

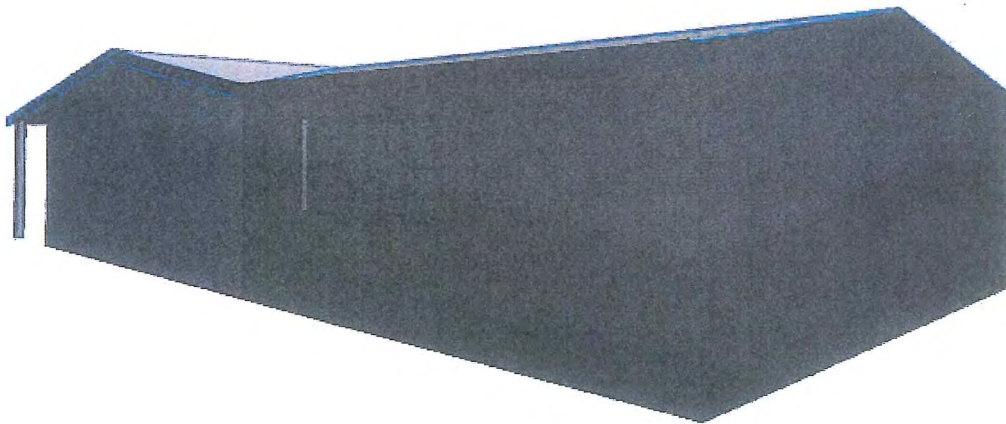
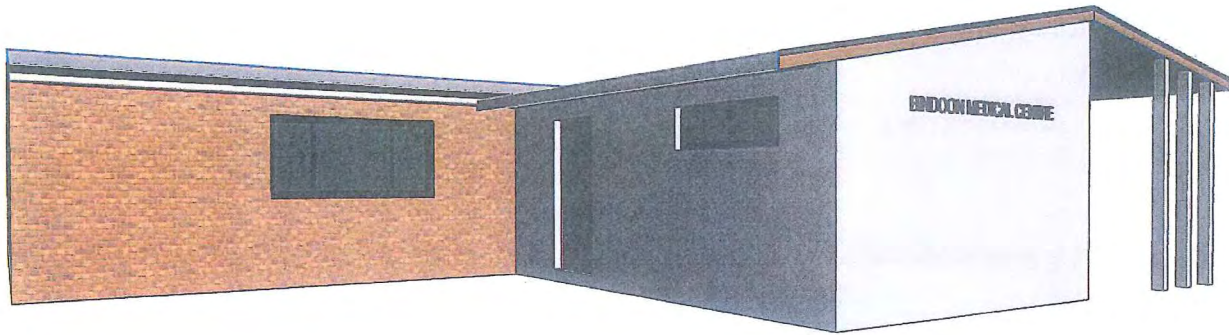


**Development Services Attachments**  
**Wednesday, 15 May 2013**

REPORT NUMBER	REPORT TITLE AND ATTACHMENT DESCRIPTION	PAGE NUMBER(S)
9.1.1	<b>Use of Bird Scaring Devices in Orchards</b> 1. Schedule of submissions	1
9.1.2	<b>Proposed Extension to Medical Centre – Lot 14 Binda Place, Bindoon*</b> 1. Site Plan Floor Plan and Elevations, and Engineering Drawings	2
9.1.3	<b>Proposed Extension to Museum Shed – Lot 410 Great Northern Highway, Chittering*</b> 1. Letter from the Bindoon & Districts Historical Society; Floor Plans and Elevations	12
9.1.4	<b>Proposed Subdivision – Lot 650 McGlew Road, Lower Chittering*</b> 1. Locality Plan 2. Subdivision Plan 3. Development Plan	17
9.1.5	<b>Proposed amendment to Development Plan – Lot 2 Morley Road, Lower Chittering*</b> 1. Locality Plan 2. Proposed Development Plan 3. Existing endorsed Development Plan 4. Consultation Plan and Schedule of Submissions	20
9.1.6	<b>Reconsideration of change of use – Lot 713/2929 (RN 299) Brand Highway, Muchea*</b> 1. Locality Plan 2. Applicant's request for reconsideration 3. Ordinary Council meeting Minutes – Item 9.1.9 of 20 March 2013 4. Letter from Ellen Brockman Integrated Catchment Group dated 29 April 2013	27

REPORT NUMBER	REPORT TITLE AND ATTACHMENT DESCRIPTION	PAGE NUMBER(S)
9.1.7	<b>Proposed extractive industry for sand and gravel – Lot 22 Reserve Road, Muchea*</b> <ol style="list-style-type: none"> <li>1. Locality Plan</li> <li>2. Site Plan</li> <li>3. Excavation Management Plan</li> <li>4. Consultation Plan</li> <li>5. Schedule of Submissions</li> </ol>	129
9.1.8	<b>Proposed Subdivision – Lot 9001 Reserve Road, Chittering*</b> <ol style="list-style-type: none"> <li>1. Locality Plan</li> <li>2. Subdivision Plan</li> <li>3. Development Plan</li> </ol>	180

Respondent	Respondents' Comments	Officer's comments
1.	No concerns or issues. Understands that it is a necessity to maintain produce of orchard.	
2.	No objections. Aware of the need to run an agricultural business. Their animals have gotten used to the noise.	
3.	Gas gun should be turned off when no-one is present on the property.  Change times of use to daylight hours only which could be after 7 am and before 6 pm in the winter.  Gas gun should not be used on Sundays.	Agreed.  Agreed.  Agreed providing suitable alternative measures can be used. Also consider exclusion on public holidays.
4	No other orchardists in the area use gas guns.  He should use other bird scaring options.	There have been reports of a gas in use near the Gray Road area but there have been no complaints.  Agreed. Mr Boyanich's strategy focuses too much on the use of the gas gun without using other measures.
5.	No objections. The primary purpose of the Bindoon Shire is agricultural produce (as shown on the Shire's previous logo). The proposal is completely unacceptable and is full of 'maybe' and no positive remedies.	
6	No other orchardists use gas guns so why should he. The Best Practice Guidelines should be strictly adhered to.	See 3. above.  Agreed.
7.	No objection Not happy that Mr Boyanich will monitor the machine – Council officers should do the monitoring. Concerned that he will use the gas gun outside of the agreed hours and too frequently. Wants the noise level measured on a regular basis.	Council officers can do occasional but not daily monitoring.  Subject to monitoring and complaints.
	When fruit pickers are present there is no need to use the gas gun.  Believes that the noise will cause health problems such as headaches, fatigue, stomach ulcers and vertigo.  No other orchardists use gas guns. He should only use long-term strategies that don't upset neighbours.	A one-off noise survey could be conducted to determine the optimum location and the minimum effective noise level.  Agreed, provided that it is demonstrated that the presence of fruit pickers frightens the birds away.  If operated in accordance with the guidelines it should not cause such health problems.  See 3. Above. A long-term strategy is the use of netting. This is expensive but should not be ruled out.



## BINDOON MEDICAL CENTRE

### CLIENT

Bindoon Medical Centre

### PROJECT ADDRESS

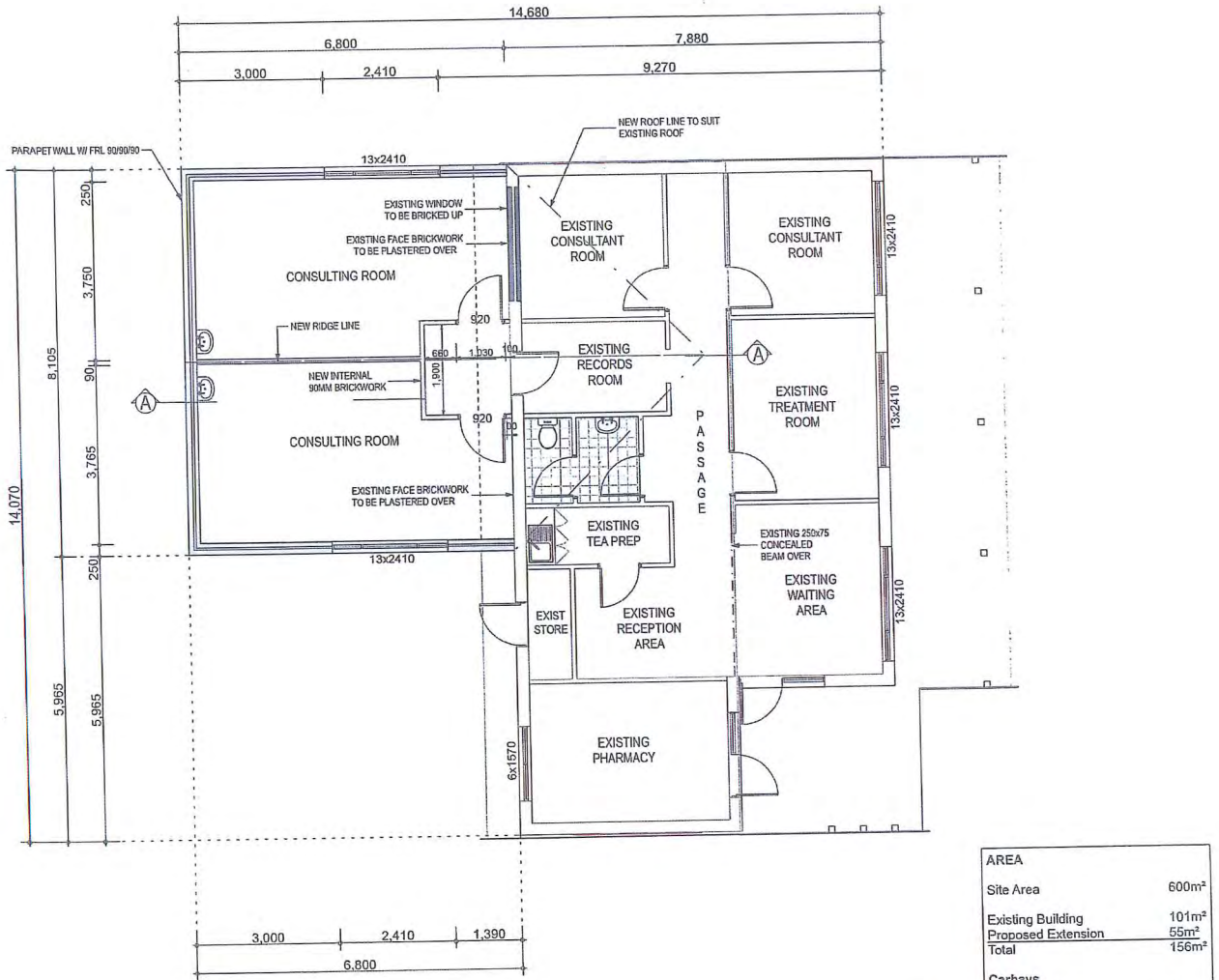
21 Binda Pl, Bindoon

### PROJECT CONTENT

Site	2
Ground floor	3
Elevation	4
Section	5
Electrical	6

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**GROUND FLOOR**  
SCALE 1:100

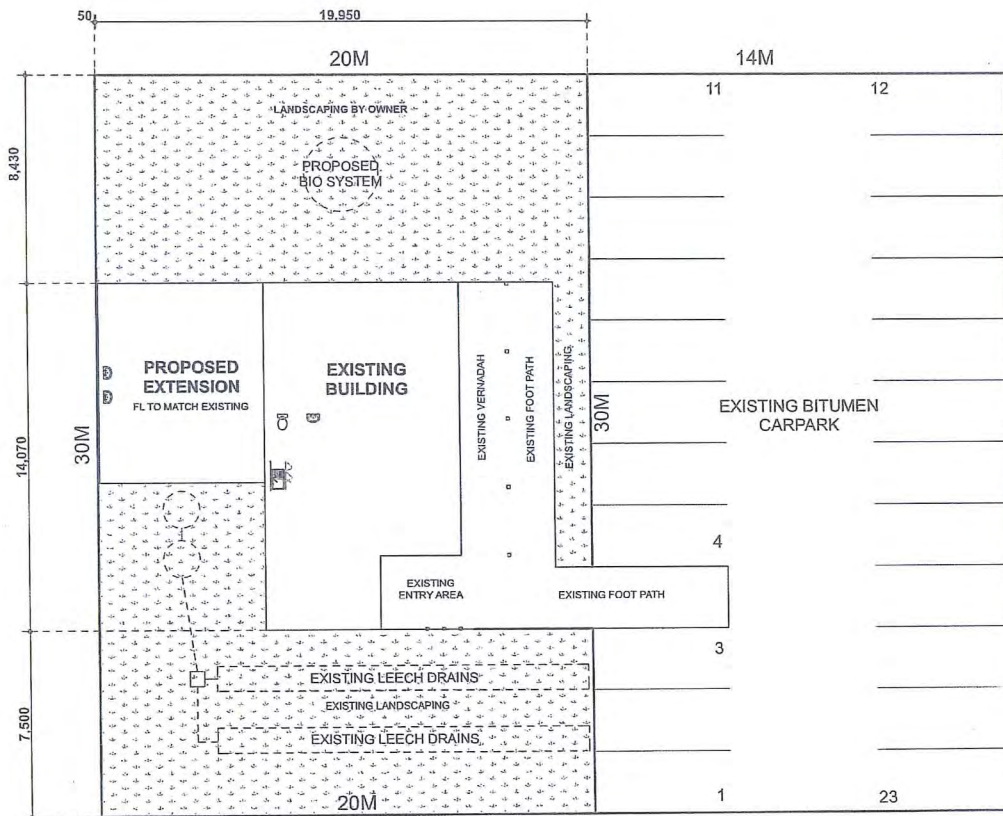
**BUILDING APPLICATION**



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**Client:**  
BINDOON MEDICAL CENTRE  
**Address:**  
21 BINDA PLACE, BINDOON WA 6502

Date	Revision	Details
18/04/13		NEW DESIGN AS PER CLIENTS REQUEST
15/03/13		BUILDING LICENCE APPLICATION
10/02/13		PLANNING APPLICATION
13/01/13		SKETCH
Job no. RPH-13.004      Sheet no. 3 of 6		



BINDA PLACE

AREA	
Site Area	600m <sup>2</sup>
Existing Building	101m <sup>2</sup>
Proposed Extension	55m <sup>2</sup>
Total	156m <sup>2</sup>
Carbays	
Existing carbay	23



**SITE PLAN**  
SCALE 1:200

**BUILDING APPLICATION**

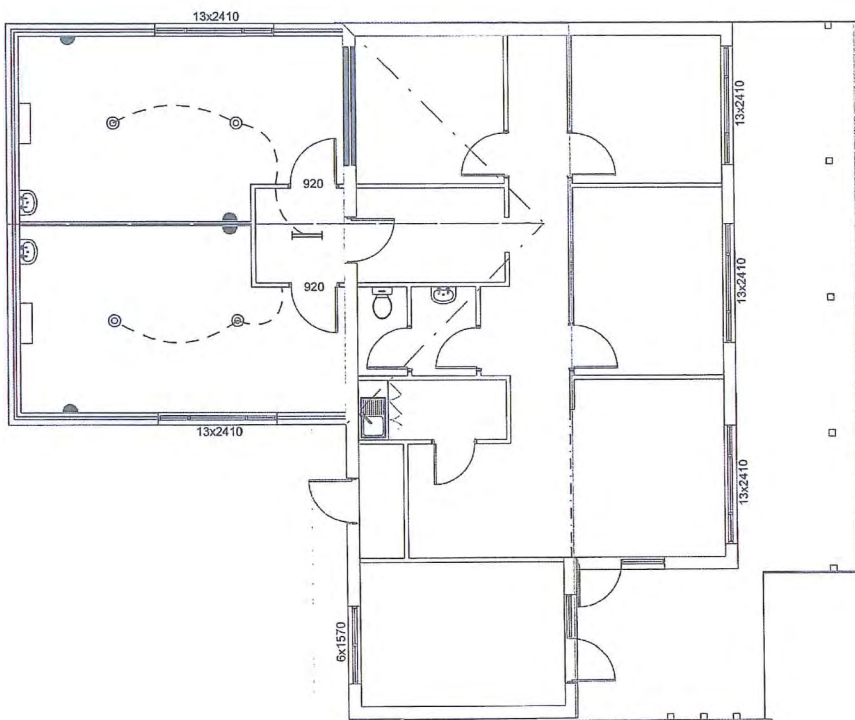


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Job no. RPH-13.004 Sheet no. 2 of 6



**ELECTRICAL LEGEND**

- REVERSED CYCLED WALL UNIT AIR-CON
- ▲ DOUBLE GPO @ 300 AFL
- ⊙ RECESSED R80 LIGHTS
- ┌ SINGLE FLOURO

**GROUND ELECTRICAL PLAN**  
SCALE 1:100

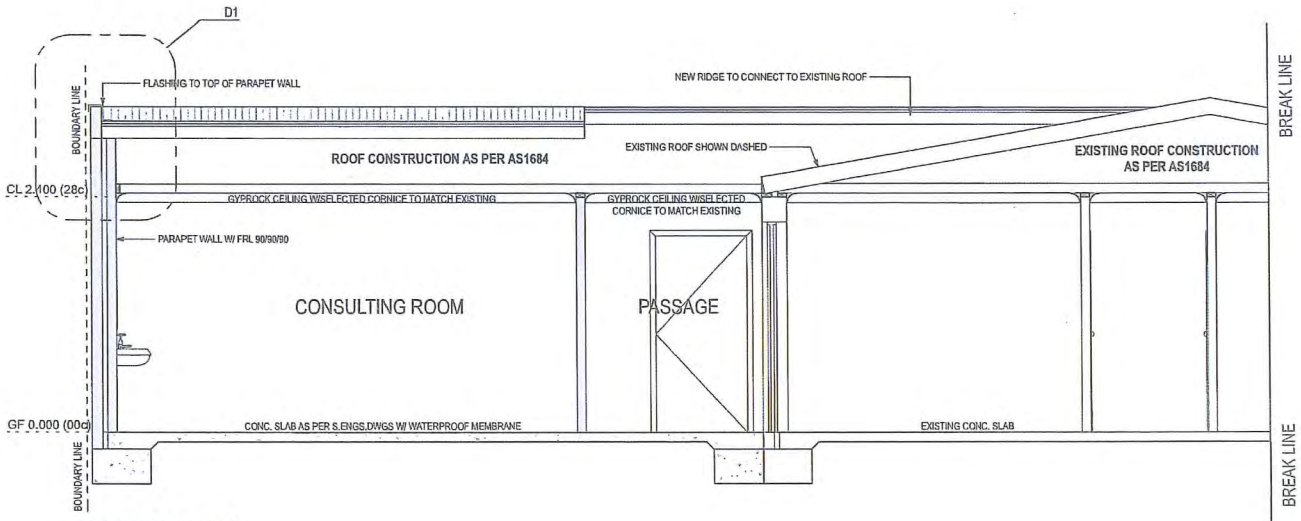
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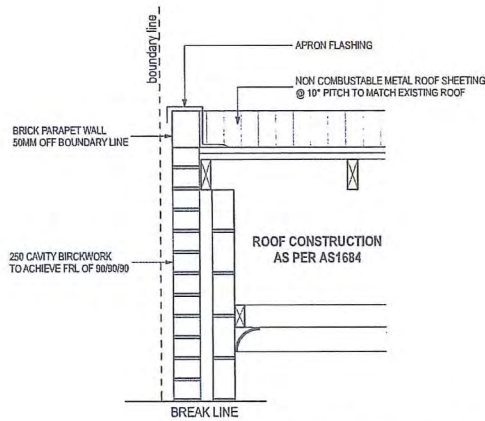


**SECTION A-A**

SCALE 1:50

**NOTE:**  
ALL STRUCTURAL MEMBERS, FOOTINGS, SLABS  
AS PER STRUCTURAL ENGINEERS DRAWINGS

BIFENTHRIN CHEMICAL TERMITE TREATMENT  
BY A LICENCED CONTRACTOR TO COMPLY W/  
AUSTRALIAN STANDARDS TO ALL UNITS.



**DETAIL 1 PARAPET WALL DETAIL**

SCALE 1:20

**BUILDING APPLICATION**

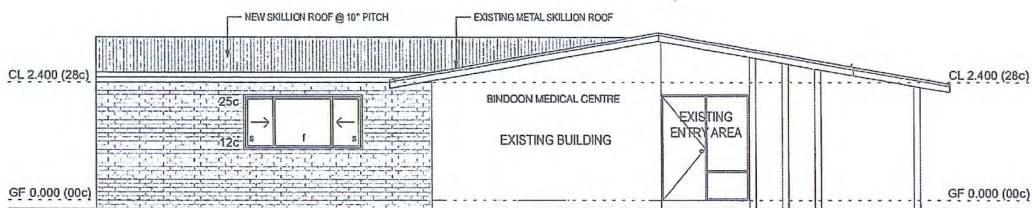
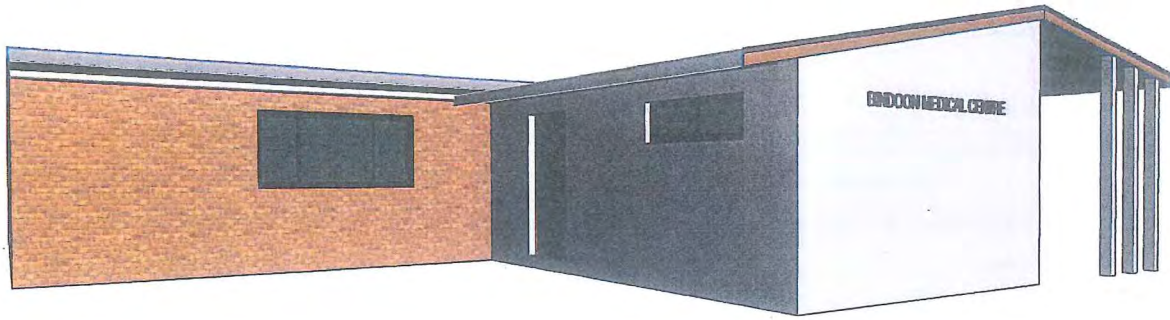


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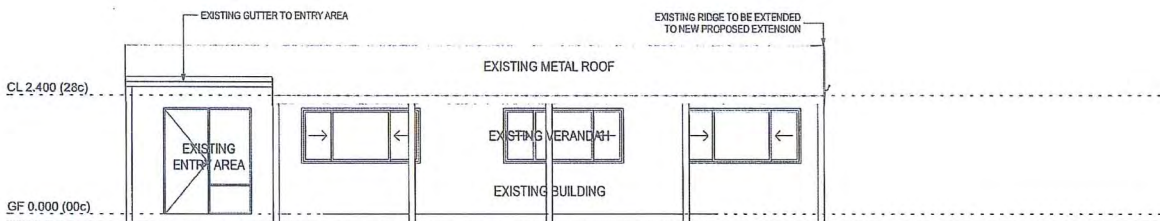
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Date:	Revision: 0
Job no.	RPH-13.004
Sheet no.	5 of 6

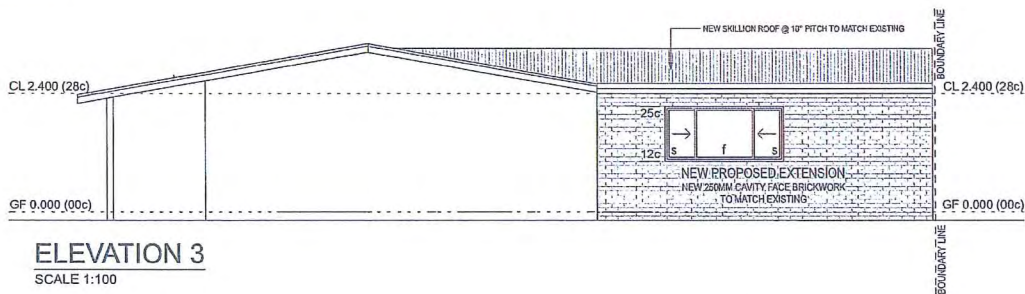




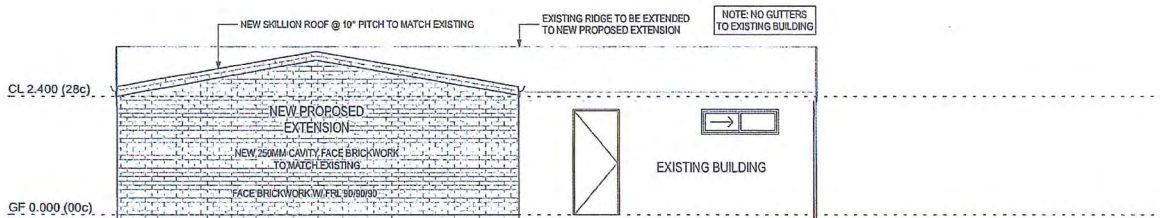
**ELEVATION 1**  
SCALE 1:100



**ELEVATION 2**  
SCALE 1:100



**ELEVATION 3**  
SCALE 1:100



**ELEVATION 4**  
SCALE 1:100

**BUILDING APPLICATION**



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Job no. RPH-13.004 Sheet no. 4 of 6

# PROPOSED "M CLASS" FOOTINGS

DQ DESIGNS  
21 BINDA PLACE  
BINDOON



ABN: 68 541 669 227 ACN: 149 405 149  
437 Yangebup Road Cockburn Central WA 6164  
T: (08) 9414 7001 F: (08) 9414 7007

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SHEET	TITLE
S0	COVER SHEET
S1	FOOTING & GROUND SLAB PLAN
S2	FOOTING DETAILS
S3	MASONRY DETAILS & CLASS "M" SOIL NOTES

13-074

Ivan Marenko  
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Membership No. 1458128  
The Institution of Engineers, Australia

REV.0

REV. N°	DATE	DESCRIPTION	BY	APP.
0	23/04/13	PRELIMINARY DRAWINGS	HO	IM

### GENERAL NOTES

- G1. READ ALL ENGINEERING DRAWINGS IN CONJUNCTION WITH ALL ARCHITECTURAL AND CONSULTANT DRAWINGS AND SPECIFICATIONS.
- G2. ALL DISCREPANCIES SHALL BE REFERRED TO THE ENGINEER FOR A DECISION BEFORE COMMENCING ANY WORK.
- G3. DO NOT SCALE FROM THESE DRAWINGS.
- G4. ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE BEFORE COMMENCING ANY WORK.
- G5. BUILDER OR CONTRACTOR TO ENSURE ALL WORK TO COMPLY WITH THE LATEST AUSTRALIAN STANDARDS AND BUILDING CODE OF AUSTRALIA.

### FOUNDATION AND SLAB ON GROUND NOTES

- F1. SITE ASSIGNED TO BE "CLASS H" (MODERATELY REACTIVE CLAY SOIL).
- F2. REMOVE ALL TOPSOIL HAVING VEGETATION AND COLLECTIBLES FILL FROM THE BUILDING SITE.
- F3. ALL FILL MATERIAL SHALL BE CLEAN WELL GRADED SAND.
- F4. FOR ALL GRANULAR SOIL (SAND) COMPACTION TESTS ARE TO BE CARRIED OUT USING THE STANDARD "PERTH SAND PENETROMETER".
- F5. FOR COHESIVE SOIL (CLAY) AND SAND PADS ON COHESIVE SOILS REFER TO THE SOIL REPORT PREPARED BY THE GEOTECHNICAL ENGINEER.
- F6. CLEAN WELL GRADED SAND UNDER THE STRUCTURE SHALL HAVE ITS COMPACTION TESTED USING THE STANDARD "PERTH SAND PENETROMETER" TO GIVE A PENETRATION RESISTANCE OF A MINIMUM 8 BLOWS PER 300mm FOR A DEPTH OF AT LEAST 750mm BELOW FOUNDING LEVELS OF FOOTINGS AND SLABS ON GROUND.
- F7. COMPACTION TESTS SHALL BE DONE AND CERTIFIED BY THE ENGINEER BEFORE POURING ANY CONCRETE.
- F8. POSITION FOOTINGS CENTRALLY UNDER WALLS, PIERS AND COLUMNS UNLESS NOTED OTHERWISE.
- F9. THE LEVEL DIFFERENCE BETWEEN ADJOINING FOOTINGS SHALL NOT EXCEED ONE HALF OF THE CLEAR DISTANCE.
- F10. FOOTINGS ARE TO BE STEPPED BELOW PLUMBING LINES AND THE SPECIFIED DEPTH BE MAINTAINED.
- F11. DO NOT BUILD ANY FOOTING OVER OR ADJACENT TO WATER CORPORATION SEWERS WITHOUT AN APPROVAL FROM THE "WATER CORPORATION OF WESTERN AUSTRALIA" (W.A.W.A.).
- F12. PROVIDE A DAMP PROOFING MEMBRANE TO THE BUILDING CODE OF AUSTRALIA AND AUSTRALIA STANDARD.

### CONCRETE NOTES

- C1. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH "AS3600 - CONCRETE STRUCTURES".
- C2. CONDUITS AND PIPES TO BE LOCATED IN THE CENTRE OF SLAB, I.E. ABOVE BOTTOM STEEL AND BELOW TOP STEEL, WITHIN A MINIMUM OF 25mm CLEARANCE BETWEEN THEM.
- C3. ALL CEMENT USED SHALL BE IN ACCORDANCE WITH "AS3972 - GENERAL PURPOSE AND BLENDED CEMENT".
- C4. ALL CEMENT TO BE "TYPE A" PORTLAND CEMENT.
- C5. WATER MUST NOT BE ADDED TO THE CONCRETE MIX TO INCREASE THE SLUMP AT ANY TIME.
- C6. ALL CONCRETE SHALL BE PRE-MIXED BY AN APPROVED SUPPLIER AND CONFORM TO THE FOLLOWING UNLESS NOTED OTHERWISE:-
 

GRADE OF CONCRETE (f <sub>ck</sub> (MPa))	MAX. AGG. SIZE (mm)	SLUMP (mm)
FOOTINGS	N25	20
SLAB ON GROUND	N25	40
SUSPENDED SLABS	N25	40
BEAMS	N25	40
COLUMNS	N25	40
PIER COLUMNS	N25	40
STAIRS	N25	40
BALCONIES	N25	40
CAVITY FILL WALLS	N25	10
- C7. ALL CONCRETE MUST BE ADEQUATELY COMPACTED BY AN APPROVED MECHANICAL VIBRATOR.
- C8. ALL CONCRETE SHALL BE MOST CURED FOR A MINIMUM OF 7 DAYS AFTER POURING BY EITHER:-
  - (a) CONTINUOUS WATER PONDING
  - (b) WET HESSIAN
  - (c) APPROVED CURING COMPOUND

- C9. BUILD ALL LOAD BEARING BRICKWORK HARD UP TO THE UNDERSIDE OF SLAB OR BEAM BEFORE POURING.
- C10. PROVIDE TWO LAYERS OF P6.8 BOND BREAKER BETWEEN LOAD BEARING BRICKWORK AND SLAB, EXCEPT RETAINING WALLS BEAR INTO CLEAN BRICK WORK FOR TOP OF RETAINING WALLS.
- C11. DISTRIBUTION OF STEEL IN SLAB MAY BE SPLICED AS NECESSARY WITH A LAP OF 40 x BAR DIAMETER.
- C12. GENERALLY, ALL PENETRATIONS REQUIRED IN CONCRETE ARE SHOWN ON THE STRUCTURAL DRAWINGS. THE BUILDER IS TO SEEK THE APPROVAL OF THE ENGINEER IF ANY ADDITIONAL PENETRATIONS ARE REQUIRED.
- C13. ALL SUSPENDED SLABS SHOULD BE INSPECTED AND APPROVED BY THE ENGINEER BEFORE COMMENCEMENT OF THE POUR.

### FORMWORK NOTES

- FW1. ALL FORMWORK SHALL COMPLY WITH AS3610.
- FW2. FORMWORK STRIPPING TIMES (UNLESS NOTED OTHERWISE) SHALL BE AS FOLLOWS:-  
WALLS & COLUMNS - 3 DAYS MINIMUM  
BEAMS, SLABS & STAIRS - 10 DAYS MINIMUM  
IMMEDIATELY AFTER STRIPPING, PROGRESSIVELY BACK PROP SLAB AND BEAMS (NB: DO NOT DE-PROP AS A WHOLE WHEN STRIPPING, I.E. MAINTAIN PROPS PROGRESSIVELY AS EACH PART OF FORMWORK IS STRIPPED), AND SLAB TO BE PROPPED FOR A MINIMUM OF 28 DAYS AFTER CONCRETE PLACEMENT.
- FW3. REMOVE ALL PROPS FROM UNDER BEAMS AND SLABS BEFORE LAYING ANY BRICKWORK ON THE SUSPENDED SLAB.

### REINFORCEMENT NOTES

- R1. REINFORCEMENT NOTATION ON THE DRAWINGS ARE DENOTED AS FOLLOWS:-  
N - DENOTES GRADE 500N HOT ROLLED DEFORMED BARS TO AS4671  
S - DENOTES GRADE 505N HOT ROLLED DEFORMED BARS TO AS4671  
R - DENOTES GRADE 505N HOT ROLLED PLAN ROUND BAR TO AS4671  
W - DENOTES GRADE 505N COLD DRAWN ROUND WIRE TO AS4671  
DW - DENOTES GRADE 505N COLD ROLLED RIBBED WIRE TO AS4671  
SL - DENOTES SQUARE MESH TO AS4671  
RL - DENOTES RECTANGULAR MESH TO AS4671  
L - DENOTES TRENCH MESH TO AS4671
- R2. ALL REINFORCEMENT SHALL BE ACCURATELY POSITIONED AND ADEQUATELY TIED AND BE SUPPORTED ON PLASTIC TIPPED MILD STEEL CHAIRS, PLASTIC CHAIRS OR CONCRETE CHAIRS AT 900mm MAXIMUM SPACING EACH WAY.
- R3. LAPPING OF MAIN STEEL REINFORCEMENT IS NOT PERMITTED UNLESS NOTED ON THE DRAWINGS. ALL DISTRIBUTION STEEL LAP'S SHALL BE 40 TIMES BAR DIAMETER. SHEETS OF MESH SHALL BE LAPPED BY TWO WIRES.
- R4. PROVIDE 2-#6 REINFORCING BAR TOP AND BOTTOM OF SLAB AT ALL RE-ENTRANT CORNERS.
- R5. SLOPES OF CRANKED BAR SHALL NOT EXCEED ONE IN SIX.
- R6. CLEAR COVER TO REINFORCEMENT SHALL BE AS FOLLOWS:-
 

	INTERIOR	EXTERIOR
FOOTINGS	65mm	65mm
SLAB ON GROUND	40mm	40mm
SUSPENDED SLABS	20mm	40mm
BEAMS	20mm	40mm
COLUMNS	40mm	60mm
WALLS	25mm	40mm
STAIRS	20mm	40mm
BALCONIES	20mm	40mm
- R7. SLAB REINFORCEMENT SHALL EXTEND AT LEAST 60mm OVER THE MASONRY SUPPORT WALLS.
- R8. SLAB REINFORCEMENT TO BE APPROVED BY THE ENGINEER BEFORE POURING THE CONCRETE.

### STEELWORK NOTES

- S1. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH "AS4100 - STEEL STRUCTURES" AND "AS4600 - COLD-FORMED STEEL STRUCTURES".
- S2. ALL WELDING SHALL BE IN ACCORDANCE WITH AS1554.
- S3. DO NOT SCALE FROM ENGINEERING DRAWINGS, VERIFY ALL DIMENSIONS WITH ARCHITECTURAL DRAWINGS.
- S4. SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER AS COMPLYING WITH THE DESIGN DOCUMENTS BEFORE COMMENCING FABRICATION.
- S5. ALL HOLLOW SECTIONS TO BE FULLY SEALED WITH 5mm PLATES UNLESS NOTED OTHERWISE.
- S6. MEMBERS TO BE IN ONE LENGTH UNLESS NOTED OTHERWISE.
- S7. PROVIDE CLEATS, BRACKETS, WELDING AND BOLTING NECESSARY FOR THE COMPLETION OF THE BUILDING AND AS SHOWN AND REQUIRED TO SUIT ARCHITECTURAL DETAILS.
- S8. ERECTION OF STEELWORK SHALL BE COMMENCED WITH BRACED BAYS AND ERECTOR SHALL PROVIDE ALL TEMPORARY BRACING REQUIRED FOR THE SAFE COMPLETION OF THE WORK.
- S9. ALL COLD FORMED STEEL MEMBERS, CONNECTIONS, BRACING ETC... SHALL CONFORM WITH AS1638 AND THE MANUFACTURER'S WRITTEN INSTRUCTIONS.
- S10. ALL SUSPENSION FIXING TO THE ROOF PURLINS SHALL BE TO THE PURLIN WEB ONLY, UNLESS NOTED OTHERWISE.
- S11. WELDED CONNECTIONS SHALL DEVELOP THE FULL STRENGTH OF THE MEMBERS JOINED. MINIMUM WELD TO BE 6mm CONTINUOUS FILLET UNLESS NOTED OTHERWISE.
- S12. MINIMUM BOLTED CONNECTION SHALL BE:-
  - (a) 10mm CLEAT, FIN AND END PLATES.
  - (b) 2m, M16 GRADE 4.6/S BOLTS.
- S13. ALL HIGH STRENGTH BOLTS TO BE GRADE 8.8/S IN ACCORDANCE WITH AS1511.
- S14. PACK UNDER ALL BASEPLATES WITH 1:2 CEMENT/SAND GROUT.
- S15. ALL BOLTS, NUTS AND WASHERS TO BE COLD-DRY GALVANIZED. ALL HOLDING DOWN BOLTS, NUTS AND WASHERS TO BE HOT DIPPED GALVANIZED (800g/m<sup>2</sup>) UNLSG.
- S16. ALL TREATMENT OF STRUCTURAL STEEL (NOT PAINT INTO MASONRY WALLS) FOR THE PROTECTION AGAINST CORROSION IS TO BE IN ACCORDANCE WITH TABLE 3.4.4.2 OF THE BCA (VOLUME 2). PROTECTIVE SURFACE TREATMENT FOR THE FOLLOWING SHALL BE:-
  - (a) EXPOSED STRUCTURAL STEELWORK  
0-1m FROM COAST OR RIVER SHORE LINE - TO BE HOT DIPPED GALVANIZED.  
GREATER THAN 1 km FROM COAST OR RIVER SHORE LINE - ABRASIVE BLAST CLEANED TO 'CLASS 2.5' AND APPLY 1 COAT INORGANIC ZINC SILICATE 75 MICRONS MINIMUM DRY FILM THICKNESS.
  - (b) INTERNAL STEELWORK  
INTERNAL STEELWORK TO BE HAND OR POWER TOOL CLEANED TO 'CLASS 1' AND APPLY RED OXIDE 60 MICRONS MINIMUM DRY FILM THICKNESS.
  - (c) STEELWORK IN CONTACT WITH SOIL  
STEELWORK BELOW GROUND LEVEL - HAVE AN EXTRA 2 COATS OF EPOXY (200 MICRONS MINIMUM DRY FILM THICKNESS) IN ADDITION TO THE ABOVE REQUIREMENTS.
- S17. PURLINS AND GRITS NOTED ON THESE DRAWINGS ARE DESIGNED IN ACCORDANCE WITH LYSAGHTS MANUFACTURERS SPECIFICATIONS. IF AN ALTERNATIVE PRODUCT IS TO BE USED, THEN FULL DETAILS SHOULD BE GIVEN TO THE ENGINEER FOR APPROVAL.
- S18. ALL PURLIN AND GRIT CLEATS AND BOLTING TO BE TO LYSAGHTS RECOMMENDED DETAIL SPECIFICATIONS UNLESS NOTED OTHERWISE.
- S19. ALL COMPONENTS TO BE CAST INTO CONCRETE (SUCH AS HOLDING DOWN BOLTS, BRACKETS, CAST-IN LINTELS, ETC...) SHALL BE HOT DIPPED GALVANIZED TO AS/NZS4880 AFTER FABRICATION.
- S20. COLUMNS ADJACENT TO MASONRY TO HAVE ONE R6.3mm ROD EACH SIDE, CRIMPED AND WELDED 25mm TO COLUMN AT 400mm CENTRES VERTICALLY. WIRE THE COLUMN TO BRICKWORK AT 343mm CENTRES VERTICALLY.
- S21. STEEL WELDING TREATMENT:-
  - (a) FINISHED WELD SURFACE TO BE NEAT AND SMOOTH WITH NO ROUGH EDGES.
  - (b) GRIND TO REMOVE DISFECTS IF NECESSARY AND ENSURE THE MINIMUM WELD THICKNESS IS STILL MAINTAINED.
  - (c) THOROUGHLY CLEAN AND WIRE BRUSH ALL WELDED SURFACES.
  - (d) APPLY TWO COATS OF ZINC RICH EPOXY PAINT 100 MICRONS MINIMUM DRY FILM THICKNESS.
  - (e) IF REQUIRED ALUMINIUM PAINT SHOULD BE APPLIED OVER THE HARDENED ZINC RICH PAINT TO MATCH GALVANISING.

