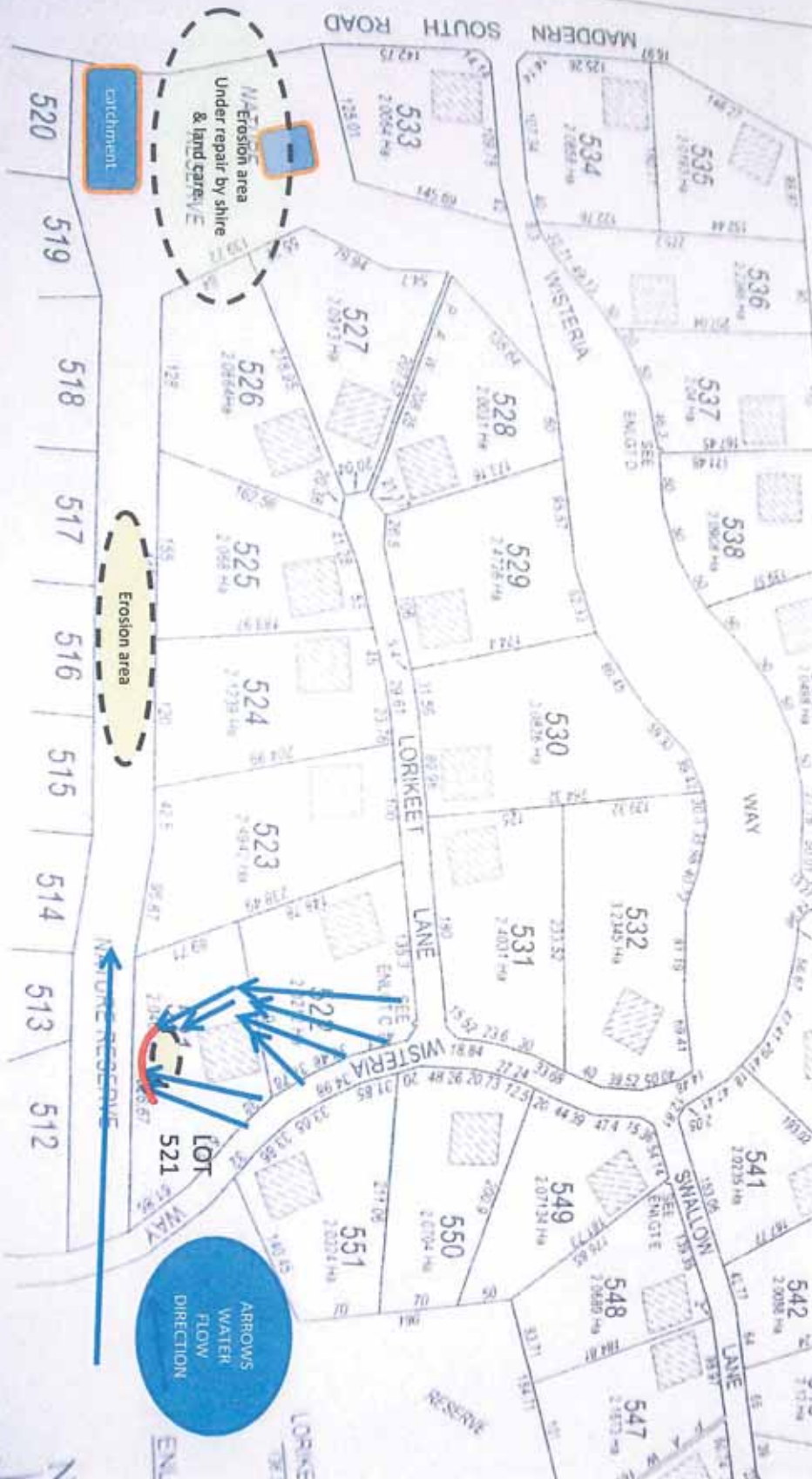
(photos taken 01.06.2012)



PROBLEM



Owners to build a dam & silt trap (aprx 1,000,000 ltr water capacity) on 131 Wisteria wy.



4 of 7

Important Notes

- Purchasers to note that No Scheme Water is Available
- The Appropriate Authorities should be Contacted for Information concerning

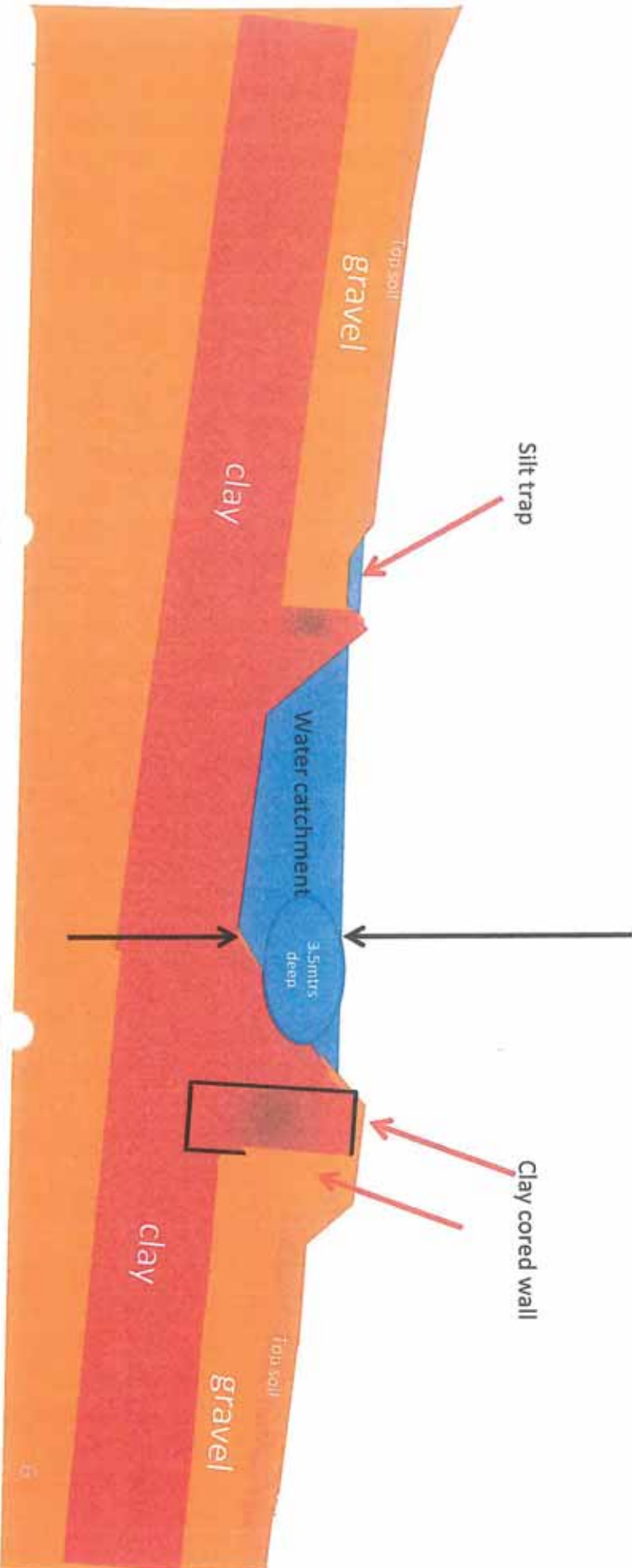
Visual representation of proposed dam viewed from building envelope at 131 Wisteria way (lot 521).

Proposed dam is in the lowest point of the property near the boundary of the nature reserve and no trees will be effected by the construction.

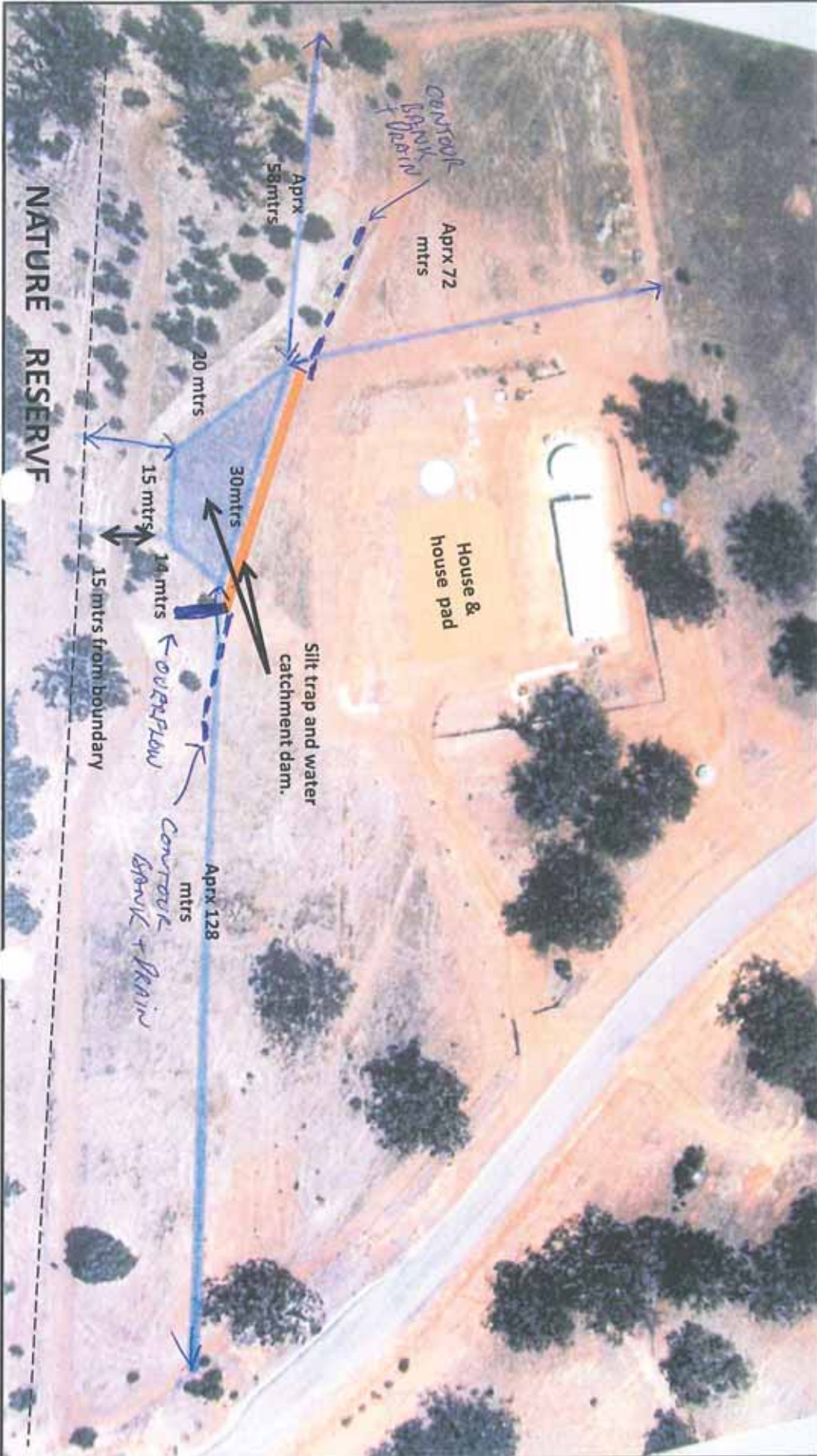
(photo taken 01.06.2012)

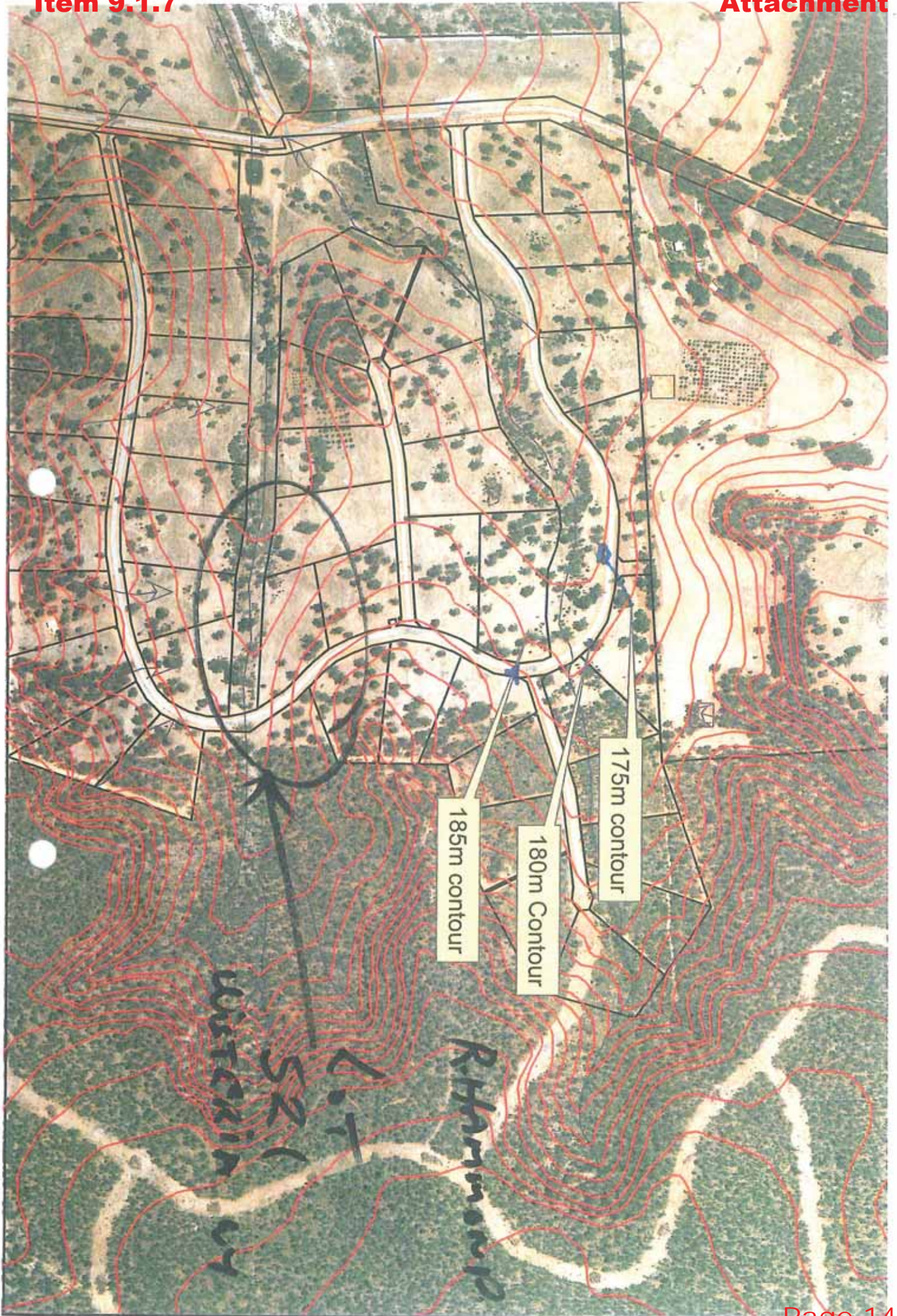


Design details of the silt trap and 1,000,000 ltr water catchment dam.
Owner Ray Hammond's background is earth moving, mobile plant operation and project supervisor .
The intension is to use own dozer and equipment for the bulk of the work and dry hire an excavator to complete the job.



Location & size on block for a silt trap and water catchment dam.
Owners Ray & Kerryn Hammond 131 Wisteria way
Chittering (lot 521)





Schedule of Submissions for proposed dam – Lot 521 (RN 131) Wisteria Way, Lower Chittering

Submitter	Submitter Comments	Officer's response
<p>Department of Agriculture and Food of WA</p>	<ul style="list-style-type: none"> • Does not object. • Landowner's response to the problem of uncontrolled water from a neighbouring property and adjacent road way will reduce silt problems in neighbouring waterways. • DAFWA advises the landowner may wish to consider installing a system of contour earthworks and a grassed waterway to manage the collection and movement of the water from upstream into the dam. • DAFWA recommends the landowner ensures they maintain a minimum of 70% ground cover year round on the areas on their property that will experience surface water flow. • Landowners are legally required to prevent and correct any land degradation under the Soil and Land Regulations 1992 and Environmental Protection Act 1986. 	<ul style="list-style-type: none"> • Noted. • This is noted. • Noted. Provision 16 of the Development Plan does not permit altering of natural drainage lines. • Noted. • Noted.
<p>Chittering Landcare Group</p>	<ul style="list-style-type: none"> • Chittering Landcare Group in collaboration with the Ellen Brockman Integrated Catchment Group has been working with the Shire over the past four years to improve the Public Open Space that is enclosed by Wisteria Way. • One of the major issues is the amount of water 	<ul style="list-style-type: none"> • Noted. • This is noted and consistent with the Applicant's justification.

	<p>that flows rapidly down through the area and through culverts at the tee junction of Maddern Road south and Wisteria Way.</p> <ul style="list-style-type: none">• A structure was constructed lower down the adjacent waterway in the POS to slow movement of water to this point. It would be advantageous to further slow the rate at which water flowed down the central arm of the POS. Thus, the Landcare Group would support the construction of a dam on this particular property because of its proximity to the waterway but with certain conditions:<ol style="list-style-type: none">1. That appropriate grade banks (fall of 0.05%) with level sills be constructed across the property following the contours. These grade banks need to overlap so that water from one bank flows over the level sills to the next grade bank which then flows into the dam. A filtering structure needs to be constructed across the inflow points of the dam. This may be constructed from clay or rock to reduce the movement of silt.2. All the outflows from the dam to be rocked to prevent erosion at these points.3. The grade banks are to be vegetated on the lower side. This vegetation could be fruit trees. The upslope of the grade banks need to be grassed with either lawn or suitable pasture species.4. Compliance with the appropriate setbacks from the rear fence of the property as deemed by the Shire of Chittering regulations	<ul style="list-style-type: none">• This is noted. It is the Officer's Recommendation that the construction of a dam not be supported for the reasons stipulated however that Council support the works outlined by the Chittering Landcare Group to 'slow' waterflow and minimise degradation.
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CLEANING TENDER									
Description of Work	JCT's		Plus 8		Country Cleaning		Chris Cleaning		
	hrs/wk	Per Annum	hrs/wk	Per Annum	hrs/wk	Per Annum	hrs/wk	Per Annum	
Shire offices	7.5hr	15,160	6hrs	11,232	12hrs	13,248	12hrs	23,088	
Library	1hr	2,080	1.5hrs	2,808	<i>included in Shire office</i>		<i>included in Shire office</i>		
Council Chambers	2hr	4,160	1.5hrs	2,808	<i>included in Shire office</i>		<i>included in Shire office</i>		
Engineering Offices	4hr	8,320	2hrs	3,744	8hrs	8,832	10hrs	19,240	
Works Depot	1.5hr	3,120	2hrs	3,744	7hrs	7,728	6hrs	11,544	
Clune Park	3.5hr	7,280	3.5hrs	6,552	14hrs	15,456	13hrs	25,012	
Tourist Centre Toilets	5.25hr	10,920	3.5hrs	6,552	28hrs	30,912	13hrs	25,012	
Bindoon Hill toilets	2hr	4,160	1hrs	1,872	7.6hrs	16,758	2hrs	3,848	
Black Boy Ridge (<i>once per month</i>)	1hr	480	1hr	216	1hrs	2,208	2hrs	0.00	
Bindoon Cementry	1hr	as required		as required		as required	2hrs	0.00	
Tri-annual Clean	15hr	600		744		included	18hrs	3,942	
Annual Clean	32hr	1,280		2,354		included	36hrs	2,628	
TOTAL		\$ 57,560		\$ 42,626		95,142		\$ 114,314	

SCOPE OF WORKS

Weekly Cleaning Schedule for Shire of Chittering

Mid-Week -Tuesday (5Pm Onwards)

Works Depot:

Clean and disinfect amenities
Clean crib room including kitchen sink-wash cups/cutlery
Sweep and mop floors crib room and amenities.

Shire Offices/Library/Council Chamber

Wipe down all desks/furnishings where clear and accessible
Empty all bins and replace liners Remove rubbish to outside receptacles
Clean kitchen sinks and benchtops-wash cups/plates/cutlery and put away
Clean and disinfect all amenities and replace paper products as required
De-cobweb internally
Spot clean glass internal and entrances
Spot clean doors/walls/carpets
Vacuum all floor areas
Mop all hard floor areas
Sweep outside all entrances
De-cobweb all windows externally

Engineering Offices

Wipe down all desks/furnishings where clear and accessible
Empty all bins and replace liners Remove rubbish to outside receptacles
Clean kitchen sink and benchtops- wash cups/plates/cutlery and put away
Clean and disinfect amenities and replace paper products as required
De-cobweb internally
Spot clean glass internal
Spot clean doors/walls
Vacuum all floor areas
Mop all hard floor areas
Sweep outside entrance
De-cobweb windows externally

Mid-Week – Thursday

Works Depot:

Clean and disinfect amenities
Sweep and mop floors

Weekend – (Saturday after 12.00Pm or Sunday)

Works Depot:

Clean and disinfect amenities
Clean crib room including kitchen sink-wash cups/cutlery
Sweep and mop floors crib room and amenities.