### MASONRY NOTES

- M1. ALL MASONRY AND MASONRY CONSTRUCTION TO BE IN ACCORDANCE WITH "AS3700 - MASONRY STRUCTURES".
- M2. MASONRY UNITS SHALL HAVE A MINIMUM CHARACTERISTIC UNCONFINED COMPRESSIVE STRENGTH - f<sub>ck</sub> = 12MPa UNLESS NOTED OTHERWISE WITH A HORTAR CLASSIFICATION OF H3 minimum. I.e. 1 Cement 1 Lime 6 Sand MIX, EXCEPT PROJECTS LOCATED NEAR A MARINE ENVIRONMENT HORTAR TO BE H4 CLASSIFICATION.
- M3. HORTAR TO BE MIXED ON SITE AND USED WITHIN 90 minutes. HORTAR SHALL NOT BE REPAKED.
- M4. LOAD BEARING MASONRY SHALL HAVE ALL BED JOINTS AND PERPENDS FULLY BEDDED.
- M5. REINFORCE ALL MASONRY WALLS SUPPORTED BY A SUSPENDED SLAB WITH NO LOAD BEARING WALLS DIRECTLY BELOW, WITH 2-R6 GALVANISED RODS TO EACH LEAF, I.e. 100mm UP FROM SLAB AND OVER OPENINGS, EXTENDING 500mm BEYOND OPENINGS. REINFORCEMENT TO BE CONTINUOUS WITH 500mm LAPS.
- M6. BOND BREAKERS ARE TO BE PROVIDED BETWEEN LOAD BEARING MASONRY SUPPORTING SUSPENDED SLAB - USING TWO LAYERS OF P6.8 STRIP AND BETWEEN SUSPENDED SLAB AND MASONRY OVER - USING ONE LAYER OF P6.8 STRIP.
- M7. ALL NON-LOAD BEARING WALLS ARE TO HAVE A 20mm COMPRESSIBLE JOINT BETWEEN TOP OF WALL AND UNDERSIDE OF SUSPENDED SLAB OR BEAMS OVER.
- M8. THE SUSPENDED SLAB IS TO HAVE ALL SUPPORTING PROPS REMOVED AND IS TO BE GENERALLY PRELOADING WITH THE REQUIRED MASONRY PRIOR TO THE COMMENCEMENT OF THE UPPER STOREY MASONRY WORK.
- M9. IN MASS MASONRY CONSTRUCTION, ALL JOINTS TO BE COMPLETELY FILLED WITH MORTAR.
- M10. MASONRY ABUTTING STEEL OR CONCRETE SHALL BE RESTRAINED USING 32x12mm GALV. STRAPS 300mm LONG POWER CRIMPED AND WELDED AS PER NOTE S20. EACH SIDE AND BRICK TIE EVERY 4th COURSE (I.e. 343mm). R6.3mm RODS CRIMPED AND WELDED AS PER NOTE S20. EACH SIDE AND BRICK TIE EVERY 4th COURSE (I.e. 343mm).
- M11. MOVEMENT JOINTS 10mm WIDE ARE TO BE INCLUDED IN UNBROKEN RUNS OF WALLS EXCEEDING 9 METERS LONG.
- M12. ALL NECESSARY STRAPS, TIES, LINTELS, FLASHINGS, ANCHOR RODS AND THE LIKE SHALL BE BUILT IN AS THE WORK PROCEEDS.
- M13. ALL WALL TIES TO BE IN ACCORDANCE WITH AS2659.
- M14. MINIMUM THE SPACING BETWEEN EACH LEAF OF CAVITY WALLS TO BE AS FOLLOWS:-
 

CAVITY WIDTH (mm)	HORIZONTAL SPACING (mm)	VERTICAL SPACING (mm)
75 or less	600	529
76 to 150	600	343
151 - 100	600	257
- M15. AREAS (GALVANISING) SHALL NOT BE PERMITTED.  
MAXIMUM DEPTH OF VERTICAL CHASING TO BE 20mm, UNLESS NOTED OTHERWISE.
- M16. HOLES IN WALLS SHALL ONLY BE PERMITTED IN LOCATIONS APPROVED BY THE ENGINEER.
- M17. CORROSION PROTECTION OF ALL STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH TABLE 3.3.2.2 OF THE BCA (VOLUME 2).
- M18. A BRICK COURSE, AS REFERRED TO IN THIS DOCUMENT IS STANDARD 86mm HIGH.

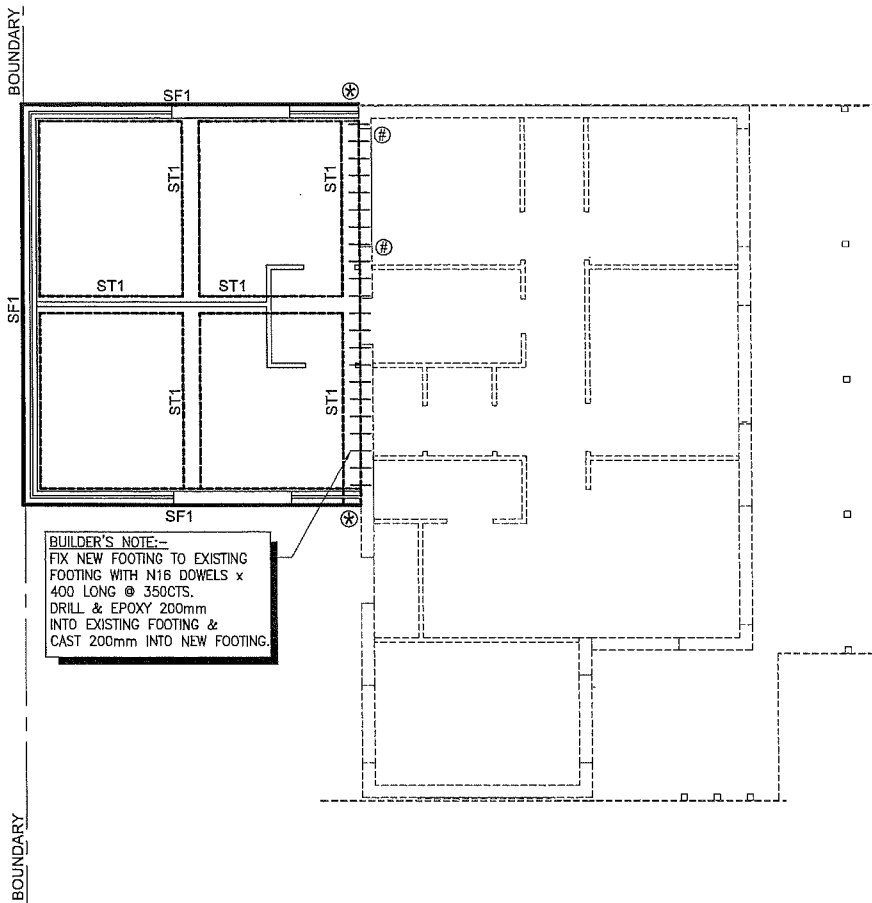
### LINTEL NOTES

- L1. ALL LINTELS TO BE TREATED AS PER NOTE M17.
- L2. LINTELS OVER OPENINGS FOR LOWER WALLS OF TWO STOREY CONSTRUCTION UNO TO BE:-
 

OPENING WIDTH	LINTEL MIN. END BEARING
UP TO 1200mm	100x75x 8.0UA
UP TO 1800mm	100x100x 8.0EA
UP TO 2400mm	150x90x 8.0UA
UP TO 3300mm	150x100x 10.0UA

### TIMBER NOTES

- T1. ALL TIMBER WORK TO BE IN ACCORDANCE WITH "AS1684 - RESIDENTIAL TIMBER FRAMED CONSTRUCTION" AND "AS1720 - TIMBER STRUCTURES".
- T2. ALL TIMBER WORK TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA.
- T3. ALL TIMBER UNO TO BE MINIMUM 5% SEASONED PINE SUPPLIED AND CONSTRUCTED IN ACCORDANCE WITH ABOVE MENTIONED STANDARDS.
- T4. HOLDING DOWN DETAILS OF ROOF AND FLOOR FRAME TO COMPLY WITH AS3684 AND THE BUILDING CODE OF AUSTRALIA.
- T5. IT IS THE RESPONSIBILITY OF THE BUILDER TO INFORM THE OWNER OF THE IMPORTANCE OF MAINTAINING EXTERNAL STRUCTURAL TIMBER BY WAY OF PAINTING OR SIMILAR PROTECTION.



**BUILDER'S NOTE:-**  
 FIX NEW FOOTING TO EXISTING FOOTING WITH N16 DOWELS x 400 LONG @ 350CTS. DRILL & EPOXY 200mm INTO EXISTING FOOTING & CAST 200mm INTO NEW FOOTING.

**FOOTING & GROUND SLAB PLAN 1:100**

**FOOTING & GROUND SLAB NOTES:-**

1. PROVIDE 100mm GROUND SLAB REINFORCED WITH SL92 MESH 25mm TOP COVER U.N.O. LAP 225mm MIN. WHERE REQUIRED.
2. PROVIDE 2-N16 x1500mm LONG RE-ENTRANT BAR TIED UNDER MESH AT ALL RE-ENTRANT CORNERS.

LEGEND	
	NEW WALLS
	EXISTING WALLS
	DRILL 2 x 13dia HOLES INTO CENTRE OF EXIST. FTG. FIT 2 N12 DOWELS x 400 LONG & CAST INTO NEW FTG. DRILL 2 x 6 dia HOLES INTO EVERY 2nd BED JOINT OF EXIST. BRICKWORK & FIT 2 L6 DOWELS x 300 LONG. BUILD INTO NEW BRICKWORK ALTERNATIVELY TOOTH INTO EXISTING BRICKWORK (TYPICAL AT  LOCATIONS).
	DRILL 2 x 6dia. INTO EVERY SECOND BED JOINT OF EXISTING BRICKWORK & FIT 2 L6 DOWELS x 300 LONG. BUILD INTO NEW BRICKWORK, ALTERNATIVELY TOOTH INTO EXISTING BRICKWORK.

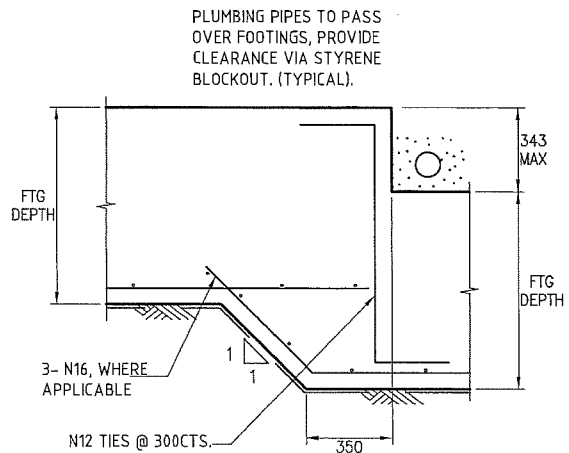
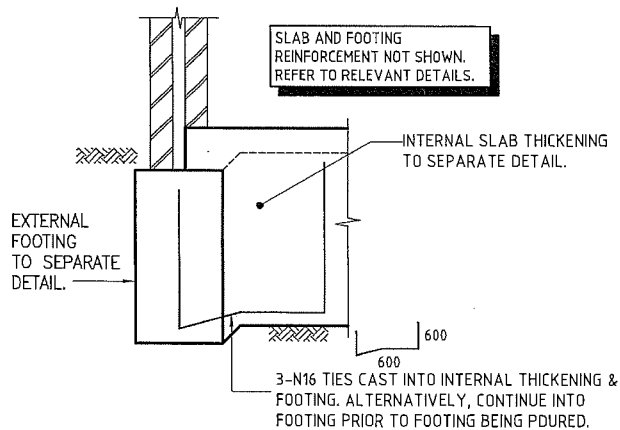
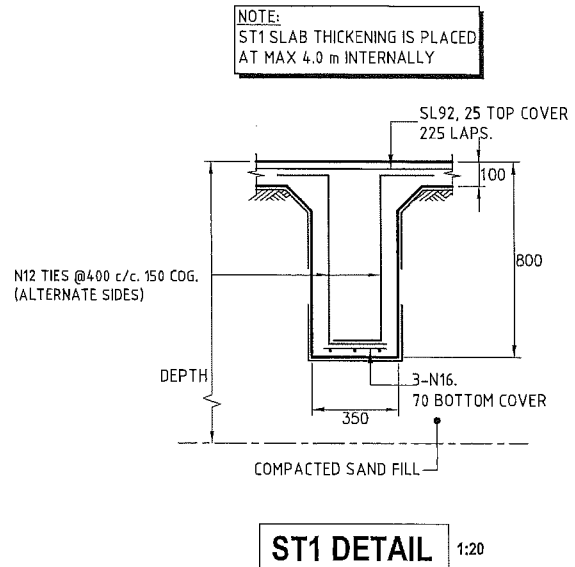
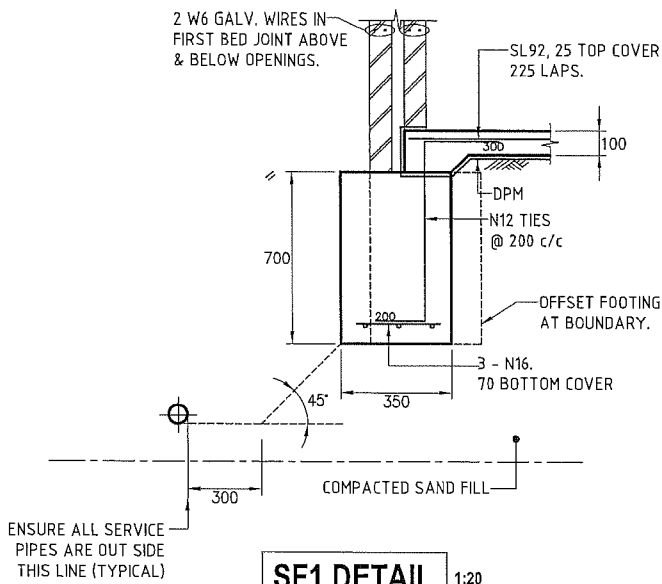
Ivan Marenko  
 MIEAust. BE (CIVIL & Structural)  
 Professional Engineer  
 Membership No. 1458128  
 The Institution of Engineers, Australia

FOOTINGS DESIGNED FOR "CLASS M" SITE SOIL



ABN: 68 541 669 227 ACN: 149 405 149  
 437 Yongebup Road Cockburn Central WA 6164  
 T: (08) 9414 7001 F: (08) 9414 7007 E: Ivan@adewa.com.au

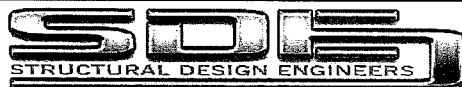
CLIENT	DQ DESIGNS	DRAWN	HO	DATE	23/04/2013
PROJECT	21 BINDA PLACE BINDOON	DESIGNED	IM	SHEET SIZE	A3
TITLE	FOOTING & GROUND SLAB PLAN	CHECKED	IM	SCALE	1:100
		APPROVED	REV.	JOB No.	13-074
		BE. MIEAust. 1458128	0	SHEET No.	S1 OF 3



1. REFER TO ARCH'L DRG'S FOR EXACT LOCATION AND EXTENT.
2. STEP FOOTING TO SUIT FLOOR AND GROUND LEVELS & PLUMBING PIPES.

Ivan Marenko  
MIEAust, BE (Civil & Structural)  
Professional Engineer  
Membership No. 1458128  
The Institution of Engineers, Australia

FOOTINGS DESIGNED FOR "CLASS M" SITE SOIL



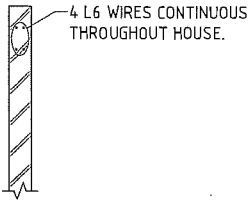
ABN: 68 541 669 227 ACN: 149 405 149  
437 Yangebup Road Cockburn Central WA 6164  
T: (08) 9414 7001 F: (08) 9414 7007 E: Ivan@adewa.com.au

CLIENT **DQ DESIGNS**

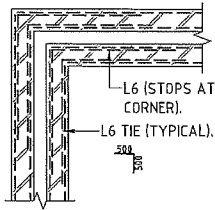
PROJECT **21 BINDA PLACE BINDOON**

TITLE **FOOTING DETAILS**

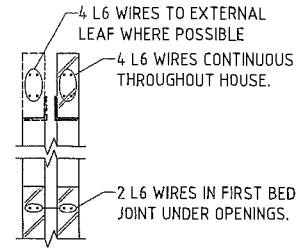
DRAWN	HO	DATE	23/04/2013
DESIGNED	IM	SHEET SIZE	A3
CHECKED	IM	SCALE	1:100
APPROVED	REV.	JOB No.	13-074
BE, MIEAust, 1458128	0	SHEET No.	S2 OF 3



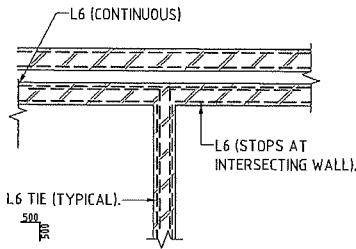
**INTERNAL WALLS** 1:20



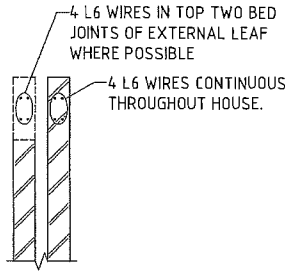
**WALLS AT CORNER** 1:20



**EXTERNAL WALLS AT OPENINGS** 1:20



**INTERSECTING WALLS** 1:20



**EXTERNAL WALLS** 1:20

**MASONRY REINFORCEMENT NOTES:-**

- PLACE 2 L6 WIRES IN TOP BED JOINTS THROUGHOUT ALL INTERNAL AND EXTERNAL WALLS (BOTH LEAVES WHERE POSSIBLE).
- PLACE 2 L6 WIRES IN FIRST BED JOINT OF BOTH LEAVES (WHERE POSSIBLE) BELOW AND ABOVE OPENINGS. EXTEND 750 EACH END BEYOND OPENINGS.
- LAP WIRES 500 AT SPLICES AND CORNERS. COG 500 INTO INTERSECTING WALLS.
- TOP 3 COURSES OF INTERNAL BRICKWORK TO BE MODULAR/LONGREACH 86mm BRICK.

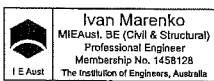
**MAINTENANCE:**

- IT IS CONSIDERED THAT THIS DESIGN IS SUITABLE FOR THE FOUNDATION CONDITIONS TO BE ENCOUNTERED AND WILL ADEQUATELY CONTROL ANY CRACKING OF BRICKWORK AND CONCRETE.
- BUILDER IS TO ENSURE THAT CLIENT BE INFORMED OF NECESSITY TO MAINTAIN DRAINS IN GOOD WORKING ORDER AT ALL TIMES.
- BUILDER IS TO ADVISE CLIENT TO CONSULT WITH A ENGINEER BEFORE PLANTING TREES OR SHRUBS WITHIN 2.5m, OR EQUAL DISTANCE TO THE ANTICIPATED MAXIMUM HEIGHT OF THE TREE, OF THE BUILDING, (WHICHEVER IS LEAST).
- SITE TO BE MAINTAINED AS PER CSIRO INFORMATION PAMPHLET 10-91 - OUR CLAY FACT SHEET.
- EXPECTED PERFORMANCE AND RESPONSIBILITIES AS PER AS 2870-1996 AND CSIRO PAMPHLET 10-91.

**CLASS "M" SOIL SITE NOTES:-**

**FOOTING NOTES:**

- SITE ASSESSED TO BE CLASS M (MODERATELY REACTIVE CLAY SOIL) AS DEFINED IN AS2870 "RESIDENTIAL SLABS AND FOOTINGS". REFER TO THE CERTIFICATE OF INSPECTION.
- PRIOR TO CUTTING BASE, REMOVE ALL VEGETATION, TOPSOIL AND DELETERIOUS FILL MATERIAL.
- NOTIFY THE ENGINEER OF ANY UNUSUAL FEATURES OR DISCREPANCIES WHICH MAY BECOME EVIDENT DURING EARTHWORKS.
- CUT BASE TO BE INSPECTED BY THE ENGINEER OR LOCAL AUTHORITY. REQUIREMENT OR OTHERWISE FOR A SUBSOIL DRAIN WILL BE ESTABLISHED AT THIS STAGE.
- PROVIDE A SAND PAD IF APPLICABLE AS PER SITE INSPECTION REPORT.
- SAND PAD DEPTH NOT TO EXCEED 150% OF MINIMUM DEPTH OR 2000mm WITHOUT THE ENGINEER'S APPROVAL.
- ALL SAND FILL MATERIAL TO BE CLEAN, WELL GRADED SAND, COMPACTED IN WATERED 300mm LAYERS. FILL TO BE TESTED FOR FULL DEPTH USING STANDARD PERTH SAND PENETROMETER TO ACHIEVE TEST RESULTS OF MIN 7 BLOWS/300mm.
- ROOF WATER TO BE TAKEN AWAY AND NOT ALLOWED TO PERCOLATE UNDER FOOTINGS. IF NECESSARY CONNECT INTO SUBSOIL DRAIN SYSTEM.
- SURFACE WATER NOT TO POND IMMEDIATELY ADJACENT TO FOOTINGS.
- WHERE PLUMBING PIPES PASS THROUGH THE FOOTINGS, INCREASE FOOTING DEPTH LOCALLY BY AN AMOUNT AT LEAST EQUAL TO THE PIPE DIAMETER.
- BUILDER TO ENSURE THAT CLIENT BE INFORMED OF NECESSITY TO MAINTAIN DRAINS IN GOOD WORKING ORDER AT ALL TIMES.
- BUILDER TO ADVISE CLIENT TO CONSULT AN ENGINEER BEFORE PLANTING TREES OR SHRUBS WITHIN 2.5m, OR A DISTANCE EQUAL TO THE ANTICIPATED MAXIMUM HEIGHT OF THE TREE, AWAY FROM THE BUILDING (WHICHEVER IS LEAST).
- IT IS CONSIDERED THAT THIS DESIGN IS SUITABLE FOR THE FOUNDATION CONDITIONS TO BE ENCOUNTERED AND WILL ADEQUATELY CONTROL ANY CRACKING OF BRICKWORK OR CONCRETE.



FOOTINGS DESIGNED FOR "CLASS M" SITE SOIL



ABN: 68 541 669 227 ACN: 149 405 149  
437 Yangebup Road Cockburn Central WA 6164  
T: (08) 9414 7001 F: (08) 9414 7007 E: ivan@sdewa.com.au

CLIENT	DQ DESIGNS	DRAWN	HO	DATE	23/04/2013
PROJECT	21 BINDA PLACE BINDOON	DESIGNED	IM	SHEET SIZE	A3
TITLE	MASONRY DETAILS & CLASS "M" SOIL NOTES	CHECKED	IM	SCALE	1:100
		APPROVED	REV.	JOB No.	13-074
		BE. MIEAust. 1458128	0	SHEET No.	S3 OF 3

# BINDOON & DISTRICTS HISTORICAL SOCIETY & MUSEUM



Secretary  
PO Box 105  
Bindoon WA 6502

Telephone  
(08) 95761325

SHIRE OF CHITTERING  
RECEIVED

- 5 MAR 2013

The Chief Executive officer  
Shire of Chittering  
P.O Box 70  
Bindoon 6502

Officer..... ESO - RICK  
File..... 05/01/13  
Ref..... I1337485

Ref :- Bindoon and Districts Historical Society Extensions.

Attention Garry Tuffin

Dear sir

The Historical Society and Museum are in need of additional covered roof area and work room to the existing building to allow the group to carry out ongoing repairs, maintenance and making good for display purposes.

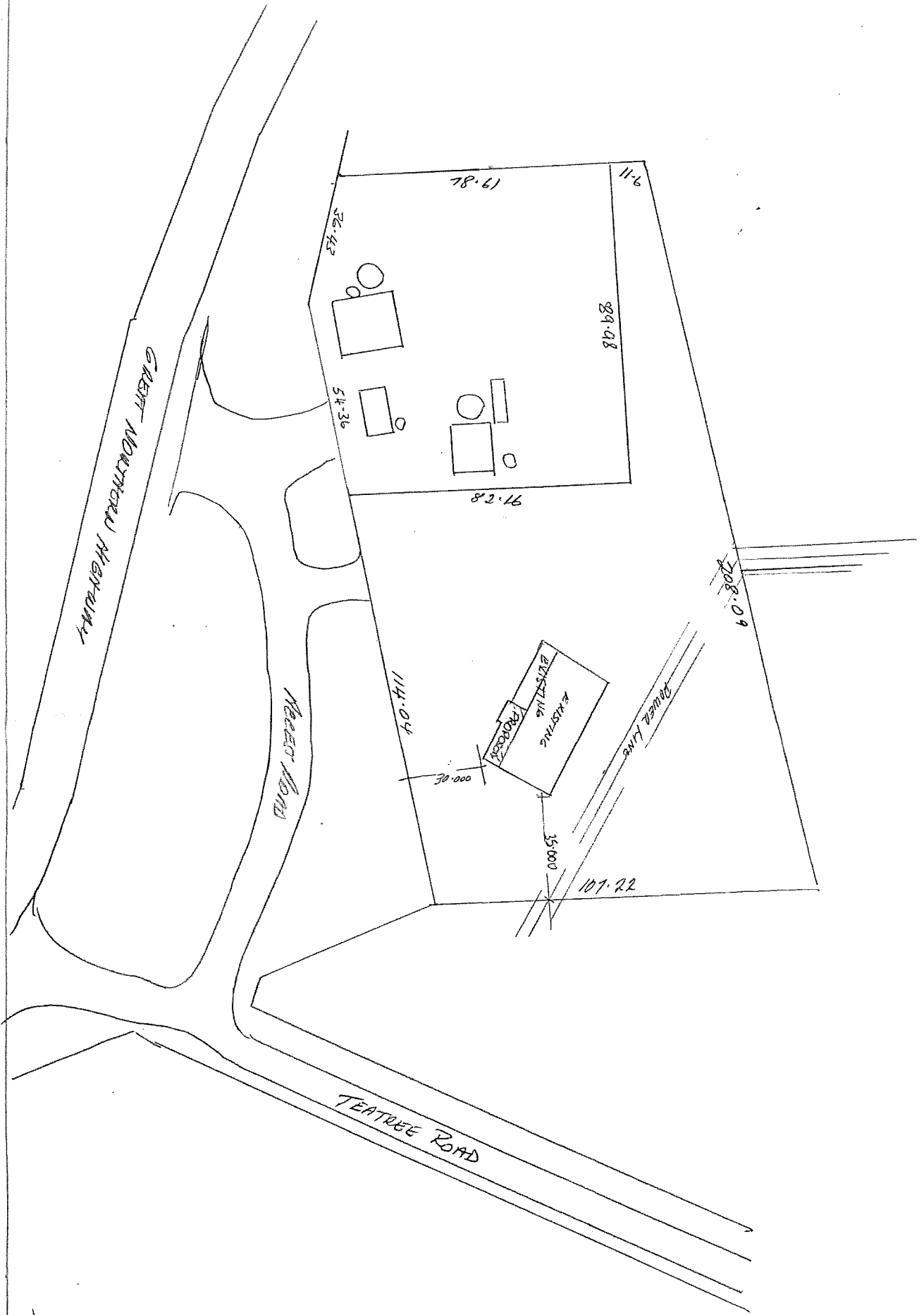
We have attached plans of the proposed work required and are seeking council approval to allow us to extend and also be exempt of any building fees.

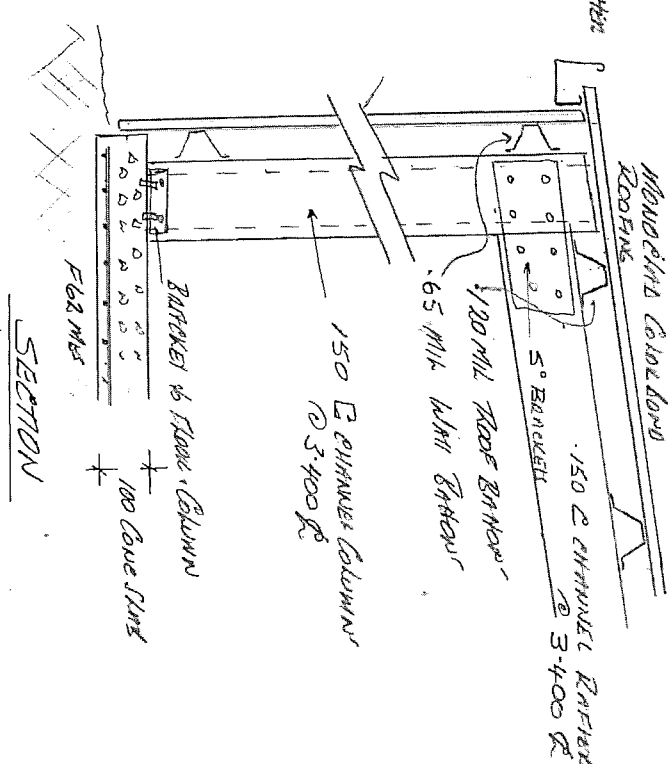
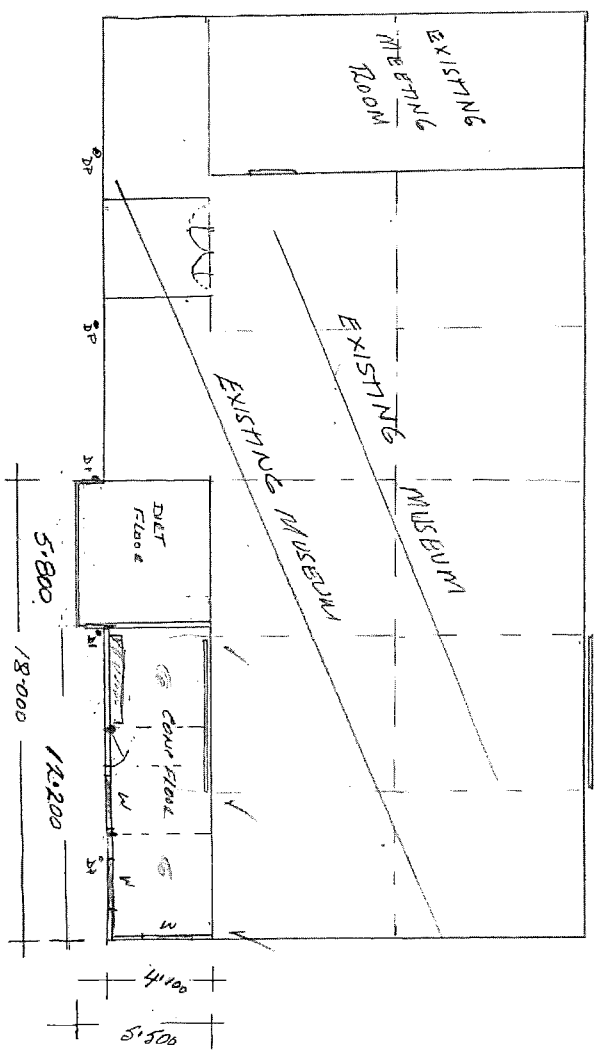
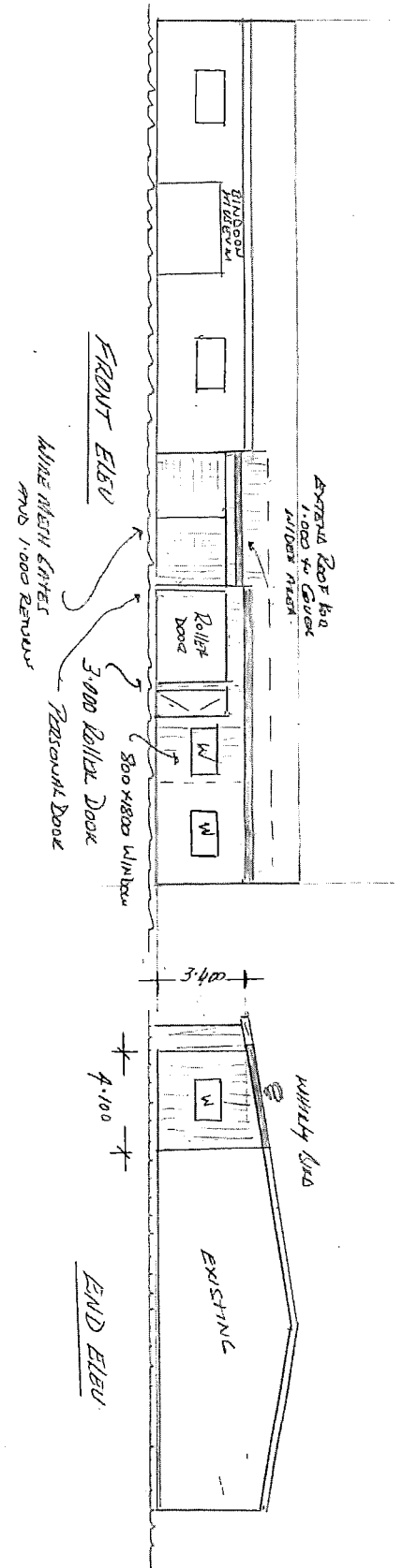
We trust this meets with council approval

Thanking you

Wayne Beard  
Building coordinator

PROPOSED VERANDAH EXTENSION TO MUSEUM SHED FOR WORKING AREA + STORAGE AT HERIAGES CENTRE TENTH RD TILDON





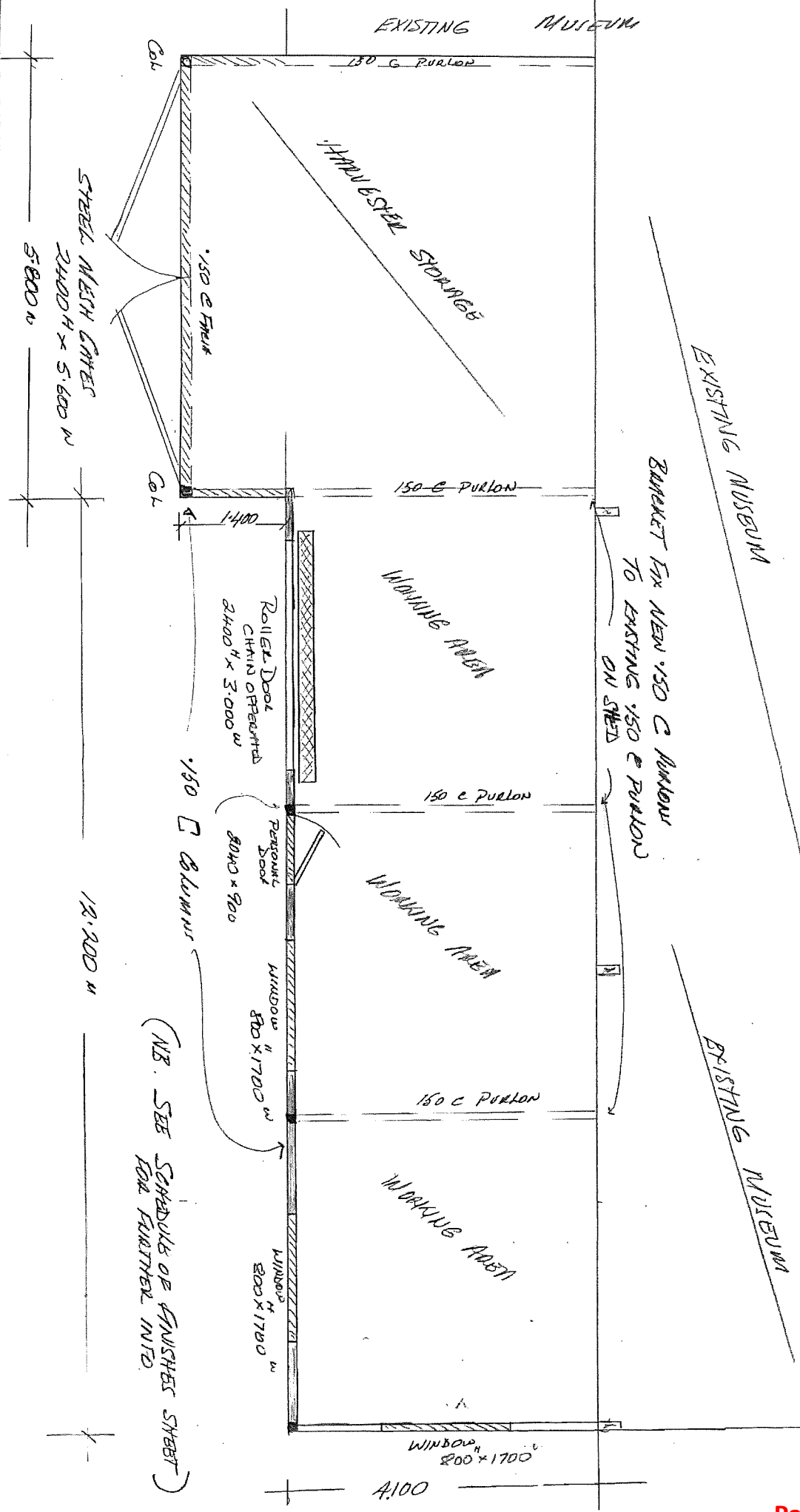
PROPOSED WINDROW EXTENSION TO MUSEUM SHED FOR WORKING MEN AND STORAGE AT HERRING'S BAY TEN TEE RD BRIDGTON

PLAN

SECTION



ENLARGED FLOOR PLAN 1:50



PROPOSED VERANDAHH EXTENSION TO MUSEUM SHED FOR STORAGE & WORKING AREA AT HEATHRIDGE CENTRAL TERRACE RD ISLINDON

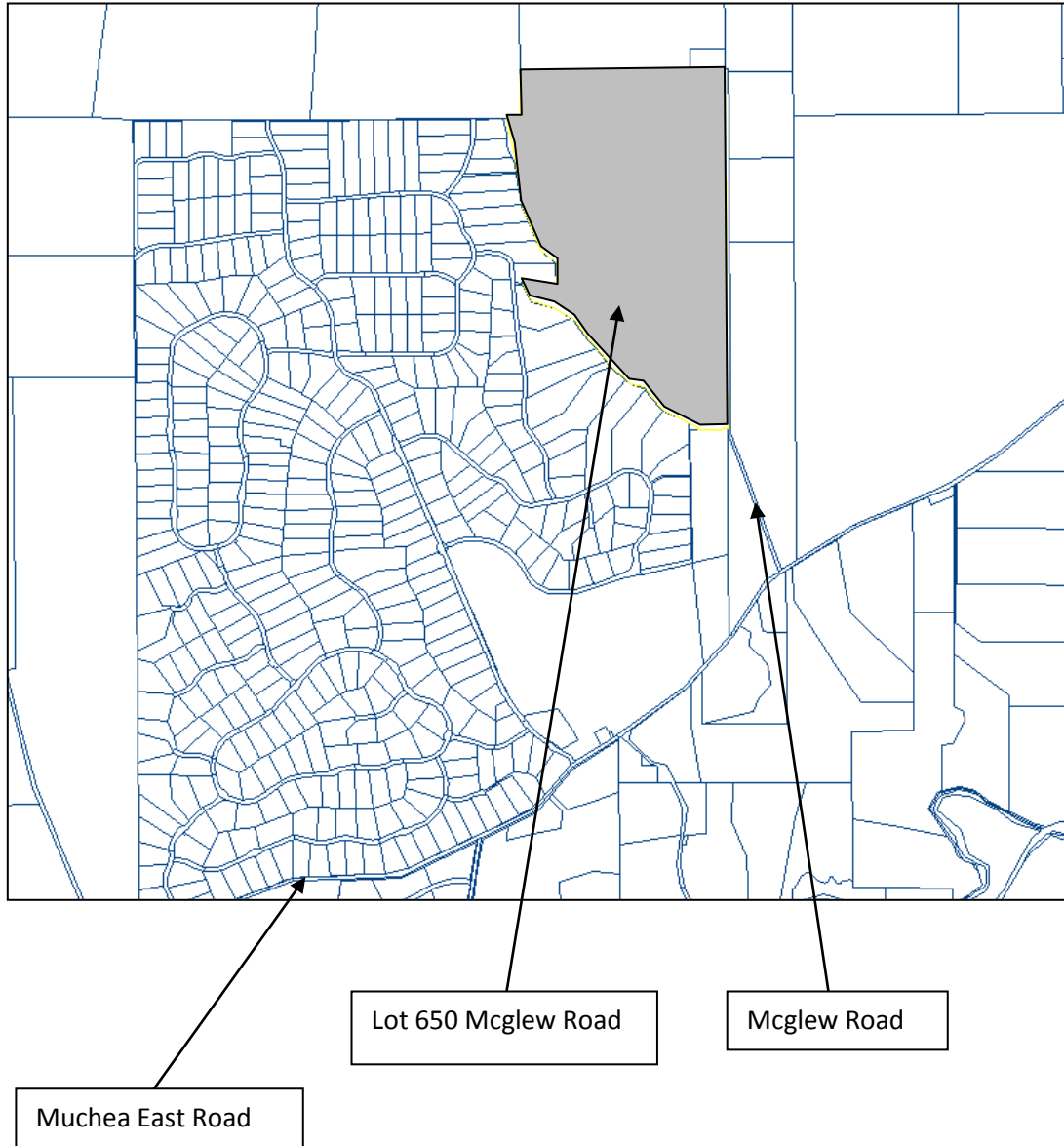
SCHEDULE OF FINISHES		MATERIAL LIST
100 ML REINFORCED CONE SINK		CONCRETE FLOOR 12000 x 4000 - 50 SPM
180M <sup>2</sup> ALUMINUM COLUMNS + RAFTERS 0.400 Ø		150 Ø ALUMINUM 2/5.500 <sup>2</sup> 5/4.200 Col 3/4.200 P
65/120 W/M + ROOF BATHOUS		120 ML Bathous 5/6.800 12/4.500 6/4.5 65 ML Bathous 18/4.500 6/4.2
COLOR BAYS MANOCTED WITH ROOF SHEETING		14/3.900 1/4.2
COLOR BAYS ENGIN GUTTER TME		18.000 WITH CLM
90 ML PVC DOWN PIPES		3/4.500
ALUMINUM WINDOWS 800 x 1800		2 Ø 1800 x 800
PERSONAL DOOR 2040 x 900 FRAME + HW		1 METAL FRAME 1 DOOR SOLID 1/BRAND KOL
METAL COLOR BAYS ROLLER DOOR 3.400 WIDE		ROLLER DOOR 3000 H x 3400 W
ALIAS METAL STEEL ENDS 3000 H x 4.500 W		1 PAIR ENDS 3.000 H x 4.500 WIDE P68
ALUMINUM ROOF SHEETS 3000		2/4.200
COLOR BAYS ENDS 150 x 150 75 x 75		2/4.5 3/3.900 75 x 75
DOOR OPENINGS AS NEEDED		

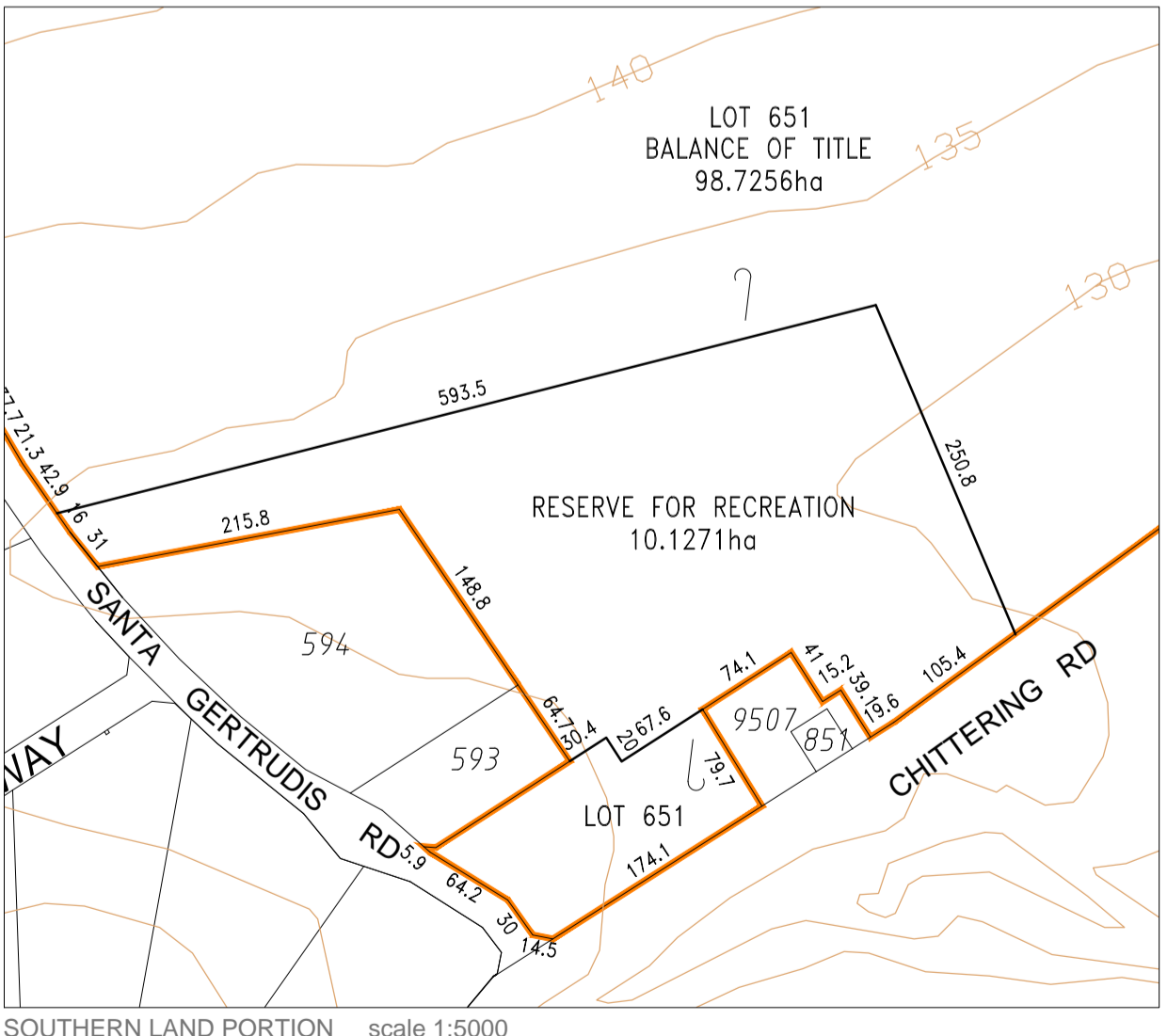
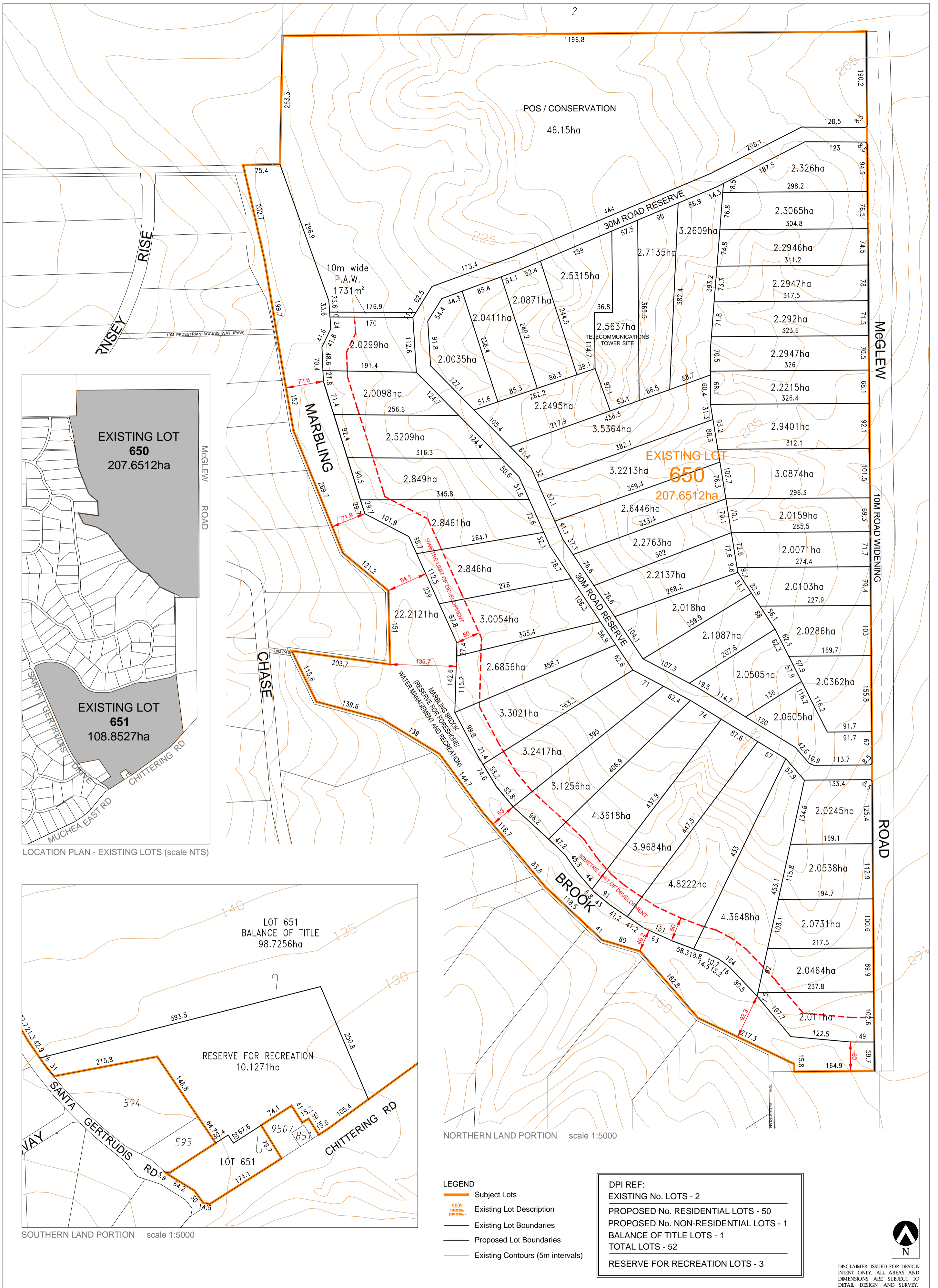
PROPOSED VERANDAHI EXTENSION TO MUSEUM, ASHED FOR WORKING ASHEN + CHANGES AT HOUSTAGE SERVICE TRIBODON

# Locality Plan

Lot 650 Mcglew Road

Lower Chittering





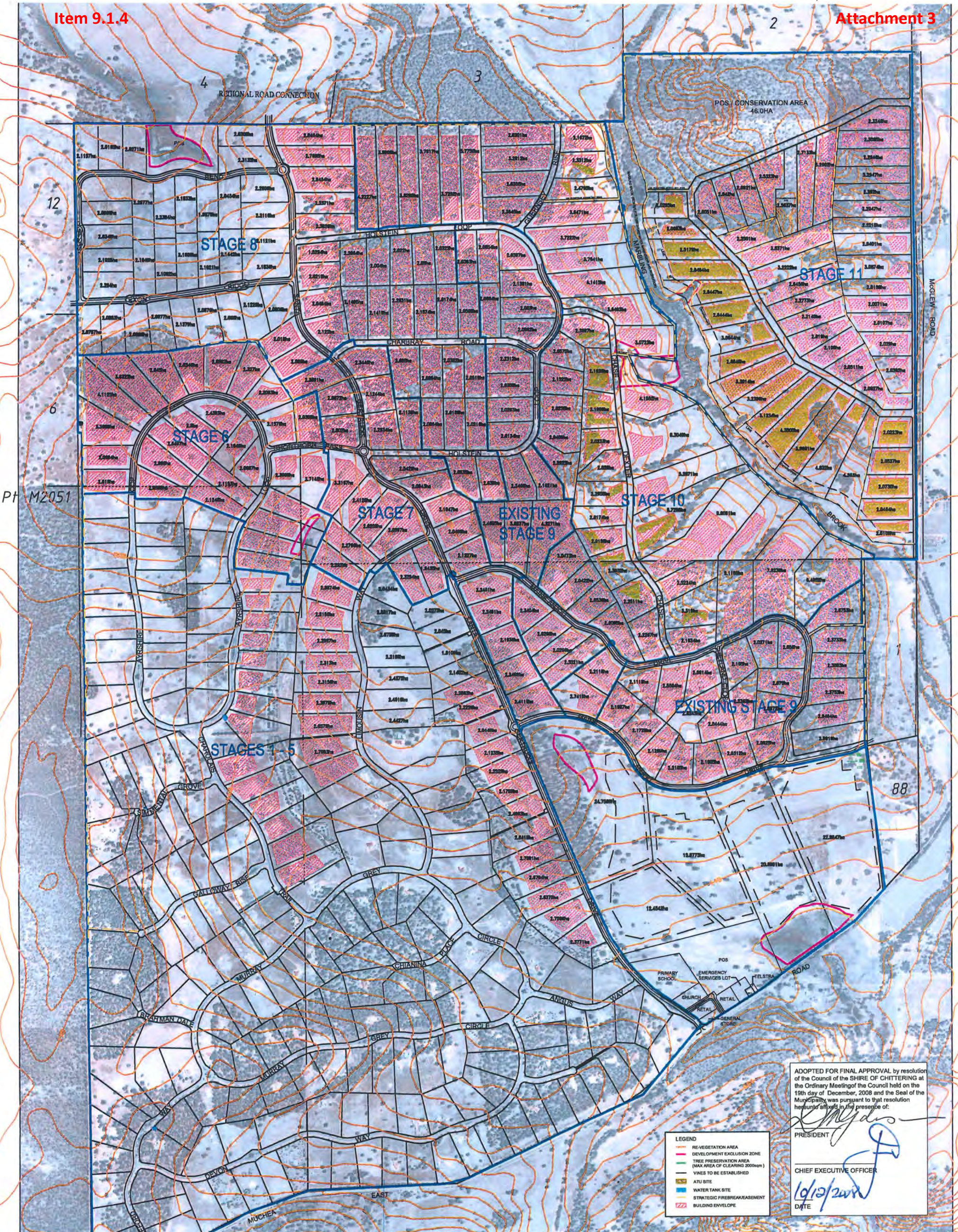
NORTHERN LAND PORTION scale 1:5000

- LEGEND**
- Subject Lots
  - Existing Lot Description
  - Existing Lot Boundaries
  - Proposed Lot Boundaries
  - Existing Contours (5m intervals)

<b>DPI REF:</b>
EXISTING No. LOTS - 2
PROPOSED No. RESIDENTIAL LOTS - 50
PROPOSED No. NON-RESIDENTIAL LOTS - 1
BALANCE OF TITLE LOTS - 1
<b>TOTAL LOTS - 52</b>
RESERVE FOR RECREATION LOTS - 3



DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY.



ADOPTED FOR FINAL APPROVAL by resolution of the Council of the SHIRE OF CHITTERING at the Ordinary Meeting of the Council held on the 19th day of December, 2008 and the Seal of the Municipality was pursuant to that resolution hereunder affixed in the presence of:

*[Signature]*  
PRESIDENT

*[Signature]*  
CHIEF EXECUTIVE OFFICER

10/12/2022  
DATE

- LEGEND**
- RE-VEGETATION AREA
  - DEVELOPMENT EXCLUSION ZONE
  - TREE PRESERVATION AREA (MAX AREA OF CLEARING 200sqm)
  - VINES TO BE ESTABLISHED
  - ATU SITE
  - WATER TANK SITE
  - STRATEGIC FIREBREAK/SEAMANT
  - BUILDING ENVELOPE

1. Development Plan: The Development Plan has been endorsed by the Shire Council. Subdivision and development should generally be in accordance with this Plan.
2. Lot Sizes: In carrying out development and subdivision of the land, the requirements of the State of Chittering Town Planning Scheme No. 8 for the Rural Residential Zone apply.
3. Tree Preservation Areas: Tree Preservation areas are defined on the Development Plan as all naturally vegetated areas. In the areas identified for the preservation of trees, a maximum clearing area of 200sqm is permitted, other than for driveways and required footpaths. Council may require a land owner, as a condition of building approval, to commence tree planting to its specifications, and to maintain those trees for a period of not less than two summer seasons.
4. Building Envelopes: Buildings, water tanks, waste disposal and a building protection zone for fire management are to be contained within a cleared area not to exceed a maximum of 200sqm without the prior approval of Council, prior to commencing a building clearing area a vegetation survey is to be undertaken to ensure no rare or endangered flora is present; buildings are to have setbacks in accordance with Local Planning Policy No. 18 Subsites, with minimum setbacks from external boundaries as follows:  
Rear 20 metres  
Side 10 metres
5. Fencing: In accordance with Local Planning Policy No. 22 - Fences, the construction of a fence is permitted within the building clearing area, any previously cleared area and adjoining an existing fence. Where natural vegetation adjoins a road reserve, no fence is to be constructed between the road reserve and the building clearing area. Elsewhere, no boundary fences are permitted in Tree Preservation Areas identified on the Development Plan, without planning consent of the Council. Where a fence crosses a strategic firebreak a gate of approved design is to be provided.
6. Crossovers: The construction of crossovers to each lot shall be in accordance with Council's specifications.
7. Potable Water: Each dwelling is to have a water supply from roof catchment of a minimum of 120,000 litres, of which 10,000 litres is to be kept in reserve for fire fighting purposes and filled with a treated Council water.
8. Land Management: The maintenance of any drainage swales, easements, fire breaks, Vegetation Protection, Tree Preservation and Re-vegetation areas on private property is the responsibility of the owner/occupier.
9. Bore, Dam and Water Courses: The siting of bores, construction of dams and the extraction of surface water is not permitted without the approval of the Council, and the relevant State Government Department.
10. Maintenance of Watercourses with Public Open Space and Drainage Reserves: The Shire is responsible for maintenance of watercourses with public open space and drainage reserves and may include such lot owner within the subdivision with the annual rate notice to recover costs. (Note: Materials on site may be required for affected lots eg. "This lot lies within an estate where maintenance of drainage works may be required and the owner may have to contribute to the cost of those works.")
11. Fire Control: Strategic Fire Breaks as shown on the Development Plan, have been constructed 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 Chief Executive Officer.
12. Effluent Disposal: The Development Plan designates areas where conventional septic tanks may not be suitable. In these areas, alternative effluent disposal systems shall be limited to high performance environmental systems acceptable to the Council and the Health Department.
13. Permitted Uses: A single house and associated outbuildings are the only permitted uses. Other uses specified in the Town 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 degradation of land or other resources or nuisance to neighbours, a management plan may be required as a condition of development approval.
14. Domestic Pets: Cats are not permitted.
15. Stocking Restrictions: Grazing animals are permitted to be kept on the cleared area of any lot, in accordance with Local Planning Policy No. 24 - Stocking Rates. Should any property become degraded through over-grazing the Council may require notice on the owner/occupier to reduce the number of animals on-site or take other remedial action.
16. Poultry: The keeping of poultry is permitted, in accordance with the Shire's Health Local Law.
17. Non-reflective Materials: All buildings shall be constructed with roofs of non-reflective materials.
18. Drainage: Landowners shall maintain natural drainage lines to prevent erosion and soil export to adjoining lots. There shall be no extension to natural drainage lines.
19. Waste Disposal: Where indicated on the Development Plan alternative treatment units (ATU) with nutrient retentive capability are required for disposal of liquid wastes.
20. Re-vegetation: Rehabilitation planting of native species is to be initiated by the developer/owner as a condition of subdivision/development approval and maintained by the occupier, as follows: adjacent road footpaths where previously cleared - 20m width. Every lot is to have a minimum 30 per cent cover of natural vegetation or rehabilitation planting, protected from grazing animals.
21. Vendor Responsibility: The developer/owner shall inform prospective purchasers of the land, in writing, of the provisions of the Council's Town Planning Scheme relating to the management of the land, as contained in the Development and Fire Management Plan.

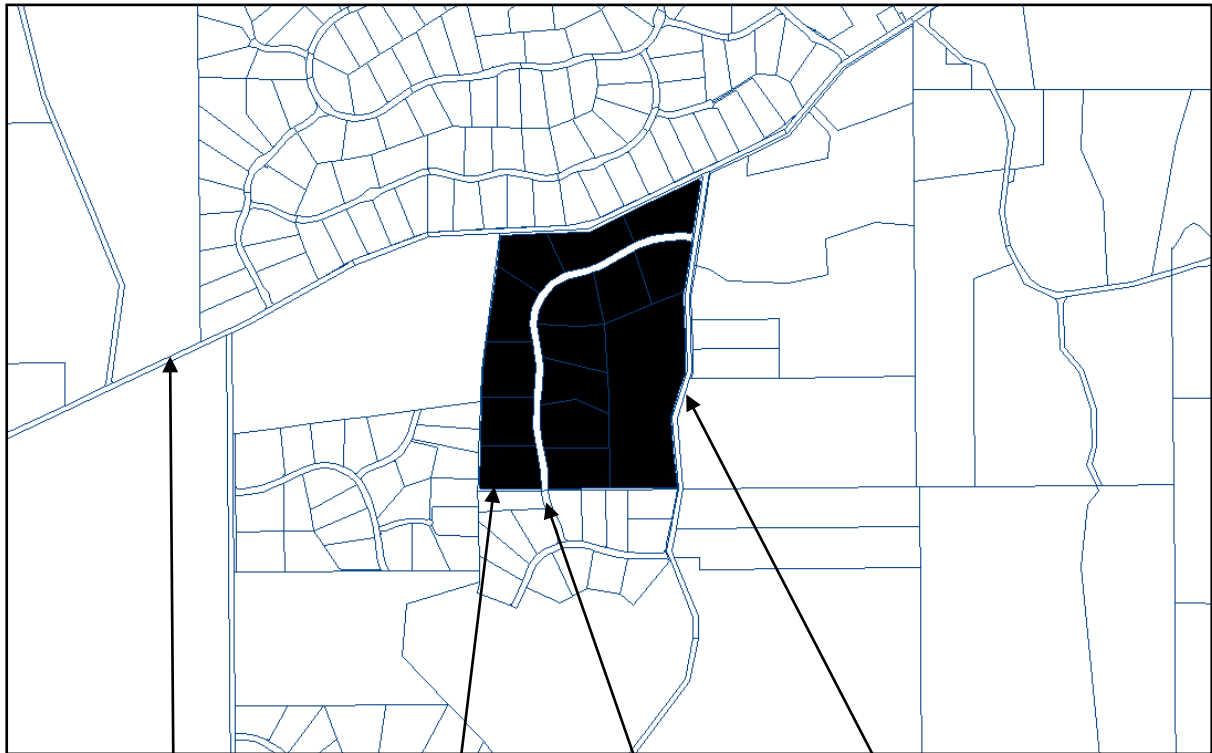
18/03/2022  
WAPC 136789



# Locality Plan

Lot 2 Morley Road

Lower Chittering



Muhea East Road

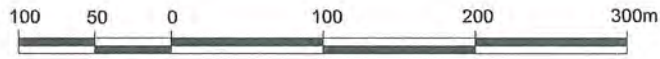
Lot 2 Morley Road

Citron Way

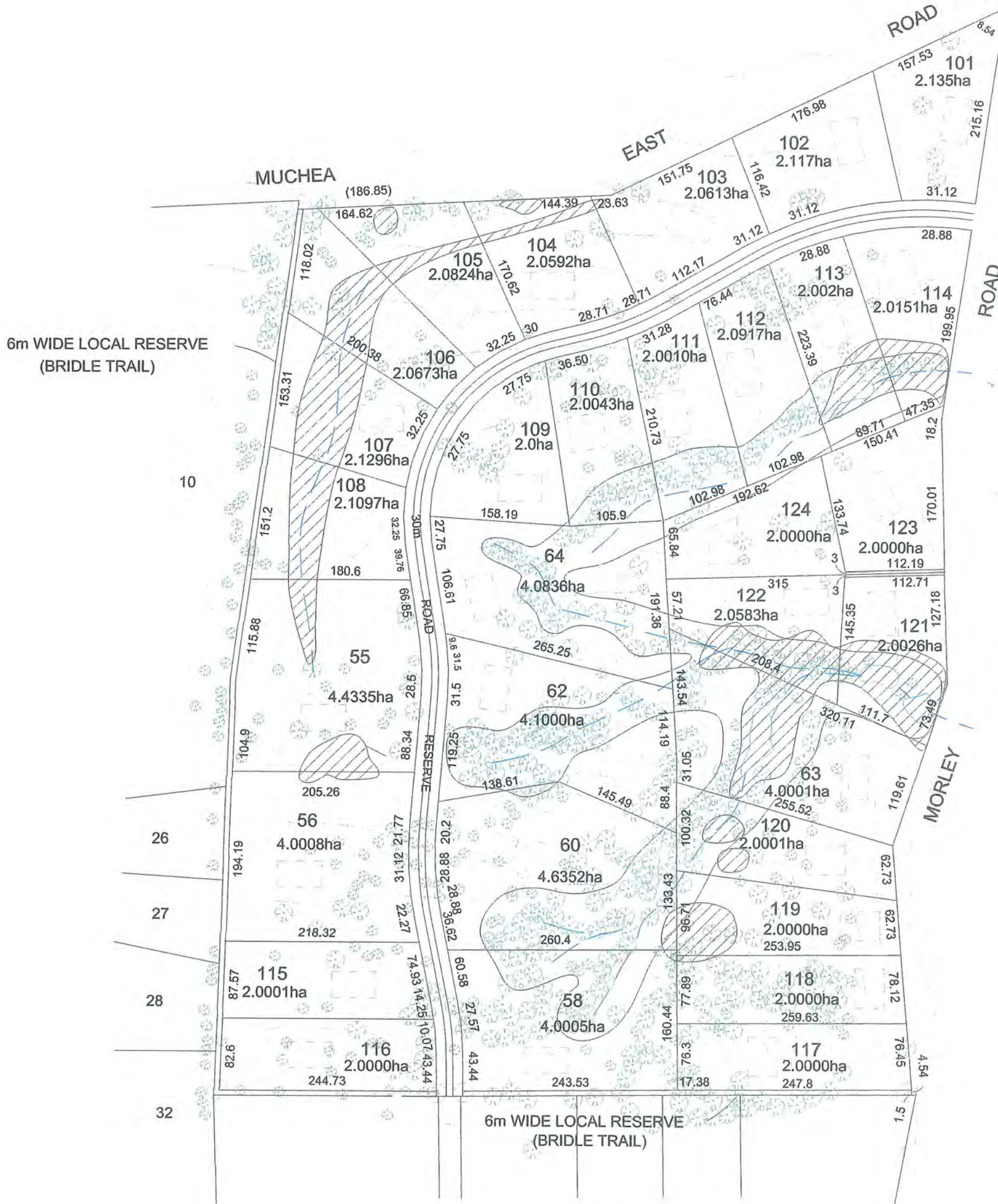
Morley Road



SUBJECT TO SURVEY



Scale 1:5000 @ A3



1. **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.
2. **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 landowner, as 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.
  - a) Refer to management condition 4 for fencing in Vegetation Protection Areas.
  - b) Refer to the report prepared by Bayley Environmental Services (Report N<sup>o</sup>. J09005, 1 July 2009) for vegetation management and rehabilitation.
3. **Building Envelopes:** Buildings, water tanks, waste disposal and a building protection zone for fire management are to be contained within a cleared area not to exceed a maximum of 2000m<sup>2</sup> without the prior approval of Council; prior to confirming a building clearing area a vegetation survey is to be undertaken to ensure no rare or endangered flora is present; buildings are to have setbacks in accordance with local Planning Policy No. 18 Setbacks, with minimum setbacks from cadastral boundaries as follows:
 

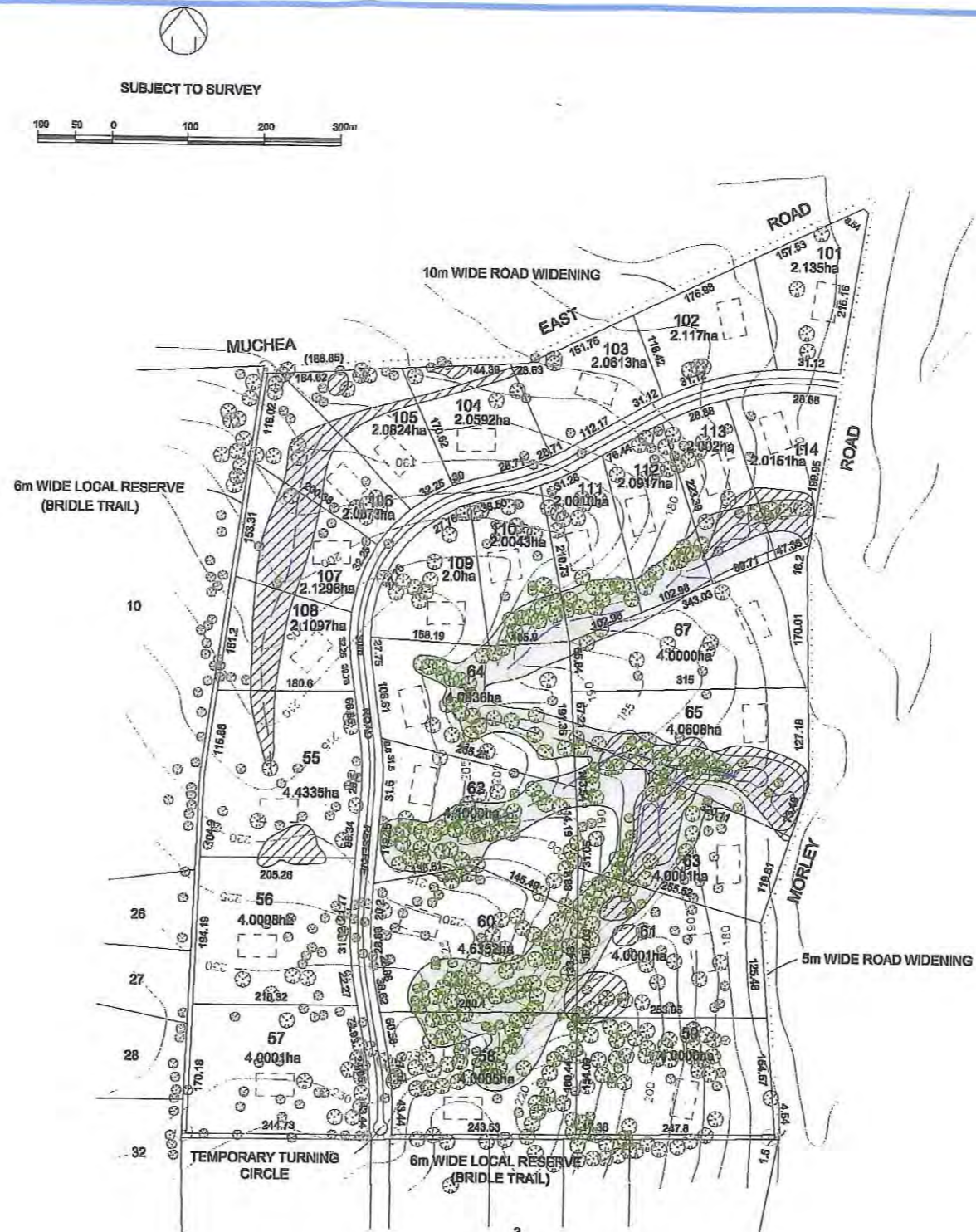
Road	20 metres	Rear	20 metres
Sides	15 metres		

Clearing outside building envelopes should only occur if the trees are dead, diseased or present a danger to property.
4. **Fencing:** In accordance with Local Planning Policy No. 22 Fences, within a lot the construction of a fence around the building envelope, any previously cleared area and adjoining an authorised fire breaks is permitted. Elsewhere, no boundary fences are permitted in Vegetation Protection areas identified on the Development Plan, without planning consent of the Council. Where a fence crosses a strategic fire break a gate of approved design is to be provided.
5. **Crossovers:** The construction of a crossover to each lot is to be in accordance with Council's specifications.
6. **Potable Water:** Each dwelling is to have a water supply from roof catchment of a minimum 120,000 litres, of which 10,000 litres is to be kept in reserve for fire fighting purposes and fitted with a standard Camlock valve. The size of the collection area is to be based on the following calculations:
 

Collection area (m<sup>2</sup>) = 120000 ÷ 0.85 x (local rainfall - 24mm)

  - (a) The collection area (m<sup>2</sup>) is the minimum area for rain surface runoff that is required to service the water tank.
  - (b) 120000 is the minimum size of the water tank in litres (unless Council has determined an alternative size in accordance with the scheme)
  - (c) 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 it can be demonstrated through design).
  - (d) Local rainfall is the average annual mean rainfall measured in millimetres (mm) guided by the nearest collection point provided by the Bureau of Meteorology.
  - (e) 24mm is the anticipated loss through absorption and wetting of materials based on 2mm a month.

According to the above formula and the Bureau of Metrology's mean annual rainfall of 690.1mm for the district, the required roof catchment area is to be a minimum of 212 m<sup>2</sup>.
7. **Land Management:** The maintenance of any drainage swales, easements, fire breaks and Vegetation Protection and Re-vegetation areas on private property is the responsibility of the owner/occupier.
8. **Bores, Dams and Water Courses:** The sinking of bores, construction of dams and extraction of surface water is not permitted without the approval of the Council and relevant State Government department.
9. **Local Reserves - Public Purpose (Fire Break/Bridle Trail):** Strategic Fire Breaks/Bridle Trail as shown on the Development Plan have been constructed 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.
10. **Permitted Uses:** A single house and associated outbuildings are the only permitted uses. Other uses specified in the town 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 to neighbours, a management plan may be required as a condition of development approval.
11. **Stocking Restriction:** Grazing animals are permitted to be kept on the cleared land of any lot, in accordance with Local Planning Policy No. 24 Stocking Rates. 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.
12. **Cats** are to be caged or confined indoors.
13. **Poultry:** The keeping of poultry is not permitted.
14. **Non-reflective materials:** All buildings shall be constructed with roofs of non-reflective materials.
15. **Waste Disposal:** Lots 55, 58, 60-65, 67 & 105-114 are required to have alternative effluent treatment disposal units (ATU's) unless the landowners are able to demonstrate to the satisfaction of the Department of Health and the Shire that the soils are suitable for conventional septic tank systems and leach drains, in terms of protecting the nearby creek lines.
16. **Vendor Responsibility:** The developer/vendor shall inform prospective purchasers of the lots, in writing, of the provisions of the Council's Town Planning Scheme relating to the management and guidelines proposed for the protection and maintenance of revegetation areas, swales and detention basins as set out by Bayley Environmental Services (Report N<sup>o</sup>. J09005, 1 July 2009).
17. **Buffer Zone:** As depicted on the Development Plan, a buffer zone, excluding all development, is to be established around the existing vegetation, along the entire Marbling Brook Tributary and other depicted waterways.
18. **Public Open Space:** The Shire and Western Australian Planning Commission agree to accept a cash-in-lieu arrangement for public open space accounting to 10% of the gross subdividable area of the Development Plan. This is to be issued as a condition of subdivision on the first application pertaining to land within the Development Plan.