Shire Offices/Library/Council Chamber

Wipe down all desks/furnishings where clear and accessible
Disinfect telephones
Empty all bins and replace liners
Remove rubbish to outside receptacles
Clean kitchen sinks and benchtops-wash cups/plates/cutlery and put away
Clean and disinfect all amenities and replace paper products as required
De-cobweb internally
Spot clean glass internal and entrances
Spot clean doors/walls/carpets
Vacuum all floor areas
Mop all hard floor areas
Sweep outside all entrances
De-cobweb all windows externally

Engineering Offices

Wipe down all desks/furnishings where clear and accessible
Empty all bins and replace liners
Remove rubbish to outside receptacles
Clean kitchen sink and benchtops-wash cups/plates/cutlery and put away
Clean and disinfect amenities and replace paper products as required
De-cobweb internally
Spot clean glass internal
Spot clean doors/walls
Vacuum all floor areas
Mop all hard floor areas
Sweep outside entrance
De-cobweb windows externally

**Public Amenities – Clune Park , & Tourist Centre
(7 days a week including all Public Holidays)**

Clean and disinfect all amenities
Empty bins
Replace paper products as required
Sweep floors and mop
Sweep outside Verandahs

(Note: 1) Any special functions booked @ Clune Park, then, amenities are cleaned before function starts and then re---checked after function to ensure amenities are clean for tourists.

2) No extra billing for extra cleaning when required due to vandalism or anti social behaviour at amenities.

Black Boy Ridge Toilets (1 x clean per month)

Clean and disinfect all amenities
Empty bins
Replace paper products as required
Sweep floors and mop
Sweep outside Verandahs

Cemetery Toilets (as and when required by the Shire's Building Coordinator, generally prior to Burial services)

Clean and disinfect all amenities
Empty bins
Replace paper products as required
Sweep floors and mop
Sweep outside Verandahs

Tri – Annually

Machine scrub tiled floor area amenities Clune Park and Bindoon Toilet Block
Machine scrub tiled floor area amenities Shire Offices and Amenities/Kitchen Council Chamber
Wash all walls and doors amenities Clune Park and Bindoon Toilet Block

Annually

Machine strip and seal with commercial grade sealer vinyl entrance Shire Office
Clean by deep extraction all carpeted areas and mats Shire Offices/Council Chambers
Clean by deep extraction all carpeted areas Engineering Offices
Clean all windows internally Shire Offices/Council Chambers/Engineering Offices/Works Dept
Clean all windows externally Shire Offices/Council Chambers/Engineering Offices/Works Depot

All equipment used is heavy-duty commercial cleaning equipment and cleaning chemicals used are high grade commercial.

Note: As cleaning supplies (paper products) are depleted, please notify Shire's Building Coordinator to re-supply. Any vandalism or damage must be reported promptly to the Building Coordinator.

Locality Plan

Lot 713/2929 (RN 299) Brand Highway

Muchea



Subject Property

Chittering Street

Brand Highway

Application for Planning Approval
&
Preliminary Environmental Management
Plan

*Lot 2929 Brand Highway
Mucea W.A. 6501*



Prepared by

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Section 1: Executive Summary

Whitestone Quarries WA Pty Ltd, (ABN 75 151 434 883), for and on behalf of Mr T.D. Chisholm, Ms L.J. Noble and Avago Pty Ltd, make application before the Shire of Chittering for Planning Approval to undertake the development of Lot 2929 Brand Hwy Muchea.

The application by Whitestone Quarries WA Pty Ltd, seeks Planning Approval pursuant to the Shire of Chittering Town Planning Scheme No 6 (TPS) for the proposed activities upon Lot 2929 Brand Hwy, Muchea. (the site)

The application envisages development of Lot 2929 Brand Hwy by establishing:

1. Hardstand area.
2. Landscape supplies.
3. Storage sheds.
4. Workshop / Weighbridge and Office Administration.
and
5. Internal Road running east/west.
6. General traffic areas west of gas pipeline easement.

The development set out in dot points 1-4 above is to the west of the Gas Pipeline Easement.

The development set out in dot point 5 above represents construction of the internal road from Brand Hwy to the Gas Pipeline Easement located at the western end of Lot 2929.

Lot 2929 Brand Hwy is zoned Agricultural Resource within the Shire of Chittering Town Planning Scheme No 6. (TPS)

Whitestone Quarries WA Pty Ltd suggests the usage described above, meet the activity definitions within the TPS, of:

- Industry – Rural
- Landscape – Supplies
- Transport – Depot
- Warehouse

It is available to the Shire of Chittering to determine the proposed activities of Whitestone Quarries WA Pty Ltd on Lot 2929 Brand Hwy are compliant with the activity definitions contained within the Shire of Chittering Town Planning Scheme No6.

Environmental Plantings will be undertaken to dedicated locations on Lot 2929 Brand Hwy, Muchea.

Whitestone Quarries WA Pty Ltd requests the Shire of Chittering proceed with and grant Planning Approval to the proposed development on Lot 2929 Brand Hwy, Muchea.

Section 2: Preamble

The Directors of Whitestone Quarries WA Pty Ltd. are Mr T.D. Chisholm and Ms L.J. Noble. (attached and marked with the letter "A")

The Sole Director of Avago Pty Ltd is Mr T.D. Chisholm. (attached and marked with the letter "B")

The owners of Lot 2929 Brand Highway, Muchea are Mr T.D. Chisholm, Ms L.J. Noble and Avago Pty Ltd. (attached and marked with the letter "C")

Whitestone Quarries WA Pty Ltd, Mr T.D. Chisholm, Ms L.J. Noble and Avago Pty Ltd are hereafter defined as "**The Parties**".

Whitestone Quarries WA Pty Ltd own and operate quarry activities by Extractive Industry Licence within the Shires of Mukinbudin and Mt Marshall, Western Australia.

The business of Whitestone Quarries WA Pty Ltd is quarrying, processing, stockpiling and delivery of stone products.

The quarry operations extract and process quartz and feldspar from various locations in the Shires, the processed product is referred to as Whitestone.

All processing of the product is undertaken **before** the product leaves the quarry locations.

The processing reduces the product to 20 and 14mm in size.

The Whitestone product is utilized as:

1. Concrete aggregate
2. Landscape supplies
3. Decorative stone supplies

The product is supplied on a **wholesale basis only**.

Section 3: Development Concept

The Directors of Whitestone Quarries WA Pty Ltd Planning Application envisage developing Lot 2929 Brand Hwy, Muchea. (scope of development concept set out on the satellite and survey plan attached and marked with the letter "D")

The Development Concept is fivefold:

1. Hardstand.
2. Landscape supplies.
3. Storage sheds.
4. Workshop / Weighbridge and Office Administration.
5. Construction of Heavy Haulage Road.

The strategic plan for Whitestone Quarries WA Pty Ltd, identifies potential economic growth for the business by undertaking the acquisition and development of Lot 2929 Brand Hwy, Muchea.

To achieve the strategic plan, the Directors identified the necessity to establish operations adjacent to the Perth metropolitan area (peri-urban) with access by heavy haulage vehicles for delivering and dispatching of plant and equipment, delivery of bulk stone product from Mukinbudin / Mt Marshall for wholesale supply, Storage sheds, Weighbridge, Workshop with supporting Office Administration. (see, satellite and survey plan attached and marked with the letter "D")

Access to Lot 2929 Brand Hwy, Muchea will be by the construction of a purpose built (heavy haulage) internal road running from Brand Hwy to the east through to the western end of the property. This will be the primary access way to the site and the proposed development to the west of the gas pipeline easement. (see, satellite and survey plan attached and marked with the letter "D")

Entry and exit traffic corridors will also need to be established and form part of traffic management to Brand Hwy. (see satellite and survey plan attached and marked with the letter "D")

There will be two light vehicle access ways to the rear and west of the gas pipeline easement, they are:

- Access to the Hardstand and Storage sheds of Energy Rd.
and
- Access to the Workshop and Office Administration of Chittering Rd.

Both access ways are set out on the satellite and survey plan attached and marked with the letter "D".

A future hardstand area will be developed to the northern side of the site, east of the gas pipeline easement. (see satellite and survey plan attached and marked with the letter "D")

The development of Lot 2929 Brand Hwy, Muchea shall occur on the western end of the property. The eastern aspect of the property, facing Brand Hwy, will remain parkland cleared for primary production.

A more detailed description of activities is set out in the next Section 4: Operations.

Section 4: Operations

Whitestone Quarries WA Pty Ltd operations are divided into five activities, they are:

1. Hard Stand.
2. Landscape Supplies.
3. Storage sheds.
4. Workshops / Weighbridge and Office Administration.
5. Construction of a Heavy Haulage Road.

4.1: Hard Stand

It is proposed to establish a dedicated area to the west of the gas pipeline easement for the hard stand of machinery, trucks and other plant and equipment. (see, satellite image and survey plan attached and marked with the letter "D")

The hardstand and traffic area to the west of the gas pipeline easement will be constructed of 300mm crushed limestone. It will be necessary to box out the area of the hardstand and traffic areas to remove all grass and deleterious material before the crushed limestone is placed insitu over the area.

Access to the Hardstand area is by internal road running east / west (heavy haulage construction) from Brand Hwy to west of the gas pipeline easement.

Truck movements will enter by Brand Hwy and proceed west along the central road to a point west of the gas pipeline easement. Once west of the gas pipeline easement, goods and equipment will then be located within the Hardstand area, the Storage Shed, Stone Stockpiles and or Workshop pursuant to operational requirements.

The portion of the road to the west of the gas pipeline easement will be stripped of all deleterious material before construction (forming (box out), filling and compacting) traffic areas.

Item 9.1.9

Attachment 2

Road construction, Hardstand and Traffic areas west of the gas pipeline easement will be 300mm crushed limestone suitable for Heavy Haulage Vehicle Traffic.

General Environmental Plantings will be developed to the boundary set back areas west of the gas pipeline easement.

Environmental Plantings will also be undertaken progressively over the boundary and creek areas of the Lot 2929 Brand Hwy, Muchea.

The Environmental Plantings will act as a screen assisting in reducing noise and visual impact upon the residents residing to the south and west of Lot 2929 Brand Hwy, Muchea.

All water runoff will be discharged to the surrounding ground and environmental planting areas.

There will be minimal effect on the surrounding property owners by noise generated from the operations of Whitestone Quarries WA Pty Ltd. (see Section 11 - Environmental Plantings)

There will be minimal impact upon the visual amenity of adjoining residents. (see Section 11 - Environmental Plantings)

The applicant envisages truck movements to and from Lot 2929 Brand Hwy, Muchea will be in the order of 1 per day. (this figure represents an estimate of average)

Hours of operation for Heavy Haulage activities are from 7am to 7pm Monday to Sunday inclusive, 7 days per week.

4.2: Landscape Supplies

It is proposed to establish a dedicated area to the west of the gas pipeline for supply of decorative stone to the wholesale landscape market, metropolitan Perth.

The decorative stone will be delivered to site from Mukinbudin / Mt Marshall by pocket road trains.

The landscape product will be crushed and screened before consignment to Lot 2929 Brand Hwy, Muchea and range between 20mm and 14mm in diameter.

The flow chart of operations at Mukinbudin / Mt Marshall are:



The screening process removes the fine particles of sand from the stone before transport. This process removes the fines which can cause dust. There will be no dust generated in the delivery or handling of the stone product.

There will be no Extractive Industry (quarry operations) on site.

Landscape operators will purchase the decorative stone from Whitestone Quarries WA Pty Ltd site, at Lot 2929 Brand Hwy, Muchea.

Landscape operators wishing to purchase decorative stone from Whitestone Quarries WA Pty Ltd will enter Lot 2929 off Brand Hwy, Muchea and travel west along the internal road to the loading area adjacent to the stockpiles of bulk decorative stone.

Upon passing to the west of the gas easement, the landscape operators commercial vehicles will present at the weighbridge to record weight in, the vehicle will then be loaded with stone, the vehicle will then present at the weighbridge to record weight out, the balance between the incoming and outgoing weights, is the amount of stone purchased by the landscape supplier.

The landscape operator will exit Lot 2929 Brand Hwy, Muchea by retracing their entry along the internal road to Brand Hwy.

For the larger landscape suppliers who undertake retail sales to the public Whitestone Quarries WA Pty Ltd propose supplying:

- Bulk stone.
- Packaged stone.

Bulk stone is as described above.

Packaged stone is bulk stone broken down in weight and packed in 10kg bags sold wholesale to retail outlets.

The activity of packing bulk stone will occur inside the warehouse area adjacent to the bulk stone stockpiles on Lot 2929 Brand Hwy, Muchea.

The packing process simply requires the loading of a hopper with bulk stone, directing that stone to a smaller aperture for filling into plastic bags. The amount of stone filled into each bag is 10kg. Bags are then sealed and stored in the warehouse ready for supply.

No dust will be generated by the packing operations.

General Environmental Plantings will be developed to the boundary set back areas west of the gas pipeline easement.

Environmental Plantings will also be undertaken progressively over the boundary and creek areas of the Lot 2929 Brand Hwy, Muchea.

The Environmental Plantings will act as a screen assisting in reducing noise and visual impact upon the residents residing to the south and west of Lot 2929 Brand Hwy, Muchea.

There will be minimal effect on the surrounding property owners by noise generated from the operations of Whitestone Quarries WA Pty Ltd. (see Section 11 - Environmental Plantings)

There will be minimal impact upon the visual amenity of adjoining residents. (see Section 11 - Environmental Plantings)

Whitestone Quarries WA Pty Ltd does not intend to establish delivery operation for the supply of stone products to the landscape market in metropolitan Perth.

All supply of decorative stone to the landscape market is wholesale. (bulk and or packaged)

The proponent envisages commercial vehicle movements to and from Lot 2929 Brand Hwy, Muchea will be in the order of 4 per day. (this figure represents an estimate of average)

Hours of operation for the supply of Landscape product are from 7am to 7pm Monday to Friday inclusive, 5 days per week.

4.3: Storage Sheds

There are two separate Storage Sheds proposed for the area west of the gas pipeline easement. For the general location of the Storage Sheds (see satellite and survey plan attached and marked with the letter "D").

Two Storage Sheds are proposed for the north west, rear corner, west of the gas pipeline easement.

The Workshop dimensions are:

- Shed 1: 27.25 x 18.2 meters.
- Shed 2: 27.2 x 14.45 meters.

The storage functions are:

- Storage of equipment and components.
- Storage of parts and sundry items ancillary to the operations.

Machinery, Plant and Equipment for storage will enter Lot 2929 via the internal road off Brand Hwy, travel west along the internal road to the west side of the gas pipeline easement and then turn north and make their way to the relevant storage shed.

Light Vehicle Entry to the storage area is also via Energy Rd.

For general location, (see, satellite image and survey plan attached and marked with the letter "D")

The Storage Sheds are constructed of structural steel with zincalume cladding and or similar external product.

Floors will be constructed of an impervious concrete base.

All water runoff from roof areas will be captured in water storage tanks for later use.

All water storage tanks will be fitted with cupping points for access to water by fire fighting equipment.

Finished floor levels (FFL) are yet to be determined but are envisaged to be approximately 1 metre above existing ground level.

General Environmental Plantings will be developed to the boundary set back areas west of the gas pipeline easement. (see satellite and survey plan attached and marked with the letter "D")

Environmental Plantings will also be undertaken progressively over the boundary and creek area of the Lot 2929 Brand Hwy, Muchea.

The Environmental Plantings will act as a screen assisting in reducing noise and visual impact upon the residents residing to the south and west of Lot 2929 Brand Hwy, Muchea.

There will be minimal effect on the surrounding property owners by noise generated from the operations of Whitestone Quarries WA Pty Ltd. (see Section 11 - Environmental Plantings)

There will be minimal impact upon the visual amenity of adjoining residents. (see Section 11 - Environmental Plantings)

The applicant envisages truck movements to and from Lot 2929 Brand Hwy, Muchea will be in the order of 1 per day. (this figure represents an estimate of average)

Hours of operation for heavy haulage activities are from 7am to 7pm Monday to Sunday inclusive, 7 days per week.

4.4: Workshop / Weighbridge and Office Administration

A Workshop is proposed to the south side of Lot 2929 Brand Hwy. The Workshop is west of the gas pipeline easement.

The Weighbridge is directly east of the Workshop but to the west of the gas pipeline easement.

The Office Administration is adjacent the workshop overlooking the Weighbridge.

Mobile ablution facilities will be located adjacent to the workshop. All waste from the ablution facility will be collected and disposed of by a licenced waste collection service.

There will be no ablution or any other waste discharged to ground.

The workshop dimensions are:

- Workshop 1: 48.0 x 24.64 meters.

The Workshop will have two; lean to's, constructed as additional to the workshop. One facing east, one facing west.

The lean to dimensions are:

- Facing East: 48.0 x 20.0 meters.
- Facing West: 48.0 x 20.0 meters.

The workshop functions are:

- Storage.
- Mechanical servicing.
- Repairs and maintenance.
- Refurbishment of equipment.
- Administration office / weighbridge management.
- Packing equipment.
- Storage. (bags of stone)

Machinery, Plant and Equipment for the workshop will enter Lot 2929 via the internal road off Brand Hwy, travel west along the internal road to the west side of the gas pipeline easement and then turn south and make their way to the workshop.

Light Vehicle Entry to the workshop is also via Chittering Rd.

For general location, (see, satellite image and survey plan attached and marked with the letter "D")

The workshops are constructed of structural steel with zincalume cladding and or similar external product.

Floors will be constructed of an impervious concrete base.

Finished floor levels (FFL) are yet to be determined but are envisaged to be approximately 1 metre above existing ground level.

Hydrocarbon (oil's) will be salvaged and stored on site in consequence of operations within the workshop.

There will be no bulk storage facilities of Hydrocarbon (fuel) on site.

Used Hydrocarbons (oil's) will be held within an impervious above ground concrete containment facility until collected by a licenced waste recycler.

There will be no hydrocarbon pollution to the water table.

All water runoff from roof areas will be captured in water storage tanks for later use.

All water storage tanks will be fitted with cupping points for access to water by fire fighting equipment.

General Environmental Plantings will be developed to the boundary set back areas west of the gas pipeline easement. (see satellite and survey plan attached and marked with the letter "D")

Environmental Plantings will also be undertaken progressively over the boundary and creek area of the Lot 2929 Brand Hwy, Muchea.

The Environmental Plantings will act as a screen assisting in reducing noise and visual impact upon the residents residing to the south and west of Lot 2929 Brand Hwy, Muchea.

There will be minimal effect on the surrounding property owners by noise generated from the operations of Whitestone Quarries WA Pty Ltd. (see Section 11 - Environmental Plantings)

There will be minimal impact upon the visual amenity of adjoining residents. (see Section 11 - Environmental Plantings)

The applicant envisages truck movements to and from Lot 2929 Brand Hwy, Muchea will be in the order of 1 per day. (this figure represents an estimate of average)

The applicant envisages light vehicle movements (employees) to and from Lot 2929 Brand Hwy, via Chittering Rd will be in the order of 6 per day. (this figure represents an estimate of average)

Hours of operation are from 7am to 7pm Monday to Friday, inclusive, 7 days per week.

Section 5: Internal Road

Access to Lot 2929 Brand Hwy, Muchea will be by the construction of a purpose built (Heavy Haulage) internal road running east / west off Brand Hwy to the western end of the property. This will be the primary access way to the site and the proposed development to the west of the gas pipeline easement. (see, satellite and survey plan attached and marked with the letter "D")

The highest and thickest point of the internal road abuts Brand Hwy.

Construction of entry and exit lanes from Brand Hwy to the internal road will be in accordance with Main Roads design and engineering requirements.

It will also be necessary to lift the power lines running on the west side of Brand Hwy abutting Lot 2929 Brand Hwy, Muchea.

The Heavy Haulage Road will be surveyed east / west on the centre line of Lot 2929 Brand Hwy, Muchea. It will be 12 to 16 meters wide at the base rising to 10 meters width at the fill level.

Final finished road surface is 8 meters.

A typical description of the section profile for the road is:

- Box out the area of the road to remove all grass and deleterious material.
- Backfill insitu with 300 to 500 mm thick crushed limestone. (dependent on contours and final levels)

- Water bind, compact and grade crushed limestone to fill level.
- Layer crushed limestone with 75mm road base or equivalent, water bind, compact and grade to final levels.
- Apply two coat cold emulsion seal to form road surface.

Note:

The proposed road traverses annual winter creeks. Where the road crosses annual winter creeks it is proposed to install drainage pipes laid insitu beneath the road surface to maintain water flow. All ground surrounding drainage pipes will be armour stone pitched to prevent water erosion to the face of road fill.

The Chittering Land Care Group is in discussions with Whitestone Quarries WA Pty Ltd to design and undertake strategic environmental plantings to the internal road and creek areas of the property.

A general concept of the Chittering Land Care Group is to revegetate and enhance the environmental attributes of Lot 2929 Brand Hwy, Muchea whilst having regard to the balanced interaction between environmental issues and the strategic commercial objectives of Whitestone Quarries WA Pty Ltd. (see Section 11 - Environmental Plantings)

The Environmental Plantings will act as a screen assisting in reducing noise and visual impact upon the residents residing to the south and west of Lot 2929 Brand Hwy.