**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 hereto affixed in the presence of:

*[Signature]*  
PRESIDENT

*[Signature]*  
CHIEF EXECUTIVE OFFICER

16/3/2012  
DATE



DEPARTMENT OF PLANNING  
22 MAR 2012  
FILE SPN/0118

**BRIAN HUNT PTY LTD**

26 Bassendean Road, Bayswater WA 6053  
PO Box 443, Bayswater WA 6933  
T: 61 8 6267 2400; F: 61 8 9370 2088

Modified by Statewest Surveying and Planning

31 OCTOBER 2011

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

**NOTE**

- \* ORIGINAL AREA OF LOT 2 - 85.0649ha
- \* LAND IS VACANT



**LEGEND**

- SUBJECT LAND
- BUILDING ENVELOPES TO CONTAIN MAXIMUM CLEARING AREA OF 2000m<sup>2</sup>
- 6m STRATEGIC FIRE BREAK / BRIDLE TRAIL
- REQUIRED 4.8 METRE GATE IF ADJOINING PROPERTY IS FENCED
- EXISTING TREES
- CREEK LINE
- 30m EASEMENT EACH SIDE OF WATERCOURSE
- REVEGETATION AREAS. Ref. Bayley Environmental Report

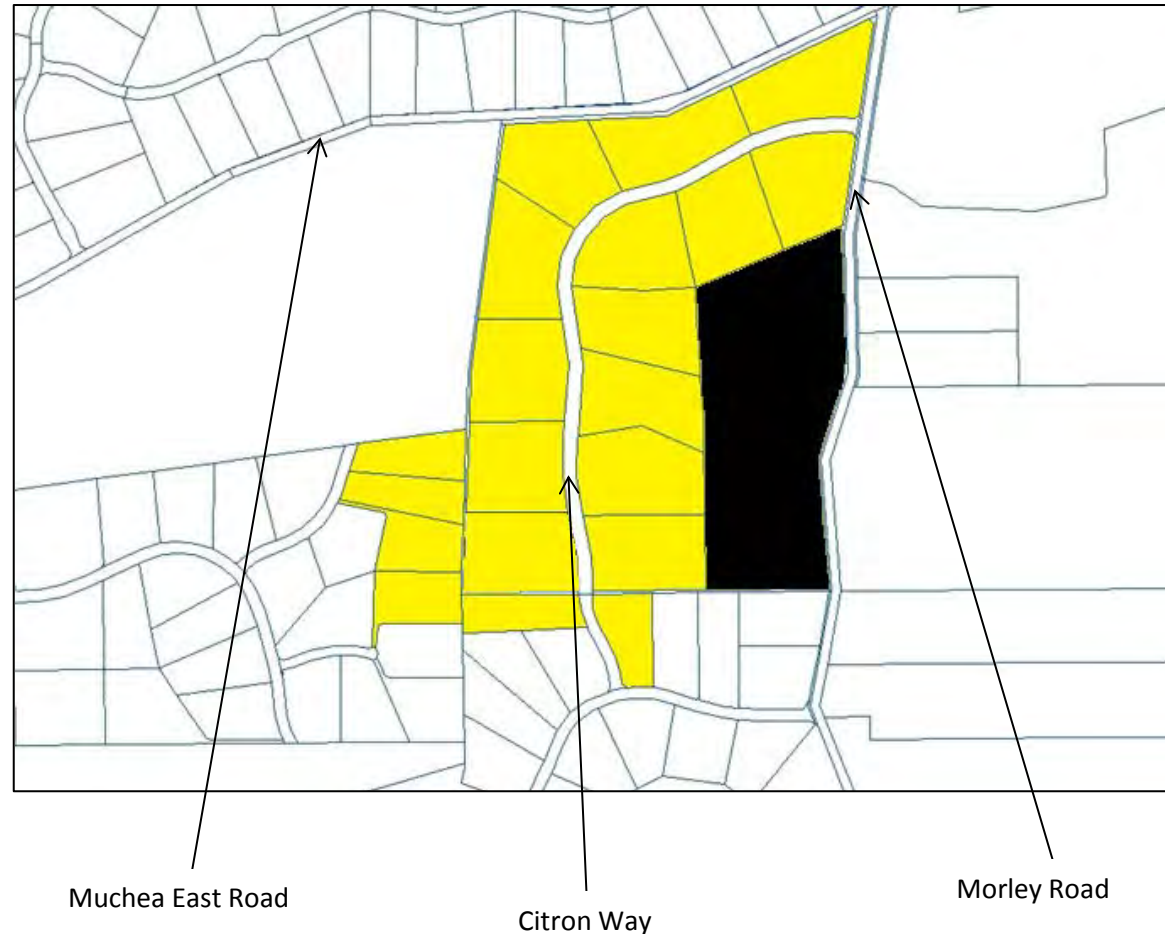
**DEVELOPMENT PLAN**

**LOT 2 (139) MORLEY ROAD, LOWER CHITTERING**

SHIRE OF CHITTERING



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. Area highlighted black is land subject to application.*

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

Submitter	Submitter Comments	Officer's response
Department of Planning	No objection.	Noted.
Ellen Brockman Integrated Catchment Group	<p>Do not support Lots 121 and 122 for the following reasons:</p> <ul style="list-style-type: none"> <li>- The introduction of changed regulations regarding firebreaks would further damage the scant remaining vegetation on the lots and require fencing across waterways.</li> <li>- Salinity is an issue here (tributaries of the Marbling Brook) so any further removal will be detrimental to an already salinizing freshwater creek.</li> <li>- It is our strong recommendation that the lots not be subdivided to 2ha. This will remove one of the battle axe entrances and protect what remaining vegetation there is and the waterways.</li> </ul>	<ul style="list-style-type: none"> <li>• This is noted.</li> <li>• Noted.</li> <li>• This is noted.</li> </ul>
Public Submission 1	<ul style="list-style-type: none"> <li>- Reducing the lot size will increase the number of driveways onto Morley Rd. We feel that this would significantly increase traffic and increase the risk of an accident as these lots are close to the intersection of Muchea East Rd and Morley Rd and the new intersection of Citron Way and Morley Rd into the estate. We believe that the speed limit on Morley Rd is still at 110km/h.</li> <li>- These lots are on a significant slope. We believe that the increased number of required firebreaks will increase the risk if land degradation.</li> </ul>	<ul style="list-style-type: none"> <li>• This is noted. It is considered the increase in lots would not 'significantly' increase traffic as the application proposes an additional four (4) lots.</li> <li>• This is noted.</li> </ul>

	<ul style="list-style-type: none"> <li>- In the event that lots are sold to horse owners or owners of any hard hoofed animal, we believe that this will also increase the risk of land degradation and erosion if not managed correctly.</li> <li>- Any increased water runoff from these lots has the potential of contaminating the creek that runs along Morley Rd which is a tributary to the Brockman River.</li> <li>- We have also noticed a significant increase in the use of off road motor bikes both on Morley Rd and in the surrounding estates. The constant noise of these motor bikes eventually has a huge impact on one’s wellbeing. We were recently abused by some motorbike riders who we had asked to get off our property after they had taken it upon themselves to use our property as a track. We feel that increasing the number of lots will have the potential of compounding this problem which seems to be an already out of control situation.</li> <li>- An increased number of lots has an impact on local resources and the environment eg. Landfill, introduction of more dogs with the possibility of barking and dog attacks on stock, cats straying with an impact on native birds, frogs and the local longneck turtles which frequent the creek.</li> <li>- Whilst we understand that development of the Lower Chittering area is inevitable, we hope that the Shire would consider options that have minimal impact on the environment and preserve the beauty of the area when considering development opportunities. We believe that the</li> </ul>	<ul style="list-style-type: none"> <li>• This is noted. Stocking of grazing animals is determined by area and not determined on a per lot basis, therefore the reduction in lot sizes should not alter the number of grazing animals to be kept.</li> <li>• This is noted. The natural runoff will remain the same as the gradient of the land is not significantly altered as a result of subdivision. All stormwater is to be maintained on site and likely directed to rain water tanks.</li> <li>• This is noted. The use of motor bikes can’t be directly associated with the proposed modification to the Development Plan of reducing lot sizes.</li> <li>• Noted.</li> <li>• This is noted. The environmental implications of any proposal is considered and assessed against the requirements of the relevant legislation. The creek lines and areas of revegetation have been implemented on the Development Plan to assist in the protection of the landscape values.</li> </ul>
--	---	---

	reduction in size of these lots to 2ha would have a detrimental effect on the environment.	
--	--	--

Locality Plan

Lot 713/2929 (RN 299) Brand Highway

Muchea



Subject Property

Chittering Street

Brand Highway

**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](mailto:Winchester.quarry@bigpond.com)17<sup>th</sup> April 2013*Original by e-mail*

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

**RE: Lot 2929 Brand Hwy, Muchea (the site)**

Dear Sir,

Further to our meeting of the 15<sup>th</sup> April 2013 in reference to the Shire Council's meeting of the 20<sup>th</sup> March 2013 and the resolution, detailed in *"item 9.1.9, Proposed change of use – Lot 713/2929 (RN 299) Brand Highway, Muchea"*. (the Development)

Whitestone Quarries WA Pty Ltd considers the conditions placed on the development by Council in section 2j & 2l are unreasonable having regard to the following:

1. ***"Condition: 2j, Transport Depot, access roads and hardstand areas shall be bitumen sealed and drained to catch hydrocarbons to the satisfaction of the Chief Executive Officer"***.
  - i. All access roads will be bitumen sealed to the East Side of the Bunbury to Perth Natural Gas Pipeline Easement in accordance with 2j above.
  - ii. All hardstand and parking areas will be constructed with 300mm crushed limestone to form the base and then surfaced with 50-100mm stone.
  - iii. The construction method requires water binding to achieve suitable compaction to both the base and surface layers.
  - iv. The act of water binding will stabilize both the base and surface layer of the hardstand and parking area, (the area) together with washing any residual dust particles (stone is processed off site and is delivered to site relatively dust free) from the stone surface layer, thereby eliminating potential dust.
  - v. A "Water Truck" is and will be on site for dust management as required.
  - vi. The process described in (iv) above, results in minimal dust generation as the surface layer is washed during construction.

WHITESTONE QUARRIES WA PTY LTD  
 Trading As:-WHITESTONE QUARRIES WA  
 ABN: 75 151 434 883

- vii. The construction results in a solid base between the area and the natural soils.
- viii. A bitumen seal is made up of hydrocarbons, sealing the parking and hardstand area increases the potential for hydrocarbons to leach into the soils and groundwater on the site.
- ix. Vehicle movements on the parking and hardstand area may dislodge the bitumen seal.

Having regard to points (i)-(vi) inclusive above, the applicant undertakes:

- a) To manage and prevent all hydrocarbon spills from machinery parked in the areas.
- b) To dispose of any hydrocarbons by a licenced Waste Disposal Company.
- c) To develop and submit a ***“Site Catchment Management Plan”*** which mitigates the risk of hydrocarbons causing or contributing to environmental harm.

**2. *“Condition: 21, Evidence is provided to Council to the satisfaction of the Chief Executive Officer that the Transport Depot and any Parking of vehicles and equipment is located a minimum distance of 200m from the southern Townsite lot boundaries”.***

- i. All buildings are proposed to be set back in accordance with Condition 21 above.
- ii. The Applicant has undertaken environmental plantings (three rows) to the first 30m adjacent to the southern boundary and the rear boundary to an area west of the Bunbury to Perth Natural Gas Pipeline Easement. The site will be screened from residents to the southern side of Chittering Road by the plantings.
- iii. The parking area will be constructed in the same manner as item 1 above.
- iv. The proposed workshop is drive through north/south and requires access for vehicle movements within the 200m setback.
- v. The operations on site will generate minimum noise.
- vi. Minimal dust will be generated by vehicle movements within the proposed parking area.
- vii. A setback of 200 meters unduly disadvantages the applicant; the condition renders and prevents free-hold land, zoned Agricultural Resource, being used for commercial purpose.
- viii. The residents to the south of Chittering Rd and to the west of the site will not be adversely affected by operations within the site.
- ix. The concept of the 200m setback is a recommendation by the ***“EPA Guidance Statement No 3”***, and relates to the recommended separation distances between sensitive and Industrial Land. Whilst the site has industrial application it is at the lower end of the scale of ***“Industrial Use”***. The site does not pose any abnormal impact upon the surrounding landowners.

Having regard to points (i)-(vii) inclusive above, the applicant seeks permission to:

- a) Extend the parking area to within 50 meters of the southern boundary of the site.
- b) Construct the parking area as detailed in item 1 above.
- c) Construct the parking area to within 50 meters of the southern boundary of the site.
- d) Park vehicles in the area detailed within (a)-(c) above and as set out in the attached site plan.

**Notes to attached site plan:**

- 1) The area marked **"Parking and Traffic Area"** is to be utilized for; vehicles and machinery entering and exiting the workshop, parking of vehicles for a period no longer than 7days.
- 2) The area defined **"Hardstanding"** is for parking and hardstand activities for a period greater than 7days.

The applicant requests the Shire of Chittering to amend resolution 9.1.9 to give effect to the proposals set out by the applicant in 1 (a)-(c) and 2 (a)-(d).

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

Yours Sincerely



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



SUBJECT TO SURVEY  
 CONTOURS PROVIDED BY LANDGATE  
 FOR PLANNING APPROVAL ONLY

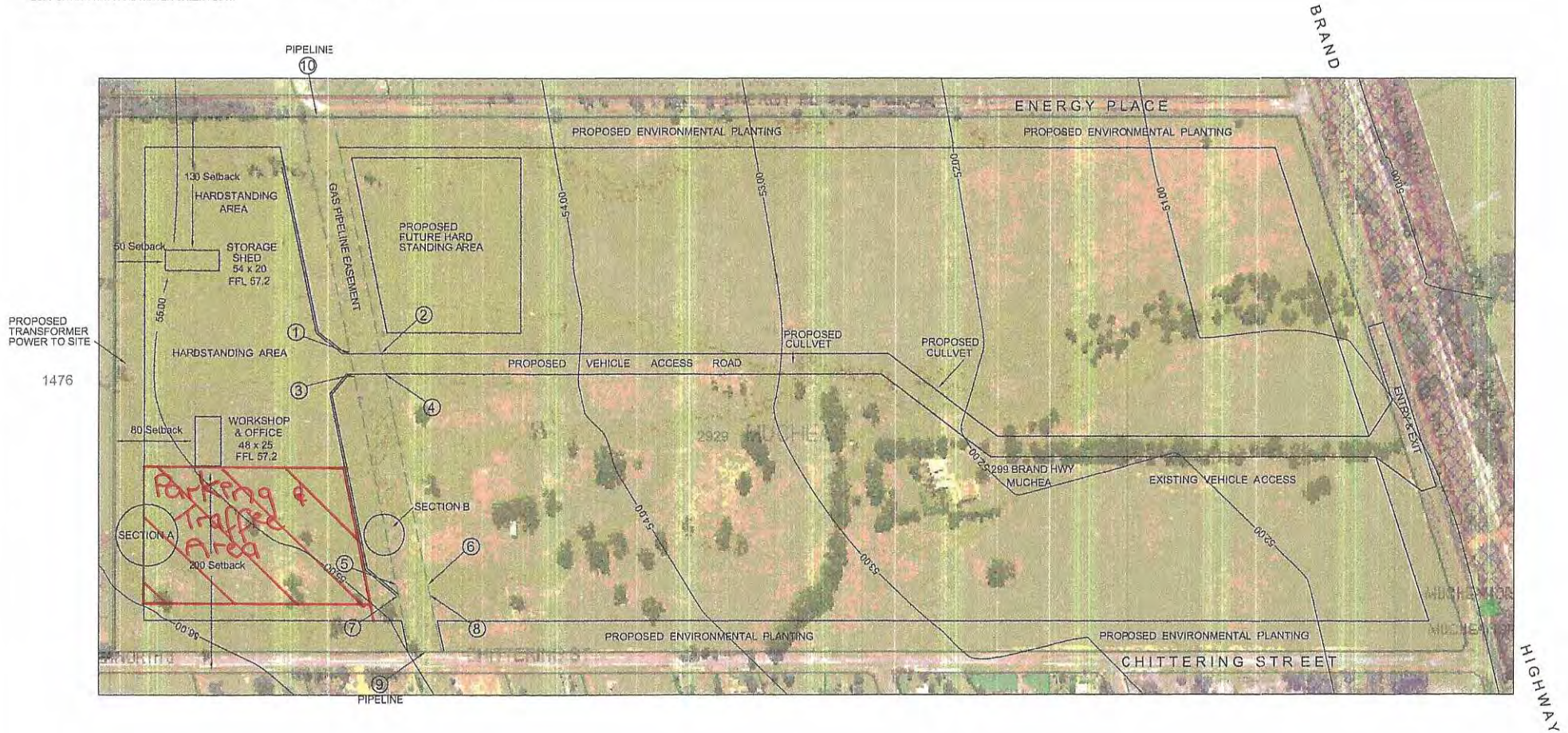
ALL HARDSTAND AND TRAFFIC AREAS WEST OF  
 GAS PIPELINE EASEMENT ARE TO BE BITUMEN SEAL.

SECTION 'A' ENVIRONMENTAL PLANTINGS ARE TO ALL SURROUND LOCATION  
 BOUNDARIES AND ARE 30m WIDE x 3 ROWS OF TREES.

SECTION 'B' ENVIRONMENTAL PLANTINGS ARE TO THE WEST SIDE OF THE GAS  
 PIPELINE EASEMENT AND ARE 20m WIDE x 2 ROWS OF TREES.

ENVIRONMENTAL PLANTINGS ARE FOR THE STABILIZATION AND REVEGETATION  
 OF WINTER CREEK AREAS.

STONE PITCHING AND ENVIRONMENTAL PLANTINGS FOR INTERNAL ROAD CULVERTS  
 SUPPORTING NATURAL WINTER CREEK FLOW.



MGA 94, ZONE 50

POINT ID	EASTING	NORTHING
1.	403009	6506735
2.	403040	6506735
3.	403013	6506715
4.	403044	6506715
5.	403057	6506511
6.	403088	6506511
7.	403060	6506501
8.	403090	6506501
9.	403087	6506446

HORIZONTAL DATUM : PCG 94  
 VERTICAL DATUM : AHD

TITLE : PROPOSED SITE PLAN	SURVEYED: 08/04/13	LOT : 2929 (#289) BRAND HIGHWAY
CLIENT : WHITESTONE QUARRIES WA PTY LTD	MAP REF: 105 C 7	SUBURD : MUCHEA
BUILDER:		AUTHORITY: SHIRE OF CHITTERING

DP : 254000  
 C/T : 350/154

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Ph. (08) 9354 8511 Fax. (08) 9354 6522

Cr Norton declared an impartiality interest in item 9.1.9 as she is a friend of the Environmental Consultant.

### 9.1.9 Proposed change of use – Lot 713/2929 (RN 299) Brand Highway, Muchea\*

<b>Applicant</b>	Whitestone Quarries Pty Ltd
<b>File ref</b>	A5006; P171/12
<b>Prepared by</b>	Brendan Jeans, Senior Planning Officer
<b>Supervised by</b>	Azhar Awang, Executive Manager Development Services
<b>Voting requirements</b>	Simple majority
<b>Documents tabled</b>	Nil
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Locality Plan</li> <li>2. Application Report</li> <li>3. Applicant's preamble to submissions</li> <li>4. Consultation Plan and Schedule of Submissions</li> <li>5. Applicants amended planning application</li> <li>6. Traffic Impact Statement (TIS)</li> </ol>

#### Background

Council's consideration is required for a proposed change of use for 'Transport Depot', 'Office' and 'Industry-rural' at Lot 713/2929 (RN 299) Brand Highway, Muchea.

Lot L713/2929 Brand Highway is 64.8hectares and adjoins to the north of the Muchea Townsite, bound by Chittering Street, Energy Place and Brand Highway. The property currently contains a dwelling and outbuildings and has been generally used for extensive agricultural purposes i.e. grazing.

The owner of the property, trading as Whitestone Quarries WA Pty Ltd, operates extractive industries within the Shires of Mukinbudin and Mt Marshall, Western Australia. The initial planning application outlined that the owner was to transport the processed material, referred to as Whitestone, from the owner's quarry sites to Lot 713/2929 Brand Highway, Muchea. The Whitestone product is utilised as concrete aggregate, landscape supplies and decorative stone supplies. Amendments mentioned below remove this proposed use.

The application proposes more than one use on Lot 713/2929 Brand Highway, Muchea. The application report and correspondence from the proponent provides differing information however it is understood that the initial proposed developments on the property subject to this application include:

- (a) Industry-Rural
- (b) Warehouse
- (c) Landscape Supplies
- (d) Transport Depot

The application report mentions a number of developments which shall occur should approval be granted for the uses i.e. haulage road, hardstand area. The physical developments on site, which would require planning approval and building permits, such as the sheds, office etc. would require to be assessed as a separate application with all the relevant information provided and is subject to Council's support of this application.

Following the consultation period, the Applicant proposed amendments to the application in an attempt to address the concerns raised in the submissions. The amendments include:

- (a) Remove the use of Chittering Street for any access and egress.
- (b) Clarify the use of the transport depot on the property to be for Whitestone Quarries WA Pty Ltd only in conjunction with the on-site operations.

On 6 February 2013 the Applicant proposed more significant amendments to the planning application (attachment 5). The proposed amendments include removing 'Landscape Supplies', removing heavy haulage vehicles and altering access to the existing driveway to Brand Highway. This amendment was made to enable the application to proceed.

To clarify the planning application, with final amendments, proposes the following:

- To use Lot 2929 for the storage and maintenance of commercial vehicles and equipment associated with transport and excavation operations by the owner;
- To use the existing driveway access of Lot 2929 to Brand Highway for 'As of Right' vehicles only;
- To construct a hardstand area for the parking and storage of commercial vehicles and equipment;
- To construct a workshop and storage shed for the purpose of the maintenance and storage of equipment and vehicles;
- To construct an office for administration purposes of operations on the property

### **Consultation**

The application was advertised in accordance with Clause 9.4 of the Shire of Chittering *Town Planning Scheme No 6*. Advertising commenced 5 September 2012 for a period of twenty-one (21) days.

The Schedule of Submissions has been attached to this report.

Council should note the Applicant responded to the submissions in the Schedule on 24 October 2012. Since this the following has occurred:

- Applicant obtained relevant permit for access over Dampier to Bunbury Natural Gas Pipeline (DBNGP);
- Main Roads advised 'acceptance in principle' for Traffic Impact Statement (TIS) for proposed new access;
- Applicant amended the planning application (as attached) which removes the proposed uses of 'Warehouse' and 'Landscape Supplies' and proposes to use existing driveway for access for 'As of Right' vehicles.

### **Statutory Environment**

*Planning and Development Act 2005*

#### *Shire of Chittering Town Planning Scheme No 6*

The subject property is zoned 'Agricultural Resource'. The objectives of this zone are:

- (a) *To preserve productive land suitable for grazing, cropping and intensive horticulture and other compatible productive rural uses in a sustainable manner;*
- (b) *To protect the landform and landscape values of the district against despoliation and land degradation;*
- (c) *To encourage intensive agriculture and associated tourist facilities, where appropriate;*
- (d) *To allow for the extraction of basic raw materials where it is environmentally and socially acceptable.*

The subject property is located within the 'Water Prone Area – Ellen Brook Palusplain' Special Control Area outlined in Clause 6.3 of the Scheme.

### 6.3 WATER PRONE AREA – ELLEN BROOK PALUSPLAIN

6.3.1 Land subject to Inundation or flooding are delineated on the Scheme Map. Planning Approval is required for any development within the Special Control Area.

#### 6.3.2 Purpose

- (a) To manage development in areas where there is high risk of inundation so as to protect people and property from undue damage and where there is a potential risk to human health.
- (b) To preclude development and the use of land which may increase the amount of nutrients from entering the surface and/or sub-surface water systems.
- (c) To ensure that wetland environmental values and ecological integrity are preserved and mentioned.

#### 6.3.3 Planning Requirements

The Local Government will impose conditions on any Planning Approval relating to-

- (a) the construction and occupation of any dwelling or outbuilding;
- (b) the type of effluent disposal system used in this area shall be high performance with bacterial and nutrient stripping capabilities to the specifications of Council and the Health Department and shall be located in a position determined by Council.;
- (c) minimum floor levels for any building above the highest known water levels;
- (d) any land use that may contribute to the degradation of the surface or sub-surface water quality.
- (e) no development other than for conservation purposes will be permitted within 30 metres of any natural water body;
- (f) damming, draining or other developments which may alter the natural flow of surface water will not be permitted unless such works are part of an approved Catchment Management Plan.

#### 6.3.4 Relevant Considerations

In considering applications for Planning Approval, the Local Government shall have regard to-

- (a) the likely impact on the health and welfare of future occupants;
- (b) the proposed activities for the land and their potential increase in the risk of causing an increase in nutrients entering the water regimes;
- (c) any provision or recommendation from any Catchment Management Plan.
- (d) the likely impact on any wetland;
- (e) buffer distances from any wetland.

#### 6.3.5 Referral of Applications for Planning Approval

The Local Government may refer any Application for Planning Approval or any amendment to vary a Special Control Area boundary to any relevant authority or community organisation.

The application including the final amendments, proposes the following uses, defined in Schedule 1 and listed in Schedule 2 of the Scheme:

Industry-Rural Means-

1. An industry handling, treating, processing or packing rural products; or
2. A workshop servicing plant or equipment used for rural purposes.

An 'Industry-Rural' use is an 'A' use on 'Agricultural Resource' zoned land in the Zoning Table.

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.*

A 'Transport Depot' use is an 'A' use on 'Agricultural Resource' zoned land in the Zoning Table.

### **Policy Implications**

#### EPA Guidance Statement No 3 – Separation Distances between Industrial and Sensitive Land Uses

EPA Guidance Statement No 3 outlines the generic buffers between Industrial Land Uses and Sensitive Land Uses. The document stipulates a 200m buffer for 'Transport vehicles depot'. It is considered the proposed hardstand area constructed for the transport depot use meets this buffer requirement.

#### Local Planning Policy No 2 – Muchea Village

Lot 2929 Brand Highway is one of the properties nominated in the System 6 Conservation Reserve for future protection. As Section 3.5 of the Policy states, the property has been 'nominated' for conservation in the future for its importance as mound springs and associated flora including sundew, bog clubmoss and an unusual liverwort.

### **Financial Implications**

It is considered the proposal will not have financial implications on Council.

### **Strategic Implications**

#### Shire of Chittering Local Planning Strategy 2001-2015

Lot 2929 Brand Highway is located within the 'Ellen Brook Palusplain', which is further identified and addressed in the Strategy:

##### *6.4.2 Aims*

- *To protect and enhance the rivers, lesser flow lines and wetlands as a measure to arrest land degradation and improve water quality with appropriate buffer widths determined using biophysical criteria;*
- *To include the recommendation of the Ellen Brook Integrated Catchment Plan as to land uses and nutrient control by encouraging improved land management practices;*
- *To prohibit any non-agricultural development which may contribute to pollution of the surface water or sub-surface water regimes;*
- *To apply the recommendations for the Ellen Brook Catchment Management Plan to achieve the objectives and liaise with relevant agencies for any applications for development or change of land use.*

It is considered the broad issues outlined in Section 7.0 of the Strategy are relevant to the proposal.

Due to the subject property being zoned 'Agricultural Resource'; Section 8.8 of the Strategy outlines the aims of the zone and applies to this application.

Section 10.0 of the Strategy makes reference to the Special Control Areas identified on the Scheme Maps, with the subject property being situated within the Water Prone Area – Ellen Brook Palusplain Special Control Area.

### **Site Inspection**

Site inspection undertaken: Yes

On 9 November 2012 a site meeting was held at Lot 2929 Brand Highway. The following people were present:

- Bill McSharer (Landowner's advisor/Applicant)
- Terry Chisolm (Landowner)
- Leonie Noble (Landowner)
- Phil Bellamy (Environmental Consultant)
- Gary Tuffin
- Azhar Awang
- Brendan Jeans
- Cr Douglas
- Cr Hawes
- Cr Norton
- Cr Clarke

The purpose of the meeting was for the applicant to discuss the proposal to Councillors and discuss any concerns raised by the public and from the Councillors.

On 10 December 2012 another site meeting was held with Main Roads present to discuss the proposed access. At this meeting it was understood that the Applicant was required to submit a TIS to Main Roads for assessment of the proposed access and that Council would not make a determination until formal Main Roads approval for the access was obtained.

#### **Triple Bottom Line Assessment**

##### Economic implications

The proposal may provide for local employment. Submissions from the consultation period indicate property values may devalue as a result of the proposal.

##### Social implications

A number of public submissions were made during the consultation period, with particular concerns made by landowners fronting Chittering Street adjoining the subject property. The concerns raised included likely decrease in property values, unsightliness, dust, noise pollution, traffic safety and water contamination.

##### Environmental implications

The submissions received from the relevant agencies and current Council documentation indicates the property contains an important watercourse to the Ellen Brook Catchment and Gingin Brook. Council documentation identifies the property to contain wetlands with System 6 classification however the Chittering Landcare Group have confirmed the property contains significant wetlands and watercourse but is not classified as System 6.

#### **Comment**

##### Town Planning Scheme No 6

The amendment to the planning application on 6 Feb 2013 removed two (2) of the uses initially proposed. The amendment removed the use of the property to transport, store and distribute crushed rock material.

It is considered the objective of the zone 'to protect the landform and landscape values of the district against despoliation and land degradation' is met by the requirement of a Revegetation Management Plan and the requirement to construct hardstand materials of adequate standard for both dust and runoff. It is considered the amendments to the planning application have greatly reduced any impacts on the landscape values.

- Clause 6.3.2 being the purpose of the Water Prone Area of the Ellen Brook Palusplain 'to preclude development and the use of land which may increase the amount of nutrients from entering the surface and/or sub-surface water systems' (b). And 'to ensure that wetland environmental values and ecological integrity are preserved and mentioned' (c).

The proposed use of the land will likely increase nutrient export from what would occur now with agricultural operations. The requirements set out in the Officer's Recommendation, including a Catchment Management Plan, are considered to address the purpose of this clause.

- Clause 6.3.3, relating to conditions Council may impose, (d) 'any land use that may contribute to the degradation of the surface or sub-surface water quality'. (f) 'damming, draining or other developments which may alter the natural flow of surface water will not be permitted unless such works are part of an approved Catchment Management Plan'.

The Officer's Recommendation requires a Catchment Management Plan to address how the proposed uses and development will not impact on the degradation of the surface or sub-surface water quality.

- Clause 6.3.4, relating to relevant considerations by Council, (b) 'the proposed activities for the land and their potential increase in the risk of causing an increase in nutrients entering the water regimes'. (c) 'any provision or recommendation from any Catchment Management Plan'. (d) 'the likely impact on any wetland'.

As mentioned above, it is considered the application does not address the risk of nutrient export, the implementation of a Catchment Management Plan and the likely impact on any wetland.

The Office depicted on the site plan shall be determined in a separate application. An 'Office' use in the Scheme is an 'X' use. It is considered the office is ancillary to the predominant land use, being used in conjunction with the operations on the property, and may be supported subject to further assessment. When the applicant provides more detailed plans of the building, the Office can be assessed.

#### Local Planning Strategy

The relevant sections of the Strategy to this application mostly relate to the surface and sub-surface water catchment of the area due to flooding. As mentioned earlier the property is located within the Ellen Brook Palusplain Geographic Unit. The aims of the Ellen Brook Palusplain, listed below, require to be addressed in the application:

- *To protect and enhance the rivers, lesser flow lines and wetlands as a measure to arrest land degradation and improve water quality with appropriate buffer widths determined using biophysical criteria;*
- *To include the recommendation of the Ellen Brook Integrated Catchment Plan as to land uses and nutrient control by encouraging improved land management practices;*
- *To prohibit any non-agricultural development which may contribute to pollution of the surface water or sub-surface water regimes;*
- *To apply the recommendations for the Ellen Brook Catchment Management Plan to achieve the objectives and liaise with relevant agencies for any applications for development or change of land use.*

It is considered the proposed land uses may contribute to pollution of the surface water or sub-surface water catchments. Conditions of approval to construct hydrocarbon separation ponds and similar has been consistently applied to approvals for Transport Depots. It is considered the same could be applied to this development.

#### Submissions

As mentioned above, the submissions received during the consultation period raised a number of concerns from adjoining and nearby residents in Muchea. To summarise, the main concerns include:

- Likely constant noise associated with operations impacting on quiet lifestyle;
- Unsightly view of the industrial operations;
- 7 day week operation;
- Safety of Chittering Street due to the increase in traffic; and
- Impact of proposal on System 6 land.

A late submission was received from Main Roads. The submission stated that Main Roads did not support the proposed access to Brand Highway and the applicant may obtain access from Energy Place or Chittering Street. It is recommended that Council support the proposal once an approved design for access from Main Roads is provided.

The Applicant proposed some minor amendments to the original proposal (attachment 2) as a result of the submissions. The proposed amendments include clarifying the proposed Transport Depot use by limiting operations only associated with the owner's business. A further amendment was to remove the use of Chittering Street. The Applicant also wishes to establish a 'surface water' bore and tank for the use of dust suppression and fire fighting purposes.

As mentioned in the 'Consultation' section of the report, the Applicant proposed significant amendments to the initial application advertised to the public and agencies. It is considered the amendment of the planning application reduces the intensity of development on the site and must be considered in addition to the Schedule of Submissions attachment.

#### Noise

The impact of noise on local residents is considered to be a major concern. This is evident from:

- The submissions received from adjoining landowners;
- The proposed operation time for the heavy haulage operations being 7am to 7pm, 7 days a week;
- Lot 2929 is relatively 'open' and not shielded from adjoining Townsite landowners;
- The proposal involves noisy operations i.e. dumping of rock materials and machinery

The Applicant has advised that all noise emitted from operations will not leave the property and that the tree planting proposed will aid in minimising noise. Further to this the amendments made to the planning application to remove the transport, storage and handling of rock material will likely reduce noise issues significantly.

#### Dust

It has been noted that the applicant proposes to use water from a bore as a dust suppressant to minimise dust emissions. The potential for dust has been reduced with the removal of the 'Landscape Supplies' and 'Warehouse' involving the transport and handling of crushed rock material. Comments from Department of Water suggest it is unlikely a licence to take groundwater will be issued as the aquifers have reached their sustainable limits.



It is recommended the Applicant use materials for the access roads and hardstand areas which will minimise dust and that any activity which causes a dust nuisance, be ceased or suppressed.

Environmental Impact

As a result of the amended planning application to remove the transport and storage of rock material the intensity of the use of the land is likely to be reduced. The application presented for Council approval proposes a transport depot and a rural industry use on the land. It is considered the main environmental concern to be possible contamination and interference of the waterways and wetlands. The Officer's Recommendation addresses these issues by requiring a Catchment Management Plan and hardstand areas to be appropriately constructed to catch hydrocarbons.

Dampier to Bunbury Natural Gas Pipeline (DBNGP)

It is evident that the DBNGP dissects the property. As advised by DBNGP Pty Ltd in their submission, the *Dampier to Bunbury Pipeline Act 1997* requires a Section 41 approval for access to/over the DBNGP corridor.

On 8 February 2013 a Permit was issued by the Department of Regional Development and Lands, due to expire 13 March 2013. The Department have advised the expiry date can be extended at request by the applicant.

Buffer requirements

As mentioned earlier in the report and advice from the Department of Environment and Conservation, *EPA Guidance Statement No 3* stipulates a generic separation distance of 200m for a transport depot. This 200m distance applies to the location of the transport depot use from a sensitive land use, which includes residences. The application does not designate a specific site for the transport depot use but does make note on the proposed site plan of hard stand and parking area. It is recommended the 200m buffer be established and maintained.

Access

The initial planning application submitted to the Shire proposed a new access to Brand Highway, located in the centre of the property. Main Roads advised the requirement of a Traffic Impact Statement (TIS) to be made by the applicant for the access to be assessed. The Applicant amended the planning application to use the existing driveway access to Brand Highway and removed the use of heavy haulage vehicles; proposing 'As of Right' vehicles only. This amended proposal has been forwarded to Main Roads. Main Roads responded advising until an assessment and determination is made on the TIS for the initial access proposal, no comment will be made in respect to the amended access proposal.

On 5 March 2013 Main Roads emailed the Shire advising the TIS submitted by the Applicant has been 'accepted in principle' subject to:

1. *The traffic generation in reality not deviating from that proposed by type, configuration, frequency and/or nominated time periods.*
2. *No alteration or change of land use such as sub-division.*
3. *Sighting and approving the widening details on Brand Highway.*
4. *Any works on the highway subject to a formal application.*
5. *All associated works is the cost and responsibility of the development proponent.*

Concluding comments

The planning application initially proposed a transport depot, landscape supplies, warehouse and rural industry. Following advertising and further consultation the application has been amended. It is believed the amendments address a number of the concerns raised in the submission period and provide a less intense proposed development of the land.

**OFFICER RECOMMENDATION / COUNCIL RESOLUTION - 110313**

Moved Cr Clarke / Seconded Cr Norton

That Council:

1. **SUPPORT** the proposed Industry-Rural and Transport Depot at Lot L713/2929 (RN 299) Brand Highway, Muchea subject to the following condition:
  - (a) Applicant submit a scale survey site plan depicting proposed access, earthworks, hardstand areas, building structures, buffer areas and any development associated with the application to the satisfaction of the Chief Executive Officer.
2. Upon completion of 1(a) above, delegates authority to the Chief Executive Officer to **GRANT** Planning Approval for the proposed Industry-Rural and Transport Depot at Lot L713/2929 (RN 299) Brand Highway, Muchea subject to the following conditions:
  - (a) The approval is limited to the storage, parking and maintenance of vehicles and equipment used for rural purposes associated with Whitestone Quarries Pty Ltd;
  - (b) Applicant shall comply with Permit S41\_825 issued by DBNGP.
  - (c) Applicant shall comply with Main Roads requirements for access to Brand Highway.
  - (d) Traffic generation shall be in accordance with Traffic Impact Statement dated 1 March 2013.
  - (e) No access from Chittering Street and Energy Place.
  - (f) All building structures require a separate application for planning approval.
  - (g) Applicant shall submit a Catchment Management Plan to the satisfaction of the Chief Executive Officer.
  - (h) Applicant shall establish and maintain vegetation screening within six (6) months of the date of this approval.
  - (i) Applicant shall submit a Revegetation Management Plan to the satisfaction of the Chief Executive Officer which includes the revegetation of waterways and maintenance of vegetation screening.
  - (j) Transport Depot, access roads and hardstand areas shall be bitumen sealed and drained to catch hydrocarbons to the satisfaction of the Chief Executive Officer.
  - (k) Transport Depot and hardstand areas shall be setback 30m from lot boundaries and 100m from Brand Highway.
  - (l) Evidence is provided to Council to the satisfaction of the Chief Executive Officer that the Transport Depot and any parking of vehicles and equipment is located a minimum distance of 200m from the southern Townsite lot boundaries.
  - (m) The development shall comply with the *Environmental Protection (Noise) Regulations 1997*.
  - (n) Any servicing of plant and equipment shall be carried out within a confined concrete floor such as a shed, and such area shall have sufficient bunding and spill trays to minimise the impact from any spills as a result of onsite servicing.
  - (o) Any further developments and/or amendments shall be the subject of subsequent planning applications/approvals.
  - (p) If the development (the subject of this approval) is not substantially commenced within a period of two (2) years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
  - (q) Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.

**Advice Notes:**

1. The Applicant has a right of review to the State Administrative Tribunal should the Applicant be aggrieved by Council's decision. Such a review should be lodged to the State Administrative Tribunal within twenty-eight (28) days of Council's decision.
2. Should the Applicant wish to undertake Landscape Supplies and Warehouse, prior Council approval

shall be required.

3. A 11/17/21A permit from Department of Water will be required to interfere or obstruct the bed and banks of a watercourse, including the proposed road crossings.
4. In regards to condition 2(b), the Applicant shall maintain a current Permit approval at all times as required by the Department for Regional Development and Lands.
5. In regards to 2(f) and 2(o), all of the conditions of this approval must be complied with and evidence of this provided to Council prior to the determination of any further development and/or planning application for the site, i.e. shed construction.

**THE MOTION WAS PUT AND DECLARED CARRIED 6/0**

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  
Muehea 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.

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.

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.

#### 9.4. 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 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 which 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.



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>    **E-Mail:** [abrdata@abr.com.au](mailto: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 9 367 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>    **E-Mail:** [abrdata@abr.com.au](mailto: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 9 367 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

WESTERN



AUSTRALIA

REGISTER NUMBER <b>2929/DP254600</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

**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)

- TITLE EXCLUDES THE LAND SHOWN ON DIAGRAM 100184.
- 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.
- 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.
- \*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.
- \*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



Environmental Planting

Gas Pipeline Easement

Hardstanding Area

ALL HARDSTAND AND TRAFFIC AREAS WEST OF GASPIPELINE EASEMENT ARE 300mm CRUSHED LIMESTONE

Hardstanding Area

Heavy Vehicle Access Road

Cullvet

Weigh Bridge

Proposed Development of 299 Brand Hwy Muchea

Hardstanding Area

Section B

Light Vehicle Access Road

Environmental Planting

Gate

Gate

Open A Area

Stacks

Access to Site

Large Stockpiles

Workshop & Office

Marking

Chitt

Carl St  
Philmore St

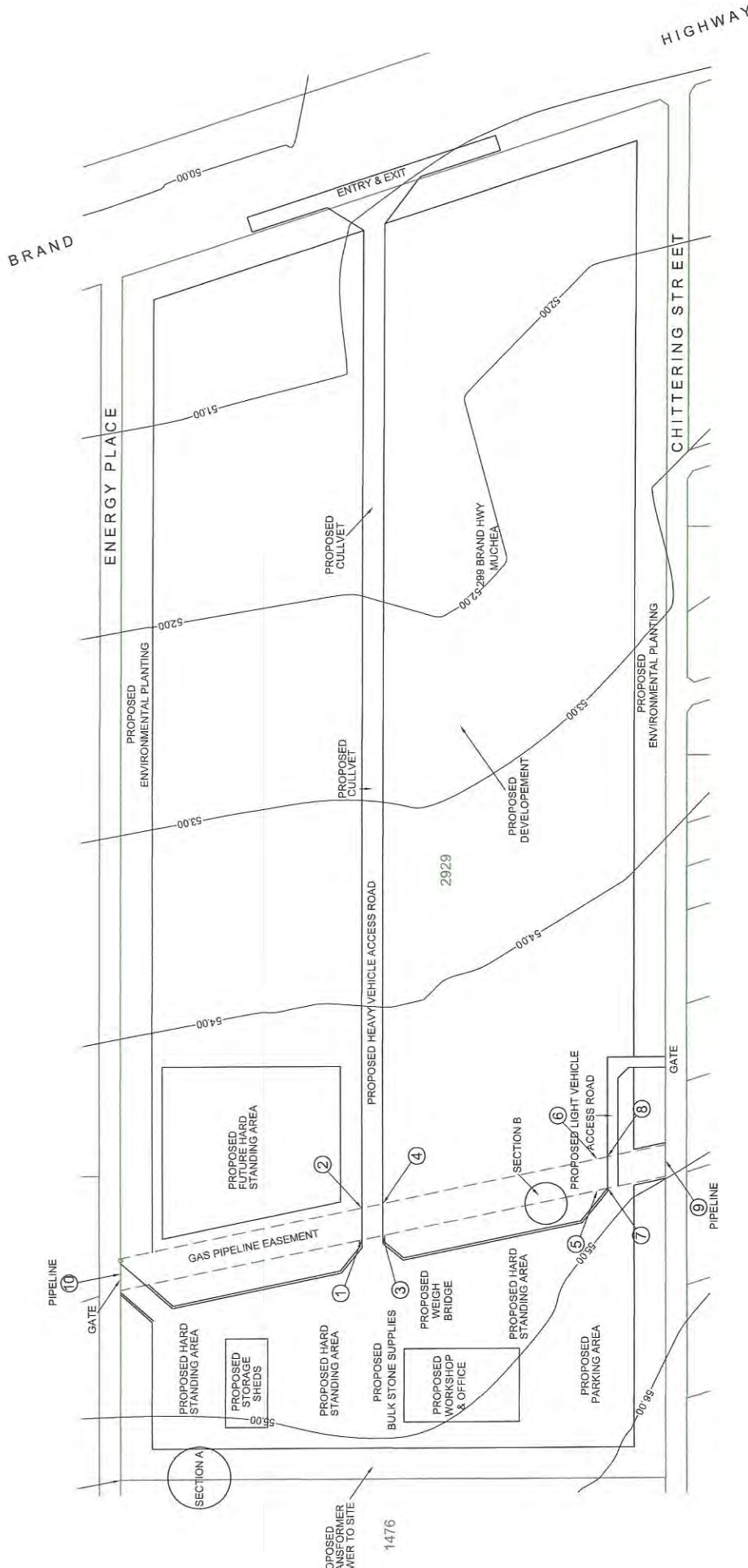
Google

© 2012 Whereis@ Sensis Pty Ltd  
Image © 2012 GeoEye

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



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 94, ZONE 90

POINT ID	EASTING	NORTHING
1	403009	6506735
2	403040	6506735
3	403013	6506715
4	403015	6506715
5	403057	6506511
6	403098	6506511
7	403060	6506501
8	403090	6506501
9	403087	6506446
10	403075	6506864

HORIZONTAL DATUM: PCG 94  
VERTICAL DATUM: AHD

LOT: 2929 #2891 BRAND HIGHWAY  
SUBURB: MUCHEA  
AUTHORITY: SHIRE OF CHITTERING  
DP: 26490  
CT: 260154

TITLE: PROPOSED SITE PLAN  
CLIENT: WHITESTONE QUARRIES WA PTY LTD  
SURVEYED: 31/07/12  
MAP REF: 105 C 7

BUILDER: LINKS  
S U R V E Y I N G  
P.O. Box 113, Willetton, WA 6065  
Web: www.links-survey.com.au  
Ph: (08) 9254 8511 Fax: (08) 9254 8522

SHET: 1 of 1  
BUILDER REF No: 1.4000.21952004.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



30<sup>th</sup> 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 18<sup>th</sup> 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](mailto:b.mcsharer@westnet.com.au)

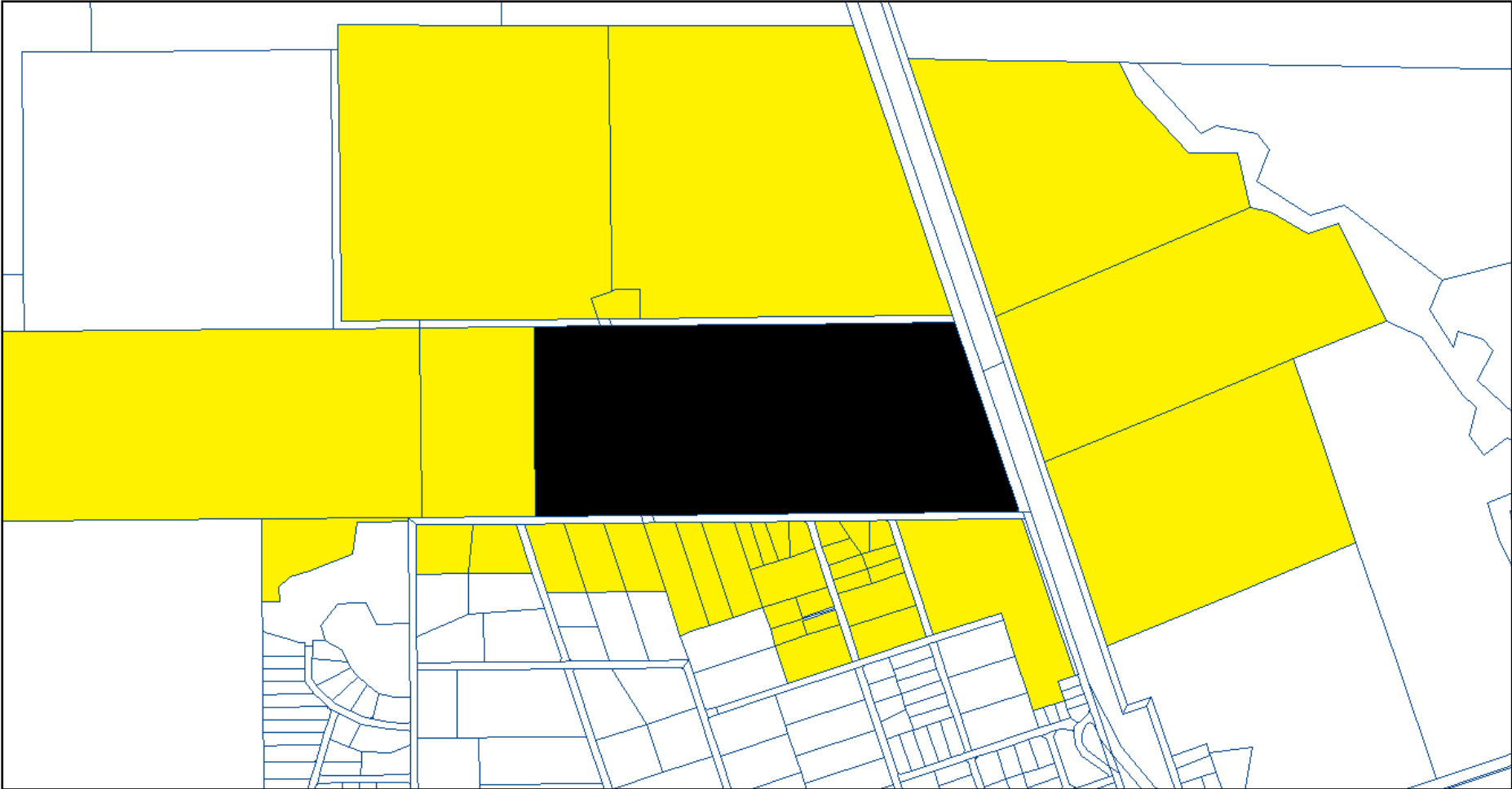
Yours Sincerely

*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"> <li>• 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.</li> <li>• 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.</li> <li>• General advice for a multiple category wetland is ‘to use, develop and manage wetlands in the context of water, town and environmental planning’.</li> <li>• 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.</li> </ul> <p>(Attached advice letter)</p>	<ul style="list-style-type: none"> <li>• As provided to the Landcare Centre for their comment on the proposed development septic systems will not be installed.</li> <li>• The proponent is aware of the requirements of the Wetlands of the Swan Coastal Plains and no planned development will breach those conditions.</li> <li>• 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.</li> <li>• A Revegetation Management Plan for the site has been and is the intent of the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• 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.</li> <li>• Noted.</li> <li>• This is noted and recommended in the Officer’s Recommendation of the Agenda Report.</li> </ul>
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"> <li>• Waterways Protection. <ul style="list-style-type: none"> <li>○ 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.</li> </ul> </li> <li>• Bed and banks permitting <ul style="list-style-type: none"> <li>○ Proposed development is located within the Gingin Brook and Tributaries surface water area, proclaimed under the <i>Rights in Water &amp; 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.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>

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

	<ul style="list-style-type: none"> <li>○ 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"> <li>▪ Suitable arrangements being made for the protection of the existing natural flow and ecology values of the watercourse and its associated tributaries.</li> <li>▪ Roads and vehicle crossing over waterways are to be designed and constructed to minimise impact on their natural form and function.</li> </ul> </li> <li>• Groundwater Licencing <ul style="list-style-type: none"> <li>○ 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.</li> </ul> </li> </ul>	<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"> <li>• There is no intent by the proponent to extract water from the Superficial or Parmelia / Leederville aquifers.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Noted. Liaison and permit requirements as mentioned above would address this.</li> <li>• Noted.</li> </ul>
<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"> <li>• DAFWA notes this property is located adjacent to a property/enterprise registered on the DAFWA’s Sensitive Sites register.</li> <li>• 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.</li> <li>• 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.</li> <li>• DAFWA commends the applicant’s plan to establish complaint management procedures, buffer zones and</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• This is noted.</li> <li>• This is noted.</li> <li>• Noted.</li> </ul>

## 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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>A 'communication contract' could be established to ensure early notification of chemical usage with the neighbour.</li> </ul>	<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"> <li>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 bio-dynamic 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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>Noted.</li> </ul>
<p>Department of Environment and Conservation</p>	<ul style="list-style-type: none"> <li>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).</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>The development of Lot 2929 is in accordance with the Shire of Chittering Zoning Table.</li> <li>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.</li> <li>The proposed shed for workshop activities will be located with a separation of greater</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Noted. The buffer requirement has been outlined in the Agenda Report.</li> </ul>

## 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"> <li>No development to Lot 2929 Brand Hwy is within the 200 metres buffer.</li> </ul>	
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"> <li>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.</li> <li>Brand Highway is used frequently by heavy and large vehicles and is a high speed environment where the proposed and existing driveways are located.</li> <li>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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Chittering Street and Energy Place are local roads vested within the Shire of Chittering and are not compliant heavy haulage roads.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Noted.</li> <li>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.</li> <li>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.</li> </ul>

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

DBNGP	<ul style="list-style-type: none"> <li>Applicant is going through the process for a Section 41 approval.</li> <li>DBNGP Pty Ltd has no objection.</li> </ul>		<ul style="list-style-type: none"> <li>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.</li> <li>Noted.</li> </ul>
Public Submission 1	<ul style="list-style-type: none"> <li>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.</li> <li>Could impact on the health of our grandchildren because of dust and it is impossible to have zero dust from this type of industry.</li> <li>Value of our property would be sure to decrease.</li> <li>Safety of our children using school bus stop with extra traffic would be dangerous.</li> <li>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.</li> <li>For a proposal that “has not been approved” there has certainly been lots of activity on the property.</li> <li>Muchea already has zoned designated Industrial Area; why have more here?</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> <li>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.</li> <li>The amendment removes entirely the use of Chittering Rd, for egress to and from the property the development and ongoing operations.</li> <li>Hours of operation provide flexibility, particularly as Lot 2929 supports operations in Carnamah, Mukinbudin and Mt Marshall.</li> <li>None approved development is being or will be undertaken on the site.</li> <li>The development of Lot 2929 is in accordance with the Shire of Chittering Zoning Table.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Amenity of proposal and locality is accounted for in the assessment of the application.</li> <li>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.</li> <li>Impact on property values and amenity of locality is addressed in the Agenda Report.</li> <li>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.</li> <li>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.</li> <li>Noted. The activity and development on site has ceased as a result of Council becoming aware.</li> <li>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.</li> </ul>

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

	<ul style="list-style-type: none"> <li>• 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?</li> <li>• The size of the shed is 48m. That is a lot of storage for bags of crushed rock?</li> <li>• Noise from Hopper – impossible to say trees planted on boundary will reduce this.</li> <li>• Trees are going to take at least 5 years before any decent size to buffer noise.</li> <li>• Land has already been sprayed west of the pipe line and will become a dust bowl once vegetation dies back completely.</li> <li>• System 6 being removed? Being that the creek flows into the Ellenbrook this surely would not be a good environmental decision.</li> <li>• Maintenance of Chittering Street with extra light vehicles using this street to enter side gate – who will do this?</li> <li>• Once approved, where will the development stop once production starts i.e. huge sheds, hardstands, transport depot etc.</li> </ul>	<ul style="list-style-type: none"> <li>• As above, also proposed amendment Transport Depot.</li> <li>• Reference pages 8-9 of the Planning Application.</li> <li>• Minimal noise from the bagging operations will escape Lot 2929 Brand Hwy.</li> <li>• 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.</li> <li>• The land will not be “open up” for development without the use of a dust suppression agent (water).</li> <li>• 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.</li> <li>• The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>• Development is in accordance with the Application for Planning Approval only, any variance will require Planning Approval from the Shire of Chittering.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• After the advertising period the applicant has removed any association with rock material on the property.</li> <li>• 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.</li> <li>• As above.</li> <li>• 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.</li> <li>• 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.</li> <li>• The proponent has amended the application to remove the use of Chittering Street.</li> <li>• 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.</li> </ul>
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## Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> <li>Some pre-approval must have been given for a developer to spend over \$2 million.</li> <li>As a community there is a lot of concern and hopefully these comments will be considered.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>No pre-approval has been granted by the Shire of Chittering.</li> <li>All submissions are scheduled and provided to Council for consideration.</li> </ul>
Public Submission 2	<ul style="list-style-type: none"> <li>I moved to Muchea to get away from the noise and industrial commotions.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed development is in accordance with the Shire of Chittering TPS.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Tree planting is underway and when completed as per the planning application will reduce the local impact.</li> <li>The proposed development is in accordance with the objectives of Shire of Chittering TPS.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>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>.</li> <li>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.</li> <li>Noted. Hours of operation has been considered in the Agenda Report and commented on above.</li> <li>Noted. Officer’s Recommendation requires vegetation screening and maintenance.</li> <li>Noted. All submissions are scheduled and provided to Council for consideration.</li> </ul>
Public Submission 3	<ul style="list-style-type: none"> <li>Dust pollution – a large area has already had all vegetation poisoned leaving it a dust bowl.</li> </ul>	<ul style="list-style-type: none"> <li>The land will not be “open up” for development without the use of a dust suppression agent (water). Also see the</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The dust management has been addressed in the application and is to be applied should the proposal be supported on</li> </ul>



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

	<ul style="list-style-type: none"> <li>Noise pollution – trucks and machinery running from 7am to 7pm 7 days per week.</li> <li>Land prices will fall as no one will want to live across the road from an industrial area.</li> <li>Extra traffic on Chittering Street in the morning when children are commuting to the school bus shelter.</li> <li>Once one company has started how many will be allowed to start?</li> </ul>	<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"> <li>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.</li> <li>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.</li> <li>The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>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.</li> </ul>	<p>the property.</p> <ul style="list-style-type: none"> <li>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>.</li> <li>Noted. Amenity is one factor assessed and considered in the Agenda Report.</li> <li>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.</li> <li>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.</li> </ul>
Public Submission 4	<ul style="list-style-type: none"> <li>The place is an eye sore already.</li> <li>There is a lot of noise i.e. trucks, bobcats etc. already.</li> <li>I hope this plan does not go through. There is enough noise in this area. The hay place goes continually.</li> </ul>	<ul style="list-style-type: none"> <li>The development will be undertaken in accordance with and compliant to the Shire of Chittering objectives and TPS.</li> <li>The residents issue with an existing business does not reflect the proponent's commitment to reduce the impacts on neighbouring properties.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Any unauthorised development has ceased as a result of Council taking action from complaints received.</li> <li>Noted, as above.</li> <li>Noted.</li> </ul>
Public Submission 5	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

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

	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>There is no evidence to support this statement.</li> <li>The proposed development is in accordance with the objectives of Shire of Chittering TPS.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>This is noted. The application made proposes uses that are discretionary and subject to Council approval.</li> <li>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.</li> </ul>
<p>Public Submission 6</p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>The land zoning and the proposal is entirely compliant and within the Shire of Chittering’s TPS.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>This is noted. The application made proposes uses that are discretionary and subject to Council approval.</li> </ul>

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

	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<p>Public Submission 7</p>	<p>My concerns are as follows:</p> <ul style="list-style-type: none"> <li>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.</li> <li>The extra noise and dust the industry will create.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>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.</li> <li>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.</li> <li>This is a matter between the ratepayer and the Shire of Chittering.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Noted. The amenity of the proposal is considered by Council. It is considered the proposed vegetated screening shall reduce visual impact to residences.</li> <li>Noted and dismissed as separate comment to proposed development.</li> <li>Noted and supported in Officer's Recommendation.</li> </ul>

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

<p>Public Submission 8</p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>If such business is considered necessary why not locate it the other side of the mineral sands on Brand Highway?</li> <li>Chittering Street is zoned Townsite and is a System 6 wetland area as is most the land around here.</li> <li>I do believe should such a proposal be approved it will</li> </ul>	<ul style="list-style-type: none"> <li>The proposed development is in accordance with the objectives of Shire of Chittering TPS and landuse.</li> <li>The proposed development is in accordance with the objectives of Shire of Chittering. TPS and landuse. The comments are not relevant.</li> <li>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.</li> <li>The proposed development is in accordance with the objectives of Shire of Chittering TPS and land use.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Noted.</li> </ul>
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## Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	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.		
Public Submission 9	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Trucks are to operate 5 ½ days a week only.</li> <li>• Limit of trucks to be parked on the property at any one time.</li> <li>• No sheds or hardstands to be built on the south side of the house area.</li> <li>• No storing of mining equipment on the property for future sale (owner has indicated that this could happen).</li> <li>• Ground water quality is to be monitored for contamination.</li> <li>• How much ground water is to be used for the operation of this industry? What controls are in place to stop seepage</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• (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.</li> <li>• 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.</li> <li>• 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.</li> <li>• See proposed amendment, dust suppression agent and additional fire fighting capacity.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• This is noted.</li> <li>• Noted. The application site plan proposes the area/s to be used for the parking of vehicles and equipment.</li> <li>• 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.</li> <li>• Noted. The application, including amendments, proposes temporary storing and servicing of equipment used in excavation activities.</li> <li>• 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.</li> <li>• The application does not provide details on the amount of water to be used to effectively</li> </ul>

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

	<p>into ground water?</p> <ul style="list-style-type: none"> <li>As there are shift workers in the area, what noise is going to be generated by the tumbler and how will this be monitored?</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> </ul>	<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"> <li>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.</li> </ul>
Public Submission 10	<ul style="list-style-type: none"> <li>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.</li> <li>Trucks are to operate 5 ½ days a week only.</li> <li>Limit of trucks to be parked on the property at any one time.</li> <li>No sheds or hardstands to be built on the south side of the house area.</li> <li>No storing of mining equipment on the property for future sale (owner has indicated that this could happen).</li> <li>Ground water quality is to be monitored for contamination.</li> <li>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?</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>(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.</li> <li>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.</li> <li>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.</li> <li>See proposed amendment, dust suppression agent and additional fire fighting capacity.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>This is noted.</li> <li>Noted. The application site plan proposes the area/s to be used for the parking of vehicles and equipment.</li> <li>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.</li> <li>Noted. The application, including amendments, proposes temporary storing and servicing of equipment used in excavation activities.</li> <li>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.</li> <li>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</li> </ul>

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

	<ul style="list-style-type: none"> <li>As there are shift workers in the area, what noise is going to be generated by the tumbler and how will this be monitored?</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> </ul>	<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"> <li>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.</li> </ul>
Public Submission 11	<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"> <li>Working next to a waterway that is connected to the Gngangara Water Reserve. <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul> </li> <li>Working over a major gas line. <ul style="list-style-type: none"> <li>Will the gas line be reinforced for the extra weight hauled by the trucks?</li> <li>We naturally have safety concerns for the housing if this line is penetrated.</li> <li>What happens if there is a major explosion?</li> </ul> </li> <li>Industrial area will devalue our properties. <ul style="list-style-type: none"> <li>Anyone trying to sell in this area will struggle and therefore lose money they previously would have made.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The water way is not connected to the Gngangara Water Reserve.</li> <li>All areas used for mechanical activities or wash down have impervious concrete floors to prevent contamination of the ground water. All contaminates will be collected and held on site and disposed of by a licenced waste collection service.</li> <li>All areas used for mechanical activities or wash down have impervious concrete floors to prevent contamination of the ground water. All contaminates will be collected and held on site and disposed of by a licenced waste collection service.</li> <li>All development within the gas pipeline will be undertaken in accordance with the Dampier to Bunbury Natural Gas Pipeline Authority.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Department of Water advise the watercourse is part of the Gingin Brook.</li> <li>Noted. This has been addressed by the proponent and in the Officer's Recommendation requiring a Catchment Management Plan and swales.</li> <li>Noted as response above.</li> <li>The proponent has obtain a permit for the development within the Dampier to Bunbury Natural Gas Pipeline, expiring 13 March 2013.</li> <li>As above.</li> <li>Noted.</li> <li>The Dampier to Bunbury Natural Gas Pipeline WA Nominees Pty Ltd administers development within the pipeline easement.</li> <li>Noted. Amenity of the locality is part of Council's assessment of the proposal.</li> </ul>

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

	<ul style="list-style-type: none"> <li>• No footpaths. <ul style="list-style-type: none"> <li>○ We have a lot of children and walkers in the area.</li> <li>○ 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.</li> </ul> </li> <li>• Noise levels. <ul style="list-style-type: none"> <li>○ We already have the constant highway traffic and Hay Australia noise.</li> </ul> </li> <li>• Chittering Street and Brand Hwy intersection. <ul style="list-style-type: none"> <li>○ This intersection is already busy and can be dangerous due to the trucks entering Hay Australia and horse floats regularly entering Sandown Park.</li> </ul> </li> <li>• Letter reply <ul style="list-style-type: none"> <li>○ The letter sent to us was dated 5<sup>th</sup> September 2012. You only gave us until the 26<sup>th</sup> to comment. By law we should be given 30 days.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>• This is not relevant to the response, the Shire of Chittering have determined the process.</li> </ul>	<ul style="list-style-type: none"> <li>• Footpaths do not relate to this proposal.</li> <li>• Noted.</li> <li>• Noted. The proponent has advised amending the application to remove the use of Chittering Street.</li> <li>• Noted.</li> <li>• Any noise emitted is to be in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i>.</li> <li>• This intersection is not used as part of the proposed operation on site.</li> <li>• Noted.</li> <li>• Comment below.</li> <li>• 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.</li> </ul>
Public Submission 12	<p>Oppose the proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>• This development will greatly affect noise and pollution levels in the immediate residential area.</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>



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

	<ul style="list-style-type: none"> <li>• This being a residential area, children live here and catch the school bus on Chittering Street. This poses a threat to their safety.</li> <li>• There have already been unsightly views when passing the property to and from my property since the new occupancy.</li> <li>• Work has already obviously started on the proposed site before consultation has been finalised.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• I feel that this proposal, if approved, will greatly affect the value of the surrounding properties, my property included, in a negative way.</li> <li>• 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</li> </ul>	<p>development is to the centre and north side of Lot 2929 Brand Hwy.</p> <ul style="list-style-type: none"> <li>• The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>• 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.</li> <li>• The proposed development does not envisage or entail any noxious or semi noxious activities.</li> <li>• The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use.</li> <li>• The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>• 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.</li> <li>• The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use. All development and</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. The proponent has advised amending the application to remove the use of Chittering Street.</li> <li>• Noted. Any unauthorised development on the property has ceased.</li> <li>• See above comment.</li> <li>• Noted. The amendment to the planning application removes the landscape supplies development.</li> <li>• 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.</li> <li>• Noted. As commented above, Chittering Street is not used.</li> <li>• Noted.</li> <li>• Noted. Council officers aim to ensure compliance of all developments approved in the Shire. At this stage Council can only</li> </ul>
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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"> <li>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.</li> </ul>	<p>operations will be in accordance with the local laws (by-laws) of the Shire of Chittering.</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>assess the proposal on its merits.</p> <ul style="list-style-type: none"> <li>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.</li> </ul>
Public Submission 13	<p>Oppose the proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>This development will greatly affect noise and pollution levels in the immediate residential area.</li> <li>This being a residential area children live here and catch the school bus on Chittering Street. This poses a threat to their safety.</li> <li>There have already been unsightly views when passing the property to and from my property since the new occupancy.</li> <li>Work has already obviously started on the proposed site</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>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)</li> <li>The proposed development is in accordance</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted. The proponent has advised amending the application to remove the use of Chittering Street.</li> <li>Noted. Any unauthorised development on the property has ceased.</li> <li>See above comment.</li> </ul>

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

	<p>before consultation has been finalised.</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>I feel that this proposal, if approved, will greatly affect the value of the surrounding properties, my property included, in a negative way.</li> <li>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.</li> <li>We rely on our ground water to survive. What measures are in place to stop any pollution to our drinking water.</li> </ul>	<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"> <li>The proposed development does not envisage or entail any noxious or semi noxious activities.</li> <li>The proposed development is in accordance with the objectives of Shire of Chittering. TPS and land use.</li> <li>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 thee access road of Brand Hwy.</li> <li>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.</li> <li>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.</li> <li>Only surface will be accessed by the proponent. All ground water will be</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The amendment to the planning application removes the landscape supplies development.</li> <li>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.</li> <li>Noted. As commented above, Chittering Street is not used.</li> <li>Noted.</li> <li>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.</li> <li>Concerns of ground water contamination have been addressed in the Officer’s</li> </ul>
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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"> <li>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.</li> </ul>	<p>licenced and extracted in accordance with the Department of Water requirements. Also proposed amendment to planning application.</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<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"> <li>Noted.</li> </ul>
<p>Public Submission 14</p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>(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.</li> <li>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.</li> <li>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.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted.</li> <li>Noted.</li> <li>Noted.</li> </ul>

## 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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<p>envisage or entail any noxious or semi noxious activities or contaminates. 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"> <li>• The location of the proposed development is in accordance with the Shire of Chittering TPS and Land use.</li> <li>• The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted. The Department of Water administer any interference with the watercourse and any further requirements regarding surface and ground water impacts.</li> <li>• Noted.</li> <li>• This is noted.</li> <li>• Noted. The proponent has amended the application to remove the use of Chittering Street whereby all access is via Brand Highway.</li> </ul>
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## Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Noted.</li> <li>• 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.</li> </ul>
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## Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Should the Shire limit the zoning to the eastern portion, this would:</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. The proponent advised Chittering Landcare Group assisted with the Environmental Management Plan and proposed plantings.</li> <li>• Noted. Unauthorised works on the property has now ceased as a result of Council’s request.</li> <li>• Noted. The proponent has proposed to amend the application to not use Chittering Street.</li> <li>• Noted.</li> <li>• Noted.</li> <li>• As below.</li> </ul>
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## Submissions for proposed change of use – Lot 2929 Brand Highway, Muchea

	<ul style="list-style-type: none"> <li>○ Minimise impact of rezoning to my established and registered agricultural Sensitive Site; and</li> <li>○ 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.</li> </ul>	<ul style="list-style-type: none"> <li>• The amendment removes entirely the use of Chittering Rd, from the development and ongoing operations.</li> <li>• 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)</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted. As mentioned earlier, an amendment to the application removed Chittering Street for proposed access and use.</li> </ul>
<p>Public Submission 15</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Would you allow this in the ‘Tidy Town Bindoon’?</li> <li>• The noise of the hoppers, trucks and machinery coming and going 7 days a week.</li> <li>• The dust it is going to create.</li> <li>• The ugliness at the front of our townsite.</li> <li>• The excess traffic coming and going.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Not relevant to the issue.</li> <li>• (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.</li> <li>• Not relevant to the intent and purpose of Landscape supplies.</li> </ul>	<ul style="list-style-type: none"> <li>• The subject property is located adjacent to the Muchea Townsite and is zoned ‘Agricultural Resource’.</li> <li>• This comment is not relevant to the proposal being presented.</li> <li>• 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.</li> <li>• Noted. The proponent has outlined dust management measures in the application and is addressed in the Officer’s Recommendation.</li> <li>• Noted. Amenity is a consideration of Council in determining applications.</li> <li>• 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.</li> </ul>



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

	<ul style="list-style-type: none"> <li>• We already have a landscape supplies one street away from this.</li> <li>• 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.</li> <li>• Approve it in the industrial area, it is not wanted in our townsite.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. The amended application removes the proposed landscape supplies.</li> <li>• Noted. Unauthorised development has ceased at the property.</li> <li>• Noted.</li> </ul>
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## WHITESTONE QUARRIES WA PTY LTD

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6<sup>th</sup> 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 13<sup>th</sup> 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](mailto:b.mcsharer@westnet.com.au) or by mobile on 0447733372.

Yours Sincerely

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



Fewsters St

Phillimore St

Garth St

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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

Author: Heidi Lansdell

Signature: 

Date: 1<sup>st</sup> March 2013

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**Document Status**

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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 (Austroads, 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 Austroads *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 Austroads 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**

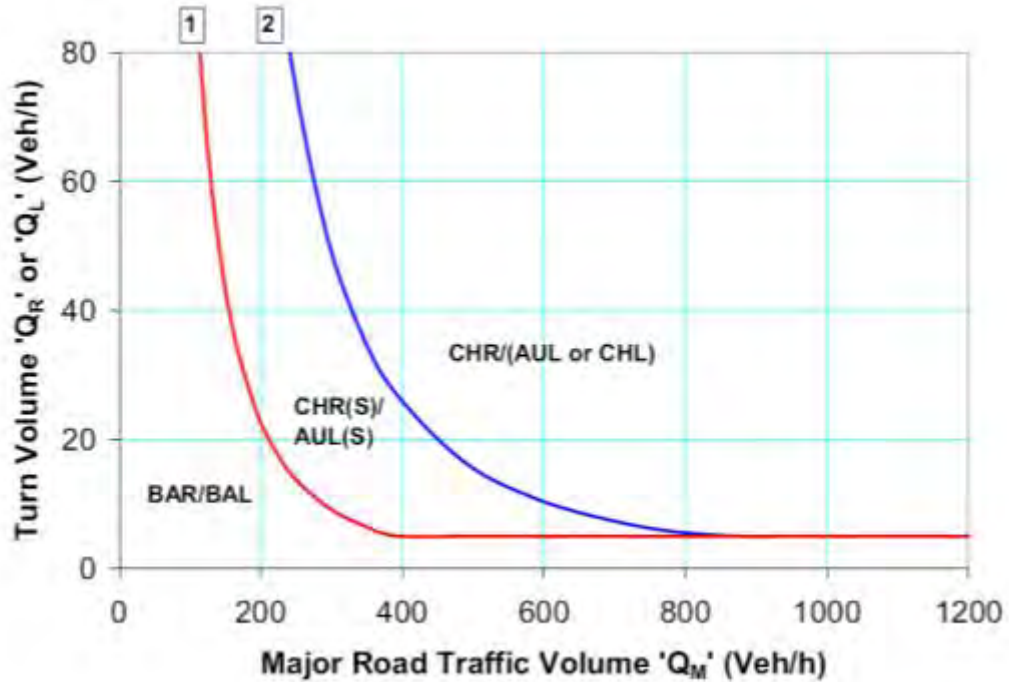




Consulting Civil and Traffic Engineers, Risk Managers

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  $\geq 100\text{km/h}$ )**

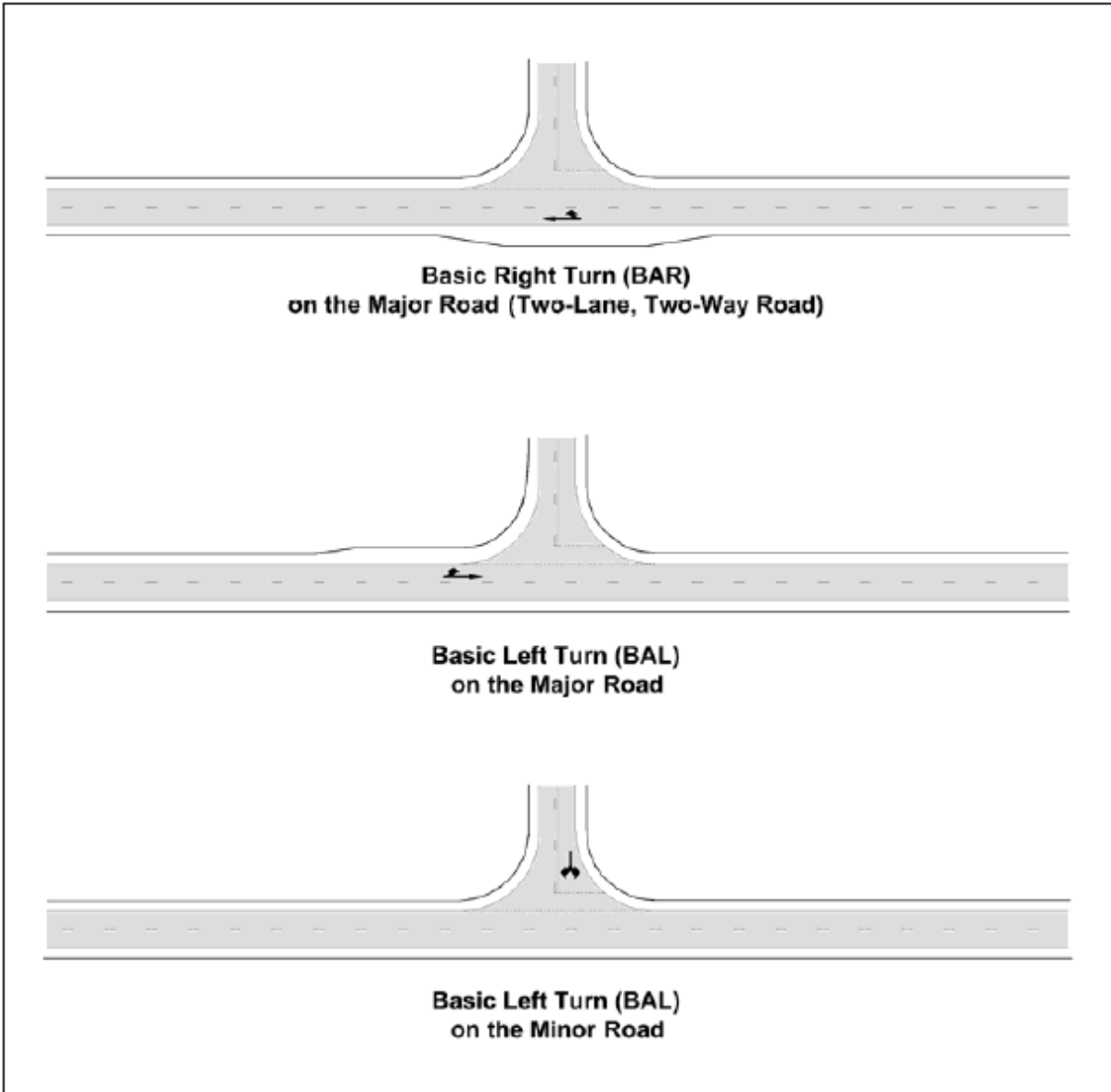


The projected major road traffic volume is 324 vph on Brand Highway and the turn volume is less than 8 vph on the access road with the majority (90%+ to and from the south) of site-generated traffic turning left into the site and right out of the site. As a result, a BAR or localised widening on the 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.