The internal road traverses the Dampier to Bunbury Natural Gas Pipeline. The road will be constructed and reinforced in accordance with the requirement of the Dampier to Bunbury Natural Gas Pipeline Authority.

All rain water runoff will be discharged to the surrounding ground and Environmental Planting areas.

Section 6: Hardstand and Traffic Areas

All Hardstand and Traffic areas to the west of the gas pipeline easement will be constructed of 300mm crushed limestone. It will be necessary to box out the area of the Hardstand and Traffic areas to remove all grass and deleterious material before the crushed limestone is placed insitu and compacted over the area.

It is the intention of Whitestone Quarries WA Pty Ltd to progressively sheet the entire open area west of the gas pipeline easement with 300mm of crushed limestone for ongoing utilization as Hardstand and Traffic areas.

All rain water runoff will be discharged to the surrounding ground and environmental planting areas.

Section 7: Parking

Parking will be established for all employee cars on the south side of workshop area. (see, satellite image and survey plan attached and marked with the letter "D")

All rain water runoff will be discharged to the existing ground and environmental planting area.

Section 8: Weighbridge

A 16 meter Weighbridge will be established in an area adjacent to the workshop and bulk stone storage.

The exact location of the Weighbridge is yet to be finalized but it will be constructed west of the gas pipeline easement adjacent to the Office Administration.

Section 9: Employment / Economic Benefit

This Planning Application details the proposed development of Lot 2929 Brand Hwy, Muchea.

The development proposal sets out the commercial objectives of Whitestone Quarries WA Pty Ltd when seeking to achieve its strategic direction.

A consequence of achieving the strategic objective of Whitestone Quarries WA Pty Ltd is the generation of direct employment opportunities for five to ten persons within the local and broader community.

Further employment opportunities may become available dependent upon the commercial success of the operation.

An economic benefit occurs to the community by:

- Direct employment.
- Indirect employment by service providers.
- Capital injection by infrastructure development.
- Commercial opportunities.
- Vertical integration opportunities by services providers.

Whitestone Quarries WA Pty Ltd has and continues to deliver economic benefits through sustainable development in regional Western Australia. (dot points above)

Whitestone Quarries WA Pty Ltd seeks to deliver the same economic benefits through development and ongoing operational opportunities at Lot 2929 Brand Hwy, Muchea.

Employment and Economic Development foster:

- Sense of community.
- Community wellbeing.
- Permanence of residents.
- Peri-Urban living.
- Community services.

Section 10: Chittering Land Care Group

The Chittering Land Care Group is in discussions with Whitestone Quarries WA Pty Ltd to design and undertake strategic Environmental Plantings to the creek areas of the property.
(see Preliminary Environmental Report attached and marked with the letter "E")

A general concept of the Chittering Land Care Group is to revegetate and enhance specific areas of environmental significance (creeks) to Lot 2929 Brand Hwy, Muchea whilst having regard to the balanced interaction between environmental issues and the strategic commercial objectives of Whitestone Quarries WA Pty Ltd. (see Section 11 - Environmental Plantings)

Whitestone Quarries WA Pty Ltd support the general concepts outlined within section 10.

Environmental Plantings will be undertaken for:

- Soil stabilization to roads and general areas.
- Soil stabilization to winter creeks.
- Re-establish native flora.
- Environmental screens for noise and visual abatement.

Environmental Plantings will be undertaken to:

- External boundary setbacks west of gas pipeline easement. (30 meters / three rows of trees)
- Internal boundary setback to west of gas pipeline easement. (20 meters / two rows of trees)

- Establish boundary screens reducing noise and visual impact upon the residents residing to the south and west of Lot 2929 Brand Hwy, Muchea.
- Winter creeks / yearly progressive manner.
- Strategic areas for soil stabilization.

Section 11: Environmental Plantings

Whitestone Quarries WA Pty Ltd has instigated a Preliminary Environmental Assessment of Lot 2929 Brand Hwy, Muchea, for inclusion within this Planning Application. (see Preliminary Environmental Management Plan attached and marked with the letter "E")

The environmental issues upon Lot 2929 Brand Hwy, Muchea are managed in accordance with general Department of Environment and Conservation (DEC) regulations. The Location is also managed in accordance with the DEC System 6 Management Policy.

The environmental study will seek and recommend the removal of the DEC System 6 Management Policy. The policy was established in 1984 and is no longer applicable.

Section 12: Technical Approvals

Whitestone Quarries WA Pty Ltd is undertaking consultation with all relevant authorities to determine their requirements for and approval of infrastructure development to Lot 2929 Brand Hwy, Muchea.

Technical design and approvals are being sought from;

(A) Statutory Authorities:

- Shire of Chittering Town Planning Scheme No 6.
- Shire of Chittering Planning and Development.
- Building approvals.
- Main Roads.
- Western Power.
- Department of Environment and Conservation.
- Dampier to Bunbury Natural Gas Pipeline Authority.

(B) Engineering:

- Road Design.
- Building Design.
- Western Power supply.

(C) General:

- Compaction certificate.
- Survey plans.

All design and approval requirements will be obtained by Whitestone Quarries WA Pty Ltd and provided to the Shire of Chittering before development proceeds.

Section 13: Consultation

Whitestone Quarries WA Pty Ltd is engaging a detailed consultation with all the entities described in Section 12 above to determine the requirements and approval process. (all approvals and technical requirements will form part of the development process before the Shire of Chittering).

Whitestone Quarries WA Pty Ltd is engaging in preliminary discussions with some residents to the south and west of the proposed development of Lot 2929 Brand Hwy Muchea.

Whitestone Quarries WA Pty Ltd are prepared to undertake further consultation with adjoining property owners in regards to the development of Lot 2929 Brand Hwy.

Section 14: Complaints

14.1: Complaints Procedure

The Complaints Procedure is an important component of the Environmental Management Plan and addressing general complaints. It is essential that any complaints are further investigated and acted upon. It is also important that all complaints are recorded.

The following activities will be conducted:

- Complaints made to the operator will be documented and dealt with expeditiously.
- Complaints received either directly from the complainant or via the Shire of Chittering will be reviewed by the operator and interested parties to assess:
 - (i) The legitimacy of the complaint;
 - (ii) The aspects of the operation that triggered the complaint;
 - (iii) Management actions required to address the issues raised to bring operations into line with conditions imposed by either the Shire or the Department of Environment and Conservation.
- Actions deemed necessary to bring operations into line with relevant legislation, regulation and Licence conditions will be undertaken immediately and before works are recommenced.
- Summaries of complaints and actions taken to address each specific issue will be recorded in the Complaints Register. (see Section 13.2 and 13.3 below)

Complainants and the Shire of Chittering will be notified in writing of the date, time and nature of the complaint received, results of the investigation, remedial actions undertaken and date and time of recommencement of works.

If any complaints are received, necessary action will take place to help rectify the issue.

Item 9.1.9

Attachment 2

14.2: Complaints Register

Complaint #	Date Received	Complainant	Summary of Complaint	Management Actions Required

14.3: Complaints Detail

Date of Complaint: _____ Time of Complaint: _____

Mode of Delivery of Complaint: _____

Complainant: _____

Nature of Complaint:

Aspect of Operation at Issue:

Management Investigation:

Issues investigated by:

Aspect of operation reviewed:

Licence Condition / Legislation / Regulation that has been breached:

Complaint Resolution: _____ Upheld / Dismissed

Management Actions Required and Undertaken:

Date Implemented: _____ Time Implemented: _____

Adjustments to operations performed by:

Date adjustment made: _____

Date operations recommenced: _____

Time operations recommenced: _____

Signatures of Parties:

Whitestone Quarries WA Pty Ltd

Complainant

CEO – Shire of Chittering

ANNEXURE A

COMPANY EXTRACT WHITESTONE QUARRIES WA PTY LTD



ASIC Company Extract - Current

Customer Service: 1300 366 402 **Internet:** <https://secure.abr.com.au> **Email:** abrddata@abr.com.au

Brisbane
Level 10
231 North Quay
Brisbane QLD 4000
GPO Box 13294
George Street
Brisbane QLD 4003
Tel: 61 7 3837 1333
Fax: 61 7 3236 3422

Sydney
Level 19
9 Hunter Street
Sydney NSW 2000
Tel: 61 2 9236 4800
Fax: 61 2 9951 7880

Melbourne
Level 34
140 William Street
Melbourne VIC 3000
Tel: 61 3 8629 1608
Fax: 61 3 8629 1628

Perth
Level 5
102 James Street
North Bridge
Perth WA 6003
Tel: 61 8 9224 4900
Fax: 61 8 9434 9193

Canberra
PO Box 545
Civic Square
Civic ACT 2608
Tel: 61 2 6257 0871
Fax: 61 2 6257 0871

New Zealand
CPO Level 1
12 Queen Street
Auckland Central
PO Box 912012
Auckland Mail Centre
Auckland 1142
Tel: 64 9 367 6200
Fax: 64 9 367 6222

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ASIC Company Extract - Current

WHITESTONE QUARRIES W.A. PTY LTD

Section 1274B This extract has been prepared by the Australian Securities & Investments Commission from information it obtained, by using a data processor, from the national database. If you believe that this extract contains any error or omission please advise the A.S.I.C. promptly. The Information Division of the Australian Securities & Investments Commission is certified under the Australian Quality Standard AS 3901 (International Standard ISO 9001).

*Extracted from ASIC's database at 15:54:00 on 01/09/2011

Organisation Details

Organisation Name: WHITESTONE QUARRIES W.A. PTY LTD
Australian Company Number: 151434883
State of Incorporation: Western Australia
Registration Date: 10/06/2011
Organisation Number Heading: ACN (Australian Company Number)
Australian Business Number: 75151434883
Review Date: 10/06/2012

Document Number: 5E2725766
Details Type (current/ceased): Current
Details Start Date: 10/06/2011
Organisation Name: WHITESTONE QUARRIES W.A. PTY LTD
Name Start Date: 10/06/2011
Organisation Status: Registered
Organisation Type: Australian Proprietary Company
Organisation Class: Limited By Shares
Organisation Sub-Class: Proprietary Company
Disclosing Entity Flag: N

Company Address

Document Number: 5E2725766
Details Type: Current
Address Type: Registered Office
Address Start Date: 10/06/2011
Address: WHITESTONE QUARRIES W.A. PTY LTD LOT 5 MIDLANDS ROAD CARNAMAH WA 6517

Document Number: 5E2725766
Details Type: Current
Address Type: Principal Place of Business
Address Start Date: 10/06/2011
Address: LOT 5 MIDLANDS ROAD CARNAMAH WA 6517

Company Office Holders

Document	Qual.	Type	Role	Appointed	Ceased	Name	Born	ACN	Address
5E2725766		Current	Director	10/06/2011		CHISHOLM TERRENCE DAVID	14/07/1949 DALWALLINU WA		1 MIDLANDS ROAD CARNAMAH WA 6517
5E2725766		Current	Director	10/06/2011		NOBLE LEONIE JOY	07/12/1952 PERTH WA		1 MIDLANDS ROAD CARNAMAH WA 6517

ASIC Company Extract - Current

Document	Qual.	Type	Role	Appointed	Ceased	Name	Born	ACN	Address
5E2725766		Current	Secretary	10/06/2011		NOBLE LEONIE JOY	07/12/1952 PERTH WA		1 MIDLANDS ROAD CARNAMAH WA 6517

Share Structure - Issued and Paid Capital

Document	Qual.	Type	Code	Title	Issued	Nom. Value	Face Value	Paid	Unpaid	Total	Share Prem	Entitled	Avg Exc.
5E2725766		Current	A	A CLASS	1			\$1.00					
5E2725766		Current	B	B CLASS	1			\$1.00					

Share Holders

Document	Qual.	Type	Class	Held	Owned	Paid	Name	ACN	Address	Joint Indicator
5E2725766		Current	A	1	Y	Y	CHISHOLM TERRENCE DAVID		1 MIDLANDS ROAD CARNAMAH WA 6517	N
5E2725766		Current	B	1	N	Y	AVAGO PTY LTD	9410539	1 MIDLANDS ROAD CARNAMAH WA 6517	N

Charges Registered and Related Documents

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
2211751	Registered	29/07/2011	Both Fixed & Floating	13/07/2011				005357522	AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
2211751	027675441	29/07/2011	309	01/08/2011	33	309 NOTIFICATION OF 309A DETAILS OF A CHARGE

Company Document Listing

Document	Received	Type	Processed	Pages (If Imaged)	Effective	Annual Return	Description
5E2725766	10/06/2011	201	10/06/2011	3	10/06/2011		201C Application For Registration as a Proprietary Company

ANNEXURE B

COMPANY EXTRACT AVAGO PTY LTD



ASIC Company Extract - Current

Customer Service: 1300 366 402 **Internet:** <https://secure.abr.com.au> **Email:** abrdata@abr.com.au

Brisbane
Level 10
231 North Quay
Brisbane QLD 4000
GPO Box 13294
George Street
Brisbane QLD 4003
Tel: 61 7 3837 1333
Fax: 61 7 3236 3422

Sydney
Level 19
9 Hunter Street
Sydney NSW 2000
Tel: 61 2 9236 4800
Fax: 61 2 9951 7880

Melbourne
Level 34
140 William Street
Melbourne VIC 3000
Tel: 61 3 8629 1608
Fax: 61 3 8629 1628

Perth
Level 5
102 James Street
North Bridge
Perth WA 6003
Tel: 61 8 9224 4900
Fax: 61 8 9434 9193

Canberra
PO Box 545
Civic Square
Civic ACT 2608
Tel: 61 2 6257 0871
Fax: 61 2 6257 0871

New Zealand
CPO Level 1
12 Queen Street
Auckland Central
PO Box 912012
Auckland Mail Centre
Auckland 1142
Tel: 64 9 387 6200
Fax: 64 9 367 6222

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ASIC Company Extract - Current

AVAGO PTY LTD

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*Extracted from ASIC's database at 11:55:13 on 20/01/2012

Organisation Details

Organisation Name: AVAGO PTY LTD
Australian Company Number: 009410539
State of Incorporation: Western Australia
Previous State Number: C0839790X
Registration Date: 11/07/1989
Organisation Number Heading: ACN (Australian Company Number)
Australian Business Number: 48009410539
Review Date: 11/07/2012

Document Number: 00941053B
Details Type (current/ceased): Current
Details Start Date: 19/06/1992
Organisation Name: AVAGO PTY LTD
Name Start Date: 11/07/1989
Organisation Status: Registered
Organisation Type: Australian Proprietary Company
Organisation Class: Limited By Shares
Organisation Sub-Class: Proprietary Company
Disclosing Entity Flag: N

Company Address

Document Number: 0E4181545
Document Number Qualifier: (AR 1999)
Details Type: Current
Address Type: Registered Office
Address Start Date: 06/02/2000
Address: K W PRINCE & ASSOCIATES UNIT 8 9 SUNDERCOMBE STREET OSBORNE PARK WA 6017

Document Number: 004510912
Document Number Qualifier: (AR 1993)
Details Type: Current
Address Type: Principal Place of Business
Address Start Date: 30/06/1993
Address: MIDLANDS ROAD CARNAMAH WA 6517

Company Office Holders

Document	Qual.	Type	Role	Appointed	Ceased	Name	Born	ACN	Address
00941053B		Current	Director	18/07/1989		CHISHOLM TERRENCE DAVID	14/07/1949 DALLINU UNKNOWN		MIDLANDS ROAD CARNAMAH WA 6517

ASIC Company Extract - Current

Document	Qual.	Type	Role	Appointed	Ceased	Name	Born	ACN	Address
00941053B		Current	Secretary	18/07/1989		CHISHOLM TERRENCE DAVID	14/07/1949 DALLINU UNKNOWN		MIDLANDS ROAD CARNAMAH WA 6517

Share Structure - Issued and Paid Capital

Document	Qual.	Type	Code	Title	Issued	Nom. Value	Face Value	Paid	Unpaid	Total	Share Prem	Entitled	Avg Exc.
004510912	(AR 1993)	Current	ORD	ORDINARY SHARES	2			\$2.00					

Share Holders

Document	Qual.	Type	Class	Held	Owned	Paid	Name	ACN	Address	Joint Indicator
0941053A	(AR 1990)	Current	ORD	1	Y	Y	CHISHOLM GLENYS DAWN		MIDLANDS ROAD CARNAMAH WA 6517	N
0941053A	(AR 1990)	Current	ORD	1	Y	Y	CHISHOLM TERRENCE DAVID		MIDLANDS ROAD CARNAMAH WA 6517	N

Charges Registered and Related Documents

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
479701	Satisfied	02/03/1995	Both Fixed & Floating	01/03/1995				050494454	BANK OF WESTERN AUSTRALIA LTD

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
479701	006037195	02/03/1995	309	02/03/1995	54	309 NOTIFICATION OF 309A DETAILS OF A CHARGE
479701	016296434	05/09/2001	312	05/09/2001	1	312 NOTIFICATION OF 312A DISCHARGE

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
589778	Registered	08/05/1997	Both Fixed & Floating	01/05/1997				005357522	AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
589778	010737412	08/05/1997	309	08/05/1997	55	309 NOTIFICATION OF 309A DETAILS OF A CHARGE
589778	016296433	05/09/2001	311	05/09/2001	2	311 NOTIFICATION OF 311A ASSIGNMENT OF CHARGE
589778	016296432	05/09/2001	312	05/09/2001	1	312 NOTIFICATION OF 312C RELEASE OF PROPERTY

ASIC Company Extract - Current

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
589778	7E3753526	22/06/2011	312	22/06/2011	5	312 NOTIFICATION OF 312C RELEASE OF PROPERTY

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
795604	Registered	17/04/2001	Fixed	19/03/2001				000015485	GE FINANCE AUSTRALASIA PTY LTD

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
795604	016686762	17/04/2001	309	18/04/2001	13	309 NOTIFICATION OF 309A DETAILS OF A CHARGE

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
2209394	Registered	26/07/2011	Fixed	13/07/2011				005357522	AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
2209394	7E3838775	26/07/2011	309	26/07/2011	5	309 NOTIFICATION OF 309A DETAILS OF A CHARGE

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
2225876	Registered	31/08/2011	Fixed	18/08/2011				005357522	AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
2225876	7E3919606	31/08/2011	309	31/08/2011	6	309 NOTIFICATION OF 309A DETAILS OF A CHARGE

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
2225915	Registered	31/08/2011	Fixed	18/08/2011				005357522	AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

ASIC Company Extract - Current

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
2225915	7E3919664	31/08/2011	309	31/08/2011	5	309 NOTIFICATION OF 309A DETAILS OF A CHARGE

Charge Details

Ch No	Status	Date Reg	Type	Created	Expired	Pre-ASIC Ch No	Name	ACN	Organisation Name
2225922	Registered	31/08/2011	Fixed	18/08/2011				005357522	AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

Documents relating to the above Charge

Ch No	Document	Received	Type	Processed	Pages (If Imaged)	Description
2225922	7E3919678	31/08/2011	309	31/08/2011	6	309 NOTIFICATION OF 309A DETAILS OF A CHARGE

Company Document Listing

Document	Received	Type	Processed	Pages (If Imaged)	Effective	Annual Return	Description
0E8557168	03/02/2003	316	13/01/2005	3	29/01/2003	(AR 2002)	316L Annual Return Annual Return - Proprietary Company
0E7055510	05/02/2002	316	11/01/2005	3	30/01/2002	(AR 2001)	316L Annual Return Annual Return - Proprietary Company
0E5564998	30/01/2001	316	30/01/2001	3	29/01/2001	(AR 2000)	316L Annual Return Annual Return - Proprietary Company
0E4181545	30/01/2000	316	30/01/2000	3	30/01/2000	(AR 1999)	316 Annual Return 316A Change of Registered Office Address 316L Annual Return - Proprietary Company
0E2910946	31/01/1999	316	31/01/1999	4	31/01/1999	(AR 1998)	316L Annual Return Annual Return - Proprietary Company
0E1866171	30/01/1998	316	01/02/1998	4	30/01/1998	(AR 1997)	316L Annual Return Annual Return - Proprietary Company
0E1056796	04/02/1997	316	08/02/1997	4	22/01/1997	(AR 1996)	316L Annual Return Annual Return - Proprietary Company
0E0758576	27/11/1996	370	28/11/1996	2	27/11/1996		370 Notice of Retirement or Resignation By Director or Secretary
0E0758563	27/11/1996	304	28/11/1996	1	27/11/1996		304A Notification of Change to Officeholders of Australian Company
0E0441572	29/02/1996	316	01/03/1996	4	29/02/1996	(AR 1995)	316L Annual Return Annual Return - Proprietary Company
0E0441558	29/02/1996	203	01/03/1996	1	29/02/1996		203A Notification of Change of Address
00941053E	20/03/1995	316	28/04/1995	4	31/12/1994	(AR 1994)	316L Annual Return Annual Return
004510912	22/04/1994	316	11/05/1994	4	31/12/1993	(AR 1993)	316L Annual Return Annual Return
00941053C	05/11/1993	316	29/11/1993	4	31/12/1992	(AR 1992)	316 Annual Return 316A Change of Registered Office Address 316L Annual Return
00941053B	19/06/1992	316	17/07/1992	4	19/06/1992	(AR 1991)	316 Annual Return 316E Corrections 316L Annual Return
0941053A	01/01/1991	316	16/04/1991	4	01/01/1991	(AR 1990)	316 Annual Return 316E Corrections 316L Annual Return

ANNEXURE C

CERTIFICATE OF TITLE
LOT 299 BRAND HWY, MUCHEA



REGISTER NUMBER 2929/DP254600	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

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

VOLUME **350** FOLIO **154A**

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 2929 ON DEPOSITED PLAN 254600

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

LEONIE JOY NOBLE
TERRENCE DAVID CHISHOLM
AS JOINT TENANTS IN 1/2 SHARE
AVAGO PTY LTD
IN 1/2 SHARE
ALL OF POST OFFICE BOX 70, CARNAMAH
AS TENANTS IN COMMON

(T L944268) REGISTERED 24 MAY 2012

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

1. TITLE EXCLUDES THE LAND SHOWN ON DIAGRAM 100184.
2. C420738 EASEMENT TO THE STATE ENERGY COMMISSION OF WESTERN AUSTRALIA. SEE INSTRUMENT C420738. REGISTERED 9.9.1982.
*H604804 SUNDRY. THE GRANTEE OF TRANSFER C420738 IS NOW THE DBNGP LAND ACCESS MINISTER PURSUANT TO THE DAMPIER TO BUNBURY PIPELINE ACT 1997. REGISTERED 23.11.2000.
3. H604804 SUNDRY. PORTION OF THE LAND HEREIN IS WITHIN THE DBNGP CORRIDOR PURSUANT TO THE DAMPIER TO BUNBURY PIPELINE ACT 1997. SEE LAND ADMINISTRATION PLAN 15560. REGISTERED 23.11.2000.
4. *I210359 TAKING ORDER. THE DESIGNATED PURPOSE OF THE INTEREST TAKEN IS STATE CORRIDOR RIGHTS TO THE DBNGP LAND ACCESS MINISTER UNDER THE PROVISIONS OF THE DAMPIER TO BUNBURY PIPELINE ACT 1997. AS TO THE PORTION OF THE WITHIN LAND SHOWN ON DEPOSITED PLAN 215560 ONLY. REGISTERED 20.8.2002.
5. *L944269 MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD REGISTERED 24.5.2012.