## Ellen Brockman Integrated Catchment Group Inc.

Mr Azahar Awang  
Executive Manager Development Services  
Shire of Chittering  
PO Box 70  
BINDOON > WA 6502

Dear Azahar

RE: Lot 2929 Brand Hwy, Muchea.

In response to the information received from Whitestone Quarries requesting changes to conditions 2j and 2l, we make the following comments.

**Condition 2j.** From a brief literature search, no evidence of leaching of hydrocarbons from bitumen into groundwater was found because its components are insoluble and non-biodegradable, they do not seep into waterways or groundwater, even in the wettest environments.

However, research indicated that most groundwater contamination occurs from vehicles, vehicle emissions and spillage being washed from the hardstand. The condition expressly says that stormwater runoff is to be drained from the hardstand and hydrocarbon separation should occur to prevent groundwater contamination. The suggested construction with limestone and stone will not prevent infiltration of contaminants to the groundwater nor completely eliminate possible dust problems.

This condition should remain to ensure contaminants are separated from the stormwater flow from the bitumised hardstand and disposed of correctly to prevent contamination of the groundwater. The watertable of the Palusplain sits only a few meters below the surface and in wet years, will sit at the surface.

**Condition 2l.** It is a moot point that the residents surrounding the operation will not be adversely affected by noise and/or dust. The operation is still "Industrial Use" and the EPA Guidance Statement No 3 should be upheld. It will be Council's decision if the setbacks are not reasonable, however, there should be a minimum of 100m separation from the organic farm to the west and residents on the southern boundary. The "environmental plantings" need to be planted densely to ensure noise abatement is achieved.

Thank you for your enquiry, should you require any further information, please contact Rosanna Hindmarsh on 9571 0400 or [rosannah@iinet.net.au](mailto:rosannah@iinet.net.au).

Sincerely

Rosanna Hindmarsh  
Executive Officer  
For  
Robert Hawes, Chairman  
29<sup>th</sup> April 2013



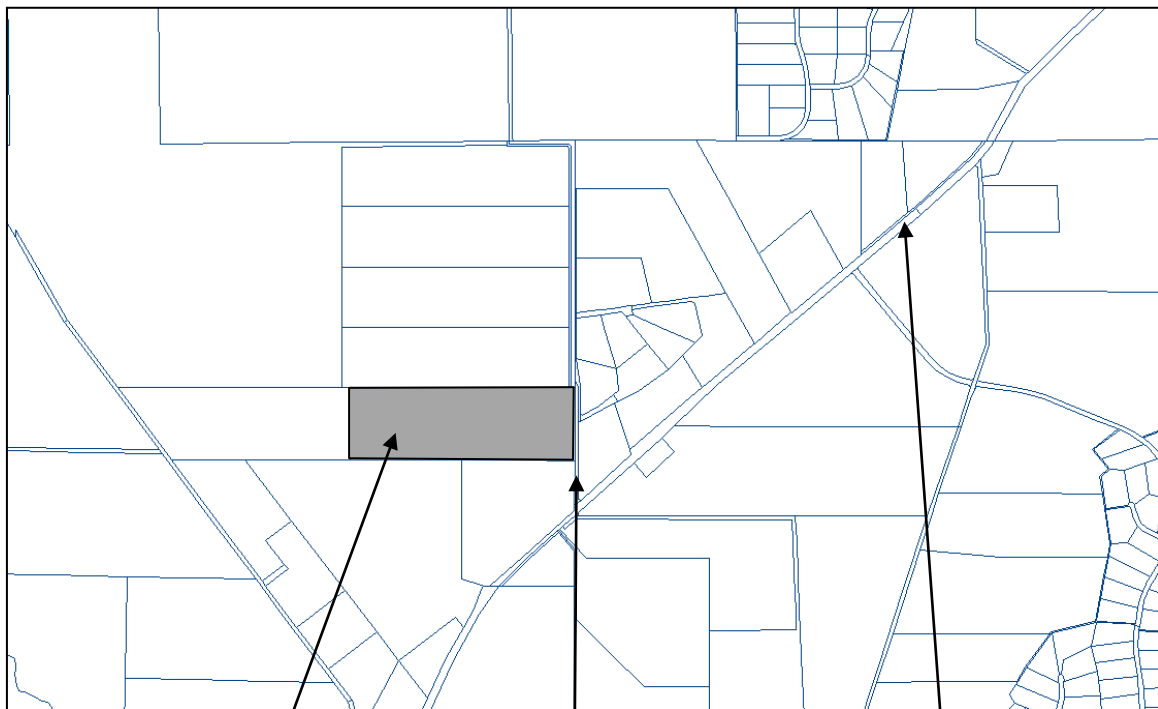
Chittering Landcare Centre  
175 Old Gingin Road, PO Box 62, MUCHEA WA 6501.  
Tel: (08) 9571 0400, Fax: (08) 9571 4350  
[chitteringlandcare@iinet.net.au](mailto:chitteringlandcare@iinet.net.au) [www.chitteringlandcare.org.au](http://www.chitteringlandcare.org.au)



# Locality Plan

Lot 22 Reserve Road

Muchea

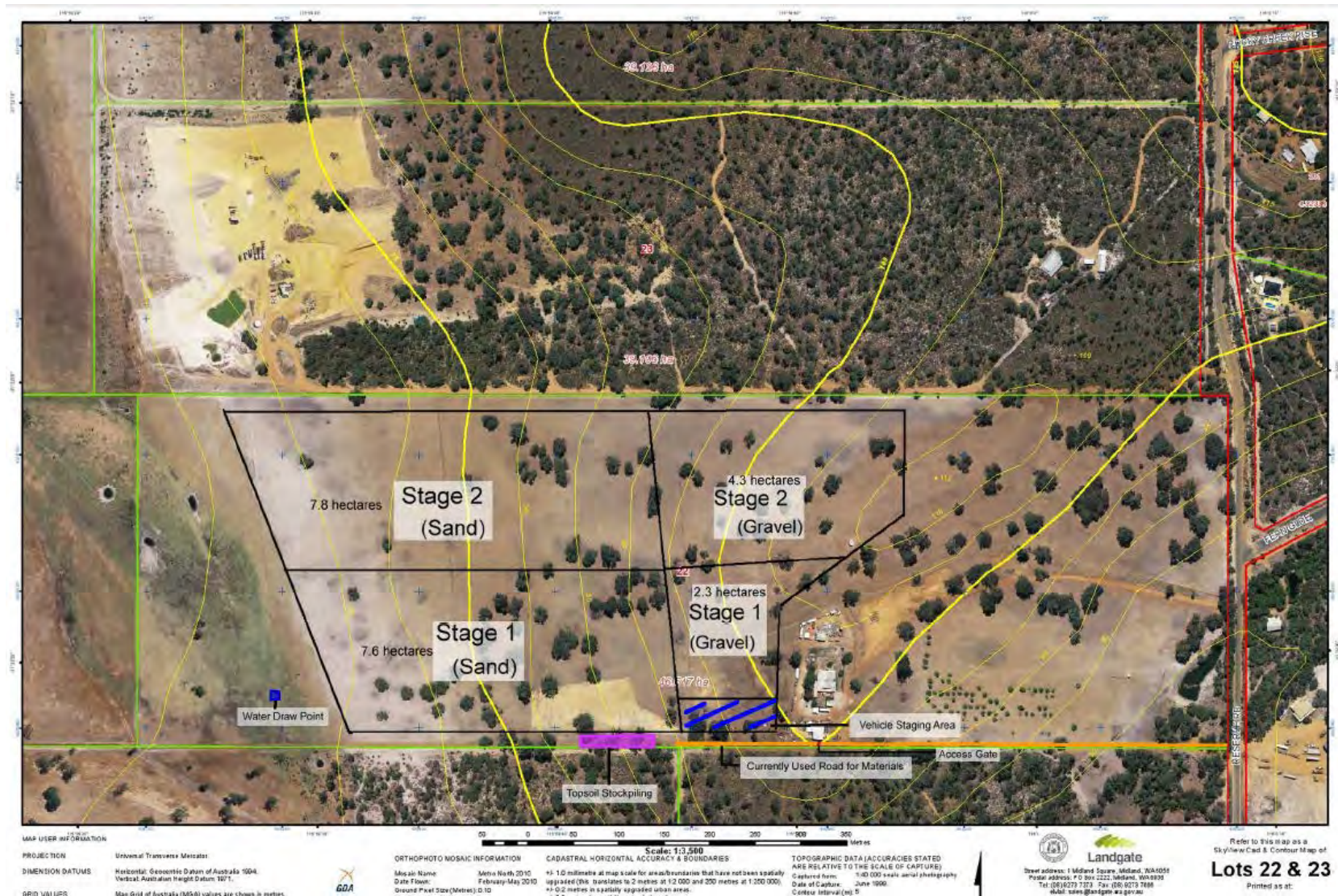


Lot 22 Reserve Road

Reserve Road

Great Northern Highway

Attachment 2 – Site Plan



P.O. Box 296  
Bullsbrook 6084  
15 February 2013

Dear Brendan,

Please find our Extractive Industry Licence application with the attached completed First Schedule.

This application is to allow for the extraction of sand on R.A. and V.J. Davis' property located at Lot 22 Reserve Road, Muchea.

Please advise me if any other information is required for this application and I will be pleased to supply it to you.

I look forward to your reply.

Regards,

Wayne Wright

# Environmental Management Plan



2013

W.C. & S.J. Wright Earthmoving

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## 1.0 INTRODUCTION

### 1.1. General Proposal Description

The site consists of a large area of previously cleared agricultural land. There are occasional trees over the pasture land. No removal of trees or other remnant vegetation is required for access as there is an existing cleared area currently used as a firebreak and emergency vehicle access route, used for existing sand extractive industry. This access way is sufficiently wide as to not require any removal of vegetation. Figure 1 contains an aerial photo of the proposed site showing vegetation, roads, residences and proposed extraction area.

Reserve Road borders the property on the east, which is approximately 400 meters from the proposed site. The area between the road and the site is covered with trees that preclude any visibility of the site from the road.

W.C. & S.J. Wright have the option to lease a portion of Lot 22 Reserve Road, Muchea for the purpose of resource extraction for work primarily within the Shire of Chittering. W.S. & S.J. Wright Earthmoving is submitting application for a Planning Consent and Extractive Industries License for Lot 22 Reserve Road, Muchea. The application is for a period of five (5) years.

### 1.2. Proponent

The Proponent is identified as W.C. & S.J. Wright Earthmoving.

As a local operator, it is in the interest of W.C. & S.J. Wright Earthmoving to conduct excavation to best practice from a resource and environmental perspective.

The postal address of W.C. & S.J. Wright Earthmoving is:

W.C. & S.J. Wright Earthmoving  
P.O. Box 296  
Bullsbrook, WA 6084

**1.3 Site Location and Title Details**

The area of excavation on Lot 22 lies to the north of Great Northern Highway, approximately 6.1 km northeast from Muchea.

Lot            22                                  Rural No 41  
 Volume       1849                                  Folio    971

Owner         R.A. and V.J. Davis  
                   P.O. Box 71  
                   Muchea, 6501



Figure 1: Locality Map

**1.4 Ownership and Excavation Agreements**

The site is owned by R.A. and V.J. Davis and is located approximately 60km northeast of Perth in the locality of Muchea in the Shire of Chittering. The site is approximately 46.5 ha in total and situated in a rural landscape. Please refer to figure 1 above – Locality Map. There is a current excavation agreement between W.C. & S.J. Wright

Earthmoving for the extraction of sand. This application is for the renewal of the current license as well as a proposal to extend the extraction licensing to include gravel.

### 1.5 Description of Resource

#### *Sand:*

Sand is a naturally occurring granular material composed of finely divided rock and mineral particles. The composition of sand is highly variable, depending on the local rock sources and conditions, but the most common constituent of sand in inland continental settings and non-tropical coastal settings is silica (silicon dioxide, or SiO<sub>2</sub>), usually in the form of quartz.

In 2003, David Lavell & Associates: Consulting Engineers compiled a sand pad material assessment report. Key description of the resource is as follows:

“Without going into too much depth into the theory of soil mechanics, the most commonly used characteristics used to assess soils are particle size and plasticity.

The principal characteristics required of sand for house sand pads are the need to be well graded, possess low plasticity and low percentages of material passing the 0.075mm sieve.

The technical reasons are many, well graded sands for instance will allow particles to slide over each other when compacted, filling voids and thereby increasing density, which in turn is measurable and relates positively to bearing capacity and shear strength of the material.

Plasticity needs to be low, for if the plasticity is high as in clay, the material will react adversely when wet, will be difficult to compact, have low shear strength and will be subject to expansion and contraction as moisture content fluctuates during the seasons. Plasticity in this material from all samples taken was zero.

In addition, if the percentage of material passing the 0.075 sieve is greater than 5%, this usually indicates that the material will be more difficult to compact as it will approach the properties of silt. The material from this reserve had percentages of material passing the 0.075 sieve ranging from 4 to 10. Although 5% is the desirable

maximum, this material in the reserve top to bottom has an average only slightly above this at 7.

Well graded sands are generally less pervious and more stable than those which are poorly graded (uniform gradation). Finer uniform sand approaches the characteristics of silt: ie, decrease in permeability and reduction in stability with increase in moisture. Hence the need to limit the percentage passing the 0.075mm sieve or the upper limit of the definition of silt. Silt is inherently unstable, particularly when moisture is increased.

In conclusion, we reiterate that we consider the sand represented by these samples to be suitable for the use in house sand pads, providing that the sand pad is laid and compacted in accordance with sound engineering principles.”

#### *Gravel:*

Laterite is a commonly used term to describe the material extracted. Brown laterite gravels, consisting of spherical pellets of iron and aluminium oxides are commonly found on the tops of hills along the Darling Range and other areas. Laterite is considered a residual rock, a “duricrust” that is the product of weathering of pre-existing rocks by the action of rainwater, found extensively over parts of Western Australia.

Overlying gravel is frequently termed “natural gravel” while crushed laterite is often referred to as “manufactured gravel” or ferrocrete. Natural gravel is extracted using a loader, placing the resource directly into a truck.

While manufactured gravel is considered to be inherently superior for a number of industries, there are no plans for manufacturing by W.C. & S.J. Wright.

The area and volume of gravel to be excavated during the life of the operation is estimated to be 116,100 tonnes. The area and volume of sand to be excavated during the life of the operation is estimated to be 661,000 tonnes.

## **1.6 Purpose of Proposal**

The aims of this proposal are to;

- Provide a reliable supply of quality dieback-free sand and gravel;
- To comply with Statement of Planning Policy No 2.4 Basic Raw Materials, and Rural Land Policies, which state that basic raw materials should be taken prior to sterilisation of the area by development;
- Reform land surface as closest possible to previous state;
- Revegetate with indigenous species.

## 2.0 PLANNING ISSUES

### 2.1 District Context

W.C. & S.J. Wright Earthmoving has supplied sand for building, construction and client needs for a number of years in the Shire of Chittering as well as neighbouring regions. In a district context, the Shire of Chittering's mineral resources consist predominantly of clay, sands and rock which are concentrated in the southern areas of the Shire. It is anticipated that as development of estates continues that the demand for Chittering's raw materials will increase.

### 2.2 Zoning and Buffer

The site is zoned Agricultural Resource Zone in the Shire of Chittering Town Planning Scheme. Section 4.2.3 of the Shire of Chittering Town Planning Scheme No.6 District Zoning Scheme has this to say on Agricultural Resource Zones:

#### 4.2.3 Agricultural Resource Zone

AMD 21 GG 3/4/09

To preserve productive land suitable for grazing, cropping and intensive horticulture and other compatible productive rural uses in a sustainable manner;

To protect the landform and landscape values of the district against despoliation and land degradation;

To encourage intensive agriculture and associated tourist facilities, where appropriate;

To allow for the extraction of basic raw materials where it is environmentally and socially acceptable.

The Agricultural Resource Zone has the objective of allowing for the extraction of basic raw materials as well as providing for environmental protection. This proposal has been designed to comply with the objectives of the zone.

Basic Raw Materials are covered by Section 5.16 of the Town Planning Scheme. This provides for the extraction of materials provided adequate buffers and environmental management measures are in place. The proposal has been designed to comply with Section 5.16 Basic Raw Materials adequate separation distances are available to dwellings and environmental management proposed. In instances where stipulated separation distances are available to dwellings are of concern, letters of permission will be obtained prior to extractive industry initiation. The closest dwelling to the excavation site is that of R.A. and V.J. Davis, at a distance of approximately 50 meters. W.C. & S.J. Wright have included a letter granting permission for a change of the buffer distance which is already on file with the Shire of Chittering.

State Planning Policy 2.5 (Agricultural and Rural Land Use Planning) makes allowance for the extraction of basic raw minerals. Listed under the Criteria for Preparation of Local Planning Strategies in SPP 2.5 it is Point 9 which states “The location of rural-residential and rural small holdings should avoid any unacceptable impacts on, or sterilisation of, natural primary resources including prospective areas for mineralisation and basic raw materials. . .”

The land owners who occupy the property are the nearest residents and haven given consent of operation. The next nearest residents, N.E. & W.T. Hearn of Lot 23 Reserve Road, Muchea have agreed in writing (see attached) for the re-location of the current buffer zone for Lot 22 Reserve Road, Muchea.

The site is to be progressively rehabilitated by placement of the overburden followed by top soil and pasture which is to be stored on-site so that it will be returned to pastureland, with the addition of ponds being formed.

No blasting is proposed for this operation.

Town Planning Scheme 6 has some Special Control Areas for Basic Raw Materials. The proposed extractive industry does not lie within those Special Control Areas, but extractive industries are not excluded from other areas such as the Agricultural Resource Zone. The proposed extractive industry area does not lie within those Special Control Areas.

### **2.3 End Use**

The surrounding land is used as pastureland in limited capacity. There is a dam along the western edge of the property, but the land has not been used in an agriculturally intensive manner for some time due to being essentially unviable.

W.C. & S.J. Wright Earthmoving will consult with the land owners to ensure that both the aims of the planning scheme and the owners' desires for end result are compatible. It is currently proposed to return the excavated areas to pasture with the planting of some strategically located clumps of native local trees with the addition of a small number of ponds. The land surface will be contoured to match the existing landform of the area and be reformed as a gently undulating surface.

### **2.4 Responsible Authorities and Approvals**

A number of State and Local Government authorities are responsible for overseeing the safety and management of extractive industries in the area. Other authorities have an interest in the proposal but may not hold any responsibility.

#### **Shire of Chittering**

- Issue Extractive Industries licences
- Provides Planning Consent under the current Town Planning Scheme.

#### **Department of Environment and Conservation**

- Oversees enforcement of the Wildlife Protection Act 1950.

- Oversees any potentially significant environmental impacts resulting from excavation of sand.

**Department of Water**

- In combination with the Department of Environment and Conservation has an input in water management and the quality of water in rivers, creeks, and groundwater.
- Issues guidelines for water quality management for extractive industries.

**FESA (Fire & Emergency Services Authority**

- Ensures the implementation of suitable Fire Management.

**Main Roads**

- Responsible for construction, use and maintenance of Great Northern Highway.

**2.5 Community Consultation**

W.C. & S.J. Wright Earthmoving have operated on the current excavation site since 2008 and have received no complaints in reference to this operation. Therefore no community consultation has been conducted.

**3.0 EXISTING ENVIRONMENT****3.1 Topography and Geology**

The area of the proposed extraction pit is within the Mogumber formation primarily Mg1 and Mg2 which are gently undulating rises and low hills with some paleo breakaways consisting of coarse rough faced gravely white and pale yellow sands which may become clayey sands at depth and overlying laterite.

The site itself is gently inclined or flat, with the area generally belonging to the edge of the Dandaragan Plateau:



“The Dandaragan Plateau is geologically part of the Swan Coastal Plain and is separated from the other major landform elements identified on the Plain by the Gingin Scarp. The Dandaragan Plateau has lower relief than the Darling Plateau and is a wedge-shaped landform of about 200 metres in elevation. Soils are predominantly deep grey or pale brown sands with outcropping laterite areas. At times the laterites are overlaid with sand. Brown or red earthy sands are found along the valleys.”

(Sourced from Swan Region Strategy for Natural Resource Management, Appendix 8)

### 3.2 Climate

Local climate under Köppen climate classification is best defined as Mediterranean. This climate type is characterised by warm to hot, dry summers and mild to cool, wet winters. Climate data is recorded at Pearce RAAF Base.

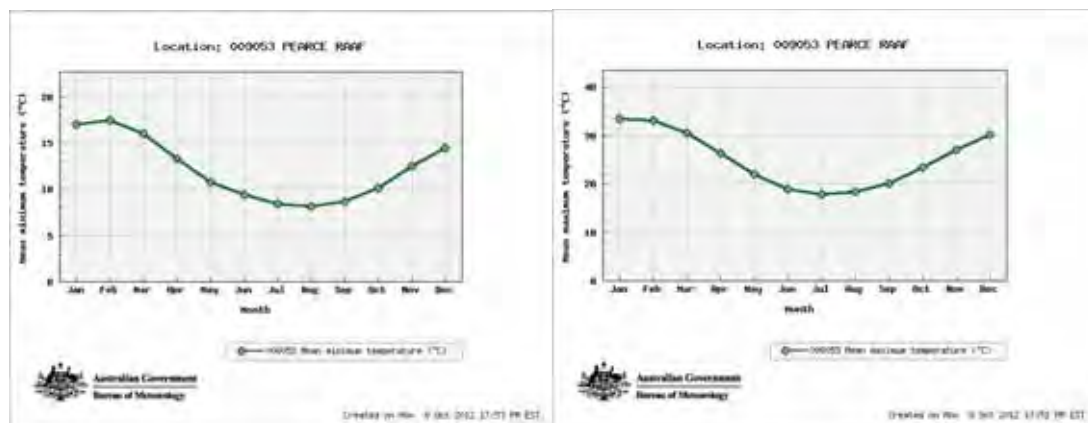


Figure 2: Average Temperatures, BoM

Summer maximum temperatures range from approximately 39-40 °C in the hottest months down to 8-9°C in winter. Rainfall as recorded by Pearce RAAF Base averages about 683 mm (BOM 2012).

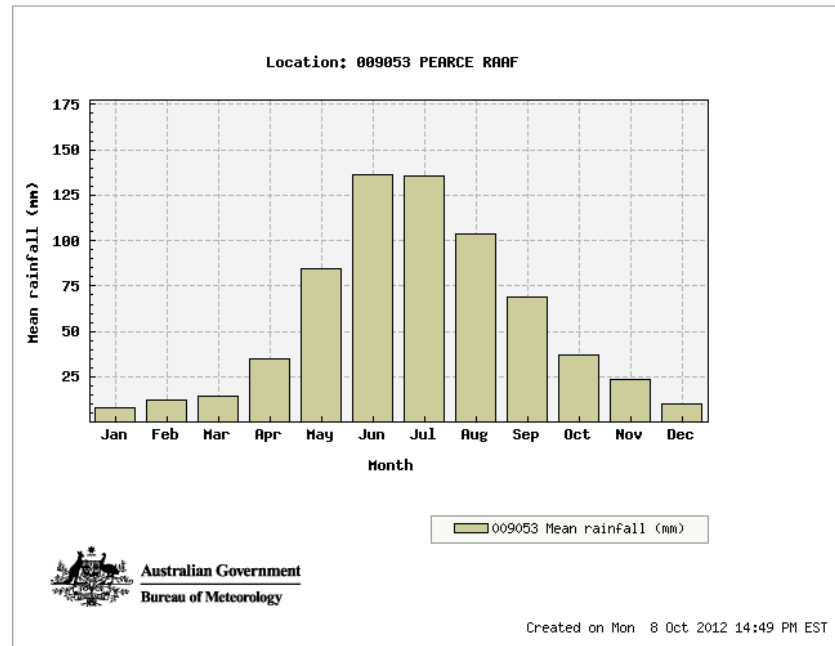


Figure 3: Annual Median Rainfall for Pearce RAAF

### 3.3 Regolith and Soils

The area of the proposed extraction pit is within the Mogumber formation primarily Mg1 and Mg2 which are gently undulating rises and low hills with some paleo breakaways consisting of coarse rough faced gravely white and pale yellow sands which may become clayey sands at depth and overlying laterite.

### 3.4 Hydrology

Rocky Creek runs through a property adjacent to the lot for proposed extraction. The creek is approximately 450 meters from the nearest edge of proposed operation. The winter water table is reported to be 21 meters below the surface in proposed extractive areas, placing us well above the water table.

The closest wetlands are to be found to the west on lots 22 and 23 on Reserve Road. The rehabilitation of Lot 23 Reserve Road has been completed, while the progressive rehabilitation of the wetlands on Lot 22 Reserve Road is still in the early stages. It is intended that they will be further enhanced by the creation of ponds for the outcome of viable wetlands and rehabilitation. It is not anticipated that the activity of this proposal will affect these wetlands.

### 3.5 Flora

The condition of the vegetation of the site was determined as being “Completely Degraded: No longer intact; completely almost completely without native species” on Keighery’s 1994 condition scale (DEC, 2011). Commentary from DEC notes that “there is a complete lack of understorey species and this vegetation is considered to be in a completely degraded (Keighery, 1994) condition and is unlikely to be representative of mapped vegetation communities” (DEC, 2011). The proposed extraction will therefore have limited impact on the botanical environment of the locality.

Condition Scale	Description
Pristine (1)	Pristine or nearly so, no obvious signs of disturbance.
Excellent (2)	Vegetation structure intact, disturbance affecting individual species and weeds are non-aggressive species.
Very Good (3)	Vegetation structure altered, obvious signs of disturbance. For example, disturbance to vegetation structure caused by repeated fires, the presence of some more aggressive weeds, dieback, logging and grazing.
Good (4)	Vegetation structure significantly altered by very obvious signs of multiple disturbances. Retains basic vegetation structure or ability to regenerate it. For example, disturbance to vegetation structure caused by very frequent fires, the presence of some very aggressive weeds at high density, partial clearing, dieback and grazing.
Degraded (5)	Basic vegetation structure severely impacted by disturbance. Scope for regeneration but not to a state approaching good condition without intensive management. For example, disturbance to vegetation structure caused by frequent fires, the presence of very aggressive weeds, partial clearing, dieback and grazing.
Completely Degraded (6)	The structure of the vegetation is no longer intact and the area is completely or almost completely without native species. These areas are often described as ‘parkland cleared’ with the flora comprising weed or crop species with isolated native trees or shrubs.

Table 1: Summary of Vegetation Condition Scale as developed by Keighery (1994) and as summarized in Bush Forever (Government of Western Australia 2000).

### 3.6 Fauna

A formal fauna study was not conducted due to the level of clearing in the resource area. Kangaroos are frequent and reptiles are likely to be found on the site, including skinks, goannas, and snakes etc that are local to the area.

The Department of Sustainability, Environment, Water, Population and Communities Protected Matters Search Tool identified one mammal, the Chuditch or Western Quoll (*Dasyurus geoffroii*) with “species or species habitat likely to occur within the area.” The Chuditch is considered to be of national environmental significance and is listed as vulnerable under the Environmental Protection and Biodiversity Conservation (EPBC) Act, 1999.

Chudich population distribution is restricted to the south-west of Western Australia with the species being associated with Jarrah forest (*Eucalyptus marginate*) vegetation with populations identified as far north as Kalbarri National Park (SMEC, 2010). As the area to be excavated is listed as ‘completely degraded’ with no undergrowth (DEC 2011), the likelihood of Chuditch occurrence is low for the proposed extractive area.

The other species of interest noted is the Carnaby’s Black-Cockatoo (*Calyptorhynchus latirostris*) with “breeding likely to occur within area.” No hollows were observed during a site inspection (DEC 2011) and the clearing permit decision report notes “the proposed clearing is unlikely to comprise significant habitat for Carnaby’s cockatoos that have been recorded within the local area.” (DEC 2011). As a result, Referral to the Department of Sustainability, Environment, Water, Population and Communities is not deemed necessary.

### 3.7 Aboriginal Sites

The site is on private property and has no current recreational status or registered heritage significance either Aboriginal or European.

## 4.0 EXCAVATION PROGRAMME

#### 4.1 Topsoil Removal and Method

Minimal clearing of remnant vegetation is required as the area is pasture with scattered trees which will need to be removed throughout the project process. We note the requirement for a licence under Part V of the Environmental Protection Act 1986. W.C. & S.J. Wright Earthmoving was approved by the Department of Environment and Conservation to remove 45 native trees in August of 2011. A copy of this permit is available for the public to view, as required by regulations.

Topsoil to a depth of 150mm or as stipulated by Council will be removed from the extraction area and stored on site for rehabilitation of the site during progression of the project. A bund will be created using topsoil to prevent runoff into the neighbouring reserve with a maximum of 1 hectare being stripped at any one time.

The topsoil will be removed using loader and will be stockpiled on site for rehabilitation purposes.

##### *Topsoil and Overburden Removal*

- 1.) Where possible topsoil and overburden is to be directly transferred from an area being cleared to an area to be rehabilitated. Where it is not possible the topsoil is stored in low dumps for future use in rehabilitation.
- 2.) Overburden which constitutes the top 300 mm is pushed into low bunds at the edge of the excavated property to provide visual and noise screening where required.
- 3.) Where possible soil clearing and reconstruction is undertaken in wetter months.

#### **4.2 Area and Depth of Excavation**

The area of excavation will be in two stages for each material. Stage one sand will be approximately 7.6 hectares and stage two of sand will be approximately 7.8 hectares. Each excavation area of sand will have an approximate depth of 3.2m.

The area of gravel excavated will be approximately 2.3 hectares in stage one and approximately 4.3 hectares for stage 2. Each area excavated for gravel extraction will have an approximate depth of 1.1m.

#### **4.3 Staging and Timing**

At this point in time it is difficult to estimate the rate of excavation as rate will be dependent on market demand. Transport of material from the site will vary with some busy times such as when a particular contract is being filled, to other times when little or no material is extracted.

In regards to sand extraction, the excavation programme is anticipated to take place in two stages. Rehabilitation is planned to progressively follow excavation in an effort to reduce the area of excavation open at any one time. Excavation of gravel is projected to occur in three stages in an area neighbouring the sand extraction site. The active area for excavation is not anticipated to exceed one hectare at any one time. Please refer to the map below for the proposed staging.

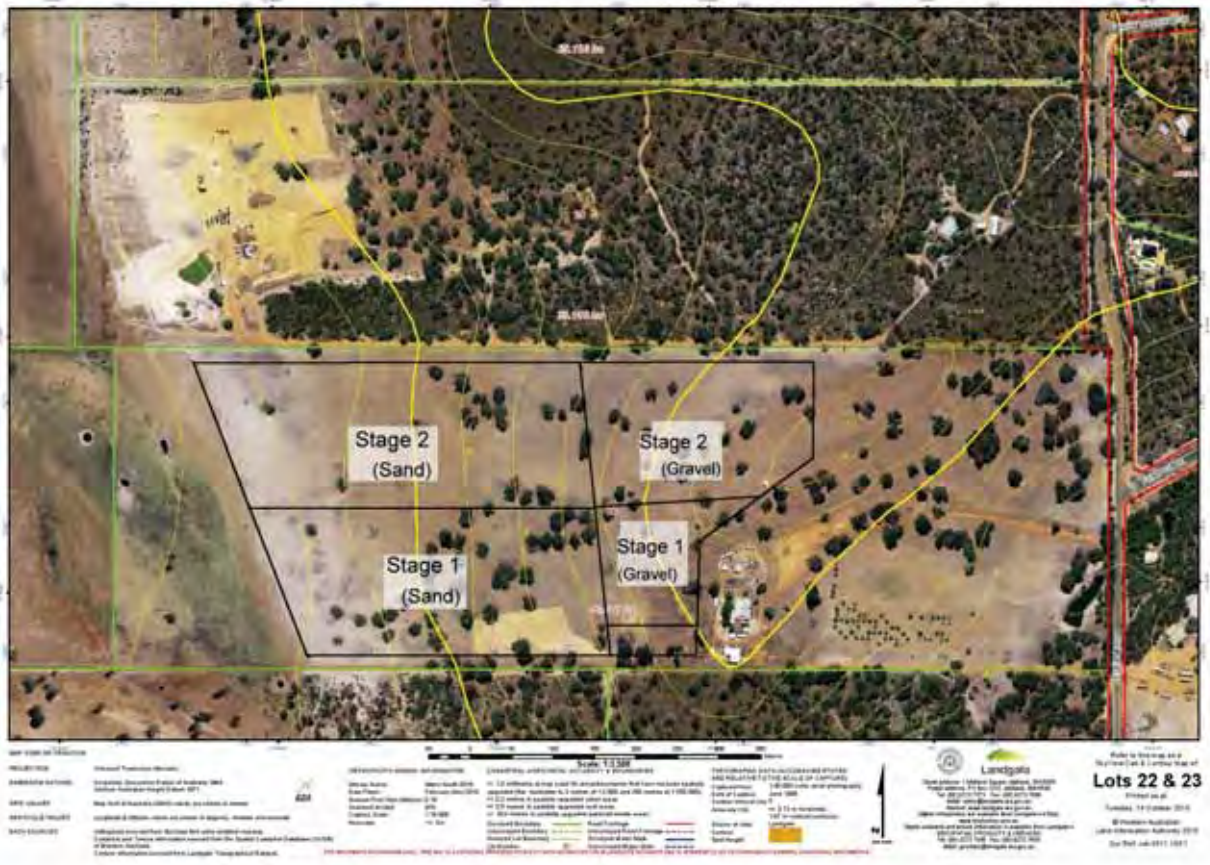


Figure 4: Proposed Stages of Excavation

The operation is to proceed in the following stages:

- Sand, stage one: 7.6 hectares
- Gravel, stage one: 2.3 hectares

- Sand, stage two: 7.8 hectares
- Gravel, stage two: 4.3 hectares

It is expected for stages one of sand and gravel to be excavated concurrently. The nature of the excavation means that it is difficult to commence rehabilitation of the floor of the extractive area until the underlying resources have been removed. The life of the operation is anticipated to be a total of 10 years.

**4.4 Annual Quantity of Resource Removal**

The estimated tonnage rate for the five-year period for which approval is sought is an average 100000 tonnes per year. This amounts to approximately 8 truck loads per day.

It is anticipated that the full life of the extraction would be ten years. There is no requirement or plans for screening, milling, and sizing, separation of material or blasting. The only equipment used on site will be a wheel loader used to load trucks, a grader and small dozer to push up material as well as be used for maintenance of access road and assist with rehabilitation.

#### 4.5 Hours of Operation

It is anticipated that the pit will be worked and product transported intermittently.

The number of days on which excavation and transport is carried out will depend on the number and type of resources to be extracted. As per recommendations by the Shire of Chittering Planning, the hours of operation will be limited to 0600 to 1800 hours Monday to Friday and 0730 to 1700 hours on Saturday.

There will be no work on Sundays and Public Holidays unless written permission of the Shire Council is obtained. The only other exception would be due to an emergency where equipment is requested or needed.

#### 4.6 Machinery and Equipment

The operation will use modern equipment that is regularly serviced. All equipment will be serviced on-site by mobile service vehicles for minor servicing with major services for equipment being conducted off-site.

<b>Proposed Equipment</b>	<b>Comment</b>
Bulldozer	Removal of resource. Rehabilitation.
Water Tanker	Used for dust suppression on the floor and the service road as required. Water is to be from a licensed water source.
Loader	Loading and handling sand and products.
Fuel Storage	Fuel is proposed to be stored off-site.
Grader	Assist in topsoil stripping and rehabilitation. Maintain roads.

Table 2: Proposed Equipment for Use



#### **4.7 Access, Transport and Security**

Access from the site will be via an existing property entrance to Reserve Road, then to Great Northern Highway (unless it is for delivery to a property on Reserve Road). The site will be accessed via a gravel road from Reserve Road following an existing track that can be seen in an aerial map on the southern property boundary. This road is to be converted to bitumen during the course of excavation.