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-----

END OF PAGE 1 - CONTINUED OVER

RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 2929/DP254600

VOLUME/FOLIO: 350-154A

PAGE 2

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: 350-154A (2929/DP254600).
PREVIOUS TITLE: 1021-246.
PROPERTY STREET ADDRESS: 299 BRAND HWY, MUCHEA.
LOCAL GOVERNMENT AREA: SHIRE OF CHITTERING.

NOTE 1: A000001A LAND PARCEL IDENTIFIER OF SWAN LOCATION 2929 (OR THE PART THEREOF) ON SUPERSEDED PAPER CERTIFICATE OF TITLE CHANGED TO LOT 2929 ON DEPOSITED PLAN 254600 ON 01-MAY-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.
NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE OR ON THE CURRENT EDITION OF DUPLICATE CERTIFICATE OF TITLE.
NOTE 3: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING L944269

ANNEXURE D

SATELLITE AND SURVEY PLANS
LOT 299 BRAND HWY, MUCHEA



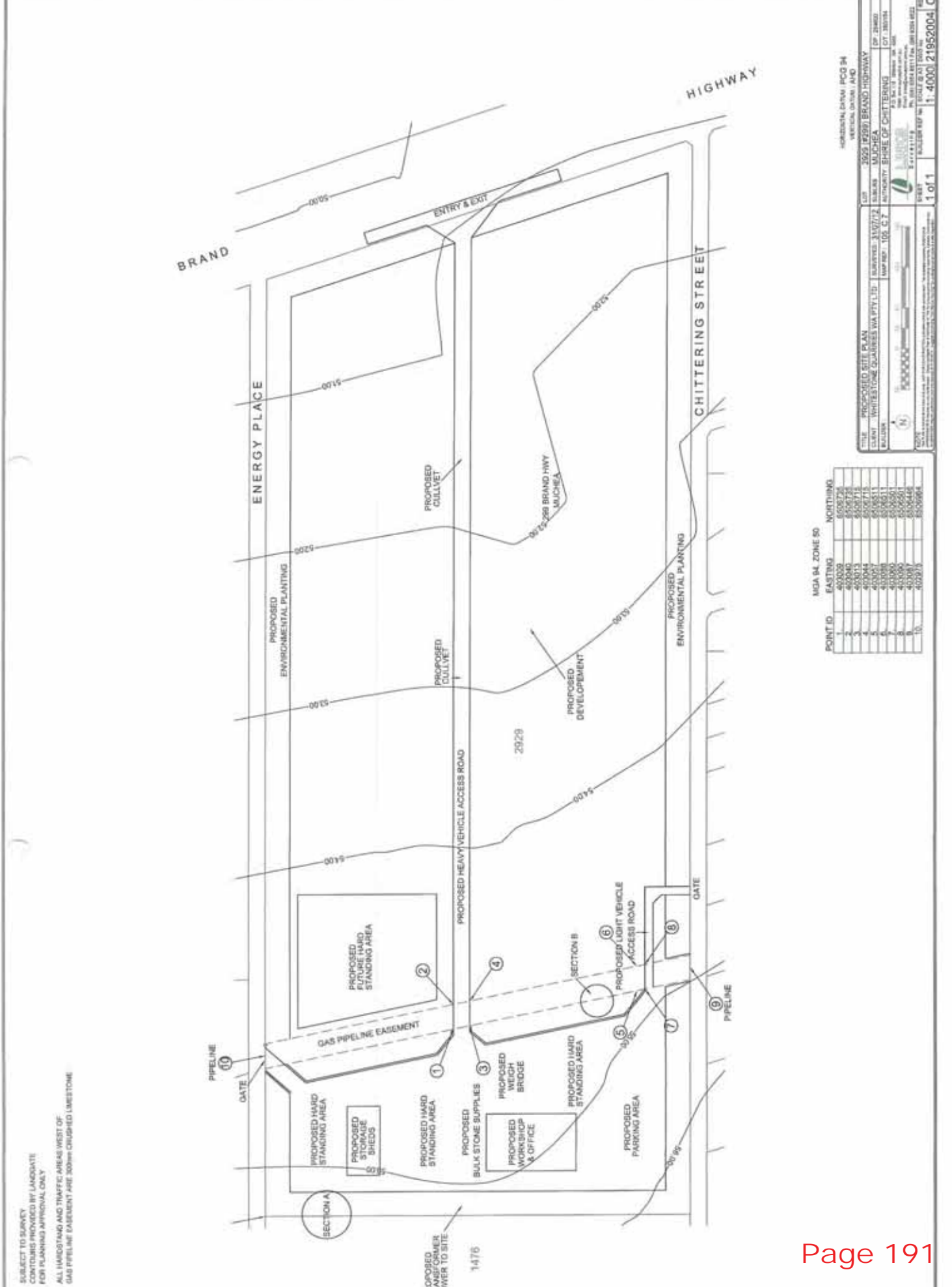
© 2012 Whereis Sensis Pty Ltd
Image © 2012 GeoEye

31°34'15.55" S 115°57'56.48" E elev: 54 m

Google

Eye alt

011



SUBJECT TO SURVEY
 CONTOURS PROVIDED BY LANDGATE
 FOR PLANNING APPROVAL ONLY
 ALL HARDSTAND AND TRAFFIC AREAS WEST OF
 GAS PIPELINE EASEMENT ARE 300mm CRUSHED LIMESTONE

MGA 84, ZONE 50

POINT ID	EASTING	NORTHING
1	40002.9	55072.5
2	40004.0	55072.5
3	40017.3	55071.5
4	40004.4	55071.5
5	40005.7	55083.1
6	40000.0	55083.1
7	40000.0	55069.1
8	40007.7	55069.1
9	40007.7	55044.5
10	40020.0	55069.1

Horizontal Datum: PCG 84
 Vertical Datum: AHD

PROJECT: PROPOSED SITE PLAN
 CLIENT: WHITESTONE QUARRIES WA PTY LTD
 SURVEY: 3/07/12
 DRAWN: MUPHEA
 DATE: 07/2014

PROJECT: 3525 (R599) BRAND HIGHWAY
 CLIENT: MUPHEA
 SURVEY: 106, C 7
 DATE: 07/2014

SCALE: 1:4000
 SHEET: 1 OF 1
 PROJECT REF: 21952004 C

ANNEXURE E

PRELIMINARY ENVIRONMENTAL MANAGEMENT PLAN



Registered Office:
60 Ocean Place, Nilgen WA 6044
Post Office Box:
162 Joondalup DC,
Joondalup, WA 6919
Phone:
0447 733 372

PRELIMINARY ENVIRONMENTAL MANAGEMENT PLAN

LOT 2929 BRAND HIGHWAY MUCHEA WA 6501

The property is located at 2929 Brand Highway, Muchea, Western Australia on the Swan Coastal Sandplain area, to the immediate west of the Brand Highway also bounded by Chittering and Energy Roads to the North and South. The Property to the West is another small holding farm.

The soils of the Swan Coastal Plain are formed by silica sands deposited from river and wind action. The land unit is bounded to the east by the Yilgarn Block which formed from a rift valley some 50 million years ago. The resultant erosion action was deposited onto what became the Swan Coastal Plain. The eroded materials were sorted and developed in-situ to form three distinct dune formations. The most western is called the Quindalup dunes adjacent east to the Spearwood Dunes. The Quindalup and Spearwood dunes are underlined by limestone rocks or have limestone pipes intruding into the sands.

The property however is located on the next dune formation called the Bassendean Dunes which is itself split into three sands called the Jandakot, Gavin and Joel sands. The property is located in an area of the Joel sands which is a sandy loam to sand textured soil that is determined by the organic matter contained in the profile. The water table is close to the surface evidenced by seasonal waterlogging. The B horizon is a humus podzol layer comprising a cemented brown organic B horizon.

The property has operated for several decades as a stock production unit with pasture dominated by Kikuyu, *Pennisetum clandestinum* and Dock, *Rumex vesicarius*? and has a reasonable fertiliser history featuring repeated application of phosphate fertiliser to the extent that the naturally occurring Slender banksia, *Banksia attenuata* is completely missing from the property and all neighbouring properties.

The surface topography is gently undulating dune with poorly delineated natural drainage. The maximum variation in topography is measured in decimetres from the higher drier surface to the north-west to the lower wetter areas to the south. The lower surface in the profile prior to clearing was probably a seasonal wetland although that is impossible to establish with any confidence. The system discharges into the Ellen brook and then eventually into the Swan River drainage system.

The property native vegetation has been majorly altered over the decades of farming activity and the only clearly native species that survives to now is a few scattered and isolated Swamp

paperbark, *Melaleuca raphiophylla* located in the creekline to the north of the entrance tree avenue, in the north-east corner of the property and on the northern boundary. The entrance tree avenue comprises introduced Australian species *Eucalyptus camaldulensis*, *Eucalyptus sideroxylon*, *Eucalyptus botryoides*, *Corymbia cladocalyx*, and local species *Eucalyptus rudis*, *Eucalyptus gomphocephala*, *Eucalyptus calophylla*, *Casuarina obesa*. There is one serious weed species beyond the pasture species which is three sites of Arum Lily, *Zantedeschia aethiopica* which will be physically grubbed out, removing them along with root matter and then burning all the vegetation material followed by on-going monitoring thus preventing them from re-entering the property.

There is one residence located on the property at -31.571516, 115.967603 with associated sheds near the house. The house is serviced with a septic system, bore, rain water tanks and is connected to the electric power supply. Entrance to the house is via the tree avenue from Brand Highway.

The site is part of the Dampier to Bunbury Gas pipeline precinct and this pipeline crosses the property to the western end of the property. The presence of the gas pipeline imposes some restrictions on development including the establishment of buffer zones between the proposed development, the proposed development and the owner residence and neighbours.

Midwest Concepts and Solutions

Midwest Concepts and Solutions is a business that supplies answers and solutions to landowners developing property and ideas in Regional Western Australia based from offices located near Lancelin and in Coomberdale in the Midwest region north of Perth.

The principles of Midwest Concepts and Solutions have many years of small regional business experience in the development of plans to meet regulation and local requirements and retain commerciality. The list of formal qualification includes a range from law to environmental science and business management.

Development Plan for the Property / Environmental

The environmental plan is designed to compliment and fit into the stages of the business unit development yet allow for the particular set of environmental conditions presented by the physical state of the property.

The first stage is to spray the pasture to the west of the Dampier to Bunbury pipeline. This will be carried out using techniques and practices to prevent drift onto neighbouring land either as spray drift or water and soil migration. The chemical is determined to a large extent by the Kikuyu and dock pasture which requires a systemic chemical and Glyphosate (R) has been selected due to the mode of chemical action and because frog tolerant formulations exist. This particular chemical selection will become apparent when development and stabilisation of the poorly defined creek and possible wetland area is developed for later years.

The plan is to establish a buffer zone of trees and shrubs around the boundary of the planned development. This will commence in 2012 and be completed in 2013. The buffer will be several rows thick and be placed inside the property boundary allowing for Chittering Shire Council firebreak provisions. The aim of the buffer is to present a pleasing visual break for neighbours from the future activity in the business development zone of the development and to reduce any intermittent noise generated by business activity on the property.

The species that will be planted into the buffer zone will be selected from local naturally occurring species unless these can't be obtained. Any alternative species will be vetted with staff at the Chittering Landcare Centre for their potential to become weedy and if the potential exists these species will be specifically excluded from any planting or consideration. The species list for selection from will be developed in consultation with the Chittering Landcare Centre and engage the Centre to undertake management of future plantings and site vegetation management on a commercial basis. *(This is not to be seen or inferred that we are seeking anything but a full and open dialogue with the Centre as having expert local expertise).*

Along with the spraying of the buffer zone the planned hardstand area and areas planned for retail sales with associated sales/storage sheds will be sprayed to kill the Kikuyu and Dock pasture prior to the construction of the hardstand and other business activity area which will be confined to the area west of the Dampier to Bunbury Gas pipeline. A single spray event will form the significant activity for stage 2 of the development. The dead matted organic matter contained in the sprayed pasture will be removed and re-spread over other areas of the property, (areas of slightly higher surface profile), as preparation of the construction of the hardstand area and associated commercial activity.

Stage 3 will be the construction of an all weather access road on the property connecting the hardstand area to the Brand Highway. The constructed private road will have to be capable of handling 200 tonne loads safely. The issue that this stage depends on is a study of the traffic on Brand Highway and consultation with the Main Roads agency to ensure that vehicles turning off Brand Highway into the property or leaving the property can do so safely and without undue disruption to other traffic movements.

This may include the design and construction of suitable entry and exit lanes for vehicles travelling south on Brand highway and appropriate turning ability for vehicles entering the property without holding traffic up. It is expected that all heavy vehicles entering or leaving the property will have appropriate escort vehicles accompanying the trucks and prime movers warning other traffic.

The main access road to the work area from Brand Highway will necessitate the construction of two culverts to allow water discharge from the shallow, poorly defined ephemeral creek on the property.

Stakeholder Consultation Process and Information Dissemination

Chittering Landcare and relevant local groups:

A brief meeting was held with the Chittering Landcare Centre Manager and Environmental Officer with the intent of making the Landcare Centre aware of the planned development and to request involvement of the Landcare Centre in ensuring that any and all development was consistent with local aspirations and did not generate any environmental concerns.

This was followed up by a visit to the property by Landcare staff for their initial appraisal. This will be followed up with recommendations on plant species and wetland area development.

Mr Chisholm has nominated to join the Chittering Landcare Centre.

Adjoining Property Owners:

The immediate neighbour to the west operates an organic certified cattle business that will be factored into any development decision by Mr Chisholm. This will be evidenced by any spray operations being carried out in such a way as to prevent any cross contamination and threaten the neighbour's certification.

The Muchea residential development features several neighbours to the south of the property across Chittering Road. The buffer zone of trees and shrubs will provide a visual and physical break to reduce the amenity impact of the development.

Government Agencies:

The significant Government Agency that will be involved on an on-going basis is the Shire of Chittering, especially in the critical early development phase. The planned development will be in accordance with all the provisions of the Shire of Chittering Town Planning Scheme No. 6 and therefore compliant with the WA Planning Commission.

As previously mentioned the property is transacted by the Bunbury to Dampier Gas pipeline and that imposes some development conditions, mainly a restriction on location of any development within the property and proximity to the pipeline. The relationship is one of compliance and no aspect of the planned development will impact on the pipeline operation and maintenance.

Midwest Concepts & Solutions Pty Ltd will be undertaking further environmental assessments of Lot 2929 Brand Highway Muchea.

These assessments will be developed to support an application before the Department of Environment & Conservation for the removal of a Systems 6 Policy over Lot 2929 Brand Highway Muchea.

WHITESTONE QUARRIES WA PTY LTD

PO Box 81, Mukinbudin, WA 6479 or
PO Box 20 Muchea, WA 6501
Ph: 0428 948 340 Terry
Ph: 0417 175 960 Leonie
e-mail: Winchester.quarry@bigpond.com



30th October 2012

Your ref: Splan 19/03/0003, A5006 01233282

Original by Mail

Att: Mr Azhar Awang
Executive Manager Development Services
Shire of Chittering
6177 Great Northern Hwy
Bindoon WA 6502

RE: Lot 2929 (RN 299) Brand Highway, Muchea (Response to Public Comment)

Dear Sir,

In relation to Whitestone Quarries WA Pty Ltd (Whitestone) "**Application for Planning Approval**" before the Shire of Chittering, please find Whitestone's response to the issues raised by the public consultation process.

The response is divided into three parts, being:

- General issues covered within this preamble.
- and
- Environmental group (Chittering Landcare) and Statutory Authorities.
- and
- Ratepayers and or residents of Muchea.

Preamble:

The area of land at 2929 (RN299) Brand Highway Muchea, (the Location) is within the Shire of Chittering.

The Zoning and thus the Land use is managed pursuant to the provisions of the Shire of Chittering Town Planning Scheme No 6.

By Schedule 2 of the Zoning Table, 2929 Brand Highway, is zoned "Agricultural Resource" (AR).

The Building envelope, (net area of land for development including deduction for setbacks) is:

- Section "A" 438,049 m2, (area of land available for development to the East of the easement).
- Section "B" 89,642 m2, (area of land available for development to the West of the easement).

The Shire of Chittering Town Planning Scheme No 6, (TPS) identifies 4 (four) activities upon the land which the Shire of Chittering may approve, they are:

- | | | |
|----------------------|----------------|------------|
| • Industry – Rural | Permitted (AR) | Class “D”. |
| • Landscape Supplies | Permitted (AR) | Class “A”. |
| • Transport Depot | Permitted (AR) | Class “A”. |
| • Warehouse | Permitted (AR) | Class “D”. |

The TPS defines the meanings attributed to the above activities, they are:

Schedule 1 General Definition TPS:

Industry-Rural: means – at (b), a workshop servicing plant or equipment used for rural purpose.

Landscape Supplies: means - premises used for the storage and sale of items such as wood chips, logs, rocks, sand, stone and other such materials.

Transport Depot: means – premises used for the garaging of two (2) or more motor vehicles, used or intended to be used for carrying of goods or persons for hire or reward, or for the transfer of goods or persons, and includes maintenance and repair of the vehicles, used but not for other vehicles.

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

The TPS Class Requirements TPS:

Class “D” used under the Shires TPS is that which means, that the use is not permitted unless the Local Government (the Shire) has exercised its discretion by granting Planning Approval.

Class “A” used under the Shires TPS is that which means, that the use is not permitted unless the Local Government (the Shire) has exercised its discretion by granting Planning Approval after giving special notice in accordance with clause 9.4.

Section 9.4 of the Shires TPS relates to a requirement by the Shire to, “Advertising of Applications” for a period of 14 days inviting public comment from parties who may be affected by the proposed development.

The Application:

The application envisages the development of Lot 2929 Brand Hwy by establishing:

1. Hardstand area.
2. Landscape supplies.
3. Storage sheds.
4. Workshop / Weighbridge and Office Administration.
and
5. Internal Road running east/west.
6. General traffic areas west of gas pipeline easement.

When read in the context of Planning Application, items 1-6 above are permitted activities by the TPS on land zoned “*Agricultural Resource*”.

The development set out in items 1-4 above is to the west of the Gas Pipeline Easement.

The development set out in item 5 above represents construction of the internal road from Brand Hwy to the Gas Pipeline Easement located at the western end of Lot 2929.

It is available to the Shire of Chittering to determine the proposed activities by Whitestone on Lot 2929 Brand Hwy are compliant with the zoning and general definitions contained within the TPS for land zoned *"Agricultural Resource"*

It is also available for the Shire of Chittering to determine the activities envisaged by the Whitestone Planning Application are fully compliant with the Shire of Chittering strategic intent of sustainable peri-urban development which in consequence fosters employment opportunities within the local community.

Amendments to the Application for Planning Approval:

Whitestone proposed the following amendments to the Application for Planning Approval:

- Under the definition of *"Transport Depot"* remove the words: "for carrying of goods or persons for hire or reward, or for the transfer of goods or persons", and add the words "for the business of Whitestone and or associated entities".

Therefore, the definition reads and means:

"premises used for the garaging of two (2) or more motor vehicles, used or intended to be used in the business of Whitestone and or associated entities and includes maintenance and repair of the vehicles, used but not for other vehicles".

- Remove all reference or intent of Whitestone to access or egress Lot 2929 Brand Highway via Chittering Rd. Add, all access or egress to Lot 2929 Brand Highway will be by the internal central road traversing directly from Brand Highway to the western end of Lot 2929 Brand Highway.
- Establish a "surface water" bore and associated storage tank for the:
 - Access to dust suppression agent (water) for construction and development.
 - and
 - Provision of additional water to compliment Fire Fighting Capacity.

Whitestone propose these amendments to address the concerns of the ratepayers and residents of Muecha.

Whitestone does not accept that the ratepayers and residents' concerns are correct and proceed to undertake the Planning Application in accordance with the Shire of Chittering's TPS.

All relevant approvals for the establishment of a bore will be obtained and provided to the Shire of Chittering as part of the development process.

Whitestone supports the incorporation of these amendments as a condition of Planning Approval by the Shire of Chittering.

General Comment:

On Tuesday evening the 18th September 2012, Mr T. D. Chisholm and Mr W.B.McSharer attended an informal meeting of ratepayers and residents, Town of Muecha, to discuss and explain Whitestone's Planning Application and development upon Lot 2929 Brand Highway, Muecha.

It was evident from the discussions that the ratepayers and residents had no understanding or alternatively, **"chose to ignore"** the Shire of Chittering's (which the ratepayers elected and empowered) provisions within the TPS and were only interested in pursuing their own self-serving / self-interest as driven by their personal agendas.

The concepts of “we support development, as long as it is not in our back yard” and “no development at all next to us” and “we came to Muchea 30 years ago and don’t want any change” denies the reality of the Shire of Chittering’s Strategic Plan to guide future community opportunities and values balanced with State Government and Shire of Chittering objectives for a peri-urban area.

The only development acceptable to the adjoining ratepayers and residents to Lot 2929 Brand Highway is “no development at all, whatever it is”. This is the predominant and prevailing view of the ratepayers and residents of Muchea notwithstanding the Shire of Chittering’s adoption of the TPS as a guide to the future.

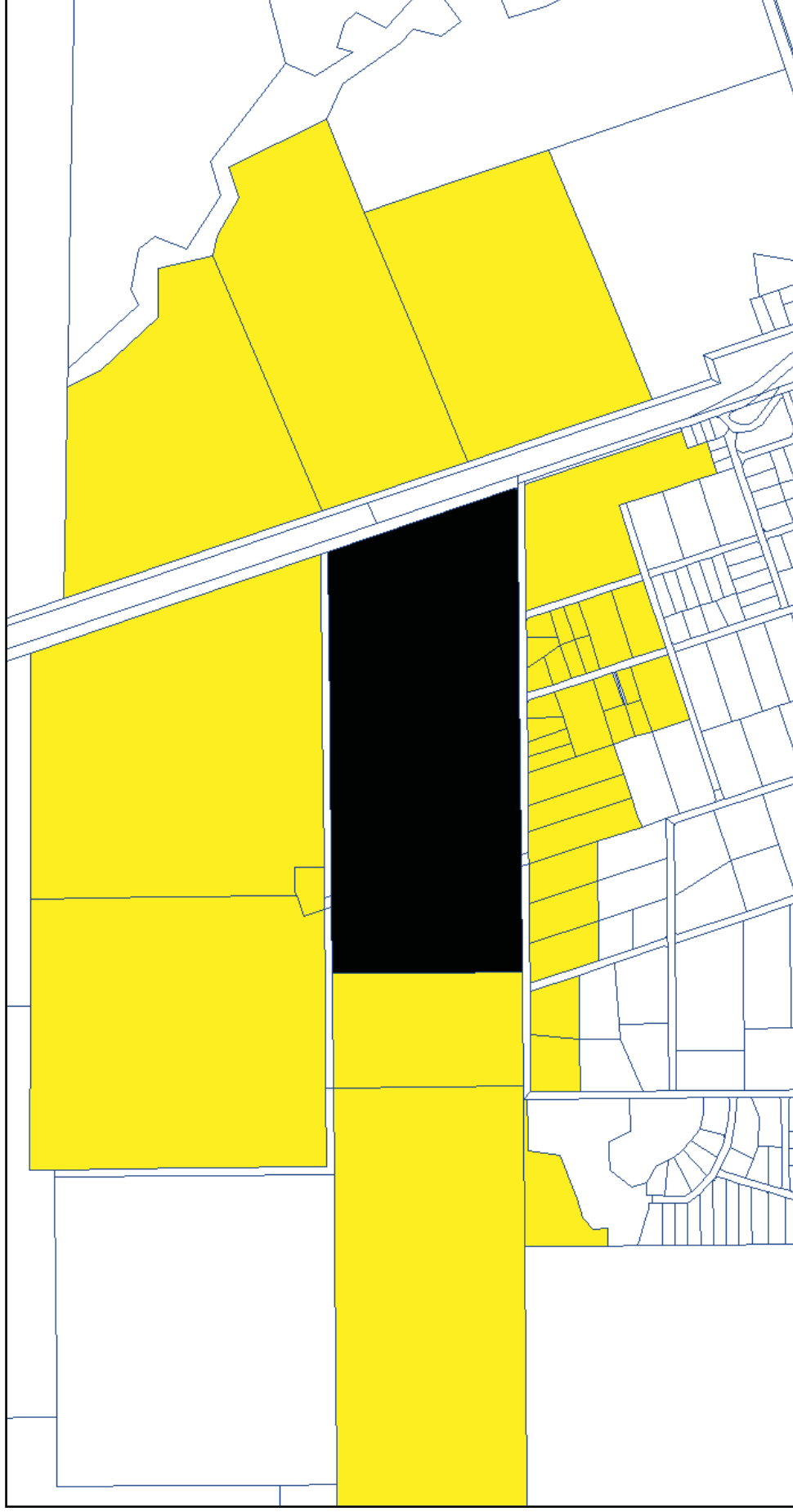
Should you have any further enquiries regarding the above, please contact Bill McSharer on 0447733372 or b.mcsharer@westnet.com.au

Yours Sincerely

P.P. W.B.McSharer

T.D. Chisholm
For and on behalf of
Whitestone Quarries WA Pty Ltd
Director

Attachment 4 – Consultation Plan



Note: Properties highlighted in yellow were notified and given 21 days to respond.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

Name	Submission Comments	Applicant Response Comments	Officer Response Comments
Ellen Brockman Integrated Catchment Group (Chittering Landcare Group)	<ul style="list-style-type: none"> Proposal has noted the advice given by the Landcare Centre that the soils are unsuitable for septic systems and owner will not be installing a septic system. There are no System 6 (conservation reserves) on this property. If the proponent is referring to the category of multiple use wetland – a listing which covers most of the site, this is covered under the Wetlands of the Swan Coastal Plain. General advice for a multiple category wetland is 'to use, develop and manage wetlands in the context of water, town and environmental planning'. Landcare would recommend the waterways be fenced at a distance of 20 metres from the centreline of the waterway and revegetated with a mix of species at a density of 10 000 stems per hectare, which could be further covered if the proponent requests a revegetation plan. (Attached advice letter) 	<ul style="list-style-type: none"> As provided to the Landcare Centre for their comment on the proposed development septic systems will not be installed. The proponent is aware of the requirements of the Wetlands of the Swan Coastal Plains and no planned development will breach those conditions. The regeneration of the wetlands has been discussed with the Landcare Centre and this group will be consulted in the context of the development and wetlands conservation. A Revegetation Management Plan for the site has been and is the intent of the proponent. 	<ul style="list-style-type: none"> Noted. Noted. It is understood the System 6 classification was identified on the Shire's Local Planning Strategy and Local Planning Policy No. 2 for future protection but is not registered as a System 6 site. Noted. This is noted and recommended in the Officer's Recommendation of the Agenda Report.
Department of Water	<p>The Department is unable to support the proposed development and provides the following advice:</p> <ul style="list-style-type: none"> Waterways Protection. <ul style="list-style-type: none"> The proposed development is located over a minor non-perennial watercourse, Gingin Brook. The Department does not support the discontinuity of waterways. The Department preference is for the watercourse on site to be incorporated into a single lot without boundaries crossing the watercourse. Ideally a foreshore reserve should be proclaimed over the waterway and vested with local government for conservation and protection. Bed and banks permitting <ul style="list-style-type: none"> Proposed development is located within the Gingin Brook and Tributaries surface water area, proclaimed under the <i>Rights in Water & Irrigation Act (1914)</i>. A 11/17/21A permit will be required to interfere or obstruct the bed and banks of a watercourse, including the proposed road crossings and lot boundaries. The proponent should contact the Department's Swan Avon regional office to discuss water management options and requirements under the permit. 	<ul style="list-style-type: none"> In fact the property has a non-perennial flow of water off the property into the Ellenbrook and the development will not interfere in any way with the flow of water. Creating a separate lot that encompasses the whole catchment of the Ellenbrook is not supported by WAPC regulation or intent and would be an enormous cost to the public and is in reality simply a bureaucratic dream. The bed and banks of the 'creek' will not be interfered with and the two pipe/culverts crossings will exceed the peak flow calculations for a 20 year peak flow runoff event and are in fact the size of the culverts under the Brand Highway installed by Government. In the western section of the property the 'creek' ceases to exist within any defined water channel and the water flow is a slow general meandering flow through and across the grass vegetation and 	<ul style="list-style-type: none"> It is understood the Department's comments are generic for subdivision referrals. The intent of the Department would be to protect the watercourse and limit impact and interference of its flow. The proposed development does in fact interfere with the watercourse. The installation of pipe/culvert crossings through the watercourse is interfering with its flow and a Department of Water permit would be required.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> o However should the Shire of Chittering choose to approve the proposed subdivision the Department would like to recommend the following conditions: <ul style="list-style-type: none"> ▪ Suitable arrangements being made for the protection of the existing natural flow and ecology values of the watercourse and its associated tributaries. ▪ Roads and vehicle crossing over waterways are to be designed and constructed to minimise impact on their natural form and function. • Groundwater Licencing <ul style="list-style-type: none"> o Proposed development is located within the Lake Mungala Groundwater Area, proclaimed under the <i>Rights in Water and Irrigation Act (1914)</i>. Currently, both the Superficial and Leederville aquifers have reached their sustainable limits and it is unlikely that a licence to take groundwater will be issued. There may be other options available and the proponent is encouraged to contact the Department's Swan Avon Region office to discuss water management options. 	<p>defining a watercourse would create an unnatural situation.</p> <p>The suppression of dust from the site will be an isolated and minor use of water. It is proposed to install a bore into the surficial aquifer. A full application process via 25D Form 1 and 5C Form 3G will be utilised and any water use monitored unlike the numerous illegal bores on private property in the district that the DOW does little to nothing about monitoring or identifying.</p> <ul style="list-style-type: none"> • There is no intent by the proponent to extract water from the Superficial or Parmelia / Leederville aquifers. 	<ul style="list-style-type: none"> • Noted. It is considered the applicant would require liaising with the Department for the permit and any other requirements to protect the value of the watercourse. • Noted. Liaison and permit requirements as mentioned above would address this. • Noted.
<p>Department of Agriculture and Food WA</p>	<p>The Department has no objections to the proposal however makes the following comments:</p> <ul style="list-style-type: none"> • DAFWA notes this property is located adjacent to a property/enterprise registered on the DAFWA's Sensitive Sites register. • The Sensitive Sites register was established to encourage farming enterprises to consider impacts of their activities on neighbouring enterprises and plan to limit any negative impacts. The register does not offer any legal or statutory protection. • By owners registering they have indicated that their business may be vulnerable to contamination from land management practices that employ herbicides, insecticides and chemical fertilisers. • DAFWA commends the applicant's plan to establish complaint management procedures, buffer zones and 	<ul style="list-style-type: none"> • The proponent is somewhat bemused by the comments from the Department of Agriculture and Food in that all the senior DAFWA officers spoken to are uniform in their poor opinion of the pseudo-science behind bio-dynamic farming techniques. • The proponent is aware that the neighbour to the immediate west is a registered organic farm and nothing that will occur on the proponent property will threaten that certification. There will be no use and storage of chemicals that could threaten that certification. As an example, the spray program to kill the Kikuyu grass to allow establishment and survival of the buffer trees and shrubs was carried out with covered spray boom on a windless day using low toxicity chemical and the neighbour was notified by the contractor. The contractor 	<ul style="list-style-type: none"> • Noted. • This is noted. • This is noted. • Noted.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<p>implement weed control practices that will not lead to contamination on the neighbouring property.</p> <ul style="list-style-type: none"> DAFWA is unable to determine if the planned buffer zones are sufficient to prevent contamination from herbicide use and subsequent loss of the neighbour's Biodynamic certification. There are no guidelines as to appropriate widths of buffer zones to protect this type of enterprise. DAFWA recommends the Shire seeks a detailed environmental study from the applicant to model the potential for contamination of the neighbouring property and impact on Biodynamic Certification. This study should also determine the benefits of buffer areas and windbreaks to prevent contamination and recommend appropriate buffer zones and windbreak design. Should the Shire support this proposal, a number of conditions should be imposed including establishment and maintenance of preferred buffer zones and windbreaks based on the study and condition control relating to use of chemicals i.e. herbicide, insecticide. A 'communication contract' could be established to ensure early notification of chemical usage with the neighbour. 	<p>brought and removed the chemical used for this operation and will do so again when the buffer zone is improved.</p> <ul style="list-style-type: none"> The proposed vegetation study is an extremely costly exercise and beyond achieving the desired impact of a functional buffer and a viable sustainable wetland, considering the lack of science behind biodynamic farming techniques, is not justified, especially given that DAFWA has no objection to the development. The proponent has consulted with the Chittering Landcare Centre and intends to develop and maintain a good working relationship with that local expert group in respect to the re-creation of the wetland area and for species selection. All future chemical use for Kikuyu and other weed control, especially related to regeneration of the wetland areas will be communicated to the neighbour simply as a 'good neighbour' position and not stored onsite. 	<ul style="list-style-type: none"> Noted. Communication with DAFWA indicated the use of EPA Guidance Statement No. 3 could be used to establish a generic buffer and has been addressed in the Officer's Recommendation. Noted. The generic buffer set by EPA has been addressed in the Agenda. It has also been recommended that appropriate drainage and catchment of hydrocarbons be implemented. Noted. It is considered the hardstand areas on the western portion will reduce the use of herbicides and insecticides in close proximity to the neighbouring property. Noted.
<p>Department of Environment and Conservation</p>	<ul style="list-style-type: none"> DEC would like clarification from the Shire and proponent on whether the land use proposed for the site entails a use which could be defined as a transport depot, as this could have ramifications on the level of potential impacts e.g. noise, dust, odour, gaseous emissions etc, affecting the adjacent sensitive receptors (residential dwellings). In the event that a transport vehicle depot will operate from the site, the proponent is required to demonstrate that the development will comply with the generic separation distance prescribed in the Environmental Protection Authority's Guidance Statement No 3 (GS 3) – <i>Separation Distances between Industrial and Sensitive Land Uses</i>. Specifically, the proponent should demonstrate that transport depot activities will occur beyond the generic 	<ul style="list-style-type: none"> The development of Lot 2929 is in accordance with the Shire of Chittering Zoning Table. The intent of the developer is not to engage in or solicit the provision of a Transport Depot to unrelated third parties but use the zoning activity in accordance with the proposed definition within the scope of the amendment. The proposed shed for workshop activities will be located with a separation of greater 	<ul style="list-style-type: none"> Noted. The proponent has applied for a transport depot use in conjunction with the predominant use of the rural industry. The transport of rock material has been removed. The impacts listed in the Department's submission are assessed within the Agenda Report. Noted. The buffer requirement has been outlined in the Agenda Report.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<p>200m separation distance prescribed in GS 3, or in the event that the activities will occur within the recommended separation distance, the proponent should demonstrate via a site specific buffer study that the lesser distance will not result in unacceptable impacts.</p>	<p>than 200 metres from the nearest habituated dwelling and therefore would comply with the separation distance cited, (200 metres) in the Environmental Protection Authority Statement #3 separation distances between industrial and sensitive land uses.</p> <ul style="list-style-type: none"> No development to Lot 2929 Brand Hwy is within the 200 metres buffer. 	
Late Agency Submissions			
Main Roads WA	<p>Main Roads objects to the development proposed for Lot 2929 directly accessing Brand Highway at the proposed or existing location for the following reasons:</p> <ul style="list-style-type: none"> Main Roads will not support direct access to a highway or main road where alternative access options are available as the safety and uninterrupted passage of through traffic must be given the highest priority. Brand Highway is used frequently by heavy and large vehicles and is a high speed environment where the proposed and existing driveways are located. The proposed commercial operation will generate a large number of heavy vehicle movements that will greatly increase the risk of traffic conflict. The existing driveway currently services private residences and does not generate the type and volume of vehicle movements on and off the highway as what is proposed. Given the above, and as Lot 2929 has the opportunity for access via Chittering Street or Energy Place, MRWA will not support the proposed new access or the use of the existing access for the proposed commercial operation. 	<ul style="list-style-type: none"> Main Roads have made an arbitrary decision without having regard to all the issues and facts surrounding the proposal. Main Roads have not consulted with the owner of the land to determine if the proposed access has an effect on safety and uninterrupted passage of through traffic on Brand Highway. There are no heavy haulage access roads to the land. The proposal is to build a heavy haulage access road down the middle of the land with a compliant and approved suitable access to Brand Highway. The statement that the proposal will generate a large number of heavy vehicle movements that will greatly increase the risk of traffic conflict is without basis and wrong. The application documentation does not indicate heavy haulage movements to the capacity that Main Roads have commented. The proposed heavy haulage movements are between 6 and 12 movements per day. Chittering Street and Energy Place are local roads vested within the Shire of Chittering and are not compliant heavy haulage roads. 	<ul style="list-style-type: none"> It is noted Main Roads do not support direct access to the highway for heavy haulage use. Following the advertising period the applicant amended the planning application for 'As of Right' vehicles and submitted a Traffic Impact Statement to Main Roads. The Officer's Recommendation makes requirement for the applicant to obtain Main Roads approval for access to Brand Highway. Noted. This is noted. It is considered the proposal would generate a greater volume of vehicles and incorporate heavy haulage vehicles which previously were not the case. Noted. As mentioned earlier, the Officer's Recommendation takes this into account requiring the applicant to provide Council with the appropriate approvals for access to the highway.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