The distance from the pit to the job site using the sand will control truck movements. This will be an average of 8 truck movements per day. If all deliveries were to be made to developments in close proximity to the pit there could be a possibility of more.

The site will not require security fencing apart from normal farm fencing and appropriate signage due to location of extractive industry.

#### **4.8 Work Force**

The workforce will vary depending on the level of operation but can be expected to be 1 to 3 persons working on-site at any one time.

#### **4.9 Water Use and Site Drainage**

Water is to be used for dust suppression as required. It is proposed that water used on site will be drawn from a nearby licensed water source located on the property. Water usage is to be mainly for dust suppression. Drinking water is to be brought to the site as needed and provided by an on-site water tank.

All water collected from rainfall will be contained in the pit by the slope of the floor and the pit walls. As the pit will be limited to sand and gravel extraction, the base of the pit will remain permeable.

Areas to be rehabilitated will be formed, ripped and seeded to minimise runoff.

## 5.0. ENVIRONMENTAL MANAGEMENT

### 5.1 Aesthetics

The proposed sand extractive industry will be screened from Great Northern Highway and Reserve Road in a manner similar to that of the neighbouring sand extractive industry and on site.

The potential for rubbish to be dumped and impact land aesthetics relates mainly to unauthorised access and is nonexistent as the site is set well back from Great Northern Highway. Gates will be locked at all times when the site is unmanned and equipment is retained on site. Farm fences will be maintained.

### 5.2 Noise and Dust

Noise is controlled by the *Environmental Protection (Noise) Regulations 1997*. Dust emissions fall under the *Guidance for the Assessment of Environmental Factors, EPA, March 2000*.

Noise and dust levels are to be constantly monitored and managed. Dust will be minimised by the use of a water tanker sprayer as deemed necessary, the operator having access to ample capacity to provide water for this procedure.

Trucks and machinery to be used on site are maintained regularly and being late models, they meet all current noise restriction standards. The only equipment used in operation is a single wheel loader for filling trucks. A grader, water cart and small dozer will be used as required to ensure access road is maintained and assist with the rehabilitation and topsoil stripping.

The methods used to suppress dust are listed below. The generation of dust and its impact is minimised by;

1. Clearing and reinstating vegetation, topsoil and overburden is confined to the wetter months, April to October, where possible.

2. All workers have access to dust masks for use if required though is not seen as a requirement.
3. Completed sections of the area are to be rehabilitated as soon as is practical to reduce the area of open ground.
4. A water tanker is to be maintained on site as necessary to ensure adequate wetting down of the operations. A licence exists on Lot 22 and will be used as a source of water.
5. The access road will be watered as required through the year to reduce dust generation.
6. Loads likely to generate dust are to be adequately covered and/or moistened prior to leaving the pit.
7. A record of all dust complaints are to be retained together with the mitigation measures to be used to reduce the dust impacts.

### **5.3 Soil Erosion**

In the event of soil erosion on any excavated site we will water the affected area with a water truck if required. Proposed evacuated areas that have not had the topsoil removed will not have erosion issues as these areas are pastured.

#### *Erosion Control*

- 1.) Water erosion control measures are described in "Landform Reconstruction and Contouring." With the low slopes runoff is minimal to nonexistent.
- 2.) As the final slopes are similar to the pre-excavation slopes, soil erosion issues of the reconstructed soils are not significantly different to those on normal farming properties in the area.

### **5.4 Pit Water Management**

A bund will be constructed to prevent all rain run-off from entering the nature reserve to the south of the site.

### 5.5 Water Quality

The extraction of sand is a chemical free operation with the only liquids used being lubricants for machinery. It is one of the few industries that are permitted to operate in Priority Public Drinking Water Source Areas.

*Groundwater will be protected by the following:*

- Extraction and processing of sand is a chemically free operation with the only liquids being used are lubricants for machinery.
- No potential chemical pollutants are to be kept on site. Minor servicing is conducted onsite by mobile service vehicles in bunded area.
- The only water anticipated to be within the pit area is precipitation that falls within the pit.
- Major servicing of large machinery is only undertaken offsite.
- The Reserve Road access road will have locked gates and fences when the site is unmanned to prevent illegal dumping of rubbish.
- Rubbish generated is recycled wherever possible and periodically disposed of at an approved landfill site. Any illegally dumped materials are to be removed promptly to an approved landfill or other suitable site, depending on the nature of the material.

### 5.6 Flora and Fauna

Feral animals such as rabbits and foxes are also likely to be found on the development site. No significant flora exists on the site, and any remnants are too small to be considered for conservation. No vegetation on site has been found to be significant with respect to vegetation condition, species and community type. The site is parkland cleared with scattered clumps of regrowth Jarrah and Marri trees and will be returned to a similar form.

As the site will be progressively cleared and rehabilitated there should be temporary and minimal interruption to flora and fauna. Any site rehabilitation will improve the soil for revegetation.

### 5.7 Safety

Safety practices must be employed to protect both the workers as well as the general public. The proposed location for this industry is surrounded by perimeter fencing. Locked gates will be maintained at all times when the site is not manned. WorkSafe standards will be practiced on-site.

### 5.8 Refuelling

Refuelling of the loader and other machinery, if on-site, will occur in an area created for that purpose. Fuel may be stored on site but primarily it will be transported to machinery as required in a 300-litre tank mounted on a light vehicle. All equipment is mobile and moves across the site as excavation proceeds. Refuelling from mobile tankers is to be used. This method is undertaken on most mine and construction sites as well as many farming properties.

Soils such as this are highly porous and absorptive. The main risk of contamination is the minor drips that occur during the removal of hoses etc. Minor spills are quickly degraded by soil microbial matter.

### 5.9 Dieback

The remnant vegetation has been subjected to grazing over a period of years.

Soil samples were taken on lots 22 and 23 initially to provide an appraisal of whether it was likely the bushland to the north of the sand extractive site showed no evidence of die-back caused by *Phytophthora*.

Die-back is a root rotting disease which causes the decline and death of susceptible native flora, most particularly members of the Families Proteacea (Banksia) and Myrtaceae (Eucalypts). Disease susceptibility is exacerbated by ground disturbance and by elevation of the local water table. Disease symptoms are the death of leaves from the top of the tree downward, followed by the death of trees. Roots from around the grown area become soft and darkened. Peter Keating, the managing director of Bioscience provided the following assessment in 2004 for lot 23:

“A drive through the bushland revealed many stands of Jarrah (*Eucalyptus marginate*) and Bull Banksia (*Banksia grandis*). Both of these species are particularly susceptible

to die-back. All Jarrah and Banksia trees seen throughout the property were vigorous and healthy. It was also noted that there were plentiful saplings of both species. The understory also appeared to be diverse and healthy. These findings occurred throughout the property, including in disturbed soils along roads and firebreaks and in undisturbed areas.

Bioscience concludes that the area does not appear to be suffering from any effects of die-back.”

All samples taken on lots 22 and 23 for the past two years have been negative for dieback.

The final land surface is to be formed and rehabilitated to parkland pasture to encourage infiltration and discourage pooling of water to reduce the potential for damp spots which might encourage dieback disease.

#### *Dieback Management Program*

- The pit will be formed to prevent water from leaving the pit and entering remnant vegetation.
- Secure the site from unwanted access.
- Restrict road transport to the stockpile loading and access areas.
- Maintain procedures for the prompt removal of any rubbish or dumped materials.

#### **5.10 Acid Sulphate Soils**

There has been a marked increase in the interest of acid sulphate soils since the release of the WAPC Planning Bulletin 64.

For a sandy soil to be confirmed an actual acid sulphate soil (AASS) it must have a field pH ( $pH_F$ ) less than 4 and have total sulphur content greater than 0.03%. For a sandy soil to be a potential acid sulphate soil (PASS) it must exhibit a  $pH_{FOX}$  (pH measured after oxidation of the soil with hydrogen peroxide) less than 3, and/or have a reduction from  $pH_F$  to  $pH_{FOX}$  of at least 2 pH units AND have total sulphur content greater than

0.03%. Samples on lot 22 have been gathered annually for the past two years and have been classified as Non Acid Sulfate Soils (NASS).

Most recent test results for Lot 22 are listed below:

	Lot 22 Reserve Road, Muchea
<b>pH<sub>F</sub></b>	5.75
<b>pH<sub>FOX</sub></b>	4.93
<b>Δ pH</b>	0.82
<b>Peroxide Reaction</b>	Low
<b>Sulfur (%)</b>	<0.01
<b>Carbon (%)</b>	0.06

Table 3: Most Recent Results for Acid Sulphate Soil Testing

### 5.11 Weeds

Persistent weed control is important to prevent colonisation from neighbouring areas. It is desirable that the site does not become a haven for environmental weeds.

The essential aspects of weed management are as follows:

- No plant, soil or fill material is brought to the site unless for rehabilitation purposes.
- The site will continue to be secured to prevent illegal dumping of rubbish.
- All rubbish is promptly removed.
- The site is monitored for the introduction of declared weeds. Environmental and declared weeds will be sprayed, grubbed out or removed.
- Identified weeds are to be promptly removed.

### 5.12 Fire Management

There is little potential fire risk from extractive operations of this type. The site itself will form a natural firebreak. However, fire is always a potential risk in remnant vegetation

and rehabilitated vegetation and it is considered prudent to have a fire management plan prepared.

Perimeter firebreaks will be maintained and water from the lot will be available for fire fighting. A farming property must maintain fire management and provide a suitable means of control of fire during the summer months. All vehicles and equipment are outfitted with fire extinguishers in case of emergency. W.C. & S.J. Wright Earthmoving will also have a Fire Control Officer on-site at all times while operational and has supplied maps detailing an evacuation/muster point in the event of emergency on business premises (see below).

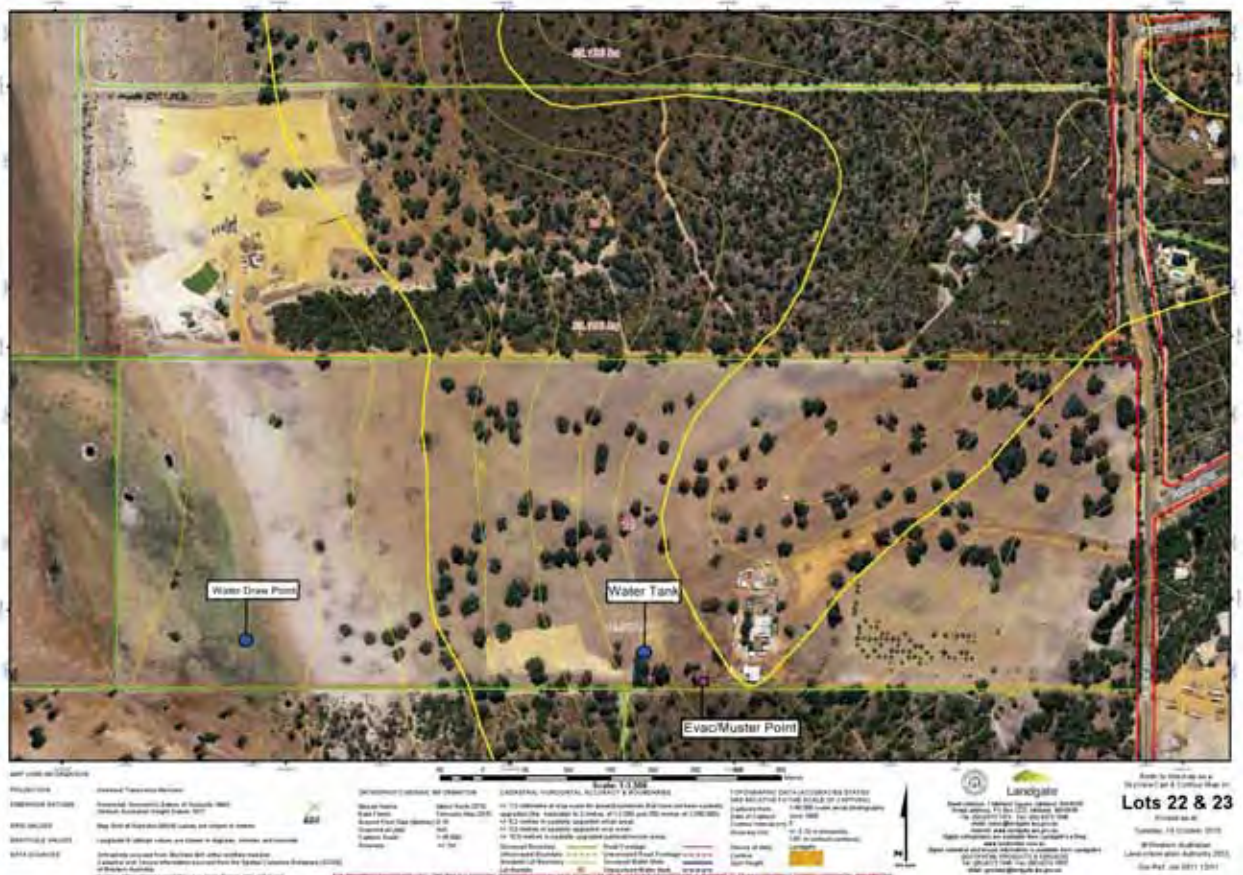


Figure 5: Evacuation/Muster Point

External Fire Risks



Surrounding the site there are fragmented landscapes with areas of remnant bushland interspersed with cleared paddock areas as well as a bush reserve to the south. The predominant fire risk associated with the site is the property to the south bordering Great Northern Highway. Heavily vegetated areas (Extreme Risks) under hot conditions can give rise to hot and intense fires. The following fire control methods should be enforced at all times during summer periods.

*Fire control methods:*

- Fire break maintenance will occur annually before October 16th (prior to Fire Season);
- Clear a firebreak of all flammable material, for a width of no less than three metres (3m), immediately inside the external boundaries of the property;
- Areas cleared for any prescribed burning or burning off require a twenty metre (20m) firebreak;
- Abide by Shire imposed Vehicle Movement and/or Harvest ban due to dangerous fire weather conditions or if there are bush fires already burning during the Restricted and Prohibited Burning Times (i.e. High-Very High Fire Danger days); and
- Maintain an accessible water source for fire fighting purposes (proposed to be in the form of a dam); and
- A mobile fire fighting appliance dedicated to fire fighting operations is located on the property at all times during summer operations. W.C. & S.J. Wright Earthmoving keeps a water cart based on-site with ample water supply in the form of a tank capable of holding approximately three hundred and fifty thousand liters, in addition to the water access point approved by the Department of Water.

## 6.0. REHABILITATION PROGRAMME

### 6.1 Storage Location of Topsoil

Overburden which constitutes the top 300 mm is pushed into low bunds at the edge of the excavated property to provide visual and noise screening where required. Where possible topsoil and overburden is to be directly transferred from an area being cleared to an area to be rehabilitated. Where it is not possible the topsoil is stored in low dumps for future use in rehabilitation.

### 6.2 Method of Topsoil Replacement

- 1.) The floor of the excavation is to be deep ripped in a grid pattern at one metre intervals and mixed to form a gravelly loam over clay manufactured soil to provide a base for seeding to pasture and the planting of clumps of trees and shrubs.
- 2.) A sub-soil gravel or sand topsoil overburden is to be spread over the deep ripped quarry floor.
- 3.) The reconstructed soil is then to be “raked” by rake-bucket with machinery to remove cobble size stone from reconstructed soils.
- 4.) Top soil taken directly from an area being cleared is to be spread over the area being rehabilitated. The soil is then left soft and uncompacted to allow for water penetration and thus better growth conditions.

### 6.3 Plant Species for Rehabilitation

Types of plants to be planted are all local natives. A proposed list of revegetation species is supplied below:

<i>Species Name</i>	<i>Plant Type (Tree/Tall Shrub/Small Shrub)</i>	<i>Area to Revegetate (water area/pasture area)</i>	<i>Common Name</i>
<i>Acacia saligna</i>	Tree	Pasture area	Orange Wattle/ WA Golden Wattle
<i>Allocasuarina fraseriana</i>	Tree		Sheoak
<i>Eucalyptus todtiana</i>	Tree	Pasture area	Coastal Blackbutt
<i>Eucalyptus wandoo</i>	Tree		Wandoo

<i>Jacksonia furcellata</i>	Tall Shrub	Water area/Pasture area	Grey Stinkwood
<i>Callistemon phoeniceus</i>	Tall Shrub	Water area	Lesser Bottlebrush
<i>Casuarina obesa</i>	Tree	Water area/Pasture area	Swamp Sheoak
<i>Adenanthos cygnorum</i>	Tall Shrub	Water area/Pasture area	Common Woollybush
<i>Ficinia nodosa</i>	grass	Water area	Knobby Club-Rush

Table 4: Proposed Species List for Revegetation

**6.4 Landform End Use**

The objectives of the rehabilitation plan are to restore the site to parkland pasture.

Completion criteria will be:

- *A self sustaining cover of pasture with clumps of local native tree and shrub species*
- *An average of 80 tree and shrub stems per hectare in clumps on the excavated quarry floor, to be discussed with Shire and Landowner*
- *Weed species at levels not likely to threaten the native species.*

*Landform Reconstruction and Contouring*

- The final landform is to be a gently sloping surface approximately 2-3 meters below the current land surface.
- Final slopes are to approximately match the existing land surface.

**6.5 Maintenance**

- 1.) The preferred method of revegetation is to use the seed from existing topsoil to provide pasture. However, this may be deficient and in such a case seeding is conducted to Department of Agriculture guidelines.
- 2.) Rehabilitation is carried out progressively during available winter months following the restoration earth works. Leaving the completed earth works for one season reduces the success of rehabilitation significantly due to compaction effects.

- 3.) Seeds of pasture species are spread during autumn if there is insufficient seed in the existing topsoil. Seeding is normally to be undertaken by the land holder or a contractor.
- 4.) Trees are to be planted as tube plants in winter. Prior to planting the ground is deep ripped and the competition from pasture species is to be removed mechanically. Tree restoration will be carried out in conjunction with Landcare and the landowner.
- 5.) Tube plants are to be established in low undulations and not on the high points of furrowed soil. The planting rate is 80 stems per hectare in clumps.

## 7.0 MONITORING AND REPORTING

### 7.1 Elements to be Monitored

There is no evidence which suggests that this operation will disturb acid sulphate soils as the area is labelled 'low risk.' There are no signs or local knowledge which indicate the presence of acid sulphate soils. Should there be evidence of acid sulphate soils encountered, the area concerned will be covered, marked and no disturbance made. Please refer to acid sulphate soil testing results.

There is no evidence of *Phytophthora cinnamomi* (dieback) on the lot.

Soil samples will be provided to BioScience (A business specialising in analysis, research and consulting) or another suitable lab for testing of dieback and Acid Sulphate Soils. The testing methods for each of these analyses are delineated in their respective analysis reports.

Monitoring includes visual assessments and, where necessary, counts to determine the rehabilitation and restoration. During late summer an assessment of the success of the rehabilitation is to be made to determine the rehabilitation requirements for the following winter. Steps are to be taken as necessary to correct any deficiencies in the vegetation.

**7.2 Sampling and Reporting Frequency**

For each year the lot is used for excavation purposes, samples will be tested for Acid Sulphate Soils and *Phytophthora* (dieback) to be presented to the Shire of Chittering as required.

### References

Bureau of Meteorology Climate Data Gingin accessed 08/10/12:  
<http://www.bom.gov.au/climate/data/index.shtml>

DEC (2011) Site Inspection Report for Clearing Permit Application CPS 4366/1 Lot 22 Reserve Road, Muchea. Site inspection undertaken 13/06/2011. Department of Environment and Conservation, Western Australia (DEC REF: A404966).

Perth Region NRM (2008) Swan Region Strategy for Natural Resource Management. Perth Region Natural Resource Management accessed 15/10/12:  
<http://www.perthregionnrm.com/media/4081/appendix%2008%20-%20major%20landform%20elements%20in%20the%20swan%20region.pdf>

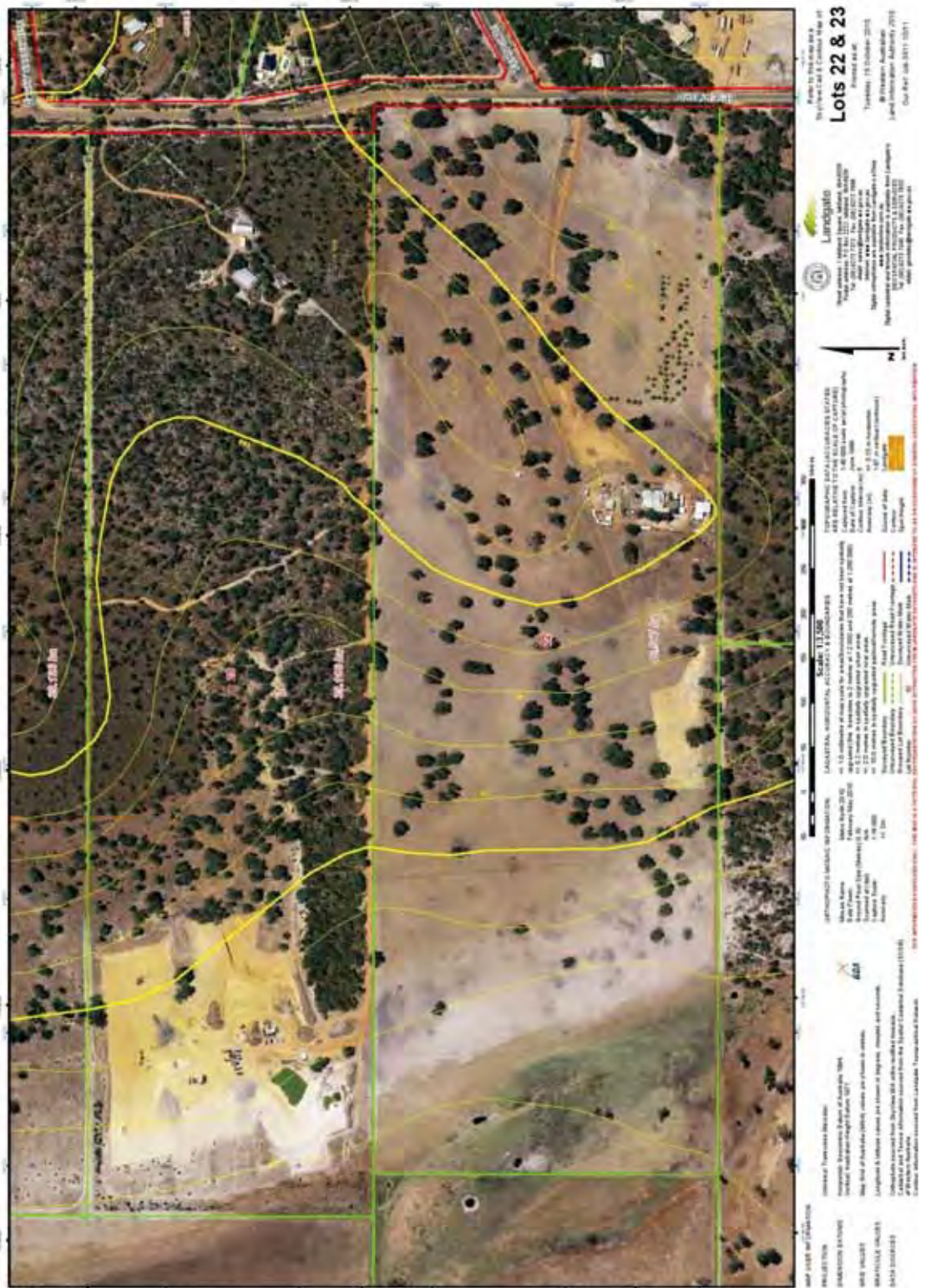


Figure 6. Locality Map, Supplementary

Note: Great Northern Highway (not pictured) is noted as being approximately 550m SE of the proposed site.

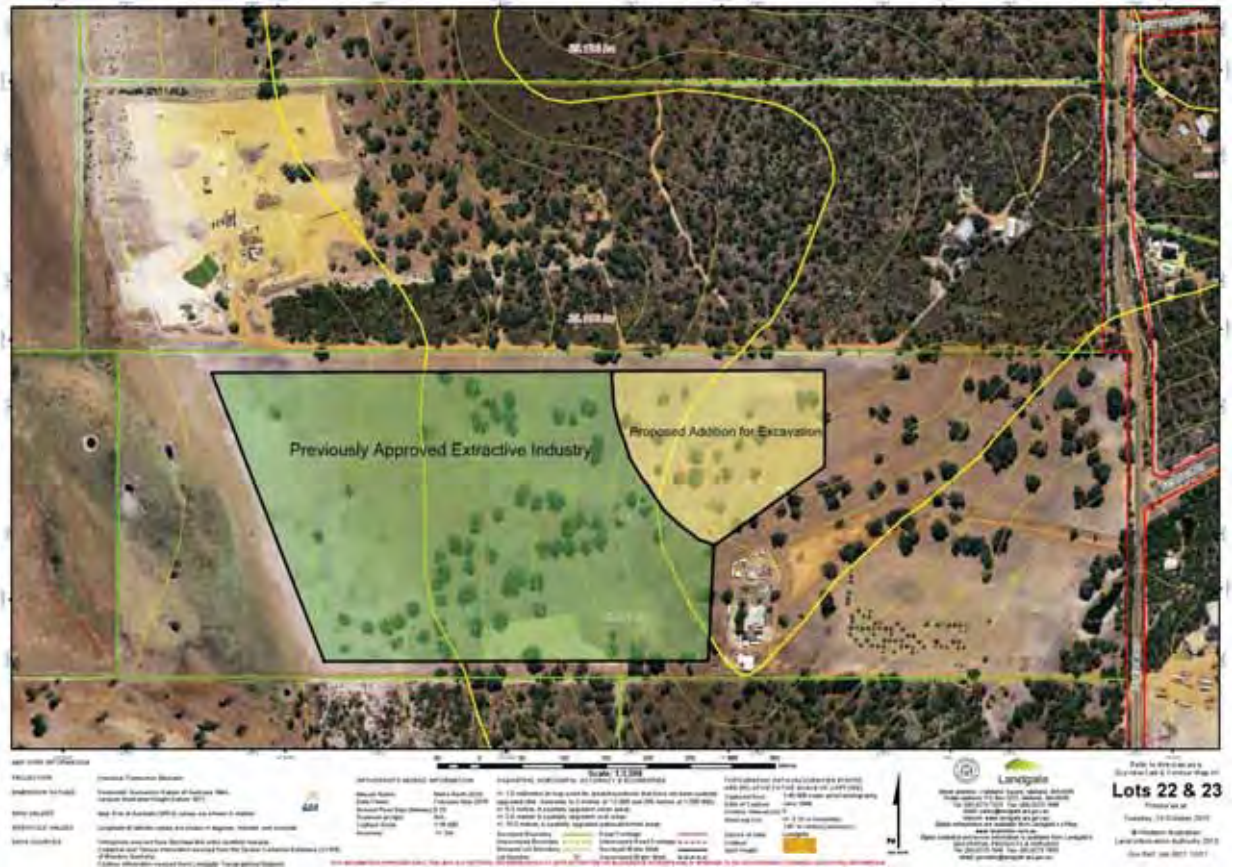


Figure 7. Ortho-photo with anticipated and extension





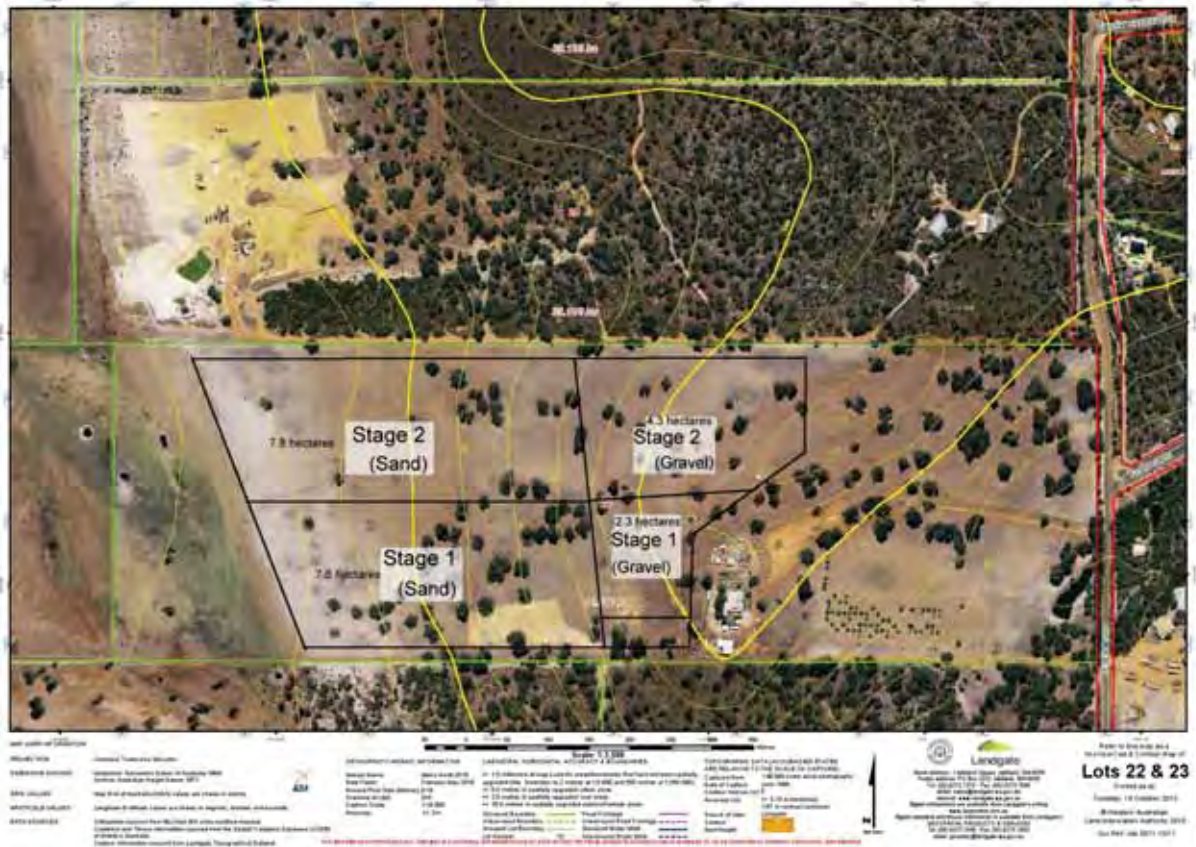


Figure 9: Staging of Site

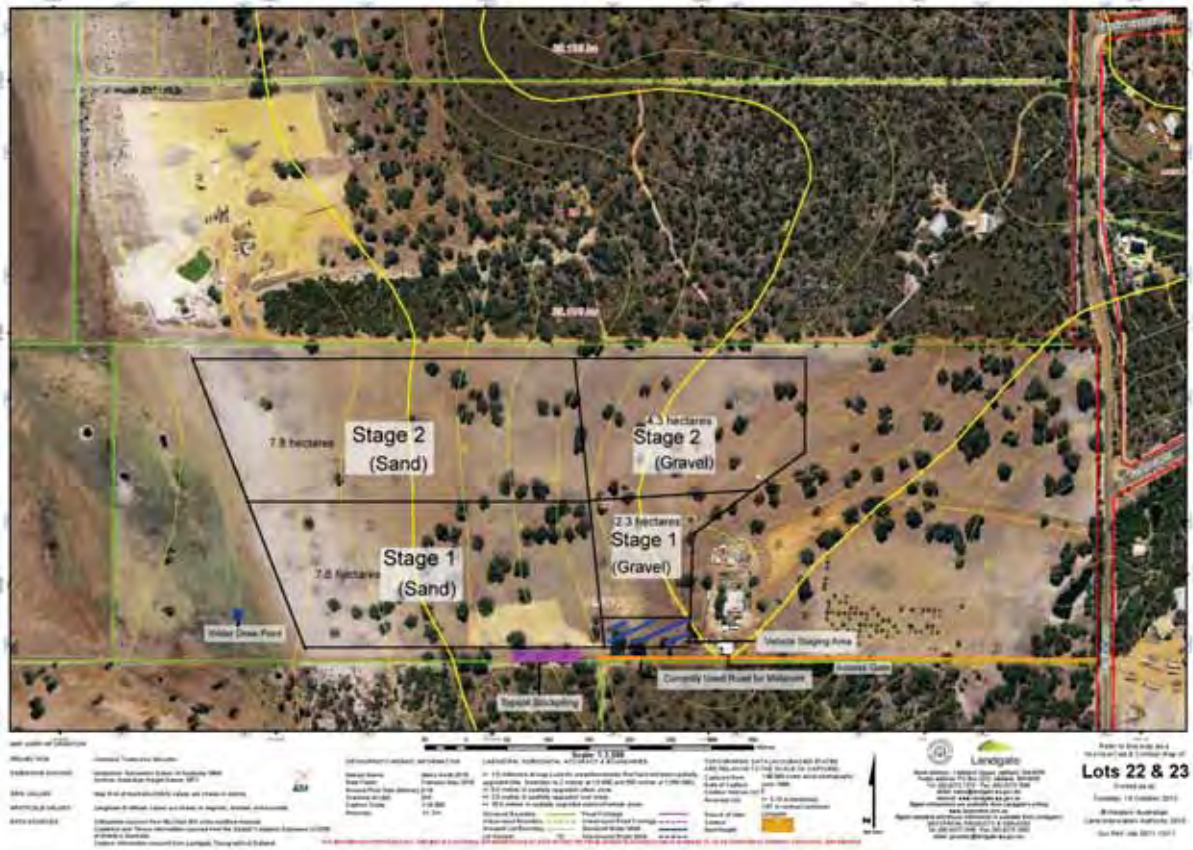


Figure 10: Site Management

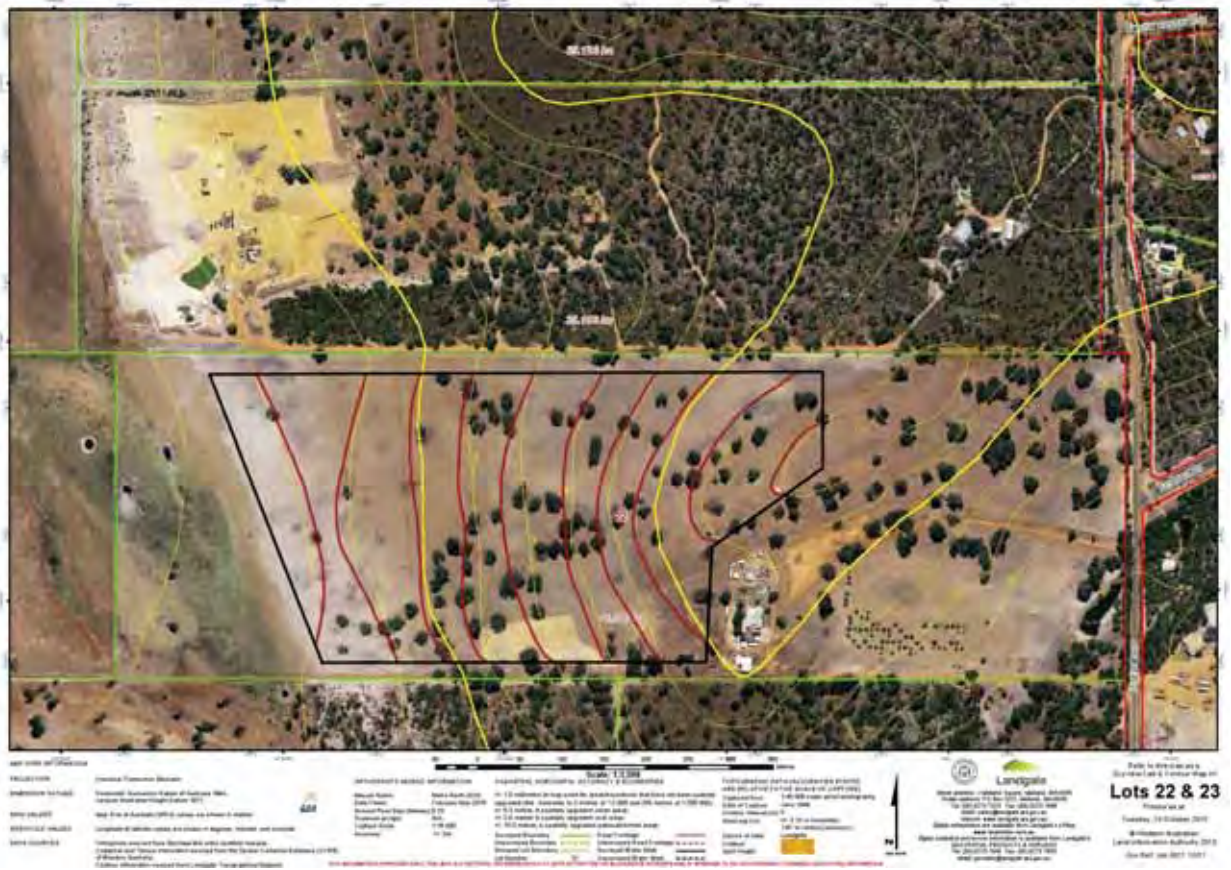


Figure 11: Finished Site Contours (denoted in red)

R.A. & V.J. Davies  
P.O. Box 71  
Mueha W. A. 6501

8<sup>th</sup> June 2011

Shire of Chittering  
P.O. Box 70  
Bindoon, WA 6051

Dear Sir/Madam,


I, Robert Davies hereby give approval for the extractive licence held by Wayne C. Wright to come to within 50 metres of our house.

I, Robert Davies also have no issues with the removal of trees within the extractive license area and no issue with trees being cleared to within 50 metres of our house.

We can be contacted on 9571-0038 should you require further information.

Yours faithfully,

R.A. & V.J. Davies



8/6/2011

Appendix 1: Davis letter, stating permission to move buffer and remove vegetation



18030432111107 ACN 1044071111  
 625 WARTON ROAD FORRESTDALE WESTERN AUSTRALIA 6112  
 PO BOX 5466 CANNINGVALE WESTERN AUSTRALIA 6155  
 TELEPHONE (08) 9397 2445 FACSIMILE (08) 9397 2447  
 EMAIL: bioscience@biosciencewa.com.au  
 WEBSITE: www.biosciencewa.com

ANALYSIS REPORT: 5<sup>th</sup> October 2010

**CLIENT:** W.C. and S.J. Wright

**ANALYSIS REQUESTED:** Acid-sulphate soil analysis x2, Phytophthora assays x2

**SAMPLES:** 6<sup>th</sup> August 2010

**RESULTS:**

	<b>Lot 22 Reserve Road, Muchea</b>	<b>Lot 23 Reserve Road, Muchea</b>
<b>pH<sub>F</sub></b>	5.75	5.14
<b>pH<sub>FOX</sub></b>	4.93	4.32
<b>Δ pH</b>	0.82	0.82
<b>Peroxide Reaction</b>	Low	Low
<b>Sulfur (%)</b>	<0.01	<0.01
<b>Carbon (%)</b>	0.06	0.06
<b><i>Phytophthora cinnamomi</i> presence</b>	Negative	Negative

**Interpretation:** For a sandy soil to be confirmed an actual acid sulfate soil (AASS) it must have a field pH (pH<sub>F</sub>) less than 4 and have total sulfur content greater than 0.03%. For a sandy soil to be a potential acid sulfate soil (PASS) it must exhibit a pH<sub>FOX</sub> (pH measured after oxidation of the soil with hydrogen peroxide) less than 3, and/or have a reduction from pH<sub>F</sub> to pH<sub>FOX</sub> of at least 2 pH units AND have total sulfur content greater than 0.03%. Neither sample meets any of these criteria and so are both Non Acid Sulfate Soils (NASS).

Two pots of each sample were prepared, each with 10 surface-sterilized lupin seeds. Seeds were left to grow eight days, with watering 1-2 times daily as required. Three lupins grew in each of the Lot 22 sample pots. Two of the seedlings had suspicious lesions, which were sampled and plated to PCNB PDA plates and incubated for three days. No *Phytophthora cinnamomi* colonies emerged; there is no evidence of *Phytophthora* in the sample. Three lupins grew in the Lot 23 sample pots, none exhibiting any lesions or other signs of disease. There is no evidence of *Phytophthora* in the sample.

Appendix 3: BioScience 2010 *Phytophthora cinnamomi* analysis



325 WILKIN ROAD, FORRESTDALE, WESTERN AUSTRALIA, 6112  
 PO BOX 346, CANNINGVALE, WESTERN AUSTRALIA, 6103  
 TELEPHONE (08) 9377 2445 FACSIMILE (08) 9377 2447  
 EMAIL: Bioscience@Biosciencewgs.com.au  
 WEBSITE: www.biosciencewgs.com.au

**ANALYSIS REPORT:** 21 October 2009

**CLIENT:** W.C. and S.J. Wright

**ANALYSIS REQUESTED:** Phytophthora – Site inspection, sample and analyses.

**SAMPLES:** 8<sup>th</sup> October 2009

**Background:**

W.C. and S.J Wright operate an extractive industries business recovering sand from their property in Bullsbrook in the Shire of Chittering. They are seeking to develop a new resource, being a gravel pit. It is a requirement of the Shire of Chittering that an assessment be undertaken to determine whether *Phytophthora cinnamomi*, the causative agent for jarrah die-back disease is present at the site. Bioscience was asked to inspect the site, and to recover and test soil samples to determine whether die-back was a risk.

**Site Visit:**

The property Lot 22, Reserve Rd, Muchea Was visited on 8<sup>th</sup> October 2009. The land surrounding the proposed gravel extraction area is cleared farmland containing stands of mature Jarrah and Marri. The gravel pit is on the south facing slope of a gentle rise. Downgradient of the pit is an apparently abandoned citrus orchard on the neighbouring property.

Soils in the proposed gravel pit area is orange lateritic gravelly loam under a well developed topsoil layer of brown gravelly loam which is on average 150 mm deep. The same soil to the immediate north is currently growing a mixed pasture of ryegrass, oats and lupins mixed with various native grasses and weeds. Few, if any of the pasture species present are known to be susceptible to or host for *Phytophthora cinnamomi*. The only susceptible species in the immediate area is Jarrah. All the Jarrah trees were in robust health and showed no signs of present or past dieback.

*Phytophthora cinnamomi* is known to have a saprophytic stage, able to grow on dead roots of susceptible species. Soil which had been pushed up in the proposed gravel pit was examined. In general there were few large woody roots present. Those which were found were intact, and did not show any softening typical of fungal decomposition.

Two composite soil samples were collected, with one being from the surface 500 mm of soil, and the other from 500 – 1000 mm. Samples were placed in sealed plastic bags and conveyed to the laboratory within 2 hours of being collected.

**Laboratory Investigations:**

The assay for the presence of *Phytophthora cinnamomi* involved the use of lupin baiting assays, which is a standard pathological test for *Phytophthora* in agricultural soils. For each sample, 100 viable seeds of *Lupinus alba* were surface sterilised with 2% sodium hypochlorite solution for 30 minutes, then rinsed with sterile water.

Sample soil was placed into plastic pots containing a newspaper plug to 9 cm depth. Each pot had 10 sterilised lupin seeds disturbed evenly on the surface, then a further 1 cm of sample soil was added. Each pot was then immersed in water overnight, then elevated to stand above a water bath such that the bottom 1 cm remained in water, producing a saturated soil highly conducive to *Phytophthora cinnamomi* infection. Pots were then placed in a north facing window for 8 days.

After 8 days when roots started emerging through the bottom of pots, each pot was removed, seedlings were carefully recovered and the seedling hypocotyls were washed free of soil under running water. Each seedling was immediately inspected under a dissecting microscope. Any lesions found on the hypocotyls were removed aseptically, and placed onto Petri dishes containing Potato Dextrose Agar. Plates so made were sealed with paraffin film and incubated at 20°C.


Agar plates were examined daily until any fungal outgrowth could be identified to Genus level by light microscopy of whole plates.

#### **Findings:**

Lupins grew evenly and uniformly. Of the 200 seedlings examined after 8 days, 3 had lesions recovered for further examination. All three came from the surface soil composite sample. After three days on agar, mycelial outgrowth enabled identification of septate hyphae in all three plates, two of which were consistent with *Rhizoctonia* sp. and one had clamp connection indicating a Basidiomycete. There was no evidence of *Phytophthora cinnamomi* infection in any seedlings.

#### **Conclusions:**

The soil type on the Reserve Rd property is of a type which is documented to potentially host *Phytophthora cinnamomi*. Clearing of the land in the distant past means there is little remaining material to host the fungus in the parasitic or saprophytic life stages. There were few indicator plant species present except Jarrah which is healthy. The soils recovered and tested did not show any evidence of die-back fungus using a standard pathology assay. We conclude that the risks of *Phytophthora cinnamomi* being present on the site are extremely low.

  
Peter Keating B.Sc (Hons) Ph.D.  
Plant Pathology Consultant  
21 October 2009





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ANALYSIS REPORT: 15<sup>th</sup> June 2009

CLIENT: W.C. and S.J. Wright

ANALYSIS REQUESTED: Acid-sulphate soil analysis x2

SAMPLES: 4<sup>th</sup> June 2009

#### RESULTS:

	'Lot 22'	'Lot 23'
pH <sub>F</sub>	4.51	4.80
pH <sub>FOX</sub>	4.11	4.30
Δ pH	0.40	0.50
Peroxide Reaction	Low	Low
Sulphur (%)	0.005	0.004
Carbon (%)	0.044	0.045
<i>Phytophthora cinnamomi</i> presence	Negative	Negative

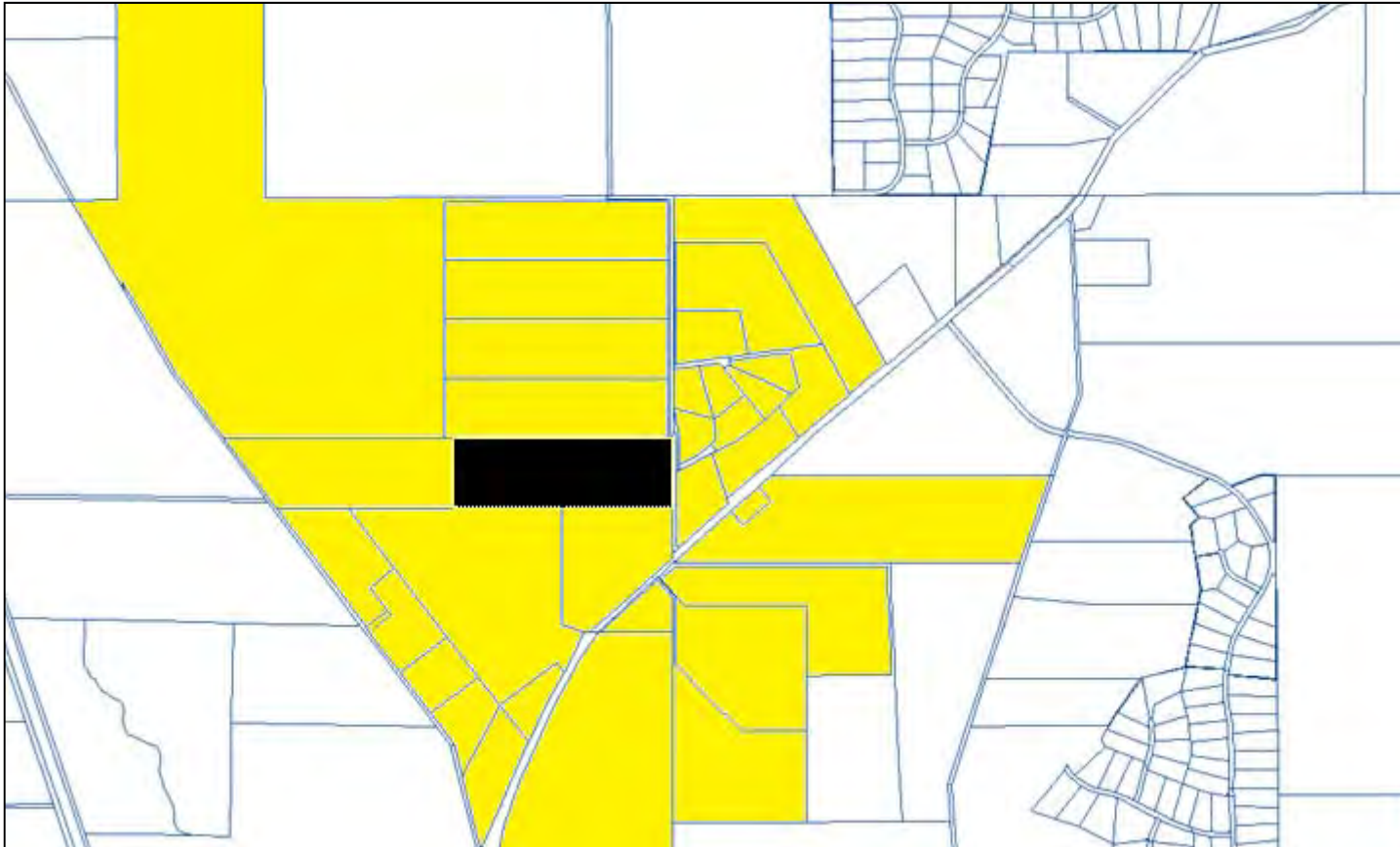
**Interpretation:** For a sandy soil to be confirmed an actual acid sulphate soil (AASS) it must have a field pH (pH<sub>F</sub>) less than 4 and have total sulphur content greater than 0.03%. For a sandy soil to be a potential acid sulphate soil (PASS) it must exhibit a pH<sub>FOX</sub> (pH measured after oxidation of the soil with hydrogen peroxide) less than 3, and/or have a reduction from pH<sub>F</sub> to pH<sub>FOX</sub> of at least 2 pH units AND have total sulphur content greater than 0.03%.

Neither sample of sandy soil meets any of the criteria of being an actual acid sulphate or potentially acid sulphate soil. They are therefore non-acid sulphate soils (NASS).

Both the soils tested for the presence of *Phytophthora cinnamomi* (jarrah dieback) with a lupin-baiting assay had a minimum of 50% of lupin plants grow, all of which appeared healthy. There was no diseased root tissue on any of the plants and thus no evidence of the *Phytophthora* fungus being present in either sample.

#### Appendix 5: 2009 Bioscience analysis report

Attachment 5 - Consultation Plan



*Note: Properties highlighted in yellow were notified and given twenty-one (21) days to respond.*

## Schedule of Submissions for proposed extractive industry – Lot 22 Reserve Road, Muchea

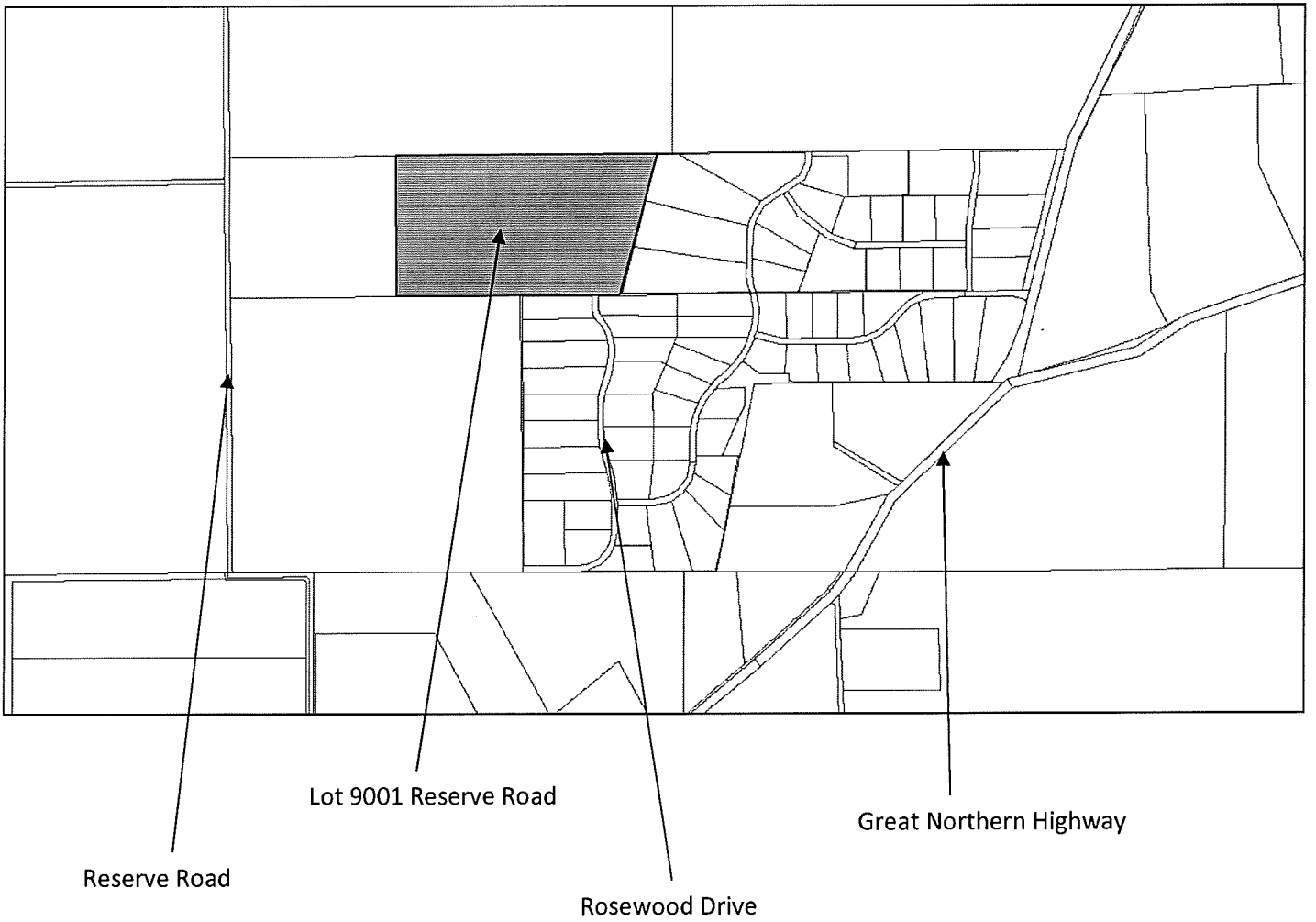
Submitter	Submitter Comments	Applicant's response	Officer's response
Main Roads WA	<ul style="list-style-type: none"> <li>No objection.</li> <li>Lot 22 does not abut a MRWA controlled road however the intersection of Reserve Road and Great Northern Highway will be the point of access to the MRWA network.</li> <li>The application states 'an average of 8 truck movements per day' and provided these are not Restricted Access Vehicles (RAV), the frequency and type of vehicle will not unduly impact the MRWA network.</li> </ul>	The vehicles entering are not RAV	<ul style="list-style-type: none"> <li>Noted.</li> <li>Noted.</li> <li>This is noted.</li> </ul>
Ellen Brockman Integrated Catchment Group (Chittering Landcare Group)	<p>Would like Council to consider the following comments:</p> <ul style="list-style-type: none"> <li>The clearing permit granted by the Department of Environment and Conservation allows for the removal of 45 trees. The clearing permit area does not match the area that is planned for extraction. Figure 9, the staging of the site, in the application indicates a larger area than clearing allows, thus stage 2 of the proposed gravel extraction cannot be approved.</li> <li>Following discussion with the proponent and landowner, modifications to the rehabilitation plan have been suggested that the Council may think worthy of consideration. The Chittering Landcare Group considers this proposal to have merit and will begin the implementation of the Shire's Biodiversity Strategy. The modifications involve: <ul style="list-style-type: none"> <li>Creating a 100m wide corridor connecting the remnant vegetation on Lot 23 to the north with the conservation reserve, Barracca Spring, to the south. This would be located 100m in from the eastern boundary of the property and be densely revegetated using local native species. This revegetation would be undertaken as soon as possible rather than waiting for excavation to be completed. Information sheets provided to the landowner will encourage the planting of a greater variety of species within the corridor.</li> <li>The resource enhancement wetland in the south western corner of the property will be planted with appropriate wetland species of trees, shrubs and rushes to provide wind breaks and protect the water resources.</li> <li>A property plan will be developed by the landowner to have the actual pit area rehabilitated with perennial pastures as excavation finishes and for the area to be divided into four separate paddocks with treed boundaries. This will allow for rotational grazing, better protection by the strategic planting of trees and a more sustainable use of the area.</li> </ul> </li> </ul>	<p>Due to the fact that the buffer zone will be put in place the area to be cleared will be that of the original application placed previously shown in green on Figure 7</p> <p>Attached is a plan of the area to be revegetated with the 100metre zone shown and planting to commence in the near future suitable to weather and winter rains.</p>	<ul style="list-style-type: none"> <li>Noted. Applicant is aware of the buffer requirement and intends to excavate areas approved for clearing.</li> <li>Noted.</li> <li>This is noted. The applicant has provided a plan showing proposed revegetation of a 100m corridor which is not impacted by excavation.</li> <li>This is noted. Revegetation of the wetland in the south western corner of the property will be undertaken by the landowner and operator at their will and is not required by this proposal.</li> <li>This is noted. The revegetation of the 100m corridor was agreed to replace revegetation of the excavation areas. The excavation areas will be required to be rehabilitated with pasture and treed paddock areas as agreed by the Chittering Landcare Group. It is the Officer's Recommendation to revise the rehabilitation plan to reflect this.</li> </ul>
Department of Water	<ul style="list-style-type: none"> <li>No comment.</li> </ul>		<ul style="list-style-type: none"> <li>Noted.</li> </ul>
Department of Mines and Petroleum	<ul style="list-style-type: none"> <li>The Department notes the proposal.</li> </ul>		<ul style="list-style-type: none"> <li>Noted.</li> </ul>
Department of Planning	<ul style="list-style-type: none"> <li>Management plans should only be used to guide matters that</li> </ul>	The points mentioned have been covered in the application	<ul style="list-style-type: none"> <li>Noted.</li> </ul>

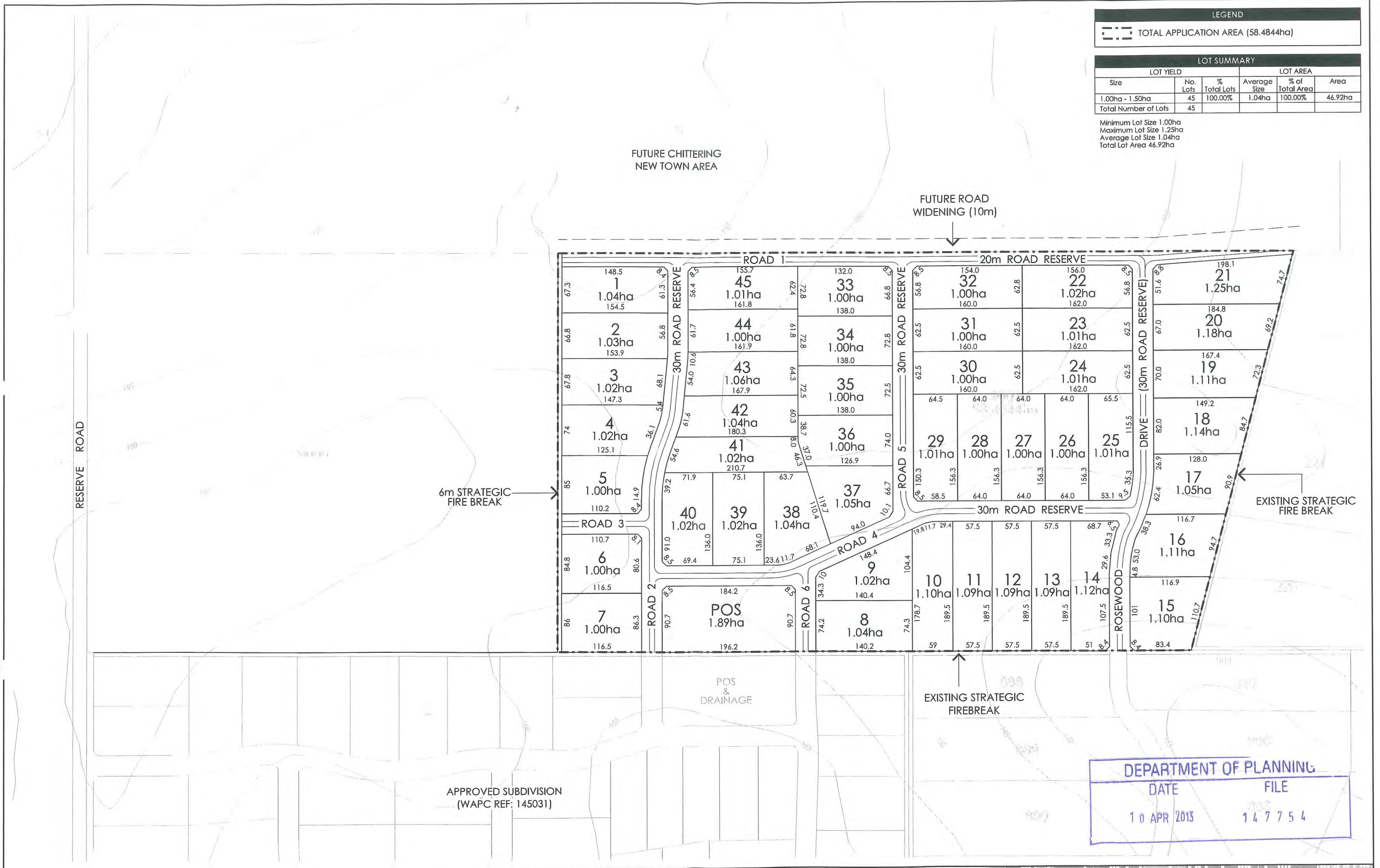
	<p>cannot be reasonably determined at the time of application – this may deal with issues such as dust suppression (including a process for conflict resolution), or how the future rehabilitation of the site will be managed. It is recommended that matters that can reasonably be measured and defined should be set as conditions of the planning approval.</p> <ul style="list-style-type: none"> <li>• The approved plan should show: <ul style="list-style-type: none"> <li>○ Dimensions of excavation areas;</li> <li>○ Proposed location, number and size of each pit within excavation areas;</li> <li>○ Proposed location of equipment and other site works within excavation areas;</li> <li>○ Permitted staging or works;</li> <li>○ Location of any additional structures or dwellings;</li> <li>○ Proposed size and location of stockpiles within excavation areas;</li> <li>○ Indication of nominal buffer distances in accordance with EPA Guidance Statement No 3;</li> <li>○ Location of nearby dwellings and other uses;</li> <li>○ Appropriate scale;</li> <li>○ Topography;</li> <li>○ Access and indication of road standard;</li> <li>○ Environmental attributes;</li> <li>○ Proposed excavation areas be surveyed to assist Council with monitoring and compliance.</li> </ul> </li> <li>• Council be guided by EPA Guidance Statement No 3 to ensure generic buffers distances have been addressed, and if variation is justified, it be evidence based.</li> <li>• Dust and noise suppression to be dealt with via a management plan, however Council would need to be satisfied in the first instance that the proposal could achieve appropriate dust and noise suppression consistent measures with the zone and SCA objectives of TPS 6.</li> <li>• Council should consider imposing a condition relating to the size and management of stockpiles on the land. The condition should ensure that the size and management of stockpiles do not impact on the visual amenity or the rural character of the area.</li> <li>• Council should determine whether any roads that will be used by the site’s operator require upgrading prior to the commencement of operations. If Council determine road upgrading is necessary, it is recommended that the requirement be imposed as a condition of planning approval, prior to the commencement of site works so as to avoid dust impacts.</li> </ul>	<p>and cannot see for any further comment</p>	<ul style="list-style-type: none"> <li>• The Officer’s Recommendation makes note of the Department’s advice by requesting a revised excavation site plan showing all the points raised. It is noted the application mentions all of the points raised throughout the document.</li> <li>• This is noted. As mentioned earlier, the Applicant has advised of the intent not to excavate within the 500m buffer.</li> <li>• This is noted. The Applicant has obtained a water licence on the property for the purpose of dust suppression. The measures of dust management within the application adequately address this.</li> <li>• This is noted. Details of stockpiling have not been addressed in the application. The Officer’s Recommendation requires all stockpiles to be located within the floor of the pit/excavation area.</li> <li>• This is noted. The Officer’s Recommendation requires an agreement between the Shire and operator for road construction and/or maintenance.</li> </ul>
<p>Environmental Protection Authority</p>	<ul style="list-style-type: none"> <li>• EPA does not review extractive industry applications.</li> <li>• If you believe this development will have a significant impact on the environment it can be formally referred to the EPA under section 38 of the <i>Environmental Protection Act 1986</i>.</li> </ul>	<p>Environmental issues have been covered with further enhancement to the property through rehabilitation</p>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted.</li> </ul>
<p>Department of Environment and Conservation</p>	<p>No objection and provides the following advice:</p> <ul style="list-style-type: none"> <li>• DEC recommends that the proponent develop a weed</li> </ul>	<p>These issues have been attended to in the application for Lot 22 and are not part of Lot 51.</p>	<ul style="list-style-type: none"> <li>• Noted. The Applicant has addressed weed management</li> </ul>

	<p>management plan for Lot 22 that is endorsed by the Shire in consultation with the Chittering Land Conservation Committee. The plan would include details how the proponent will undertake annual ongoing weed control across <del>Lot 51</del> Lot 22 for the life of the project for all invasive weeds including Paterson’s Curse, Cape Tulip, Arum Lily, Wild Radish and Afghan Melons.</p> <ul style="list-style-type: none"> <li>• DEC recommends that the proponent develop a site rehabilitation plan to the satisfaction of the Shire and that the Shire should consult with the Chittering Land Conservation District Committee for advice. This plan would include the proponent to undertake any ongoing infill planting, fencing and weed control maintenance for the life of the project.</li> </ul>		<p>in Section 5.11.</p> <ul style="list-style-type: none"> <li>• This is noted. The Applicant has outlined the rehabilitation of the site. The introduction of revegetating the 100m corridor was a result of liaising with the Chittering Landcare Group.</li> </ul>
<p>Public Submission 1</p>	<ul style="list-style-type: none"> <li>• Do not object to the extraction of sand on Lot 22.</li> <li>• Object to gravel extraction because of the associated noise during screening or crushing of the product, if that should become part of the process of removal of the material.</li> <li>• Do not believe the letter of support for extraction in the buffer zone as being valid or true.</li> </ul>	<p>In the management plan of the application it has been stated that there will be no screening or crushing process.</p> <p>The letter of support for extraction in the buffer zone was fully supported and signed with approval at the time of application.</p> <p>The extractive industries of both sand and gravel are not of great abundance within the Shire and need to be protected as an industry for further development and securing of growth and employment for the Shire.</p>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted. The application notes no screening or blasting in Section 4.4.</li> <li>• Noted. The letter of support for excavation within the 500m buffer area has been disregarded.</li> </ul>

# Locality Plan

Lot 9001 Reserve Road,  
Chittering





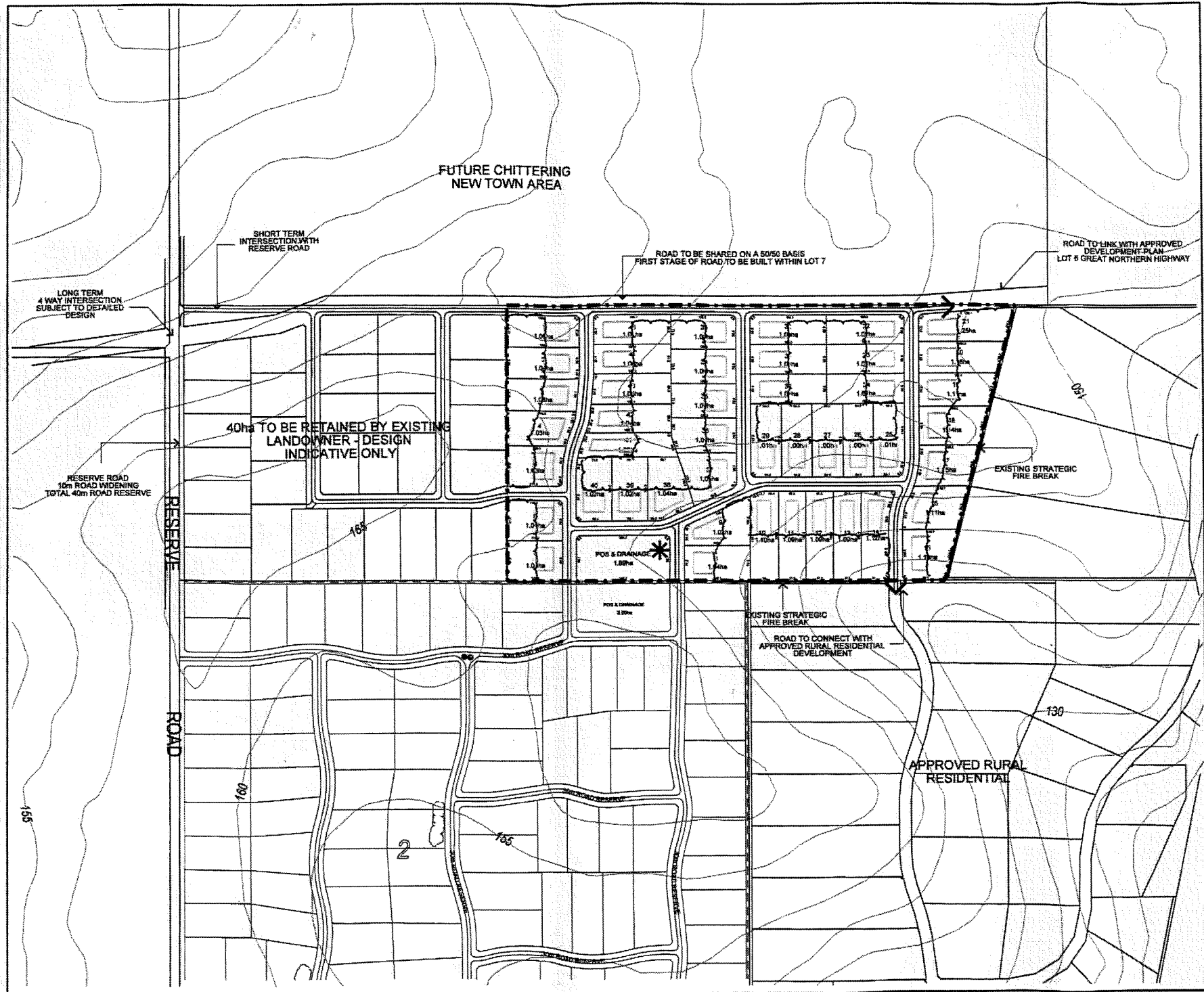
Plan of Subdivision

LOT 9001 RESERVE ROAD, CHITTERING  
 A PENDULUM GROUP PROJECT

plan: 07/054/005	designed: AP	scale: 1:2500@A1	 Taylor Burrell Barnett Town Planning & Design 187 Roberts Road Subiaco Western Australia 6008 p: (08) 9382 2911 f: (08) 9382 4586 e: admin@tbbplanning.com.au <small>© COPYRIGHT TAYLOR BURRELL BARNETT. ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM TAYLOR BURRELL BARNETT. ALL AREAS AND DIMENSIONS SHOWN ARE SUBJECT TO FINAL SURVEY.</small>
date: 18/02/2013	checked: BB	0 50 100m	
projection: MGA 94	drawn: YH		

REQUIREMENTS FOR DEVELOPMENT PLAN

- 1. Development Plan**  
Prior to subdivision or development, a Development Plan shall be submitted and approved by the Council and the Western Australian Planning Commission. Subdivision and development should generally be in accordance with the Development Plan approved by the Council and the Western Australian Planning Commission.
- 2. Lot Sizes**  
In considering development and subdivision, Council shall recommend a minimum lot size of one hectare. The average lot size should conform to the recommendations of the Shire of Chittering Local Planning Strategy.
- 3. 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 land owner, as 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.
- 4. Building Envelopes**  
All buildings (including outbuildings and water tanks), waste and effluent disposal systems, and a building protection zone for bushfire management are to be located within the Building Envelope defined for each lot as on the Development Plan. No clearing shall be permitted outside designated building envelopes on the Development Plan, other than for driveways and firebreaks that have been approved by Council. The building envelope shall not exceed 2000 m<sup>2</sup> without Council's prior approval and shall be setback from cadastral boundaries as follows:  
Road: 20 metres  
Rear: 20 metres  
Side: 15 metres
- 5. Fencing**  
Fencing shall only be permitted within the building envelope and adjacent to road frontages in accordance with Local Planning Policy No. 22 Fences. No fencing is permitted within the Vegetation Protection Areas and no other fencing is permitted without Council approval.
- 6. Crossovers**  
The construction of crossovers to each lot shall be in accordance with Council's specifications.
- 7. Potable Water**  
Where possible, each dwelling within the Development Plan Area shall be connected to a reticulated potable water supply by a licensed water service provider. In addition to the reticulated water supply, each dwelling shall be provided with a rain water tank with a minimum capacity of 20,000 litres in accordance with Council's Local Planning Policy No. 6 - Water Supply and Drainage. Where no reticulated potable water supply from a licensed water service provider is available, each dwelling shall be provided with a water tank of not less than 120,000 litre capacity.
- 8. Land Management**  
Any remedial or new works depicted on the Development Plan for the purpose of water catchment shall be implemented prior to subdivision. The maintenance of any swales and associated tree planting shall be the responsibility of the owner/occupier.
- 9. Dams and Water Courses**  
The construction of dams and the extraction of surface water is not permitted without the approval of the Council, Department of Environment and Conservation and Department of Agriculture.
- 10. Fire Control**  
Strategic fire breaks as shown on the Development Plan shall be constructed by the developer and shall be maintained to the satisfaction of the Council and the Bush Fires Board in accordance with Local Planning Policy No. 21 Fire Management Plans.
- 11. Effluent Disposal**  
All lots are to be provided with and approved Alternative Treatment Unit (ATU) disposal System that incorporates nutrient retentive capability.
- 12. Permitted Uses**  
A single house and associated outbuildings are the only permitted uses. Other uses specified in the Town Planning Scheme may be approved at the discretion of the Council. Approval is required for a home business but not for a home office. Council may require the preparation and implementation of a management plan as a condition of approval for any use that may result in degradation of land or water resources or nuisance to neighbours.
- 13. Domestic Pets**  
The keeping of domestic cats is prohibited.
- 14. Stocking Restrictions**  
The stocking of pigs, horses, poultry or any grazing animals is not permitted.
- 15. Water and Drainage**  
An urban water management plan shall be prepared and implemented by the landowner prior to the commencement of any ground disturbing activities and shall include the construction of the identified wastewater, stormwater and groundwater management systems, to the satisfaction of the WAPC on advice of local government.  
Landowners shall maintain natural drainage lines to prevent erosion and acid export to adjoining lots. There shall be no alteration to natural drainage lines.
- 16. Vendor Responsibility**  
The developer/vendor shall inform prospective purchasers of the lots, in writing, of the provisions of the Council's Town Planning Scheme relating to the management of the land, as specified in the Development and Fire Management Plans for the land concerned.
- 17. Non-reflective Materials**  
All buildings shall be constructed with roofs of non-reflective materials.
- 18. Open Space within Public Open Space**  
A vegetation protection plan shall be prepared and implemented to the satisfaction of the Local Government prior to any development within the public open space. The developer shall provide playground equipment within the public open space in a location to be determined in consultation with the Shire of Chittering and generally in a location as identified on the Development Plan and in accordance with an approved vegetation protection plan.



ADOPTION  
Adopted by resolution of the Council of the SHIRE OF CHITTERING at the Ordinary Meeting of the Council held on the 18th day of March 2009 and the Seal of the Municipality was pursuant to that resolution hereto affixed in the presence of:

*[Signature]*  
PRESIDENT

*[Signature]*  
CHIEF EXECUTIVE OFFICER

3/9/2009  
DATE



Signed for and on behalf of the Western Australian Planning Commission.

*[Signature]*

an officer of the Commission duly authorised by the Commission pursuant to Section 24 of the Planning and Development Act 2005.

*[Signature]* Witness

20 AUG 2009 Date

- LEGEND
- BUILDING ENVELOPE (2000m<sup>2</sup>)
  - STRATEGIC FIREBREAKS
  - VEGETATION PROTECTION AREA
  - EXISTING BUILDING
  - INDICATIVE LOCATION FOR PLAY EQUIPMENT
  - APPLICATION AREA

DEPARTMENT OF PLANNING

06 AUG 2009  
FILE 137128

Development Plan  
LOT 7 RESERVE ROAD  
MUCHEA

Taylor Burrell Barnett  
187 Roberts Road Subiaco Western Australia 6008  
p: (08) 9382 2911 f: (08) 9382 4586 e: admin@tbbplanning.com.au

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22/07/2009  
PCG 94

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