<p>DBNGP</p>	<ul style="list-style-type: none"> Applicant is going through the process for a Section 41 approval. DBNGP Pty Ltd has no objection. 		<ul style="list-style-type: none"> Noted. It is considered appropriate that the applicant obtain and provide Council with the Section 41 approval prior to Council determining the application, which involves crossing the pipeline. This has been required in the Officer's Recommendation. Noted.
<p>Public Submission 1</p>	<ul style="list-style-type: none"> Our rural peaceful outlook and lifestyle will never be the same. We didn't move here to look and listen to industry. We could have stayed in Suburbia for that. Could impact on the health of our grandchildren because of dust and it is impossible to have zero dust from this type of industry. Value of our property would be sure to decrease. Safety of our children using school bus stop with extra traffic would be dangerous. Hours of operation from 7am to 7pm, 7 days per week (one section of operation) is extreme. The other sections working 7am to 7pm 5 days per week. For a proposal that "has not been approved" there has certainly been lots of activity on the property. Muchea already has zoned designated Industrial Area; why have more here? 	<ul style="list-style-type: none"> The proposal does not affect the lifestyle of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS) The proposal and the amendment set out methodology for dust management. The proposal does not envisage dust issues from development and or operations there is no evidence to support this statement. The amendment removes entirely the use of Chittering Rd, for egress to and from the property the development and ongoing operations. Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall. None approved development is being or will be undertaken on the site. The development of Lot 2929 is in accordance with the Shire of Chittering Zoning Table. 	<ul style="list-style-type: none"> Noted. Amenity of proposal and locality is accounted for in the assessment of the application. Noted. The management of dust has been outlined in the proponent's application. Further to this the amended application removes rock material being transported, stored and handled on the property, significantly reducing dust emissions. Impact on property values and amenity of locality is addressed in the Agenda Report. The proponent proposed to use Chittering Street for general traffic only and not heavy haulage or delivery use. The proponent has amended the application to remove the use of Chittering Street. Noted. There are no regulations on hours of operations within the planning context. It is considered that a 7 day per week operation for a transport depot not to be excessive and is common in the Shire. Noted. The activity and development on site has ceased as a result of Council becoming aware. The property is zoned 'Agricultural Resource'. Some industry related uses may be permitted within this zone in the Zoning Table of the Shire's Town Planning Scheme.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> Transport Depot, if approved, could become a storage area for heavy duty vehicles. It has already been suggested there will be escort vehicles for use with haulage trucks, so how big are we talking? The size of the shed is 48m. That is a lot of storage for bags of crushed rock? Noise from Hopper – impossible to say trees planted on boundary will reduce this. Trees are going to take at least 5 years before any decent size to buffer noise. Land has already been sprayed west of the pipe line and will become a dust bowl once vegetation dies back completely. System 6 being removed? Being that the creek flows into the Ellenbrook this surely would not be a good environmental decision. Maintenance of Chittering Street with extra light vehicles using this street to enter side gate – who will do this? Once approved, where will the development stop once production starts i.e. huge sheds, hardstands, transport depot etc. 	<ul style="list-style-type: none"> As above, also proposed amendment Transport Depot. Reference pages 8-9 of the Planning Application. Minimal noise from the bagging operations will escape Lot 2929 Brand Hwy. No noise from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. The land will not be “open up” for development without the use of a dust suppression agent (water). The system 6 is in relation to a plant species of Darwinia. Preliminary Environmental assessment has failed to locate any Darwinia on Lot 2929 Brand Hwy. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. Development is in accordance with the Application for Planning Approval only, any variance will require Planning Approval from the Shire of Chittering. 	<ul style="list-style-type: none"> The application site plan proposes an area for the transport depot use. A transport depot use, as defined in the Town Planning Scheme, includes the parking of vehicles for the carry of persons or goods and includes maintenance and repair of those vehicles. It would be considered appropriate that the vehicles being parked on site are used in conjunction with the operation on site. The rural industry use includes servicing of rural equipment. After the advertising period the applicant has removed any association with rock material on the property. Noted. Noise Management has been commented on in the Agenda Report and it is recommended a site specific acoustic study be undertaken to ensure excessive noise does not leave the subject property. As above. Noted. Spraying of land cannot be administered or controlled by the Shire. The Officer’s recommendation requires the hardstand areas to be of a material that minimises dust. The System 6 has not been removed. This has been clarified by comments from the Chittering Landcare Group and from assessment of the Shire’s Local Planning Strategy and Local Planning Policy No. 2. The proponent has amended the application to remove the use of Chittering Street. Any development approved will be required to be in accordance with the approved plans. The site plan provided with the application is indicative of the proposed development.
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> Some pre-approval must have been given for a developer to spend over \$2 million. As a community there is a lot of concern and hopefully these comments will be considered. 	<ul style="list-style-type: none"> The proponent has not received “pre-approval” from the Shire of Chittering. The community through its elected members to the Shire of Chittering support the concepts within the TPS, the proposed development is in accordance with the shire of Chittering, TPS. 	<ul style="list-style-type: none"> No pre-approval has been granted by the Shire of Chittering. All submissions are scheduled and provided to Council for consideration.
<p>Public Submission 2</p>	<ul style="list-style-type: none"> I moved to Muchea to get away from the noise and industrial commotions. Whilst I understand progress is inevitable, I question the 12 hours per day 7 days per week. It would seem we would not get any reprieve from dust, noise and general visual pollution associated with this venture. As a long-time resident and ratepayer, if this does go ahead, I ask why the facility can't be built beside the Brand Hwy? This would alleviate trucks from driving up past most of the Muchea residents affected by this. Also I ask that work hours be limited to a 5 ½ day week so that I can at least enjoy a day with peace and quiet that Muchea renown for. And lastly the proposed tree planting for environmental reasons be enforced. This would remove some of the visual pollution and cut out some dust and noise. As stated earlier, I can understand progress is unstoppable, all I ask for is some sanity to prevail and that our lifestyle is considered when this venture is dealt with by Council. 	<ul style="list-style-type: none"> The proposed development is in accordance with the Shire of Chittering TPS. Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall. trees will be established specifically to reduce the visual impact. The proposed development is in accordance with the Shire of Chittering TPS. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. Tree planting is underway and when completed as per the planning application will reduce the local impact. The proposed development is in accordance with the objectives of Shire of Chittering TPS. The land will not be “open up” for development without the use of a dust suppression agent (water). Also see the 	<ul style="list-style-type: none"> Noted. Noted. Transport Depot's are commonly operated over 7 days. The landowner/applicant still requires to comply with the <i>Environmental Protection (Noise) Regulations 1997</i>. Noted. The location of the proposal has been assessed and considered in the Agenda Report. It has been noted in the application that Chittering Street is not used for heavy haulage use. The proponent has amended the application to remove the use of Chittering Street and heavy haulage vehicles. Noted. Hours of operation has been considered in the Agenda Report and commented on above. Noted. Officer's Recommendation requires vegetation screening and maintenance. Noted. All submissions are scheduled and provided to Council for consideration. Noted. The dust management has been addressed in the application and is to be applied should the proposal be supported on
<p>Public Submission 3</p>	<ul style="list-style-type: none"> Dust pollution – a large area has already had all vegetation poisoned leaving it a dust bowl. 		

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> Noise pollution – trucks and machinery running from 7am to 7pm 7 days per week. Land prices will fall as no one will want to live across the road from an industrial area. Extra traffic on Chittering Street in the morning when children are commuting to the school bus shelter. Once one company has started how many will be allowed to start? 	<p>proposed amendment to the Planning Application for dust management. The land surface has residual vegetation which is suppressing any dust mobilisation.</p> <ul style="list-style-type: none"> No noise from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. This is an emotional concept driven by self-motivation. There is no evidence in fact to support this statement and local employment will be created. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. Any and all parties seeking to undertake development within the Shire of Chittering must do so in accordance with the Shires objectives and provisions of TPS, being in force from time to time. 	<p>the property.</p> <ul style="list-style-type: none"> It is noted noise pollution is a major concern and this has been addressed in the Officer's Recommendation to require compliance of the <i>Environmental Protection (Noise) Regulations 1997</i>. Noted. Amenity is one factor assessed and considered in the Agenda Report. Noted. The proponent proposed no use of Chittering Street for heavy haulage or additional traffic. The proponent has amended the application to remove the use of Chittering Street. Each application is determined on its merits. If a proposed use can be permitted on a property and meets all the requirements of the Shire's Town Planning Scheme, Council may consider it.
Public Submission 4	<ul style="list-style-type: none"> The place is an eye sore already. There is a lot of noise i.e. trucks, bobcats etc. already. I hope this plan does not go through. There is enough noise in this area. The hay place goes continually. 	<ul style="list-style-type: none"> The development will be undertaken in accordance with and compliant to the Shire of Chittering objectives and TPS. The residents issue with an existing business does not reflect the proponent's commitment to reduce the impacts on neighbouring properties. 	<ul style="list-style-type: none"> Noted. Any unauthorised development has ceased as a result of Council taking action from complaints received. Noted, as above. Noted.
Public Submission 5	<ul style="list-style-type: none"> Visual impact – we purchased our property because of the rural outlook and with the knowledge that the farm across the road came under System 6 Management Policy and that it could not be developed. 	<ul style="list-style-type: none"> The statement is wrong. The system 6 is in relation to a plant species of Darwinia. Preliminary Environmental assessment has failed to locate any Darwinia on Lot 2929 Brand Hwy. 	<ul style="list-style-type: none"> Noted. Comments received from the Chittering Landcare Group indicate the site is not identified as System 6. This is further established from assessment of the Local Planning Strategy and Local Planning Policy No. 2 as being 'nominated' for future protection/conservation. The wetland values of the site shall still require careful consideration in respect of planning requirements.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> Property Values – We are worried that as a direct result of the development across the road that our property will drop in value and be very hard to sell. Industrial Area – there is already an industrial area in Muchea, why are they not made to set up there as other business have. We are Townsite and pay our rates as such. We have strict rules put on us as to what we can do on our properties and yet the Shire will allow an industrial business across the road from us. Transport Depot – Once you have granted permission for a truck depot, will they be allowed to put an unlimited amount of trucks on the property? I have heard that the owners intend to store and sell large machinery from the north west. 	<ul style="list-style-type: none"> There is no evidence to support this statement. The proposed development is in accordance with the objectives of Shire of Chittering TPS. The intent of the developer is not to engage in or solicit the provision of a Transport Depot to unrelated third parties but use the zoning activity in accordance with the proposed definition within the scope of the amendment. 	<ul style="list-style-type: none"> Noted. It can be viewed that the industrial nature of the proposal may be unsightly and create noise emissions. Amenity is a factor considered in the Agenda Report. This is noted. The application made proposes uses that are discretionary and subject to Council approval. It is considered the transport depot area applies to the area depicted on the proposed site plan. The storage of machinery/equipment used for rural purposes is permitted under the Rural Industry use. Sale of this machinery/equipment is not permitted as this requires a Warehouse approval. The amendment to the planning application by the Applicant removed the Warehouse proposal.
<p>Public Submission 6</p> <ul style="list-style-type: none"> Visual impact – we purchased our property because of the rural outlook and with the knowledge that the farm across the road came under System 6 Management Policy and that it could not be developed. Property Values – We are worried that as a direct result of the development across the road that our property will drop in value and be very hard to sell. Industrial Area – there is already an industrial area in Muchea, why are they not made to set up there as other business have. We are Townsite and pay our rates as such. We have strict rules put on us as to what we can do on our properties and yet the Shire will allow an industrial business across the road from us. 	<ul style="list-style-type: none"> The development does not represent an "Eye Saw" and is compliant with TPS provisions the statement is wrong. The system 6 is in relation to a plant species of Darwinia. Preliminary Environmental Assessment has failed to locate any Darwinia on Lot 2929 Brand Hwy. This is an emotional concept driven by self-motivation. There is no evidence in fact to support this statement and local employment will be created. The land zoning and the proposal is entirely compliant and within the Shire of Chittering's TPS. 	<ul style="list-style-type: none"> Noted. Comments received from the Chittering Landcare Group indicate the site is not identified as System 6. This is further established from assessment of the Local Planning Strategy and Local Planning Policy No. 2 as being 'nominated' for future protection/conservation. The wetland values of the site shall still require careful consideration. Noted. It can be viewed that the industrial nature of the proposal will be unsightly and noise will be a nuisance. Amenity is a factor considered in the Agenda Report. This is noted. The application made proposes uses that are discretionary and subject to Council approval. 	

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> Transport Depot – Once you have granted permission for a truck depot, will they be allowed to put an unlimited amount of trucks on the property? I have heard that the owners intend to store and sell large machinery from the north west. 	<ul style="list-style-type: none"> The intent of the developer is not to engage in or solicit the provision of a Transport Depot to unrelated third parties but use the zoning activity in accordance with the proposed definition within the scope of the amendment. 	<ul style="list-style-type: none"> It is considered the transport depot area applies to the area depicted on the proposed site plan. The storage of machinery/equipment used for rural purposes is permitted under the Rural Industry use. Sale of this machinery/equipment is not permitted as this requires a Warehouse approval. The amendment to the planning application by the Applicant removed the Warehouse proposal.
<p>Public Submission 7</p> <p>My concerns are as follows:</p> <ul style="list-style-type: none"> The extra traffic up Chittering Street and the safety of residents who use this road to walk for exercise and also the local children using the road to catch buses to travel to school. The extra noise and dust the industry will create. The change in view as instead of looking at a peaceful rural block of land we are now going to have to look at trucks, stockpiles and sheds. I am aware that progress must happen but can you please ensure that road safety is put in place i.e footpaths and extra lighting along Chittering Street. Also ensuring that the proposed tree planting along Chittering Street be a mandatory stipulation so that we the residents will have a buffer from the noise and dust from the site. 	<ul style="list-style-type: none"> The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. The proposal does not affect the lifestyle of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS). The proponent has already undertaken plantings to develop natural visual screens. This is a matter between the ratepayer and the Shire of Chittering. The proponent has already undertaken plantings (western side of the gas pipeline) to develop natural visual screens. These plantings will be further expanded along Chittering Rd. 	<ul style="list-style-type: none"> The proponent proposed no heavy haulage or truck movement on Chittering Street. The proponent has advised amending the application to remove the use of Chittering Street. This is noted. Noise must comply with the <i>Environmental Protection (Noise) Regulations 1997</i>. The Officer's Recommendation requires all hardstand areas and access to be constructed to a standard which minimises dust. Noted. The amenity of the proposal is considered by Council. It is considered the proposed vegetated screening shall reduce visual impact to residences. Noted and dismissed as separate comment to proposed development. Noted and supported in Officer's Recommendation. 	

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

<p>Public Submission 8</p> <ul style="list-style-type: none"> I have lived in Muchea for over 30 years and the subject property has always been considered a first class farming property and with the newly opened stock yards nearby, I thought it would be sold as farm land for agistment of stock. When Des De Gruchy owned this land it was the best farm land in the area. This proposal totally ignores the property's true potential. As a nearby resident/landowner enjoying a quiet country/rural lifestyle I am strongly opposed to this proposal which would involve large trucks, noise, machinery, excessive dust and an ugly industrial outlook. Ideally a buffer around the townsite would be wonderful. If such business is considered necessary why not locate it the other side of the mineral sands on Brand Highway? Chittering Street is zoned Townsite and is a System 6 wetland area as is most the land around here. I do believe should such a proposal be approved it will 	<ul style="list-style-type: none"> The proposed development is in accordance with the objectives of Shire of Chittering TPS and landuse. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and landuse. The comments are not relevant. The proposal does not affect the lifestyle of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS) No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. The proposed development is in accordance with the objectives of Shire of Chittering TPS and land use. 	<ul style="list-style-type: none"> Noted. Noted. The planning application must be assessed against the Shire's Town Planning Scheme and other relevant legislation and consider all submissions made. Unfortunately the potential of the land's use is subjective and not a matter assessed. This is noted and all matters raised are part of the assessment of the application. The visual and noise amenity are strongly considered. The Officer's Recommendation requires compliance of noise emissions, appropriate dust suppression and vegetation screening. The zoning of the land determines what uses are permitted and not the locality. The specific location of the proposal is assessed once Council receive the application. The subject property is zoned 'Agricultural Resource' and some adjoining properties are zoned 'Townsite'. The System 6 classification on the property has been confirmed by the Chittering Landcare Group to be incorrect. This is further established from assessment of the Local Planning Strategy and Local Planning Policy No. 2 as being 'nominated' for future protection/conservation. Noted.
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

<p>Public Submission 9</p>	<p>cause big headaches for townsite residents and the Shire as this type of venture often involves a lot of time and energy to ensure it runs accordingly to Shire regulations.</p> <ul style="list-style-type: none"> Three rows of trees down Chittering Street need to be established now, and any trees that die are to be replaced. This will hide any equipment that is stored in the paddocks around the house area. Trees will take years to grow tall enough to be effective enough to shield surrounding properties from dust and noise. Trucks are to operate 5 ½ days a week only. Limit of trucks to be parked on the property at any one time. No sheds or hardstands to be built on the south side of the house area. No storing of mining equipment on the property for future sale (owner has indicated that this could happen). Ground water quality is to be monitored for contamination. How much ground water is to be used for the operation of this industry? What controls are in place to stop seepage 	<ul style="list-style-type: none"> The proponent has already undertaken plantings (western side of the gas pipeline) to develop natural visual screens. These plantings will be further expanded along Chittering Rd. The density of plantings will be maintained. (four dot points) No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. The proposed development is in accordance with the objectives of Shire of Chittering TPS and landuse. 	<ul style="list-style-type: none"> Noted. It is understood the timing of the growth of the plantings to reduce dust and noise may not be adequate. The Applicant is to liaise with the Chittering Landcare Group to establish vegetation screening with the purpose in mind. This is noted. Noted. The application site plan proposes the area/s to be used for the parking of vehicles and equipment. The transport depot development requires a buffer of 200m which is to be applied and recommended in the Agenda. Building structures must meet setback requirements of at least 30m from lot boundaries. Noted. The application, including amendments, proposes temporary storing and servicing of equipment used in excavation activities. The Department of Water monitor water quality. It has been recommended that a Catchment Management Plan be required to address stormwater management and water quality. The application does not provide details on the amount of water to be used to effectively
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<p>into ground water?</p> <ul style="list-style-type: none"> As there are shift workers in the area, what noise is going to be generated by the tumbler and how will this be monitored? 	<ul style="list-style-type: none"> The proposal does not affect the lifestyle or amenity of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS) 	<p>suppress dust for the operations. The Officer's Recommendation requires construction of hardstand areas to a standard which creates minimal dust. The above comment responds to the management of water quality.</p> <ul style="list-style-type: none"> All noise emitted will require to be in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i>. Should noise exceed these requirements, the Shire shall investigate.
<p>Public Submission 10</p>	<ul style="list-style-type: none"> Three rows of trees down Chittering Street need to be established now, and any trees that die are to be replaced. This will hide any equipment that is stored in the paddocks around the house area. Trees will take years to grow tall enough to be effective enough to shield surrounding properties from dust and noise. Trucks are to operate 5 ½ days a week only. Limit of trucks to be parked on the property at any one time. No sheds or hardstands to be built on the south side of the house area. No storing of mining equipment on the property for future sale (owner has indicated that this could happen). Ground water quality is to be monitored for contamination. How much ground water is to be used for the operation of this industry? What controls are in place to stop seepage into ground water? 	<ul style="list-style-type: none"> The proponent has already undertaken plantings (western side of the gas pipeline) to develop natural visual screens. These plantings will be further expanded along Chittering Rd. The density of plantings will be maintained. (four dot points) No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. The proposed development is in accordance with the objectives of Shire of Chittering, TPS and landuse. Only surface will be accessed by the proponent. All ground water will be licenced in accordance with the Department of Water requirements. Also proposed amendment to planning application. See proposed amendment, dust suppression agent and additional fire fighting capacity. 	<ul style="list-style-type: none"> Noted. It is understood the timing of the growth of the plantings to reduce dust and noise may not be adequate. The Applicant is to liaise with the Chittering Landcare Group to establish vegetation screening with the purpose in mind. This is noted. Noted. The application site plan proposes the area/s to be used for the parking of vehicles and equipment. The transport depot development requires a buffer of 200m which is to be applied and recommended in the Agenda. Building structures must meet setback requirements of at least 30m from lot boundaries. Noted. The application, including amendments, proposes temporary storing and servicing of equipment used in excavation activities. The Department of Water monitor water quality. It has been recommended that a Catchment Management Plan be required to address stormwater management and water quality. The application does not provide details on the amount of water to be used to effectively suppress dust for the operations. The Officer's Recommendation requires

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> As there are shift workers in the area, what noise is going to be generated by the tumbler and how will this be monitored? 	<ul style="list-style-type: none"> The proposal does not affect the lifestyle or amenity of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS) 	<p>construction of hardstand areas to a standard which creates minimal dust. The above comment responds to the management of water quality.</p> <ul style="list-style-type: none"> All noise emitted will require to be in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i>. Should noise exceed these requirements, the Shire shall investigate.
<p>Public Submission 11</p>	<p>Strongly object as we did not buy property here to live near a transport depot and warehouse. We have the following concerns:</p> <ul style="list-style-type: none"> Working next to a waterway that is connected to the Gngangara Water Reserve. <ul style="list-style-type: none"> Heavy vehicle fuel, oil, hydraulic fluid and any wash down chemicals and other contaminants have the potential to pollute the waterway and our ground water. We rely on the ground water as our drinking source so how do you guarantee this will not be contaminated by chemicals? Obviously this pollutant can then have a negative effect on our native flora and fauna, we have endless birdlife in this beautiful area. Working over a major gas line. <ul style="list-style-type: none"> Will the gas line be reinforced for the extra weight hauled by the trucks? We naturally have safety concerns for the housing if this line is penetrated. What happens if there is a major explosion? Industrial area will devalue our properties. <ul style="list-style-type: none"> Anyone trying to sell in this area will struggle and therefore lose money they previously would have made. 	<ul style="list-style-type: none"> The water way is not connected to the Gngangara Water Reserve. All areas used for mechanical activities or wash down have impervious concrete floors to prevent contamination of the ground water. All contaminants will be collected and held on site and disposed of by a licenced waste collection service. All areas used for mechanical activities or wash down have impervious concrete floors to prevent contamination of the ground water. All contaminants will be collected and held on site and disposed of by a licenced waste collection service. All development within the gas pipeline will be undertaken in accordance with the Dampier to Bunbury Natural Gas Pipeline Authority. This is an emotional concept driven by self-motivation. There is no evidence in fact to support this statement and local employment will be created. 	<ul style="list-style-type: none"> Noted. Department of Water advise the watercourse is part of the Gingin Brook. Noted. This has been addressed by the proponent and in the Officer's Recommendation requiring a Catchment Management Plan and swales. Noted as response above. The proponent has obtain a permit for the development within the Dampier to Bunbury Natural Gas Pipeline, expiring 13 March 2013. As above. Noted. The Dampier to Bunbury Natural Gas Pipeline WA Nominees Pty Ltd administers development within the pipeline easement. Noted. Amenity of the locality is part of Council's assessment of the proposal.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> • No footpaths. <ul style="list-style-type: none"> ◦ We have a lot of children and walkers in the area. ◦ Our children catch the school bus from the corner of Chittering Street and Philmore Street so more traffic here and the gate access to Chittering Street will make it hazardous. • Noise levels. <ul style="list-style-type: none"> ◦ We already have the constant highway traffic and Hay Australia noise. • Chittering Street and Brand Hwy intersection. <ul style="list-style-type: none"> ◦ This intersection is already busy and can be dangerous due to the trucks entering Hay Australia and horse floats regularly entering Sandown Park. • Letter reply <ul style="list-style-type: none"> ◦ The letter sent to us was dated 5th September 2012. You only gave us until the 26th to comment. By law we should be given 30 days. 	<ul style="list-style-type: none"> • The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. The comments are not relevant. This is a matter between the ratepayer and the Shire of Chittering. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. • No noise from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. the development will not create any noise from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. • The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. • This is not relevant to the response, the Shire of Chittering have determined the process. 	<ul style="list-style-type: none"> • Footpaths do not relate to this proposal. • Noted. • Noted. The proponent has advised amending the application to remove the use of Chittering Street. • Noted. • Any noise emitted is to be in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i>. • This intersection is not used as part of the proposed operation on site. • Noted. • Comment below. • Clause 9.4.3 of the Shire's <i>Town Planning Scheme No 6</i> requires a minimum of fourteen days for the application to be advertised. An advertising period of twenty-one days was given and extensions for submissions were also granted after this period. Council have met the legal requirements of advertising.
<p>Public Submission 12</p>	<p>Oppose the proposal for the following reasons:</p> <ul style="list-style-type: none"> • This development will greatly affect noise and pollution levels in the immediate residential area. 	<ul style="list-style-type: none"> • No noise from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed 	<ul style="list-style-type: none"> • Noted.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> This being a residential area, children live here and catch the school bus on Chittering Street. This poses a threat to their safety. There have already been unsightly views when passing the property to and from my property since the new occupancy. Work has already obviously started on the proposed site before consultation has been finalised. We have enough unsavoury smells from our neighbour with his fertilisers for his market garden without more fertiliser being brought into the neighbourhood i.e. landscape supplies. This is a residential area, not an industrial estate. So if you approve this site you will be forced to accept other sites for industrial use. I would like to know how this proposal fits in with the Shire's future plans i.e. 20 year plan. There will be a great increase in traffic flow, not limited to light vehicles. There will also be heavy vehicles sharing our light duty road. I feel that this proposal, if approved, will greatly affect the value of the surrounding properties, my property included, in a negative way. The Shire has enough trouble maintaining its by-laws in its Shire boundaries and this will be another example of 'too hard, let them do what they like if no one complains'. For 	<p>development is to the centre and north side of Lot 2929 Brand Hwy.</p> <ul style="list-style-type: none"> The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. The proposal does not affect the lifestyle or amenity of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS). Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. The proposed development does not envisage or entail any noxious or semi noxious activities. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. This is an emotional concept driven by self-motivation. There is no evidence in fact to support this statement and local employment will be created. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and 	<ul style="list-style-type: none"> Noted. The proponent has advised amending the application to remove the use of Chittering Street. Noted. Any unauthorised development on the property has ceased. See above comment. Noted. The amendment to the planning application removes the landscape supplies development. Each application is determined on its merits. Council is not 'forced' to accept other sites of industrial use. The proposed development is not identified in the Shire's Local Planning Strategy, however development applications aren't commonly identified in Local Planning Strategies. Assessment of the application to the Shire's Local Planning Strategy has been undertaken in the Agenda Report. Noted. As commented above, Chittering Street is not used. Noted. Noted. Council officers aim to ensure compliance of all developments approved in the Shire. At this stage Council can only
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<p>example, the property on the corner of Great Northern Hwy and Muchea East road (south side). That property is looking disgraceful with all the transport equipment and junk scattered about the place. You can't tell me no one from the Shire hasn't seen it. This is just one example and the proposed property is looking the same.</p> <ul style="list-style-type: none"> We rely on our ground water to survive. What measures are in place to stop any pollution to our drinking water. People in this area already disregard our water supply by using banned fertiliser in their farming practices. 	<p>operations will be in accordance with the local laws (by-laws) of the Shire of Chittering.</p> <ul style="list-style-type: none"> Only surface will be accessed by the proponent. All ground water will be licenced and extracted in accordance with the Department of Water requirements. Also proposed amendment to planning application. 	<p>assess the proposal on its merits.</p> <ul style="list-style-type: none"> Concerns of ground water contamination have been addressed in the Officer's Recommendation with the requirement of a Catchment Management Plan. The use of fertilisers for general rural practice cannot be administered by the Shire.
<p>Public Submission 13</p>	<p>Oppose the proposal for the following reasons:</p> <ul style="list-style-type: none"> This development will greatly affect noise and pollution levels in the immediate residential area. This being a residential area children live here and catch the school bus on Chittering Street. This poses a threat to their safety. There have already been unsightly views when passing the property to and from my property since the new occupancy. Work has already obviously started on the proposed site 	<ul style="list-style-type: none"> No noise from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. The proposal does not affect the lifestyle or amenity of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS). Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. The proposal does not affect the lifestyle or amenity of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS) The proposed development is in accordance 	<ul style="list-style-type: none"> Noted. Noted. The proponent has advised amending the application to remove the use of Chittering Street. Noted. Any unauthorised development on the property has ceased. See above comment.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<p>before consultation has been finalised.</p> <ul style="list-style-type: none"> We have enough unsavoury smells from our neighbour with his fertilisers for his market garden with out more fertiliser being brought into the neighbourhood i.e. landscape supplies. This is a residential area, not an industrial estate. So if you approve this site you will be forced to accept other sites for industrial use. I would like to know how this proposal fits in with the Shire's future plans i.e. 20 year plan. There will be a great increase in traffic flow, not limited to light vehicles. There will also be heavy vehicles sharing our light duty road. The Shire will have to widen and resurface roads to the entrances to the property with specific type bitumen to handle the heavy traffic, which will incur more cost to the rate payer, which I am not prepared to pay. I feel that this proposal, if approved, will greatly affect the value of the surrounding properties, my property included, in a negative way. The Shire has enough trouble maintaining its by-laws in its Shire boundaries and this will be another example of 'too hard, let them do what they like if no one complains'. For example, the property on the corner of Great Northern Hwy and Muchea East road (south side). That property is looking disgraceful with all the transport equipment and junk scattered about the place. You can't tell me no one from the Shire hasn't seen it. This is just one example and the proposed property is looking the same. We rely on our ground water to survive. What measures are in place to stop any pollution to our drinking water. 	<p>with the objectives of Shire of Chittering. TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering.</p> <ul style="list-style-type: none"> The proposed development does not envisage or entail any noxious or semi noxious activities. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. All cost of development will be paid by the proponent (this includes these access road of Brand Hwy. This is an emotional concept driven by self-motivation. There is no evidence in fact to support this statement and local employment will be created. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering. Only surface will be accessed by the proponent. All ground water will be 	<ul style="list-style-type: none"> Noted. The amendment to the planning application removes the landscape supplies development. Each application is determined on its merits. Council is not 'forced' to accept other sites of industrial use. The proposed development is not identified in the Shire's Local Planning Strategy, however development applications aren't commonly identified in Local Planning Strategies. Assessment of the application to the Shire's Local Planning Strategy has been undertaken in the Agenda Report. Noted. As commented above, Chittering Street is not used. Noted. Noted. Council officers aim to ensure compliance of all developments approved in the Shire. At this stage Council can only assess the proposal on its merits. Concerns of ground water contamination have been addressed in the Officer's
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<p>People in this area already disregard our water supply by using banned fertiliser in their farming practices.</p> <ul style="list-style-type: none"> I have been involved with the transport industry for 29 years in many different ways and I can tell you this is not a good idea for this area. 	<p>licensed and extracted in accordance with the Department of Water requirements. Also proposed amendment to planning application.</p> <ul style="list-style-type: none"> The intent of the developer is not to engage in or solicit the provision of a Transport Depot to unrelated third parties but use the zoning activity in accordance with the proposed definition within the scope of the amendment. 	<p>Recommendation with the requirement of a Catchment Management Plan. The use of fertilisers for general rural practice cannot be administered by the Shire.</p> <ul style="list-style-type: none"> Noted.
<p>Public Submission 14</p>	<ul style="list-style-type: none"> Our property is located at 162 Chittering Street and has been a certified Bio-Dynamic farm for 17 years and is a registered business with the Shire. We have been classified a sensitive agricultural area with the Department of Agriculture and are the longest held A-Grade Demeter certified Bio-Dynamic farmer in WA. If this proposal is approved we will lose our certification under our certifying body and our livelihood. Our bio-dynamic farm and market gardens is well known amongst chefs, restaurants, food lovers and consumers in Perth with our produce supplying many renowned restaurants, health food stores and sold at farmers markets including the Lower Chittering Markets. Our produce has also been the subject of numerous articles on bio-dynamic farming and good food and featured in <i>The Food Lovers Guide to Perth</i>. The farm has also been the focus of a number of bio-dynamic field days and visits from university and TAFE students. Certification of a bio-dynamic farm is the result of much work as the certifying body, Demeter Australia, sets very high standards to ensure produce is free from artificial pesticides and chemicals and produced under strict requirements of bio-dynamic farming techniques. The Australian Demeter Bio-dynamic Standard is one of the strictest certification standards of any organic farming system in the world. Achieving certification under this standard was no minor achievement. My late husband and I gave much consideration to the location of our farm as we were mindful that activities undertaken by our neighbours could adversely affect our bio-dynamic certification. We purchased our property in Chittering Street, Muchea, after we had researched the use 	<ul style="list-style-type: none"> (following 5 dot points). See response; Department of Agriculture and Food WA in relation to issues raised by the so called Bio-Dynamic farming operation No development or ongoing operations of the business on Lot 2929 Brand Hwy will affect the farming operations. There is and will be no interpretation to the natural flow of water (adequate drainage infrastructure is proposed) by development of the land. See DEC proposed response. The concept of flooding to adjoining properties is emotional scare mongering and without any factual basis. There is and will be no interpretation to the natural flow of water (adequate drainage infrastructure is proposed) by development of the land. See DEC proposed response. The concept of flooding to adjoining properties is emotional scare mongering and without any factual basis. No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. The proposed development does not 	<ul style="list-style-type: none"> Noted. Noted. Noted. Noted.

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<p>of artificial chemicals, pesticides and fertilisers on the property by the previous owner, checked the quality of water on the farm, and ensured that the farm itself, and adjoining properties, were all zoned rural.</p> <ul style="list-style-type: none"> The sensitivity of our bio-dynamic farm has already been acknowledged by the Shire who have registered the road verge in front of our property so that it will not be sprayed with pesticides that could impact our bio-dynamic certification This sensitivity has also been acknowledged by the Department of Agriculture who have it listed as a Sensitive Site. Other concerns to us is the natural drainage in the dryer months of water flowing from our property through natural drainage systems into the adjoining property, we have been advised through correspondence with the EPA that any disturbance to this is undesirable and that the land has wetland zoning. It is an important source of water for the Ellenbrook catchment and any such disturbance may result in flooding to adjoining properties. We are also concerned with the proposal being built in close proximity to our boundary, fearing that easterly winds will inundate our property with dust and any other contaminants that will affect our certification but will also affect the crops themselves including fruit, vegetables, grazing lands for beef/sheep and goats, pigs and poultry. We respect our neighbours want to develop the land but would prefer that it was located in the far north-eastern sector rather than the land adjoining our property, still this would be a concern if any contamination was to affect our property as it would still lead us to losing our certification. It is also our understanding that the owner wishes to use Chittering Street for light vehicle access to the property, my concern is the amount of traffic that this may bring to our street. We have young children that ride bikes and walk each day, as well as other locals riding horses, walking dogs etc. 	<p>envisage or entail any noxious or semi noxious activities or contaminants. All ground water will be licenced in accordance with the Department of Water requirements and used as a dust suppression agent and to complement fire fighting capacity.</p> <ul style="list-style-type: none"> The location of the proposed development is in accordance with the Shire of Chittering TPS and Land use. The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. 	<ul style="list-style-type: none"> Noted. Noted. The Department of Water administer any interference with the watercourse and any further requirements regarding surface and ground water impacts. Noted. This is noted. Noted. The proponent has amended the application to remove the use of Chittering Street whereby all access is via Brand Highway.
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> The proposed change of use is not compatible with the established land use in the area. The land is currently zoned rural as it was at the time of purchase of the applicant. A change in land use would be detrimental to the Sensitive Site registered with the Department of Agriculture immediately adjacent to the proposed development. The applicant claims to have spoken to some residents to the west of the subject property however as the neighbour to the immediate west of the property, who is acknowledged by the applicant as someone they know who is the owner of a registered Sensitive Site with the Department of Agriculture, I am yet to be consulted by the applicant regarding their proposed development or adequate measures to protect my bio-dynamic certification. The change of land use would jeopardise my established farm business. The applicant indicates in their application that the first stage of development would be the use of chemical herbicide Glyphosate to kill the pasture in the proposed development area to the west of the gas pipeline. The applicant claims they will undertake measures to ensure this does not impact upon my certification, however no details have been provided as to how this will be achieved nor have they undertaken consultation with myself to ensure any such measures are adequate. Furthermore this spraying has already taken place showing a disregard for myself, my bio-dynamic certification and the approval process. The applicant has also failed to provide detail on how dust from the land, which has been sprayed with Glyphosate, will be managed to avoid contaminating my land during construction. The application does not provide any details as to how the drainage within the proposed development area will be managed so as to not have a detrimental impact upon adjoining areas. The maps and plans provided in Annexure D of the application show infrastructure built on top of the existing drainage in the area. This area is prone to flooding in wet winters and alteration of the existing drainage, through redirection, covering/enclosing or infilling, would have detrimental effects on adjoining properties, especially my own which is located up-stream of the proposal. 	<ul style="list-style-type: none"> The land was and is zoned "Agricultural Resource". There is no application to change the Land use. The proposed development is in accordance with the objectives of Shire of Chittering, TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering. See response; Department of Agriculture and Food WA in relation to issues raised by the Bio-Dynamic farming operation (following 5 dot points). No development or ongoing operations of Lot 2929 will affect the farming operations. See response; Department of Agriculture and Food WA in relation to issues raised by the so called Bio-Dynamic farming operation (following 5 dot points). No development or ongoing operations of lot 2929 will affect the farming operations. The proponent has sprayed an area abutting the so called Bio-Dynamic farming operation without interference with or impact on the farming operation. The proponent is, was and shall remain mindful not to undertake activities which may adversely impact upon the farming operations. There is and will be no interpretation to the natural flow of water (adequate drainage infrastructure is proposed) by development of the land. See DEC proposed response. The concept of flooding to adjoining properties is emotional scare mongering and without any factual basis. 	<ul style="list-style-type: none"> The compatibility of the proposed uses are assessed in the Agenda Report against the Shire's Town Planning Scheme and other legislation. The impact of the proposal on your property is noted. Noted. It is not a requirement of the proponent to consult with neighbouring properties; it is at their own desire. Council have advertised the proposal in accordance with Clause 9.4.3 of the Town Planning Scheme. Noted. Noted. Development on site, if supported, would require to be raised and any additional water runoff caused by development would require to be maintained on site.
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> While the proponent has suggested they will undertake environmental plantings around the boundaries of the property, the detail of the species to be used in these plantings are not provided and it is unclear as to when the environmental, aesthetic, noise and dust suppressing benefits of these plantings will be realised. Inadequate and/or slow growing plantings will not provide any benefits for quite some time. The applicant has shown a disregard for the process by commencing with development of the land prior to receiving all of the appropriate approvals by undertaking spraying of the land with herbicides and the construction of internal roads. The introduction of commercial traffic to Chittering Street will be detrimental to residents of the area who walk, ride bicycles and ride horses along the street. I strongly encourage the Shire of Chittering to reject the proposed land use application and the proposed development and to instruct the applicant to undertake genuine and detailed consultation with all affected parties, such as myself, and to provide sufficient details as to how all of the above concerns may be addressed. I also encourage the Shire of Chittering to give consideration to, in the event that they do concede to allowing the application to establish an industrial business, ensuring that any rezoning of the land use be restricted to the eastern portion of the lot which is immediately adjacent to Brand Hwy and ensure that the western portion of the lot is always zoned rural so as to protect my registered Sensitive Site agricultural system. Should the Shire limit the zoning to the eastern portion, this would: 	<ul style="list-style-type: none"> The proponent has undertaken and completed environmental planting to the entire boundary area west of the gas pipeline easement. The species selection is detailed in the Preliminary Environmental Management Plan (PEMP) has been developed in association with Chittering Land Care. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering. Only preparatory works have been undertaken on the site, timing of road construction was designed to avoid dust generation during the dryer months of the year. The entire land was and is zoned "Agricultural Resource". There is no application to change the Land use. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering. The development and ongoing operational activities to the western end of the property will have no adverse impact on the farming operations See response; Department of Agriculture and Food WA in relation to issues raised by the Bio-Dynamic farming operation No development or ongoing operations of the business on 2929 Brand Hwy will affect the farming operations. 	<ul style="list-style-type: none"> Noted. The proponent advised Chittering Landcare Group assisted with the Environmental Management Plan and proposed plantings. Noted. Unauthorised works on the property has now ceased as a result of Council's request. Noted. The proponent has proposed to amend the application to not use Chittering Street. Noted. Noted. As below.
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Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> o Minimise impact of rezoning to my established and registered agricultural Sensitive Site; and o Minimise impact of commercial traffic upon Chittering Street to the extreme eastern portion of the street and to Brand Hwy. Ideally all commercial traffic should be restricted to Brand Hwy and Energy Road. 	<ul style="list-style-type: none"> • The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations. • The proponent is establishing heavy haulage access of Brand Hwy. (Energy Rd is unsuitable and the Shire of Chittering will not bear the cost of upgrading Energy Rd) 	<ul style="list-style-type: none"> • Noted. • Noted. As mentioned earlier, an amendment to the application removed Chittering Street for proposed access and use.
<p>Public Submission 15</p> <ul style="list-style-type: none"> • How could this ever be considered in our townsite? There is an industrial area zoned east of this, off the Great Northern Highway. Let it be permitted there as it is definitely not appropriate and wanted in our townsite. • Would you allow this in the 'Tidy Town Bindoon'? • The noise of the hoppers, trucks and machinery coming and going 7 days a week. • The dust it is going to create. • The ugliness at the front of our townsite. • The excess traffic coming and going. 	<ul style="list-style-type: none"> • The development is not within the Muchea Town site. The land was and is zoned "Agricultural Resource". There is no application to change the Land use. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering. • Not relevant to the issue. • (dot points3-6) No noise from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. No noise or dust from the general site operations will escape Lot 2929 Brand Hwy. The proposed development is to the centre and north side of Lot 2929 Brand Hwy. The proposal does not affect the lifestyle or amenity of the area and is a compliant use of Lot 2929 Brand Hwy within the Shire of Chittering Town Planning Scheme. (TPS). Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall, the development will not adversely impact upon the peace and quiet of Muchea. There is also substantial existing noise generation from truck movements on Brand Hwy. • Not relevant to the intent and purpose of Landscape supplies. 	<ul style="list-style-type: none"> • The subject property is located adjacent to the Muchea Townsite and is zoned 'Agricultural Resource'. • This comment is not relevant to the proposal being presented. • Noise shall be required to comply with the <i>Environmental Protection (Noise) Regulations 1997</i> and is required as part of the Officer's Recommendation. • Noted. The proponent has outlined dust management measures in the application and is addressed in the Officer's Recommendation. • Noted. Amenity is a consideration of Council in determining applications. • Noted. The proponent has amended the application to only use the Brand Highway for access, which is considered to ease the impact of noise and traffic hazard of Chittering Street. 	

Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> We already have a landscape supplies one street away from this. This particular property already looks like an eyesore from the road with the works already commenced, even though this supposedly has not been approved yet. Approve it in the industrial area, it is not wanted in our townsite. 	<ul style="list-style-type: none"> The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering. Only preparatory works have been undertaken on the site, timing of road construction was designed to avoid dust generation during the dryer months of the year. The development is not within the Muchea Town site. The land was and is zoned "Agricultural Resource". There is no application to change the Land use. The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and operations will be in accordance with the local laws (by-laws) of the Shire of Chittering. 	<ul style="list-style-type: none"> Noted. The amended application removes the proposed landscape supplies. Noted. Unauthorised development has ceased at the property. Noted.
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WHITESTONE QUARRIES WA PTY LTD

PO Box 81, Mukinbudin, WA 6479 or
PO Box 20 Muchea, WA 6501
Ph: 0428 948 340 Terry
Ph: 0417 175 960 Leonie
e-mail: Winchester.quarry@bigpond.com



6th February 2013

Mr Azhar Awang
Executive Manger Development Services
Shire of Chittering
6177 Great Northern Highway
Bindoon WA 6502

Original by e-mail

RE: Lot 2929 Brand Hwy, Muchea (the site) – Planning Application

Dear Sir,

I refer to the Planning Application of Whitestone Quarries WA Pty Ltd, (the company) dated 13th August 2012.

The company proposes to amend the Planning Application before the Shire of Chittering by removing from the current application reference to:

- The provision of landscape supplies as detailed at item 2 page 3 of the application.
- Description of landscape activities as set out in item 4.2, pages 6 -7 of the application.
- The development of an internal road running east/west. (as per satellite image)
- Description of internal road as set out in section 5, pages 10 – 11 of the application.

For the purpose of clarity, the company will not be accessing the site with heavy vehicles transporting quarried material to facilitate wholesale landscape supplies.

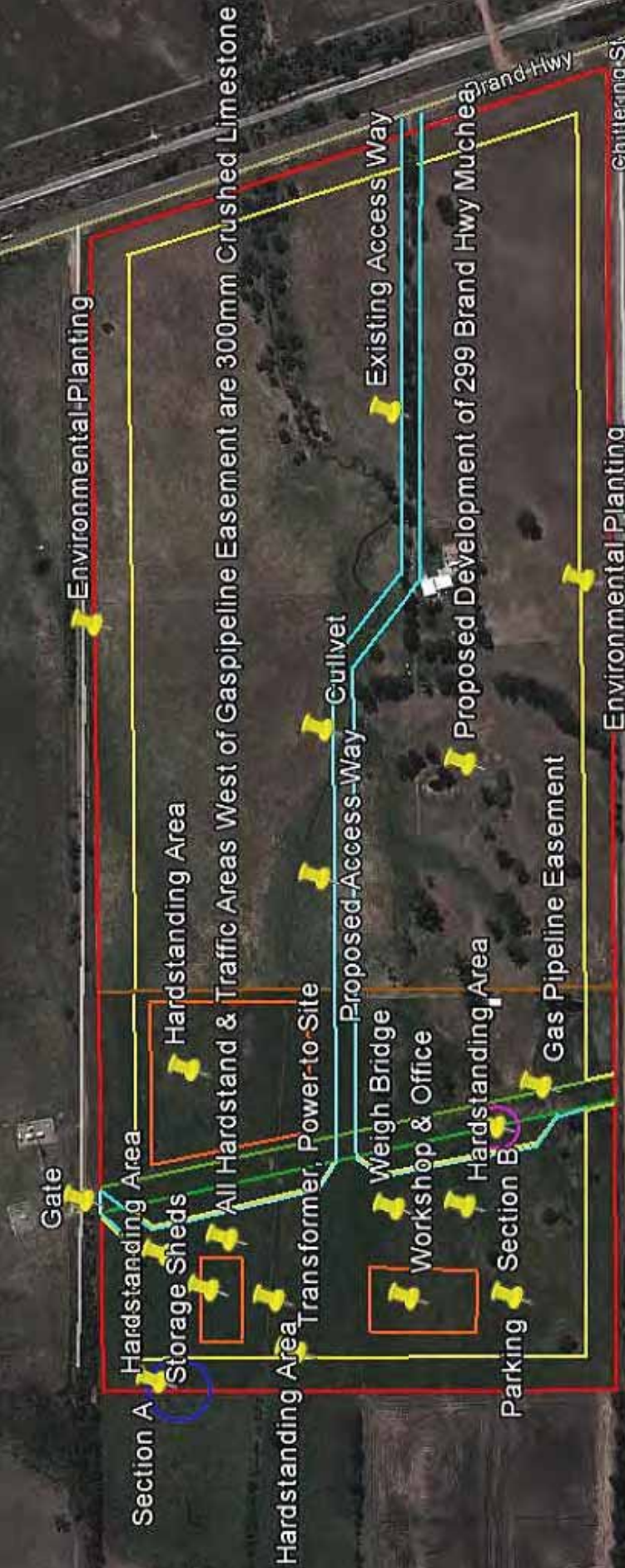
It is proposed to use the existing light vehicle access way off Brand Hwy to facilitate access to the site, and construct an extension to the internal road providing access to the development at the western end of Lot 2929. (see attached satellite image)

Should the Shire of Chittering have any queries, please contact Bill McSharer on b.mcsharer@westnet.com.au or by mobile on 0447733372.

Yours Sincerely

Mr T.D. Chisholm
For and on behalf all parties.

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Fewster-St

Philmore St

Carl St

Chattering St

Brand Hwy

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CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.



Project: Lot 299 Brand Highway - Stage 1
Transport Impact Statement

Client: Whitestone Quarries WA Pty Ltd

Job Number: 1302001

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1. INTRODUCTION

Shawmac has been commissioned to prepare a Transport Impact Statement for the proposed workshop and storage facility to be located at Lot 299 (No. 2929), Brand Highway, Muchea, in the Shire of Chittering. This report has been prepared in accordance with the WAPC *Transport Impact Assessment Guidelines – Volume 4: Individual Developments* and in a format which will be suitable for submission to both Main Roads Western Australia and the Shire of Chittering.

The subject lands is located approximately 44km north-east of the Perth CBD on a parcel of land on the western side of Brand Highway between Chittering Street and Energy Place. The general location of the proposed facility is shown in Figure 1.1.

Figure 1.1 – Site Location Map





While the number of daily trips to and from the site is expected to be minimal, a significant proportion of these trips will consist of as-of-right heavy vehicles such as light trucks and semi-trailers which will use Brand Highway to enter and exit the site. The primary issues which will be addressed as part of this assessment will therefore relate to ensuring that the proposed access arrangements to the site will accommodate safe ingress and egress via the proposed crossover to the west side of Brand Highway. Brand Highway is classified as a *Primary Distributor* and is owned, operated and maintained under the jurisdiction of Main Roads Western Australia (MRWA) Wheatbelt North Region.

2. EXISTING AND PROPOSED SITUATION

2.1. Existing Situation

The subject site is zoned as *Agricultural Resource* and is currently being used for primary production which generates approximately ten (10) light vehicle movements per day. The site is bounded by the Brand Highway to the east, Chittering Street to the south and Energy Place to the north. An aerial view of the site and the boundary road network is shown in Figure 2.1.

Figure 2.1 - Aerial Photo of Proposed Development Site



The existing cross-section of Brand Highway in the vicinity of the site consists of a sealed width of 7.0m with 3.5m lanes, a 1.0m sealed shoulder and a 1.0m unsealed gravel shoulder. Chittering Street consists of a sealed width of 7.0m with no shoulders and Energy Place is currently a gravel track approximately 3.0m wide. Existing access arrangements to the site consist of 5.5m wide crossover on approach to the intersection with Brand Highway with the crossover width flaring to approximately 11.5m at the highway to accommodate simultaneous outbound left- and right-turning movements 220m north of Chittering Street. Figure 2.2 shows an aerial photo of the existing site crossover which is the location of the proposed access to the development.

**Figure 2.2 – Existing Site Access**

Existing daily and peak period traffic volumes for Brand Highway have been sourced from Main Roads Western Australia (MRWA). The latest data shows that the average weekday daily volume on Brand Highway in the vicinity of the subject site is in the order of 3,863 vehicles per day (vpd). The data suggests that the roadway peak periods for Brand Highway occur between 6:30 a.m. and 7:30 a.m. in the morning with a volume of 266 vph and between 3:30 p.m. and 4:30 p.m. in the afternoon with a volume of 316 vph. The data also indicates a significant percentage of heavy vehicle traffic (24.5%) which will be accounted for as part of the traffic assessment. No traffic data was available for Chittering Street and Energy Place and it has been assumed that the weekday daily traffic volumes on these roads are less than 200 vpd and 50 vpd respectively.

Figure 2.3 and 2.4 shows the existing intersections of Brand Highway with Energy Place and Chittering Street.

Figure 2.3 – Existing Brand Highway/Energy Place Road Intersection



Figure 2.4 – Existing Brand Highway/Chittering Street Road Intersection

2.2. Proposed Development

The developer, Whitestone Quarries WA Pty Ltd has proposed the construction of a workshop and storage facility to be located on the western side of Brand Highway, north of the Chittering Street intersection with Brand Highway. Proposed access arrangements to service the development consist of an upgraded crossover to Brand Highway at the same location as the existing crossover.

Based upon discussions with the applicant, Shawmac has been advised that the workshop and storage facility is planned to operate 12 hours per day on weekdays (between 7:00 a.m. and 7:00 p.m.). The facility will be staffed by between one (1) and three (3) employees.



3. TRAFFIC ASSESSMENT

3.1. Site Trip Generation

Based upon discussions with the applicant, it is anticipated that the proposed workshop and storage facility is expected to generate approximately 20 movements per day on a typical weekday during the typical operating hours of 7:00 a.m. and 7:00 p.m. This estimate has been based upon the following breakdown:

- 8 as-of-right heavy vehicle movements (both inbound and outbound movements); and
- 12 light vehicle movements (both inbound and outbound movements).

Table 3.1 summarised the overall trip generation associated with the proposed development, including an estimate of the number of movements expected to occur during the weekday a.m. and p.m. peak hours.

Table 3.1 – Trip Generation

	Daily			AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
Trucks	8	4	4	2	1	1	2	1	1
Employees	12	6	6	6	6	0	6	0	6
Total	20	10	10	8	7	1	8	1	7

3.2. Trip Distribution

It has been assumed that all site-generated traffic associated with the proposed facility will access and egress the site via the upgraded existing crossover to the west side of Brand Highway with the majority of traffic entering and exiting the site to and from the south according to the following distribution:

- Light vehicles – 90% south and 10% north on Brand Highway; and
- Truck movements – 100% south on Brand Highway.



3.3. Traffic Operations Assessment

Austrroads' *Guide to Traffic Management* provides advice on the capacity of unsignalised intersections. For minor roads where there are relatively low volumes of turning traffic, capacity considerations are usually not significant and capacity analysis is unnecessary. Intersection volumes below which capacity analysis is unnecessary are indicated in Table 3.2.

Table 3.2 – Threshold Analysis Parameters (Austrroads, 2009)

Type of road	Light cross and turning volumes maximum design hour volumes (vehicles per hour (two way))		
Two-lane major road	400	500	650
Cross road	250	200	100

As indicated by the table, the peak hour volumes on Brand Highway would be required to reach over 650 vehicles before additional analysis of the intersection is warranted.

Based upon the latest traffic data, the peak morning and afternoon hour volumes are 266 vph and 316 vph, respectively. The proposed activities on the site are expected to generate approximately 8 additional vehicular trips during the roadway peak hour. The threshold of 650 vph will not be reached and therefore detailed analysis of the intersection is not necessary.

Based upon a review of the anticipated daily and peak hour traffic generation associated with the proposed development of the site, it can be concluded that the site-generated traffic can be accommodated within the existing practical capacity of the boundary road system with minimal vehicular queuing or delays.



3.4. Review of Existing Road Geometry, Sightlines and Crash History

The proposed upgraded crossover location has also been assessed with respect to relevant sightline requirements for exiting vehicles (from a minor approach, such as a crossover or access road), as documented in *Austrroads Guide to Road Design: Part 4A – Unsignalised and Signalised Intersections*.

Brand Highway currently has a posted speed limit of 110 kph in the vicinity of the intersection. MRWA guidelines indicate that typical design speeds are generally 10 kph or more above the posted speed limit and it has therefore been assumed that the design speed for Brand Highway in the vicinity of the site would be 120 kph. Minimum sightline requirements for 110 kph (as sourced from Austrroads guidelines) have been documented in Table 3.3. However, it should be noted that based upon Australian Road Rules, heavy vehicles are limited to a maximum travel speed of 100 kph.

Table 3.3. - Minimum Sight Distances

	Type	Sight Distance (m)
Approach Sight Distance	Minimum	229
	Desirable	245
Safe Intersection Sight Distance	Minimum	329
	Desirable	345

Approach sight distance (ASD) is the minimum level of sight distance, which should be available at all intersections. ASD is numerically equal to normal car stopping sight distance (SSD), which is defined as the distance travelled by a vehicle between the times when the driver receives a stimulus signifying a need to stop and the time the vehicle comes to rest.

Safe intersection sight distance (SISD) is the minimum standard, which should be provided on the major road at any intersection. It provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes), and to decelerate to a stop before reaching the collision point. It is generally sufficient to enable cars to cross a major road safely from a side road.

The existing access road intersects with Brand Highway at an angle of approximately 72 degrees. Intersection angles are generally recommended to range between 70 and 110 degrees, with a preferred intersecting angle of 90 degrees to the major road.

Based upon a review of the existing road geometry and sightlines, the available sight distance is excellent in both directions and exceeds the minimum required distances for the intersection. Figure 3.1 and 3.2 show photos of the available sight distance at the proposed site access taken during a site



investigation.

Figure 3.1 – Sight Distance to the North Along Brand Highway From Site Crossover



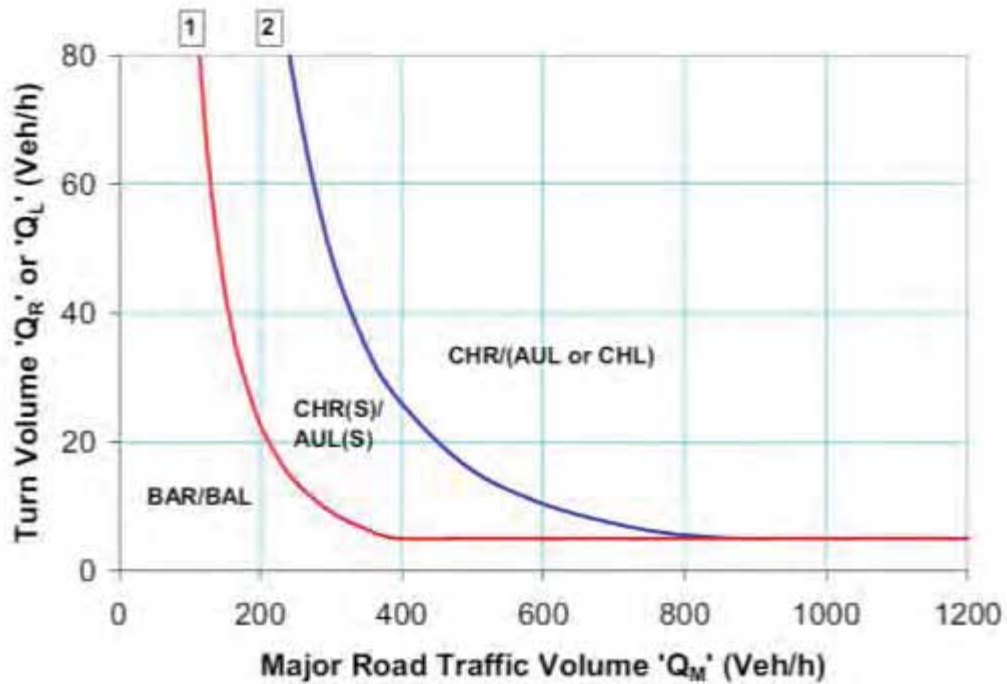
Figure 3.2 – Sight Distance to the South Along Brand Highway From Site Crossover





In order to assess the need for turn treatments at the proposed site access, reference was made to the Austroads' *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections*. The guidelines describe the hourly traffic volumes on the major and minor roads that warrant each type of turn treatment including basic (Type BA), auxiliary lane (Type AU) and channelised (Type CH) turn treatments. Figure 4.9(a) of this document is shown below as Figure 3.3.

Figure 3.3 – Warrants for Turn Treatments on the Major Road at Unsignalised Intersections (Design Speed $\geq 100\text{km/h}$)

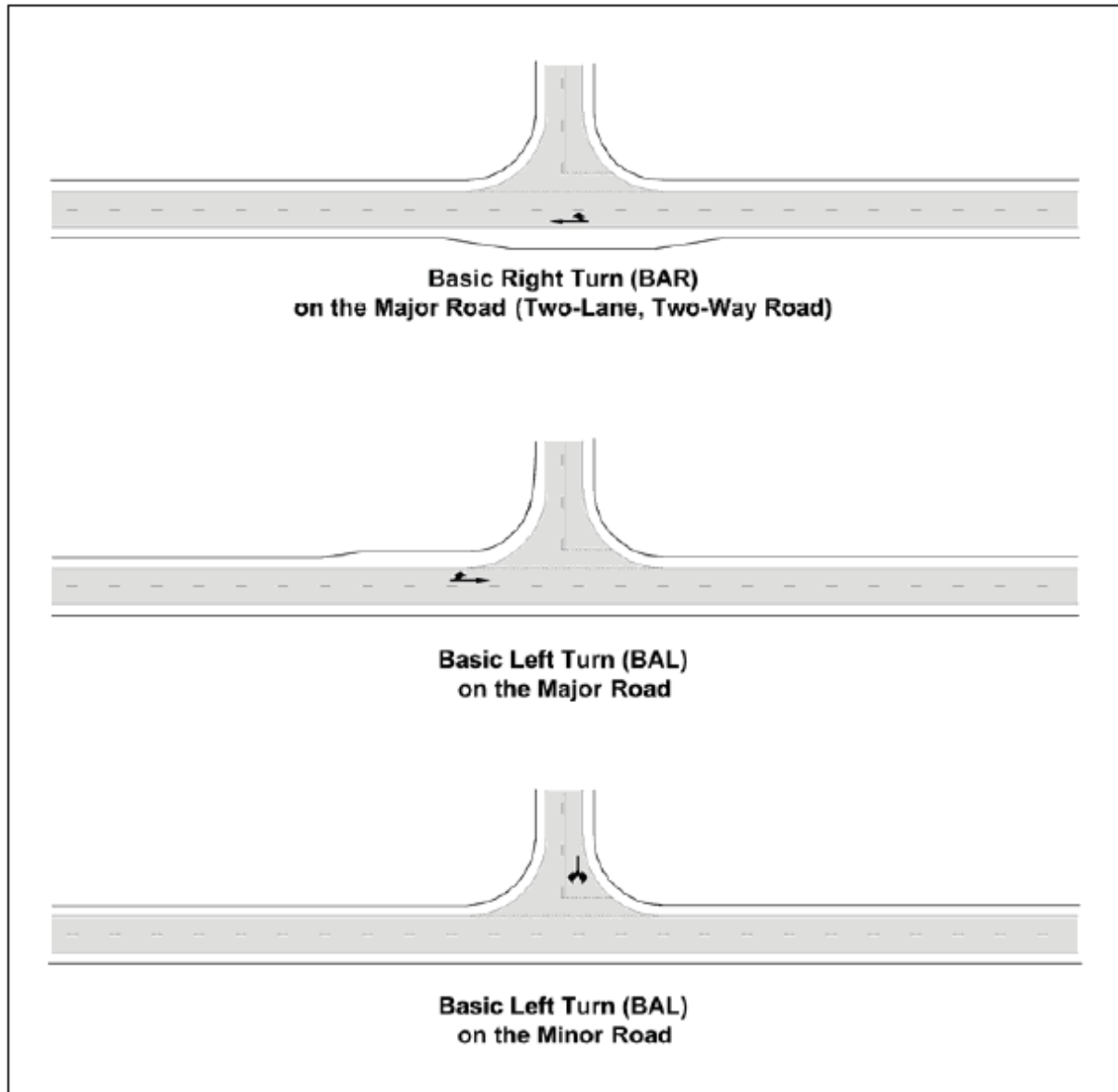


The projected major road traffic volume is 324 vph on Brand Highway and the turn volume is less than 8 vph on the access road with the majority (90%+ to and from the south) of site-generated traffic turning left into the site and right out of the site. As a result, a BAR or localised widening on the southbound approach to the crossover to allow for through traffic to overtake stopped vehicles on the right is neither justified nor is it required. A basic left-turn treatment (BAL) on Brand Highway in the form of a widened shoulder to allow vehicles turning left into the development to move off the highway to allow through vehicles would enhance safe ingress by site-generated traffic.

Figure 3.4 illustrates typical basic turn treatments for unsignalised intersections including the BAL treatment.



Figure 3.4 – Typical Rural Basic Turn Treatments



The existing crossover at its intersection with Brand Highway will also be upgraded to a suitable rural standard with appropriate line marking and traffic control implemented at this location to allow for safe and efficient ingress and egress by site-generated traffic. Localised clearing of vegetation to the north and south of the site crossover will enhance safe exiting sightlines. Details regarding the upgrade of this road will be addressed during the detailed design stages of the project. Details relating to the proposed upgrades to the crossover and changes to the existing road space on Brand Highway will be addressed during the detailed design stages of the process.

A review of the documented 5-year crash history at this location indicates that there have been no recorded crashes at either the Brand Highway/Chittering Street or Brand Highway/Energy Place intersection.



4. SUMMARY AND CONCLUSIONS

Shawmac has undertaken an assessment of the anticipated traffic operations associated with the proposal to construct a workshop and storage facility on Lot 299 (No. 2929), Brand Highway, Muchea in the Shire of Chittering.

Based upon assessment of the anticipated site-generated traffic associated with the development proposal and the existing primary boundary road network, the increase in traffic can be accommodated within the existing practical capacity of these roads and the increased activities on the subject site will result in a negligible impact on existing traffic operations.

A site visit to assess the available sightlines for vehicles entering and exiting the site concluded that sight distance in both directions is sufficient and meets the minimum required sight distance as prescribed by Austroads guidelines.

Due to the type of as-of-right heavy vehicles expected to access the site, the implementation of a localised widening of the existing shoulder along the west side of Brand Highway (a BAL treatment) on approach to the site crossover from the south will result in safe and efficient ingress and egress at this location for vehicles accessing the site from the south. The existing crossover will be upgraded to a suitable rural standard at its intersection with the Brand Highway and will include the implementation of appropriate line marking and traffic control at this location.

Details relating to the implementation of the BAL treatment and to the upgrade of the crossover will be addressed during the detailed design stages of the project.

In conclusion, based upon the results of the Transport Impact Statement and associated recommendations, the proposed development of the workshop and storage facility at 299 Brand Highway, Muchea, can be supported from a traffic operations and safety perspective.